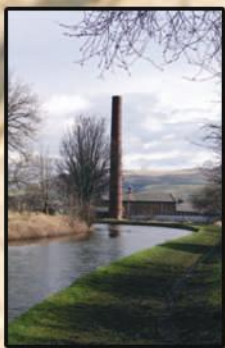


SKIPTON-IN-CRAVEN



Conservation Areas APPRAISAL 2008



ENGLISH HERITAGE



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PART 1
Sections 1-3
Evidence



1.

1.0 INTRODUCTION

All planning authorities are required to determine which parts of their area merit conservation area status. Skipton has three linked conservation areas covering the historic central core and Victorian development areas to the south and west (see Map 1). They were designated in 1969 (historic core) and 1991.

The buildings and their setting, (eg. street layout, the spaces between them, surfacing), are considered to make up areas of special architectural or historic interest. With the definition of each area there was recognition that its appearance or character is worth preservation or enhancement, and a commitment to maintain it. The designation of conservation areas is therefore the first step in a process to provide a basis for making decisions about the future.

This Conservation Areas Appraisal was compiled by Susan Wrathmell BA, MA, IHBC and David Blackburn B.Sc.C.Eng.MICE,MA,IHBC (and see 9.1). It re-assesses the designated areas, evaluates and records their special interest, and considers the current boundaries. The involvement of the local community in the process has been essential in defining clearly those elements that contribute to the special architectural or historic interest of the place.



2. *Skipton High Street c1900*

1.1 Background to the Appraisal

In 1952 the Ministry of Housing and Local Government issued the List of Buildings of architectural or historic interest for the parish of Skipton.

The Lists provide a national assessment of issues about the preservation of our built heritage and are constantly reviewed and extended. Individual buildings were given particular attention initially, but in some parts of a town no single building may rank as a fine piece of architecture, rather a group of buildings, whether part of a slowly-changing street or a planned domestic or industrial layout, may be outstanding.

The Civic Amenities Act (1967) and the Town and Country Planning Act (1968) made important changes to the law relating to old buildings. Section 69 of the Civic Amenities Act instructed local councils to designate:

‘...areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’.

The central or ‘core’ Skipton Conservation Area was designated in February 1969. The original designation is centred on the High Street, the prime element in the historic town plan, but includes a wider area (see 1.2 below). Since the first designation the importance of Victorian architecture has been more widely studied and appreciated nationally. A review of the Conservation Area boundary in 1991 reflected this, when the Conservation Area was extended to include three significant built-up areas: Gargrave Road (Skipton West Conservation Area), Middle Town, New Town and part of Keighley Road (Skipton South Conservation Area) and part of Broughton Road to include the newly listed railway station¹.

In November 2007 Craven District Council commissioned Conservation Area Appraisals for Skipton to inform its strategic planning policies². The ‘Core Strategies’ examine factors unique to Craven and Section 8, ‘Environment and Design’ deals with the natural and built environment. Issues being explored to assess the positive or negative effect of man-made structures include ‘Conservation, Listed Buildings and Archaeology’ (Section 8.53). Section 8.60 states that the Conservation Areas Appraisal ‘will set out the characteristics of each Conservation Area and will help inform the planning process and residents of features that are required to be retained and maintained in each area. The Conservation Area Appraisals will form part of the evidence base of the Submission document’.

The information in this Appraisal will help identify opportunities for enhancement schemes and development, and help secure partnership funding for projects³. The boundaries of the Conservation Areas are defined, and those involved in appeals over planning consents will have detailed information about their significance. The Appraisal will assist Craven District Council in the formulation, monitoring and evaluation of local plan policies and a benchmark will be created, against which development proposals can be assessed. The result will be a more consistent and informed decision-making process.

¹ Information from Craven District Local Plan Survey and Appraisal document amended July 1994

² Core Strategy Development Plan document, preferred option draft, 12 Oct-23 Nov 2007.

³ See Section 8

1.2 The composition of the Skipton Conservation Areas

Note: the three Conservation Areas are labelled CAC1 (Conservation Area Centre), CAW2 (Conservation Area West), and CAS3 (Conservation Area South) for the purpose of brevity. The conservation area boundaries are contiguous; the Appraisal will generally treat them as a single area, with zoning to describe significance. Questions are raised elsewhere concerning the value of establishing one single area ⁴.

CAC1: Skipton Central Conservation Area

The historic core with medieval castle and church, market place (the High Street), east-west routeways at the north and south ends. Over half the area to the north is composed of open fields and woodland along the line of the Eller Beck which flows along the west side. The Leeds and Liverpool Canal basin and Springs Branch Canal with associated industrial buildings are within the south and west parts. In addition to the castle and parish church the area includes⁵:

- Skipton Castle and Holy Trinity Church at the north end of the High Street
- Skipton Woods: a tree clad ravine flanked on the south by the precipitous north face of the Castle, where the water element is a vital feature in the form of Springs Canal, Eller Beck, Mill Dam.
- Mill Bridge / Water Street: prominent Old Corn Mill in an architecturally varied and significant setting. The water features continue, flanked by tiers of retaining walls and buildings.
- Belmont Bridge, where there is less difference between water level (Leeds and Liverpool Canal) and adjoining land; the relationship between water and built environment here is very important in the urban scene.
- Swadford Street, Newmarket Street, Otley Street, the Bailey: each contributes to the quality of the High Street by virtue of the contrasting characteristics they present on approach.

⁴ See Section 6, Summary of Issues

⁵ The following points are taken from Craven District Local Plan Survey and Appraisal document amended July 1994, probably quoting the original (lost) designation documentation.



4. Skipton Castle overlooking the Earl of Thanet's (Springs) Canal and Eller Beck

- The rear of the southern frontage of Newmarket Street is a predominantly open and secluded area centred on Waller Beck, crossed by footpaths and tree covered on the southern bank.

CAW2: Skipton West Conservation Area

The Gargrave Road approach to the town, lined with major institutional and educational buildings on the north side, and terraced housing dating from the late nineteenth and early twentieth centuries. The area includes:

- Ermysted's Grammar School, Union Workhouse and Raikeswood Hospital (now housing, 'Gainsborough Court'), Girl's High School, Massa Flatts Wood and the large area of terraced housing bounded by Gargrave Road to the north and Granville Street / Harewood Road to the south. The steep hill slopes have provided south-facing sites for large buildings, and smaller terraces off, (Belgrave Street, Bright Street etc), have distinctive rooflines and an unusual townscape.
- The southern line of Gargrave Road: large terraced houses with good architectural detail, including Park Avenue.



5. Skipton West Conservation Area - Bright Street, with the pediment of the Union Workhouse.

- The north side of Gargrave Road: important buildings and grounds of some of Skipton's longest established institutions. All of them, with well-maintained grounds, lend an air of grandeur to this approach to the town centre.
- The 'Woodman' group of buildings relates to an earlier road line and has historic associations with the Union .
- Large early twentieth century houses on Westbank Road in Arts and Crafts style, distinguished by elaborate stained glass windows and use of brick for boundary walls and elsewhere.

CAS3: Skipton South Conservation Area

The south side of the town; later nineteenth century housing of Middle Town and New Town concentrated close to mills and other industries along the line of the Leeds and Liverpool Canal.

The area includes:

- Middletown, an area of nineteenth- and early twentieth-century industrial housing and development with associated mills, public buildings, school and shops, contained within the loop of the railway line. Simply but strongly detailed, generally well-proportioned and well constructed in good quality masonry. Combined with the dramatic hill-slope topography this area is a major part of an important townscape.



6. Skipton South Conservation Area. View over Sackville Street, buildings on the canal, New Town and Victorian mansions on Keighley Road, now Skipton Hospital

- The line of the Leeds and Liverpool Canal, through the most industrialised part of the town (but only the west towpath side on the Keighley Road approach).
- New Town, a natural extension of Middle Town to the west of the Canal, with associated mill and hill-side townscape
- Keighley Road: a small pocket of nineteenth century terracing between canal (east) and railway (west). 'Ribbon' terracing along the railway side of Keighley Road signals the beginning of the town's urban residential edge following the unpromising Snaygill Industrial Estate. Short side terraces with small gardens on the canal side, associated with Alexandra Shed textile mill.

1.3 Community involvement

'Public participation should be an integral part of the appraisal process'⁶.

Since the late 1970s greater emphasis has been placed on involving the local community in evaluation of an area's special features, and decisions about where boundaries should be drawn.

A list of 'heritage assets' was drawn up by those involved in the English-Heritage funded HEEP Skipton Community Research Project, 2007-8. Responses were obtained through discussions, and walks through parts of the town prior to completion of the draft Appraisal.

The public consultation period for this appraisal was from April 24th to May 30th 2008. The process included: a public presentation evening at the Town Hall; a ten-day display at Skipton Public Library; an occasional display at the Town Hall entrance; and week-long display at Holy Trinity church. The display was composed of photographs, maps and text, with leaflets and comment slips. A box and pens were supplied.

Publicity for the appraisal was given through items in the Craven Herald, leaflets dispensed to doctors' surgeries and pubs, as well as Craven College, Craven Museum and Skipton Public Library. The leaflets carried contact details for comments to Craven District Council, and a draft version of the appraisal was available on the CDC website.

1.4 Synopsis of public responses.

The total number of written responses was 42, out of which there were 110 points raised. No email responses were received by Craven District Council. Three telephone enquiries were received asking about the opportunity to see the display or provide comments. The written responses are part of the archive, and a full transcript is attached in Appendix 2.

The following table gives the number of comments on different topics:

⁶ English Heritage Guidance on conservation area appraisals, 2005, p.10

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Archaeology	2
Other heritage assets	10
Surfacing	3
Condition, and improvement opportunities	10
Townscape design, shop fronts	3
Setting and open spaces	7
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Conservation philosophy and education	5
Character / new housing and development	11
Street furniture	4
Negative view	1

Quotes (in italics) from the public responses are presented in topic boxes throughout the Appraisal.



2 SKIPTON: SITE DEVELOPMENT AND CONSERVATION

The special interest or significance of the town arises from its unique landscape, geology, and historical events.

2.1 Geology and quarries

Skipton is an ancient settlement site on the Eller Beck, a tributary stream of the river Aire which meanders through the rich meadow land of the Aire Gap about one mile to the south. The site of the town is dominated by hill masses and a network of small valleys that meet in the lowland area with glacial lake deposits and drumlins (small hills of boulder-clay). Skipton Moor, east of the town, and Embsay Moor to the north are composed of Pendle Grit, a hard sandstone ('millstone grit'), with underlying shale ('mudstone'), and heather-covered summits rising to over 300m (1000 feet). Carboniferous limestone occurs in 'cliffs' or ridges, the double valley connecting Airedale and Wharfedale, (by way of Embsay and Bolton) marking the line of the Skipton anticlinal fold.

Haw Bank, a long hill east of the town, is the limestone core of the anticline and underlies Skipton Castle. It is composed of thinly bedded limestone and shale; accessible rock outcrops have been quarried on the north side of the Castle, probably enhancing its fortifications, and the Haw Bank quarry was worked on an industrial scale from about 1790. Other quarries can be seen on Skipton Moor (Jenny Gill, dark grey shale) and at Massa Flatts (north side of Gargrave Road) where there were underground workings. At Embsay unlaminated sandstones occur.

The use of local stones for building purposes is listed below:

- Millstone Grit outcrops: door and window lintels, quoins, gateposts, troughs, millstones. Dressed and coursed for walling; rubble in the Skipton area used for dry-stone walling; iron staining sometimes gives distinctive orange or red colouring.
- Limestone: for building the castle and larger houses, and (as calcium carbonate) processed in lime kilns and slaked in water to make lime (calcium hydroxide) for mortars, plaster, limewash, renders.
- Mudstone flags: split and sawn for cisterns, tanks in dairies, brewhouses; shelves in pantries, cheese rooms; stall partitions in barns, stables; gateposts, floor and roof covering, tombstones, boundary stones.
- Yoredale Series sandstones for building and roofing; thinly-bedded stones for flagstones (flooring, pavements), or roofing, usually from underground workings. Waste for walling.



9. *View of town from the south-east, top of Shortbank Road*

2.2 Origins and history

The town is set in a natural amphitheatre with hills to north and east, a spur of Flasby Fell to the west and the Aire floodplain to the south. The only Scheduled Monuments (ie evidence of early human activity) are the Park Hill banked enclosure (CAC1) and, (outside the Conservation Areas), the carved stones on the hill slope at Horse Close east of the town. A late Neolithic / early Bronze Age flint scatter including a small awl or borer (associated with making holes for stitching leather) from Canal Yard, a small Bronze Age cup found beneath the pavement outside the former Regal cinema, now nightclub on Keighley Road, and Roman coins found in the town and preserved at Craven Museum point to an ancient routeway here, but firm evidence of settlement has yet to be found and has to be considered in any archaeological investigations. The banked enclosure on Park Hill has been interpreted as either a Roman 'look-out' or a Civil War gun emplacement; it may have been both. Objects of Civil War date are reported to have been found during building work on Cock Hill (Middle Town) from the 1870s.

An Anglian settlement of the seventh or eighth century may be the first permanent occupation, established by Anglo Saxons from Northumbria on the borders of the former Celtic kingdom of Strathclyde. The place name, 'Scipton' is of this date, and a seventh-century gold coin

(tremissis), made in France, was found on the north side of Holy Trinity church during a watching brief in 1979. The oval form of the graveyard, with access from high ground to the north, also suggests an early foundation. The settlement was part of an estate ruled by Earl Edwin and centred on Bolton (now Bolton Abbey), described in the Domesday Survey (1086) and smaller than nearby places such as Snaygill and Thorlby.

A Norman castle was possibly built by 1080 and an historical reference was made to it in 1130; the first reference to Holy Trinity church is a similar date. It was built on a limestone outcrop to command the major routeway through the Aire Gap, a feudal and monastic road between York and Lancaster throughout the medieval period and later.

Charters relating to the town show that in 1204 the Count of Aumale, who owned the estate, was granted a three-day fair in the summer and market tolls were extracted from traders from this date. During fourteenth century the town became well established, having a weekly (Saturday) market by 1311⁷ the year after the castle and town was granted by Edward II to Robert de Clifford, establishing a continuity of ownership until the death of Anne Clifford in 1676. Until the early sixteenth century the wool trade with Bolton Abbey (and probably to Flanders via London), provided work for a fulling mill and dyehouse (site, CAC1).

Packhorse routes avoided the marshy river floodplain and passed through the town on the line of Swadford and Newmarket Streets. Access to the original (ie pre circa 1310) west entrance to the castle was probably along the line of Eller Beck⁸, the layout of the medieval town established the present main street line probably in the fourteenth century. Throughout the seventeenth and eighteenth centuries Skipton continued to expand as a market centre for a wide area, corn being brought in from the vale of York and Richmondshire, and wool from all over Craven, the woollen industry expanding in the early eighteenth century.

The construction of the Leeds and Liverpool Canal, (1770-1816)⁹, provided links with the lower Aire valley, and initiated the industrial development of the town. Eighteenth century road improvements, both outside and within the town, reflect its importance as a corn market. The domestic woollen industry made way for cotton, with the first cotton mill built in 1785 close to the castle (CAC1). The transition from wool to cotton is exemplified by the development of Belle Vue Mills on the (then) outskirts on the Broughton Road by John Dewhurst. Built in 1828 as a steam-powered worsted spinning and weaving mill, it was rebuilt for cotton-spinning in 1831 and expanded into full yarn production throughout the later nineteenth century and into the twentieth. In the later nineteenth century two mills (Union Mills and Firth Shed) were constructed on the Leeds and Liverpool canal further south (CAS3). Skipton became a railway town in 1847 when the Leeds-Bradford-Keighley Railway was extended, soon joined by the Lancashire and Yorkshire Railway from Manchester. In

⁷ D.Williams.

⁸ R.T.Spence

⁹ See Section # and Appendix 3

1875 the Settle-Carlisle line was opened providing a main line between London and Scotland, and a new station was built. By the end of the century the ancient high-level roads for pedestrians and animals had almost gone out of use, as low-level routes - canal, rail and road- competed for transport business. The same high-level routes are now an important landscape feature as recreational footpaths.



10. Map of Skipton in 1850. The General Board of Health Specimen Plan. The Union Workhouse stands on its own on Gargrave Road; King's Street and Queen's Street were built in the 1820s on open ground beside the road to Otley

The town's inns and hotels flourished in the later nineteenth century as they accommodated commercial travellers, market traders and the new tourist industry. The development of motor transport resulted in traffic problems as early as the 1920s, as the town's position, on the route from the industrial towns of south and west Yorkshire to the Lake District, Scotland, Morecambe, Blackpool and the Dales, resulted in 'a heart-breaking spectacle of congestion, noise and constant arrival and departure' in the main streets¹⁰. About 400 buses departed from the town centre each day in the late 1920s, and in the second half of the twentieth century congestion by cars rather than buses has become a major concern.

¹⁰ Raistrick p.8.

2.3 Listed Buildings

2.3.1 Background: listing in Skipton

Statutory protection for individual buildings dates back to 1944, when an Act of Parliament required that buildings of architectural or historic interest should be noted and lists of those buildings issued for use by planning authorities and the public. The first 'listing' for the whole country was completed in 1968 and has been constantly reviewed and extended since. The Lists provide a national assessment of issues about the preservation of our built heritage.

The first 'List of Buildings of Architectural and Historic Interest' for the parish of Skipton was issued by the Ministry of Housing and Local Government on April 28th 1952. Dates given in the later revision suggest that it comprised just sixteen items, shown here with the current map reference, name and listing grade:

1/1	Skipton Castle (part)	I
2/1	Skipton Castle (part)	I
1/2	Outer gatehouse to Skipton Castle	I
1/3	Former chapel at Skipton Castle	I
2/5	Former coachhouse at Skipton Castle	II
1/4	Former stables at Skipton Castle	II
1/6	Premises of Wales, Wales & Rawson adjoining gatehouse	II
1/8	Gateway adjoining SE corner of E tower	II
1/57	Church of Holy Trinity, High Street	A [now I]
1/81	3 High Street	II
1/115	Devonshire Hotel, Newmarket Street	II*
1/144	Electricity sub-station, Newmarket Street	II
1/145	House known as 'Old Grammar School'	II
1/146	Cross Keys Hotel, Otley Road	II
1/147	Cross Keys Garage	II
1/178	Toll Booth: 9-11 Sheep St / 72 and 74 High Street (Middle Row)	II



12. The Devonshire, Newmarket Street. Listed grade II*

The selection identified prominent buildings in the town, being the church and castle with associated offices and Georgian house, the old administrative centre ('Toll Booth') for the town in Middle Row, and buildings on Newmarket Street - a Georgian town house and the

buildings of the ancient Grammar School. The oldest buildings, of national significance, were given the highest grade, I; another was shown to be of very high importance as grade II*. The majority, whose preservation was particularly important to the town, were listed grade II.

The Town and Country Planning Act 1971 again required the Secretary of State for the Environment to compile lists 'with a view to the guidance of local planning authorities in the performance of their functions under the Act'. Persons with special knowledge of or interest in such buildings were consulted, and in 1974 Skipton Urban District Council submitted a revised List to the Minister which included recommendations from members of the Civic Society.

Amendments and additions to the Skipton List since 1971 are shown in chronological order below.

1971 (28th September)

1/87	35 and 37 High Street	II
1/88	39 and 41 High Street	II

(These buildings had been noted in the 'Architectural Guide to West Yorkshire' by Nikolaus Pevsner, published in 1967).

1976 (29th June)

	53 High Street, former Hole in the Wall public house	II
1/49	Nurses home, Raikeswood Hospital, Gargrave Road	II
1/48	Admin block, Raikeswood Hospital, Gargrave Road	II

1977 (25th October)

	20 - 24 Sheep Street	II
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On March 1978 the Secretary of State issued a new revision of the List with 102 entries for the town, a large number in the High Street and Sheep Street. Other notable additions in the town centre are included below; the full Conservation Areas list is appended¹¹.

1/163	Dewhurst's Mill, western block	II
1/12	Victoria Mills, northern block	II
1/27, 2/27	High Corn Mill, Chapel Hill	II
1/33, 1/34	Former warehouses on the Leeds & Liverpool canal	II
1/39	Craven Hotel, Craven Street	II
1/43	Roman Catholic church of St Stephen	II
1/52	Friends' Meeting House, The Ginnell	II
1/19	Royal Shepherd public house, 4 Watsons Houses	II

¹¹ Appendix 1



13. Victoria Mill from the canal towpath. Grade II

Additions since the last full revision:

1988

	Two type K6 telephone boxes outside Town Hall	II
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1991

1/163	Skipton Railway Station, Broughton Road	II
1/164	Canopy to south of Skipton Railway Station	II
3/132	10 Sheep Street: amended to give information about the interior; the 'group value only' note removed	II

1996

1/10002	Union Mills, Upper Union Street	II
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In 1997 (3rd June) one building off Sackville Street was deleted from the List:

	Mill Lane, former canal warehouses and stabling	II
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In 2002 Holy Trinity's listing grade was altered from 'A' to grade I to match secular buildings, following national changes to the listing of places of worship. Christ Church, graded B, became II*.

2.3.2 Types of Listed Building in the three Conservation Areas

There are now 111 Listings in Skipton, the majority of them in the old town, the first Conservation Area designated (CAC1)¹². The medieval castle and parish church dominate the top of the High Street while shops and other structures date from the seventeenth to the twentieth century. The grade II listed town buildings, many on narrow medieval building plots, are a varied group: over half were private houses in the eighteenth and nineteenth centuries, and as this is a market town they often also incorporated shops and doctor's premises. Passageways ('ginnels') off the High Street, narrow (for pedestrians) or wide (goods and animals, later cars) are a feature of many of the ground floor frontages.

Other building types represented are nineteenth-century banks, offices and shops, but little of the late nineteenth century town has been listed. Warehouses and workshops also feature, some built into the back yards after the canals were made. Five (including Holy Trinity) were built as places of Christian worship, of which three (including the Friends' Meeting House) continue in their original use. There are two ancient inns and Lord Burlington's town house is grade II* listed in recognition of its fine 1730s architecture. Listed public houses vary in style and date: the Red Lion and Black Horse have origins as late medieval farms or inns; the Castle and the Cock & Bottle also have their origins before the industrial expansion of the town, while the Royal Shepherd and Royal Oak are nineteenth-century hostelryes¹³.

The town's government is represented in the Toll Booth in Middle Row which became the Mechanics' Institute when the present Town Hall was built in 1862. Other listed structures add greatly to the town's character - among them are the walls of the ancient pound, the corn mill, two bridges, a statue to a Victorian politician, the war memorial (the only twentieth-century listing), and a Victorian bank. Extensions to CAC1 take in the railway station and huge cotton mill, (Dewhurst's Belle Vue Mills) on Broughton Road to the west.

New listings in the mid 1970s recognised the importance of St Stephen's Church, Ermysted's Grammar School and the former Union Workhouse. They are within the second conservation area, on Gargrave Road (CAW2) which includes their associated residential buildings ranging from large villas to terraced housing of the late Victorian and Edwardian period.

The Waller Beck formed the southern edge of CAC1, a significant natural feature below a prominent hill (Cock Hill) overlooking the old town. The third conservation area (CAS3) is contiguous with this boundary and defines a built environment, particularly terraced housing, associated with the important industrial history of the town focussing on the Leeds and

¹² See Map of Listed Buildings, Map 3

¹³ and see 3.1.6 public houses

Liverpool Canal. Listing here is slight - stables and warehousing near the canal bridge on Keighley Road were delisted in 1997 and the single listed building is Union Mills on the west bank of the Leeds and Liverpool canal (now residential).



14. View over Middle Town from the east

Housing layout in Middle Town, the link of mill and housing in New Town, and the line of the canal are all factors in the understanding of this conservation area. An extension to the south, along Keighley Road, brought in terraced housing associated with the demolished Alexandra Mill, and a westward extension includes four large Victorian mansions on Carleton Road.

Skipton's geology and long history has resulted in a very varied townscape; the notes above draw out the very different character of the three conservation areas, arising from the history of the development of the town and the distribution of its listed buildings. The following section sets out to analyse the factors that contribute to the unique character of buildings, streets and the town.



3.0 CHARACTERISATION: BUILDING TYPES

3.1 Historic core

3.1.1 Skipton castle

The castle's architectural form developed in the late twelfth, thirteenth and early fourteenth centuries. It was extended as a Tudor mansion in the first half of the sixteenth, and repaired after the Civil War in the mid seventeenth century. Massive towers flanking a west-facing entrance dating from the late twelfth century were given an elaborate outer 'porch' following Lady Anne Clifford's return to Skipton in 1649. The outer walls and gatehouse, a strong symbol of the town, date from the Clifford family's earliest ownership of the estates here, early fourteenth century. The picturesque Conduit Court is overlooked by polygonal bay windows with arched lights dating from the major building phase of 1535; the domestic range (private) having polygonal bay windows and end tower.



16. Skipton Castle: twelfth/thirteenth century drum towers and Lady Anne Clifford's inner 'porch'.

3.1.2 Religious Buildings

It is suggested that the site of the Norman castle was influenced by the location of a Christian site on the limestone outcrop. The timber parish church of the Holy Trinity was rebuilt in stone in the early fourteenth century and traces of this building remain. It now displays gothic architectural features of the fourteenth to sixteenth centuries, with Lady Anne Clifford's family tombs and restoration in the seventeenth century following Civil War damage. Carved stonework includes early fourteenth-century reticulated tracery in the east windows of the aisles and magnificent fifteenth-century perpendicular west window to the tower. Nineteenth and early twentieth century restorations include work by architects Paley and Austen.



17. Holy Trinity west tower, from behind buildings on the north side of Mill Bridge

St Stephen's Roman Catholic church is also in an Early English style, built in 1836 but not opened until 1842 due to a dispute between the church and Tempest family. The site, 'Sycamore hill' was bought from Christopher Netherwood, of Cliffe Hall, Keighley, by the Tempest family of Broughton Hall. Plans drawn by Mr Lane of Manchester; the signatures on most of the plans are James Flint. Other references are to Richard Love. The foundation stone laid 27th October, the builders were Spink and Shuttleworth. Enlarged, with presbytery and school, 1850 by Andrews and Delauney, major Bradford architects. Reredos designed by A.W.Pugin¹⁴

St Andrew's United Reformed church was designed by J.Totty of Rotherham and opened in 1910. Information on other chapels in the town can be found in a short history published in 1990 (see sources, section 9).

Public consultation response:

'Beautiful churches such as St Andrew's and Christ Church need to be supported as part of our heritage and given resources to develop their network of Community services'.

¹⁴ Paul Kennedy, see sources

3.1.3 Housing and outbuildings

The earliest evidence of house form so far found is the re-used cruck truss¹⁵ in the roof of the Cock & Bottle pub on Swadford Street, a road line of ancient origin and named by the late fifteenth century. Evidence of a timber-framed house of medieval plan (hall and cross passage, rear service buildings including kitchen) has been found at the Red Lion. Nos.3 Mill Bridge and 58A High Street are narrow buildings of timber and stone construction built away from the street frontage, possibly originating as outbuildings; some of the oldest standing buildings in the town.

Three private houses survive from the mid eighteenth century, of three storeys with classical detailing and proportions:

- 18 Swadford Street was built c1720 for the Curren family. Listed grade II.
- No. 38 High Street (Thornton's and Craven Herald). Built before 1760 by William Chippendale, a woollen cloth merchant. 22' 6" (6.85m) wide. A fine town house, listed grade II.
- No. 58 High Street (Xtras) was built before 1768 by the town constable Charles Campbell who traded as a tea dealer. Style and plot width similar to no.38: 22'8" (6.9m). Listed grade II.



18. Listed buildings at the junction of High Street, Sheep Street and Middle Row: 58 High Street on right.

¹⁵ Skipton Community Research Project building survey 2008

A fourth house, no. 35 High Street (now part of Rackhams) has an ornate first floor window with moulded detail, probably of this phase.

Larger detached or semi-detached houses were built in the eighteenth and early nineteenth centuries in the centre of the town. The Devonshire, Newmarket Street (the only secular building listed grade II*) was built for Robert Boyle, Lord Burlington in the 1730s, probably to his design¹⁶. Less imposing detached houses with gardens in the old town centre built in the eighteenth century were demolished following the removal of owners to more fashionable areas outside the town. Two stylish pairs of houses, 23 and 25 Newmarket Street and 2 and 4 Mill Bridge, (all grade II), date from the early nineteenth century and are examples of the town's fine Georgian architecture. Warehouses and outbuildings including privies survive behind some of the main street frontages.

Many of the buildings facing the street frontages were built or rebuilt as two or three-storey houses in the early to mid nineteenth century, most probably with ground floor rooms used as shops, workshops or storage. Nos. 24 and 26 High Street appear to have been built as a pair of houses / shops in the period 1820-50, on adjacent narrow plots 15 feet (4.5m) wide. Now with paired shops frontages: Harry Garlick and Wild's Bakery. Nos. 14-16 Sheep Street and 4-6 High Street (David Goldie) are larger houses of this period.

The demand for more and larger shops, central sites for banks and offices continued through the later nineteenth century. The development particularly of the west side changed the character of the north and south ends of the street, but there is still a 'domestic' feel to buildings in the northern half.

A change in High Street building use from residential to commercial began in the late nineteenth century. The 1891 census returns show that no buildings were unoccupied, and in 1901 a new category, 'uninhabited but in occupation' was introduced, suggesting that the owners no longer lived 'over the shop'. A total of 31 premises came into this category; altogether 65 buildings were not then in habitation compared to 8 in 1891¹⁷. The old town centre was being deserted as owners and workers moved to new terraces and villas further out.

The need for mill and other workers' housing from c1790 resulted in yard infill with blind-back and back-to-back housing and cellar dwellings similar to other industrial towns such as Leeds. Terraces were built within the yards, accessed via narrow or wide ginnels. The earliest rubble-built rows of cottages were demolished in the mid twentieth century slum clearances and are known now from photographs, for example of Commercial Street.

¹⁶ P. Leach, see sources

¹⁷ Skipton Community Research Project census study 2008



One blind-back wall remains off Caroline Square, fronting former Quaker Place, now the access to the later Brookside terraces. Its parallel row, Birtwhistle's Yard, has been demolished. Outside the old centre, small cottage rows remain at Mill Bridge (11-25 Raikes Road, with seventeenth-century masonry evidence) and Belmont Bridge (nos.2-14, built before 1850). Water Street was becoming established as the town's Georgian street and most fashionable road in the early nineteenth century, nos. 6-12 pre-dating the raising of the road to create a more level Mill Bridge crossing before 1824.

19. One of the High Street yards, early 20th century

Important surviving rows include Watson's Houses (evidence here of back-to-backs),

built end-on to a wharf on the Hothfield (Springs) Canal. The survival of outbuildings of the period in the town centre is notable, for example: privies rear of 3 Mill Bridge; stabling in the yard of the Red Lion and Brick Hall; outbuildings rear of 5-7 Newmarket Street. Craven Terrace was built between 1852 and 1861 (listed grade II) in the yard behind 10 and 10A Sheep Street and the houses have the early plan form of direct entry and stairs opening off the living room. The yard belonged to an important house facing the entrance to the old Town Hall in Middle Row. The arched entrance to the yard (left bay of W.H.Smiths) has regrettably been blocked to create more shop space¹⁸.

Public consultation response - significant buildings:

'Castle (2); Old Grammar School (2); Old Town Hall in Middle Row; Holy Trinity church / the altar 'and of course café' / A lovely parish church and so welcoming to strangers- especially to find it open, and quiet in the middle of town. Thank you.' King's Street, Queen's Street (Otley Road); St Andrew's church; Christ Church; Non-conformist churches and chapels'

3.1.4 Trading and shops

The establishment of a market at Skipton in the thirteenth century must have been influenced by the monastic wool trade and demand for lead. Bolton Priory owned Winterwell Hall (Swadford Street, site now Winterwell Buildings, Belmont Bridge) in 1449. Like towns such as Richmond, Sedbergh and Settle, Skipton's position close to good agricultural land was significant.

¹⁸ see ginnels, 3.1.5

In an area where the staple was oats, the establishment of a corn market from the mid sixteenth century indicates increasing demand in the expanding town, Newmarket Street (for corn) being named by 1555. Middle Row was built as an encroachment onto the south end of the main street, possibly for covered stalls, the 'Booths' recorded in 1580¹⁹. It became the site of the 'toll booth' or town hall.



20. *Black Horse, frontage details including reset datestone*

After the Civil War Lady Anne Clifford revised tenancies in the town and by 1656 the market cross was built, where the sale of butter and cheese was controlled. It was probably a stone column on top of a set of steps; later it was covered, with a fixed bell. It was demolished in 1840 and in 1977 the stone foundation was uncovered²⁰; the site now marked by square stones. The Black Horse pub, originally called the King's Head, has a datestone (1676) with symbols advertising the business of the owner, Robert Goodgion, who was a butcher.

The town's woollen trade increased after 1700 (the opening of the Aire and Calder Canal to Leeds Bridge); woollen merchants from Leeds, including Ralph Thoresby, travelled throughout the area on business, and records

suggest the existence of a cloth hall in the town. A distinctive building type is the three-storey workshop or warehouse with rubble walls, large stone quoins, kneelers and gable copings, built in rear yards, eg nos.3-7 Albert Street, now Victoria Square, listed grade II. Occupations such as tea dealer and draper indicate that houses were being rebuilt or adapted for the sale of dry goods.

The importance of the Leeds and Liverpool Canal to Skipton was reflected in the financial backing given to it (second only to Liverpool). It became important as a banking centre for local people and the wider agricultural population as farmers brought animals, butter and cheese for the expanding urban market. A new toll booth was built, classical in style but echoing the traditional form with arcaded ground floor.

Industrial expansion throughout the country brought expansion to the market at Skipton, where the sale of horses and cattle in the town centre continued until 1906; animals were brought from Scotland en route to the south. Early photographs of the nineteenth century

¹⁹ Williams p.16

²⁰ Williams p.16

shops reflect market business: saddlery and ironmongery as well as household goods (tea pots for farm and terraced houses) and luxuries such as watches and jewellery. Ground floor sash windows were enlarged with substantial stone surrounds, to take sheets of plate glass. The Ship Hotel (1888) had shops on the ground floor, the windows matching its architecture.

The shop frontages were reconstructed with steel beams to support upper floors and fenestration of slender frames for huge panes of glass integral with the entrance. They often took up the whole of the ground floor of a house, and photographs show that they were introduced by the 1890s. Surviving examples have dated door frames, slender carved timber glazing bars and elaborate gilded lettering (eg north end of Middle Row: 62 High Street, 32 Sheep Street). At the south end of the High Street banks and purpose-built shops with offices above replaced the old inns, eg. High Street House, 1895 for the Fattorini family. Shops were intended to be eye-catching. No 11 Swadford Street is a good example, it was built in 1905 for a wine importer by local architect James Hartley, who had his office on the first floor²¹.



21. Manby's shop at the north end of Middle Row. Photograph taken before the Edwardian shop window was made.

²¹ Skipton Community Research Project

Public consultation response, the character of the town centre:

'Skipton is particularly rich in individual shops and businesses which greatly add to the value of the town. I would like to see this aspect preserved and enhanced. Nothing destroys the individuality of the High Street as much as a row of chain stores and coffeehouses which bear no relation to its setting'.

3.1.5 Barns, workshops and warehouses

The pattern of houses facing the High Street, with long rear gardens extending to the Eller Beck on one side and a back lane with access to Waller Beck on the east, meant that service buildings including stables, sheds, workshops, warehouses and hay barns were built away from the main street. Three large barns are a reminder of the agricultural past of the town. Red Lion barn forms the east side of the inn's enclosed yard, with access to the former field for keeping market stock, now public car park. A barn of circa 1800 stood nearer the town's main car park and may have been part of the same complex. Another on the east side of Court Lane was owned by John Dewhurst in the mid nineteenth century and converted to workshops and cottages. It is now hairdresser, shops and a restaurant.

A group of substantial warehouses with possible workshop use and dating from the early eighteenth and nineteenth centuries are located behind the High Street properties. One is on Court Lane (now part of the Craven Court complex, with re-set datestone, 1675); others in Albert Street, Victoria Square, Hallam's Yard and rear of Woolly Sheep. They are three storeys high and have remains of datestones, reused timber in the roofs, and probably served as hand-loom weaving premises and store houses for wool merchants and others, adapted to other uses as the canals and steam-powered mills were built. They are a distinctive building type and would repay close study.

3.1.6 Ginnels and boundary walls

A table with ginnel descriptions is given in Appendix 7

On the west side of the High Street a characteristic feature is the ginnel, a local name for a covered or open passage between or through buildings, giving access to the buildings and routeways off the main street. They now present a variety of architectural forms and conditions, and most have been respected even in later twentieth century rebuilding.

They probably originated as the access into narrow medieval plots from houses fronting the main street. Access was to rear outbuildings, gardens and yards for people, goods and animals along the side of the frontage building (which was often built gable to the street). The crofts would have been divided with stock-proof fences and hedges, and on the west side of the High Street Eller Beck closed the western end. Wider ginnels may have originated as

medieval trackways from fording points, for animals brought into the centre from the open fields or moorland.

Mid to late eighteenth-century houses were built with integral ginnels (38 and 58 High Street), and evidence remains of doorways from the ginnel into the back of the house. By the late eighteenth century the town's inns (eg the King's Head, the Black Horse), had integral wide carriage entrances to allow access to rear stabling and service rooms. Canal Street was made to link the ends of the crofts, and from Sheep Street ginnels still open into lanes (eg Albert Street) leading to the canal wharf (via Coach Street) and warehouses. Narrow or wide ginnels opened onto rows of cottages infilling the former yards from the early nineteenth century, (eg Thanet's Yard), as the town became an industrial centre. Later nineteenth-century market setts extend under some of the archways, providing evidence of a final phase of the town's agricultural character, for animals moving from the markets into rear yards to barns and stables, for foddering or slaughter.



22. Ginnels and yard entrances on the west side of the High Street. 58 High Street



23. Mount Pleasant



24. Sterling's Yard

The east side of the market street (commercially more desirable as it catches more daytime sun, and is away from the industrial canal area) was rebuilt substantially in the second half of the nineteenth and the twentieth centuries. Nos 61 (Providence Place) and 41 (Old George Yard), remain as routes to the Waller Beck via Court Lane, the road along the ends of the building plots.

The ginnels display a wide range of dateable architectural features, from an early eighteenth-century doorway (Brick Hall), a mid eighteenth century town-house arch (58 High Street) to later nineteenth century shop fascia (38, Thornton's) and giant banking house architrave (Providence Place). Later twentieth-century rebuilding and alterations have preserved the line of a yard entrance (Craven Court) and reproduced one in reinforced concrete (Clinic).

The line of medieval croft boundaries can be seen in the curve of ginnels on plan, following ancient rig and furrow lines. High dry-stone walls still define several plots, providing animal-resistant boundaries from the seventeenth century as houses were rebuilt in stone. Their height helped to secure the private rear yards as frontage buildings were rebuilt by merchants as shops with warehouses.

Public consultation comment on characteristics to be retained as change happens in the town:

'I would like to see-

- 1. the ginnels running off the High Street improved, with better lighting, surfacing.*
- 2. Protection for green field sites within the by-pass(es), until and if, the Local Development Framework comes up with proposals for change.*
- 3. Respect for the vernacular style of Skipton's historic core in any new developments - a scale that matches, not dominates, materials that reflect, not clash, etc.'*

3.1.7 Public houses and hotels

Much of the business of the town and its market was transacted in rooms at inns throughout the later medieval period and up to the nineteenth century. Their yards, reached via wide archways through the building, accommodated large warehouses and slaughter houses, stabling and coaches for hire. There is a representative range of this building type, including mid nineteenth-century hotels serving travellers by horse and carriage, a later large hotel serving those arriving by train, and public houses for workmen and artisans²². In the later twentieth- and early twenty-first century new wine bars and restaurants have been made in listed buildings (25 Newmarket Street) and converted warehouse and shop premises (Jerry Croft, Devonshire Place).

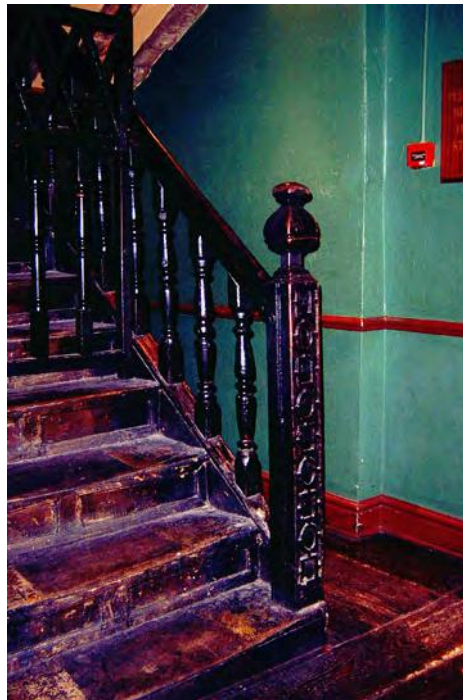
A sample of the varied types of public houses in the historic core of the town:

- The Red Lion: timber frame of the sixteenth century surviving inside; its large barn and rear yard with range of outbuildings dating from the seventeenth century is a unique survival. A large field belonging to the inn (Red Lion Croft, later Jerry Croft),

²² The Rowley archive at Skipton Public Library has records of the town's existing and lost public houses.

became the cattle market site in 1906 and is now the town's most popular public car park.

- The Black Horse Hotel: associated with the Goodgion family (tenants and personal servants of Lady Ann Clifford) in the seventeenth century, long tradition of stabling ('Richard III's stables') and accommodation for military personnel; probably favoured by farmers and horse dealers on market days.
- The Devonshire Hotel: prisoners held here in the eighteenth century; property auctions in the nineteenth and twentieth centuries. A large assembly room added in the early nineteenth century and known as the 'Big Room' where social events were held.



25. Staircase in the front room of the Woolly Sheep, Sheep Street

- The Woolly Sheep, formerly Brick Hall: early brickwork and timbers in frontage building, including beams, staircase; former yard and stables survive, and a large warehouse converted to restaurant on the ground floor.
- The Cock and Bottle: a datestone of 1729 at the rear, by which date it was a public house. The ornate frontage, with oriel-style bay windows to first floor and Tudor-arched 3-light attic windows, ensured that it would be easily recognised.
- The Ship Hotel, Newmarket Street / Sheep Street. A rebuild of an earlier public house in 1888, transforming the corner to the High Street and providing a high-quality hotel for tourists. The exterior designed in a romantic seventeenth-century style, appealing to readers of Walter Scott's novels. Inside high-quality mosaics, joinery and stained glass in smoking and coffee rooms, ladies' room; organised tours by carriage to Bolton Abbey, Kettlewell. Now apartments.

3.1.8 Banks and building societies

The Craven Bank was founded in 1791 by a partnership of wool combers, solicitors and a London banker²³; one partner, William Alcock, built an office at the rear of The Bailey, 3 High Street, still standing. Much of the business of these early banks was to fund industrial and housing development. Craven Bank's new premises at 49 High Street were built between 1834 and 1849, probably designed by Kendal architect George Webster; in 1880 its nominal capital was £1,200,000. In 1906 it amalgamated with the Bank of Liverpool, now part of Barclays.

Between 1818 and 1866 solicitor and poet Stephen Bailey Hall ran the Craven Savings Bank, and people drawn to the town for work had other weekly savings facilities supplied through the Co-operative Society (from 1861), and Friendly Societies. The Skipton and District Permanent Benefit Building Society was established in 1853 in premises off Newmarket Street. The 59 High Street office was built in 1928 and opened by Philip Snowden, former Chancellor of the Exchequer; the original office site was redeveloped in the early 1970s. The High Street therefore has a 'banking quarter' on the east side of High Street; the construction of the elaborate Yorkshire Bank at no.61 in 1887, (now HSBC) reflecting these institutions' past desire to reassure their customers of their financial stability by building in the most prestigious part of a town or city.



26. *The Craven Bank, east side of the High Street, 1834, attributed to the architect George Webster of Kendal*

²³ Further information see Rowley 1983, p.61

3.2 Building types outside the historic core

This section provides examples of a variety of building types, and draws attention to the less obvious built environment of canal, railway and roads in parts 3.2.5, 3.2.6 and 3.2.7.

3.2.1 Housing and shops

The expansion of the town from the historic core into CAS3 and CAW2 provides impressive examples of mass housing, mainly from the 1870s onwards. Notes on housing in Middle Town are given in Appendix 8.

Terraced housing

The Queen's Street and King's Street terraces off Otley Road (grade II) were built by members of the 'terminating' Hart's Head Building Society in 1821²⁴, an early example of this type. A terminating society was set up by partners to build a single terrace and was closed on its completion. Other examples of owner-built terraces exist in the town, including terraces on Broughton Road, but most were developed by the Castle estate and mill owners such as the Dewhurst family.

Terraced houses outside the confines of the old centre were built either parallel or perpendicular to the road. When building land was restricted and therefore expensive they were built gable-end to the arterial roads (possibly by terminating societies); the cheapest system.

Small terraced houses with kitchen / living room and scullery to ground floor and stairs rising from the living room, open straight from the street and lack a rear wing, having minimal open space in the form of yards for privies and fuel stores. Craven Terrace (CAC1) was built in a yard off the west side of the High Street between 1852 and 1861; in Middle Town plans of this type continued into the 1880s, eg. Dawson, George and Rowland Streets (CAS3).

Middle Town also has good examples of end-of-terrace corner shops, the house plan modified to accommodate the extra space required and some if not all having basement storage. Distinctive angled corner entrances ease access from both directions and they are located on through-routes (Sackville Street, and Brougham Street). The original (smaller) window form at the corner of Russell Street (bakery), has a vertical slot in the walling to house external shutters or frontage stalls. At the west end of Sackville Street the landmark building, Craven



27. Former corner shop, George Street / Sackville Street.

²⁴ ex inf Kenneth Jackson, and see sources, Skipton Maps Project

Hall, was built with shops on the ground floor, one of which (Craven Bakery) retains original window.



28. Craven Hall, Sackville Street, the ground floor shops to Liberal Club Building, 1897. Original shop window frame.

Larger and later terraces were built to higher design standards, the houses usually two rooms deep with narrow stair hall and a rear service wing of one or two storeys fronting the road. They were built as fields or field portions were made available along routeways radiating out from the town centre. Examples are listed here clock-wise from the east side:

- Otley Street: Greenwood Terrace, dated 1855. Built in two stages with a central access to the rear, with striking deeply carved and moulded door lintels. Alma Terrace is probably of similar date, its name commemorating the Crimean War battle of 1854.
- Nos.23 - 33 and 35 - 61 Brougham Street: built at the turn of the twentieth century; a conspicuous display of unusual stone here, a strong red sandstone for ground floor walling, and irregular limestone blocks used to decorate the garden wall tops, probably after the destruction of iron railings during World War II.
- Keighley Road, west side: nos.2 -10, standing high on the corner with 6 -13 Cavendish Street, varied house widths and original railings to unusual arched entrance to the end house.
- Carleton Road: Hothfield Terrace, 1887 built on an old road to Carleton before the railway line was put through; Brooklands Terrace built on the same road line. Calton Terrace, 1894- one of a pair of terraces set high up and facing the new roadway cut down to pass under the railway bridge.
- Broughton Road: Belle Vue Terrace (nos.20-32), dated 1860 and part of the great Dewhurst's Mill development. Aireview Terrace, just west of the Carleton New Road railway bridge, was built on a wedge-shaped block of land, parallel to the road and the canal, part of the field which was to become Gawflat Meadow²⁵.

²⁵ See 5.3 Green spaces outside the Conservation Area, and 5.5 Suggested Conservation Area boundary changes.

- Gargrave Road: Park Avenue (nos. 1-31), long gardens to the front and elaborate frontages to the grounds of Ermysted's Grammar School. The longest of a series of terraces lining a fashionable road extending from Water Street.

The larger terraced houses often have considerable decorative display inside, including tiled hall, plaster mouldings and ceiling roses, turned staircase balusters. They followed the Tudor / Jacobean style of larger houses of the period.

Housing for the poorest

Lady Anne Clifford chose not to build almshouses in Skipton, and the first poorhouse, next to the Eller Beck on Brook Street, was demolished in the mid nineteenth century to make way for a brewery and mill buildings. 'Poorhouse Bridge' over the stream, remains below Broughton Road on the eastern side of the Morrison's traffic island.

The second Skipton 'Poorhouse' or Workhouse, later extended and converted as Raikeswood Hospital, (CAW2) was built well outside the core of the town in 1839-40, on a hill slope overlooking Gargrave Road. Built to designs by George Webster in a classical style and now surrounded by later nineteenth and early twentieth century housing. Now 'Gainsborough Court', residential, grade II listed.

Private detached houses

Building plots on the edge of town, out of reach of air and water pollution, were bought up by mill owners and other wealthy townspeople for private houses:

- Aireville Hall, by George Webster in a 'Tudor-gothic' style, 1836 - an early example, for wealthy banker Henry Alcock (owner of 3 High Street, 'The Bailey'), in extensive south-facing grounds with a lodge and associated farms and services, Aireville Grange, 1834 on Gargrave Road. The Hall is now the principal building at Aireville School.

The following later examples are all characterised by stone boundary walls and gardens planted with native and introduced trees, creating a picturesque setting for gritstone architecture in Victorian gothic and Tudor Jacobean styles:

- 1871 'Whinfield', Keighley Road for Thomas Henry Dewhurst, looking over the Aire valley. Built a year after completion of his new mill on Broughton Road and away from the smoke pollution carried on south-westerly winds. Now part of Skipton Hospital.
- By 1888 a fine row of villas on the Carleton Road: 'Brooklands', former Christ Church vicarage (a new vicarage now in the grounds), 'Croft House', 'Ashfield' and 'Burnside', with Roseneath / Belgravia Villas. Imposing frontages face west over the Aire valley.
- Before 1909 detached villas were built along Raikes Road: 'The Raikes' 'Raikes Close', 'Ashgarth', and 'Endcliffe'. On the north side of Gargrave Road, and set back

from it with picturesque lodge houses, 'Woodlands' and 'Rockwood' in the dramatic setting of the old Massa Flatts limestone quarry.



29. One of three large houses built before 1909, Raikes Road. Characteristic stone garden walls and large gardens with mature trees.

3.2.2 Hotels and public houses

Outside the historic core of the town the hotels and pubs were sited to serve particular categories of customers. Railway transport accounts for three:



30. *The Craven, the railway hotel and stabling close to the town's first station, 1846*

- The Craven: a large and elaborate railway hotel built to accommodate travellers; impressive stone building with stabling for horses and carriages to transport visitors into town.
- The Railway, Cavendish Street, a beerhouse with distinctive corner entrance similar to plan form of shops in Middle Town. Associated with terraced housing in the area of the first railway station and the gas works.
- The Midland Hotel, Broughton Road: elaborate canopied front provided an eye-catching façade for people leaving the station.

Other public houses have more varied origins:

- The Commercial, Water Street is closely linked to a pre-1850 housing development. It takes its name from Commercial Street which extended from Eller Beck northwards, two rows of about thirty back-to-back houses. Shown on the 1850 O.S. map, (see illus.10), the street was demolished circa 1960. Its name may refer to use by commercial travellers, representatives of firms who brought samples of products to arrange sales in the town.

- The Cross Keys, Otley Road at the eastern end of Newmarket Street, was built as the Ermysted's Grammar School's headmaster's house in the later eighteenth century. The licence of another 'Cross Keys' was transferred here after the school's removal to Gargrave Road in 1878.

The buildings referred to above are within the central conservation area (CAC1) but outside the historic High Street core.

The terraced housing developments dating from the 1870s in CAS3, (Middle Town, New Town, Alexandra Mill) and in the proposed Broughton Road Conservation Area extension, are notable for a lack of public houses. The streets were supplied with corner shops, schools, chapels, a temperance hall and other public facilities, and show the mill owners' social concerns of the day. A major influence was the new mill village of Saltaire, (architects Lockwood & Mawson for Titus Salt, from 1850).

There are no public houses or hotels in the fashionable Gargrave Road area, CAW2.

3.2.3 Industrial buildings

The town's development following the construction of the canals follows the common pattern of the industrial revolution, but with unique factors relating to sites, materials and the economy of the town. The resulting buildings are varied and many have been demolished. Like the larger nineteenth-century banks and shops in the town this is a building type which has received less attention as a part of the town's architectural heritage. Recent and ongoing research is drawing attention to the structural and historic importance of the town's industry²⁶ and its fragile nature. As noted in 3.2.6, the channels and the lining of the Eller Beck are built structures of great significance and require similar analysis and programmes of conservation. These buildings and structures include:

- The water-powered High Corn Mill on Eller Beck. Origins from the early twelfth century; by the mid eighteenth century also manufactured paper. Extended to the Springs Canal late eighteenth century. The goit carrying water to the wheel is part of its built structure.
- Remains of High Mill in Skipton Woods, from 1785, built to process cotton; associated water courses.
- Manorial fulling mill site, site now Spindle Mill housing, also a corn mill and worsted spinning mill. The site is known from 1311. Modifications to the Eller Beck channel for Belle Vue mills, mid and later nineteenth century.
- Quarry structures and wagon-way / tramway below Skipton Castle, dating from the before the extension of the Springs Canal in 1794 and used until 1947. Wagon-way terminus on massive stone arches, remains of staithe.

²⁶ Jackson, 2008, see Appendix 4

- Belle Vue Mills, Broughton Road²⁷. Site occupied from 1828; undergoing conversion to residential and retail use, 2008. Listed grade II
- Broughton Road Shed. Built 1900-2 for cotton weaving. Associated housing includes 'Shed Street'. Room and power system; five firms used it in 1919. Three storey warehouse damaged by fire in 1958 and top two storeys removed, but otherwise survives, including landmark chimney and engine house.
- Firth Sheds, Firth Street. Built 1877, expanded 1906 and closed in 1970. Canal-side complex. Now Merritt and Fryers building supplies²⁸.
- Union Mills. Built 1867-76 for cotton textile production, designed by J.Whitehead of Nelson for the Skipton Mill Company; room and power.
- Victoria Mill, a corn mill on the Leeds and Liverpool Canal. Listed grade II
- Park Shed, at junction of Newmarket Street and Brougham Street. 1889. Took water from Waller Beck rather than the canal. Part demolished and site being developed for housing, 2008.

3.2.4 Churches, chapels and meeting halls

Keighley Road

Christ Church, Keighley Road, was designed in an Early English style by the major Leeds architect, Robert Chantrell and built in open fields in 1837. It served the increasing numbers of people living in the core of the town before the doubling of the population between 1861 (5,454) and 1891 (10,376).

Chapel Hill

The town's second Wesleyan chapel, 1811, now residential. Associated with Peter Garforth of Leeds, paper maker and corn miller in Skipton by 1764. John Wesley preached near the corn mill in 1766 and Garforth became a strong follower of Methodism. His successful business interests included the first textile mill in the town, High Mill in Skipton Woods. The chapel replaced one on the same site and is built of fine stone, with a distinctive gabled façade, two entrance doors, round-arched windows and interlaced glazing bars²⁹. Listed grade II

Mill Fields

Coach Street/ Millfields: the first Primitive Methodist chapel, 1835, now Craven College premises. Well built of coursed stone, the upper floor having round-arched windows. Built following the Methodist revival of 1832/34; it had 108 members when first opened. Its

²⁷ This and other textile mills are listed in RCHM, see sources

²⁸ Rowley, p.75 provides information on several mills listed here.

²⁹ Jackson et al p.6

associated housing, Commercial Street, Eastgate and Westgate, was demolished in the 1970s, the site is now part of the public car park and St Stephen's Close.

Middle Town

Sackville Street, corner with Keighley Road: Craven Hall built by Liberal Party members, 1897, with offices, meeting rooms, billiards room on top floor. Shops on ground floor, one (no.2) with original window.

Sackville Street: Temperance Hall, now Plaza cinema. Foundation stone part visible, 'Lady Frederic...' on Whit Monday, the year obscured. Associated house, Temperance Cottage, to rear.

Swadford Street: Conservative party offices and meeting rooms on Belmont Bridge

Sackville Street: no. 13 Masonic Hall, impressive heavy stone entrance surround

Westmoreland Street: Methodist church with set of foundation stones, 1889

Westmoreland Street Methodist church hall, Westmoreland Street, corner of Sackville Street; foundation stones, 1953



31. Three substantial public buildings of the late nineteenth century in Sackville Street: Liberal Club Building (1897), now Craven Hall



32. The Temperance Hall, now cinema



33. The Masonic Hall, still in use.

3.2.5 Schools and colleges

A number of buildings remain from the earliest years of education, and research has been published³⁰. Examples of building types are arranged here by date.

- Old Grammar School, Newmarket Street used sixteenth to mid nineteenth century: architectural features of all dates including stone mullioned windows, headmaster's house, school building by Robert Chantrell³¹
- By 1832 National Schools on Rectory Lane
- 1840 School room, 36 Water Street, (aka The Bungalow) now restaurant. Weekday and Sunday school for children employed at Christopher Sidgwick's High Mill.
- 1844 the year the Factories Act was passed requiring children to be educated half-time: 1844 Christ Church School Cavendish Street; 1845 British School, rear of St Andrew's, off Otley Street
- Following the Elementary Education (Board Schools) Act, 1870: 1874 Parish Church school, Otley Street; 1877 Ermysted's school in Gargrave Road by Paley & Austin
- 1880 Girls' Endowed School, Gargrave Road (now High School)
- 1909 Brougham Street Council School



34. *The Old Grammar School, Newmarket Street, built close to Waller Beck*

³⁰ Warren 1999

³¹ Webster 2008

3.2.6 Canals

This text is written to apply to the line of the canal as it passes through Skipton³².

A full history of the Leeds and Liverpool Canal and how Skipton fits into its development is included in Appendix 3.

- Assessment of special interest

Location and setting

The Leeds and Liverpool Canal is 127.25 miles long, Skipton is situated on a length of the canal known as the Skipton Pool (a length of canal with no locks) that runs west to east from the bottom of the Gargrave flight of locks to the top of the famous Bingley Five Rise Locks (Grade 1 Listed Building) a distance of over 18 miles. The engineers who surveyed and designed the canal had to work out the levels along the whole of this length of the canal to fit in with contours, minimize the excavation and structures, allow water to be collected from adjacent streams and to suit the local businesses by being close to towns but not in the areas where land is expensive. An impressive feat for the 1770s.

The largest built structure in Skipton.

As the canal approaches Skipton from the west it veers away from the River Aire, clinging to the valley side and level ground to cross the valley of the Eller Beck. The Earl of Thanet's Canal (Springs) branch was constructed in two stages a distance of approximately half a mile, (0.8km) up the valley of the Eller Beck. The main line of the canal gradually veers round in a southerly direction to head out of the town towards Snaygill, its course running parallel with the River Aire. The canal in Skipton crosses the valley of the Eller Beck on a large embankment with the beck passing through a culvert, the canal towpath at this point is 17ft (5.1m) above the water level.

The type of canal that passes through Skipton is known as a 'sidelong' canal ie it passes along the side of a valley, as opposed to a canal in the valley bottom or across flat ground as other canals do nationally. The canal was originally built on the outskirts but now splits the town into three segments and therefore has a major effect on pedestrian and vehicular movement.

- Historical development

After the Aire and Calder Navigation opened in 1700 to Leeds, merchants at first considered making more of the River Aire navigable to near Skipton. The demand to move coal upstream and lime products downstream was eventually realized by Bradford merchants who proposed the Leeds and Liverpool Canal.

The canal opened from its junction with the Bradford canal to Gargrave in 1773 and separate lengths in Lancashire. By 1794 the Springs Branch Canal (technically the Earl of Thanet's Canal as it was a privately built branch) was extended to its current terminus to get it nearer to

³² See also Appendix 3: The Skipton Canal system, and section 6.

the Hawbank quarry and its limestone. Both sides of the canal operated independently for many years with the envisaged traffics of coal soon outstripping lime products on the Yorkshire side.

The whole canal linking Leeds and Bradford with Liverpool and the many towns in-between opened in 1816. As well as much cheaper freight transport the canal also brought water to Skipton for its growing industrial premises. There were negatives such as the use of the canal for sewage disposal but the bulk traffics of coal and limestone expanded in 1862 to 10 boats a day (127,928 tons /year) out of Hawbank quarry.



35. *Canal basin with crane, circa 1955*

The warehouses handled general traffic (anything from beans to paint). In the 1870s flyboats (express boats) reached Liverpool in 2 ½ days. Coal was delivered to the town's gas works in Cavendish Street until its closure in the 1950s. The increase in road traffic caused a downturn in use; lack of investment left the canal in a very sorry state, and it was nearly closed to navigation and abandoned.

Fortunately early pioneers saw a future for leisure on the canal as early as the 1950s and this saved the canal for Skipton and the many other towns and villages along its banks. Today Skipton is a thriving centre for boats and this attracts many visitors to the town.

- Spatial Analysis

Spaces in town centres are usually green or paved squares, sometimes rivers but it is not all that common to have one of the most important spaces in a town (after the High Street) as a canal junction (also referred to as the canal basin). Skipton also benefits from relatively good

public access to that space, particularly since the opening up of the canal to the new Promenade.

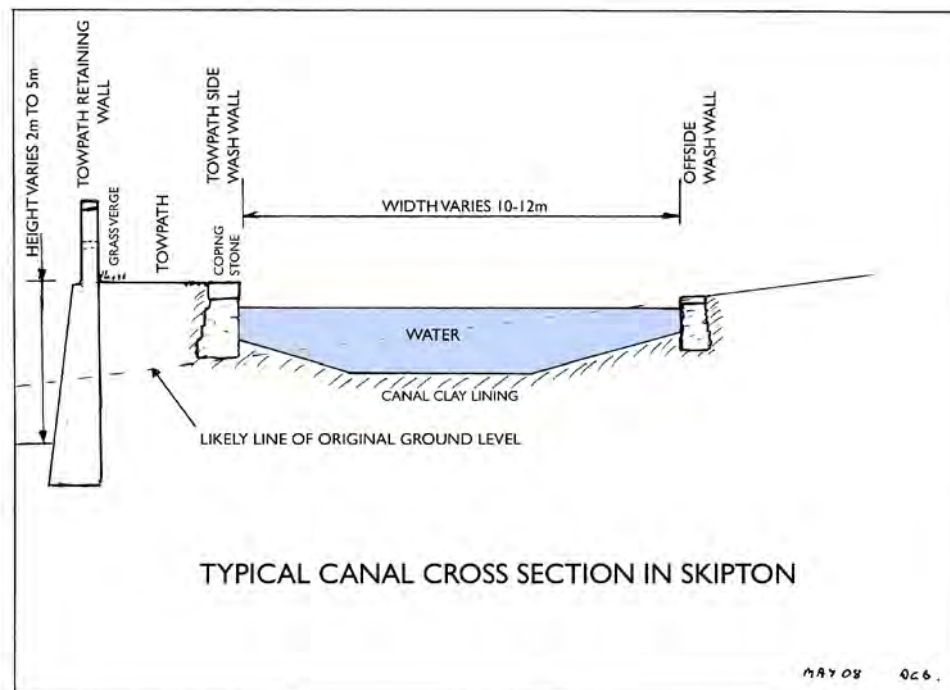
Unlike many towns where views are in the main from high land or along streets, Skipton has the added vistas along the three 'spokes' of its canal in particular from the pedestrian and road bridges. These vantage points, along with level towpaths and access to the boats provide unique platforms from which to appreciate the town's setting.

The Springs Canal Branch above Mill Bridge differs from those along the main line of the canal, being partly in a very tight valley. The original length up to Mill Bridge took land from a long line of the medieval crofts that ran back from the High Street, and the footpaths and narrow lanes that pass between these plots now all terminate at the canal. The extension of the canal branch below the castle has created a unique space where the towpath runs on a wall between the Eller Beck and the canal which rises some 19ft (5.7m) from Mill Bridge to the terminus.

The main line of the canal has a number of historic connections to footpaths around the town, many of which would have been created to allow mill workers routes from residential areas to the town's mills. The road crossings in the town are all to allow the continuation of historic routes when the canal was built.

- Character Analysis

The combination of stone and earth construction gives the canal a character that is often forgotten as it is assumed to be part of the landscape and not man-made.



36. Section showing the structure of the canal

A particular feature of the canal as it passes through Skipton is its 'sidelong' nature (as noted previously). It sits on sloping ground and has been constructed by excavating ground from the high side and depositing it on the low side as an embankment or behind a retaining wall (see drawing). The canal structure as it exists now is made up of a number of elements, some visible, some not, as follows:

An offside dry stone waterway wall backed by puddle clay joined to the puddle clay bed of the canal (to keep it waterproof). On the towpath side a slightly more substantial dry stone waterway wall again backed by puddle clay connected to the bed. The towpath surface is supported on a major (often drystone) retaining wall between 5 and 15 ft, (1.5 and 4.5m) high. Sometimes this retaining wall, where it has been built after the canal to enable level land to be created for development, is of more modern construction.

- Rural landscape

Approaching Skipton from the west prior to Niffany Swingbridge and the new by-pass the landscape quickly changes from farmland to semi built up. On the offside (opposite to towpath side) green spaces consisting of Auction Mart grazing land, woodland and parkland occupy most of the length up to Gawflat Swingbridge. An unusual feature of this length is the wide offside track bounded on the north side by a dry stone boundary wall. On the south side (towpath side) housing and industrial premises on the Broughton Road sit below the canal.



37. Western canal approach to Skipton, with the chimney of Broughton Road Shed, an early twentieth century cotton mill.

The swingbridge at Aireville Park is one of the type known nationally as typical of the Leeds and Liverpool Canal. Originally built in timber all are now of steel construction.

The character of the north side changes. After some open space and views up to the Craven District Council offices, modern housing sits above a narrow offside



38. Gawflat swing bridge carries the former drive to Aireville House, now part of Aireville Park

public footpath. A more enclosed feeling exists on the south side with stone boundary walls 6-10ft (1.8-3.0m) high above the retaining walls hiding Belle Vue Mill and warehouse premises. The occasional glimpses through gaps in these walls of views close and far are an important aspect of the character of the canal in Skipton. Large parts of this boundary wall (including a rare canal-side shop front), have recently been demolished or altered in the development of Belle Vue Mills, to the detriment of the character of the canal. The 17ft (5.1m) high Eller Beck Culvert carries the beck below the canal towpath; good views of the south elevation are visible from the historic footpath along the beck accessed via stone steps from the towpath.



39. Aquaduct (1773) carrying the Leeds and Liverpool Canal over Eller Beck near Dewhurst's Belle Vue Mills

- The Canal Basin

The junction of the main canal and the Earl of Thanet's (Springs) Canal is a very special space, is not a basin in the traditional sense but an extended area of water to allow the boats to turn. Its three sides each have a different character:

- the north west side has historically been moorings for boats and now has a well-used open promenade on part of its length. Behind this area the present uninspiring car park has historically had various uses including a boatyard, the only remains of which is the slipway. The stone-built ramp obscured by undergrowth is opposite Victoria Mill; here boats had to be hoisted up to the canal before launching.
- The south side is built-up and includes the historic Victoria corn Mill, fronted by the towpath and now converted to residential use. Between it and the Belmont Bridge modern properties and another conversion maintain the enclosure on this side of the canal. A small well-used public area just before Belmont Bridge contains the remains of a historic crane and wharf.
- The east side of the triangle has a nationally important grouping of canal-side warehouses (one with two cranes) and associated buildings. The two warehouses, both listed, were rescued in the 1980s from dereliction and now house retail, restaurant and a trip boat base, only the stables have been lost. To the west of the warehouses is a grouping of low quality single storey buildings housing boat hire business and cafe.



40. Junction of the Leeds and Liverpool Canal and the Earl of Thanet's (Springs) Branch.



41. The Earl of Thanet's warehouse, 1773

- The town centre section

Between the Canal Junction and Pinder Bridge there are similar industrial areas to the east (formerly south side) behind walls with occasional views. To the west (formerly north) side varied features, from a high gable end, a low warehouse with loading doors and the vast (and desolate) open space of the car park and bus station, provide a major opportunity for the town. Hidden below this length is the Waller Hill culvert carrying the beck of the same name

under the canal. Along this length adjacent Gallows footbridge exist the twentieth century facilities provided for boat crews.

- From Pinder Bridge to the Skipton to Ilkley railway bridge

Industry clung to both sides of the canal with the residential areas tucked in close behind them. The character of this length has begun to change from the 1990s to date with conversions to residential property but still attempting to retain some of its old industrial character, which is important to the canal and town.

- Between the Ilkley railway bridge and Horse Close Bridge

The character of the canal approaches changes; its setting here is similar to the approaches from the west. For a short length the Aire Valley's transport modes are as close as they can be: the railway, the Keighley to Skipton road and the Leeds and Liverpool canal being adjacent to each other. This is followed on the west side by a mix of terraced and modern housing abutting the canal retaining wall. On the (east) offside fields rise from canal level up to modern social housing; up to Horse Close bridge a large open field currently used for grazing gently slopes down to the canal, overlooked by the mid twentieth century Horse Close Estate.



*42. Alexandra Ville and Bold Venture Street, Keighley Road
canal terraces*

Horse Close Bridge is the only bridge in Skipton that can be described as an original typical Leeds and Liverpool canal stone arch bridge. This is however something of a misnomer as although the stone arch bridge is common on the canal there are many variations of detail as they were constructed by local contractors from local stone.

- The character of the Springs Branch Canal

Up to its original terminus at Mill Bridge, as described earlier, its route cuts across the medieval plots of land resulting in a road supported by a retaining wall on its eastern side. Blocked-up openings in the boundary wall to the road would have allowed occupiers direct access to the canal. On the western side the towpath is sandwiched between the canal and the Eller Beck, which runs some 4-6ft, (1.2-1.8m) below. To the west of the beck a mill originally existed from which a row of cottages still remain with modern housing having being built in the mill pond (Spindle Mill dam).

- Stone arch bridges

At both ends of the first length are 'typical' Leeds and Liverpool Canal arch bridges, the Coach Street bridge replacing a swingbridge in the 1830s. The towpath under these 'typical' bridges is narrower than bridges on the main line, in particular at Coach St and they have different shaped arches; that at Mill Bridge is also much altered from its original form.

At the original terminus of the branch there are many structures and features of character. Apart from the buildings, the bridge (widened at some time) has some very tight access steps to the canal, unusual canal coping stones and the adjacent gable ends of buildings right up to the canal boundary.



43. Coach Street bridge over Springs Canal, 1830s.



44. Near the terminus of the Earl of Thanet's (Springs) Canal, c1794, with stone chute

From Mill Bridge up to the terminus the first sight is Leatt's Mill, water-powered from the Beck but with loading doors and overhead crane giving direct access over the towpath

to the canal. The canal towpath gradually rises above the canal taking the gradient of the beck with a fence of traditional Leeds and Liverpool Canal style on both sides (this used to exist only on one side). The castle and surrounding woodland peers down on the canal from a great height on the east and the woodlands and former mill-pond enclose the west side to form a unique length of canal. At the terminus on the east side a small plateau exists cut out of the rock face to receive the terminus of the tramway from Hawbank Quarry to the north of Skipton. The remains of one of the chutes used to direct limestone from the railway wagons into the boats about 20ft below still exist.

3.2.7 Railways

The first railways to arrive in Skipton were the mineral railways (tramways) mainly to transport limestone to the Leeds and Liverpool Canal. Almost nothing remains of the line between the Massa Flats quarry (off Gargrave Road) that linked with the canal near Brook St via a tunnel. Remains do exist of the link from the Skipton Rock quarries at Hawbank that travelled southwards to connect with the Springs Branch (Earl of Thanet's Canal) of the Leeds and Liverpool Canal and these can be seen at the end of the Springs Branch and adjacent to The Bailey. This link existed from 1794 until 1947 and is bridged by a footpath access to Skipton Woods.

The main line railway arrived in Skipton in 1847 from Leeds and Bradford to a station that existed on the current Tesco supermarket site. The railway arrived in Skipton at a much lower level than the canal, and is routed through a deep cutting parallel to the Keighley Road. This feature is not easily seen as it hides behind residential areas and the bridge crossing it (Carleton Road) has high parapets restricting views. The line to Colne opened in 1848; Ingleton in 1849 (later continued to Settle and Carlisle in 1876) and Lancaster (leading to Morecambe) in 1859.



45. Railway station from Carleton New Road bridge, June 2008

In 1876 the Settle to Carlisle railway opened and the current railway station buildings were opened. The old station closed although its buildings survived until 1967. These three westerly routes all left the town on a low level route along the Aire valley. The line from Ilkley, 1888, demanded major engineering works as it drops into Skipton through a deep cutting, with bridges across the canal and Leeds Bradford railway and lastly an embankment on the

approach to the station. This line had a major effect on development of the town, forming a boundary to expansion and is followed by the current boundary on the east side of the Skipton South Conservation Area.

The limited number of bridge crossings has also affected the development of Skipton to the east, west and south and still affects transport in these areas for both vehicles and pedestrians.

3.2.8 Roads and pathways



46. Cattle market circa 1900, Caroline Square, before the present setts were laid.

Large gritstone setts on the sides of High Street and Sheep Street date from circa 1900. The heavy blocks are typical of northern industrial towns and can be seen in Keighley, Burnley etc.

A few surfaces retain the earlier water-worn cobbles and pieces of gritstone that were used on the main street and can be seen in photographs of the cattle sales there before 1906. Some remain on Coach Street, the access to Cock and Bottle Yard next to the Rose and Crown, and behind the north side of Newmarket Street, west of Court Lane.

*Public consultation on the built environment:
'Bring back paving flags, get rid of tarmac'*

Stone slabs form the remains of a footpath between the former Vicarage site (now Town Hall) and Holy Trinity church, one of a number shown on the 1850 O.S. map. Paths of this type were swept clean for pedestrians at a time when the market area was covered with muck and debris from cattle sales. A path between market stalls is clearly marked in stone from Providence Place to the edge of the roadway. It lines up with 'Sheep Street hill' and the archway to Albert Street, suggesting a well-established pathway across the town.



47. The pathway through Providence Place on the west side of the High Street is marked in stone on the setts

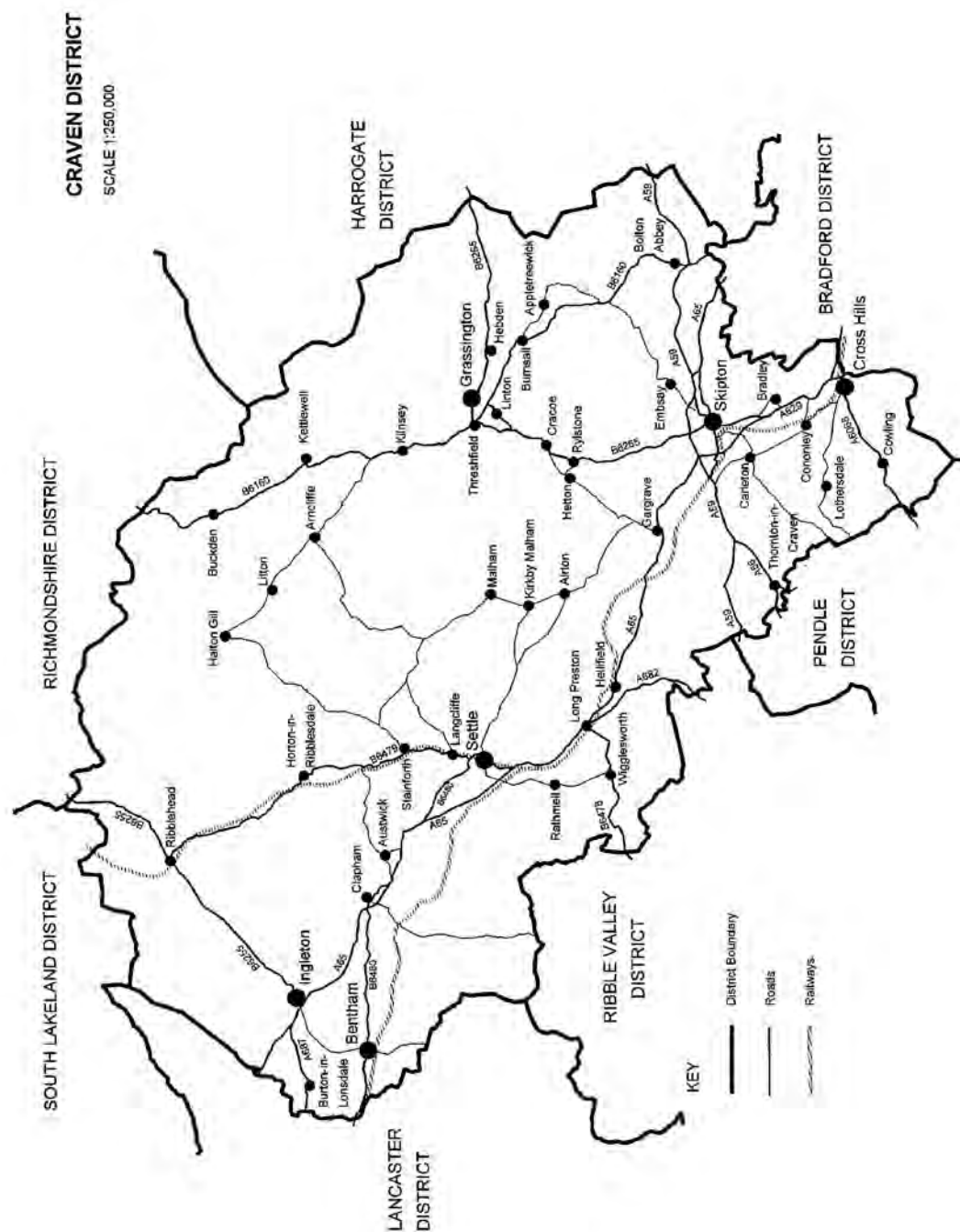
Foundation stones of the medieval butter cross (demolished 1844) can be seen in the setts outside 49 High Street (Barclay's Bank) and a possible tethering stone for bull-baiting is set into the stones further up the street on the west side.

The canal towpath surfacing is composed of a stone coping to the canal edge, an edging of gritstone setts, Yorkshire stone paving to the central footway, and grass on the inner face.



48.

PART 2
Sections 4 - 8
Appraisal



49. Map 4 – Skipton in Craven District

4.0 TOWNSCAPE APPRAISAL

4.1 Topography

A description of the town's natural features has been given in 2.1; the archaeological record and pattern of building are described here. On the north side of the town the castle and parish church stand above the face of a limestone outcrop cut by the Eller Beck. Its naturally defensive position was enhanced by a rock-cut ditch enclosing an outer bailey on the south side and extending east-west between the present church gates and the war memorial.

South of the parish church and castle the well-drained hill-slope with streams on the west and south-east sides was an ideal site for a farming community serving the castle. The south-facing High Street slopes gently downhill at the northern end and more abruptly to the south, widening at each end. It remains the focus of the town's business and ginnels have controlled the movement of people, animals and goods in and out of yards and rear gardens. Two ginnel lines probably mark important access routes to watering places or open fields. Early routeways follow the line of Swadford and Newmarket Streets; Shortbank Road, the Bailey and Raikes Road follow steep hill slopes into the town. More level toll roads, canal and railways followed the Aire valley later. Water meadows to south and west, the flood plain of the river Aire, still provide good pasture, while game was hunted in surrounding woods and moorland.

The rounded drumlin (Cock Hill) at the south end of the medieval town is separated from it by the Waller Beck and is bounded on the southern side by the Leeds and Liverpool Canal. The site of a rapid housing development from the 1880s, the 'spine', Castle Street, was laid out with steeply-sloping terraces branching along each side to form Middle Town.

Topography dictated the lines of canal and railway, following the river valley, and twentieth-century housing expanded along the rising ground (and south-facing slopes) of the north-west ('Raikes') and north-east ('Regents') approaches. Estates were established on the lower gritstone slopes of Skipton Moor, ('Moorview', and 'Greatwood') and low drumlins ('Roughaw' and 'Burnside') on the edge of the river valley, all well-drained.

Public consultation- appreciation of water courses in the town:

'One of the unique features of Skipton are the becks and rills running into the centre of the town, giving it its 'star' shaped profile. It would be a huge loss if any more of these were built over. They provide pleasant places to walk, and 'breathing spaces' in a town where large numbers of visitors arrive regularly. The houses alongside them are often part of the older stock of the town, and the combination of buildings and narrow open space is unusual and worth preserving'.

4.2 Natural watercourses

Culverting in the later nineteenth and twentieth centuries has obscured the line of the Eller and Waller Becks for much of their lengths. It should be noted that it is Environment Agency policy that 'in general it is opposed to the culverting of watercourses because of adverse ecological, flood defence and other effects that are likely to arise', (extract from 'Policy on Culverting' Published by Environment Agency 1999)

Open areas are now often enclosed by safety barriers and walls, but the stream lines remain of great significance in the town's history and the following notes relate them to surviving structural features:

4.2.1 Eller Beck

Recent research into the line of the beck and its associated water courses clarifies the vital association of this water supply with the success of the town before and during the Industrial Revolution¹. Structural features relating to the use of the water from earliest times are known from maps and other records. A plan of circa 1666 shows two rectangular fish ponds in the Old Park (now Skipton Woods), providing fresh fish for the castle². They were on the north side of the stream, a site now occupied by the long dam made for the corn mill probably between 1785 and 1797. Small footbridges and access bridges would have existed in the woods to serve the mills; one crossing remains, at the Springs Canal terminus.

The Mill Bridge area, possibly the pre-Norman settlement site, was a wide and shallow water course forming two or more channels, probably crossed via a ford or stepping stones. Gritstone paving and a ramped access just below the corn mill marks an access point for cattle and sheep as well as their owners.

In the thirteenth century parcels of land, long narrow plots with houses forming an enclosed main street, were set out so that plots extended to the beck which would have formed both a natural property boundary and a ready source of water for each individual plot. When the Hothfield (Springs) Canal was built the stream was



50. Water from the Eller Beck powered the medieval and later corn mill

¹ Appendix 4

² Historic Maps and Views of Skipton, booklet p.6

confined in the existing deep open stone-lined trench and access from the High Street plots was no longer possible.

A further crossing point was probably near the second medieval (fulling) mill, probably a routeway out to open fields from the southern end of the main street, the line of Hallams Yard. The crossing is close to the Coach Street canal bridge at the point where the stream is culverted. For a short distance below the road and below the Primitive Methodist chapel in Millfields, the stream continues in a wide curve (natural or artificial?) and under the canal, across the former grounds of the town's poorhouse and Dewhurst's Mill, now being redeveloped. Poorhouse or Bentley Bridge still survives in reduced form below Broughton Road. The stream is then buried under Morrison's car park (outside CAC1), where it is joined by Waller Hill Beck and flows to the Aire alongside the Carleton Road

4.2.2 Waller Beck

Waller (Hill) Beck is a narrower stream flowing from Skipton Moor, its line followed by the Otley Road to the Wilderness on the east side of the Old Grammar School. Approximately one third of its length through the town is culverted. Beyond the present Conservation Area boundary its steep-sided valley was dammed in the eighteenth century for use as a 'swimming' area by Grammar School boys; the small public area now known as 'the Wilderness' was then part of the headmaster's formal garden and this part of the stream is overlooked by a small, (now much decayed) shell grotto and the Old Grammar School's fine Venetian window. Close to the Old Grammar School extension (1840) an ancient pack-horse bridge carries the



51. Waller Beck in possibly its natural bed, behind Newmarket Street

route of Sunmoor Lane, an old road to the site of Skibeden. In the 'Wilderness' a modern footbridge now carries a path through to Otley Road. There would probably have been a paved ford just downstream of the packhorse bridge, where it is channelled under Newmarket Street / Shortbank Road, Park Mill(the site undergoing redevelopment) and Brougham Street.

Public consultation: special areas

'Quaker Peace Garden and riverside walk. ... the sense of place, continuity and respect for the past'.

The stream re-emerges on the south side of Newmarket Street, where the tree-covered steep bank formed by the curve of the stream-line may be artificial, formed by quarrying on the side of Cock Hill. The open area of ground, now a recreation area at the end of the 'Ginnel', would have been an important watering point for people and animals on this side of the town.

Throughout this length the stream is an important amenity and natural asset, and a footpath established between Keighley Road and the Ginnel area, with wooden footbridge, provides a traffic-free route.

The stream forms the southern boundary of building plots on the south side of Newmarket Street dating from before the mid-sixteenth century. It flows in a deep walled channel below the terraced houses of Brookside and into a culvert built in 1928³ along the north side of Devonshire Place and under Keighley Road. This building work took away access to the water via a sloping ramp similar to that at the corn mill on Eller Beck, probably because the cattle and horses needing it were no longer seen in a town increasingly dominated by the motor bus or car. Roman coins⁴ were found here in the '20s near a low waterfall, perhaps the remains of a paved ford, suggesting an ancient crossing point in the Keighley Road area similar in significance to that at Mill Bridge.



52. Waller Beck is culverted under the canal aqueduct and car park beyond

Other built features in the vicinity were a set of stepping stones and a paved walk-way from Quaker Place along the north side of the stream. The Keighley Road bridge parapet and a sloping ramp to the water level can be seen on old photographs and maps.

The road bridge was covered when the stream was culverted and for the remainder of its route, apart from an open channel visible as it passes under the Leeds and Liverpool Canal, the Waller Hill Beck is lost to view. Debris blocking this culvert was responsible for a major flood in 1979.

Public consultation- comment on change and opportunities for improvement.

'Please try to keep Skipton as it is. Don't let it be spoiled by supermarkets and modern developments. No more taking up of valuable land by housing developments and roads. It's beautiful as it is, in a beautiful setting.'

³ building records in Craven Museum

⁴ Craven Museum collection

4.3 Setting

The town's setting is an important part of its character, as the rising ground on three sides and part of the south creates unique views into and out of the town. Skipton Woods rise behind the castle and tree cover in the north and west sides of the town is strongly associated with it; the trees of Holy Trinity churchyard and even the High Street provide a continuity with it.

Open fields and moorland with trees and heather cover are visible from the town centre.

Individual building groups which link with the close proximity of natural features include:

- Skipton Castle's setting on the highest point of the town is notable from the south, with gatehouse close to a principal access road and raised walk way. On the north side the steep quarried cliff face, with conspicuous geological folding visible, rises behind the Earl of Thanet's 'Springs Canal' and Eller Beck with associated water courses and provides a memorable setting.
- The Old Grammar School, Newmarket Street, close to Waller Beck and the Wilderness (CAC1) are part of a medieval and later building group at the foot of Shortbank Road; important inward views from the south-east.
- Victorian villas on Carleton Road (CAC1) have open views to the west and mature trees and shrubs in their grounds.
- Terraced housing built in short lengths off Broughton Road (Pendle Street etc) and Keighley Road (Alexandra Terrace etc) extend to the canal bank with open fields beyond, demonstrating the close association of industrial development and housing in the mid nineteenth century.

Public consultation- key features noted on town map.

'Please keep terraced housing.'

'Nineteenth century housing... canal... cottages, mills and stores'

- The Ginnel recreation area off the south side of Newmarket Street has the Waller Beck running alongside it, with a dramatic cliff surmounted by the Middle Town terraces reached by steep stone 'Donkey Steps'. The beck line has trees and shrubs along much of its route, and access to the end of Devonshire Place off Keighley Road.
- Less well-known - the cricket pitch behind Ermysted's Grammar School stands on a terraced platform, with mature trees on two sides and raised pavilion. On its east side, the grounds of St Stephen's church and convent.

4.4 Street pattern, gateways and landmark buildings

See Map 2, Historical Development.

The wide High Street, also referred to as Market Place, (1832), and Main Street (1891), is the core of the town. Aligned north-south, it is accessed via medieval streets at each end:

Grassington Road via Mill Bridge; Bolton Abbey / Harrogate Road via The Bailey; Ilkley and Leeds via Newmarket Street, and Colne / Burnley via Swadford Street. Otley Street was made in 1844 to allow easier access to the Leeds road.

The strongly-defined High Street frontages, with inns, houses and shops dating from the later seventeenth to the later twentieth century, is architecturally unified, but two features of the townscape are of particular significance.

4.4.1 Middle Row

The south end of the towns' main street is dominated by the Middle Row, a group of buildings facing the High Street on the east and a narrow street on its west side, Sheep Street. The row of about fourteen different properties is built into a steep slope, creating a three-storey frontage to the High Street, and two storeys to the rear, providing a landmark grouping in the town. They extend north and south of the original Town Hall or toll booth, the principal building for business related to running the market and court hearings until circa 1862 by which time the Court House and present Town Hall were built. The classical style of the late eighteenth-century old Town Hall contrasts with the irregular arrangement of wide and narrow buildings at each end, and its basements have housed cellar dwellings, a beer house, a prison, warehouses and restaurants.

The group should be considered a single entity of architectural importance similar to that of the church and castle at the top of the street. Middle Row is late medieval to modern in date, in an archaeologically significant area, built with local materials and is associated with the trading and administrative history of the town. It exhibits a range of architecturally significant features (including seventeenth century masonry, classical detailing and Edwardian joinery).

4.4.2 Ginnels and yard entrances

A second important characteristic of the historic core is the large number of access routes through the buildings, extending westwards to the Springs Canal or eastwards to the medieval line of Court Lane. They vary in width, from narrow 'ginnels' allowing the passage of pedestrians (or perhaps an animal), to wider cart or car width archways, each forming a literal and metaphorical gateway from one area to another. They are all covered, being integral with the frontage buildings, and some have modern gates. They form an important part of the town's street pattern as they cut across road lines and provide important access for pedestrians⁵.



53. Hallam's Yard entrance, Sheep Street

⁵ see 3.1.5 and Appendix 7

The Sheep Street and High Street narrow ginnels are generally in poor condition, the internal walls rendered or painted without regard for their architectural detail, (blocked windows, doorways, changed building lines), and although some retain original paving, they appear neglected and litter-strewn. The rear of buildings accessed may have features of historic interest, but they lack adequate conservation or maintenance.

Traces of ginnels remain on Swadford Street, as a gated routeway alongside a shop on the north side, and absorbed in late nineteenth century rebuilding⁶ at the Cock & Bottle, where a datestone of 1729 faces the line of a routeway into the rear yard. A wide open yard access remains onto Coach Street, where early pebble surfacing and a stone gate post survive.

In Newmarket Street a wide yard entrance on the north side was built after 1864, and a unique footpath - 'The Ginnel', continues the line of an ancient lane linking the ends of medieval crofts on the High Street (now Court Lane) south to the Waller Beck. The high boundary walls (not listed) and the grade II listed Quaker Meeting House (1694) are important features of this south side of Newmarket Street close to the service buildings of the Devonshire Hotel.



54. Nos 3-5 Newmarket Street, north side. Yard entrance

The building form is also seen outside the core: there is a steeply sloping ginnel alongside shops on the south side of Belmont Bridge. Mid nineteenth century terraced housing in Otley Street (Greenwood Terrace) and Broughton Road (Belle Vue Terrace), were built within confined boundaries and have attractive archway access to service areas behind.

Public consultation- important features marked on town map.

'The ginnels... dynamic space of High Street and variety of 'urban rooms' makes delightful visual experience.'

'We need 'better security on main street and back-street areas'

⁶ evidence from roof structure and ground plan, Skipton Community Research Project

4.4.3 Mid nineteenth-century developments

Close to the town centre the lack of available land for building in the early to mid nineteenth century is reflected in small complexes of congested and irregular street plans in several parts, and varied building types often with landmark character.

At Mill Bridge and the end of Raikes Road buildings on two levels, notably the landmark Royal Oak, built following the raising of the end of Water Street in the 1820s. Georgian housing with seventeenth-century architectural fragments and Victorian development of the landmark Methodist Chapel (1864), Water Street School and housing on Primrose Hill in a triangular hill slope bounded by Raikes Road, Water Street, and St Stephen's RC church grounds.



55. Mill Bridge housing and Royal Oak at the corner of Raikes Road and Water Street

Newmarket Street, south side, west end: the ginnel entrance leading to Brookside, and 2-10 Newmarket Street. The street frontage building group incorporates a small house of early seventeenth century form, and the ginnel retains a 'blind-back' building, while four short rows of terraced housing were built parallel to Waller Beck, where until 1928 an ancient ford was located.

Christ Church was built on open ground next to the Keighley Road and consecrated in 1837. Its setting is now enclosed within Cross Street, Carleton Street, Cavendish Street and Keighley Road and this varied nineteenth-century building group includes Clifford House, the birthplace of Iain Macleod, an important post-war politician who was briefly Chancellor of the Exchequer in 1970. Together with impressive terraced housing to Keighley Road and Cavendish Street there are: the Craven pub (the town's first station hotel), associated stabling, Christ Church School and a former co-op building, now funeral directors. A small group of terraced houses includes Church Street.



56. Clifford House and terrace, Keighley Road

4.4.4 Later nineteenth and twentieth century development

Linear settlement grew up close to mills along the canal and the main roads (Keighley Road, Broughton Road, Gargrave Road), in the later nineteenth and early twentieth century.

Release of large areas of land in the first half of the twentieth century resulted in housing estates on the edges of the town: Middle Town (1870s-circa 1900); Burnside Estate (1921-28); Shortbank Road (1930, to house people leaving town centre congested yards, building continued through the '30s); Greatwood and Regent Estates begun 1938; Raikes Road circa 1920-1940.

Rebuilding continued after the second World War

The Horse Close estate was laid out before the War but building delayed until after 1945; Roughaw Road was begun in 1946, with further building in the late '40s. A second phase of building on the Greatwood Estate: the school built 1951 and building continued to 1956⁷.

New build in the town centre has not been successful overall. The High Street Clinic, HML premises off Court Lane and the Tax office off Newmarket Street are all considered to be out of scale for the town centre, too high, and in the case of the High Street building, designed without consideration for the character and detailing of neighbouring listed buildings.



57. Clinic, High Street

⁷ Historic Maps and Plans

4.4.5 Gateways from outside the historic core

- Canal gateways

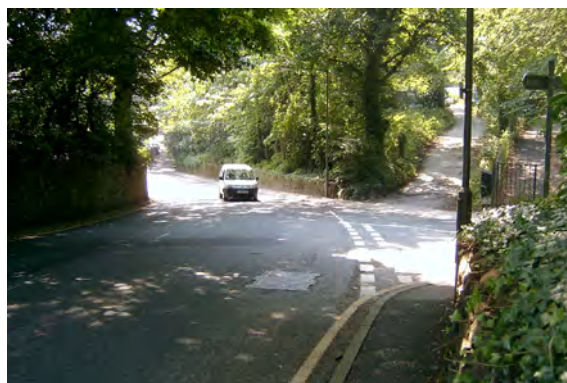
The canal route passes through stretches of terraced housing forming a close screen with open fields and gentle hill slopes before passing strongly defined gateways between canyon-like walls of industrial (now most residential) buildings: from the south through the former Union Mills / Firth Shed industrial area and from the west alongside the Broughton Road Shed (the town's only surviving textile mill chimney) and imposing Dewhurst's mill, now undergoing conversion to residential and commercial use.



58. Canal approach from Leeds

- Road gateways

The town's topography provides natural gateways as two roads, Grassington Road and the Bailey, drop down to approach the town and are lined by trees and stone walls. Other gateways include the approach from Otley Road, curving under the railway bridge before emerging into the residential area.



59. Road approach from Grassington

- Railway gateways

The line from Leeds and Bradford approaches from the south across the water meadows of the river Aire. It enters a deep cutting with housing on each side and passes under the Carleton New Road bridge before reaching the station. The cutting forms a gateway approach to the listed railway station.



60. Railway approach from Leeds

4.4.6 Gateways and landmark buildings



61. Skipton castle gatehouse built early fourteenth century

above the street level and providing a popular viewpoint.

The gateway to Skipton Castle is a memorable symbol of the town, and the walls defining the castle grounds form an easily recognised gateway approach, with buildings on the south side.

The tower of Holy Trinity church is a landmark from many parts of the town, in particular the approach from Mill Bridge. At the north end of the High Street the curving churchyard retaining wall encloses the grassed south side of the church, raised

Three access points to the High Street are narrowed by buildings on medieval plots, at the Bailey, Mill Bridge (also known as Sun Street), and Newmarket Street. The south-west access from Swadford Street and Keighley Road into Caroline Square was widened when Ship Corner was redeveloped in 1888.

The Ship Hotel and Burton's Buildings at the south end of the main street (Caroline Square) are built on a gentle curve, the former on rising ground from Swadford to Sheep Streets.

High Street House (Fattorini Buildings) and the Ship Hotel are landmark commercial buildings, intended to catch the eye of visitors arriving from the railway station.



62. Ship Corner, designed 1888 by J.A. Robinson

Large corner buildings with excellent architectural detail (shops, public houses, offices) were built in the nineteenth century:

- 43 High Street / Otley Street
- Fattorini's corner to Newmarket Street
- Craven Hall, Keighley Road / Sackville Street
- 33 and 41 Swadford Street
- Royal Oak, Raikes Road



63. 43 High Street, late nineteenth century, designed by J.W.Broughton

Other landmark buildings, standing out against the sky line or seen in long views between other buildings, are Christ Church and Dewhurst's 'Belle Vue' Mills.



64. Christ Church tower seen from Church Street



65. John Dewhurst's Belle Vue Mills

The town retains just two mill chimneys, to Victoria Mill, a corn mill and warehouse (CAC1), and at Broughton Road Shed, a former cotton mill outside the present conservation areas.

4.5 Individual plot patterns

This section examines examples of: 1. medieval and later building plots facing High Street, Swadford Street and Newmarket Street; 2. yard infill of the late eighteenth and early nineteenth century; 3. terraced housing; 4. detached villas.

4.5.1 Medieval and later plots

The southern half of the High Street appears to have been under cultivation as part of the open field system for a considerable time after the town was first laid out. Some time before the final enclosure (from 1577) new plots of ground followed the line of 'ridge and furrow'. This would account for the change of alignment and distinctive 'S' curve of walls and ginnels across the High Street south of Hallams Yard / Otley Street. A section of the open field is still visible in the narrow paddock on the south of The Bailey⁸.

Most of the High Street is fronted by buildings on narrow medieval plots, their original width thought to be about 60 feet (18 metres)⁹. Subsequent division and amalgamation has resulted in a variety of widths but the basic form is still recognisable after hundreds of years. Examples of typical plot widths¹⁰ are given below, in order of size, narrowest (earliest form) first:

- Nos. 24 and 26 High Street appear to have been built as a pair of houses / shops in the period 1820-50, on adjacent narrow plots; now paired shops frontages, Harry Garlick and Wild's Bakery. Each plot 15 feet (4.5m) wide.
- No.12 High Street (Rayner's). Plot width 16'10" (5.13m)
- 38 High Street (Thornton's and Craven Herald). Built by 1760 by William Chippendale, a woollen cloth merchant. 22' 6" (6.95m) wide. A fine town house with integral ginnel. Listed grade II
- 58 High Street (Xtras), another fine town house, was built before 1768 by the town constable Charles Campbell who traded as a tea dealer. Style and plot width similar to no.38: 22'8" (6.9m). Listed grade II
- 18 Swadford Street. Built c1720 for the Currer family; the Swadford Street plots probably laid out later than the High Street; shown wider on the Crow map of 1757. 35'4" (10.76m). Listed grade II. Remembered as 'Dr Fisher's House', photographs taken early twentieth century show the fine central entrance with segmental pediment and flanking sash windows with small panes, lost when the shop fronts were made on the front garden.



66. 18 Swadford St

⁸ Williams p.20

⁹ Williams p.12

¹⁰ Skipton Community Research Project statistics, 2007

- 49-51 High Street (now Barclays Bank). The earliest purpose-built bank premises, built for Martins (former Craven) Bank circa 1834 probably to a design by the notable Kendal architect George Webster. The 4 + 2 window classical elevation suggests that the corner to Otley Street (no. 47) was intended to be part of a symmetrical design. 47'11" (14.6m). Listed grade II.
- 61 High Street. Yorkshire Banking Company, 1888, now HSBC. 57'7" (17.56m) wide, extravagantly detailed. Integral entrance to Providence Place may preserve the line of an ancient pathway to Waller Beck¹¹.

4.5.2 Plot infill and early terraces

The demand for mill and other workers' housing from c1790 resulted in yard infill with blind-back and back-to-back housing and cellar dwellings similar to other industrial towns such as Leeds. Terraces were built within the yards, accessed via narrow or wide ginnels. The earliest rubble-built rows of cottages were demolished in the mid twentieth century slum clearances and are known now from photographs, for example of Commercial Street.

One blind-back wall remains off Caroline Square, fronting former Quaker Place, now the access to Brookside. Its parallel row, Birtwhistle's Yard, has been demolished. Outside the old centre, small cottage rows remain at Mill Bridge (11-25 Raikes Road, with seventeenth-century masonry evidence) and Belmont Bridge (nos.2-14, built before 1850). Water Street was becoming established as the town's Georgian street and most fashionable road in the early nineteenth century, nos. 6-12 pre-dating the raising of the road to create a more level bridge crossing before 1824.

Important surviving rows include Watson Houses (evidence here of back-to-backs), built end-on to a wharf on the Hothfield (Springs) Canal. The survival of outbuildings of the period in the town centre is notable, for example: privies rear of 3 Mill Bridge; stabling in the yard of the Red Lion and Brick Hall; outbuildings rear of 5-7 Newmarket Street.

Craven Terrace was built between 1852 and 1861 (listed grade II) in the yard behind 10 and 10A Sheep Street and the houses have the early plan form of direct entry and stairs opening off the living room. The yard belonged to an important house facing the entrance to the old Town Hall in Middle Row. The arched entrance to the yard (left bay of W.H.Smiths) has regrettably been blocked to create more shop space¹².



67. Craven Terrace, north side with round-arched stair windows.

¹¹ See 3.9

¹² see ginnels, 3.6

4.5.3 Terraced housing

Pressure for space is reflected in the pattern of plots for terraced houses outside the confines of the old centre. When building land was restricted and therefore expensive they were built gable-end to the arterial roads; this also provided more cheap housing. The short terraces of King's Street and Queen's Street, in an area known as 'Spring Gardens' off Otley Street, are an unusual and early example of this arrangement, built c1820 by a terminating building society with a garden on the north side. Listed grade II, they remained on the edge of open country until the 1930s. Other small terraced houses were built without a rear wing, having minimal open space in the form of yards with privies and fuel stores, and opening directly off the street without a garden frontage. Construction of this type continued into the 1880s with good examples in Dawson, George and Rowland Street, Middle Town (CAS3).

Terraced housing fronting the arterial roads was built after circa 1875 as fields were made available by the Hothfield estate (owners of Skipton Castle) and others. The irregular levels of the town approaches provide fine views of and from these rows, and rising social status of the occupants (the increasing middle class) is reflected in the range of decorative elements (porches, bay windows, gate posts, railings) displayed on their frontages; all have front gardens.

Public consultation- finding unusual detailing:

'The end wall of the 'old' Fisher Medical Centre on Otley Street. There are interesting 'figures' on it'.

The terraces were built along roads radiating out from the town centre and examples are listed here clock-wise from the east side:

- Otley Street. Greenwood Terrace, dated 1855. Built in two stages, with striking deeply carved and moulded door lintels. Alma Terrace is probably of similar date, its name commemorating the Crimean War battle of 1854.



68. Greenwood Terrace Otley St

- Nos.23 - 33 and 35 -61 Brougham Street built at the turn of the twentieth century; a conspicuous display of unusual stone here, a strong red sandstone for ground floor walling, and irregular

limestone blocks used to decorate the garden wall tops, probably after the destruction of iron railings during World War II.

- Keighley Road, west side: standing high on the corner to Cavendish Street; also, further out of town beyond the railway bridge, with characteristic monolithic stone gate piers.
- Carleton Road: Hothfield Terrace, 1887; Calton Terrace, 1894. Both stand high above a road cut down to pass under the railway bridge. Monolithic gate piers
- Broughton Road: nos.20-32, Belle Vue Terrace, dated 1860 and part of the great Dewhurst's Mill development. Aireview Terrace, just west of the Carleton New Road railway bridge, was built on a wedge-shaped block of land, parallel to the road and the canal, part of the field which was to become Gawflat Meadow¹³.
- Gargrave Road: Park Avenue has long gardens to the front and elaborate frontages to the grounds of Ermysted's Grammar School. The longest of a series of terraces lining a fashionable road extending from Water Street.

4.5.4 Detached houses

Larger detached or semi-detached houses were built in the eighteenth and early nineteenth centuries in the centre of the town. The Devonshire, Newmarket Street (the only secular building listed grade II*) was built for Robert Boyle, Lord Burlington in the 1730s, probably to his design¹⁴. Less imposing villa-style houses were set in gardens throughout the old town centre in the eighteenth century but all were demolished following the removal of owners to more fashionable areas outside the town. Two stylish pairs of houses, 23 and 25 Newmarket Street and 2 and 4 Mill Bridge, (all grade II), date from the early nineteenth century and are examples of the town's fine Georgian architecture.

Building plots were bought up by mill owners and other wealthy townspeople on the edge of town, out of reach of air and water pollution:

- 1836 an early example: the wealthy banker Henry Alcock built Aireville Hall (by George Webster) in extensive south-facing grounds with a lodge on Gargrave Road.
- 1871 'Whinfield', Keighley Road for Thomas Henry Dewhurst, looking over the Aire valley. Built a year after completion of his new mill on Broughton Road and away from the smoke pollution carried on south-westerly winds.
- By 1888 a fine row of villas on the Carleton Road: 'Brooklands', 'Towerville', 'Ashfield' and 'Burnside', with Belgravia Villas and Brooklands Terrace. Facing west over the Aire valley.



69. Victorian villa on Carleton Road

¹³ See 5.3 Green spaces outside the Conservation Area, and 5.5 Suggested Conservation Area boundary changes.

¹⁴ P. Leach ##

- Before 1909 detached villas lined the north-west Raikes Road: Raikes Close, Ashgarth (home the founder of Craven Museum), Endcliffe and The Raikes. On the north side of Gargrave Road, and set back from it with picturesque lodge houses, Woodlands and Rockwood were built in the dramatic setting of the old Massa Flatts limestone quarry. These examples all are characterised by stone boundary walls and gardens planted with native and introduced trees, creating a picturesque setting for gritstone architecture in Victorian gothic and Jacobean styles.

4.6 Key views and vistas

Varied views into and out of the town are provided by the underlying geology of moorland and low hills cut by steep-sided stream beds. The combination of buildings and moorland background is of particular importance to the Conservation Areas' townscape. The built environment has

provided the town with a further variety of views of and from significant architectural features including the castle and church, bridges, roads, canal and railway, linking this section with gateways (4.4.3 above).

Public consultation- setting and surroundings of the town.

'The hills, especially Park Hill, views of the hill from town'

'Views of surrounding hills protected'

See Map 4: the arrows indicate the line of the most significant views into and out of the town.

4.6.1 Views into the town from surrounding hills, canals and roads

- The town roofscape and street patterns from Skipton Moor / Shortbank Road
- The town in its setting, from Sharp Haw, Pinhaw to north west
- The southern part of the town from Upper Sackville Street
- The town roofscape, churches and castle from the East Castle Street / Greatwood footpath ('Hen pens' and 'Khyber Pass').
- Park Hill view over the town, with castle and church, High Street. The view shown in the oldest illustration of the town, Buck's View, 1720
- Aireville Park golf course view to south and east from Lambert Hills
- Canal approach from the west (Liverpool): chimney and Broughton Road Shed, late nineteenth and twentieth century housing.
- Canal approach from the south (Leeds): fields, varied housing, railway bridge and 'canyon' of industrial buildings.



71. View over the town from Park Hill

4.6.2 Views out

- The castle and church towers provide striking views of the town, enclosing hills and Aire valley to south.

- Water Street Methodist Chapel (1864, now Registry Office) from Mount Pleasant, (north end of High Street).
- From Carleton New Road railway bridge, over station, Christ Church, New and Middle Town.
- The Belle Vue and Gallows bridges over the Leeds and Liverpool Canal: views to south and east over the Victorian housing and mills.
- Skipton Moor and Carleton Moor can be seen from the High Street; the rear of the Town Hall and other High Street premises provide views of Skipton Moor.
- Middle Town streets (Romille, Dawson, George, Rowland, Russell): views south over New Town, Aire Valley, Carleton Moor. Views north over the old town beyond Waller Beck.

4.6.3 Views within the town

- The approaches to the Victorian town: Keighley Road curving down through the Alexandra Mill terraced housing area, closely confined between railway line and canal.
- View of Sheep Street from corner to Swadford Street / Caroline Square



72. Approaching the town along the Keighley Road

- Holy Trinity Church: views down and up the High Street; view from graveyard to Mill Bridge, The tower of Holy Trinity Church: view from Springs Canal towpath; view from Mill Bridge where it dominates the stream and canal crossing point
- Views into and out of the High Street from the ginnels
- Gargrave Road: entering the town from the bypass, open fields with young trees, significant Victorian home farm (Aireville Grange) and lodge (now residential), stone walls and mature trees at the approach to CAW2
- View of Skipton Castle from Primrose Hill
- View over Mill Bridge, Royal Oak and High Street roofs from Chapel Hill
- The Bailey approach to castle, church and top of High Street

4.7 Circulation and permeability

This section considers the ease with which pedestrians and vehicles can move through the town.

CAC1

High Street is the main arterial road, a busy route with two-way traffic often congested at the north and south roundabouts. Traffic continues on market days (Monday, Wednesday, Friday

and Saturday) when vehicles bring goods to market stalls. There is a busy road junction at Mill Bridge (the end of Water Street) and the Caroline Square / Keighley Road /Swadford Street junction. A 30mph restriction is in place in the town centre.

Pedestrians cross where possible and use three main crossing points where there is traffic control or a central refuge.

The ginnels provide architectural variety and interest to the frontages, as well as providing pedestrian routes through to houses, shops and other facilities, see 4.4.2 above and Appendix 7. Local people use them regularly for short-cuts; visitors explore. They are a very significant part of the town's character and deserve enhancement¹⁵. Useful pedestrian routes include (High Street east): Providence Place - Court Lane -The Ginnel - Waller Beck - Middle Town; Hallams Yard - Canal Street - Coach Street - Gargrave Road.

The canal towpath provides a traffic free route through the town.

CAW2

Gargrave Road is the main arterial route, congested during school terms (three schools in this conservation area: St Stephen's, Ermysted's and Girls' High). Brook Street is closed off due to major conversion of Dewhurst's Mill.

Footpath access from Granville Street to Aireville Park.

CAS3

Middle Town a major residential area; through traffic avoiding the town centre causes congestion on the wide Brougham Street - Westmoreland Street - Sackville Street route and a busy junction at Westmoreland / Sackville Street. The area used for parking by people working in the town; issues about resident parking.

A footpath route from the end of Devonshire Street down steep steps to the Ginnel recreation area, and to Devonshire Place, gives access to the south end of the High Street.

New Town is affected by the heavy traffic use of Keighley Road which is the main arterial road; noise and pollution affects the south end of the conservation area.

See 8.4.12 Summary of Issues: recommendations.

Public consultation requests:

'More seats in the town centre'

'Better signs / street plans ("you are here") with historical information'

'Too much traffic in and near the centre. Protect areas (with many pedestrians) now by having more traffic - free zones so it is a pleasure to move about on foot.'

'HERE HERE' (sic)

¹⁵ see 5.3 below

4.8 Building materials

The traditional building materials found in the conservation areas are:

- Gritstone: walls and boundary walls - coursed rubble to squared blocks provide a wide range of textures and colours. Boundary wall to 58 High Street, late medieval at Holy Trinity church and the Old Grammar School, rock-faced blocks to railway bridge abutments near the station. Mill-town setts probably introduced from the late nineteenth century, now often poorly laid and uneven (Sheep Street, Albert Street).



73. variety of stone walling

- Stone slates for roofs before circa 1870; pitched slabs for chimney tops
- Lake District or Welsh slates for roofs post circa 1870

- Cast iron: gates and railings (various finials) - Mill Bridge, Public Library, Mill Lane / Sackville Street, Upper Sackville Street recreation ground. Manhole covers and vents (Middle Town); lamp posts and overthrows, ('Donkey Steps' from Waller beck to Devonshire Street, castle grounds, Canal Street); ridge crestings



74. railings

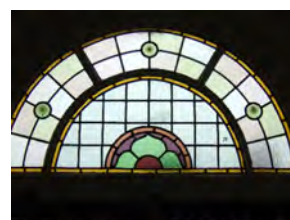


76. stone steps

- (Caroline Square, Dewhurst's mill tower, former vicarage now nursing home, Carleton Road); rainwater goods (Ship Corner); boot scrapers (Duckett Street and throughout terraced housing areas); coal chute doors (yards, including Ermysted Street).

- Timber: timber framed wall construction pre-seventeenth century (Red Lion, 3 Mill Bridge) ; roofs (king posts of seventeenth century date throughout historic core, re-used crucks); staircases (Devonshire Hotel, Brick Hall); sash windows, external and internal doors. Canal warehouse roof trusses and cranes.

- Glass: in windows, overlights to doorways, stained and coloured glass in the churches and in Edwardian private houses, CAW2.
- Lime mortar and plaster. Little survives due to poor quality repointing in the town.



75. stained glass

Modern materials are also found in the conservation areas. Burton's Buildings dates from the 1930s and its Art Deco styling on a steel-framed structure provides a good example of the use of polished stone applied to the ground floor and integral to the design.

Applied stone or artificial cladding to early shop fascias is much less successful; examples of poor design are common to the town centre shops and they are included here as examples of often unacceptable usage.

- Concrete: roof tiles, pavement surfacing, cladding. Examples include roofing to terraced house yard buildings, ginnel and footpath patching.
- Metal: windows, satellite dishes, central heating flues. Suitability to the date of a property, and sensitive siting can reduce the impact of modern external fittings.
- UPVC: windows, doors. A modern material often used without adequate understanding of the negative impact, particularly on the rows of terraced housing.
- Tarmac: roads, pavements. Often used as a 'cosmetic' treatment over uneven surfaces, ignoring the impact on the setting of historic buildings. A recent example is in Thanet's Yard.
- Exotic stone cladding to shop fascias, usually below the window or concealing changes to the sides of the buildings.



77. paving in Otley Street



78. inappropriate window frames



79. inappropriate use of render



80. inappropriate material for steps, Middle Row

The following section analyses the main materials in more detail.

4.8.1 Timber and thatch

The earliest buildings were timber framed and some remains survive. The most common hardwood roof construction, a cross beam with king post supporting a ridge and heavy principal rafters, probably survives in a number of CAC1 buildings; they date from the seventeenth and eighteenth century and carrying local stone slates.

Several buildings retain oak or ash structural timbers probably of the C16 - mid C18, often re-used and retaining evidence of jointing from an earlier phase. Cruck blades survive in a roof truss at the Cock and Bottle and may be late medieval in origin; the old part of the castle was re-roofed after Civil War damage; the late fifteenth-century residential wing is reported to retain its original roof structure. An aisled barn in Swadford Street, described as similar to that at Bolton Abbey with massive oak beams and pillars, is known only from a description of 1880.



81. Cruck truss at the Cock and Bottle

The Red Lion has wall timbers in situ, pre-dating its internal datestone of 1673. No.3 Mill Bridge, nos. 10 and 18 Sheep Street, 58A High Street, all have surviving structural timbers dating from the seventeenth century or earlier, providing important evidence for the buildings common in the town when Lady Anne Clifford arrived in Skipton in 1649. A small stone house on the south side of Newmarket Street has a fully-framed floor with chamfered longitudinal beams and joists with delicately carved chamfer stops.

Roof covering of thatch, probably heather or rushes, is recorded historically but no physical evidence has yet been found. Substantial slates, also known as 'thackstones' were quarried locally from the sixteenth century for the castle and the seventeenth century for smaller domestic buildings.

Internal joinery: a seventeenth-century stair at the Woolly Sheep (not listed) has turned balusters and carved strapwork on the newel post; the Devonshire in Newmarket Street (II*) retains its original staircase locally made circa 1730. Exceptional survivals, the latter threatened with destruction as recently as 2001; other early staircases may survive at the back of shops. In Sheep Street two premises have nineteenth century galleried first floors, related to shop display.



82. Staircase at the Devonshire

4.8.2 Stone

Local hard sandstone (millstone grit) was brought into the town in the seventeenth century and a number of datestones, eg the Black Horse (1676), 3 Mill Bridge (1685), and Court Lane (168-) are evidence of the rebuilding undertaken at that time. The character of the stone walling, large quoins and coursed rubble construction can be seen throughout the town, along with undated door lintels (Red Lion Barn), and chamfered mullioned windows which survive in the rear



83. Red Lion mullioned window

walling at the Red Lion and 20/22 Sheep Street. Internal construction of this period includes the massive fireplaces, some with joggled voussoirs, surviving at the Black Horse and Red Lion pubs; others may survive behind later blocking. Early nineteenth-century change to the road level at Mill Bridge has preserved some seventeenth-century structure at the south end of Raikes Road.

Buildings of the eighteenth and nineteenth centuries are of coursed gritstone for the most part, but exceptions include nos. 2 and 4 Mill Bridge, early nineteenth century and of well-dressed limestone. Such buildings are associated with the extension of the Springs Canal and exploitation of Haw Bank quarry after 1794. Edge-tooling to gritstone is typical of buildings associated with the Leeds and Liverpool Canal, late eighteenth and early nineteenth-century date, and is seen on several large barns on the edge of the town (Court Lane, Jerry Croft, Old Grammar School / Cross Keys).



84. Warehouse on canal



85. Midland Street water-shot coursing

Terraces present a variety of stone walling, from rubble in gables and back wall, to water-shot coursing and large coursed blocks including snecked walling. Variation is due to the source of the stone, date, the requirements of the builders, and masons' style. Gritstone does not lend itself to delicate carving, and the typical mouldings, brackets and other architectural features of the terraces in Middle Town (CAW2) and elsewhere (CAC1 Otley Street, CAS3 Bright Street) are characteristically bold in design.

The treatment of quoins in several parts of the town in the later nineteenth and early twentieth centuries is remarkable, having dates, symbols and animals carved on them (CAC1 53 Otley Street, CAW2 nos. 17, 29 Castle Street).



86. One of the carved quoins on Castle Street

Public consultation- materials, setting, value of terraced housing:

'New builds to use local stone to blend in with other houses'. "Part of the historic side of Skipton should be preserved for its views, open fields kept, new builds using local stone. Keep the sheep-filled fields (SheepTown!). Stop the terraced houses from turning them into flats and letting out. The terraced streets still give good affordable housing'.

4.8.3 Brick

The 'Brick Hall' was the name given to the pub at the end of Sheep Street, now the Woolly Sheep, in the later nineteenth century. The earlier name (but not the original, it was the Devonshire Hotel in 1852), drew attention to its early brickwork construction, visible in the wall of the passage; late seventeenth or early eighteenth century and contemporary with the moulded stone surround to the entrance. No other small hand-made bricks of this date have yet been found in the town.

The Skipton Brick and Tile works is shown on the 1893 O.S. map; the site is now Tile Close, off Shortbank Road¹⁶. The completion of the Leeds and Liverpool Canal to Burnley in 1794 brought bricks to the town by such as the Burnley Brick and Lime company. Brick was also brought in by rail after 1849 and large amounts were used for internal walls and chimney stacks to terraced houses from the 1870s.

Examples of late nineteenth and early twentieth century brick construction can be seen rear of 61 High Street (now HSBC), and on Westbank Road (CAW2) where headers are used in curved boundary walls flanking the gateways.



87. Woolly Sheep brickwork

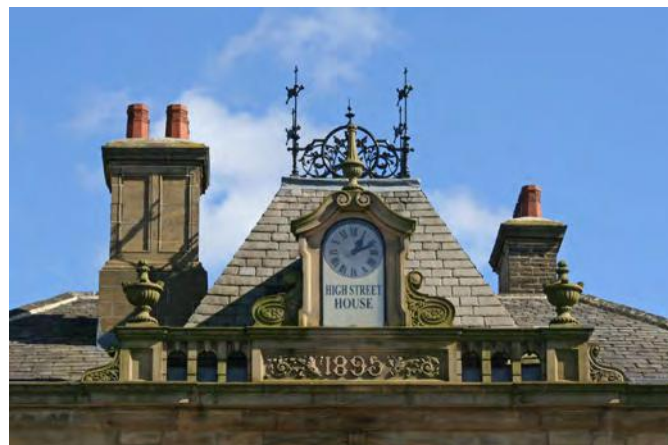
¹⁶ Historic Maps and Plans of Skipton, p.21

4.8.4 Slate



88. Middle Town roofscape

The roof of Christ Church (1839) was covered with slate, perhaps brought in by canal by Mr Thornton the builder who had a substantial wharf at Waller Hill (now the Bus Station). Most building of the late nineteenth century and particularly from c1875 have slate roofs, from either the Lake District or Wales. A number have graduated slates, eg Craven Hall (CAC1) or ornamental cut slates adding to the decorative detailing of the roofs (38 High Street). Softwood timber was used as well as imported hardwoods to construct roofs of steeper pitch, often with elaborate cast-iron cresting to add drama to the sky-line.



89. The roof of Fattorini Building, Caroline Square

4.8.5 Exotic building materials, render and cladding

The introduction of steel framed construction and the wide range of claddings typical of twentieth century buildings is represented by a few examples, including the characteristic 1936 Burton's Buildings on the corner of Caroline Square and Keighley Road (CAC1).

Exchange Building, now the National Westminster Bank, stands alone at the end of Sheep Street. Slate was used to clad the ground floor of this prominent block in the 1970s. Ground floor shop windows appear to have been blocked and the inappropriate material jars with traditional stone construction; this and the nearby Woolly Sheep and jeweller's shop are also rendered.



90. Exchange Building on Sheep Street

At the top end of the west side of the High Street some rendering including raised quoins, painted black and white and associated with ownership of the Black Horse inn and its assembly room with shops on the ground floor. A preference for black and white paintwork in the twentieth century has a negative impact on the traditional street frontage.

4.8.6 Surfacing to roads and paths

The road and path surfaces within a conservation area are an important element in a conservation area. They form an important setting for buildings and open areas. Skipton has many examples of inappropriate or poor quality surfacing.

Tarmac has been used recently in Thanets Yard and Jerry Croft, prominent parts of the central conservation area well suited to more appropriate materials.

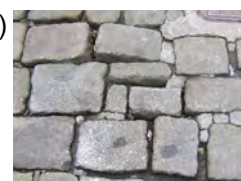
Stone setts laid in the later twentieth century (Albert Street, Sheep Street) are poorly settled and pointed. Original setts remain in Hallams Yard; their use with stone slab paving and kerbs is most appropriate.

Stone slabs and steps in ginnels and yards are often broken and patched; isolated patches of early pebble and stone surfacing survive in a few locations.

Road surface painting- white and yellow lines and other signs create visual disturbance and requires reconsideration in the light of current recommendations to minimise their impact.



91. tarmac in Thanet's yard



92. setts are often badly laid



93. road markings

Public consultation- importance of surfacing
'What happened to cobbles into car park?'
'Replace tarmac pavements with flagstones'

4.9 Architectural character

The following section provides detailed descriptions of the varied elements that make up the town's architectural character, arranged by date. Evidence of neglect or opportunities to enhance these features are noted and others suggested.

'(I like) the variety of scale and roofline of High Street buildings'

4.9.1 Vernacular architecture

The straight-headed mullioned windows with arched lights in the south aisle of Holy Trinity church are the earliest style to be found in secular buildings in the Skipton area, and can be seen in the north wall of the Old Grammar School, Newmarket Street.



94. Old Grammar School

The large squared stones of this wall may be the remains of an earlier chapel on the site, but most buildings in the town were probably of timber and decorative detail would have been in carved wood and plasterwork. The parish church screen is a unique example of the quality of carved woodwork probably once common in the town (dated 1533).



95. Red Lion interior

The foundations of timber-framed buildings have been excavated and surviving fragments are still being discovered in the town, surviving in walling and roof construction¹⁷. Examples of both cruck and box-framing have been identified, suggesting that architecturally the town had a variety of building styles in the late sixteenth

¹⁷ Skipton Community Research Project

century. The Red Lion contains timbering of a medieval hall-house, the screen (removed 1981), between hall and service wing having ogee door-heads¹⁸. Re-used roof timbers, with jointing and peg-holes, can provide evidence of earlier methods of construction. At the Red Lion the decoration, internal layout and lighting fail to acknowledge the significance of the interior features such as carved stone and timbers.

Houses were rebuilt in stone from the early seventeenth century, and their king-post roof trusses remain in later buildings in the historic core (10 Sheep Street). Gritstone rubble walling with cut stone blocks for door

jamb and quoins, longer blocks cut to form door lintels, window surrounds and mullions with broad chamfering and datestones, are the characteristic architecture of the period. Datestones include 1676 (Black Horse), 1684 (3 Mill Bridge). Mullioned windows have survived at the rear of the Red Lion and 20 Sheep Street, and blocked windows are visible on the front of 13-17 Raikes Road.



96. Red Lion datestone above a fireplace: 'FC 1681'

4.9.2 Barns and warehouses

The pattern of houses facing the High Street, with long rear gardens extending to the Eller Beck on one side and a back lane with access to Waller Beck on the east, meant that service buildings including stables, sheds, workshops, warehouses and hay barns were built away from the main street. The medieval pattern has remained and three large barns are a reminder of the agricultural past of the town. Red Lion barn on Jerry Croft probably dates from the mid seventeenth century. It was reduced in length in the mid twentieth and the roadway is now faced by a poorly repaired gable end with exposed wall ends and purlins. A barn of circa 1800 stood nearer the town's main car park; one wall only recently incorporated into a large retail and residential development after many years' use as a bus depot. A recognisable former barn in Court Lane was converted to workshops and cottages in the mid nineteenth century and is now hairdresser, shops and a restaurant.

A group of substantial warehouses with possible workshop use and dating from the early eighteenth and nineteenth century lies behind the High Street properties. One is on Court Lane (now part of the Craven Court complex), another on Albert Street. They are three storeys high and have remains of datestones, reused timber in the roofs, and probably served as store houses for wool merchants and others, adapted to other uses after the canals were built. They are a distinctive building type and would repay close study.

¹⁸ Williams, p.15

4.9.3 Eighteenth century classical buildings

The Devonshire pub, Newmarket Street and nos. 38 and 58 High Street represent the arrival of Palladian architecture in the mid eighteenth century. The high listing grade (II*) of the Devonshire reflects its significance as one of the earliest buildings associated with Robert Boyle, Lord Burlington, who introduced the classical architecture of Palladio into England.



97. 58 High Street (right) and Sheep Street

Taller proportions, three storeys with sash windows and classical mouldings, provided a strong contrast to the town's vernacular architecture. Stonework was dressed sometimes to an ashlar finish, and mouldings to architraves, pilasters, triangular pediments and eaves and sill bands are typical of the style. Poor shop fronts, neglected upper floors and inappropriate window forms are seen in these and other buildings in the historic core of the town.

4.9.4 Later Georgian / early Victorian classical architecture (c1780-1850)

The town's population more than doubled, from about 2,000 to 5,000 in this period of great economic expansion with the arrival of the Leeds and Liverpool Canal. The easy availability of coal rather than wood for fuel by 1800 gave rise to more fireplaces, small grates and gable end stacks. The architectural style of the period dominates all building types in the old town and areas of early expansion.

The Toll Booth on Middle Row has a pedimented first-floor doorway (the finely-carved moulding and paterae poorly replicated in the late twentieth century). Pilasters and arcaded ground floor on the east side, moulded eaves cornice. Houses on Mill Bridge and Newmarket Street with tall 12- or 16-pane sash windows, sometimes with margin lights, blind round arches to arcaded ground floors. An elaborate first-floor window arrangement in Venetian style to nos. 35-37 High Street (now Rackhams). Facades often rendered and lined in imitation of ashlar masonry, for example the Woolly Sheep, Sheep Street.



98. Nos.35 and 37 High Street

The style of High Street frontages and terraced houses originates in this period: well proportioned Classical

detailing for mouldings to door lintels and gutter brackets, together with symmetrical facades of mirrored pairs or repeated door/window patterns of elevations, influenced the design of terraced house detailing in the mid nineteenth century and can be seen in Upper Sackville Street and elsewhere. Round-headed stair windows at Craven Terrace (1852-61). Classical proportions to 11-19 Newmarket Street, 17-15 Otley Street; 6-12 and 22-34 Water Street (all possibly before 1824; includes a door surround with unusual eighteenth-century 'gothick' decoration). An important aspect of the appearance is the use of appropriate paint colours, and tones suitable to the date of construction. Painted masonry walling is not appropriate but is seen in several terraces. Cleaning and skilled stone consolidation and restoration is preferable.

4.9.5 Victorian and Edwardian styles



99. *St Andrew's church, Newmarket Street*

The Victorian and Edwardian architecture of Skipton echoes the variety of styles seen in major cities such as Bradford and Leeds, and substantial architectural practices were employed here. The variety and scale of buildings increased and the town has fine examples of large villas, semi-detached houses, two station hotels (the Craven

and the Midland), public houses including the Royal Oak and Commercial on Water Street, mills (Dewhurst's Mills), chapels, commercial buildings (Fattorini's Building, Caroline Square) and the railway station. The new Town Hall (1862) is Palladian- a classical design with pedimented portico on the upper floor. A classical style was also favoured for the banks: the pilastered façade over rusticated round-arched ground floor for Craven Bank (built by 1849, now Barclays) is very reminiscent of the Toll Booth. Its unbalanced 4 + 2 window elevation suggests that the corner to Otley Street (no. 47) was intended to be part of a symmetrical design. The Yorkshire Bank, (1887, now HSBC) is highly ornamented with rusticated ground floor (elaborate railings sadly missing), alternating segmental and triangular pediments, balustraded parapet with a central carved date plaque. The style continued for banks well into the twentieth century, with one of 1928 on the west side of the High Street.

A Tudor / Jacobean style characterised by transom and mullioned windows, tall decorated chimney stacks and carved barge boards was chosen for one of the first large villas, the banker Henry Alcock's Aireville Hall (1836 by George Webster).

The style was also favoured for the boarding house at Ermysted's Grammar School (Paley & Austin, 1871-75) and the Ship Hotel (1888, sadly missing one of its fine chimneys) and the variety of detailing in later Victorian and Edwardian terraced houses of the period. The exotic origins and exciting goods on display in large shops such as the Fattorini's High Street House (1895, Caroline



100. *Ermysted's Grammar School, Gargrave Road Square*) is reflected in its design, with ornate sky line of urns, French chateau-style roof and cast-iron cresting. The latter can also be seen in the tower of Dewhurst's Mill.

Smoke pollution has resulted in blackened surfaces; cleaning by appropriate conservation methods is sometimes desirable, but not always.

4.10 Townscape detail

This section examines some of the features that make up the unique character of the town, the conservation of which is regarded as of great importance. As an important market town for the area, the shops in Skipton's historic core are highly conspicuous and are appraised here for their contribution to the town's appearance. The scale of the shops, often built as private houses, is also analysed, and features of the built environment such as dormer windows and ironwork are commented on.

4.10.1 Shop fronts

A sample survey of approximately 40% of the shop-fronts (including upper storeys) was undertaken on March 27th 2008. Streets included the east side of Keighley Rd, both sides of Swadford St, the west side of Sheep St and High St and round onto Mill Bridge. Each property was viewed at shop-window level and also the upper storeys and each recorded separately.

Taking the shop-windows first and looking at the materials used, design, decorative order and colours about 40% could be considered to be average, only 15% above average and a disappointing 40% below average for a historic town centre conservation area. Issues that featured regularly in those below average are inappropriate materials e.g. coated aluminium,



101. *Central Buildings on the corner of Swadford Street and Keighley Road*

poor design and maintenance. The stallrisers (area below the shop window) were not surveyed separately, but many were in poor condition or constructed of inappropriate materials. Colour schemes also can create a negative impact if not suitable for the area. Above the shop windows an even worse picture emerges with 50% being considered average but 45% being below average.

The majority of the upper storey window frames are made of wood not inappropriate materials like UPVC, but poor design, condition and maintenance in some areas is resulting in them becoming an eyesore. This is often made worse by badly maintained gutters.

Many properties still have original Victorian or early 20th century shop fronts in place, including those made by master craftsman William Thornton and dated 1900 and 1903, (north end of Middle Row and in Sheep Street). A few are well maintained but others risk losing these original features with poor maintenance leading to costly replacements. In some cases poor-quality fascias obscure good early examples, and often the content of window displays detracts from the character of the building.



102. Shop window dated 1900, Sheep Street; internal gallery also visible

'The council regulates the type of shops which can open in the central area (eg Costa coffee) but does not appear to regulate the signage and shop frontage very well.'

'Shop fronts - what happens to empty shops? Look at Keighley Road (Tesco garage).'

'Skipton is particularly rich in individual shops and businesses which greatly add to the value of the town. I would like to see this aspect preserved and enhanced. Nothing destroys the individuality of the High Street as much as a row of chain stores and coffeehouses which bear no relation to its setting'.

4.10.2 Other features in the historic core

The presence of the following features, among others, adds significantly to the character of the conservation area:

- Scale

Small-scale eighteenth- and nineteenth-century buildings of two and three storeys at the northern end of the High Street; larger scale Town Hall (1862) almost facing the Public Library (1910). The small scale continues along Sheep Street and Middle Row, where there is a



103. Middle Row with Toll Booth

contrast of style between the domestic shops and the impressive Toll Booth. A change of scale at the southern end, for banks, shops and offices of the late nineteenth and early twentieth century, continuing into Keighley Road and Swadford Street. Overall a good balance and variety of styles affected by unsympathetic modern shop fronts and neglected upper floors.

- Iron work / street furniture (and see 4.8 materials).

Gas lamp-post outside castle; Holy Trinity church gates; High Street trees have iron guards with maker's name, stone curbs; steps and railing to the old Town Hall (Toll Booth) on Sheep Street.

Railway station canopies; Midland Hotel canopy; shop canopy at 2 Brougham Street (CAS3)

- Datestones in a variety of positions, set low and high, inside and outside, their positions undisturbed over doorways, or re-set. Seventeenth to nineteenth century; all recording transformation of buildings in the town.
- Mosaic paving in shop doorways, late nineteenth century: 32 Sheep Street and 38 High Street; also Ship Hotel hallway.
- Coloured glass in leaded lights of 1888 at Ship Corner, Sheep Street / Swadford Street; similar abstract-patterned glass of Art Nouveau style at Craven Hall, Sackville Street.
- Carved stonework on nineteenth and early twentieth century buildings, including Public Library, Holy Trinity church porch, Banks and shops
- Three public clocks are a feature of the main street: Holy Trinity church, Manby's Corner, and Fattorini Building



104. tree curb and guard, High Street, in poor condition



105. mosaic shop front, Sheep St



106. wrought iron railings, Mill Bridge



107. Edwardian shop fascia obscured by signboard



108. Carving, Public Library, 1910

As well as features that add to the historic environment, the following are features that potentially could add but currently are degrading the historic environment of streetscape. Surfacing has already been referred to in 3.2.7 in terms of what exists of historic value, however many surfaces lack sensitive design in accordance with 'Streets for All' published by English Heritage that gives guidance on issues regarding surfacing, historic and modern street furniture, traffic management and environmental improvements. The following aspects are of particular note in Skipton:

- Dormer windows out of scale or inappropriate to the design of terraced houses.
- Street furniture - in particular the poor designed street lamps with unsightly add-ons and poor use of roadside bollards, so vulnerable to damage
- Poorly designed three-tier plastic planters
- Road signing - poor design and clutter
- White and yellow road lining - excessive in places to the detriment of the visual amenity of the town.



109. Signage clutter

4.10.3 Outside the historic core

Original attic rooms lit by gable windows or small gabled dormer windows can be seen in terraced houses in Broughton Road on Belle Vue Terrace and elsewhere.

Well-designed dormers built on the roof slope and possibly contemporary with their terrace survive in Bright Street, Carleton Road and Keighley Road. Less well-proportioned are the later twentieth-century wide, flat-roofed dormers. They are seen throughout the town and are a feature of Greenfield Street and Midland Street, outside the present conservation area.

Leaded glass in a variety of colours and patterns in West Bank Road (CAW2) are significant features of the larger houses in the town.



110. Bright Street dormer

Gate piers, gates and railings to terrace front gardens, in all areas, would benefit from analysis and restoration work. Monolithic gate piers with moulded tops are a feature of their front gardens throughout the town, most now lacking front gates and associated railings.

CAS3 street furniture:: - survival of cast iron coal chute doors, boot scrapers, floor ventilation panels, railings (Sackville Street), vents at terrace back lane ends to Sackville Street, manhole covers with Skipton manufacturers' names. Varied treatments, paint colours and neglect have resulted in a loss of character in several back streets and on frontages.



111



112



113



114 Railway Station

CAS3 Middle Town corner shops Dawson Street etc to Sackville Street have tall narrow slots alongside former shop windows, probably to house external plank shutters (part of the shop window structure) but there is a local association with boards used for laying out the dead. Corner entrances provide a variety and distinction to the street pattern; where shops have been lost to housing, the local economy is affected and regretted by local people.

4.11 Open / green spaces

Public consultation- importance of open spaces:

*'I want... more green fields to be included in the conservation area'.
'...to keep as many open spaces (green) Canal, Skipton Woods and castle'.*

The following are some of the open and green spaces that enhance the environment and character of the conservation areas, see Map 6.

4.11.1 Within the conservation areas

CAC 1: a variety of spaces in natural and built settings

- Skipton Woods. The Eller Beck and Springs Canal through Skipton Woods, the natural resources of this area have been quarried and landscaped for a thousand years. Part of a medieval hunting park, features have included castle defences, fish-ponds, mill goits and ponds, a tramway, limestone quarries and canal. Part was planted with trees as a scenic walk in the nineteenth century and now maintained as public and private grounds.
- Grounds of Skipton Castle
- Park Hill, with earthworks of a Civil War battery and fine views over the town, sketched by Samuel Buck in the early eighteenth century.
- Old Cemetery, Raikes Road, containing Kipling gravestone. Access restricted, not used as an amenity space.
- The Wilderness, line of Waller Beck, setting of Old Grammar School



116. The trees of Skipton Woods enclose a mill pond



117. Waller Beck, 'Wilderness', ancient footbridge next to former school hall.

- Ginnel area on Waller Beck: steep tree-lined cliff topped by houses and open stream winding below
- Newmarket Street, north side flanking junction to Bunker's Hill / Rectory Lane
- Grounds of Christ Church and Clifford House, Keighley Road
- Leeds and Liverpool Canal junction with Springs Canal
- Springs Canal: three 'pocket parks' between Coach Street and old Corn Mill
- Enclosed gardens south of Primrose Hill; Water Street School grounds
- Bowling greens on the north side of Rope Walk and rear of Devonshire, Newmarket Street
- The Paddock on the south side of the Bailey, a walled area with mature trees, earthworks of a castle ditch, and ridge and furrow.



118. Coach St canal-side garden

CAW2: private gardens, church and educational settings.



119. Church of St Stephen

- Grounds of St Stephen's church, school and St Monica's convent
- Ermysted's Grammar School grounds and cricket / sports ground
- Private gardens fronting south side of Gargrave Road
- Massa Flatts Wood - former quarry incorporated into grounds of Victorian mansion and Skipton Girls' High School

CAS3: almost no open space other than roads; the recreation ground reached from Upper Sackville Street is outside the present conservation area boundary, as are the Middle Town allotments reached from Castle Street East. The Leeds and Liverpool canal south entrance to the town, east bank, is also outside the conservation area. (See 6, proposed boundary changes).



120. Firth Street- gardens with original retaining walls, gate posts, and some rails.

Private gardens and grounds are therefore of particular importance in this densely built-up area:

- Grounds of Brougham Street School
- Front gardens to Brougham Street, north end, and adjacent streets
- Front gardens to terraces on Firth Street
- Gardens fronting Union Street, New Town
- Grounds of Skipton General Hospital (formerly 'Whinfield') and canal bank

- The 'green corridor' of the Leeds and Liverpool Canal towpath route

4.11.2 Outside the present conservation areas

The town is surrounded by hill slopes and open fields

The extensive public park at Aireville, dating from the 1830s when it was the grounds of a private house and adopted as a public park in the 1950s by Skipton Town Council, is of great importance. It is easily accessible from all conservation areas, with a canal-side walk from the centre of the town, but is not part of them. It has a large open grassed area with mature trees (the site of fairgrounds and public events), a conservation meadow, golf course, swimming pool and fitness centre. Funding has been applied for to upgrade the park and provide further amenities.

The sports ground at Sandylands is an important amenity, containing cricket pitches, football, tennis courts.

The recreation ground, allotment gardens and open fields on the east side of Middle Town beyond the railway line and bounded by Greatwood Avenue, North Parade and Pinhaw Road, provide recreational space and enhance the setting of the town.

Fields on the west side of Carleton Beck, with Sandilands beyond, provide an open view and significant setting for the large Victorian villas on Carleton Road.

See section 6, changes to the Conservation Areas boundary.

Public consultation- significance of water and open space in the town:

'One of the unique features of Skipton are the becks and rills running into the centre of the town, ... It would be a huge loss if any more of these were built over. They provide pleasant places to walk, and 'breathing spaces' in a town where large numbers of visitors arrive regularly'.

4.12 Landscape and trees

This section links with 4.11, as much of the open ground is tree covered and has particular landscape value. Trees are important to the quality of hard-surfaced open spaces where the natural environment is often excluded. Trees along the embankment of the quarry railway line, Middle Town, are outside the Middle Town conservation area CAS3 but provide a natural backdrop to housing in Upper Sackville Street,



121. Old Cemetery trees, the Raikes

Byron Street etc. See 6, boundary changes, Upper Sackville Street recreation ground and paths.

- Skipton High Street: Victoria's jubilee trees planted 1897
- Skipton Woods
- Old Cemetery, Raikes Road
- Fields on Park Hill: old hedges and trees blend into former nursery grounds, Mill Lane, and the main Skipton Woods
- The Bailey, south and east sides and at junction to Rectory Lane; Rectory garden
- Wilderness, Otley Road
- South bank of the Waller Beck, background to the Ginnel recreation area
- Grounds of St Stephen's church, school and St Monica's convent
- Former Raikeswood Hospital grounds, now private residential
- High School and Woodlands former Massa Flatts quarry, Gargrave Road

'Wooded areas and tree-lined entrances'.

'? Clark's Legacy - the woodland area at top of Rectory Lane - due to be developed... can any of the trees be kept and houses set in pleasant order- Not straight lines (4) as planned for the Paddock land !! The area can be seen for miles around as lovely trees.'

4.13 Activities / uses

CAC1: the central conservation area is composed of commercial and residential uses in the High Street and adjacent streets, with significant recreational uses in the canal zone. Light industrial use (car repair) off Water Street, and sales in Devonshire Place, Canal Street; printing rear of Otley Street.

CAW2: the west conservation area is residential, commercial and educational, with light industrial use rear of Brook Street (printing). Shops in the Woodman area on Gargrave Road and Brook Street.

CAS3: the south conservation area is residential with industrial use along the southern end of the canal (Firth Street works); office use and hospital / residential homes for the elderly in Victorian houses Keighley Road, Carleton Road.

4.14 Existing conservation area boundaries

(Suggested changes to the conservation area boundaries are described in section 6.6)

The following description is of the present boundaries shown on Map 6; a large scale map showing both existing and proposed boundaries is part of the Appraisal archive.

The northern boundary (CAC1) follows the line of Skipton's northern by-pass which is set in a cutting; it turns south following the Embsay Road, encloses a field on the east side of the road junction with the Bailey and turns south along Rectory Lane, including the Rectory and its garden. The north edge of properties (church, school. Police station, garage, and two detached houses) on the north side of Otley Street and Otley Road is followed to 'Springfield' where it returns south across the main road and follows the old footpath skirting the south side of the Wilderness to the beck and Old Grammar School.

The boundary meets CAS2 and turns up Shortbank Road to the railway line, following it to Firth Street where it follows the works boundary directly to the canal. Turning south again it follows the east bank of the canal and changes to the west side at the railway bridge just before the footbridge to Roughaw Close. Along the line of the canal towpath to the meeting of canal and Keighley Road where it crosses to enclose terraced housing (but not The Farm). North and west along the railway line to the town side of the railway bridge, it follows the footpath to pick up the Victorian villas group on Carleton Road and terraced houses but remains on the road edge to the junction with Keighley Road. North to Cavendish Street taking in the east and north sides here, to Parish Church school to meet with CAC1 at the Craven pub.

Clifford Street is included, the line turning east to meet Cavendish Street west side and to Belmont Street, crossing the road at the corner, nos. 1 and 3. West along Broughton Road (east side); south to enclose the immediate area of the railway station. To Gawflat swing bridge on the canal. Along the canal east to meet CAW2 at Brewery Lane.

Along Brook Street, the north side of Granville Street to the property boundaries of West Bank Road and Harewood Road to meet Gargrave Road. Across the road to enclose properties east of Woodlands Drive, then north along the boundary of Woodlands and the former Massa Flatts quarry, returning eastwards (High School boundary) and to the north end of Salisbury Street then north and east taking in the former Raikeswood hospital grounds. The boundary of the Grammar School cricket field to Raikes Road and the west boundary of CAC1. The boundary crosses the road and follows the old cemetery wall to turn north-west along the back of properties facing the Grassington Road. Along the east side of the road to the junction with the A65 and the bypass.

Public consultation- requests for improved information:

'Advice/information needs to be available to businesses and householders in conservation areas, so they know about these areas, and the restrictions/responsibilities connected with the buildings or terraces to maintain some of the heritage...'

'It is very difficult to find out about the Skipton Conservation Area on the Internet. If you are in a conservation area, what are the implications and restrictions?'

4.15 Condition

Condition surveys have been undertaken by Craven District Council's Environmental Health and Council Tax departments in recent years.

Smoke pollution from the industrial quarter along the canal was carried on the prevailing south-westerly winds across the town centre. A number of the town centre buildings have benefited from cleaning in recent years, (Ship Corner, Dewhurst's Belle Vue Mills, the Devonshire pub). Groups of smaller properties on the High Street would also benefit.

This Appraisal has noted the following features inside the conservation areas:

- Poorly maintained High Street shop fronts. A number are shabby, eg nos.58 (Xtras) and 58A - one of the town's most significant listed building groups; also no.38 Thorntons, High Street and elsewhere.
- Upper floors to shops in the town centre are empty or poorly maintained
- Clutter of poorly designed or maintained street signs; evidence of duplication
- High Street setts: the curbs and setts surrounding the Jubilee trees are disturbed; the trees may benefit from attention to their root systems
- The cast iron structure of the railway station is in poor condition



123. Nos 58 and 60 High Street

Outside the conservation areas but having a negative impact on them:

- The Keighley Road / Carleton Road junction disused petrol station: its position at the entrance to the town has a strong negative impact. Demolition is in progress, May 2008.
- The railway cutting south of the station is outside the boundary; it is littered and appears poorly maintained.
- Carleton New Road boundary fences are ugly or in bad condition.

4.16 Other heritage assets

The following assets are indicators of the rich heritage associated with the town's buildings. See Appendix 2, public consultation responses.

4.16.1 Statue of Sir Mathew Wilson, MP for the West Riding of Yorkshire 1874-'85 and first MP for the Skipton Division of Yorkshire (1885-6), outside the Public Library since 1922, listed grade II. A dignified standing stone figure in contemporary dress by the sculptor Albert Bruce Joy. It was removed from the top of the High Street to make way for the war memorial which is now the centrepiece of a traffic island. A.B.Joy was a respected sculptor whose work includes Oliver Heywood, Albert Square Manchester (1894).

4.16.2 Gravestones

Three of the town's churchyards (Holy Trinity, Christ Church and St Andrew's) were cleared of stones in the mid twentieth century to reduce maintenance costs and provide amenity space. Stones laid flat have often been damaged by the passage of feet, but many remain standing against boundary walls and can provide important record of family names and occupations. The skill of stone masons in carving decorative detail and ornate lettering on local stone is evident against the west wall of St Andrew's churchyard.



124. Gravestone, St Andrew's churchyard

At Waltonwrays cemetery, opened in 1876, (not listed; outside the conservation areas)



125. Waltonwrays Cemetery

families set up large memorials in significant parts of the carefully-arranged plan. Some fine memorials in a stone-walled setting with wide paths, entrance with elaborate cast-iron gates and railings, picturesque Gothic buildings (lodge and chapels) and ornamental trees including stately evergreens combined to create an atmosphere of seclusion.

4.16.3 Petyt Library

A major collection of early political and theological books mostly of the seventeenth century. Sylvester Petyt gave the collection to the free school (Ermysted's) and town to fulfil the wishes of his brother William, a famous Whig constitutional lawyer who rose to prominence under

William and Mary. Bound and conserved at the expense of the Coulthurst Trust in the mid twentieth century, now kept at the Public Library where there is a full catalogue.

4.16.4 Craven Museum

The museum's collection of items related to the built heritage: Red Lion door heads; building plans; photographs; archaeological finds; excavation records. Also geological specimens, local history records etc.

4.16.5 Documents

A number of important archives remain in the town, including those relating to the Overseers of the Poor from c1680 to the nineteenth century, giving information about the poorest towns people - their settlement, returns, apprenticeships and bastardy records.

4.16.6 The Rowley Collection

Notebooks, photographs and articles at the Public Library. Geoffrey Rowley was a Skipton solicitor who researched the history of the town in the 1960s to '80s and transcribed scores of documents including deeds. His archive was donated by his widow Val to the library where it is a vital resource for researchers, along with his published work.

4.16.7 Waterways Festival and canal boats.



126. Boathouse for the 'Alexandra'

An annual Waterways Festival has become a regular event in May. It celebrates the history of the canals, their traditional boats, decoration, associated tools and crafts as well as present day canal use by tourists and for nature conservation.

The character of a canal is enhanced by the design and detailing of the boats that worked on it, from its beginnings to present day. The boat size is dictated by the canal gauge and on the Yorkshire side of the

canal this is 62ft (18.9m) long by 14ft 3 in (4.3m) wide. To carry the maximum amount of freight a very square and squat craft called the Leeds and Liverpool Short Boat (as opposed to the L&L Long Boat at 72 ft (21.9m) long on the Lancashire side up to Wigan) was built, examples still ply the canal.

A feature of these craft, as well as their size, that differentiates them from the narrow boats of the Midlands waterways is the colour schemes in which they were painted. The traditional Midlands narrow boat painting often referred to as 'Roses and Castles' was not found on the northern canals. An equally colourful style of painting, 'Brightwork,' was based on the decoration of coastal craft from which the Leeds and Liverpool craft design originated. It

consisted of patterns of scrolls and geometric shapes (usually diamonds) often set around panels containing flowers or scenes¹⁹.

Canals have been used for pleasure almost since they were built, early photographs exist of outings using Leeds and Liverpool Short Boats with the cargo hold full of people dressed in their Sunday best. The earliest craft that did not carry cargo was probably the Leeds and Liverpool steam powered inspection craft Alexandra kept in the covered boathouse that still exists near Brook Street swing-bridge. This boat would have taken directors and families and guests along the canal for pleasure trips as well as being used more formally to inspect the canal. Privately owned canal craft were often based on sailing craft, old ships lifeboats or converted narrowboats increased in numbers slowly at first in the first half of the twentieth century and then rapidly into the 1970's. In Skipton the Craven Cruising Club moorings have existed since about 1960 but prior to that pleasure craft would have moored in Skipton.

4.16.8 Skipton Music Festival was founded in 1922. It is associated with the Co-operative Society and the Mechanics' Institute, and has a high reputation nationally.

4.16.9 Skipton Gala - the oldest non-religious annual festival held in the town began in 1901 to raise hospital funds. Part of the industrial history of the town and linked to annual market fairs, mill holidays and religious festivals.

4.16.10 Medieval Fair. The High Street is closed to traffic for two Sundays in December for stalls and events celebrating medieval crafts, costume and history of Skipton and the wider area.

4.16.11 Skipton Castle. The castle's owners host conferences and events including historical reconstruction groups throughout the year.

4.16.12 Historical associations: Lady Anne Clifford; Ralph Thoresby's diary, early eighteenth century; John Wesley preached here; J.M.W.Turner was in Skipton and sketched in 1816; Rudyard Kipling's grandparents lived here



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¹⁹ Leeds & Liverpool Canal Society factsheet

5.0 CHARACTER ASSESSMENT

The Townscape Appraisal identifies those features which contribute to the character and appearance of each of the three conservation areas. Relevant detail has been provided in Section 4; this section will identify some aspects and features which contribute positively and are worthy of retention as well as those features which make no positive contribution or which detract from their character and appearance.

5.1 Key features: positive buildings and areas

The public consultation drew attention to the following: castle, Old Grammar School; Old Town Hall in Middle Row; Holy Trinity church; King's Street, Queen's Street (Otley Road) St Andrew's church; Christ Church; the town's Non-Conformist churches and chapels.

Public consultation- Holy Trinity church:

'the altar 'and of course café' / A lovely parish church and so welcoming to strangers- especially to find it open, and quiet in the middle of town. Thank you.'

Appraisal work has noted the impact of poor work on otherwise positive buildings, they are included below.

CAC1:

- Skipton castle and Holy Trinity church- secluded; gates as town symbol
- High Street - market / events setting and space; the Town Hall is both a very positive building and a negative one because of the damage done to the façade when disabled access was installed.
- Canal - enclosed area by Corn Mill and canal bridge, close to Eller Beck
- Skipton Woods: contrast natural features, water system, castle.
- Newmarket Street, the Devonshire public house and its setting. It is set back from the street line; stables / coach house (later a beer house), is end on to the street on the east side and there is an attached building on the west, described at the Big Room, a popular public room in the nineteenth century. To the rear, the former garden area to Waller Beck recreation area; open views from the house to former Cock Hill, from where the building is visible. Opposite, on the north side of Newmarket Street, a neat terrace of houses (nos.11-21) extends to the corner of Court Lane.

- Water Street - the grouping of the former Water Street chapel, a magnificent listed building of 1864 by architects Lockwood & Mawson (designers of St George's Hall Bradford) and flanking terraces (Victoria Terrace and Elliot Street) with oriel style first floor windows. Opposite, nos. 3-11, houses built after 1852 are of some quality but unsympathetic shop fascias have damaged the appearance of some.
- Railway station platform canopies and structure



128. Water Street chapel

CAW2:

- St Stephen's School house on Gargrave Road
- Park Avenue, the terrace opposite Ermysted's Grammar School and the school itself



129. Park Avenue

CAS3:

- Middle Town housing area - hillside setting; views out to moorland on Aire valley;
- Brougham Street school with planted grounds
- Whinfield, a Victorian industrialist's villa, extended to become a hospital, Keighley Road
- Brougham Street corner shop with cast iron canopy
- Wrought iron railings often replaced with rough limestone boulders- whilst it is not now acceptable to denude the limestone areas, this has provided a distinctive character to house frontages



130. Brougham Street corner shop

5.2 Negative / Neutral Buildings and Areas

The following buildings and features have been defined as having a negative or neutral impact on the town's conservation areas:

- The scale of twentieth-century new build: telephone exchange Newmarket Street (1954); the large HML block (early 1970s) off Court Lane intrudes into the town view from most directions. Buildings in modern style and materials have not been considered successful, and most recent buildings attempt to remain neutral in impact.

The clinic building at no.5 High Street is regarded as an eye-sore, largely due to the un-neighbourly 'clash' of design with the Georgian no.3, listed grade II.



131. Offices off Court Lane

- Public houses. Interiors often disregard the historic and architectural significance of the building eg The Red Lion. The CAMRA national inventory of heritage pubs has no entry for Skipton, nor does the Yorkshire Regional Inventory (www.yorkshireripubs.org.uk).

Negative buildings and areas



132. culvert

- Water courses: the culverted stretches of Waller and Eller Becks restrict flow and result in loss of amenity.
- High Street shop fronts
- The southern block of Middle Row
- Surfacing - tarmac on Jerry Croft / Thanet's Yard
- Canal junction NE corner



133. Signage clutter

- Railway gateway- debris, rubbish
- Canal gateway - east access- quality of environment- built and natural



134. Car park, Coach Street



135. Car park, Cavendish Street

- Large car parks with no tree cover inside the conservation area: Coach Street, Cavendish Street car parks
- Bus Station - poor information and waiting facilities for travellers; poor linkages to the canal
- Negative impact on the edge of the areas: car parks at Tesco, Morrisons,
- Negative impact: warehouse-style shops Cavendish Street area
- Carleton New Road station approach - poor fencing

5.3 Key challenges

5.3.1 Skipton Town Hall: a major listed building and focus for the town. The removal of the centre of the steps to insert a lift disfigures the façade and detracts from the building and its significance.

5.3.2 Shop fronts: in the town centre maintenance work on frontages and improved fascia design are essential to enhance the area.

5.3.3 High street backs: the open backs and ginnel entrances of many of the shops on the High Street could be adapted to allow development of upper floors for residential use.

5.3.4 Highways issues: there is a need for sensitive treatment when highways issues are dealt with; consideration for the broader linked historic environment requirements when work is required to improve safety and traffic flow²⁰.



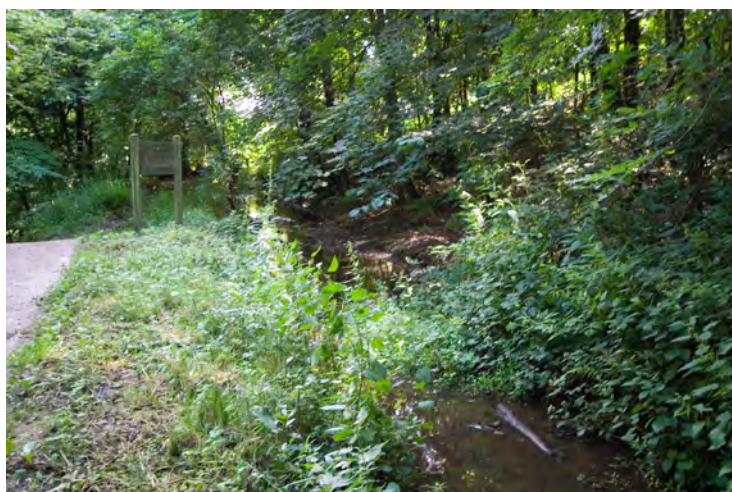
136. The Town Hall in 1901 or 1910



137. The Town Hall today

²⁰ 'Civilised streets' (Bill Bryson) in English Heritage 'Streets for All' guidance publication. Ref.50991

5.3.5 Water system in Skipton Woods:



138. Silted mill goit in Skipton Woods

a major natural and historic environment is being eroded by neglect and structural alterations. Pressure of water from the beck can cause failure to walling and needs careful examination to prevent further damage. The millpond- a beautiful area of slow-moving water- is being drained at one end and covered for car parking at the other, a serious loss to this

feature. Water channels are silted and stonework lost. An article on the significance and historical development of the area is given in Appendix 4.

5.3.6 Culverting:

every opportunity should be taken to prevent further culverting of the becks and re-opening should always be considered (see section 4.2). New green open spaces can be created, opportunities to enhance natural habitats for flora and fauna and reduce flood risk and damage to the historic environment. The line of the Waller Beck beside Otley Road and Shortbank Road / Newmarket Street is affected by redevelopment at the time of writing this appraisal.



139. Park Mills, Newmarket Street redevelopment

5.3.7 Middle Town: Sackville Street is a wide and a busy arterial road. The end of terrace or 'corner shops' with enlargement into rear yards are important to the community and to the character of the conservation area. It is important that shop owners are given encouragement to remain in an area which could be further enhanced as a shopping area with trees and changes to the road width.

Public consultation- improvements to conservation areas:

'I would like to see-

- 1. the ginnels running off the High Street improved, with better lighting, surfacing.*
- 2. Protection for green field sites within the by-pass(es), until and if, the Local Development Framework comes up with proposals for change.*
- 3. Respect for the vernacular style of Skipton's historic core in any new developments - a scale that matches, not dominates, materials that reflect, not clash, etc.'*

5.3.8 Terraced housing throughout the area is of great architectural significance. Many have front gardens lacking iron gates and railings or with piece-meal additions out of character with the originals. An example is the terraced housing on the Keighley Road (Alexandra Mill proposed conservation area extension) which includes a long row facing the road,



140. Terraced housing on Keighley Road

with ornate moulded cornice brackets over the front doors. Their short front gardens have low walls and monolithic gate posts with moulded tops but all original ironwork is missing. The reinstatement of railings and gates, together with planting, would enhance this part of the Conservation Area.

Public appraisal- improvements in the conservation areas:

'Improvements needed to Museum and Town Hall'

'Bring back the canopy outside the Town Hall'

'More seating areas please with plants etc'

'Bring back the market cross'

'Canopies of the same design / colour on market stalls'

'Top access to Skipton Woods needs improving'



6.0 PRESERVATION AND ENHANCEMENT

This section provides brief comments on the strengths and weaknesses of the three conservation areas. Development pressures are considered, together with broad principles for the implementation of an enhancement programme. It does not include detailed enhancement schemes but suggests opportunities and proposals for future work.

6.1 A single Conservation Area

Although the present arrangement of three Conservation Areas reflects the distinctive character of each, the existing boundaries cut across important routeways, in particular the canal system. In the absence of documentation relating to the original designations, the present understanding is that there is sufficient overlap in historic and architectural terms to allow alteration to one, with distinctive 'zones of characterisation' describing significance. Re-designation of the existing three, to establish one single Conservation Area, may enable more efficient long-term management. Article 4 Directions would otherwise need three separate consultation processes and documents.

6.1.1 Zones of characterisation

- The Canal zone: a detailed appraisal has been given in section 4 and further information in Appendix 3. The zone encompasses the canal structure (including aquaducts), tow paths and furniture (bollards, cranes, mooring rings etc) bridges, wharfs and related buildings (warehouses, offices) extending throughout the town.
- Skipton High Street market place zone: distinctive facades of two- and three-storey buildings, unique surfacing and formal tree planting, with passages and routes used since the earliest period of the town's occupation to get access to crossing points and water supplies of Eller and Waller Becks. Yard infill with archaeological remains and varied stages of occupation from open crofts to congested Victorian slums, now the tourist focus.
- Mill Bridge / Grassington Road / Water Street zone: an area of early development with two levels of buildings following major engineering work in the 1820s which raised the road level to cross canal and Eller Beck. Important 'anchor buildings' (Royal Oak, Old Corn Mill, Wright Wine premises) and a variety of building types from former cottages to the important former Water Street Methodist chapel of 1864. John Wesley preached at Mill Bridge and the area is overlooked by the tower of Holy Trinity church.

6.2 New listings within the Conservation Areas

The town's listed buildings require a review; while the buildings noted here do not make up a definitive list, they are considered worthy of consideration for listing as they represent each end of the listing spectrum: buildings with earliest traces, dating from the seventeenth century or earlier, and buildings associated with the rapid industrial expansion of the town in the later nineteenth century. Their distribution is shown on Map 8.

Conservation Area	Address	Notes
CAC1	Public Library, High Street	1 Opened in 1910, see plaque on outside
	43 High Street	2 corner building to Otley Street (north side). Architect J.W.Broughton
	38 Sheep Street	3 Former Brick Hall, now Woolly Sheep public house
	3 Mill Bridge	4 C17 building with datestone, fireplace and internal timberwork
	5 Coach Street (Canal Yard)	5 the premises of the Leeds and Liverpool Canal Agent
	2-10 Newmarket Street with building to rear	6 Row of cottages, now shops, incorporating substantial remains of a small C17 house
	11 Swadford Street	7 Built early C20 for a wine importer, architect James Hartley's office above, now Breeze pub
	23-25 Keighley Road and 1- 9 Sackville Street	8 Craven Hall. Built 1897 as Liberal Club Buildings. Designed by James Ledingham
CAW2	Lodge on north side Gargrave Road	9 Woodlands, a large Victorian villa, also possibly listable
CAS3	Plaza cinema, Sackville Street	10 Built as Temperance Hall, (Group Value with Craven Hall). Associated house in similar style
All areas	Canal structure	11 A Heritage Protection Agreement ²¹ is recommended for the canal structure and associated buildings within the Conservation Area. This would include mile-posts, retaining walls, ironwork etc.



142. No.3 Mill Bridge, exterior



*143. No.3 Mill
Bridge, interior*

²¹ 'Heritage Protection for the Twenty-first Century' 8th March 2007, published by DCMS

6.3 New listings outside the Conservation Areas

(proposed extension to CAS3)	Horse Close canal bridge, Keighley Road	12 See canal structure above
(proposed extension to CAS3)	Waltonwrays Cemetery, Carleton Road	13 Gate piers, gates, walls and railings 1876
	As above	14 Lodge house
	As above	15 Anglican chapel
	As above	16 Non-Conformist chapel
	As above	17 + Individual memorials to be examined



144. Horse Close canal bridge

6.4 Open and green spaces inside the Conservation Areas

See 4.11 for a list of open areas; their enhancement is important to their amenity value, and can include street furniture and lighting.

Essential to designate green fields within conservation area to maintain identity as an historical market town.

More green fields to be included in conservation area.

6.4.1 Areas of archaeological importance

The corn and cotton mill water courses and north and west slopes and grounds of Skipton Castle are strongly linked historically and archaeologically. It is proposed that statutory protection should be given to the area in the form of designation (present Scheduled Monument status). The group would comprise: castle and grounds with boundary walls; structure of Springs canal; buildings and structure associated with limestone quarry loading

area; raised towpath and lining to Eller Beck, with revetment walls; mill ponds, mill races and associated structure of former High Mill; pond and mill race to Corn Mill.

6.5 Open and green spaces outside the Conservation Areas

It is proposed that Aireville Park should be included in the conservation area in recognition of its environmental importance and association with listed buildings (Aireville Hall, now School). The park includes the Gawflat conservation meadow maintained by volunteers as a natural hay meadow for public education and enjoyment.



145. Aireville School

The Waltonwrays cemetery is recommended for listing in recognition of its historic interest and architectural quality. It is an important local amenity, hundreds of people visit each year and the setting is of particular importance in open fields. Any proposed development should respect the area, possibly through screen tree planting outside the walls.

The Recreation Ground bounded by Roughaw Road and Pinhaw Road (Horse Close Estate), and accessed from Upper Sackville Street is part of a large acreage of ground given by the Earl of Thanet. It is a notable high point with landmark group of trees. See photo 149.

6.6 Suggested Conservation Area boundary changes

The existing boundary is described in section 4.14 and shown on Map 1

The assessment of existing conservation area boundaries in terms of appropriateness is an important element of this appraisal. Much of the boundary is clearly and logically defined but some parts require revision.

The appraisal has identified inconsistencies in the conservation area boundaries; proposed boundary changes are marked on Map 8 and detailed proposals are described below.

1. The Bailey entrance to the town includes the castle grounds on the west side but excludes the grounds of offices and private houses on the east side. The mature trees and grounds associated variety of building types, (office block, private and sheltered housing), are set along the sloping approach to the Bailey and entrance to the



147. Bailey town entrance

High Street. The boundary to be altered to include this zone, linking to the existing boundary of the Rectory garden.

2. Otley Road: extend the CAC1 boundary to include the approach to the town which includes Queen's Street and King's Street, (listed grade II), early twentieth century almshouses and terraced houses on the north side. The line of Sunmoor Lane and Waller Beck / Wilderness Beck / Skibeden Beck above the



148. King's Street and Queen's Street terraces, Otley Road

Wilderness on the south side. The boundary to follow the railway line to rear of new housing.

3. The Short Bank Road approach, to include the listed 'toll house' and Little Brook, a tributary of Waller Beck.

Extend the CAS3 boundary along Shortbank Road, south along the boundary of properties on Greatwood Avenue and include allotments, Greatwood School, recreation ground, to Firth Street and railway line and canal. Important open ground part of open views from the town centre; open space amenity value; railway line provides a green 'corridor'.

4. East bank of the canal parallel to the Keighley Road; extend the area to the Horse Close canal bridge (Cawder Road) and former farm house and outbuildings on the west side of Keighley Road.



149. Recreation ground

5. The setting of the Victorian villas on Carleton Road. Include the fields and Eller Beck to south, and extend to include the contemporary Waltonwrays Cemetery and Crematorium.

6. Broughton Road and Aireville Park. While Keighley Road's Alexandra Mill housing and canal is within the conservation area, the boundary here only reaches the railway station.



150. Broughton Road

This proposed extension has three elements: housing associated with the railway and with Broughton Road Shed (built 1901-2) and including Ings

School; the Leeds and Liverpool canal to Niffany Bridge;

Aireville Park.

Aireville Park is an open space of great significance to the town and is overlooked by Aireville Hall a listed building, now Aireville School. Extend the boundary to include the public park and grounds of Aireville School, Craven College, Aireville Lodge (grade II) and the north side of Gargrave Road to include Aireville Grange (1834) and its setting, now residential.



151. 35 Broughton Road



152. 'Shed Street' and original window frame

7. Grassington Road. The boundary of CAC1 encloses the fields and woodland of Park Hill and Skipton Woods but avoids the junction of Grassington Road and Raikes Road. This area is notable for the architectural quality of houses in Arts and Crafts style: nos. 10, 12 and 14 Grassington Road and The Raikes, Raikes Road. They have large gardens sloping down to the narrow road, bounded by stone walls. The group is associated with the old cemetery and the listed Raikes Road pound or pinfold, grade II, both having numbers of important mature trees, one of the tree-lined routes into the town.

At a later stage consideration could be given to creating a single Conservation Area along the full length of the Leeds and Liverpool Canal within Craven District. Similar work has already been done in Bradford District, and the Settle-Carlisle railway line is a precedent.

No reduction / deletion recommended.

Public consultation comment on proposed boundary extensions:

'Agree with proposals for extension to conservation area boundaries to preserve open spaces that give special character to Skipton and buildings of architectural interest'

6.7 Local generic guidance

The Appraisal is an aid to the management of change within Conservation Areas. This change may be in commercial building use, (warehouses to shops, meeting room to public house, mill to residential), or it may relate to ongoing maintenance of private houses (restoration of original features, repair of window frames, installation of new heating systems). In all cases the issues around Conservation Area status present opportunities to enhance the townscape and encourage high standards in design and craftsmanship.

Recommendations relating to Supplementary Planning Documents are given in section 8.4.

Examples of good and poor design and manufacture are included in the photographs throughout this Appraisal; a more detailed document with information about appropriate doors, windows, dormers, yard buildings is recommended. This should be presented for the use of residents, builders and joiners and could be produced in co-operation with the Built Heritage department at Craven College.

Examples of good and poor surfacing to roads and pavements are given in this Appraisal; co-operation with the NYCC Highways Department is necessary.

6.8 Sustainability and the Historic Environment (built, natural and landscape)

Much has been written over recent years on the very broad topic of sustainability. Whilst most has been about new development and housing in particular, the subject is very relevant to the historic environment.

Government policy on the subject now exists in many areas including planning (DCLG 'Planning for a Sustainable Future') and is beginning to be incorporated into local planning policies. The current Craven District Council Local Plan adopted in 1999 contained no chapter headings on sustainability and the historic environment, but the new Local Development Framework (LDF) will contain a Sustainability Appraisal. Currently this contains 11 Objectives of which the first is 'Maintain and enhance the Built and Natural Environment' and conservation of the built heritage has a part to play in many of the other 10.

The Sustainability of new housing stock (only considered to be 5% of the total), features regularly in policy and guidance. Little effort has been put into the remaining 95% however, and of this proportion a large percentage can be considered historic. Research on housing stock from the Victorian period concludes it is more economically viable to maintain and improve historic stock than to demolish and rebuild, clearly more sustainable and beneficial socially to the existing communities.

The following section expands on some of the specific areas where the historic environment has a role to play:

6.8.1 Buildings

As a first principal the reuse of existing buildings with necessary interventions is more sustainable than demolition and rebuilding. Good conservation practice also has always maintained that minimum intervention in a building is best for the building but also uses fewer resources and can often re-use existing materials. Historic buildings by their nature have more substantial elements (walls, roofs etc) which have helped them survive and means they retain heat better but insulation can supplement this. The introduction of modern materials into a historic structure must always be done with care however. New materials, particularly traditional materials that can often be locally sourced, are most appropriate for many reasons particularly their longevity. The latest effort in the construction industry to become more sustainable is to reduce the current excessive levels of waste of building materials (estimates suggest as high as 25%) and new regulations for Waste Minimisation apply to many construction sites. English Heritage has published guidance to assist in these areas in particular the new building regulations including 'Building Regulations and Historic Buildings', an interim guidance note on the application of Part L.

6.8.2 Energy

The heritage of Skipton may have some lessons for future energy sources. Old watercourses that channelled water to power the early mills in the town, particularly along the Eller Beck, could be reused. Some other forms of sustainable energy require care when dealing with historic buildings and areas, solar panels can damage the character of an area if placed inappropriately on historic buildings. Wind power needs even more care with small-scale wind-power on individual buildings being very unsuitable for conservation areas and could cause structural damage to buildings. Landscape issues, views both in and out of the town, also need to be considered when considering these sustainable energy sources.

6.8.3 Transport in historic areas

Cars in large numbers in historic areas are damaging both from pollution but also visually from the large areas of parked cars, a factor already mentioned regarding Skipton. More sustainable and less damaging forms of transport are becoming available and need to be investigated in Skipton. Encouraging car clubs, park and ride, bus & train use, home zones and most beneficially walking as a mode of transport all can benefit conservation areas visually and by less physical damage to places and spaces.

6.8.4 Tourism

The built heritage of Skipton is one of its main assets and benefits the economy in many ways, but that same built heritage can also be damaged by unmanaged tourism. Signage, clear walking routes in and around the town, and improvements to ginnels and off-High Street historic areas will all encourage a wider foot-fall, reduce main street congestion and could encourage local shops and even perhaps the use of fewer food miles - benefits for visitors and residents.



7.0 PLANNING POLICY

7.1 Craven District (outside the Yorkshire Dales National Park) Local Plan Survey and Appraisal of the Parish of Skipton (amended July 1994)

Section 4.3 of the above Local Plan includes the following:

"4.3.2 In a Conservation Area:-

* With certain minor exceptions, no building or part of a building can be demolished or removed without consent and it is an offence to do so. Repairs or alterations to a building should generally not involve the removal of part of a building, e.g. chimney stacks, decorative mouldings, boundary walls, unless it is replaced in exactly the same design, materials and colour.

*Some minor developments which do not require planning consent outside a conservation area will need permission inside... e.g. all roof extensions and stone cladding. Also the size and location of extensions are subject to more stringent controls.

*The Council may require more detail in planning applications and will examine them more carefully to make sure that the bulk or design of the proposals and the materials and colours used are sympathetic to the character of the town.

*No trees may be lopped or felled without consent."

7.2 Craven District Council policies

This section provides a summary of the legislation and policies relating to conservation areas

Structure, local and unitary development plans are the main vehicle that local authorities have to establish policies that can be utilised to protect the historic environment. The following section is subject to ongoing review.

7.2.1 Core Strategy Development Plan (Preferred Option Report draft Nov '07), pp 107-110. Policy ED3 (Conservation, Listed Buildings and Archaeology) outlines:

1. The restoration and re-use of listed buildings and buildings in conservation areas will be supported provided that the proposed uses will secure the long-term future of the heritage assets and will be compatible with the location and the character of the surrounding area.
2. Development that fails to contribute positively to the character and visual quality of an area and the way it functions will not be permitted.

7.2.2 Article 4 Directions

Article 4 of the General Development Order provides the Local Planning Authority with powers to control development (not normally needing permission), which could lead to the deterioration of the character and appearance of the conservation area. Article 4 Directions do not preclude the carrying out of these works but planning permission must be sought. An

individual proposed development may be considered as minor works but, repeated over time, there may be serious erosion of an area's architectural and historic quality.

There are two Article 4 Directions for Skipton. They are outlined below; full details can be obtained from Craven District Council, Planning and Building Control.

1. Direction No.1 (Skipton High Street, within area marked red on plan) 1987. With reference to permission granted by article 3 of the Town and Country Planning General Development Order 1977. Permission shall not apply to development on the land described in the Schedule: 'The erection or construction of gates fences walls or other means of enclosure not exceeding one metre in height where abutting on a highway used by vehicular traffic or two metres in height in any other case and the maintenance improvement or other alteration of any gates fences walls or other means of enclosure so long as such improvement or alteration does not increase the height above the height appropriate for a new means of enclosure ...'

2. Town and Country Planning Act 1990. Craven District Council (Skipton Town Centre) Direction 1995. Direction under Article 4 of the General Development Order 1988 removing Permitted Development Rights to Paint the exterior of Buildings on land within the town centre of Skipton (shown on an annexed plan - Mill Bridge, High Street, Sheep Street, part of Victoria Square, Swadford Street, Newmarket Street). First schedule: 'The painting of the exterior of any building or wall 'painting' shall include any application of colour 'wall' shall include reveals around doors, windows and other openings and include any porch stairway or other projecting or recessed feature except for joinery rainwater goods, lighting apparatus and advertisement signs...'



154. Painted walling, Newmarket Street

7.2.3 Additional controls to protect the character of conservation areas

- Certain permitted development rights are removed, so applications must be made to the Local Planning Authority for alterations including the following: various types of cladding; the insertion of dormer windows into roof slopes; the erection of satellite dishes on walls, roofs or chimneys fronting a highway; installation of radio masts, antennae or radio equipment.
- An application for consent must be made to the Local Planning Authority if demolition of buildings is proposed.
- In the exercise of its planning functions, the Local Planning Authority is required to pay special attention to the preservation and enhancement of the character of the

conservation area. All powers under the Planning Acts are included in this requirement, not only proposals which relate directly to historic buildings.

- Proposals that affect the setting of the conservation area should also be considered with special attention to their preservation or enhancement.
- Trees in a conservation area. Written notice of a six-week period is required by the Local Planning Authority before works can be carried out to trees of more than 7.5cm trunk diameter, 1.5m above the ground. Work can only be undertaken with consent.
- A 'special area' to be created in order to control levels of advertising.



155. Dormer windows, Carleton Road

7.2.4 Listed Buildings

More stringent protection is given to listed buildings, tight controls restricting the nature of any alterations to which consent will be given. The Local Planning Authority must give listed building consent before any work affecting the character or interest of the building can be carried out. This protection extends to internal as well as external alterations.

7.3 Regional Policy

The draft Regional Spatial Strategy (RSS), produced by the Yorkshire and Humber Regional Assembly, sets out the Government's policies within the region.

Policy ENV9 deals with cultural heritage and provides protection for landscapes and archaeological assets. All development strategies should conserve distinctive elements of the historic environment and enhance local character.

7.4 National policy: PPG15 and PPG16

Planning policy guidance for standing buildings and archaeological sites is, at the time of writing, contained in separate documents, Planning Policy Guidance (PPG) 15 and PPG 16.

These are in the course of updating to Planning Policy Statement ('PPS') format and will probably be merged into one document.

These policies promote the national objectives for the protection and enhancement of the historic environment.

7.5 The Heritage Protection Review, 2008-2011

A government review of 'Heritage Protection' legislation has been taking place since 2000, the Draft Heritage Protection Bill was first prepared in 2001 and the White Paper²² published on 8th March 2007. A consultation period on this document lasted until 1st June 2007 and the results of the consultation published on 29th November 2007. The Draft Heritage Protection Bill was published on April 2nd 2008 and the consultation period is in place (May 2008). If Parliamentary time were to be allocated in the 2008/9 session the Bill would become effective in 2010/11.

Documents can all be found on the Department for Culture Media and Sport (DCMS) website. The process has been a long time in arriving even at the current stage but part of the time has been because Heritage Protection legislation is also a fundamental part of the planning process, local government and energy and all of these areas are also undergoing review and are at White Paper stage.

7.5.1 The proposals in the Draft Heritage Protection Bill

Detailed proposals for this fundamental reform of the heritage protection regimes in England, including the listing of buildings and the scheduling of historically important sites, is now (May 2008) subject to Parliamentary scrutiny. The changes are intended to make the system more transparent and heritage protection easier to understand and manage. The following list of proposals is taken from www.planningportal.gov.uk/england :

- It will create a single system for designation, to be called the Heritage Register. The Register will replace the present listing, scheduling and registering systems for buildings and historic sites.
- Conservation Area Consent will become part of the planning permission regime.
- Decisions on safeguarding buildings and sites will be taken by English Heritage and local authorities rather than the Department for Culture, Media and Sport.
- Owners of historic places will be consulted when a site is considered for designation.
- Owners of historic places will have a right of appeal to the Secretary of State against a decision of English Heritage.
- The public will have a greater say in what is protected.

Other aspects include:

²² 'Heritage Protection for the 21st Century'

- Consultation with owners when a new property is being considered for protection (with interim legal protection pending a decision on designation) and more guidance for owners.
- A single 'Historic Asset Consent' (HAC) to replace LBC and SMC managed by local councils.
- Local authorities to be given new tools to protect locally designated buildings from demolition. All demolition and partial demolition in Conservation areas will be classed as development and require Planning permission.
- The role of pre-application discussions to be expanded.
- New policy guidance will follow the new legislation.
- English Heritage will implement a new programme of training, support and capacity building.
- Access to information will be improved by introducing a statutory duty for local authorities (upper tier) to maintain a Historic Environment Record (HER).
- Heritage Partnership Agreements, where a single owner is responsible for a number of historic assets in an area, will be encouraged to reduce the administration of those assets whilst setting a conservation framework for the site. An example in Skipton may be British Waterways management of the Leeds and Liverpool Canal.
- Following the consultation DCMS confirmed that it is committed to meet extra costs incurred by local authorities. (Para 3.2.7 of Consultation comments published 29.11.07).

7.5.2 May 2008 update on the progress of the Bill

The draft bill as primary legislation is only the first part of the package of Heritage Protection reform outlined in the White Paper. Apparently some 96 items of secondary legislation, policy documents and guidance are to follow but as yet with no timetable. The House of Commons Culture Media and Sport Select Committee are currently undertaking pre-legislative scrutiny of the draft bill. Evidence is invited to them by 16th June 2008.



8.0 SUMMARY OF ISSUES: MANAGEMENT PROPOSALS AND GRANT AID

8.1 Statutory action

This Conservations Area Appraisal will be a material consideration in the determination of planning applications and will inform emerging planning policy.

List Review

A review of the town's listed buildings would provide a stronger base for the conservation areas. Inaccuracies in the existing lists (unclear addresses, wrong dates, lack of information in descriptions) reduces their value, while the addition of new buildings would strengthen the status of the area.

8.2 Information on grants and concessions currently available

Some listed buildings have special VAT status associated with their grade and the type of work being undertaken. Further information can be obtained from the following:

www.ffhb.org.uk

Information regarding the VAT payable on listed buildings work can be obtained through www.hmrc.gov.uk ; they will supply the document 'VAT- Buildings and construction'. Notice 708, July 2002 (current in 2007).

Further information can be obtained from the Economic and Community Development section of Craven District Council.

8.3 Eligibility for funding: a broad outline

An Area Partnership has been developed with English Heritage in 2008. Its purpose is to increase the performances of businesses in the Skipton Conservation Area whilst maintaining the high environmental quality Skipton is famed for. The Partnership funding has three aims:

- To stimulate the conversion of empty or under-used buildings into new office, commercial or live-work space.
- To repair and restore the fabric of the Skipton Conservation area
- To re-establish the character and improve the appearance of the Skipton Conservation Area.

Information on funding is available from Andrew Laycock, CDC Economic and Community Development section.

8.4 Other Recommendations

These recommendations are in addition to the recommendations regarding Listed Buildings and the Conservation Areas given in section 6 above

- Join the English Historic Towns Forum, a grouping of likeminded historic towns who conduct research, organise conferences and promote best practice in historic towns.
- Appoint an (English Heritage sponsored) 'Heritage Champion' from within the council as recommended by Department of Culture Media and Sport. This appointment should run in parallel with a 'Design Champion' to promote good new design of the built environment (information from the Commission for Architecture and the Built Environment, CABE, Tower Building, 11 York Road, London SE1 7NX, tel 0207 960 2400).
- Appoint a council employee to the role of Conservation Officer to manage new initiatives (see below) in heritage for the benefit of the District.
- Introduce further protection in the Conservation areas through Article 4 directions under the General Permitted Development Order (GPDO) regulations to protect the character of buildings in the Conservation Area.
- Develop a 'Locally Listed' buildings list as is being recommended in the governments Heritage Protection Review.
- Develop the local Buildings At Risk (BAR) list.
- Update information available to the public on Listed Buildings and Conservation Areas in both paper form and on the Council website.
- Produce Design Guides in a number of areas e.g. shop fronts and security, dormer windows, waste and recycling storage (how to minimise the visual intrusion of bins), house extensions, advertising control and the urban realm(signs and street furniture).
Adopt as Special Policy Document
- Produce a good practice guide for the maintenance of historic property, to include advice on sourcing traditional materials (e.g. stone slates) Adopt as Special Policy Document
- Ensure minimisation of flood damage to the heritage (and social and economic viability) of the town by engaging with the relevant authorities.
- Survey the conservation area for buildings and land that may be adversely affecting the amenity of the area and use Section 215 powers under the Town and Country Planning Act 1990 (TCPA) or Urgent Works/ Repairs Notices.
- Survey the historic pedestrian routes through the town, in order to develop them along with new routeways. Attention to high standards of planning, design and implementation will spread the town's pedestrian load and encourage off High Street activity.

- Produce management proposals for the Conservation Area based on English Heritage recommendations 'Guidance on the Management of Conservation Areas' to include conservation initiatives and funding mechanisms, a monitoring process for the 'health' of the conservation area as well as a number of the items listed above. Adopt as Special Policy Document

CONCLUSION

The recommendations in this document have arisen from
our research into the town and its built heritage.

They have been arrived at not just for the sake of preserving its heritage
but to benefit the social, economic and natural environment of the town.

National research has shown that 85% of people think the historic environment
is important in the regeneration of towns and cities (Power of Place, 2000)
and it was seen as a major contributor to the quality of life in this study.

A conference was held in 2006 entitled 'Capturing the public value of heritage' to promote the
importance of the historic environment and how the public see this value.

English Heritage, through both its
'Heritage Dividend' and more latterly 'Heritage Counts'
series of publications also highlights the value of heritage regeneration in attracting private
investment and involving communities.

The Heritage Lottery Fund has also done much research into the public value of heritage and
evidence of the value of heritage is now becoming much more widely available.

It is also worth looking back to the words of William Morris in 1889:

*'...these old buildings do not belong to us only...they belonged to our forefathers and they will
belong to our descendants unless we play them false.*

We are only trustees for those that come after us'.

In more modern terminology:

**it is good sustainable practice to maintain as much as practical of our built environment
from the past, however distant, for the benefit of the future.**



PART 3

Section 9 (Contributors and sources of information)

Section 10 (Craven District Council contacts)

Section 11 (Skipton Town Council contacts)

9.0 CONTRIBUTORS AND SOURCES OF INFORMATION

9.1 Acknowledgements

The authors are grateful to the following for information and advice:

Peter Bewes

Pat Carroll

Mike Clarke

Doug Grant

Ella Hatfield

Kenneth Jackson

Members of Skipton Civic Society, Skipton History Society, Friends of Craven Museum, Upper Wharfedale Heritage Group, and other participants in the Skipton Community Research Project.

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10.0 CRAVEN DISTRICT COUNCIL CONTACTS

www.cravendc.gov.uk

10.1 For information relating to conservation areas or heritage issues please contact:

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or

David Smurthwaite

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10.2 Craven District Councillors

Christopher Harbron (Skipton East Ward)

Pam Heseltine (Skipton East Ward)

Marcia Turner (Skipton North Ward)

Paul Whitaker (Skipton North Ward)

Robert Heseltine (Skipton South Ward)

Andy Solloway (Skipton South Ward)

Paul English (Skipton West Ward)

Polly English (Skipton West Ward)

10.3 Craven District Council Steering Group

Andrew Mackay, Head of Cultural Services

Fiona Pudge, Principal Planning Officer

Helen Signol, Development Control Manager

David Smurthwaite, Head of Economic Development

Andrew Laycock, Project Delivery Officer, Economic and Community Development.

Laura Kennedy, Planning Assistant, Planning Services

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www.skiptontowncouncil.gov.uk

email: admin@skiptontowncouncil.gov.uk

11.2 Town Council members

Mayor: Carole Manley (South Ward) Environment and Planning Committee

Deputy Mayor: Chris Harbron (East Ward)

Leader of the Council: Paul English (West Ward)

Deputy Leader of the Council: Andrew Rankine (West Ward) Environment and Planning Committee

Hazel Bulcock (North Ward) Environment and Planning Committee

John Kerwin-Davey (North Ward) Environment and Planning Committee

H. Audrey Thornton (North Ward) Vice Chair, Environment and Planning Committee

Paul Whitaker (North Ward) Environment and Planning Committee

Lindsey Bottomley (South Ward)

Wendy Clark (South Ward)

Robert Heseltine (South Ward)

Elizabeth Campbell (East Ward) Chair, Environment and Planning Committee

Pam Heseltine (East Ward) Environment and Planning Committee

Eric Jaquin (East Ward)

Polly English (West Ward)

John Manley (West Ward)

11.3 Town Centre Manager

Post Vacant

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APPENDICES

Appendix 1

Current List of Buildings of architectural or historic interest in the parish of Skipton

Appendix 2

Public responses to the Conservation Areas Appraisal

Appendix 3

The Skipton Canal system

Appendix 4

The Industrialisation of the Valley of Eller Beck at Skipton-in-Craven

Appendix 5

Historic maps of Skipton: 1757 and 1938

Appendix 6

Skipton-In-Craven Civic Society Community Research Project 2007-8

Appendix 7

Ginnels

Appendix 8

The character of part of Middle Town

APPENDIX 1

Current List of Buildings of architectural and historic interest in the parish of Skipton

Copy supplied by Craven District Council

Ref No 1/1

Address	Grid Ref	Grade	Date Listed	Description
Skipton Castle, The Bailey, Skipton	SD 9910 5199	I	28 April 1952	<p>The unoccupied part contains Norman fragments but is mostly early C14; it was partly demolished in 1649 and then restored in mid C17 by the Countess of Pembroke. Entrance flanked by massive round towers, leading to Conduit Court with centre well and 2 and 3 storeyed buildings around it, external staircase, buttresses, rainwater-heads of 1659 with lead pipes and heraldic ties. Clifford arms and Bromflete arms over doorways. Kitchen of C14, scullery, carving rooms etc. C13 watch tower. Banqueting hall on 1st floor, muniment tower, wine cellars etc. All massive, limestone.</p> <p>The occupied part comprises the long east range of the Castle, containing the Long Gallery etc, built 1535, restored 1659. Large polygonal tower on east end has an ogee-headed window of C15. 2 symmetrical polygonal bay windows of 2 storeys. All windows with stone mullions and transoms, with round and trefoiled lights. Tudor doorway. Fireplaces. Dungeons. Rainwater-head dated 1686.</p> <p>See Whitaker's History of Craven.</p> <p>Group Value.</p> <p>REFER TO D.o.E.</p>

Ref No 1/10

Address	Grid Ref	Grade	Date Listed	Description
3, 5, 7, Victoria Square, Skipton.	SD 9893 5164	II	02 March	<p>A re-used datestone of 1675 on gable end, altered later. Stone rubble walls covered with cement, stone-flag roof, stone copings and kneelers. 3 storeys.</p> <p>Edwardian and later shop fronts, and small sash windows above, irregularly spaced.</p>

Ref No 1/100

Address	Grid Ref	Grade	Date Listed	Description
1 - 12 Brindley Mill, Lower Union Street, Skipton (Listed as Premises occupied by Robert Fell & Sons),	SD 9890 5130	II	02 March	<p>Formerly Craven Lead Works. Probably early C19. Coursed stone rubble walls, flag roof, 2 storeys. Nine windows mostly still with 49 panes with metal glazing bars. Tall square tapering chimney at rear. Quoins. Lean-to in front has a flag roof and former cart entrance. Modern stone flat roofed showroom added in front. Stone-flagged floor to older part. Gable end to street has a hoist and warehouse doors.</p>

Ref No 1/101

Address	Grid Ref	Grade	Date Listed	Description
Bridge over Springs Canal, Mill	SD 9896 5191	II	02 March	<p>Circa 1780. Stone, with single segmental arch and voussoirs.</p>

Bridge, Skipton

Group Value.

Ref No 1/102

Address	Grid Ref	Grade	Date Listed	Description
Eller Beck Bridge, Mill Bridge, Skipton	SD 9894 5193	II	02 March	Rebuilt C19. Ashlar, single arch, long and short voussoirs, rock-cut keystone. Group Value.

Ref No 1/103

Address	Grid Ref	Grade	Date Listed	Description
Castle Inn, 2 Mill Bridge, Skipton	SD 9900 5192	II	02 March	Early C19, ashlar, old slate roof, modillions at eaves, 3 storeys. Centre door up 3 steps, with round-arched head, Gothic fanlight under pediment on simple consoles. 3 sash windows on each floor, with plain reveals. Music-room attached on right is former stables; white-washed stone rubble, 2 low storeys, barn doors, boarded door with fanlight, a modern window down, 2 small sashes and loft door above. Rear of public house has a round-arched staircase window. Group Value.

Ref No 1/104

Address	Grid Ref	Grade	Date Listed	Description
4 & 4A Mill Bridge, Skipton	SD 9898 5193	II	02 March	3 storeys, C19, ashlar. Doorway has moulded architrave, frieze decorated with continuous vertical fluting, and cornice. 3 windows each floor, those on ground floor set back inside an arch. Basements. Panelled door to No 4A is up four steps with iron railings. Door to No 4 is on right hand return side. Group Value.

Ref No 1/105

Address	Grid Ref	Grade	Date Listed	Description
6 Mill Bridge, Skipton	SD 9897 5193	II	02 March	Was once the New Ship Inn, now a private house. Late C18. Scored stucco, new welsh slate roof, 2 storeys. Centre glazed and flush-panelled door, two 6-paned sash windows on each floor. Left hand gable end is on canal bank. Group Value.

Ref No 1/110

Address	Grid Ref	Grade	Date Listed	Description
23 Newmarket Street, Skipton	SD 9910 5162	II	02 March	Late C18, stone, with quoins, the left hand gable end cement-covered. Stone flag roof, 2 storeys. Centre panelled door up 3 steps, in plain doorcase, 2 sash windows on each floor in plain architraves but no glazing bars.

Ref No 1/111

Address	Grid Ref	Grade	Date Listed	Description
25 Newmarket Street, Skipton	SD 9911 5162	II	02 March	C19, ashlar, 2 storeys, heavy eaves cornice, stringcourse. Centre doorway flanked by Ionic columns supporting a cornice with dentils. Two 2-light windows on ground floor, with the doorway set back inside 3 relieving arches. In the tympanum of each is a large paterae. 3 windows above.

Ref No 1/115

Address	Grid Ref	Grade	Date Listed	Description
Devonshire Hotel, Newmarket Street, Skipton	SD 9906 5157	II*	28 April 1952	C18. Ashlar front, rubble sides, rear painted, hipped roof, 3 storeys. 5 windows. Massive eaves cornice. Centre 3 bays has centre door up 3 steps, with moulded architrave and pediment, 2 windows on ground floor and 3 each upper floor, all in slight break forward with top pediment. One window each side of centre forward break. Interior retains panelled window shutters, staircase of 1st half of C18, doors, etc. Group Value. REFER TO D.o.E.

Ref No 1/116

Address	Grid Ref	Grade	Date Listed	Description
No. 22 and former stables to rear of No. 22 Newmarket Street (Now 1, 3, 5 Devonshire Mews), Skipton	SD 9908 5158	II	02 March	C18-19. Stone, hipped slate roof. Portion near the street is 2-storeyed, with moulded doorway and cornice, and two 6-paned sash windows above - was probably a coachman's cottage. 3 large round arched coach-house entrances to rear, with three 12-paned sashes above. A segmental-arched carriage entry. Iron glazing bars. Group Value.

Ref No 1/118

Address	Grid Ref	Grade	Date Listed	Description
Springfield (now called St Andrews House), Otley Road, Skipton	SD 9946 5177	II	02 March	Early Victorian villa. Stone, 2 storeys with band and quoins, and basement. Centre doorway of pilasters and cornice, and a bay window at each side with small-paned sashes. Three 12-paned sash windows above.

Ref No 1/12

Address	Grid Ref	Grade	Date Listed	Description
Victoria Mill, Belmont Wharf, Skipton (Listed as Northern block of Victoria Mills)	SD 9867 5163	II	02 March	Dated 1847. Stone, square plan with 7 windows each facade. 5 storeys with attic in gable ends. Mostly retains 48-paned windows with metal glazing bars, stone sills and lintels. End chimneys in long rows with cornices. Tall octagonal stone chimney on canal bank.

Ref No	1/126				
Address		Grid Ref	Grade	Date Listed	Description
Pound, or Pinfold, Raikes Road, Skipton		SD 9889 5197	II	02 March	Uncertain date. Stone rubble wall about 5 ft. high enclosing an irregular pound, with rectangular doorway and boarded door. Group Value.
Ref No	1/13				
Address		Grid Ref	Grade	Date Listed	Description
1 The Bailey, Skipton		SD 9909 5188	II	02 March	Was probably once a coach-house for No 1 High Street which it adjoins. C18. Wide segmental arch now filled with a shallow bay window and an inserted modern doorway, and 2 square 9-paned windows above. Roughcast walls, old slate roof hipped on the left. Stone mounting block attached to wall to left of the round arched window.
Ref No	1/133				
Address		Grid Ref	Grade	Date Listed	Description
12 Sheep Street, Skipton		SD 9895 5167	II	02 March	C18. Coursed stone rubble, rusticated quoins, 3 storeys. Early C20 shop front with pilasters, fascia, cornice and colonnettes to glazing. One 3-light window to each upper storey, with plain reveals and no glazing bars. Modillions at eaves, and one springer to gable coping. Group Value.
Ref No	1/134				
Address		Grid Ref	Grade	Date Listed	Description
14 & 16 Sheep Street, Skipton		SD 9895 5166	II	02 March	C18. Stone ashlar, 3 storeys. Modern shop front and entry to Craven Terrace. Three 16-paned sash windows on each upper floor with stone sills and lintels. Old slate roof. Group Value.
Ref No	1/135				
Address		Grid Ref	Grade	Date Listed	Description
18 Sheep Street, Skipton		SD 9895 5165	II	02 March	C18. Painted stone, 3 low storeys, old slate roof. Modern shop front, 2 sash windows on 1st floor, 2 blocked windows on top floor, all in plain stone architraves. Group Value.

Ref No 1/136

Address	Grid Ref	Grade	Date Listed	Description
20, 22, 24 Sheep Street, Skipton	SD 9895 5164	II	25 October	C18-19. Stone, 3 storeys. Flush long and short quoins, springers to gable copings. No. 20 has a late C19 shop front with pilasters, fluted brackets, dentils to moulded cornice with modillions, Composite colonnettes to glazing with ornamented spandrels. 7 windows on each upper floor, with plain reveals and no glazing bars. Three C17 stone mullioned windows at rear. Plain entry to Albert Street. Group Value.

Ref No 1/137

Address	Grid Ref	Grade	Date Listed	Description
26 & 28 Sheep Street, Skipton	SD 9895 5163	II	02 March	C18. Stone, 3 storeys, steep roof of old slate with stone copings, modern shop front, 2 sash windows on each upper floor, stone brackets to eaves.

Ref No 1/138

Address	Grid Ref	Grade	Date Listed	Description
30 Sheep Street, Skipton	SD 9895 5162	II	02 March	C18. Stone, 3 storeys, old slate roof with stone copings and kneelers, 2 sash windows on each upper floor. yard entry to right. Group Value.

Ref No 1/143

Address	Grid Ref	Grade	Date Listed	Description
Pack horse bridge over Wilderness Beck, Newmarket Street, Skipton	SD 9942 5165	II	02 March	Probably C17. Low single-span bridge with large flag paving and one original low parapet. There are said to be masons marks under the arch similar to some in the Castle. Group Value.

Ref No 1/144

Address	Grid Ref	Grade	Date Listed	Description
Electricity sub-station, Newmarket Street, Skipton	SD 9941 5166	II	28 April 1952	Was originally a chapel of the Knights Hospitallers, became the grammar school in 1548. Stone rubble rectangular building. Gabled front is bordered by a projecting strip which gives it a panelled appearance. A small triangular-headed window in the gable peak, and a centre stepped 3-light window with moulded dripstone, splayed reveals and mullions and transoms. Entrance on left with new lintel and old jambs. Steeply pitched roof of graded stone flags, moulded coping with springers, finials, octagonal stone chimneys. On return sides are 4 "cross" windows with stone mullions and transoms. Group Value.

Ref No 1/145

Address	Grid Ref	Grade	Date Listed	Description
House known as "The Old Grammar School", Newmarket Street, Skipton	SD 9941 5167	II	28 April 1952	C17-C18 addition to the original school, now a private house. Stone rubble, 2 storeys. A 2-storeyed porch with ashlar quoins, arched entrance with inner panelled door, and a 2-light window above. Left of the porch is a C19 window of 3 lights, the middle light being wider, with a 3-light window above it of equal lights. To the right of the porch is a window of 3 equal lights on each floor and an additional window of 2 lights on upper floor. All windows with plain reveals and square mullions. Rear facade (to Otley Road) has 3 windows of 3 or 4 lights, all with round arched lights and labels. Group Value.

Ref No 1/146

Address	Grid Ref	Grade	Date Listed	Description
Cross Keys Hotel, Otley Road, Skipton	SD 9939 5167	II	28 April 1952	Early C19. Stone, 2 storeys, heavy eaves cornice. Centre door has square-headed moulded architrave, flanked by consoles carrying a cornice, round-arched entrance with keystone and plain fanlight. 2 windows on ground floor, 3 above, the ground floor ones having 3 lights (the centre light broader), the centre upper window with round-headed centre light of Venetian type with triple keystone. Group Value.

Ref No 1/147

Address	Grid Ref	Grade	Date Listed	Description
Cross Keys Garage, Newmarket Street, Skipton	SD 9938 5167	II	28 April 1952	C18. Stone rubble, 2 storeys. Once a private house. Front has two 3-light windows uncoursed, with some glazing bars, a new window inserted in former doorway. 2 round-headed windows in upper floor retain some glazing bars, and small plain keystones. Group Value.

Ref No 1/148

Address	Grid Ref	Grade	Date Listed	Description
Former coach house to west of Cross Keys Garage, Newmarket Street, Skipton	SD 9936 5167	II	02 March	Probably early C19. Now part of the Garage and Hotel. White-washed stone rubble with heavy quoins, stone flag roof, copings and kneelers. Wide segmental arched entrance in centre, new openings to right and left. Group Value.

Ref No 1/150

Address	Grid Ref	Grade	Date Listed	Description
Old Toll House, Shortbank Road, Skipton	SD 9975 5143	II	02 March	Early C19. Single storey, stone, hipped slate roof. Round-arched doorway with fanlight. Renewed windows in plain stone architraves. Wing projects into road, with curved end, a former doorway now a window.

Ref No	1/151				
Address		Grid Ref	Grade	Date Listed	Description
18 & 18A Swadford Street, Skipton		SD 9888 5157	II	02 March	C18. Stone rubble, 3 storeys, with one central feature of ashlar breaking forward a little. Was originally a large house, set back from the road, but the ground floor is now built forward and contains two modern shop fronts. 5 evenly spaced windows on each upper storey with moulded architraves. Rusticated quoins. Modillioned eaves.
Ref No	1/152				
Address		Grid Ref	Grade	Date Listed	Description
20 Swadford Street, Skipton		SD 9887 5157	II	02 March	Early C19. Originally set back from the road but with modern shop front built out in front of ground floor. Stone with cornice, 3 storeys, formerly with 4 sash windows on each floor (one on each floor now blocked, the others 12-paned).
Ref No	1/153				
Address		Grid Ref	Grade	Date Listed	Description
Cock & Bottle public house, 30 Swadford Street, Skipton		SD 9885 5157	II	02 March	C18, Gothicised later. Painted stone, steep stone flag roof, 3 very low storeys. Panelled door off centre, one small-paned casement window to left and two to right. First floor has 2 oriels with chamfered stone mullions and cornice on concave arched brackets. Top floor has 2 small Gothic windows of 3 lights with chamfered stone mullions, the centre light being arched and higher, with arched labels in 2 gables. Long 2 storeyed wing at rear with sash windows.
Ref No					1/155
Address		Grid Ref	Grade	Date Listed	Description
Royal Oak public house, Water Street, Skipton		SD 9892 5192	II	02 March	Early C19. Ashlar, 2 storeys, attic and basement. Gabled front on Raikes Road has centre door (approached by steps bridging an area) with round head and engaged Tuscan columns supporting an entablature; 2 sash windows on ground floor and 3 on upper floor, and a round-headed window in the gable. The Water Street front has 3 windows on the ground floor, and a door to the left of the centre window, again approached by steps over an area; entablature over the door is supported by pilasters. Stone rubble stable and coach-house adjoin on Raikes Road front. Group Value.
Ref No	1/157				
Address		Grid Ref	Grade	Date Listed	Description
NYCC Offices, 16 Water Street, Skipton		SD 9888 5185	II	02 March	Former chapel. Victorian classical, dated 1864. Ashlar, 2 storeys. 2 Ionic columns and 2 pilasters to centre pedimented part; 3 round-arched ground floor openings and 3 round-arched windows above with moulded arches and keystones; pediment with console brackets. Side wings have segmental arched ground floor window and round-arched window on upper floor. Pilaster/quoins. Top cornice. 6 windows on side facades. Group Value.

Ref No 1/16

Address	Grid Ref	Grade	Date Listed	Description
Herriots, Broughton Road, Skipton (Listed as Midland Hotel)	SD 9841 5147	II	02 March	Late C19 railway hotel. Stone with slate roof, moulded wood eaves with cresting and brackets, 3 storeys with stone bands. Ground floor has 2 rectangular bay windows with continuous cornice which forms a centre veranda on 2 iron columns with pierced iron spandrels. 1st floor has sash windows of 1, 2 and 3 lights. The top floor has 5 single sashes. Entrance porch on left-hand end.

Ref No 1/161

Address	Grid Ref	Grade	Date Listed	Description
1 - 15 (odd) & 2 - 16 (even) King's Street, and 5 & 7 Otley Road, Skipton	SD 9962 5178	II	02 March	A street of 2 terraces of model workers' cottages, stone, mid-C19, 2 storeys, slate roof with blocked eaves. Modernised doors recessed in segmental arches. Each cottage has one window on each floor, with stone sills and lintels and formerly with external shutters. Some sashes, some new casements. Moulded stone panel on Otley Road end of both sides of street, with inscribed street name in Roman lettering (i.e. on No's 1 and 2). Group Value.

Ref No 1/162

Address	Grid Ref	Grade	Date Listed	Description
1 - 15 (odd) & 2 - 18 (even) Queen's Street and 9 Otley Road, Skipton	SD 9965 5179	II	02 March	A street of 2 terraces of model worker's cottages. Mid C19. Stone, 2 storeys, slate roof with blocked eaves. Modernised doors set in recessed segmental arches. Each cottage has one window each floor, some sashes, some modern casements, with stone sills and lintels. Moulded stone panel on No's 1 and 2 with inscribed street name in Roman lettering. Group Value.

Ref No 1/163

Address	Grid Ref	Grade	Date Listed	Description
Skipton Railway Station, Broughton Road, Skipton	SD 9837 5138	II	04 April 1991	Railway station. 1849-51. Designed by Andrews and Delaney for the Midland Railway. Coursed rubble with ashlar dressings and slate hipped roofs. Chamfered plinth and moulded eaves to single storey ranges continued as a band across 2 storey range. North entrance front, largely single storey. Projecting central entrance block has 2, 2 light cross mullion windows in sunk panels, with between a projecting upper stack supported on 3 corbels with a carved relief panel. Either side are single round arches with corbelled eaves and coped parapet, return walls have similar arches. Set back to left a single 3 light cross mullion window, with beyond a slightly set back similar window. Beyond a narrow single bay recess filled by a lower parapeted section with a plain sash. Beyond a projecting canted bay window, with a central 3 light and flanking single light cross mullion windows and a taller hipped roof. Beyond a further set back section. Set back to the right a 4 bay 2 storey block, with an off-centre doorway and blind overlight, with to the left a 3 light and to the right a single light cross mullion window. Beyond a canted 2 storey bay window with a similar 3 light and flanking single light windows. Above to the left a pair of glazing bar sashes in a single through eaves gable, to the right 2 glazing bar sashes and beyond the bay has a single glazing bar sash

in through eaves gable with flanking smaller sashes. Beyond a single storey wing, with a 3 light cross casement. South platform front, has 13 bay projecting glazed canopy, supported by 14 cast iron columns with capitols and ornate iron brackets, each bay has a hipped glazed roof with segmental decorated iron trusses and elaborate iron finials. Central flat headed archway flanked by single ashlar segmental arches. To the left a doorway, a 2 light and then a single light window, a doorway, 2 single light windows, a doorway and a further single light window. Projecting wing beyond has a 2 light window, a round arch, a 3 light window and a small doorway. To the right a doorway and 2, 3 light windows, and a round arch, projecting wing beyond has a 3 light window and an entrance beyond. All these windows are ashlar cross mullion casements.
Group Value.

Ref No 1/164

Address	Grid Ref	Grade	Date Listed	Description
Canopy to south of Skipton Railway Station, Broughton Road, Skipton	SD 9835 5136	II	04 April 1991	Canopy on platform 1849-51. Designed as part of Skipton Railway Station by Andrews and Delaney for the Midland Railway. Cast iron with glazed hipped roofs. 5 bay canopy supported on 12 cast iron columns with capitols and ornate iron brackets, each bay has a separate hipped glazed roof with 2 segmental iron trusses and elaborate iron finials. Group Value.

Ref No 1/19

Address	Grid Ref	Grade	Date Listed	Description
Royal Shepherd public house, 4 Watson's Houses, Skipton	SD 9885 5168	II	02 March	Late Georgian. Cement-rendered over stone, 2 storeys. Gable end to canal has centre panelled door and fanlight in plain stone case, 2 sash windows on ground floor, 3 above and a double sash in the gable. The left hand return side has altered openings on ground floor, and 3 sashes above (2 are original 25-paned sashes). Group Value.

Ref No 1/2

Address	Grid Ref	Grade	Date Listed	Description
Outer gatehouse to Skipton Castle, The Bailey, Skipton. (Public entrance)	SD 9908 5192	I	28 April 1952	Beginning of C14. 2 massive round towers, castellated, with 2 chimneys and round stair turret, segmental arched entrances, small-paned windows. Upper portion restored mid-C17 with Clifford motto "Desormais" in parapet. In one room is a pretty "grotto" of shells. Group Value. REFER TO D.o.E.

Ref No 1/20

Address	Grid Ref	Grade	Date Listed	Description
1 - 11 (odd) 6 & 8 Watson's Houses, Skipton	SD 9887 5169	II	02 March	Late Georgian cottages. Stone, 2 storeys, stone flag roofs, each cottage with a panelled door and one sash window on each floor in stone architraves. Probably built for canal workers. Group Value.

Ref No 1/200

Address	Grid Ref	Grade	Date Listed	Description
Two K6 Telephone Kiosks outside Town Hall, High Street, Skipton	SD 9904 5181	II	22	Telephone kiosks. Type K6. Designed 1935 by Sir Giles Gilbert Scott. Made by various contractors. Cast iron. Square kiosks with domed roofs. Unperforated crowns to top panels and margin glazing to windows and doors. Group Value.

Ref No 1/23

Address	Grid Ref	Grade	Date Listed	Description
1 Chapel Hill, Skipton	SD 9892 5195	II	02 March	Uncoursed rubble, 2 storeys and attic. Gabled front has centre door and 2 windows on ground floor. 1st floor has 2 windows, and gable has one window and chimney stack at peak. Flush quoins partly covered by different sized cement quoins. Group Value.

Ref No 1/25

Address	Grid Ref	Grade	Date Listed	Description
2 Chapel Hill, Skipton	SD 9894 5196	II	02 March	First half of C19, stone, 3 storeys. Panelled door and fanlight with cornice. One sash window on ground floor and 2 on each upper floor, all with stone sills and lintels. Right hand return side, adjoining the rear of West House, has one sash window on each floor. Group Value.

Ref No 1/26

Address	Grid Ref	Grade	Date Listed	Description
Bridge House, Chapel Hill, Skipton	SD 9891 5198	II	02 March	C18. Coursed stone rubble, old slate roof, 2 storeys. Centre door with moulded architrave and simple cornice, and single window above door also with moulded architrave. Two 3-light windows each floor, C19, broad centre and narrow flanking lights. Group Value.

Ref No 1/27

Address	Grid Ref	Grade	Date Listed	Description
High Corn Mill, Chapel Hill, Skipton	SD 9895 5197	II	02 March	2 buildings straddle the Eller Beck, and are built over a single span arch. The upper building has an L-shaped plan. One block is returned up Chapel Hill. The 3rd storey of the upper building which straddles the stream has once been open, the roof supported by stone piers but these are now bricked up. Windows much altered. Probably C18. Original machinery intact and in working order, partly now an industrial museum, partly still a working corn mill. Group Value.

Ref No 1/3

Address	Grid Ref	Grade	Date Listed	Description
Former Chapel at Skipton Castle, The Bailey, Skipton	SD 9903 5198	I	28 April 1952	Free-standing, to west of Castle, in the Bailey. Small rectangular stone building, with large open Decorated window on east gable end and another on south side, now built up and with inserted C18 doorways. Old doorway on north end of west side. Sedilia inside. Another Decorated window covered by an added shed. Group Value. REFER TO D.o.E.

Ref No 1/30

Address	Grid Ref	Grade	Date Listed	Description
New Bridge, Coach Street, Skipton	SD 9882 5167	II	02 March	Built shortly after 1773, when the Springs Canal was cut, after the completion of the Leeds and Liverpool Canal to Skipton. Single arch of rusticated stone with voussoirs and arched parapet, with stone steps down to towpath on south-west side. Group Value.

Ref No 1/33

Address	Grid Ref	Grade	Date Listed	Description
'Canalside', Coach Street, Skipton (Listed as The Barge Inn)	SD 9880 5161	II	02 March	Formerly a warehouse. Late C18 stone rubble, quoins, stone flag roof, stone copings and kneelers. 3 storeys. A 3-light stone mullioned window on each floor at each side of a modern painted brick and glass projection for staircase and entrance. Group Value.

Ref No 1/34

Address	Grid Ref	Grade	Date Listed	Description
Ultimate Outdoors (listed asThe Dales Outdoor Centre) and Pennine Boats Office, Coach Street, Skipton	SD 9880 5158	II	02 March	Late C18, formerly a canal warehouse. Stone rubble, quoins, stone flag roof, 2 storeys. A segmental-arched opening (now glazed) extends the whole height. Otherwise one 3-light stone mullioned window, one sash and 2 modern windows (formerly mullioned). Attached hoist. Gable end to right has 2 panelled doors, one 16-paned casement window on ground floor and 1st floors, and One 35-paned window in gable. Facade to canal has similar full-height opening now glazed, stone-mullioned windows, a convex niche, and hoist attached to wall. Group Value.

Ref No 1/36

Address	Grid Ref	Grade	Date Listed	Description
The Old Fire Station, Coach Street, Skipton	SD 9879 5171	II	02 March	Early C19. Former chapel. Stone, 2 storey with band. A round-arched doorway with keystone, imposts and fanlight. Main doorway now altered for fire engines. A round-arched long window at each side with radiating glazing bars in heads, and 5 similar windows above. The left-hand end is curved, with a former doorway with cornice.

Ref No 1/37

Address	Grid Ref	Grade	Date Listed	Description
12 & 12A Craven Court, Skipton (Listed as warehouse immediately north of No 2 Court Lane)	SD 9910 5169	II	02 March	Apparently C18-19, but has a re-used datestone of 1674. Stone, with quoins, 3 storeys. Ground floor altered and with modern lean-to at end. 4 windows on each upper floor, all 42-paned with metal glazing bars. Right hand gable end (north) has blocked openings and a timber beam end visible above the top warehouse door (pulley removed). End chimney. Group Value.

Ref No 1/38

Address	Grid Ref	Grade	Date Listed	Description
13 Craven Court, Skipton (Listed as No's 2 and 4 Court Lane. Building immediately to south of No 4)	SD 9910 5167	II	02 March	Late Georgian. These adjoin and have the same roof as the warehouse to the north. Stone, 3 storeys. 2 modern doors and fanlights in plain stone architraves with hoods on brackets. Two 16-paned windows on each floor, and a 15-paned non-opening window in the middle of the 1st floor between the two. A lower attached building on the south end, stone rubble, old flag roof, segmental arched barn entrance (or coach house) and stable entry with loft above, now partly blocked, interior with timber roof. Group Value.

Ref No 1/39

Address	Grid Ref	Grade	Date Listed	Description
Craven Hotel, Craven Street, Skipton	SD 9873 5132	II	02 March	Mid C19. Painted stone, hipped slate roof, 2 storeys, square plan. Centre panelled door in Tuscan doorcase with 2 attached columns, frieze and blocked cornice. Moulded stringcourse. Two 12-paned sash windows on ground floor, 3 above, all in moulded architraves, the centre one above with dentilled cornice on brackets. Left hand return side has centre doorway (now a window), and almost identical facade (pilasters instead of columns).

Ref No 1/4

Address	Grid Ref	Grade	Date Listed	Description
Former stables building at Skipton Castle, The Bailey, Skipton	SD 9905 5198	II	28 April 1952	Small square ashlar building to north-east of former Chapel, probably early C19. Large pointed arched entrance on south, and a 24-paned sash window on each of 2 floors on west end. Group Value.

Ref No 1/41

Address	Grid Ref	Grade	Date Listed	Description
1 - 11 (consec) Craven Terrace, Skipton	SD 9892 5168	II	02 March	Long row of 11 cottages, early/mid C19, stone, old slate roof, 2 storeys. Modern doors in plain stone cases with cornices. Each cottage has one sash window on ground floor and 2 above, some 12-paned, some with glazing bars removed, all in plain stone architraves. Long round-headed staircase windows at rear with radiating glazing bars in heads. Group Value.

Ref No 1/43

Address	Grid Ref	Grade	Date Listed	Description
Roman Catholic Church of St. Stephen, Gargrave Road, Skipton	SD 9873 5194	II	02 March	1836, possibly by Pugin. Sandstone church without aisles, but with south-east baptistery and west porch. Early English style, with pointed lancet windows divided by statues. Richly carved reredos. Triple east lancets and 3 altars. Stained glass by Hardman. A west organ gallery. Group Value.

Ref No 1/44

Address	Grid Ref	Grade	Date Listed	Description
St. Monica's Convent, Gargrave Road, Skipton	SD 9876 5195	II	02 March	Probably mid C19. 2 storeyed stone building with steep slate roof and gables, and a bell turret on the ridge. Pointed arched lancet windows. Group Value.

Ref No 1/45

Address	Grid Ref	Grade	Date Listed	Description
Roman Catholic Primary School and Schoolhouse, Gargrave Road, Skipton	SD 9872 5180	II	02 March	At the entrance to the drive to the church and convent: Dated 1854. 2 storeyed stone building with steep slate roof and a bell turret set diagonally on the ridge. Ground floor has centre gabled porch with pointed arched doorway, four 3-light windows with pointed cusped heads, rectangular labels and head-stops. A row of quatrefoils above. Upper floor has cusped windows of 3, 2, 3, 2, 3, lights, the 2-light windows in gabled half-dormers. Buttresses. The attached schoolhouse is also 2 storeys, with plain doorway with cornice and fanlight, one window down and 2 up. Group Value.

Ref No 1/46

Address	Grid Ref	Grade	Date Listed	Description
Boarding house at Ermysted's Grammar School, Gargrave Road, Skipton	SD 9864 5188	II	02 March	1871 by Paley and Austin. Built as the grammar school but now used only for boarders. Stone building in Tudor style, asymmetric front of 3 storeys with stringcourses. Stone mullioned and transomed cross windows, with 4-centred arched heads to the lights of the ground floor windows, the others rectangular. The top floor has 5 gabled half-dormers. A gabled entrance wing projects on left, with moulded pointed arched doorway and flanking lights, with date 1875 and upper oriel. A wing on right has a gable and a bay window. Group Value.

Ref No 1/48

Address	Grid Ref	Grade	Date Listed	Description
2 - 24 (even no's) Gainsborough Court, Skipton (Listed as Administration Block of Raikeswood Hospital, Gargrave Road)	SD 9850 5192	II	17	Built 1838 - 40 as the workhouse. Stone, classical style, symmetrical front. Centre portion of 3 storeys with hipped slate roof, 7 bays of 12-paned sash windows, the centre 3 bays pedimented and having a pedimented doorway with round-arched entrance and flanking round-arched windows. A 2-storeyed wing at each side, each with 7 windows, the 2 end ones in gabled pavilions. Basement.

Ref No 1/49

Address	Grid Ref	Grade	Date Listed	Description
3 Gainsborough Court, Skipton (Listed as Nurses Home of Raikeswood Hospital, Gargrave Road)	SD 9847 5199	II	17	A small villa-type house to north of original hospital block, circa 1840. Stone, 2 high storeys, slate roof, symmetrical front. Centre pedimented projection has a round-arched doorway and round-arched window above. Two 24-paned sash windows at each side on each floor.

Ref No 1/52

Address	Grid Ref	Grade	Date Listed	Description
Friends Meeting House, The Ginnell, Skipton	SD 9912 5154	II	02 March	A plain low single-storey building which is cement-rendered and has 2 windows and a centre door with lintel dated 1693. Stone slate roof with copings and springers. Chimney on west gable peak. Interior has panelling partitions and elders' bench.

Ref No 1/57

Address	Grid Ref	Grade	Date Listed	Description
Church Of Holy Trinity, High Street, Skipton	SD 9904 5191	I	28 April 1952	C14 and C15, repaired by Ann Clifford after the siege of Skipton in the Civil War. West tower, aisled nave and clerestory, chancel and chapels. Most windows Perpendicular, but some Decorated, mostly straight-headed. 3 bays of nave date from circa 1350, the rest later. Timber roofs, Jacobean font-cover, rood screen of 1533, a Kempe window, good Clifford monuments of C16 and C17. Group Value. REFER TO D.o.E.

Ref No 1/58

Address	Grid Ref	Grade	Date Listed	Description
War Memorial, High Street, Skipton	SD 9903 5185	II	02 March	Probably 1921 by John Cassidy. White stone, moulded base with bronze plaques of names. Kneeling bronze figure on plinth, breaking a sword. Tall stone column of hollow-sided triangular section, with winged bronze Victory figure on top. Group Value.

Ref No 1/6

Address	Grid Ref	Grade	Date Listed	Description
Premises occupied by Weston, Whalley & Jackson and Wales, Wales & Rawson, adjoining Skipton Castle gatehouse to north west, The Bailey, Skipton	SD 9905 5194	II	28 April 1952	Long range of stone rubble building continuing westwards from the Outer Gatehouse and attached to it. Probably mid-C17. Stone flag roof, buttresses, stone-mullioned windows renewed, with pointed lights. Group Value.

Ref No	1/60				
Address		Grid Ref	Grade	Date Listed	Description
Statue of Sir Matthew Wilson, High Street, Skipton		SD 9901 5180	II	02 March	Monument to Sir Matthew Wilson, first Member of Parliament for Skipton 1885-6. Square sandstone plinth with moulded base and cornice, supporting standing stone figure by A Bruce Joy 1888. Group Value.
Ref No	1/62				
Address		Grid Ref	Grade	Date Listed	Description
4 & 6 High Street, Skipton		SD 9900 5187	II	02 March	Ashlar, late Georgian, 3 storeys. Ground floor has centre door and flanking shop windows with glazing bars and round-headed lights, and fascia. Each upper floor has three 16-paned sash windows in stone architraves. The rear has a round-arched stair window with Gothic glazing. Group Value.
Ref No	1/64				
Address		Grid Ref	Grade	Date Listed	Description
The Black Horse public house, High Street, Skipton		SD 9899 5184	II	02 March	Traditionally this was a royal mews of Richard III when he was lord of the Castle of Skipton 1483-5. Present front has 2 canted bay windows and centre doorway, and 3 sash windows on each of 2 upper storeys. Stuccoed over stone. Segmental arch on left leads to yard, with an older arch and mounting block beside it. A re-used datestone of 1676, and 2 windows of that date over the rear of the arch (2 and 3 lights with chamfered stone mullions). Group Value.
Ref No	1/67				
Address		Grid Ref	Grade	Date Listed	Description
34 & 36 High Street, Skipton		SD 9899 5179	II	02 March	Late Georgian. Ashlar with quoins. 4 storeys. Ground floor has a shop front with window curving to rear entry, fascia and dentilled cornice. 1st floor has centre Venetian window and flanking windows. 2nd floor has three 12-paned sashes. Top floor has 3 casements, all in stone architraves. Group Value.
Ref No	1/68				
Address		Grid Ref	Grade	Date Listed	Description
38 High Street, Skipton		SD 9899 5178	II	02 March	Victorian. 3 storeys. Ground floor has good Victorian shop front with curved windows, centre doorway and delicate glazing bars and colonnettes, paired pilasters, fascia and cornice, and panelled entry to yard on left. 1st floor has 3 sashes. Top floor has 2 sashes, all in moulded stone cases with band between floors. Giant stone pilasters to 1st and 2nd floors. Heavy top cornice. Wing down alley at rear has a round-arched doorway, and sash windows on 3 storeys. Group Value.

Ref No 1/72

Address	Grid Ref	Grade	Date Listed	Description
58 High Street, Skipton	SD 9897 5172	II	02 March	C18-C19. Ashlar with rusticated quoins, 3 storeys. Ground floor has modern shop front, and passage entrance to left with triangular pediment. Ovolo moulded stringcourses. 4 windows on each upper floor, tall and slender on 1st floor, square on top storey, all with plain reveals. Group Value.

Ref No 1/73

Address	Grid Ref	Grade	Date Listed	Description
58A High Street, Skipton	SD 9895 5172	II	02 March	Situated to the rear of No 58. Once a row of cottages, now store rooms. The part nearest the High Street was a 2-storeyed late Georgian Gothic style house, with 2 pointed arched doorways, and upper windows with square section stone mullions. To west of this is a late medieval house with Tudor arched doorway, moulded stone mullioned windows, low ceiling beams, stone floor, stone stairs. Cottage on west end altered late C18, with blocked door and sash windows. All stone rubble. Group Value.

Ref No 1/74

Address	Grid Ref	Grade	Date Listed	Description
60 High Street and 2 Sheep Street, Skipton	SD 9897 5171	II	02 March	C18-C19. Stone with rusticated quoins, 3 storeys. Ground floor has modern shop fronts and central passage entrance (to Hallam's Yard) with moulded archivolt and heavy triple keystone. 5 windows on each upper floor, tall and slender on 1st floor, square on top floor, mostly now altered and enlarged. Group Value.

Ref No 1/75

Address	Grid Ref	Grade	Date Listed	Description
60A High Street, Skipton	SD 9896 5171	II	02 March	Situated to the rear of No 60. Mid C18 stone building, with square-section stone mullioned windows on upper 2 storeys above the entry to Hallam's Yard. Group Value.

Ref No 1/76

Address	Grid Ref	Grade	Date Listed	Description
62, 64, 66 High Street, Skipton	SD 9898 5170	II	02 March	Probably late C18, previously the Sun Inn, now a shop. Stone rubble with ashlar pilasters and front. Nos. 62 and 64 are 3 storeys and have 2 square sash windows on each upper floor. The north end has a good Victorian shop front with fluted pilasters, colonnettes and spandrels to glazing, and centre door, fascia and dentilled cornice, and large window on 1st floor with similar pilasters, fascia and cornice and 2 small windows and a clock at the top in a moulded eye. Curved cornice. No 66 has a similar shop front, and a panelled door, and an upper bayed oriel, 2 storeys, old roofs. Group Value.

Ref No 1/78

Address	Grid Ref	Grade	Date Listed	Description
72 & 74 (The Tolbooth) High Street and 9, 9A and 11 Sheep Street, Skipton	SD 9898 5167	II	28 April 1952	Includes No's 9, 9A and 11 Sheep Street. C18. 2 storeys, stone rubble and ashlar. Ground floor has 3 windows and 2 doors set alternately inside an arcading of 5 arches with moulded archivolt on pilasters. Flush quoins to ground floor, broad string between storeys. Upper storey has projecting long and short quoins, 5 long windows, plain reveals, an entablature at the eaves on pilasters, one between each pair of windows. The pilasters have moulded bases and vertically fluted caps. The frieze of the entablature is ornamented with a series of vertical flutes, with paterae above each window and each pilaster. Springers to the gable copings. Group Value.

Ref No 1/8

Address	Grid Ref	Grade	Date Listed	Description
Gateway adjoining south east corner of east tower of Skipton Castle, The Bailey, Skipton	SD 9916 5198	II	28 April 1952	Leads to grounds at rear. C18, 2 stone piers with ball finials. Group Value.

Ref No

1/80

Address	Grid Ref	Grade	Date Listed	Description
1 High Street, Skipton	SD 9908 5187	II	02 March	C18. Roughcast stone rubble, old slate roof, 2 low storeys, irregular front, perhaps once a public house. Studded and boarded door, a modern bow window and 16-paned sash window on ground floor. A 16-paned sash and an older 12-paned sash above. A round-arched doorway to left with keystone and imposts, now a window. Farther to north is a 12-paned sash on each floor. Group Value.

Ref No 1/81

Address	Grid Ref	Grade	Date Listed	Description
3 High Street, Skipton	SD 9907 5186	II	28 April 1952	Early C19, ashlar, 2 storeys. Central doorway with round head and Gothick traceried fanlight under open pediment carried on triple clustered columns with capitals and bases. A 2-storey bay window flanks the door and either side. The lights of the ground floor are separated by triple clustered columns with moulded bases and shallow capitals, and these columns support a simple cornice. The sills of these ground floor windows are continued in a broad string across the front. A single-light window over the door. Rusticated long and short quoins. Hipped roof, small modillions at the eaves. Group Value.

Ref No 1/82

Address	Grid Ref	Grade	Date Listed	Description
15, 17, 19 (Town Hall), High Street, Skipton	SD 9905 5181	II	02 March	All ashlar. Northern portion is 3 storeys, with end pilasters with double scrolls as capitals, and moulded cornice, 3 bands. No15 has moulded doorway, panelled door, fanlight; 2 windows down, 3 up and 12-paned sashes in moulded architraves. No 17 is similar but larger; centre double doors in square moulded doorway with frieze, cornice and pilasters; 4 windows down, 5 each upper floor, all renewed sashes. No 19 (Town Hall) 1862, 2 high storeys, symmetrical front; centre has a 2-storeyed portico up 4 steps, with Composite columns and pilasters; at each side are 2 sash windows on each floor in moulded architraves, the upper ones with curved pediments; 2 moulded strings; 3 round arches on ground floor, stone balustraded balcony to 1st floor; top pediment, moulded cornice and balustraded parapet; right hand return side to lane has 4 sash windows each floor; interior has council chamber with panelled and moulded plaster ceiling. Group Value. REFER TO D.o.E.

Ref No 1/84

Address	Grid Ref	Grade	Date Listed	Description
'The Rustic Shop' and former stable buildings to rear of the Red Lion public house, High Street, Skipton	SD 9906 5176	II	02 March	Probably C17. Stone rubble in L-plan around a cobbled yard. Segmental arched barn entrance, boarded doors to stables, walls whitewashed, stone external steps up to hayloft. C17 4-light stone-mullioned window with chamfered mullions, and a 4-light window with C18 square section mullions. Group Value.
The Red Lion public house, High Street, Skipton	SD 9903 5177	II	02 March	C18. Ashlar front of 2 storeys, but the northern part is higher than the rest. Simple irregularly spaced windows with plain reveals and square mullions. Group Value.

Ref No 1/86

Address	Grid Ref	Grade	Date Listed	Description
31 & 33 High Street, Skipton	SD 9902 5174	II	02 March	C18, painted stone, quoins, 3 storeys. 2 modern shop fronts. 3 windows on each upper floor. Eaves cornice on bold blocks. Group Value.

Ref No 1/87

Address	Grid Ref	Grade	Date Listed	Description
35 & 37 High Street, Skipton	SD 9902 5174	II	28	C18. 3 storeys, ashlar, top moulded cornice on moulded blocks. Modern shop window. 2 windows on each upper floor, those on 1st floor having 3 lights, the middle light broader. The innermost jamb of these windows takes the form of a pilaster supporting the moulded architrave which runs across the head of each window, carrying an applied arch which connects the 2 windows and whose archivolt repeats the pattern of the moulding of the architraves. Top storey windows are in plain reveals. Group Value.

Ref No 1/88

Address	Grid Ref	Grade	Date Listed	Description
39 & 41 High Street, Skipton	SD 9902 5173	II	28	Rebuilt C20 and included only for group value. 3 storeys. 3 gables. Shop fronts on ground floor. Three 3-light windows and one single light on each upper floor (similar to but simpler than those of No 35) with stone mullions and sashes. Segmental arch to rear yard at right. Slate roof. Group Value.

Ref No 1/9

Address	Grid Ref	Grade	Date Listed	Description
Southern and eastern boundary wall at Skipton Castle, The Bailey, Skipton	SD 9922 5194	II	02 March	Probably various dates from medieval onwards. Random stone, about 10 ft. high, with flat capping. Extends from gatehouse for about 250 metres alongside The Bailey, then turns north-westwards to the cliff edge above the river. Group Value.

Ref No 1/91

Address	Grid Ref	Grade	Date Listed	Description
Barclays Bank, 49 High Street, Skipton	SD 9901 5169	II	02 March	Victorian. Ashlar, 3 storeys, 6 windows. Ground floor has round arched windows and doorway. 1st and 2nd floors have sashes divided by giant Ionic pilasters. The two right hand bays project slightly and contain the entrance. Top cornice. Group Value.

Ref No 1/92

Address	Grid Ref	Grade	Date Listed	Description
51 High Street, Skipton	SD 9901 5168	II	02 March	C19, ashlar, 3 storeys. Ground floor has round-arched entrance to left, centre bow window and a small window inserted in s former round-arched entrance to right. 1st floor has a triple sash window with stone mullions and cornice, and band above. Top floor has a triple sash. Heavy cornice over ground floor, on fluted and dentilled brackets. Group Value.

Ref No 1/94

Address	Grid Ref	Grade	Date Listed	Description
53 High Street, Skipton (Listed as former Hole i' th' Wall public house with shop)	SD 9901 5166	II	29 June	A single frontage, a modern shop front being let into the former public house. C18, ashlar, 3 storeys. Doorway with simple pediment on moulded brackets. Segmental arch to Kendall's Yard on the right. 4 windows each upper floor, with glazing bars removed, one window of 2 lights, all with plain reveals. Group Value

Ref No 1/95

Address	Grid Ref	Grade	Date Listed	Description
Midland Bank, 61 High Street, Skipton	SD 9901 5163	II	02 March	1888. Ashlar, symmetrical, 3 storeys. Ground floor has 5 windows divided by banded pilasters and flanked by round-arched entrances with fluted pilasters, keystone and open pediment (the left-hand one leads to Providence Place). 1st floor has 7 sash windows in moulded stone architraves with alternating curved and triangular pediments. Top floor has 7 sash windows in moulded cases with sills on brackets. Top frieze with swags, cornice, balustraded parapet and centre carved pediment with date and swag. Rear of red brick. Group Value.

Ref No 1/97

Address	Grid Ref	Grade	Date Listed	Description
2 Cross Street & 1 - 4 Pinder Bridge Mews, Skipton (Listed as 2 Cross Street)	SD 9886 5137	II	02 March	On bank of Leeds and Liverpool Canal. Probably late C18. Roughcast over stone rubble, with quoins, stone flag roof. Warehouse of 2 and 3 storeys, with entries on 3 levels. Some small-paned windows. Towpath frontage is of stone rubble and has a large round-arched sash window and smaller sashes with small panes and metal glazing bars.

Ref No 1/98

Address	Grid Ref	Grade	Date Listed	Description
Christ Church, Keighley Road, Skipton	SD 9882 5133	B	02 March	1837-9 by R D Chantrell. Built on a hill, with a basement under the chancel, entered from the east from the lower part of the churchyard. Large west tower but no porches. Entrance on the north-east. Stone church with buttresses and clerestory. Moulded pointed arcade arches on octagonal piers with moulded capitals, and 6-partite vaulting. Carved Gothic panelling in chancel. Ceramic mural tablet of 1895 in art nouveau style. REFER TO D.o.E.

Ref No 1/99

Address	Grid Ref	Grade	Date Listed	Description
15 Craven Court, Skipton (Listed as premises of Ledgard & Wynn, Kendall's Yard)	SD 9906 5166	II	02 March	Former Skipton Theatre. Small stone rubble building. Edmund Keen said to have played here in 1807. 2 storeys. Ground floor altered, the windows reduced in size and the doorway blocked. Above are 4 (formerly 5) windows all 12-paned. Stone external stairs on gable end, to upper boarded door, with iron handrail and balusters.

Ref No 2/28

Address	Grid Ref	Grade	Date Listed	Description
The Chapel, Chapel Hill, Skipton	SD 9894 5203	II	02 March	Early C19. Former chapel. Stone rubble with ashlar front. 2 storeys. Gable at the front forms a pediment with frieze, cornice and dentils. String between storeys. 3 long round-headed windows in upper storey with glazing bars, and Gothic glazing bars in heads. Door set to left hand side of front approached by steps (now much altered and reduced). The jambs and a slender lintel are panelled, and above this lintel is a semi-circular fanlight with tracery. Above the fanlight is a simple cornice. There is one rectangular window with a flat arch head in the middle of the ground storey front, and probably another now hidden by added wooden sheds. Group Value.

Ref No 2/5

Address	Grid Ref	Grade	Date Listed	Description
Former coach house at Skipton Castle, The Bailey, Skipton	SD 9904 5200	II	28 April 1952	Long rectangular stone building to north of former Chapel. Probably C17. Stone-mullioned windows and small Gothic ogee headed window. External stairs to loft. Group Value.

Ref No 2/50

Address	Grid Ref	Grade	Date Listed	Description
Former Aireville Hall at Aireville School, Gargrave Road, Skipton	SD 9770 5186	II	02 March	Built as the home of the Dewhirst family (silk and cotton manufacturers). Porch dated 1836. Ashlar, in Tudor style, with clustered octagonal chimneys, a porch with 4-centred arch and octagonal turrets. Cross windows with stone mullions and transoms. Garden front has shallow rectangular bay window, shield of arms in gable with another gable dated 1836. A 4-centred arch attached, which connects the house with the 2-storeyed stable block which is in similar style. Interior of house has some plaster ceilings and friezes and stone flagged floors.

Ref No 2/51

Address	Grid Ref	Grade	Date Listed	Description
Aireville Lodge, Gargrave Road, Skipton	SD 9770 5202	II	02 March	Circa 1836. Was originally the lodge to Aireville Hall. Single storey, stone, with steep slate roof and tall chimney. Tudor doorway with shield of arms in the gable above, with carved and shaped bargeboards. 2-light windows with moulded stone mullions and small leaded panes. An oriel window facing the road.

Ref No 3/132

Address	Grid Ref	Grade	Date Listed	Description
10 Sheep Street, Skipton	SD 9896 5168	II	15 January	Shop, formerly 2 shops. Late C18 with some earlier fabric incorporated c1900 and late C20 alterations. Originally a single-depth range with rear stair wing (of c1800) and a late C19 rear wing. The left-hand section originally contained a carriage entry. Coursed rubble, rendered and painted. Slate roof with gable stacks, rusticated quoins. Bracketed eaves. 2 bay, 3 storey. Ground floor has a pair of late C19 shop fronts. Both with recessed central glazed doors and flanking shop windows. The right shop front has wooden pilaster surround dated 1900. Above a triple glazing bar sash to the left, and a later 3 light casement to the right. Above two, triple glazing bar sashes, all the windows have moulded ashlar surrounds. Rear: round-headed stair sash-window. Blocked carriage way. Interior contains first floor gallery in right hand shop. Open well stair with square-section between ramped rail and moulded string; raised panelled doors (in mitred surrounds) and internal shutters, dado and soffit (to 2nd floor); stair hall ceiling with stamped anthemion frieze. Two king-post strutted trusses to roof. All c1800. Later features include panelled doors and shutters, and minor fittings. Group Value. Description amended 14/02/91

Ref No 3/42

Address	Grid Ref	Grade	Date Listed	Description
Old Engine House, Embsay	SE 0065 5319	II	02 March	Inscribed "S R 1856" on datestone at rear. Stone building with slate roof and eaves on paired blocks, and quoins. 2 round-arched entrances with rusticated voussoirs and a wide round-arched window. Small cottage on east end with modern door and window on ground floor, and a round-arched window above. West gable end has a small-paned round-arched window. A low wing on west end with a stone chimney.

Ref No 3/53

Address	Grid Ref	Grade	Date Listed	Description
Low Skibeden Farmhouse, Harrogate Road, Skipton	SE 0128 5255	II	02 March	C18. Stone, with ashlar front. 2 storeys. Centre glazed and panelled door, 2 sash windows on ground floor and 3 above, all in plain architraves. Slate roof with stone copings and springers. Gable end to right has a large staircase window with round head and Gothic glazing bars and a boarded

door.

Ref No 3/54

Address	Grid Ref	Grade	Date Listed	Description
High Skibeden Farmhouse, Harrogate Road, Skipton	SE 0201 5275	II	02 March	Early C18 and early C19. All 2 storeys, stuccoed stone walls, stone flag roofs. Centre Tuscan doorway with pediment on engaged columns, 2 windows on ground floor and 3 above, all modern in plain stone architraves. The older part is lower and has very thick stone walls, a new French window/door, one old window down and 2 up with stone mullions of 3 lights (square mullions and splayed mullions). The rear has a round-headed stair window. Interior has a stone spiral staircase.

Ref No 3/55

Address	Grid Ref	Grade	Date Listed	Description
Milestone at about 1 km. from parish boundary, Harrogate Road, Skipton	SE 0175 5283	II	02 March	Round topped stone with iron facing of V-section bearing raised lettering. Top inscribed "Skipton and Knaresborough Road, Skipton LB".

Ref No 3/56

Address	Grid Ref	Grade	Date Listed	Description
Milestone at about 2.6 km. from parish boundary, Harrogate Road, Skipton	SE 0021 5245	II	02 March	Round topped stone with iron facing of V-section bearing raised lettering. Top inscribed "Skipton and Knaresborough Road, Skipton LB".

Ref No 916-

Address	Grid Ref	Grade	Date Listed	Description
Union Mills, Upper Union Street, Skipton	SD 9897 5111	II	11	<p>Room and Power weaving mill. 1867, extended 1871, addition 1927 and minor late C20 alterations. Built for the Skipton Land & Building Co and designed by J. Nelson of Nelson and Burnley. Dressed stone with ashlar dressings and Welsh slate and glass roofs. Original weaving sheds and warehouse to north with engine house, boiler house and chimney at south-east corner. Later weaving sheds and warehouse added to south. North, Union Terrace front has single storey weaving sheds to right with C20 entrance above 8 small round headed openings. To left warehouse has central double door openings with original overlights flanked by single original windows to both lower floors above central C20 window replaces original door. East front to canal has 3 storey warehouse with 13 windows and projecting C20 brick office addition. Warehouse has many original 42-pane windows to ground and first floor, top floor has 9-pane windows. Central Engine house with tall round headed window with garage door below then balcony and glazed doors, to left gabled lower boiler house with large access doors, and beyond later and taller gabled boiler house with large windows. Then single storey weaving sheds with 8 flat headed openings. Beyond warehouse with 3 windows, that to left converted to double doors and overlight, central one with original 42-pane glazing and to right 6-pane windows. Above 3 more original 42-pane windows, and two C20 windows in gable. South front has 2 storeys, 18 windows mostly original 42-pane with wooden frames and archway to west end. West front of single storey weaving sheds with some C20 alteration. INTERIOR of weaving sheds supported on cast iron columns with top section to take belt driven power. Warehouses have similar columns and wooden floors.</p>

Ref No SP/194

Address

Dewhurst's Mill (Kingsley Cards),
Broughton Road, Skipton

Grid Ref

SD 9860 5155

Grade

II

Date Listed

02 March

Description

Mill for the spinning and weaving of cotton and the manufacture of sewing thread. 1867-70. Coursed stone with rusticated quoins, hipped slate and glazed skylight roofs on bracketed eaves. Massive grouping of main rectangular western block with detached brick chimney* to rear, U-shaped eastern range linked to third mill with canted west end across Brewery Lane by inclined cast iron bridges** with enriched round-headed glazing. Main block 20 x 8 bays, 5 storeys glazed with 4-pane casement windows in plain square frames. Dentilled string courses at sill levels of 1st and 3rd storeys. Main entrance to east has rusticated pyramid capped gate piers. U-shaped eastern range has 5 storey 5-bay gable ends facing Broughton Road with 3 round-headed windows in gable apex; 10 x 15 bay elevations to courtyard of 5 storeys with later asymmetrical additions. 3rd mill to east of Brewery Lane of 4 storeys, 7 bays and water tower in north-west corner with bracketed cornice. North-east water tower to western block has hipped roof and iron belvedere with bracketed cornice. The whole complex forms a group.

Description amended 07. 01. 86.

* Chimney demolished August 1993

** Cast iron bridges demolished 1995

APPENDIX 2

Public responses to the Conservation Areas Appraisal

Responses were obtained through earlier discussions (November 2007) with members of the Skipton Civic Society, History Society, Craven Museum Friends, and Upper Wharfedale Heritage Group working on the Skipton Community Research Project. Buildings or features considered significant to the conservation areas were identified as the town's 'heritage assets'.

The CAA public consultation period was from April 24th to May 30th 2008. Publicity for the appraisal was given through items in the Craven Herald, (which ran a 'What makes Skipton special?' feature including public comments), leaflets were given out at society meetings, to doctors' surgeries (staff only), cafes and pubs, as well as the museum and public library. The leaflets carried contact details for comments to Craven District Council, and a draft version of the appraisal was available on the CDC website.

The April / May consultation included: a public presentation evening at the Town Hall; a ten-day display at Skipton Public Library; an occasional display at the Town Hall entrance; and week-long display at Holy Trinity church. A display of photographs, maps and text, with leaflets and comment slips. A box and pens were supplied. The total number of written responses was 42, providing over one hundred points. No email responses were received by Craven District Council. Three telephone enquiries were received asking about the opportunity to see the display or provide comments.

The comments are grouped by topic, and a selection inserted into the text in topic boxes, with the note 'Public comment'. They are not the views of the authors of this Appraisal.

The comment slips and notes are included in the appraisal archive.

1 Skipton's heritage assets

1.1 Buildings named

Castle (2)

Old Grammar School (2)

Old Town Hall in Middle Row

Holy Trinity church / the altar 'and of course café' / A lovely parish church and so welcoming to strangers- especially to find it open, and quiet in the middle of town. Thank you.'

King's Street, Queen's Street (Otley Road)

The buildings on the east side of High Street, south end, Abbey / Halifax BS area

St Andrew's church

Christ Church

Dacre Son & Hartley

Non-conformist churches and chapels

‘Among the pleasures of the Skipton landscape for me are three Edwardian buildings that I enjoy for their quirkiness: ... Skipton Library and entrance to Craven College, Craven Hall, St Andrew’s church’... all three of these buildings enhance the town. Skipton would be a lesser place without them’. A fuller version of this comment is included in Section 6, recommendations for listing.

1.2 Built environment

Canal structure: steps, bridges, towpaths, Springs Canal, walls lining the canal, Canal Street Waltonwrays Cemetery (2) ‘Yes to Waltonwrays cemetery to be included in the conservation area’ / ‘The [Waltonwrays] cemetery / crematorium should be conserved’

Datestones - (detail even when re-set; and retention respecting original detail- seen in Court Lane, Otley Street)

War memorial ‘with angel on top’ , High Street

The setts

‘Please keep terraced housing’

‘The end wall of the ‘old’ Fisher Medical Centre on Otley Street. There are interesting ‘figures’ on it’.

Skipton Woods - pathways, dams, water channels

Springs Canal

‘Sandblast (or at least power-wash) some walls next to the canal to keep it looking light and fresh. If Skipton’s ever on a TV travel show, it’s always for the canal’.

1.3 Archaeology

Collections in the Craven Museum

The Civil War battery site on Park Hill

1.4 Other special heritage assets

Petyt Library

The Reference Library’s local history source books

Documents relating to the Overseers of the Poor c1680-late C19 (relating to settlement, returns, apprenticeships, bastardy)

The Rowley Collection of documents

Photographs

Published articles using records of the mills

The various locations of the cattle mart in this market town

The sense of place, continuity and respect for the past

‘Food and drink A1’

2 Surfacing

Bring back paving flags, get rid of tarmac

What happened to cobbles into car park?

Replace tarmac pavements with flagstones

3 Condition and improvement opportunities

Improvements needed to Museum and Town Hall

'Bring back the canopy outside the Town Hall'

'More seating areas please with plants etc'

'Bring back the market cross'

Canopies of the same design / colour on market stalls.

'Top access to Skipton Woods needs improving'

'Better security on main street and back-street areas'

'I would like to see-

1. the ginnels running off the High Street improved, with better lighting, surfacing.
2. Protection for green field sites within the by-pass(es), until and if, the Local Development Framework comes up with proposals for change.
3. Respect for the vernacular style of Skipton's historic core in any new developments - a scale that matches, not dominates, materials that reflect, not clash, etc.'

'More sand-blasting / cleaning of buildings with unique architectural features. The buildings nearer the Abbey / Halifax Bank area look much better since they've been cleaned'.

3.1 Design / shop fronts

'Craven District Council regulates the type of shops which can open in the central area (eg Costa coffee) but does not appear to regulate the signage and shop frontage very well.'

'Shop fronts - what happens to empty shops? Look at Keighley Road (Tesco garage). The High Street in Haworth has become very seedy with empty shops'

'Skipton is particularly rich in individual shops and businesses which greatly add to the value of the town. I would like to see this aspect preserved and enhanced. Nothing destroys the individuality of the High Street as much as a row of chain stores and coffeehouses which bear no relation to its setting'.

'Street furniture needs new design'

'As in Pendle why not produce big vinyl stickers showing a local scenic photo for empty shops (currently increasing in number)? They must be better than whitewash or empty shop windows?'

4 Setting / open spaces

The view of Holy Trinity church from the canal

Holy Trinity church gardens

The ginnels (2)

The size of shops, small and in proportion

Architecture of High Street / variety of scale and roofline of High Street buildings

Nineteenth century housing

Streams rivers and canals

Quaker Peace Garden and riverside walk

'Keep green field sites green'

Essential to designate green fields within conservation area to maintain identity as an historical market town.

More green fields to be included in conservation area.

'One of the unique features of Skipton are the becks and rills running into the centre of the town, giving it its 'star' shaped profile. It would be a huge loss if any more of these were built over. They provide pleasant places to walk, and 'breathing spaces' in a town where large numbers of visitors arrive regularly. The houses alongside them are often part of the older stock of the town, and the combination of buildings and narrow open space is unusual and worth preserving.

I have noticed that 9 new houses appear to be being built on the Otley Road, seriously affecting the beck opposite Kingsway Vets - why? And it should not be seen as a pre-cursor to planning for housing between the railway and [... not legible] Ave.'

'To keep as many open spaces (green) Canal, Skipton Woods and castle'

'Agree with proposals for extension to conservation area boundaries to preserve open spaces that give special character to Skipton and buildings of architectural interest'

'View into Skipton with its setting against hills. View cones could be considered.

Wooded areas and tree-lined entrances.

Streams, rivers & canals.

Castle in the middle. cobbles & ginnels.

The canal and adjacent steps, bridges, towpaths, cottages, mills and stores.

19th century housing.

Flood plain and surrounding fields.

Walkable scale.

Variety of scale and roofline of High Street buildings.

Dynamic space of High Street and variety of 'urban rooms' makes delightful visual experience'.

'The canal side (Springs Canal and main section) is really unique and important to Skipton. It needs to be kept really clean and tidy...'

'Otley Street and the area behind the Town Hall. The open aspect with the trees around the car park is refreshing and buildings on the car park could make us feel very 'hemmed in' and lose the 'market town' feel.'

'The High Street protected / no high rise / views of surrounding hills protected'

5 Car use and parking facilities

Can we have a park and ride from near railway station? No high rise parking

Park and ride on the outskirts of town to bus station

Park and ride from train station to town

Why not one extra storey on top of Town Hall and Coach Street car parks? Would still be below Gargrave Road.

'Every one says "Skipton's a nice town but we never go there because there's nowhere to park". The town was gridlocked when Coach Street car park closed for the Water Festival. Why can't we build a multi-storey car park on Cavendish Street? It could look like a converted mill on the outside. It is irresponsible of the Council to move to a grand new building, releasing a small area for a few houses, and to create no new car parking. If we don't provide car parking, the town will die'.

'Area around Gallows Bridge ... multi storey car park open to canal with seats and flowers'

'Nobody wants to see a 'multi-storey' car park but one deck could have been added to the Town Hall car park before it was re-painted. If the same were done on Coach Street, we could double the off-street parking with no huge monstrosities'.

'The two car parks and the bus station within the conservation area occupy valuable land which would be better developed as buildings and small streets sympathetic to the rest of the town. (Car parks need to be underground or in decked developments, preferably hidden from

view. Huge opportunities exist for making the town centre more cohesive. Suggestions have been made to relocate the bus station next to the railway station with bus stops within the town as at present. Waller Hill could then regain some of its former character of small-scale buildings'.

'...Car parking areas need serious consideration. Too much of the townscape lies under black tarmac which is empty most of the time. Look to Germany for some good practice'.

'Car-parking / congestion solved via one-way system'

'As many new parking spaces as possible to encourage visitors and tourists'

'Too much traffic in and near centre. Protect areas (with many pedestrians now) by having *more traffic free zones* so it is a pleasure to move about on foot' 'Here here'

6 Conservation philosophy and education

Essential to save what we have been left

'I approve of new conservation areas. We need a conservation officer.'

'Advice/information needs to be available to businesses and householders in conservation areas, so they know about these areas, and the restrictions/responsibilities connected with the buildings or terraces to maintain some of the heritage...'

'It is very difficult to find out about the Skipton Conservation Area on the Internet. If you are in a conservation area, what are the implications and restrictions?'

Beautiful churches such as St Andrew's and Christ Church need to be supported as part of our heritage and given resources to develop their network of Community services.

Free admission to Skipton Castle and grounds should be mandatory. Opening up of Ermysted's etc to public use.

7 The character of the town / new housing / development

Character

'The most important to me is the friendly people! It is good to live in a place where visitors/tourists want to see. Plus; wide tree-lined High Street, markets next to shops, the War Memorial with angel on top, doctors, library, cinema and Town Hall in the town centre, variety of shops and eating places. The hills, especially Park Hill, views of the hill from town. The

park, lovely open green space. Canal and boats and people enjoying the tow path. Castle, station, I like living here. Skipton in Bloom, Civic Society, careful development (eg Dewhursts Mill looks good so far)'.

'Conservation? What about all the alien window and door forms that are now found in the area where the buildings are not listed. Our heritage is being lost. Will it be inappropriate roof slates next? Much greater control is necessary.'

'Conservation areas without plastic windows and doors'.

Worries about infilling every available piece of land

It would be a huge loss if any more of [the becks and rills] were built over

'? Clark's Legacy - the woodland area at top of Rectory Lane - due to be developed with ? no of houses? Can any of the trees be kept and houses set in pleasant order- Not straight lines (4) as planned for the Paddock land !! The area can be seen for miles around as lovely trees.'

'Please try to keep Skipton as it is. Don't let it be spoiled by supermarkets and modern developments. No more taking up of valuable land by housing developments and roads. It's beautiful as it is, in a beautiful setting.'

'Developments within the tight constraints of most National Parks and flood plain should not be allowed to alter the character of Skipton. Any development should reflect the heritage and setting of the town.'

'Part of the historic side of Skipton should be preserved for its views, open fields kept, new builds using local stone. Keep the sheep-filled fields (SheepTown!). Stop the terraced houses from turning them into flats and letting out. The terraced streets still give good affordable housing. Build a coach park on the outside of town. Stop the building society from ruining this town! Stand up to bullies! Keep the market vans off the High Street - they have no charm whatsoever.'

'New builds to use local stone to blend in with other houses'

'Architectural problems with incongruent buildings'

'Ginnel-style' shopping is (also) unique and makes Skipton relaxing to shop in. This needs preserving with again more bins and benches if possible'.

7.1 Street furniture

'More seats in the town centre'

'The planters outside the baths and on Springs Canal (Coach Street) are very poor - too large, few plants for the size of the things, too much plastic, and dead flowers'

'Do we want a statue of a sporting personality in the conservation area of Skipton? There has been no consultation and the proposed statue is wholly inappropriate to its setting.'

'Are we to see a new statue in Skipton? F.S. Trueman had very little to associate him with the town (once upon a time there was a sports shop with his name). If enough money is raised to acquire this statue, will it be erected in a conservation area/outside a listed building? If a private individual was considering erecting something of this nature, would planning permission be granted?'

Springs Canal: 'new bins benches etc'; shopping area: 'more bins and benches if possible'

'What about better signs / street plans ('you are here' type) with historical information on.'

8 A negative view

'It's all very well wanting virtually the whole town to be a conservation area, but it does make necessary alterations and developments difficult.

It has already become apparent that the 'old fashioned shop buildings in High Street are unpopular with businesses of every-day usefulness.

We will never get rid of motor vehicles. The terrace housing is not equipped with suitable parking (never mind the Building Society parking problem).

Many of the houses were poorly built and are expensive to maintain and bring up to modern ideas of living standards.

I'm not sure I want to live in a fossilised chocolate box, with hordes of not always appreciative tourists clogging up the town in all weathers'.

Appendix 3

The Skipton Canal System, an essay by Mike Clarke written for the Conservation Area Appraisal, February 2008

The construction of the Aire & Calder Navigation, opened in 1700 to Leeds and Wakefield, marks the start of the Industrial Revolution. Never before had merchants and mill owners invested in the local infrastructure to improve the local economy. Their success led to other river navigations, those around Liverpool mirroring the success of the Aire & Calder.

In Yorkshire, there were proposals to make the River Aire navigable further up the valley, from Cottingley Bridge, near Bingley, to Inghay Bridge, close to Skipton, in 1743. The main reason behind the proposal was the carriage of coal from pits around Stockbridge up to Skipton where it was to be used in lime kilns. Both lime and limestone were to be carried back down the navigation. Lime was an important commodity at the time. It was used as a fertiliser to improve agriculture, such as the grass for sheep production. The increase in wool led to an increase in textile manufacture, where the two-storey weavers cottages required lime for mortar and for decoration. The developing iron industry around Bradford also used limestone to purify the iron before casting.

The proposed navigation failed to get its Act of Parliament, but the idea for a waterway up the Aire Valley remained. It was taken up by John Stanhope, a Bradford attorney whose family were involved with textiles. He asked John Longbotham, a Halifax engineer, to draw up a scheme for a canal to link Leeds with the Irish Sea. At first the western terminus was to be Preston, but this was soon changed to Liverpool where merchants had already seen the benefit of inland navigation, and they were much more willing to invest in the project.

The Bradford investors retained their central role in developing the scheme, proposing a route up the Aire Valley, across the Pennines at Gargrave and then via Padiham and Whalley to the Ribble Valley, finally crossing the West Lancashire plain to Liverpool. This enabled the canal to reach the maximum area of limestone production, as well as a short route to Liverpool for general cargoes. However, the Liverpool investors wanted to improve the supply of coal to the town, and suggested a route through Wigan, Blackburn and Burnley to Gargrave. Because of this, the two groups fell out, and the project only continued because John Hustler, another attorney from Bradford who had taken over control after Stanhope's death, was able to reconcile them. It was agreed to follow the Yorkshiremen's line, but to build from either end simultaneously. In Lancashire there was to be a branch giving access to the Wigan coalfield. Limestone was still considered to be the most important traffic, with a promotional leaflet of 1768 suggesting that 17,000 ton miles of lime and limestone would be carried against 3,500 ton miles of coal and 5,333 ton miles of general cargo.

Although they expected to carry five times more limestone than coal, the promoters had not realised the effect that the canal would have on industry. Coal quickly became the major

traffic, and by the late nineteenth century more than ten times more coal was being carried compared to limestone. However, the limestone traffic was important, with a maximum of 150,000 tons per annum being carried, more than the total tonnage of goods carried on some small English canals. The Leeds & Liverpool Canal obtained its Act of Parliament in 1770.

Local involvement

Skipton was one of the main centres for initial investment in the canal in 1770. Some £29,400 was raised in the town, only Liverpool, with £59,900 raised more. Bradford raised £26,600, less than Skipton despite being the centre for the canal's promotion. Leeds, Sheffield and Colne all raised less than £14,000, with Keighley raising just £8,800. This suggests that Skipton people were wealthy and that they were prepared to invest in new enterprises to a much greater extent than many larger towns. Two factors could have affected this. One was the desire to exploit limestone resources on local estates, and the other was to improve trade links as Skipton was one of the more remote towns from which subscriptions to the canal was sought.

The main classes of people investing in the Leeds & Liverpool Canal were 'capitalists and merchants' 36%, 'tradesmen' 19%, 'landed gentlemen' 16%, and 'professional men' 13%, all percentages higher than for canals in the Midlands and south of England. The figures show that the canal was most important for those wanting to develop their business. However, it would not have received its Act of Parliament without the support of local land owners through whose property the canal was to run. In the Skipton area, these land owners were probably looking to the benefits brought by the canal for the transport of limestone, both for quarry owners and agriculturalists. For the latter, the canal would provide not only lime fertiliser, but also cheaper foodstuffs for stock in winter.

There were three canal schemes associated with the Leeds & Liverpool Canal: the Settle Canal, the Bradford Canal, and the Earl of Thanet's Canal. The first was to run from Barnoldswick to Settle for the carriage of limestone and to serve coal mines near Settle. There was considerable opposition from local land owners and its Bill was thrown out by Parliament in 1774. The Bradford Canal was promoted by the Bradford group on the Leeds & Liverpool Canal, and it obtained its Act of Parliament at the same time as the main canal. Limestone from the Craven district was one of its major traffics. Limestone was also the reason for the Earl of Thanet's Canal, its Act of Parliament dated 1772. Its other name, the Springs Canal comes from its original terminus, The Spring, near Skipton Castle. This was on the site of the current Mill Bridge, the canal being extended to its present terminus in 1794. When the branch opened, limestone came from Mercer Flatts Quarry, now known as Massa Flats behind the Girls' Grammar School. This quarry was connected to the branch terminus by a tramway. It may have closed in 1794 when the branch was extended and Haw Bank Quarry developed.

The Leeds & Liverpool Canal opened from its junction with the Bradford Canal, at Shipley, to Gargrave in 1773, the Liverpool to Parbold and Wigan section opening the following year. In Yorkshire, the extension down to Leeds opened in 1777, with construction virtually ceasing

afterwards due to lack of finance. War with France and the American War of Independence cause problems with the British economy, and it was not until 1790 that construction from Gargrave began again. However, with the two isolated sections of the canal completed, the investors had achieved much of their requirements; limestone from Craven to Bradford, and coal from Wigan to Liverpool could now be carried cheaply by water. In fact these sections were so successful that much of the construction of the rest of the canal was paid for by the profits they were making. Foulridge was reached in 1794, Burnley in 1796, Clayton-le-Moors in 1801, Blackburn in 1810, and the canal opened throughout in 1816.

When canals were built, they almost invariably were built on cheap land on the outskirts of existing towns. Built by private investment, there was rarely money for elaborate or expensive construction. The route of the canal around several towns is typical, with Silsden, Blackburn and Burnley being good examples. In Skipton the canal also skirted to the south and west of the existing town. Some relatively expensive land was used, such as that belonging to Skipton School on Belmont Street, for which over £110 per acre was paid. Outside of the town, values were more like £20 to £60 per acre. This gives some idea of the additional costs required for building a canal close to the centre of existing towns, and why they were avoided. The same factors affected the location of railways. Once a canal was constructed, towns tended to develop towards the new facilities, particularly factories and their associated housing.

The canal provided Skipton with a new supply of water, the town's own water supply not being authorised until 1823, fifty years after the canal opened. Two particular benefits the canal water brought were an adequate supply for fire-fighting, and a supply for industrial uses. After the high pressure condensing steam engine was developed for mills in the mid-nineteenth century, nearly all the new mills in Skipton were built alongside the canal. The main reason for this was the availability of a large supply of water for condensing the engines' exhaust steam. This created a vacuum and made the engines much more efficient. The canal was also regarded as useful for sewage disposal, the 1857 Report on the health of the town stating: *'The branch (Springs Canal) is the receptacle for filth etc, from houses and yards, and is thus rendered little better than an open sewer.'* In the early twentieth century, an increased water supply from the beck at the end of Springs Branch was suggested as beneficial to the condition of the water. The flooding of the Belmont and Coach Street area in 1908 was a direct result of the beck breaking through into the branch canal.

In 1856, a Shipley firm asked for 300 galls/day for washing wool. This was to be allowed if the water was returned filtered, *'the canal water is bad enough as it is'*.

The original Act for the canal, 10 Geo III cap 114 regulated the construction and usage of wharfs and warehouses. Land owners were authorised to build warehouses on their own land and they could charge for their use over and above the tolls charged by the canal company. If the canal company wanted a warehouse they could apply to the land owner in writing. If he did not erect one inside twelve months then the canal company were allowed to build one. No charge could be made for goods which only remained on the wharf for six hours. If they remained longer, wharfage of 1.5d per ton could be charged for coal, stone or brick, and 3d

per ton for other goods. Six days was the official maximum time goods could remain on a wharf. Cranes or weighing machines could be erected by the canal company.

The warehouse at Skipton was built by the Earl of Thanet, and remained private property until purchased, together with Silsden warehouse, in 1958. Although not owning the property, the canal company did improve facilities, such as by the construction of stables in 1894, and an office for the local canal Inspector the following year.

Goods handled at the warehouse are difficult to identify as few records survived. Fortunately, for six months after the canal opened to Blackburn in June 1810, the goods arriving by canal were notified by the local paper, the Blackburn Mail. The following are some of the goods mentioned over the first two months: Beans, Bran, Brandy, Butter, Calico pieces, Canvas, Cast iron, Cast iron pillars & boskins for stables, Clog soles, Cloth, Cotton, Currants, Flags, Flax, Flour, Glass, Gunpowder, Linen cloth and yarn, Nails, Ovens, Paint, Pine timber, Rushes, Soap, Sugar, Weft, Whiting, Woollen cloth and yarn. Similar goods would have been handled at Skipton, and some, such as building materials, would have had an effect on the buildings of the town. The completion of the canal to East Lancashire would have allowed bricks to be imported into Skipton, with companies such as Burnley Brick & Lime having a fleet of boats into the mid-twentieth century. Stone flags from Rossendale could also have been carried, and there were certainly wharfs for handling Welsh slate alongside the canal in Liverpool. The canal certainly gave local builders a wider choice of materials. It also improved and extended the range of foodstuffs and clothing available for the general population.

The canal continued to be an important carrier of general cargoes into the twentieth century, and was well able to compete with railways. From the 1870s many facilities for handling goods were improved, and fly boats ran from Liverpool every day, reaching Skipton about two and a half days later. This was little slower than railways could achieve. Around 1910 the warehouse was handling between 800 and 1000 tons of goods monthly, about three-quarters arriving in Skipton. The tonnage was similar to that at the larger towns of Keighley and Nelson, and the impact of the canal on the economy in Skipton remained high until the First World War. It was the expansion of road transport from 1918 and the decline in traditional industries which lead to the decline in the importance of canal transport.

The limestone quarry at Haw Bank provided regular traffic for the canal company, who also leased the quarry and provided the steam locomotives, railway and incline which brought the stone from the quarry to the end of the Springs Canal. In 1862 some 127,928 tons (about ten boats daily) were delivered to the canal from Haw Bank, the tonnage declining after the quarry was connected to the Midland Railway. Three main types of stone were carried. Foundry stone was taken to Bradford for use in the iron industry in the area, limestone was carried to the many canalside lime kilns for conversion into lime, and broken stone was carried for use in road repairs. There were around a dozen canalside lime kilns between Skipton and Bingley (most still surviving), and many more elsewhere on the canal, which gives a further insight into the importance of the limestone traffic both to the canal and its environment.

In 1857, limestone ex Skipton was sold at 1/2 per ton for foundry stone (10,516 tons), 1/- per ton for limestone (14,708 tons), and 10p per ton for roadstone (5,172 tons). William Harrison took the largest amount, then Clarkson & Smith, Crowther & Dixon, and Hird, Dawson & Hardy.

As mentioned earlier, the canal provided an essential service to the textile industry through the use of its waters for condensing mill engine exhaust steam. Raw materials and spun yarn also arrived by canal, though it was less important for woven goods as these had to be sent to print and dye works for final treatment, and such works were often at the head of valleys, where water was at its purest, and so well away from the canal. Initially some spun yarn may have come from the European mainland via Hull, the canal being large enough for boats capable of sailing down the Humber. Yarn would also have come from the Keighley area where many cotton mills were located in the early nineteenth century. The fact that Skipton had a significant number of cotton factories could well have been because the canal provided good links to the other cotton manufacturing areas locally. However, its relative isolation may have encouraged mill owners to diversify into specialist areas, such as sewing yarn. The canal would still have been an important factor in the development of local textile industries.

Coal was initially supplied to Skipton by canal from the Riddlesden area and from the rest of the West Yorkshire coalfield. The Barnsley Canal area became more important over time as the shallow mines around Riddlesden and Leeds closed. The pits in East Lancashire, particularly around Burnley, were also important suppliers to the town, and Skipton certainly benefitted from the competition which the canal was able to provide. Being between two coalfields also allowed customers to choose the exact type of coal required, mines producing various different qualities.

As in many northern towns, Skipton's Gas Works was built alongside the canal. By the time gas was introduced, the town had grown to encompass the canal, and by putting the gas works in the middle of the town, the length of piping could be kept to a minimum. Coal for gas-making had to be of a particular quality, and this could be supplied by canalside collieries in West Yorkshire. It was delivered directly to the works, this being one of the last coal traffics on the canal, only ending in the 1950s.

Skipton was not an important centre for the administration of the canal until the 1890s. An Agent, based in the house next to the warehouses, looked after the promotion of the canal's interest, seeking goods for carriage through local businesses. The recording of trade passing through the town by canal was undertaken by a second employee, based in a canal cottage alongside Gallows Bridge. This was originally called Tonnage Bridge, and the tonnage carried by each boat would be recorded here, the details passed to the canal's head office and invoices for tolls sent out to the relevant boat or cargo owner. This system may have lasted until the 1870s when business on the canal was reorganised, and the cottage became the home of the local bank ranger, the man who looked after the day-to-day maintenance of the canal in Skipton.

The main workshops for making lock gates and other structures was at Bank Newton, but in 1894 the local canal Inspector took up residence in an office in the canal yard in Coach Street. He was, in effect, the area engineer, controlling all aspects of maintenance on the canal from Barnoldswick to Kildwick. It was only circa 1980 that the job was transferred to the canal workshops at Apperley Bridge. Some archive material from the Skipton office is now at The National Waterways Museum, Ellesmere Port.

For some years in the late nineteenth century, a private boatyard operated from the canalside area of the current car park site in Coach Street. Known as Firth Boatyard in the 1870s, the then occupants were the Fawcett Brothers. The nearby rope-walk marked on some maps around this time may also have supplied canal users. Today it is possible to see a few remains of the boatyard, such as the ends of the slips up which boats were pulled sideways out of the water for repair. Just beyond, closer to Brewery Bridge, was a boathouse, used from the 1890s by the canal company's small inspection boat *Alexandra*. The hull of this boat is preserved at the National Waterways Museum, Ellesmere Port.

Some boatmen were based in Skipton, as on the Leeds & Liverpool Canal they were able to earn enough to have a house for their family. Few families lived aboard boats on this canal. The Brewery Bridge area seems to have been the main location for boatmen's houses, though they could be found elsewhere in the town. Other canal employees lived in Skipton. For example, the Rennard family lived at 18 Aireview Terrace in 1922. Jonathan Rennard had started work as office boy at Skipton warehouse in 1902, aged 13, and later moved to Leeds to run the warehouses there. He eventually settled in Shipley to run his own canal carrying business. Agents, maintenance men and clerical staff on the canal often moved around as they were promoted, and people born anywhere along the canal could come to work in Skipton. Trade conditions could also encourage movement. During the cotton famine caused by the American Civil War, some boatmen from Lancashire came over to Skipton to try their hand at the limestone traffic from Haw Bank. 500 tons a day was being shipped, about 13 boat loads, and at one time there were 31 boats waiting. Once loaded, the boatmen worked day and night, only sleeping on returning to the line of waiting boats at Skipton. There is also anecdotal evidence that some emigrants from Eastern Europe used the canal to travel between Hull and Liverpool, and a few may have settled along the canal instead of continuing to America.

Notes from canal company minutes

1786 Springs Branch and lime quarry leased from Lord Thanet for 11 years. Mercer Flatt Lime Co also to be taken over, including waggon way, staith, dock, etc.

1787 Lord Thanet consulted about plan for conveying limestone from Haw Bank, the canal to be lengthened by 240 yards. Valuation of Messrs Garforth & Co's equipment for railroad, waggons etc at Skipton comes to £140.

1792 Permission requested for waggon way through the Castle yard at Skipton to improve the supply of limestone. Mr G Pearse's packet boat extended to Holme Bridge and can now

carry 110lb parcels, but not allowed a second packet to work from below Bingley to Horsforth Bridge.

1799 Messrs Whitakers, carriers on Yorkshire side, occupy Skipton Warehouse.

1801 Mawson, the warehouse man at Skipton gives preference to the Union Co.

1801 Flax carried from Hull to Burnley for onward delivery to Kirkham.

1802 Haw Bank tramroad to be rebuilt using iron as required, truck size to be 2 tons.

1803 Haw Bank, limestone 11d/ton for getting and delivering, 7d/ton for baring the rock.

1809 Craven Navigation Co ask for counting house, etc, on the line. Allowed at Leeds.

1810 Reports of overcharging at private wharfs and warehouses, company to set out authorised charges. Craven Co complain of partiality by warehouse men re sending on goods.

1835 £10 given towards Skipton Church Clock as it is of great use to the men in the limestone works.

1836 Limestone users complain that they have to wait at Skipton due to lack of stone. Users are James Hopper (Shipley), Thos Sugden & Co, John Cole, James Green, and Hird, Dawson & Hardy. Supply to be improved.

1847 No toll on cattle brought to the Royal Agricultural Society Show at Leeds.

1849 Wharf for coal transshipment to North Western Railway at Niffany or Gargrave agreed.

1870 Mr Widdop of Skipton allowed water for the engine at his boat building yard there.

Appendix 4

The Industrialisation of the Valley of Eller Beck at Skipton-in-Craven

By Kenneth C. Jackson

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Description of the valley

The valley of Eller Beck, in Skipton Woods, is popularly associated with the leisure pursuits of the Clifford family. However, its topography and drainage were modified radically during the late eighteenth and early nineteenth centuries as a result of the expansion of water-powered manufacturing and the quarrying and transportation of limestone. Thus, the present landscape is largely post-industrial although, by courtesy of the owners of Skipton Castle, the area is still used for recreational purposes. It has been wooded over a long period, yet very few of the existing trees are of great antiquity, and it would appear that one of the principal aims of woodland management has been to conceal the evidence of industrial activity.¹

This article considers the valley from the northern extremity of the woods to the town centre at Millfields. Important features in the landscape include the remains of the High Cotton Mill, the High Corn Mill, the site of the former manorial fulling mill at Millfields, and their associated dams and watercourses. There is extensive evidence of quarrying along the valley side to the north of the castle, and also at Storems beyond the eastern boundary of the woods. The Springs Canal, the remains of the wagon-way from the quarries at Haw Bank, and the wharf at the terminus of the canal, are components in a transport system for the shipping of limestone to destinations along the Leeds & Liverpool Canal. The setting of the post-industrial landscape contains several historic sites and buildings, particularly Skipton Castle and Holy Trinity Church, and also structures which preserve the outline of the former burgage plots on the west side of the High Street. Nearby, in Chapel Hill and Coach Street, are two former chapels which are of importance to the early history of Methodism in Skipton.

In the context of geological time scale, the valley is of recent origin and this is reflected in its steep sides, which have facilitated quarrying of the limestone, and in the gradient of the beck, which has provided a sufficient fall of water to power the three mills. In particular, it originated as a post-glacial overflow channel formed by the drainage from a lake containing melt water, which occupied the area to the north-east, close to where Embsay now stands.² Within the woods, it is joined by a minor tributary valley, Sougha Gill, which once carried the drainage from another post-glacial lake, to the north-west. The bed of this lake, which was later occupied by Alanwath Tarn, is now crossed by the Grassington road immediately to the south the Craven Heifer.³ Throughout its length, the main valley cuts through the Skipton anticline and exposes sections of the Haw Bank and closely related limestones.⁴ The main fold of the anticline is located about 160 metres north of the cotton mill site and, within a short distance

of this point, the dip of the strata is reversed, as can be seen in the exposures on both sides of the beck.

The interpretation of the surviving industrial features given in this article relies on fieldwork, supported by archive and secondary sources. The outcome is a combination of certainty and conjecture, especially so in relation to quarrying operations, where further work is needed to clarify the early phases of activity.

A map is appended and this is referred to in the text using capital letters placed in brackets.

The uses of water power.

The High Cotton Mill (A) was opened in 1785 by John Sidgwick, Peter Garforth and John Blackburn and was a joint venture with the eighth Earl of Thanet. The Earl contributed to the cost of the scheme on condition that the partners were prepared to lease the mill for twenty-one years in the first instance.⁵ To obtain an adequate fall of water and to ensure continuity of supply, the beck was dammed and the valley was widened to form the Long Dam (B). From here, water was fed into a storage reservoir, the Round Dam (C), and thence taken over the beck by a short aqueduct and along a headrace for approximately 480 metres, to the mill. The headrace is popularly known as the 'Sandy Goyt' (D). At intervals, the water supply in the Long Dam and the headrace was supplemented from channels carrying surface drainage. All of the structures are substantially engineered and suggest a possible involvement by canal builders, especially so given the close links between the Earl of Thanet, Peter Garforth and the Leeds & Liverpool Canal Co.⁶

According to the plans, the front elevation of the original mill was thirty-nine metres wide and consisted of four storeys and seventeen bays. A distinctive cupola and weather vane was shown on the roof, possibly part of the ventilation arrangements. Initially, the mill contained Arkwright-type spinning machinery, albeit constructed independently and without payment of royalties. Power was provided by an internal water wheel within the fifth bay, and a wheel of approximately eight metres in diameter and two metres in width was allowed for. In 1833 it was reported that fifteen to thirty horse-power was generated, depending on the flow of water.⁷ The tailrace drained into a channel supplying water to the corn mill dam.

In about 1816, an additional building was constructed on the eastern side of the original mill, close to the beck, and this was probably used for storage of raw cotton and for preparatory processing. By 1825, there was a large extension to the south. This was driven by steam and included facilities for power-loom weaving. The mill manager was accommodated at Primrose Cottage from which the mill was reached by a bridge over the headrace and several workers' houses were built on the southern edge of the site. The business continued to expand and, in 1839, an additional mill was opened, across the town, on the banks of the canal, where

Sidgwick Court now stands. The Sidgwick family continued as proprietors until closure in 1890.

The 1825 extension was demolished immediately after closure and the remaining mill buildings were adapted for use as a sawmill for the castle estate. In about 1970, the former raw cotton store was converted into a house and the original mill was demolished, apart from a fragment, which was converted into a garage. The headrace ran along side the top of a high retaining wall at the back of the mill. This wall is now exposed and the point at which the headrace met the water wheel can be readily identified.⁸ Primrose Cottage and the workers' houses are still in residential use. The dams and watercourses have survived in a good state of preservation partly because, in comparatively recent times, they were used to store water needed for steam generation and condensing, downstream at Belle Vue Mills. The demand for water at these mills increased significantly after 1910 when a turbo-alternator was installed.⁹

The High Corn Mill (E) is located a further 370 metres downstream, on the north side of Mill Bridge. The site was used for a manorial corn mill by c.1130 and was well established in 1311 when a valuation of the Manor of Skipton was carried out. The mill was rebuilt in the mid-eighteenth century and was then used for manufacturing paper as well as for milling corn.¹⁰ At this time, paper was generally produced from rags of linen or cotton which were shredded, wetted, and then beaten in a vat until they were converted into a fine pulp. The mechanical action required for this process could conveniently be derived from a water wheel, hence the use of these premises. Paper manufactured in this way required coating with a gelatine size in a process known as 'glazing' and this was carried out further downstream at the site of the former fulling mill.¹¹

James Crow's map of 1757 shows that the corn mill site was restricted to the west-side of the beck but another map of c.1830 indicates that in the intervening years the building was extended over the beck to give access to the Springs Canal. The Ordnance Survey of 1852 indicates that the extension housed the paper production unit.¹² The canal was promoted by the eighth Earl of Thanet and, from its opening in the 1770s until 1797, it terminated at the mill.¹³ It is very likely that the mill extension was built during this period, with the needs of the paper business in mind. Access to the canal was also helpful in that changes in the local agricultural economy were making the corn milling operation increasingly dependent on materials brought in from elsewhere.¹⁴ The paper business closed in 1880.¹⁵ White's directory of 1853 implies that corn milling had ceased by then, although the merchandising of corn and feed stuffs survived until well into the twentieth century.

Prior to the late eighteenth century, water from a weir on Eller Beck passed down a headrace directly to the corn mill, also supplying three ponds (possibly former fishponds) along the way.¹⁶ It is likely that the present dam (F) was built to compensate for the abstraction of water

upstream at the High Cotton Mill and dates from between 1785, when the cotton mill was opened, and 1797 when the extension of the Springs Canal to its present terminus was completed. The effect was to raise the level of the water at the corn mill, thereby creating a higher fall and permitting the use of a larger, more powerful water wheel. There was no tailrace and water was returned to the beck at the corn mill. No details of the water wheel are available except that it was positioned externally and, judging from the height at which its axle entered the mill, it was of a significantly larger diameter than the present one, which was installed in about 1970. During the early and mid-twentieth century, a water turbine took the place of a water wheel, and this was used to generate electricity. The brick-built turbine house is still extant, albeit in a state of dilapidation. The mill, as a whole, is in excellent repair and used for commercial purposes. However, part of the dam has been filled in to provide parking spaces.

During the eighteenth century, the proprietor of the corn milling and paper manufacturing concerns was Peter Garforth, who was mentioned above as one of the partners who built the High Cotton Mill. During his lifetime, he accumulated substantial and varied business interests, particularly in Leeds, but settled in Skipton after his marriage to Mary, sister of John Sidgwick, in 1758.¹⁷ He acted as agent for the Leeds & Liverpool Canal Co when the land needed for the canal in Craven was being acquired and he also had interests in limestone quarrying upstream from the High Cotton Mill.¹⁸ Peter Garforth was amongst the founders of Methodism in Skipton and was responsible for the building of the first Wesleyan chapel in the town in 1791 (rebuilt 1811) on the hillside above the corn mill.¹⁹

The site of the manorial fulling mill (G) is another 300 metres downstream, at Millfields, where the modern housing development, Spindle Mill, now stands.²⁰ If a wool fabric is subjected to mechanical action in the presence of moisture and a detergent, migration of yarns and fibres occurs and a more dense fabric with a fibrous surface results. This is the basis of the cloth finishing operation known as fulling which, from the early medieval period was carried out using large wooden hammers operated by a camshaft rotated by a water wheel. It is a technique which was well established in England by the late thirteenth century and was often applied on the basis of a manorial monopoly.²¹ In wool textile areas, fulling and corn milling were sometimes carried out at the same water-powered mill, and this may explain why the valuation of 1311 specifies that Skipton had two corn mills and a fulling mill at a time when there were only two water-powered mill sites.²² The fulling mill was reported as being in poor condition in 1686 but was still in existence in the eighteenth century.²³

By 1765, Peter Garforth was using the mill for glazing paper manufactured at the corn mill premises, upstream, and it is likely that he improved the building and also constructed the dam.²⁴ Hitherto, the water supply had consisted of a headrace (H) originating close to Mill Bridge and then passing along the alignment later occupied by Back of the Becks towards the mill. The construction of the dam involved an increase in the height of water at the mill, and to

achieve this it was necessary to raise the level of the headrace. The substantial stone-built weir, which still incorporates the upper reaches of the headrace, appears to meet this requirement. Much of this structure was culverted in the 1820s, when Water Street was improved by the Keighley and Kendal Turnpike Trust, but it is still visible. The tailrace ran on an alignment close to the frontage of the later Primitive Methodist chapel, before discharging into the beck.²⁵ A view of Skipton dating from the very early nineteenth century shows the mill as it probably existed under Garforth's management.²⁶

Subsequently, the mill was used for worsted spinning, albeit on a small scale and, in 1851, John and James Hallam were the proprietors. At this stage they had 46 employees and continued to use water power.²⁷ In 1872, the mill was sold to the Dewhurst family, whose interest was in the water rights and the water storage facility.²⁸ Later, probably in connection with the turbo-alternator project which was mentioned above, a pipe was laid in the bed of the beck to convey water from the dam to Belle Vue Mills.²⁹ The Dewhursts let the mill building to a producer of spindles (or more likely of flyers for the spindles of throstle spinning frames) and this led to the building becoming known as the 'spindle shop'. Only the general outline of the mill dam, along with the upper reaches of the headrace, has survived.

From the 1820s, Millfields was predominantly an area of working class housing consisting principally of Upper and Lower Commercial Street, Eastgate and Westgate (I). This was a back-to-back development sponsored by a terminating building society which acquired the site in 1823. The character of the area was changed radically when these houses were demolished in the 1960s. The Commercial Inn, on the corner of Water Street and Upper Commercial Street (now St Stephen's Close), is the only remaining fragment. However, the former Primitive Methodist chapel of 1835 survives in educational use.³⁰

The quarrying and transportation of limestone

Former quarry workings exist on both sides of the valley of Eller Beck. On the west side and downstream of Sougha Gill there are several small workings which, given the close proximity of the headrace, either predate the High Cotton Mill or were opened up to provide material for construction of the embankment along which the headrace flows. The more substantial quarry workings are on the east side of the valley. The Round Dam occupies the site of one of these; a short distance downstream there is a narrow but deep excavation into the valley side; beyond there is a wide but more superficial working; there is then another narrow and deep excavation almost opposite the High Cotton Mill.

It is likely that there was also quarrying close to the castle. The preamble to the Act of 1773 authorising the Springs Canal, explains that there were 'great Quantities of Limestone Rocks' in the Earl of Thanet's lands and grounds some 530 yards (485 metres) from the Leeds & Liverpool Canal, and that the purpose of the proposed canal was to provide access.³¹ This

distance is consistent with the operation of a quarry immediately behind and below the castle before the canal was extended beyond its original terminus near the corn mill. Another working may have existed to the east of the castle, where the high buttress is now, although an alternative interpretation is that the cliff was caused by the scouring action of the beck when it followed its natural course. Finally, at Little Rock, to the east of the woods, there is a substantial quarry site which makes a boundary with the Embsay road.³² On the opposite side of the road there are the remains of a coal-fired lime kiln which is recorded in Crow's map of 1757 and in a lease to James Gill of Bradley in 1772.³³

The quarries at Haw Bank were opened up for bulk production of limestone between 1785 and 1792 and continued to operate until recently.³⁴ The workings described above were of declining significance thereafter. However, there are recollections of small quantities of stone being extracted from the old quarries, during the twentieth century, for use on the castle estate. So far as other minerals are concerned, it is also recalled that, during the inter-war years, sand was recovered from the cotton mill headrace.³⁵ Small quantities of lead ore were extracted at Haw Bank during the eighteenth and nineteenth centuries and, until about thirty years ago, a trial level could be seen.³⁶ A trial level was also driven in the valley of Eller Beck and, from outward appearances, this is of similar date, albeit undefined. Whether any ore was found is not known.

The Springs Canal was an essential artery for moving limestone to the Leeds & Liverpool Canal and thence to distant markets. Without this infrastructure and these market opportunities it is doubtful that bulk production of stone would have been worthwhile. The Springs Canal was opened in 1774 as far as the corn mill, and then to its present terminus in 1797. Its construction necessitated the channelling of Eller Beck over much of the length. Crow's map of 1757 shows that before the canal was built, for a short distance upstream and downstream of Mill Bridge, the beck flowed around a small island, giving rise to a convenient bridging point with spans across both parts of the beck. The canal was built along the bed of the beck on the east side and a new bridge was constructed which involved raising the level of the road significantly to allow adequate clearance for barges. By inspecting the older property on both sides of the bridge it is possible to assess the extent of the change in levels. The canal bridge was widened subsequently, probably when the beck in Water Street was culverted by the Keighley and Kendal Turnpike Trust, as described above. On the approach to the canal basin the Springs Canal meets the present-day Coach Street. Initially a swing bridge was provided at towpath level but this was replaced in the 1830s or 1840s by the present stone-built structure which became known as the New Bridge.³⁷

The connection between the quarries and the canal was made by means of a wagon-way. In 1785, the Leeds & Liverpool Canal Co leased the canal and the quarrying rights alongside Eller Beck and the lease made explicit reference to such a facility.³⁸ A newspaper article from 1875 confirms that stone was moved to the canal along the embankment which conveys the

headrace to the High Cotton Mill.³⁹ This may be a reference to a track which can be seen alongside the embankment at a lower level than the headrace and which could have made a link, via a wooden bridge, with a cutting leading into the first of the deep quarries mentioned above. The route between the cotton mill and the original canal terminus can no longer be judged because of the massive changes associated with the extension of the canal, the channelling of the beck, and the construction of the corn mill dam. For the quarry which existed where the Round Dam is now located, a possible alternative route for conventional horse drawn traffic may have been available across the adjacent field to the east, thence forward to the Little Rock and by the main road to the canal. The evidence for this is the steep track, in a deep cutting, which extends from the arch in the boundary wall near the Round Dam, to the top of the field, and then lines up with the gate leading into the road next to the quarry.

Bulk production started at Haw Bank between 1785 and 1792 under the management of the Leeds & Liverpool Canal Co. This site was about 1.5 km from the then terminus of the Springs Canal and a wagon-way was planned to link the quarries with a new terminus behind and below the castle. This involved the construction of a 265 metre canal extension which was completed between 1794 and 1797.⁴⁰ Evidently the extension was needed because permission for the wagon-way to pass through the castle grounds had been refused. However, a recent publication draws attention to a section of the southern boundary wall of the castle grounds (J) which faces into The Bailey about 135 metres from the castle gatehouse. This has the appearance of a staithe and, furthermore, it lies at one end of a track which leads from the original course of the wagon-way from Haw Bank. The author of this publication suggests that pending the completion of the canal extension, stone was brought to this point down the wagon-way and then transferred to horse-drawn carts for shipment to the canal.⁴¹ This is a very plausible interpretation bearing in mind that the road cutting and the high-level pathway in The Bailey were not constructed until the 1820s.⁴² Furthermore, transshipment may well have been justified given the high speed with which substantial volumes of stone could be moved on the wagon-way. The author gives 1773 to 1794 as the relevant period of use but 1792 to 1797 seems more likely since this corresponds to the period between the building of the wagon-way and the completion of the canal extension.⁴³ As to the point at which barges were loaded with stone from Haw Bank, it is difficult to envisage how access was gained to the canal terminus at the corn mill. Canal Street would have provided an easier loading point and it is of interest that there is a passing point in the canal along this stretch, along with evidence of two gateways in the boundary wall (K).⁴⁴

After the completion of the canal extension, the wagon-way terminated immediately to the east of the castle, on a long wooden platform supported by a series of buttresses and about 30 metres above the canal (L). Bigland shows the wooden platform in an engraving of 1813 and it is represented in more detail in a sketch by J. M. W. Turner dated 1816.⁴⁵ At a later date, it was replaced by a series of masonry arches linking the separate buttresses as a

unified structure. Stone was dropped from the platform not, as has often been suggested, straight into the waiting barges, but into a staithe from which barges could be loaded as required. This facility, which is shown in Turner's sketch, would help to accommodate the differing arrival patterns on the wagon-way and the canal as well as limiting the damage to barges. In 1836, the route was diverted from the high level terminus, down a self-acting incline to the canal side.

In 1808 the wooden rails of the wagon-way were replaced by iron and from then onwards the term tramway or railway is more appropriate. Various methods of operation were used on the main line beyond the incline. Initially, gravity was used in the outward direction with horses to return the empty wagons to Haw Bank.⁴⁶ An engine house equipped with a stationary steam engine was built below the quarry at Embsay in 1859 and this was used to provide rope haulage to and from the top of the incline until steam locomotives were introduced in 1893.⁴⁷ The tramway was abandoned in 1947.⁴⁸

Most of the upper sections of the tramway have been lost to road building and widening. Amongst the important features which have survived are a deep cutting with over-bridges near The Bailey entrance to the woods; the buttress supporting the high level route; the inclined tramway; and, in a very dilapidated state, the low level staithe. These are on private land but can be seen from areas where public access is allowed.

Epilogue

In conclusion, it is interesting to record some of the responses to this landscape on the part of topographers, visitors and local people.

Whitaker was aware that 'the glen beneath [the castle] *was* the pleasure-ground of the Cliffords' and he, himself, may well have been familiar with the site just before the Springs Canal was built. In 1812 he responded to recent changes with the exclamation, 'But now!'..... He had been more explicit in 1805 when he wrote of a 'deep and beautiful dell immediately beneath the [castle] walls, of which I will not say how it has of late been mutilated and how defiled'.⁴⁹ Others were more tolerant, because they were either less well acquainted or knew the area much later, after the scars had healed. Thus, in c.1813, John Bigland, who was a visitor to Skipton, merely noted that 'the eminences on the northern side [of the castle] might be converted into beautiful pleasure grounds' were it not for the fact that the Earl of Thanet rarely visited his property.⁵⁰ As noted previously, Turner paused at Skipton during his tour in 1816 and one of his sketches reflects a close interest in the transfer of limestone from the tramway to the canal. During the mid-nineteenth century, a local man, Benson Bailey, produced a guide book in which he expressed his enthusiasm for the woods and his belief that 'it is Bolton in miniature'. He, also, found that the tramway from Haw Bank added to the

interest of the locality.⁵¹ In 1881, J H Dixon wrote, more exotically, that the High Cotton Mill could be likened to a convent in a Swiss or Italian valley.⁵²

During the first half of the twentieth century, when art classes at Skipton Science and Art School reached the peak of their popularity, the canal in the vicinity of Mill Bridge was *de rigueur* as a subject for artistic endeavour.⁵³ During the mid-twentieth century, however, the buildings close to the canal which the artists had found visually attractive, were proposed for demolition in the interests of public health and improved rear access to High Street shops.⁵⁴ In the event many of them survived and the character of the area was maintained.

In 1971, the woods were reopened to the public after an extended period of closure following the sale of the castle estate in 1956 and, in recent times, the whole of the valley described in this article has become an important recreational artery.

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NOTES AND REFERENCES

¹ Field evidence suggests that the owners of Skipton Castle were keen to ensure the planting of trees wherever commercial activity resulted in despoliation of lands which it owned or had sold. Note, for example, the planting of the waste tips at Skipton Rock and the spoil heaps at both ends of Haw Bank railway tunnel.

² A. Raistrick, 'Some Yorkshire Glacial Lakes', *The Naturalist*, June 1929, p. 211; A. Raistrick, 'The Glaciation of Wharfedale, Yorkshire', *Proceedings of the Yorkshire Geological Society*, 25, (1931), p. 21.

³ T. D. Whitaker, *The History and Antiquities of the Deanery of Craven in the County of York*, Third Edition edited by A. W. Morant, (Leeds, 1878), p. 439. This entry does not appear in the first edition of 1805.

⁴ H. C. Versey, *Geology and Scenery of the Countryside Round Leeds and Bradford*, (London, 1948), pp. 22- 23.

⁵ The development of the business is described in K. C. Jackson, 'The Sidgwicks of Skipton: the Rise and Fall of a Family Firm', *Yorkshire Archaeological Journal*, 73, (2001), pp. 133-153.

⁶ By the early nineteenth century, upstream on Embsay Beck, which is the principal tributary of Eller Beck, there was a succession of six water-powered cotton mills. There was also a mill at Eastby on another tributary. It is not known whether additional water storage for the High Cotton Mill was needed when these mills opened. However, the existing dams were already in use by 1816.

⁷ Yorkshire Archaeological Society (YAS), DD121/51, Skipton Cotton Mill.

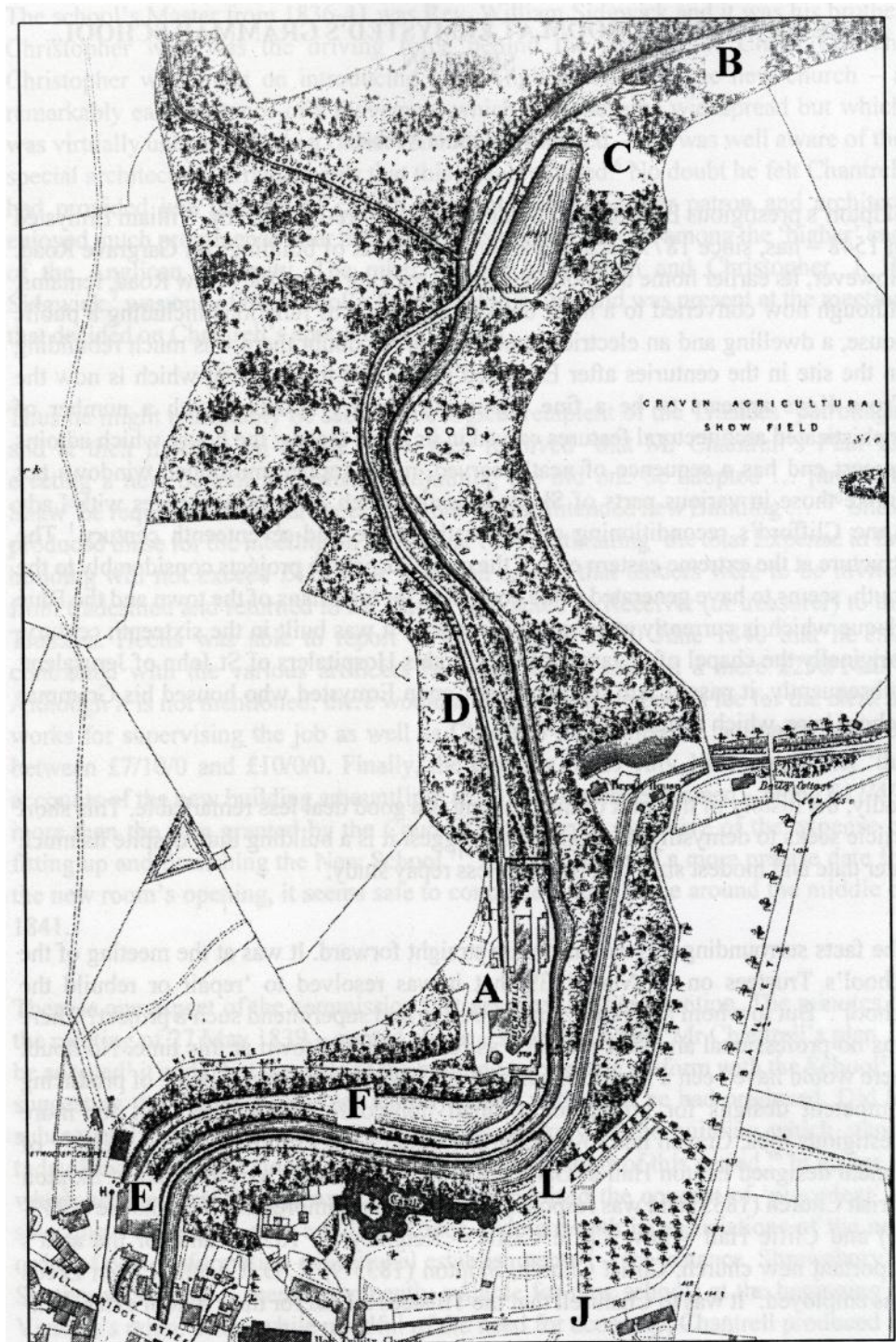
⁸ In 2006 the outline of the wheel pit was exposed temporarily and damaged during building work.

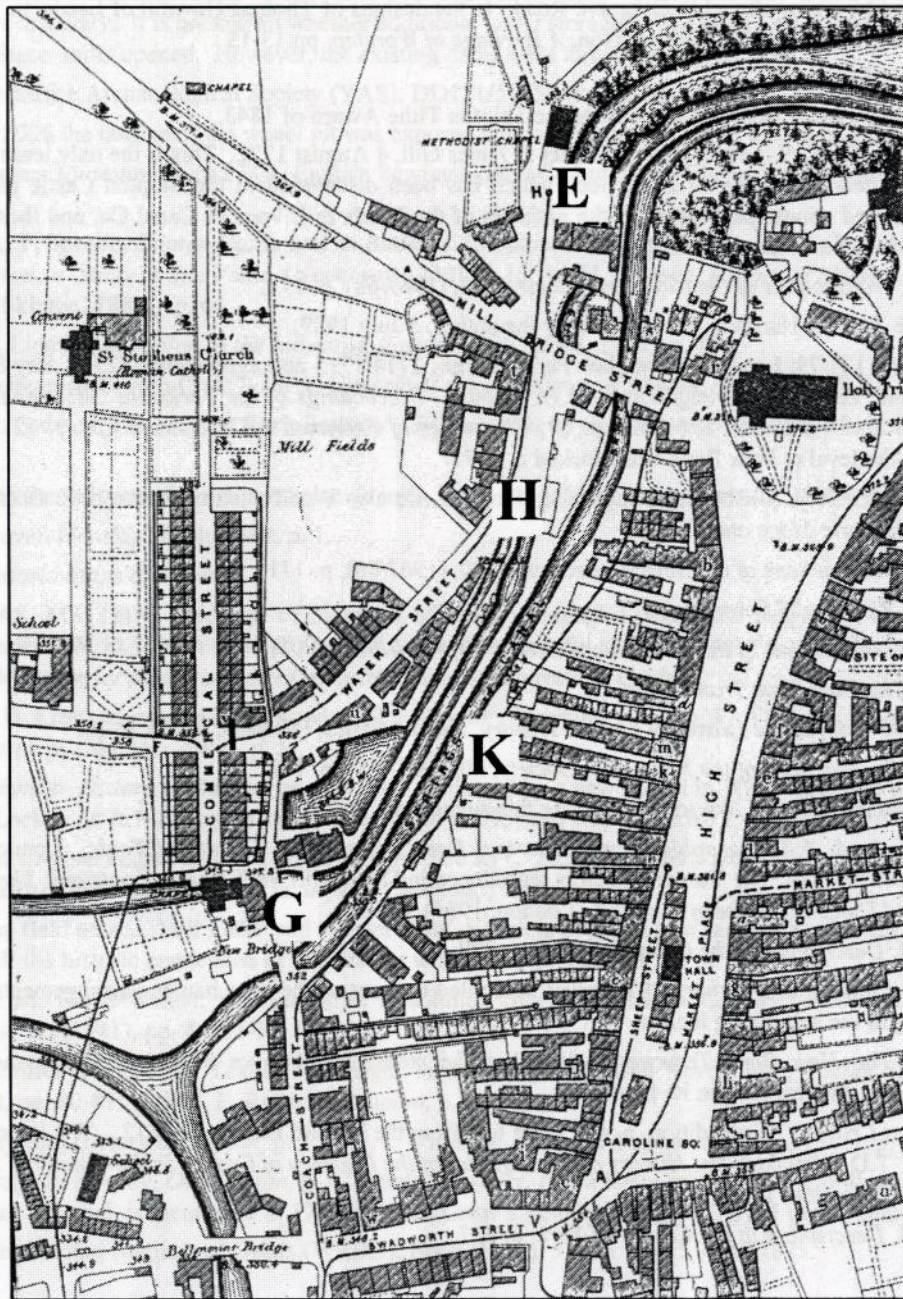
⁹ Craven Museum, Entry 233/1, English Sewing Cotton Co Ltd, Belle Vue Mills, Plant and Buildings Book.

¹⁰ R. T. Spence, *Skipton Castle and its Builders*, (Skipton, 2002), pp. 13-15; A. & S. E. Raistrick, *Skipton: a Study in Site Value*, (Newtown, 1930), p. 10; W. H. Dawson, *History of Skipton*, (London and Skipton, 1882), p. 64.

- ¹¹ C. Lines, *Companion to the Industrial Revolution*, (Oxford, 1990), p. 154.
- ¹² Skipton-in-Craven Civic Society, *Historic Maps and Views of Skipton*, (Skipton, 2003).
- ¹³ G. Biddle, 'The Skipton Rock Railway', *Transactions of the Newcomen Society*, 40, (1967/68), p. 171.
- ¹⁴ See the account of agricultural change in G. Ingle, *Yorkshire Cotton*, (Preston, 1997), pp. 9-10.
- ¹⁵ *Craven Herald*, 24 July 1880, p. 1.
- ¹⁶ *Historic Maps and Views*.
- ¹⁷ YAS, MS1221/6, 'Pedigree of Sidgwick of Leeds, Bingley, Skipton and Keighley', compiled by Alexander W. D. Mitton of the College of Arms. I am grateful to Sheila Bye of the Middleton Railway Trust Museum for details of Peter Garforth's business interests in Leeds.
- ¹⁸ R. B. Cragg, quoted in R. G. Rowley, *Old Skipton*, (Clapham, 1969), p. 47; D. Binns, *The Haw Bank Tramway*, (Skipton, 2004), p. 5.
- ¹⁹ Dawson, *History of Skipton*, pp. 304-307. Replaced by a new chapel in Water Street, to the designs of Lockwood & Mawson, in 1865. This closed in 1951 and was converted for use as office accommodation. The original chapel is now a private house. See K. C. Jackson, *A Heritage of Worship: A Short History of St. Andrew's Church, Skipton*, (Skipton, 1990), pp. 5-12.
- ²⁰ The field names 'Mill Field' and 'Tenter Flatt', which are recorded on James Crow's map of 1757, recall the historic connection of this district with textile production.
- ²¹ E. M. Carus-Wilson, 'An Industrial Revolution of the Thirteenth Century', *Economic History Review*, 11, (1941), pp. 44, 51-54.
- ²² Jennifer Tann, 'The Textile Millwright in the Early Industrial Revolution', *Textile History*, 5, (1974), pp. 80- 81; A. & S. E. Raistrick, *Skipton*, p. 10.
- ²³ Dawson, *History of Skipton*, p. 278; D. J. Williams, *Medieval Skipton*, (Skipton, 1981), p. 21.
- ²⁴ Cragg in Rowley, *Old Skipton*, p. 47. Note, however, that a lately rebuilt glazing mill, occupied by William Mitchel, is mentioned in 1757 in James Crow's field book (YAS, DD121 (additional)/9).
- ²⁵ West Riding Registry of Deeds (WRRD), Book IF, No. 530, p. 604, 5 April 1823.
- ²⁶ York Art Gallery, R4814, steel engraving, Skipton, early nineteenth century, artist not known. I am grateful to Douglas Grant for drawing my attention to this item.
- ²⁷ Dawson, *History of Skipton*, p. 279; Collinson, Burton & Co's West Riding Worsted Directory, 1851.
- ²⁸ YAS, DD223/25, Draft indenture, William Hallam, William Stansfield and Ann Stansfield to John Bonny Dewhurst and Thomas Henry Dewhurst, 19 June 1872. Although the two mills upstream were held leasehold from the Skipton castle estate, the Hallams owned the freehold of their premises. The parties disposing of the property were the son and the widow (by then re-married) of James Hallam who died intestate in 1857.
- ²⁹ Craven Museum, Entry 233/1, Belle Vue Mills, Plant and Buildings Book.
- ³⁰ Replaced by a new chapel in Gargrave Road, to the designs of Thomas Howdill of Leeds, in 1880. This was demolished in 1975. See Jackson, *A Heritage of Worship*, pp.13-15.
- ³¹ 13 Geo. III cap. 47

- ³² The name is taken from the schedule to the Skipton Tithe Award of 1843.
- ³³ YAS, DD 121/52/9, Lease: Earl of Thanet to James Gill, 4 August 1772. This is the only lease for a quarry in or near the valley of Eller Beck which has been discovered in the Skipton Castle papers. Biddle consulted counterpart leases in the archives of the Leeds & Liverpool Canal Co. and these are mentioned, in general terms, in his paper.
- ³⁴ Biddle, *Transactions of the Newcomen Society*, 40, (1967/68), p. 171.
- ³⁵ The late Tommy Harrison, interviewed by the author, 5 July 1989.
- ³⁶ YAS, DD 121/79, Lead mines at Haw Park: charges 1714/1715 and agreement 1725; J. Ray Eddy, 'On the Lead Veins in the Neighbourhood of Skipton', *Proceedings of the Yorkshire Geological and Polytechnic Society*, 8, Part 1, (1882), p. 69; *Chronicles of Ermysted's*, Christmas 1920, p. 12. The entrance to the level at Haw Bank was blocked c. 1975.
- ³⁷ York Art Gallery, R4814, steel engraving, Skipton; see also Wood's map and the 1852 Ordnance Survey, in *Historic Maps and Views*.
- ³⁸ Biddle, *Transactions of the Newcomen Society*, 40, (1967/68), p. 171.
- ³⁹ *Craven Pioneer*, 27 February 1875, p. 4.
- ⁴⁰ Biddle, *Transactions of the Newcomen Society*, 40, (1967/68), p. 171.
- ⁴¹ Binns, *The Haw Bank Tramway*, p. 11.
- ⁴² W. H. Dawson, *Loose Leaves of Craven History*, Second Series, (Skipton, 1906), p. 26.
- ⁴³ Biddle, *Transactions of the Newcomen Society*, 40, (1967/68), p. 171.
- ⁴⁴ I am grateful to James Jackson for making this suggestion.
- ⁴⁵ John Bigland, *A Topographical and Historical Description of the County of York*, (London, c. 1813), opposite p. 724. The Turner sketch is reproduced in David Hill, *In Turner's Footsteps: Through the Hills and Dales of Northern England*, (London, 1984), p. 38.
- ⁴⁶ Bigland, *Description of the County of York*, p. 729.
- ⁴⁷ *Craven Pioneer*, 27 February 1875, gives a detailed account of the rope haulage arrangements and the working of the self-acting incline.
- ⁴⁸ Binns, *The Haw Bank Tramway*, describes the steam locomotives and provides numerous photographs of the tramway in its final years.
- ⁴⁹ Whitaker, *Craven*, Third Edition, p. 406, with text from the Second Edition of 1812. The italics are as printed. T.D. Whitaker, *The History and Antiquities of the Deanery of Craven in the County of York*, First Edition, (London, 1805), p. 220.
- ⁵⁰ Bigland, *Description of the County of York*, p. 727.
- ⁵¹ Benson Bailey, *Ilkley, Bolton Abbey and the Pearls of Craven*, (Bingley, 1852), p. 73.
- ⁵² J. H. Dixon, *Chronicles and Stories of the Craven Dales*, (Skipton, 1881), p. 118.
- ⁵³ Stephanie Carter and Alexandra Weatherhead, *Craven College: A History of Further Education in Skipton*, (Skipton, 1999), p. 62. The drawing, by Dan Binns, dating from 1933, is typical of the style.
- ⁵⁴ *Craven Herald & Pioneer*, 18 September, p. 6 and 13 November 1964, p. 12.





Appendix 5

Two historic maps of Skipton, part of the town's heritage assets. Further information in 'Historic Maps and Plans of Skipton', 2003.

The central part of an estate map of the Honor and Lordship of Skipton by James Crow, showing the property of the Earl of Thanet. Made in 1757, with information added, including the lines of the canals, up until c1824. The population is estimated to have been about 2,000. Original held at the Yorkshire Archaeological Society, Leeds.



Ordnance Survey of 1938 published in 1946. The 1930 Housing Act required the demolition of poor housing in the old town centre; Skipton UDC bought land on the historic Shortbank Road and the first houses were occupied in 1931. The Regent estate was laid out with a wide road, Princes Drive, intended as part of a traffic easement scheme. Population in 1931: 12,461.



Appendix 6

SKIPTON-IN-CRAVEN CIVIC SOCIETY

Skipton Community Research Project 2007-08

The following notes are taken from the Project Design first submitted to English Heritage in March 2007 and approved in July.

Aims

The Skipton Community Heritage Project involves voluntary organisations in a community-based project designed to inform the management of change in the town by providing better information on, and developing a better appreciation of, the character of Skipton's buildings and urban landscape.

Objectives

- Through selection of buildings for detailed study, provide a statement about local community views and values relating to the historic environment.
- Produce a set of recommendations for List revision.
- Provide guidance on conservation best practice to owners and occupiers of historic buildings.
- Provide material for the better presentation of the historic environment to residents and visitors.
- Through public presentations and publications, improve understanding of conservation, planning processes such as listing and its implications, and the role of public authorities such as English Heritage.
- Develop local expertise and research and recording skills.
- Define local community values attached to the area and parts of it; provide summary character descriptions of the historic town centre and of its main and subordinate street scenes to inform Conservation Area appraisals.
- Provide a model of community engagement in the management of the local historic environment by documenting the project's approach, achievements and areas for development.
- Provide a concise and accurate level of information on buildings and areas within Skipton's historic core to assist Craven District Council's Planning Department in decision making.
- Increase community engagement in decision making relating to the local historic environment.

APPENDIX 7 GINNELS

The tables below list ginnels by (1) street number, (2) name of premises, (3) wide or narrow entrance, and (4) additional information about façade condition, use, building history etc.

High Street, west side

1	2	3	4
2	Farmhouse Fare	N	Integral to house, gated, worn step; narrow plot, 6.2m. Remembered mid C20: passage crossed from waiting room to doctor's surgery at no.4. Premises Yorkshire Evening Post (1)
8	Café Jaca	W	Entrance to Mount Pleasant; keyed segmental arch. Surfacing - setts 1906 or later; access for vehicles into enclosed yard. Fine view across canal and beck to Water Street Chapel. Building façade rendered and false quoins-continuous beyond Black Horse [to no.22]. Inappropriate treatment [render and paint] (2)
16-22	Black Horse	W	Entrance to rear pub rooms; former access to coach house / stables ; long tradition of stabling, horse dealing. Segmental arch, mounting block and remains of house entrance arch to right; re-set datestone 1676, [Goodgion family servants / tenants of Lady Anne Clifford]. The King's Head until c1712; 1792 owner Thomas Chippendale rebuilt 20-22 as 'News and Assembly Rooms'; 1818 inn refronted and name change from BH inn to Black Horse Hotel. 1810-25 HQ of Lord Ribblesdale's cavalry when training in Skipton. C1830-54 advertised as for the 'accommodation of gentlemen, travellers and others, the Posting Business carried out here'. Nos.20, 22 [Body Shop]: inn owner Thomas Chippendale developed. Surface of setts and paving similar to no.8. Continued use of inappropriate render / black and white paint. Remembered as entrance to covered market [with W.I. stall] late C20. (3)
28-34	Public Library/ Craven College	N, W	Integral to frontage building of 1910. Left wide arch now college entrance; ?former access to front of earlier College of Art and Design ashlar, rusticated voussoirs. Right: narrow round arch, access to rear entrance to college; good paving. (4)
38	Thornton's / Craven Herald	N	Integral arch to house new erected 1760 for William Chippendale woollen textile merchant; access to rear of premises, perhaps to warehouse. Gated [perhaps an original feature for security - animals would have been loose in High Street]. 1838 John Tasker, printer and bookseller, lived above shop; 1858 newspaper production, then town's Post Master. 1898 photograph shows round arch to ginnel; worn step, mosaic pavement perhaps contemporary with shop frontage. (5)
40	Dorothy Perkins	N	Access to Hardcastle's Yard. C20 rebuilt in a pared-down classical style with parapet. View through to modern developments. (6)
42-44	Just Jeans	W	Mid C20 rebuild of the King's Arms Hotel respecting the similar arch for access to Bay Horse Yard in C19.

			Surfacing similar to Mt Pleasant and Bay Horse. Access through to terraced housing, Canal Street and fine views canal etc.(7)
46	Yorkshire Bank	Not a ginnel	The bank was rebuilt in 1898; the narrow doorway on the right provided access to stairs up to first floor offices. A typical arrangement in C19 office buildings.
48-50	Stead & Simpson	N	Sterlings Yard access through a long narrow ginnel, mid C20 rebuild again poorly contrasts with earlier styles, having a thin ashlar flat lintel - reflects the town's economic struggles?. Housing beyond, the building line curving to probably follow a medieval boundary. (8)
54-56	Boots	N	The door to a passage apparently echoing a ginnel marked on the 1852 O.S. map (9)
58	Xtras / 58A	N	Integral to house built c1760 and a blocked doorway from the ginnel into the rear of the house, possibly a servants' entrance. Plain stone jambs, head of opening has a bolection moulding and pedimented, elaboration matching the Palladian style of the house where town constable Charles Campbell lived in 1768 and ran his tea business. Access to an older building, 58A, remembered as Manby's warehouse mid C20. Paved and gated ; poor condition. (10)
60 [and 2 Sheep Street]	Bakery	W/n	Integral to a 6-bay warehouse or workshop block at first floor level; wide round arch, moulded and with a keystone. Stone paving, a short covered ginnel but rear wings enclose a narrow open lane. Poor condition and intrusive vent systems but great potential. Access to warehouse-like building [probably c1800] now part of Hallam's Yard terrace [built after 1852]. Hallams Yard again curves along old stone boundary wall to canal. (11)

Sheep Street

8	Hannams	N	Integral to the building which has a shop window opening onto it, plain with flat arch, the shop fascia continues over it. Paved. Curving plot line allows view through to book shop [Alley Books - the only shop that acknowledges the ginnels in its name]. Access to open parking area, for Hallam's Yard and Craven Terrace with small garden areas adding to attractive layout, the site of a terraced row in Canal Yard, demolished 1970s and the site excavated, Williams p.13. Access to the west end of Hallam's Yard terrace and to Springs Canal / Eller Beck (12)
10 / 10A	W.H.Smiths	W	Access to Craven Terrace .The left entrance to the shop is a false arch built late C20 in the style of those at Mount Pleasant and Black Horse when the archway was blocked. A photograph of late 1950s shows a flat arch with 'Craven Terrace' name plaque over. The house and probably rear warehouse were the property of William Chamberlain 1799-1821, cotton spinner and timber merchant. His profession and name links him closely with the construction of canals and mills in the town. The most recent destruction of an important route from the High Street into a rear lane. (13)

16	empty	N	Integral with an imposing early-mid C19 house of ashlar masonry, the upper windows having 16-pane sashes and wedge lintels. Now poorly treated, the arch concealed beneath modern shop fascia of the worst sort. Photographs c1900 and 1950s show the name plaque, 'Victoria Street' and its attractive situation next to the corner entrance to no.14. An attractive access to shops and housing to rear, obstructed by parked cars. (14)
20-22	Mo's	W	Integral to a large warehouse / workshop building similar to 60 High St / 2 Sheep Street above. (15)
30	Millets	N	Narrow entry through to rear yard of a 2-bay house of coursed rubble; the line curves southwards through the building. The ginnel integrated into the large late C20 shop window and the entry arch hidden by the fascia. Irregular cement and tile paving. (16)
32-34	Yorkshire Hospice: Cooks Yard	N	Two slightly worn stone steps up to tall and narrow integral ginnel with projecting stone lintel; entrance to Cooks Yard. Warehouse-style façade above, of coursed squared gritstone. View of uninviting security wall and fencing beyond. A photograph of 1898 shows a fine shop fascia and bay window above. (17)
38	Woolly Sheep (former Brick Hall; former Devonshire Inn)	N	This entry into the pub is a good example of the access arrangement to the rear, through a narrow integral passage, solid door to exterior, entry into the front room on the left inside. The entrance proportions (wide and low), moulded surround and cornice date from the first half of the C18; the structure of hand-made brick is of particular interest. Stone paving in passage. The building frontage probably rendered and lined in imitation of ashlar in the early C19. (18)
40-42	Ship Corner -optician	N	This side entrance to the Ship Hotel and shops, dates from 1888. Now a shop window, it may have been an access route to rear service rooms, or to stairs to upper floor offices similar to the Yorkshire Bank. (19)
	<u>High Street</u>		<u>east side</u>
	Clinic	W	The rebuild of domestic buildings to provide a clinic includes access to the rear through a wide arch, the only one on built for the age of the motor car. The recessed stone wall to right marks the position of a narrow open ginnel on C19 maps. (20)
	Road to Jerry Croft- Town Hall / Red Lion Yard	W	The entrance to the Red Lion Yard, with the vicarage on the left until the Town Hall was built in 1862. The Red Lion barn still extended over the roadway in 1938 (OS map). (21)
	Thanet's Yard	N	An integral ginnel giving access to cottages, stables and storage sheds behind the Thanet's Arms pub in the C19. A good segmental stone arch gives clear definition. Tarmac surfacing is out of character for ginnels in the Conservation Area. (22)
	Rackhams department store Chancery Lane	N	A C20 shop window preserves the proportions of the narrow entrance to an integral ginnel which provided access to cramped housing in the later C19 (23)
	Rackhams department store	W	Integral access to the rear yard of an inn, the proportions allowing carts and carriages to be driven through to rear stabling areas. (24)

	Craven Court	N	An ambitious scheme to provide shopping under cover on the site of one of the High Street yards, completed in 19## The canopy sits awkwardly over the footpath (25)
	Kendall's Yard	W	Integral to the large retail premises, probably inn-yard access, now provided with an over-elaborate gate. The curve in the ginnel line can be seen. (26)
61	HSBC entry to Providence Place	N	The elaborate classical detailing frames an ancient routeway off the High Street to Court Lane. (27)
	Bank	N	Another example of a separate access to staircase and upper floor offices, ginnel tradition (28)
	<u>Newmarket Street,</u>		<u>north side</u>
3-5		W	Fine architectural detail, with keyed flat arch on brackets, good stone surfacing with footway and cobbles. Important survival of outbuildings to rear, but rubbish-filled and badly maintained. (29)
	<u>Newmarket Street,</u>		<u>south side</u>
	Quaker Place		Originally integral to the C19 and earlier houses and shops on the south side of Caroline Square; the routeway to the Waller Beck and to the late C17 Friends Meeting House (30)
	Brookside		A later C19 development of terraced houses accessed along a cobbled road. (31)
	12-14 'The Ginnel'		An open narrow ginnel on the line of the medieval High Streets' back lane, now Court Lane. Probably follows an ancient path to the watering place on the Waller Beck. Lined with small houses and high stone walls. (32)

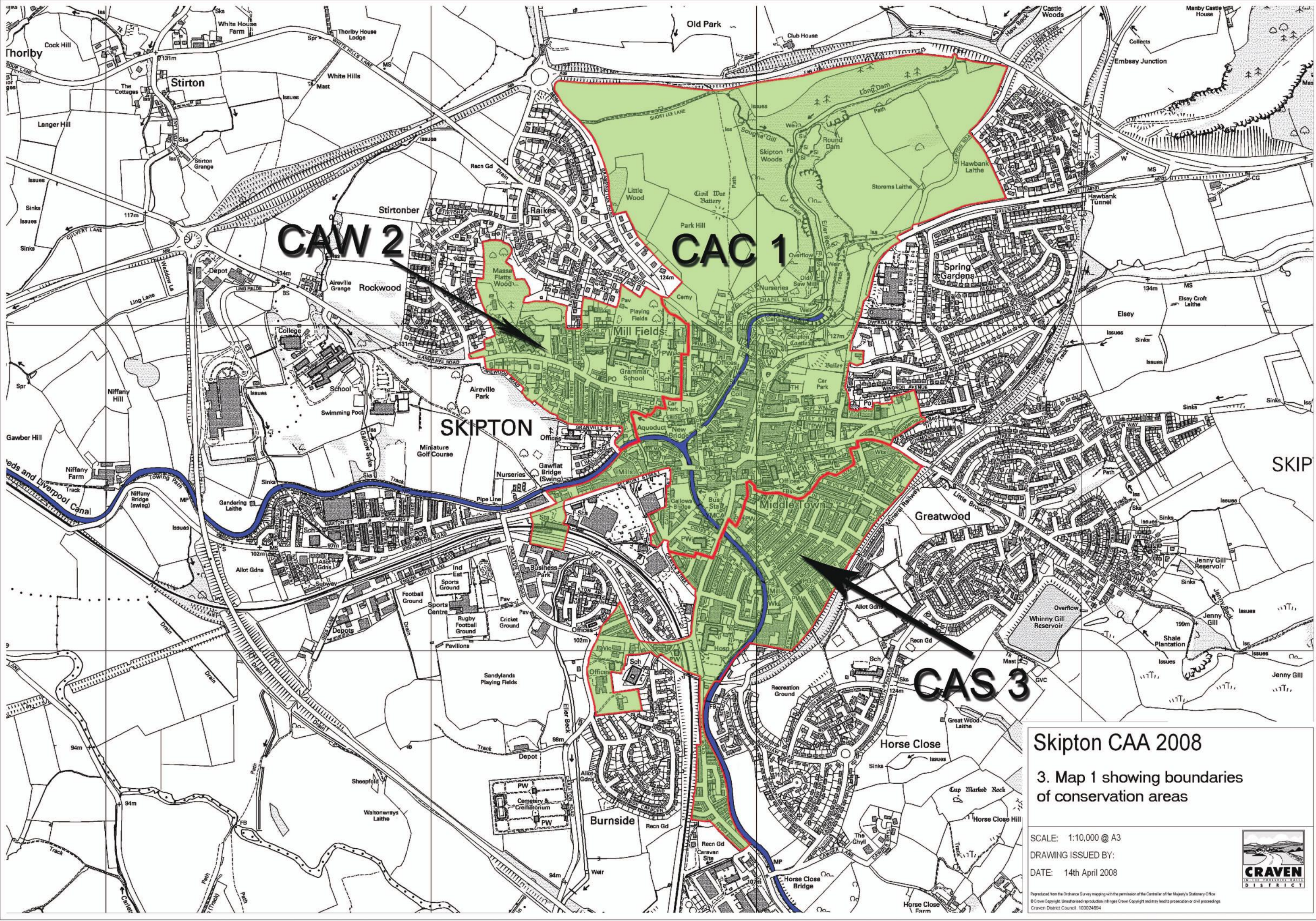
Appendix 8

The character of part of Middle Town. Features noted with Peter Bewes for the Community Research Project, February 2008. A record the variety of features making up part of the area's character, these notes can form the basis of more detailed examination of house groups within the terraces.

Location	Details	Notes
Sackville Street: Temperance Hall, now Plaza cinema	Memorial stone: 'TEMPERANCE ...) TH(IS) MEMORIA(L STONE) Was la(id by) Lady Frederi(ck ...) On Whit Mon(day) AD 1	Stone on sw corner overlaid by added porch. Rear of building, left entrance projects. Associated building: Temperance Cottage. Side entrance right return: decorative iron gate
Masonic Hall	Sign over entrance	Reported to contain original furnishings
Romille Street	'Leadenhall Place 1872'	No. 3-large blocked doorway, name plaque East side: no. 4 has original door and window
Sackville Street	No.2 original shop surround at No.2	Heavy stone brackets
Dawson Street		Frontages painted half way up on left
Sackville Street	Railings no. 18	Rare survival of original ironwork
Sackville Street, corner to Mill Lane	Letter box: 'GARRO N COMPANY / STIRLINGSHIRE' maker's name on rear of base	Temp. George VI (1936-52) Mill Lane the original access before Sackville Street extended to Keighley Road. Manby's iron foundry was on canalside 1853 -c1890. when moved to Craven Iron Works in Lr Union St (D.Binns, 1999).
George Street	Corner shop at each side	One shop out of use, blocked entrance. Cellars; east corner has blocked shutter slot. West corner shop is deeper on plan, double fronted; corner fireplace to rear. No privy / ash pit access through walls; small window lighting stair in corner of ?kitchen
Back lane between Dawson and George Streets, bottom end	Cast iron manhole cover: 'F.MANBY & BRO / MAKERS / SKIPTON'	?1880s setts
Back Rowland Street, west side	Low single-storey rear wing.	Gable end privy / ash pit / coal shed, brick blocking. Why one above the other?
Rowland Street, west corner	Taller end house and shop	Now Gulshan take-away 2 attic windows, extra roof height gained by extending eaves horizontally rather than each house stepping down. Dressed stone- hammer tooled facades

Rowland Street, east corner	'local stone' corner shop- houses of rock-faced ashlar	Variety of stonework
East Rowland Street, rear	Nos. 16 and ?18 have free-standing privies with stone slab roofs, brick walling	Back Russell Street similar, one wall with 2 blocked openings
Russell Street, west corner	Modern extension provides storage etc. Coal chute and cellar under shop	Change to rear yard keeping shop in use, v important.
Russell Street, no.3	Boot scrapers	Female mask in Art Nouveau style - likely to be Manby work? Characteristic feature
Russell Street, nos. 3-21	Cornices over the doors	Plain lintels to both sides of road other houses- different builder?
Russell Street	Chimneys with 4 flues	Distinctive pitched stone slabs to control draught
Sackville Street	Spar Shop, former Co-op, access to coal yard / warehouse	Flat arch, carved stone bracket with syma moulding, brick construction beyond
Russell Street, Westmoreland Street	Cast iron drain covers: 'GUEST & CHRIMES / ROTHERHAM'	One drain cover with no name
Westmoreland Street, east side	Methodist church memorial stones: 'THIS STONE WAS LAID BY / CHRISTOPHER PROCTER ESQ/ OF LONG PRESTON / [ANNO DOMINI] 1889' '...MR GEORGE AIREY OF SKIPTON ON BEHALF/ OF THE SUNDAY SCHOOL/ JUNE 25 th 1889' '... CHARLES LOWCOCK OF SKIPTON...' '... JACOB CARADICE / OF LONG PRESTON/ JUNE...'	No gates or railings surviving
Westmoreland Street, west side, nos. 13 - ?	Change in building plan and style from the first six houses to second set no. 15 onward.	Mirror pairs with round-arched doorways
Corner with Sackville Street- Trinity Methodist Church hall	August 1953 foundation stones: Charles Miles / Percy and Agnes Clayton / Walter and Mary E Davies / All members of Mount Hermon and Trinity Churches / Past scholars and teachers / William Newbould / David and Sarah Hutchings	Location Mount Hermon chapel
Upper Sackville Street 'Bourne House'	No.1 distinctive architectural details: moulded and shaped door and window surrounds, paired round - arched windows to gable end, 2 - storey rear service wing. original ironwork to gate, outbuilding rear wall, facing towards Firth St	Decorative brickwork and brackets- ?staircase bay projects. Nos 24 and 22, south side - six - flue stacks; rear elevation one storey higher. Were these built as single or double dwellings?
Firth Street	Steep slope with short front gardens and paths up to front doors	Gate posts, survival of iron tubular rails on scrolled supports, distinctive type seen elsewhere in the town but not much noted.
Upper Sackville Street	View over Middle Town terraces with green felting to gables stepping down the slope of Cock Hill from Castle Street	

Upper Sackville Street	No. 38 - boot scraper	Rear coal-house doors
Upper Sackville Street	North side row built with large squared blocks, with shaped gutter brackets and moulded eaves cornice.	Stepping down the hill; pitched roof to rear, single storey . Close association with railway line in deep cutting, former Ilkley - Skipton line via Bolton Abbey, double track. Path links end of terraces
Back lane between Upper Sackville Street and Milton Street	Sewage manhole cover: 'JOHN VARLEY / SEWAGE / 8/ IRON FOUNDER / SKIPTON	Never had setts- concrete slabs had rubber treads set into them, some visible under tarmac
Milton Street south side	Houses of rock faced ashlar, distinctive heavy lintel cornices supported on shaped brackets	Streets known as 'Poets' Corner' Contrast with north side
Milton Street north side	Moulded lintels, no brackets.	Extra building at top end has corner chimney
Milton Street / Cowper Street back lane	Coal doors	Street name plaques at the top end of the roads - for postman? Or railway pathway more heavily used?
Cowper Street	South side boot scraper at no. 24; plain door lintels one side, moulded brackets the other	Were the houses without decorative brackets cheaper to build? Or preference for plainer style?
Southey Street	Lower end, north side: 'NICHOLS'S BUILDINGS / 1898'	Tree on corner at rear
Duckett Street	Boot scrapers and cast iron vents below ground floor windows Nos. 6 and 8 have 4-panel doors, sash windows	Larger houses at north end. Some original doors, window frames
East Castle Street	Front gardens, the boot scrapers set into front wall	
Dorset Street	Rear yard wall has a cast iron coal door, 'Bradford Co.'	'Dorset Street 1898' in raised letters, stone plaque; porches to rear, canopy full length.
Westmoreland Street, north end	Name plaque and date, 1888	
Brougham Street / Castle Street east	Corner shop with cast iron canopy	Letter box, telephone box
Brougham Street	Larger houses, distinctive use of well-dressed red stone in basement / ground floor	Stone thought to have been quarried at Shap Short front gardens
Castle Street not walked in detail	Gardens one side only No. 57 former premises of grocer, G.Carr	Distinctive quoins on corner to Cromwell Street , one with date 1886
Wellington Street		No gardens on west side

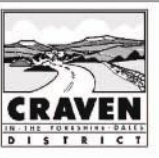


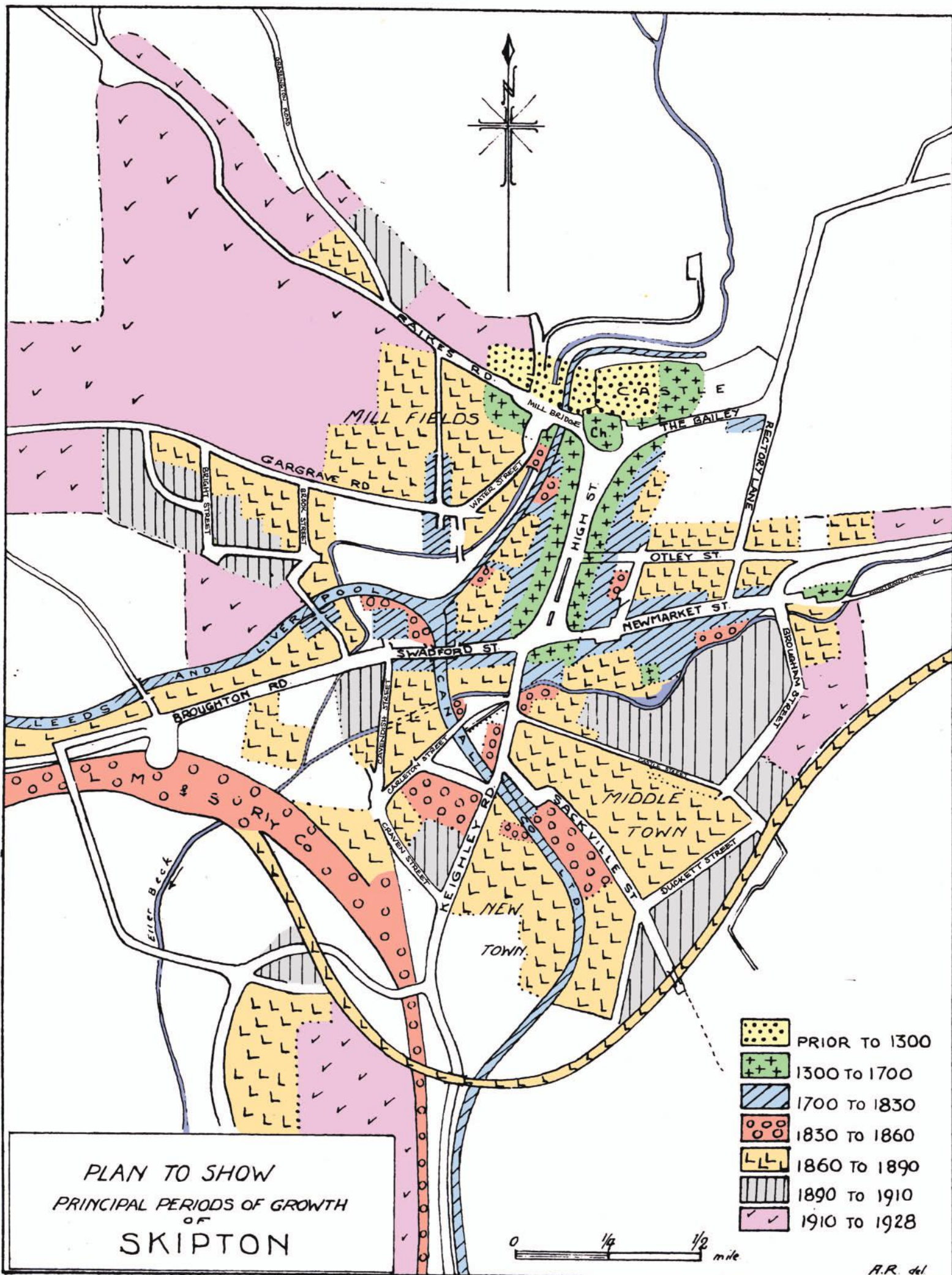
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3. Map 1 showing boundaries of conservation areas

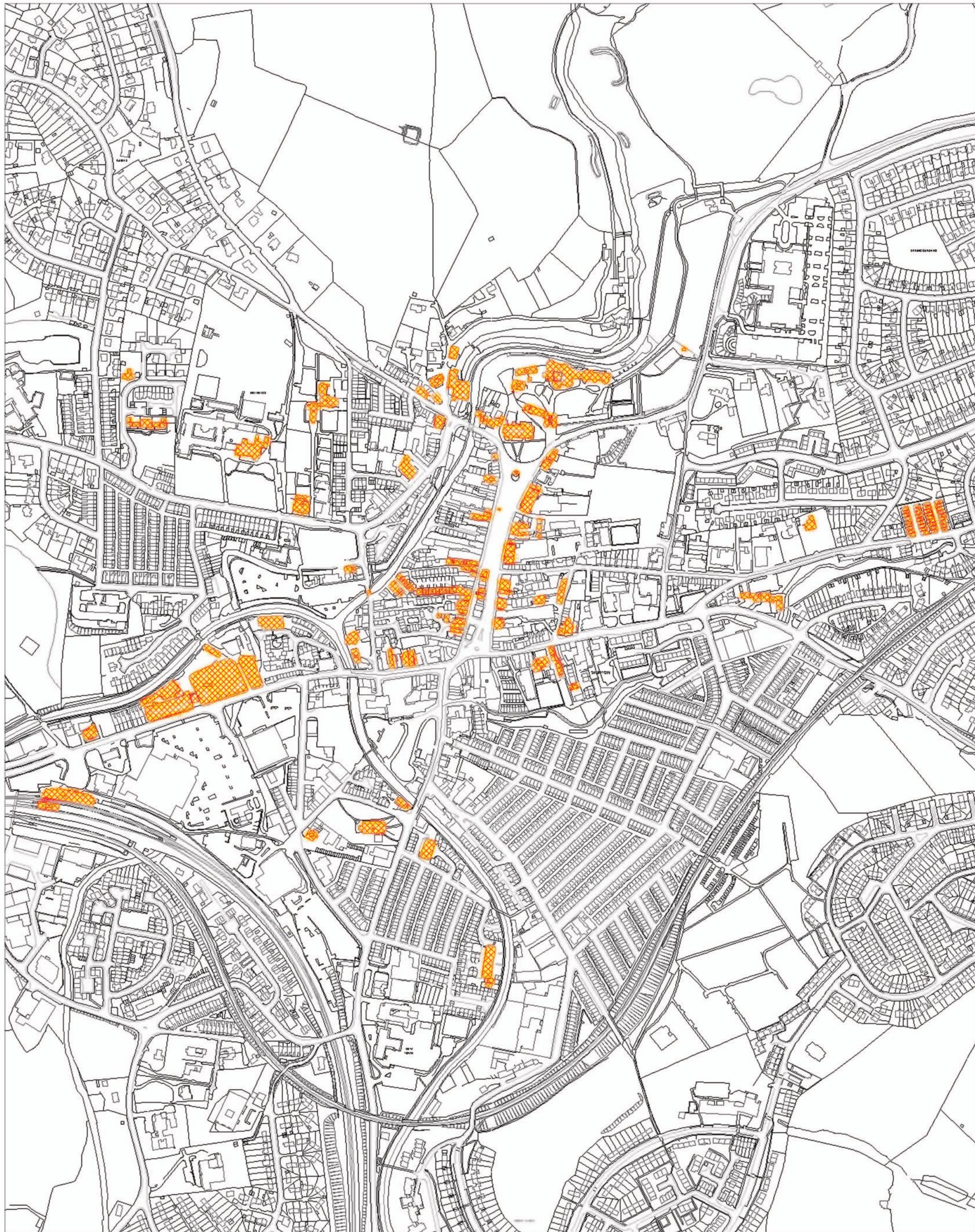
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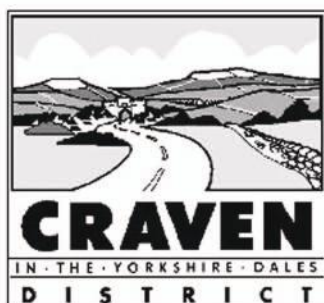
3. Map 2 - The historical development of the town centre.



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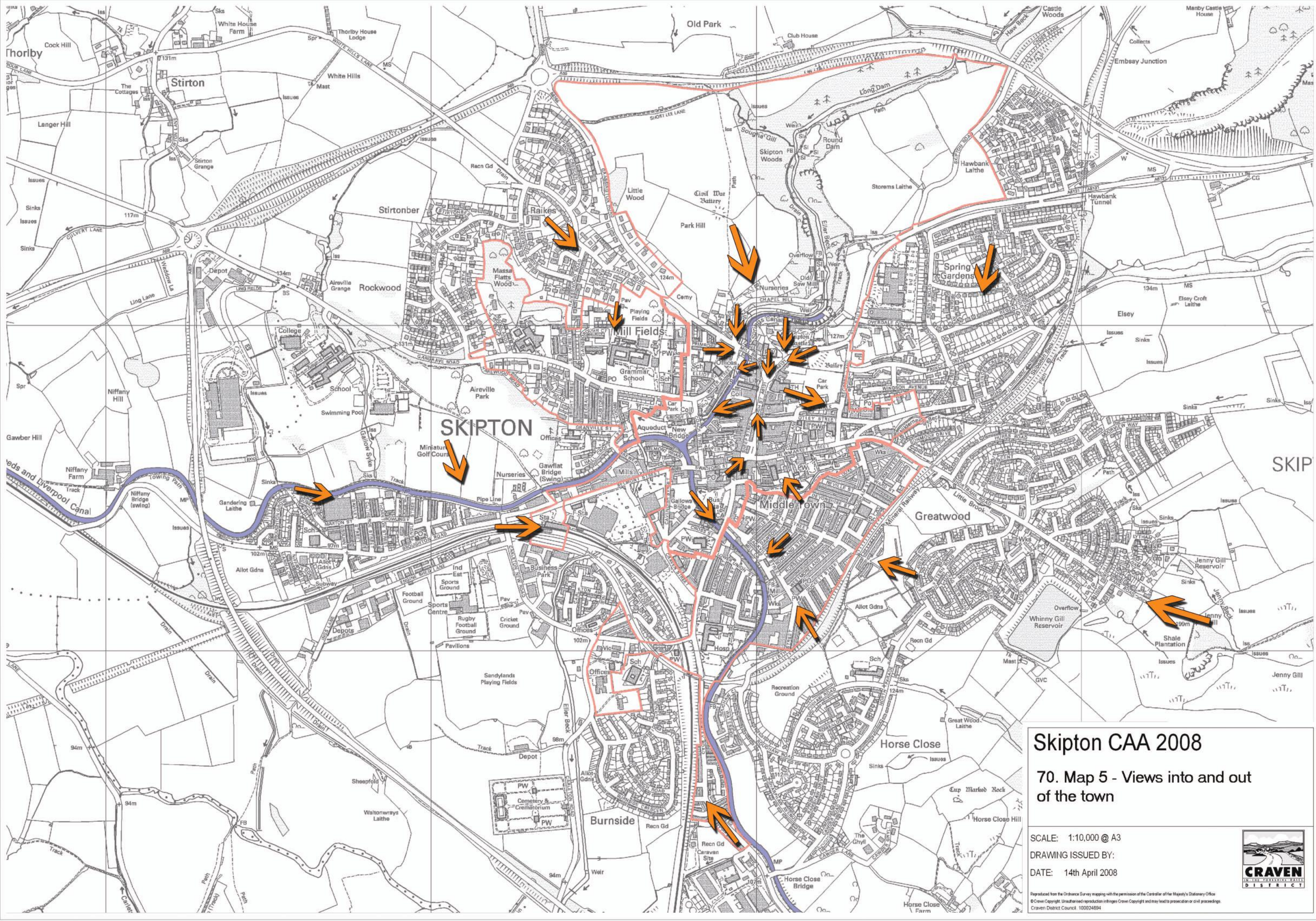
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Listed Buildings in Skipton

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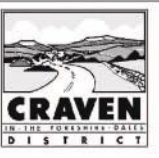


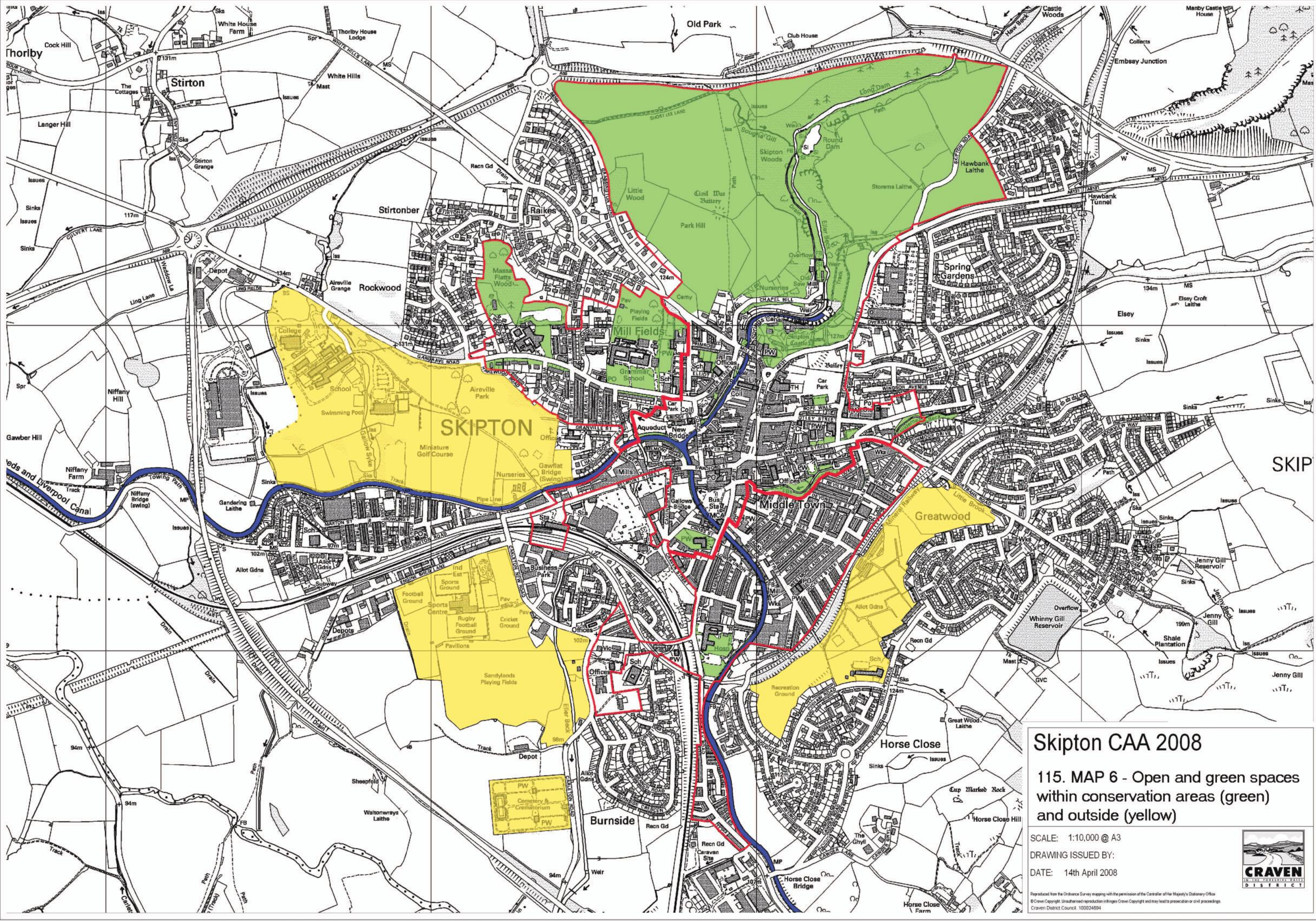
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70. Map 5 - Views into and out of the town

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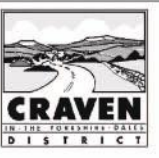
115. MAP 6 - Open and green spaces
within conservation areas (green)
and outside (yellow)

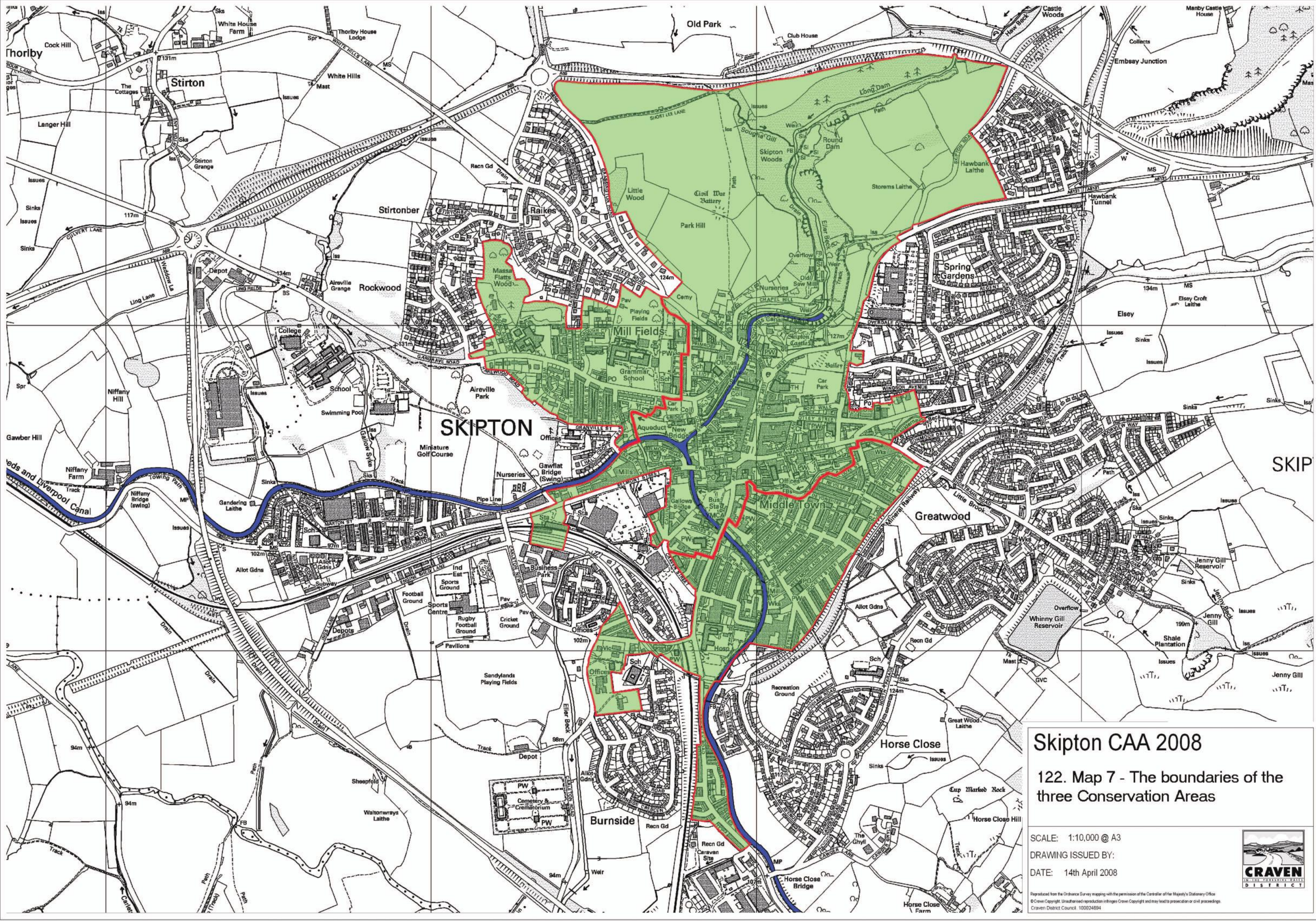
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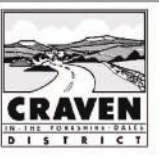
122. Map 7 - The boundaries of the three Conservation Areas

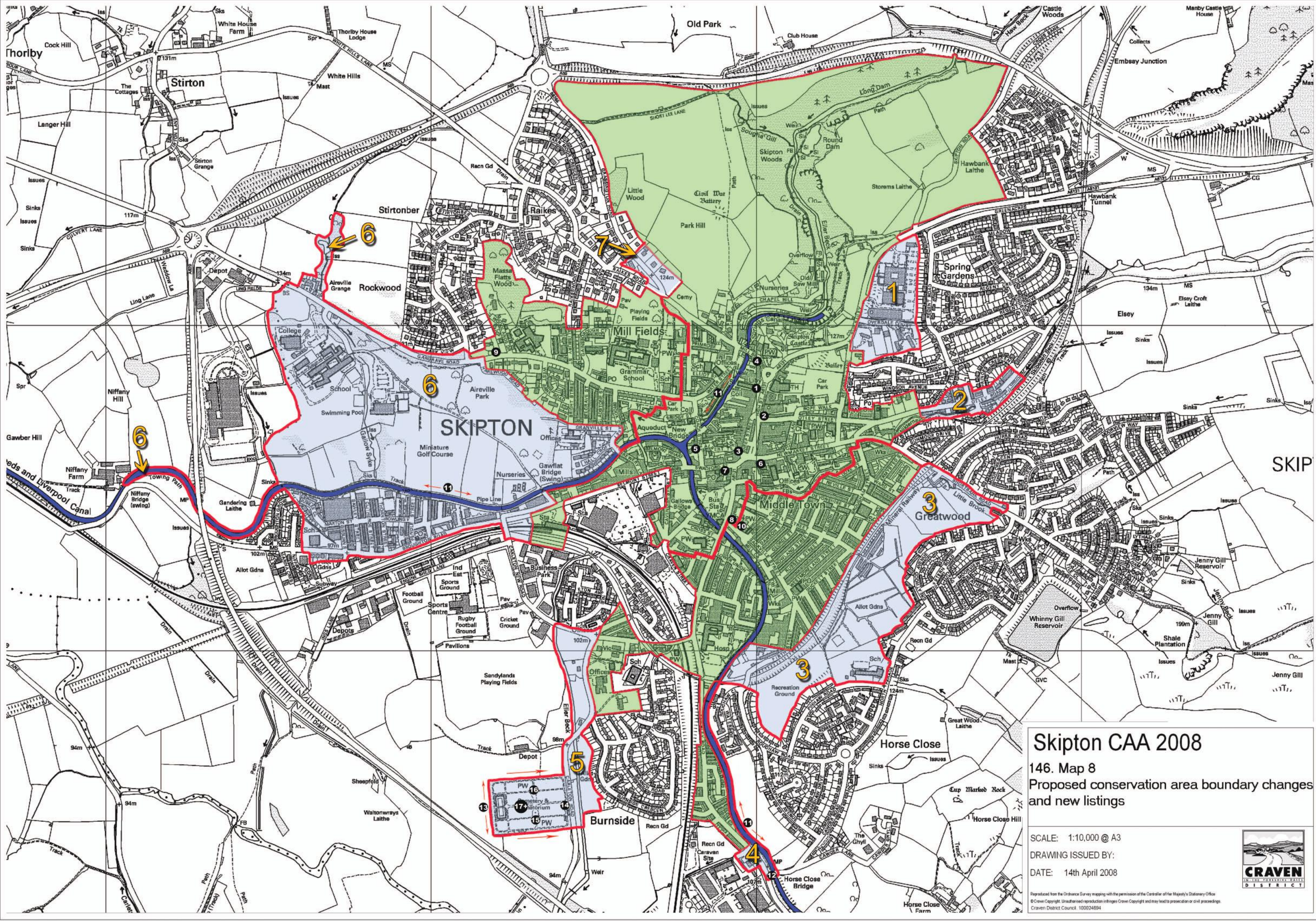
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146. Map 8
Proposed conservation area boundary changes
and new listings

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