

Skipton: Key points from feedback

Question 1. Housing: Which Sites?

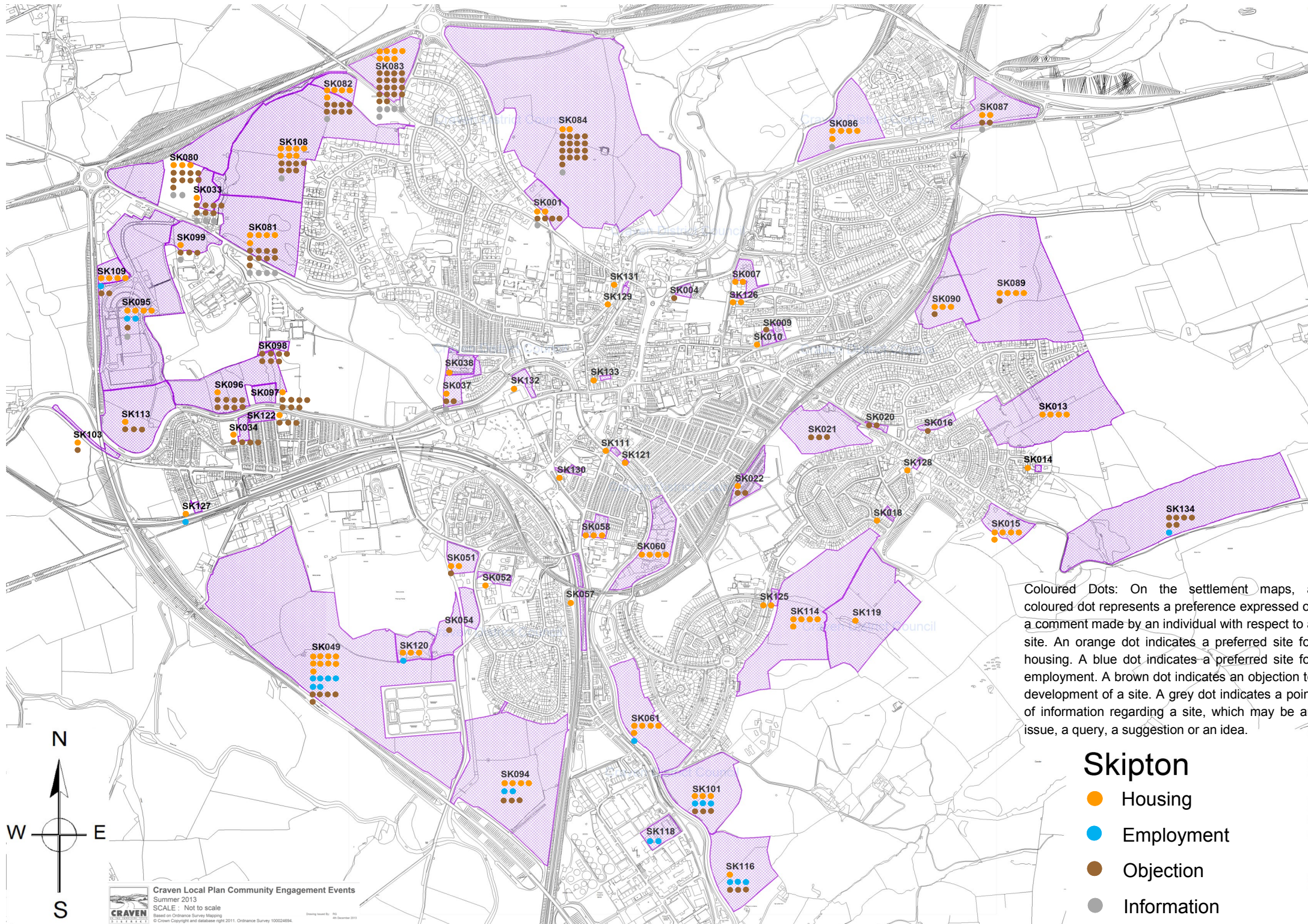
- There are many and varied sites on the Skipton map, but each one has generated some level of response.
- SK049 appears to be the most preferred site for housing, but has also generated objections and may therefore be contentious.
- SK108 and SK083 are preferred by many, but have also generated many objections and are likely to be contentious. SK083 has generated the most objections by far, but has since been granted planning permission for housing.
- SK081 and SK082 are preferred by some, but are potentially contentious; whereas SK061, SK114, SK015 and SK086 appear to be uncontentious.
- Other preferred sites include: SK013 and SK060 (uncontentious); SK034, SK089, SK095, SK109 (some objection); and SK094 (potentially contentious).

Question 2. Employment Land: Which Sites?

- Fewer preferences have been expressed for employment land, but sites in the southern part of Skipton appear to be the most preferred.
- SK049 appears to be the most preferred site by a significant margin, but has also generated objections and may therefore be contentious.
- SK101 and SK116 are preferred by some, but are potentially contentious.
- Other preferred sites are SK095, SK118, SK094 (potentially contentious), SK061, SK109, SK120, SK127, SK134 (contentious).

Other Information

- Many objections to sites in the northwest part of Skipton raise issues of traffic congestion on Gargrave Road and at the Little Chef roundabout.
- Preferences suggest that SK049 may have potential for a mixture of housing and employment.
- There is concern about Skipton's future in terms of how its character may change and how well it may continue to function. The impacts of growth on congestion, services, infrastructure, green space, walking, cycling, heritage, ecology and the town's look and feel are issues raised by many.



Coloured Dots: On the settlement maps, a coloured dot represents a preference expressed or a comment made by an individual with respect to a site. An orange dot indicates a preferred site for housing. A blue dot indicates a preferred site for employment. A brown dot indicates an objection to development of a site. A grey dot indicates a point of information regarding a site, which may be an issue, a query, a suggestion or an idea.

- Skipton**
- Housing
 - Employment
 - Objection
 - Information

Settlement Event Feedback Report: Skipton



The questions below were presented at settlement drop-in events along with background information. The questions and information were discussed with those attending—on a one-to-one basis and around a Discussion Table—and feedback was recorded on Post-It notes. Attendees also posted general comments on a Post-It Wall. All responses and comments have been collated and transcribed below.

Event Venue: Craven District Council Offices (Belle Vue Suite), 1 Belle Vue Square, Skipton

Date & Time: Tuesday 16th July, 10.30am —8:30pm

Number of attendees: 57 (minimum)

Question 1. Housing: Which Sites?

Introduction: Hundreds of sites have been suggested to us for inclusion in the local plan as housing development sites and our Strategic Housing Land Availability Assessment (SHLAA) looks into the pros and cons of each one. Only some of the sites will actually be needed to meet our housing requirements and we therefore need to choose the best ones from those available. Our SHLAA contains a lot of useful information, but we also need to know if people have any preferences for particular sites, and why.

Bearing in mind the number of new homes we might need to plan for in this location, which site or sites look preferable to you, and why?

Site	Comment
All Gargrave Road sites	Cumulative traffic modelling is a priority. Will want to know if NYCC Highways have any different view to Arup (Masterplan) that access wasn't possible onto Gargrave Road.
Former SBS site	A great site for private rented housing / temporary workers.
Skipton sites	Some site have been identified previously for school playing fields.
SK013	Located adjacent to development limits with good access. This site is viable, deliverable, achievable and available. All potential constraints can be mitigated for. Site would address 5 year land supply shortfall. Site fits well within existing urban area.
SK015	Might be OK and not have too much visual / environmental / social impact.
SK060	Could be done OK if done conservation style.
SK033	Aireville Grange site is needed to ameliorate the impact of the HML building.
SK033	Sewer system overdevelopment of HML building is intrusive. Road access is barriered and through HML.
SK033	Gargrave Road - is a busy main route into Skipton and the new farm shop will result in additional traffic. Road used by emergency services. Paying Council Tax band E—Why need for development? Sewerage system is an existing problem—area smells. Sufficient development has already taken place in area. Someone to observe traffic at peak hours—road can't accommodate additional development.

Site	Comment
SK037	Please make sure that the status of allotments is maintained.
Sk049	A good site for housing—limited impact on local residents.
Sk049	Impression visually from employment development and highways delay negative impact on Dales tourism.
SK058	Suitable for housing. The factory is not suitable here.
Sk058	Suggest allocate beyond the first 5 years of the plan and require similar massing to existing buildings re character of the locality.
Sk081 and SK105	Need an access direct onto bypass.
SK033, SK080, SK081, SK082, SK108	Sites deliverable, available, viable and achievable. Occupies a sustainable location adjacent urban area and road network. Site should be brought forward in the short term.
SK080, SK082, SK083, SK108	The Council rejected plans to develop sites SK080, SK108, SK082 on the grounds it was important to maintain a green approach to Skipton. The same must apply to site SK083. The residents do not want it to be developed.
SK083	If it is to be redeveloped ensure retention of hedgerows and trees. Retaining views—as driving along road, blends town into countryside.
SK083	Unsuitable access road for a large housing site.
SK083 and SK084	The plans to build on these sites are madness. How dare you destroy these beautiful fields. It is vital to conserve the green belt.
SK082, SK083, SK084	Where do children go to school when the schools are full? Access—busy road. Will people actually contribute to Skipton or go somewhere else? Beauty spot / woods impact (SK084), cars and parking (SK083). Where do the jobs come from?
SK083, SK084	Impact upon the High Street and impact on Skipton Woods. Massively devastating. Visual impact. Possible flood risk.
SK083	As an affordable housing location pedestrian access to Skipton is poor and steep.
SK083	Highways safety problems re dangerous junction at south of the site has a disconnect with Skipton facilities. An unsafe route.
SK083	Raikes; Historical interest re roman road and topography. Greenfield site, Stirton Lane, Shortbank Road.
SK013	Located adjacent to development limits with good access. This site is viable, deliverable, achievable and available. All potential constraints can be mitigated for. Site would address 5 year land supply shortfall. Site fits well with existing urban area.

Site	Comment
SK015	Might be ok and not have too much visual / environmental / social impact.
SK060	Could be done ok if done conservation style.
SK033	Aireville Grange site is needed to ameliorate the impact of HLM building development.
SK033	Sewer system overdevelopment in the form of HML is intrusive . Road access is barred and through HML.
SK033	Gargrave Road—busy road—main route into Skipton from shop will result in additional traffic. Road used by emergency services. Paying Council tax band E—why need for development. Sewerage system in area is an existing problem—area smells.
SK033	Sufficient development already taken place in area. Someone to observe traffic peak hours—road can't accommodate additional development.
SK037	Please make sure that the status of allotments is maintained. Specific area SK037.
SK049	A good site for housing—limited impact on local residents.
SK058	Suitable for housing. The (existing) factory is not suitable here.
SK058	Suggest allotments beyond the first 5 years of the plan and require similar massing to existing buildings re: character of the locality.
SK081 and SK105	Need an access direct onto bypass.
SK033, SK080, SK081, SK082 and SK108	Sites deliverable, available, viable and achievable . Occupies a sustainable location adjacent to existing urban area and road network. Site should be brought forward in the short term.
SK080, SK082, SK083 and SK108	The Council rejected plans to develop sites SK080, SK082 and SK108 on the grounds it was important to maintain a green approach to Skipton. The same must apply to site SK08. The residents do not want it to be developed.
SK083	If to be redeveloped, ensure retention of hedgerows and trees.
SK083	Retaining views—as driving along road blends town into countryside.

Site	Comment
SK083	Unsuitable access road for a large housing site.
SK083 and SK084	The plans to build on these sites are madness. How dare you destroy these beautiful fields. It is vital to conserve the green belt.
SK082, SK083 and SK084	1. Schools? Where do local children go to school when local schools are full? 2. Access— busy road; 3. Will people actually contribute to Skipton or go somewhere else? 4. Beauty spot / woods / impact (SK084); 5. Cars and car parking (SK083); 6. Where do the jobs come from?
SK083	Double yellow lines on surrounding roads to enable parking on site.
SK083 / SK084	Impact upon the High Street and impact on Skipton Woods. Massively devastating. Visual impact. Possible flood risk.
SK083	As an affordable housing location pedestrian access to Skipton facilities is poor and too steep.
SK083	Highways safety problems re: dangerous junction at south of the site has a disconnect with Skipton facilities. An unsafe route.
SK083	Historical interest re: roman road (Stirton Lane to Shortbank Road) and topography. Greenfield site.
SK084	Easy access, traffic would not need to go through town, little impact on neighbouring properties, large site could provide a good number of houses.
SK084	Key part of Skipton's setting and history. High amenity value. Should not be developed.
SK001, SK033, SK080, SK081, SK082, SK083, SK084 and SK108	Both local schools are oversubscribed. And have appeals this year for places. Where will children go to school?
SK001 and SK084	A much loved green corridor. That many people walk in or through. Would completely change to approach Skipton from Skipton Woods.
SK084	This should become part of Skipton Woods. This area has Yorkshire Dales character. People don't come to view housing on surrounding hillsides> protect hills visible from the town.
SK084	Not suitable because its right next to Skipton Woods.
SK083	Logical place. Only concern would be to ensure development reflected existing housing.
SK0001 and SK084	Development would increase existing traffic issues. Roundabout and local context create very large dangerous conditions.

Site	Comment
SK084	Development would impact detrimentally on Skipton Wood.
SK083	Affordable housing would detract from the existing built environment. Ruining a good spot for high end housing.
SK086 and SK087	Easy access, traffic would not need to go through town.
SK086 and SK087	Other sites on outskirts. Can children walk to school and not drive.
SK033, SK080, SK081, SK082, SK083 SK099 and SK108	This area could provide housing and green infrastructure including a community orchard, arboretum, greenway linking to Skipton Wood. Green spaces could preserve residential amenities and approach into town.
SK096, SK097 and SK098	Friends of Aireville Park are concerned by these sites—we believe our beautiful green space and park should be preserved as it is.
SK108	Too far out.
SK134	Visual impact would be enormous! Schools are over subscribed.
SK049	Gateway to the Dales, traffic problems. Increased development will impact upon existing traffic problems.

Other Comments

Housing

Don't want to lose high proportions of children walking to school. A social / community momentum in this area. A sites factor.

Provision for wildlife and access by foot and by bicycle should be a requirement for all new housing and businesses.

Build in green space and cultural life rather than stand alone housing development sites.

The annual figure of 69 is far too much. One reason is the nature of Skipton re infrastructure and beauty of the town's periphery. Suggest more dispersal to villages including Carleton.

NYCC traffic modelling needs to be done in conjunction with a employment and employment plus supermarket at Skipton South.

To develop Whitehills Road / Grassington Road would result in Skipton no longer being the gateway to the Dales.

Need more of a balance with inner urban brownfield such as SBS. Young people housing Union Mills type of development.

Houses of Multiple Occupation—a lack of large Victorian Houses for houseshares. Build bigger units that can lend themselves for multiple occupation. Need to cater for lower paid and flexible employment.

Employment

The town hasn't got an unemployment problem. Allow use of town centre offices as flats.

Unemployment counter comment: disagree and low paid job problem plus the unemployment figures being part of the picture as those shifting onto benefits move away.

General

Show in our presentation material clearly that we are encouraging the re-use of brownfield sites.

Support and enhance North Craven by creating an alternative critical mass to Skipton.

Gargrave Road: Old people with dementia in existing houses—need 20 mph roads.

V. old people in Raikeswood Drive estate—dementia patients living in those houses nearly getting run over.

Sustainability of health services needs to be scrutinised re the proposed spread of housing to North Craven.

What do we want from Skipton—long distance commuting / real estate areas. Chosen range of dates coincide with census dates 2001—2011 boom period projection too high.

Plan predicated on net migration of economically inactive.

Not enough of these events to scrutinise wider planning issues.

Housing and employment to look at using brownfield sites and if aren't places in Skipton then need to be looked at in the regional plan.

Other Comments

Housing

Narrow roads—most Skipton sites are not well located in relation to existing infrastructure, eg: lying at the end of housing estates, to get construction traffic through. Historic road networks.

Promote green infrastructure access to Skipton train station.

Strong support for brownfield land first.

Housing spread: enough is enough in Skipton. Develop the tourism here and focus the housing spread to stimulate the local economy in the north of Craven.

An area of self-build would be beneficial. A site for this allows people to develop own property rather than land going to larger housebuilders.

Build family houses where schools not oversubscribed. Look for sites in these areas. Long term provide range of housing, will attract range of abilities.

Avoid Leedesque urbanisation in the south. Suggest a focal settlement in North Craven to support the North / Mid hinterland. Create a new critical mass with economic sustainability benefits and lower the Skipton amount.

Need to convince people that we are planning to meet our objectively assessed housing needs.

Employment

General

Create a modern quarter on the edge of Skipton to provide up-to-date housing, business, transport and facilities, including green space; and at the same time invest in the conservation and enhancement of the historic town.

There is a strong shortage of dentists.

Please make sure that the status of allotments is maintained.

Skipton could afford to adopt the approach of gentrified areas of London and let lower paid households move out to cheaper area, focusing its new housing on well paid households who can afford to commute to Leeds.

Gargrave Road— bad enough having HML! Busy Gargrave Road fire engines go up Gargrave Road regularly.

Gargrave Road—Aireville Grange, college and swimming pool; Keelham Farm shop (to be built); HML—very busy road.

Overdevelopment would fundamentally change the character of the town.

Skipton is a good place. Schools, shops, good for working people and retired. There is a need for wealthy people to keep places going.

Other Comments

Housing

Projected population growth over the plan period of 1600 over the next 10 years. Why does this require such a number of houses—1 person per dwelling—average household size 2.2.

Need affordable family homes with 1 bedroom flats.

Skipton is divided socially, eg: schooling and life chances. Direct larger houses to south of the town and smaller market houses to the north.

Due to infrastructure limitations the approach to settlement housing figures should be less concentrated on Skipton.

Skipton is not well set up for 160 houses in terms of infrastructure, schools, roads, water, etc.

High percentage of affordable housing will not be supported by sufficient infrastructure.

Provision of local needs affordable housing—not what is over and above—migration into district.

Built at lower density, would like smaller properties with land available surrounding for private garden space.

Employment

General

Settlement Feedback Forms Report: Skipton



The questions below were presented and discussed at settlement events, along with background information, and appeared on the Settlement Feedback Forms. Copies of feedback forms and background information were available at events and on the Council's website. Forms could be completed at events, after events or in response to information on the website. All responses and comments have been collated and transcribed below.

Event Venue: Craven District Council Offices (Belle Vue Suite), 1 Belle Vue Square, Skipton

Date & Time: Tuesday 16th July 2013, 10:30am—8:30pm

Number of Forms & Letters: 23

Question 1. Housing: Which Sites?

Introduction: Hundreds of sites have been suggested to us for inclusion in the local plan as housing development sites and our Strategic Housing Land Availability Assessment (SHLAA) looks into the pros and cons of each one. Only some of the sites will actually be needed to meet our housing requirements and we therefore need to choose the best ones from those available. Our SHLAA contains a lot of useful information, but we also need to know if people have any preferences for particular sites, and why.

Bearing in mind the number of new homes we might need to plan for in this location, which site or sites look preferable to you, and why?

Preferable Sites	Comment
SK049, SK120,SK094 (Grouped)	Direct access from the by-pass roads so that traffic can avoid the centre of the town. If a large development is to be undertaken the land chosen should affect the least number of existing residents as possible (Order of preference: 1st).
SK099, SK109, SK095, SK113, SK096, SK097 (Grouped)	Direct access from the by-pass roads so that traffic can avoid the centre of the town. If a large development is to be undertaken the land chosen should affect the least number of existing residents as possible (Order of preference: 2nd).
SK084, SK001 (Grouped)	Direct access from the by-pass roads so that traffic can avoid the centre of the town. If a large development is to be undertaken the land chosen should affect the least number of existing residents as possible. Developed with some access to and extension of Skipton Woods (Order of preference: 3rd).
SK001,007,010, 014,018, 034,037, 038,052,057,058, 060, 061,082,083, 095,109,111,114, 118,121,122,125, 126,127,128,129,130,	These sites are preferable. The sites indicated are one or more of the following: Satisfactory infill , Already agreed for development, Brownfield, Development has been implemented, An existing employment zone, Already developed and, Adjacent or adjoining to an existing built up area.
SK013,15,49,81,83, 86,103,108,	These sites could be developed as they are in suitable locations, on brownfield, on proposed development sites, or have outline planning. They should be partially developed due to on site constraints.
SK013,125,114,119, 061,101, 116, 087	Housing Ok. Housing (Indicated on map).
SK090,089	Only the southern half of these sites (Indicated on map).
SK081,108,082,083	Only the south eastern half of these sites (Indicated on map).
SK089	A good site for new homes.

Preferable Sites (cont.)	Comment
SK083,082,108, 080,081,095,109,060, 094,015,089,090,086, 122,120,051,034,108, 101,114,061.	I prefer the following sites to be used for housing, because they are one or more of the following: Least damaging greenfield, Brownfield, Have good access, Applications already approved.
SK094,061,114,007, 126,122,034,049	These are sensible choices, next to existing residential areas. These areas would need water management to manage flood risks.
SK049, SK013	No reason given.
SK086	Housing (indicated on map).
SK083,082,108, 080,081,095,109,060, 094,015,089,090,086, 122,120,051,034,108, 101,114,061	I prefer the following sites to be used for housing, because they are one or more of the following: Least damaging greenfield, Brownfield, Have good access, Applications already approved.
SK001	Prefer to retain the existing fine old houses with possibly a few smaller units on 50% to the south east end.
SK061	Residential development on 80% with canalside architecture, landscaping and open space.
SK015	Residential on 50% maximum and landscaping.
SK033, SK081, SK108, SK083, SK086, SK089 and SK090	SK033 and SK081 Residential on 50% maximum, 50% landscaping. SK108 80% residential, 20% landscaping. All three to be phased later in the plan period. SK083 prefer maximum 50% development and later in the plan period. SK086 residential on 50% and buffer landscaping to maintain rural lane character to Embsay Road to northwestern fringe. SK089 and SK090 - development at 30 units on maximum of 40% of area (no more than OPA).

Other Sites	Comment
SK083	White Hills Lane is a historic and environmentally significant entry to Skipton from the North. Two previous applications were turned down due to highways concerns. Traffic volume has increased, and there has been no change in local roads since that time.
SK084, SK001	A Big no to any development. Spoils existing walks to woods. Historical value. Community value (sledging). Raised up, so would dominate entry into town. Right of way, walks over Cornhill to Embsay.
SK096, SK098, SK097	Please remove all 3 areas as part of park or Aireville Park/Greenspace.
SK021	On hill would really make nearby houses feel closed in, lose sense of green space.
SK134	Impact on Roman Road. Access? Keep woods
SK081, SK108, SK082, SK083.	Access, impact on traffic, Education places? Nearest schools over subscribed and no room for extra building.
SK098,SK096,SK097	Please remove from plan, as part of an open space.
SK004,009,016,020, 021,22,33,51,54,80, 84,87,89,90,94,96,97, 98,99,101,113,116, 119, 120,125.	These site should not be developed for one or more of the following reasons: Archaeological interest, Access and Traffic issues, green corridor, flooding, important green space, horticulture potential, natural assets, NO, impact upon the setting of the conservation area and or town, out of town,
SK096	Leave alone (indicated on map).
SK084,134, 097,021,020,096,113, 116.	These sites would be the most damaging if developed for housing, this is for on or more of the following reasons: part of the conservation area, severe impact on canal green corridor, visually intrusive impact on footpath, should be outside settlement boundary.
SK134,081,080,109, 083,084	Do not develop (indicated on map).
SK080,108,082,083,0 84	Unsuitable for building. Too near the bypass. It is important to maintain a buffer zone and green approach to Skipton.
SK098,097,096	Public open space. These must be removed from the list.
SK084	A distinct hill with historical view point of the town.
SK134	Outside of Skipton, does not join the other residential areas and is a steep slope.
SK058	Southfield terrace rear gardens have allotments, 2 storey development would not be in conformity—may result in the loss of daylight affecting potential for growing conditions.
SK080,081,108	We wish to object strongly to the above proposed developments. Hope our concerns are taken on board.
SK099, SK098, SK096, SK097, SK103, SK101, SK116, SK134	SK099 - reserve for future education uses only and retain trees, SK098—only for future public sports uses. SK096 and SK097 only for public education/sports uses and keep green buffer link east of Airville Park. SK103 - undevelopable? SK101/116 No keep as open/agricultural. SK134 - no development, agriculture only. Too high and too prominently part of open hillsides and also out of any rational settlement boundary.
SK037 and SK038	Map 37 and text details appear to include the allotments in NE corner. Not included in planning application (11998). Protected from development statue/covenants. Retain as essential green lung in amongst high density new and old housing. Also in conservation area.

Other Comments

No. of homes too high to create/maintain sustainable town, Skipton is a place where people can walk/cycle to facilities, services, schools and work. Priority should be brownfield sites, if not in Skipton better public transport to those areas (re-open Skipton-Colne train line). Totally against any development on existing greenfield.

Just because there is a bypass there is no need to build up to it.

Numerous areas identified on the map, should remain as greenfield or there is a huge risk to the character of the town—potentially impacting upon tourist revenues.

Wyvern park plan involves a roundabout in the middle of the bypass—this would slow down commutes and tourist traffic and cause further backlog during peak periods—queues at the roundabouts already hinder traffic flow with HML and the school/college traffic.

In general, develop brownfield and in town pockets of land. Encourage businesses to move from town centre sites to more appropriate out of town areas.

It appears for Skipton next 5 years are already allocated. Building may be better on SK049—would have cycle paths to local schools—the nearest school to this area Ings are not currently filled.

Some sites are very large and need breaking down. E.g. SK84 - 70% to south and east including historic Park Hill with most important views to and from the listed castle, church and High Street needs absolute protection with some extension of old Skipton woods. Northern 20% heavily planted landscape screen with public footpath protected. 10% to the west off Grassington Road either for residential development or a school.

No	Comment
SK049	Should not be used for industrial development as it ruins the look of the approach to Skipton and could threaten tourist revenue as it would make the Gateway to the Dales far less attractive—potential threat to our award winning high street if footfall along the high street falls further.

Other Comments

Re-use, re-develop existing sites, if not possible focus on transport links. Re-look at make up of town centre—> empty shops used for business/employment sites (Or homes). Totally against further shopping/retail on green fields (think limited new employment from this).

Employment in the valley bottom—much landscaping needed with green/tree areas. See how good the bypass looks with all the tree planting.

The Wyvern park plans for SK049 are not appropriate, could cause serious congestion and loss of character of the Gateway to the Dales. Skipton High Street would be severely impacted if another huge supermarket was built.

I would suggest areas away from housing for bigger employees. Eg. Snaygill. Smaller industrial sites for smaller firms. Better provision for transport—Buses!

Mixed SK049 housing, recreation and employment. I don't think we need a new Supermarket (Sainsbury's) on this area. In the next 5-15 years (long term plan) shopping will change and with internet shopping will not be needed. Use this land for a beautiful housing development.

Other Feedback (Summarised)

Site SK083 and Stirton: White Hills Lane is a pre existing cycling and walking route out of Skipton & into the YDNP, which is becoming congested with motor vehicles. The speed & volume of traffic is dangerous for dog walkers, runners, horse riders, cyclists, school children & those accessing the bus service into Skipton. Stirton is a sparse, linear settlement that is surrounded by undulating grassland and meadows, which is rich in wildlife. Stirton has an active wildlife project which has facilitated tree & hedge planting and bird box projects. Development of peripheral greenfield sites around Skipton would represent block infill development up to the bypass, will negate the wildlife value of the area and make access to the countryside more difficult for Skipton residents without a garden. Any future development should acknowledge existing land contours, maintain existing unspoilt views from Stirton and provide cycling, pedestrian and wildlife corridors and open space.

SK081 is an unsuitable site for housing because the site is prominent and development would be seriously detrimental to the visual amenities of the landscape in the area. This site is protected under saved policy BE2 (Protection of road approaches to Skipton) of the adopted local plan. Trees along the frontage of Gargrave road are attractive and should be protected, saved policy ENV10 Protection of Trees and Woodlands of the adopted local plan should safeguard these assets. The recent poor planning decision allowing the HML complex on Gargrave Road should not create the conditions to enable a justification for further development on Gargrave road on SK081. Vehicular access would be unsuitable due to the already congested nature of Gargrave Road with nearby uses already generating considerable traffic. SK081 is a totally inappropriate site for housing allocation.

Other Feedback (Summarised) (cont.)

A number of small developments on the outskirts of the town would cause a number of problems, including: Increased traffic into the town on existing routes, greater safety concerns, parking problems, nursery/school places in already overloaded facilities, medical facilities. Alternatively a better approach would be to concentrate development on a small number of sites releasing land in phases as needs change over time. This approach would allow for localised shops and other services to be built alongside and within the development. Adjacent (but not connected) developments of housing and offices should be seriously considered. This approach would require a large tract of land with direct access from the by-pass roads so that traffic can avoid the centre of town. The land chosen should affect the least number of existing residents as possible.

There is a need for an urban transport plan for Skipton. Reference is made to an assessment made in January 2006 regarding the lack of public transport provision and car parking space. This causes congestion, has a debilitating effect on business and causes local residents severe problems. The council have done nothing to solve this problem. The council have allowed employment and housing development which will put added pressure on street parking in Skipton; the number of car parking spaces at the Town Hall car park has been reduced with the Maple Grove scheme. Transport plans are not been implemented. You cannot allow further development in Skipton without a coherent urban transport plan for the town.

Can Skipton services cope with an added population? 1. Water 2. Sanitation 3. Electricity 4. Doctors 5. Schools 6. Dentists 7. Shops 8. Supermarkets. Site SK083: Existing surrounding trees, shrubs, hedges to be maintained and strengthened; Bus service from site to Skipton?; All houses to be stone built with various designs—not all the same; site should contain its own “play ground/sports field.”

I do not agree with infill development areas around north-west Skipton up to the by-pass. Important and well used routes should be protected. Any development on sites SK033, SK034, SK080, SK081, SK082, SK083, SK095, SK096, SK097, SK098, SK099, SK103, SK108, SK109, SK113 and SK122 will harm these routes. SK082, SK083, SK108, SK080, SK033, SK081 are too prominent to develop without destroying important visual amenity. Wildlife project in Stirton will be harmed by housing development. Traffic problems in Stirton will be exacerbated by development. Need for a traffic management system. Against allocation of SK084 and SK001 will destroy visual amenity on main route. Support development of SK049 and SK134 are not near existing housing will not affect leisure or visual amenity. SK049 will need good links to the town centre.

The strategic plan needs to manage the growth, not to constrain and conserve. I support housing development up to and beyond the bypass, depending on type. The strategy provides very little scope for creating local high quality jobs. You must allocate space for new leisure, cultural or entertainment facilities, care homes and so on. Allocate areas for parking and transport. I have reservations about SK134, SK094, SK084, SK097, SK098 and SK037. Make this strategy better. Designate generous space for development. Develop a transport plan. Insist on strict requirements for growth and high quality design.

Phased development to ensure that land is released to allow the town to develop as a planned form. Concerns re: underuse of existing shops, offices and houses in town. E.g. HML in Providence Place, Former tax office off New Market Street, Belle Vue Square, Upper floors of shops on the high street and elsewhere.

Sustainable ways of travelling around the town need to be protected and enhanced, this includes conserving green space and green corridors to create attractive routes which people will be more likely to use. Build beyond the bypass if it will mean the protection of green space within the town. An eastern boundary should be defined to prevent sprawl.

I am requesting information about the proposed development adjacent to Parkwood Drive. The prospect of looking through my french windows onto buildings horrifies me. However there are other issues, such as: Increased traffic and parking in the area, Surface water flooding, strong winds causing damage to property, loss of important green space. Closure of larger shops has already harmed the town; Many people who live in Skipton now shop elsewhere.

Please do not build the housing estate on site SK083. This land belongs to the members of the parish. The majority of local people do not want this estate to be built. The site is currently in agricultural use. The site reflects the traditions and unspoilt character of the Yorkshire Dales. A Housing estate would ruin the amenity of the area. Ecological value of the fields is extremely high, the fields are an integral part of a wider eco-system. The fields are important for public health as they protect from harmful pollutants. The fields should be designated as protected.

Other Feedback (Summarised) (cont.)

The northern area of Skipton is the most attractive. This should be retained. SK083 and SK084 are unsuitable. The Council should extend Skipton woods into SK084. If there has to be more housing it should be in the southern region (SK049) and SK094 for industrial. This would help to keep HGV traffic out of the centre of Skipton.

I do not know if Skipton needs more employment land: balance needs for local jobs with costs of expansion. Use brownfield sites and existing sites. Keep traffic generated by industry out of the centre, the scale of development needs to be proportionate, use Skipton Rock Quarry. Again regard to how approaches to Skipton will look after any development.

None of the housing sites are preferable. It boils down to the least intrusive. Not making estates too big, protect green space, protect green approaches to Skipton. Pain has to be spread. After existing approved development has been used to cover new housing requirements, and run out.

SK080, 81, 82— Objections to the proposed building development are as follows: Impact upon local schools, the traffic around school times down Gargrave road is horrendous; Impact upon local services, ie. Doctors, Dentists, etc; Potential road safety issues; There is no need for further housing in Skipton, there are already sufficient plans for housing; The development is beyond the existing development limits for Skipton; the proposed housing style and density is not in keeping with the existing residential area; The proposal will mean a loss of privacy, devaluation of property, and loss of a valued greenfield site; There will be loss of local wildlife and habitats; There will be additional costs for the local authority due to flood prevention measures required due to increased surface water run off; Loss of car parking spaces. (This letter was submitted twice by separate parties).

At early stage, proposals and maps extremely permissive and vague. Risk Local Plan lacking coherent understanding and vision, short of clear and effective policies to encourage good development and control of poor development. When will next stage be available and relevant draft policies? Policies need drafting for provision of: (a) appropriate infrastructure (before or as development occurs), (b) schools, (c) parking (double deck car park to rear of retail development behind Town Hall). (d) Site SK132 should have some car parking for Belle Vue. (e) Cultural, entertainment, local retail and medical/health facilities. (f) public open space, leisure and sports, keep Bowling Green where it is. (g) protect setting of listed buildings and key elements of the conservation area. SK84 but also e.g. SK111 opposite Craven Hall—2 storeys at most. (h) effective protection of mature trees, providing green lungs. (i) 30 dwellings per hectare must relate to the developable area after deduction of areas reserved for landscape screening, retained woodland etc. and not to the entire site ownership. Granville Street built at higher density. (j) larger residential sites must include useable and attractive public open space.

The following comments will be considered as Sub Area Feedback rather than Settlement Feedback

The proposed housing figure of 160 could be reduced. Craven has a problem with high house prices, but it does not necessarily have an issue with the supply of housing. Housing problems stem from the link between household income, this is exacerbated by often commuters or the recently retired. Constructing more houses will not address the disparity between price and earnings. A better approach would be to maximise the affordable housing and minimise the volume. Skipton and the rest of the South Sub Area do not represent an opportunity for sustainable development due to a lack of infrastructure and facilities. The bulk of development should be located in urban places outside of Craven. Small numbers of houses in rural settlements can help to maintain services and promote positive lifestyles. In contrast large edge of town estates in Skipton would create unsustainable places where car use is necessary.

The approach to housing figures should be based on existing housing numbers or population, this would reduce the proportion in Skipton and would increase the amount in smaller settlements promoting sustainable development. Volume of employment land forecast for Craven seems high. Previous employment sites have only provided unskilled jobs and unsuitable buildings. Employment sites should only be allowed if they bring lots of benefits. There are a number of sites identified which are wholly unacceptable, including: SK134, SK084, SK101 & SK116, SK094, SK080, SK033, SK081, SK108, SK082, SK087, SK022. CDC should ensure high quality design in new developments. (Skipton Letter 4).