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## 8.1 Permeability and Streetscape: Apsley Crescent

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### ***Summary of Permeability and Streetscape***

The development of the conservation area as private, gated residential streets branching off the established old thoroughfares of Manningham Lane and Lumb Lane has meant that Apsley Crescent historically low permeability. Despite modernisation the street scene retains features and details which add to the area's sense of place.

- All of the streets and roads are surfaced in tarmac with concrete kerbing and tarmac or concrete slab pavements. Many of the pedestrian surfaces are visually poor. Only the back streets retain setted surfaces and stone kerbs, but most of these are in a poor condition.
- Manningham Lane, Lumb Lane, Marlborough Road and Queen's Road are the main thoroughfares through the area and are lined by linear terraces of houses which retain consistent stone boundary walls. The visual treatment of traffic signals, signage, and pedestrian crossings harms the appearance of these routes.
- The suburban streets of Belle Vue, Mornington Villas, Walmer Villas, Clifton Villas and Spring Bank place were all laid out as private, gated streets or cul-de-sacs and some retain large gateposts at their entrances. The streets themselves have a strong linear appearance due to the positions of the houses and the coped low stone boundary walls which line the road. Other important elements are trees and the monolithic gatepiers at the foot of most drives which are in the same architectural style as the houses to which they belong.
- Apsley Crescent is a unique street space in Bradford and is dominated by the long sweep of the terrace which is mirrored by the boundary walls and the street.
- Very few traditional/original iron railings remain in place as most were removed for scrap iron during the 1939-45 War. This makes the surviving railings of particular value to the area and at some houses suitable modern railings have been installed.

The conservation area is served by the two main thoroughfares of Manningham Lane and Lumb Lane which are the oldest routes through the area and provided the framework around which the rest of the conservation area's streets would develop. Queen's Road is another old thoroughfare which appears on the 1852 Ordnance Survey as Bolton Lane. The four-way junction at Manningham Lane was created in the mid-19<sup>th</sup> century when Manningham Old Hall was demolished and Marlborough Road was created as a more direct link between Bolton Lane (Queen's Road) and Back Lane (today's Carlisle Road), replacing an earlier right of way to the south called Cowgill Lane. Queen's Road and Marlborough Road has been the main east-west route through the area since they were first laid out as wide avenues.



*A map of the Apsley Crescent area in 1852.*

Belle Vue, Apsley Crescent, Walmer Villas, Mornington Villas, Spring Bank Place and Clifton Villas were planned as suburban streets. The peace and privacy of the occupiers of the villas and houses was placed at a premium and thus these roads were purposefully planned to be impermeable with as few entrances as possible (hence some of the streets being cul-de-sacs) and a gate was installed where each of these streets met a public road. These gates were in place into the early 20<sup>th</sup> century and ensured that only residents and their guests could gain entry the streets and thus prevent the streets from becoming established rights of way

or busy with traffic. The back streets were not gated as they would have been used by servants, tradesmen and deliverymen to access the houses. The principal rooms of the houses are on the front of the buildings and therefore the use of the back streets as a service access would hide the day to day running of the houses from the residents.

The closure of a stone quarry on the western side of Manningham Lane in the early 20<sup>th</sup> century meant that Grosvenor Road was extended eastward to form a secondary link between Manningham Lane and Lumb Lane. This is the last throughway to have been established within the conservation area.

Today Manningham Lane is still a busy thoroughfare with heavy vehicle traffic including buses and HGVs. The Lane is engineered to modern standards and has the signage, width surfacing, kerbing and painted bus lane that are common to main urban roads all over the UK. The general character of Manningham Lane does not add to the character and appearance of the conservation area and some aspects of traffic management have a negative impact on the character of the conservation area and some of these will be mentioned at various points in this chapter. Some of these issues also arise at the other main highly engineered routes through the conservation area; Marlborough Road, Queen's Road and Lumb Lane.



*Inconsistent, modern surfaces and unsympathetically detailed and sited street furniture are common along the main routes through the conservation area.*

Entering the conservation area from Bradford City Centre, the tarmac surfacing and concrete kerbstones provide a poor immediate setting for buildings which face directly onto the streets, including the shops at Belle Vue House and to the north of Grosvenor Road as well as landmark

buildings such as the former Belle Vue Hotel. The former Manningham Middle School is set back from Manningham Lane and stands behind chamfer coped stone boundary wall with higher elements with quoined angles. Iron railings were once installed between these higher sections of wall and a couple of ornate sections of the original railings remain in place. This landmark building would look much more imposing if the original railings were reinstated. Directly in front of the main entrance to the former School is a pedestrian crossing complete with standard metallic pedestrian barriers, signals and red tactile paving set in a new patch of tarmac. These installations could have been designed and sited in a way which is more sensitive to the appearance of the Grade II Listed former Middle School.



*This is one of the very few surviving sections of the original iron railings at the former Manningham Middle School.*

The Middle School site is bounded to the east by Belle Vue. Evidence of the fact that this street was once gated is immediately apparent as the entrance to the street from Manningham Lane is flanked by two tall tapered octagonal gateposts with distinctive capitals. These gates, like the railings to the schools and the houses were removed for scrap during the 1939-45 War. The gardens and the houses at Belle Vue are set a storey above Manningham Lane and to the right of the gateway is a tall retaining wall which is surmounted by a



section of the original iron railings with ball finials. At the west end of the row of houses at Belle Vue, the road is level with the houses so the coped boundary walls diminish in height further up the street. The coursed stone walls have chamfered copings which were once surmounted by railings (although some traditional style railings have been installed at numbers 10-11). Most of the houses retain monolithic gateposts which are smaller versions of those found at the entrance to Belle Vue. The consistency of the boundary features and the survival of some of the gate details complements the historic appearance of this Grade II Listed terrace. This is also true at Camden terrace where the low walls with chamfered ashlar copings are in front of each house. Tall hedges take the place of the railings which have long been removed. The southern side of the road is given a consistent boundary by the triangular coped stonewall which encloses the schoolyards. The back street to Belle Vue and Camden Terrace is setted with stone kerbing. The stone flags of the thin pavement appear to have been removed and never replaced and the resultant bare earth has become colonised by weeds. The setts compliment the stone walls of the yards and are an important details, but need relaying in places and the kerbs and pavements are lined with weeds.



*Most of the distinctive monolithic gatepiers to the houses at Belle Vue remain in place. They are a key feature of the street scene and complement the architecture of the terrace.*

Grosvenor Road and Grosvenor Terrace are modern street spaces with concrete kerbstones and visually poor patchy tarmac pavements. The historic buildings face directly onto the street, but the new 2/3 storey terraced houses and flats at the top of Grosvenor Road are behind coped boundary walls. The coursed stone walls with cast concrete copings are poor substitutes for traditionally built stone walls. At Grosvenor Terrace less effort is made in creating a traditional street space as the houses all have low picket fences.

The shops of 205-229 Manningham Lane are fronted by a concrete slab pavement which does little to enhance the setting of these early 20<sup>th</sup> century shops, particularly as many of them have cracked. For some reason the slabs do not fill the entire width of the pavement and the space between the slabs and the concrete kerbing is surfaced with various layers of tarmac which exacerbates the appearance of the pedestrian space. Standard street furniture such as a bus shelter or bins gives the parade of shops even less of a sense of place or uniqueness. Adjoining 229 Manningham Lane is a gateway with pyramidal coped gatepiers which flank a setted lane with stone kerbing and narrow stone flagged pavements. The lane led to the rear of the houses at 231-235 Manningham Lane and to the former coach house which presumably served one of more of the houses. Vegetation is pushing up between the setts and flags and some of the flags have been removed and tarmac laid in their place. The entrance to the former coach house (which is now in an industrial use) is gated by modern steel palisade type gates and palisade fencing which surmounts the coped stone walls which enclose 231-235 Manningham Lane.



*Missing copingstones, unsuitable surfaces and modern signals and street furniture mar this stretch of Manningham Lane.*

231-235 Manningham Lane is fronted by a low stone boundary wall from which the rounded copingstones appear to have been removed (some are still in place to the side wall). This wall encloses a narrow, overgrown garden behind which is an arched path which leads to the steps up to the front door of each of the houses. At the foot of each flight of steps is a pair of corniced dies which are linked by a flat coped retaining wall which encloses a flowerbed. The appearance of this set piece is marred by the overgrown gardens and the pedestrian space in front of the properties. The concrete flag pavement is lined by long utilitarian pedestrian barriers which flank a pedestrian crossing with red tactile paving and a collection of

ugly utility boxes. In addition to the usual signals there is a particularly tall set of traffic lights directly in front of the houses which can be seen down long lines of traffic or over high vehicles. Although clearly needed for the safety and convenience of pedestrians, the appearance and siting of these traffic management installations are detrimental to the traditional, suburban character of Apsley Crescent Conservation Area.

Along the long stretch of road between 235 and 259 Manningham Lane there is a pleasing consistency of traditional boundary walls which helps to give the terraces of houses a unified appearance. These walls are made of coursed stone with rounded copingstones (to which railings were once attached) and act as retaining walls to the front gardens of the houses. These traditional features are unfortunately juxtaposed with modern pavements, street furniture and signage. Vistas along the Lane, however, are dominated by the straight lines of the terraces and their front walls, plus the bursts of foliage provided by the mature trees which are mostly found along the eastern side of the Lane.

On the eastern side of Manningham Lane the entrance to Clifton Villas is flanked by two high boundary walls with rounded copings. On the northern side these copings rise and carry an ashlar pediment which forms the lintel to a doorway in the wall which would have been the only pedestrian access onto the street when it was gated. The walls terminate in tapered monolithic ashlar gateposts with pyramidal capitals and round-headed panels to their four sides. The gates to the street would have been attached to these gateposts originally. Looking down Clifton villas from this gateway, the modern tarmac street and pavements with concrete kerbing is defined by low stone boundary walls with rounded copingstones to every property and randomly spaced mature trees behind and in front of these walls, terminating in a wall of foliage provided by the trees in the gardens at the bottom of the cul-de-sac. The railings which topped these walls have long been absent, but in a couple of cases new railings have been added. As well as having standard walls and railings, it appears that the gateway to each property was flanked by identically designed monolithic ashlar gateposts. These gateposts are a slightly more ornate version of the gateposts at the entrance to Clifton Villas. They stand on plinths have four tapered faces with round headed panels and have capitals made up of an architrave and modillion brackets which carry a moulded cornice with a rounded capping. These gateposts remain in place in front of half of the houses; the other have either been removed, or, in the case of 7 Clifton Villas, replaced with much simpler die-like squat gateposts. For some reason the new houses which were built in the gardens of 2

and 7 Clifton Villas have modern railings around their car parks which are commonly found in parks and playgrounds and the front gardens to each house has painted or stained picket fences, both of which are out of keeping with the character of the area.



*Traditional monolithic gateposts at Clifton Villas. These important elements of the street scene should not be painted.*

At the foot of Clifton Villas Rose Mount is the only house to have an alternative access, namely a pathway and stairways leading down to Midland Road, which presumably made it easier for the occupants of the villa to get to and from Manningham railway station. This entrance to the property is blocked by tall iron gates which appear to be traditionally detailed. This gateway is set into a rock faced battered high retaining wall which is crowned by overhanging overgrown vegetation. This is a very prominent, continuous boundary feature along Midland Road and defines the edge of the conservation area. To the south of Rose Mount, the Standard Wool Building terminates vistas down Clifton Street. This building and its large car park/loading area is enclosed by modern gates attached to slender pyramid capped gateposts which are attached to coped stone walls surmounted by railings.

The shared back street between Clifton Villas and Spring Bank Place retains a setted surface (which is partially concealed by tarmac) and stone kerbing. This back street is in need of better maintenance and the kerbs are flanked by overgrowth and weeds.

Vistas along Spring Bank Place are similar to those at Clifton Villas as the front of each property is lined by straight stone walls with rounded copings and the dense foliage of the trees and hedges obscures the houses which are set back from the road behind gardens. Unfortunately the boundaries to numbers 2 and 7 Spring Bank Place have been demolished, ruining the uniform appearance of the property edges. The latter is currently a construction site and is bounded by block and mesh fencing, which suggests the traditional boundary might eventually



be reinstated. In most cases property owners have installed modern traditional style cast iron railings on top of the walls, with similar gates between the monolithic ashlar gateposts. Unlike at Clifton Villas, the gateposts to each property are of a different design. For example, the Italianate 6 Spring Bank Place has Italian style square gateposts with modillion brackets carrying a pyramidal capping with a quadrant corner panel below, while the gateposts to 10 Spring Bank Place has broached octagonal shafts with almost conical octagonal capitals. The square gateposts at 5 Spring Bank Place have chamfered angles and a moulded panel on the front side of the shaft which is crowned by a circular capital with a distinctive 'jelly mould' capping. The boundary walls and gateposts are all important elements of the street scene.



*The traditional boundary features and gateways to the houses along Spring Bank Place add to the street's sense of place. The walls and gatepiers retain their original character (although some are damaged) while in some cases sympathetic new railings and gates have been installed.*

Along Queen's Road, the rear of the Spring Bank villas is behind a tall horizontally course sandstone wall, which is in varying states of repair. The houses at 2-42 Queen's Road all retain their original

stone boundary walls with chamfered copings, although the railings which surmounted these are long gone. The walls and their unaltered state provide a pleasant uniform frontage to the road and compliment the uniform character of the houses. At the foot of the road Waddilove's Day Centre is bounded to its east by the wholly inappropriate picket fencing attached to cast concrete posts and cast concrete bases which enclose Twickenham Court, (a modern development which is outside of the conservation area).

Despite being built at different times, the houses along Marlborough Road are of similar designs and present a uniform, linear frontage to the road. In front of every house is a low boundary wall with chamfered or rounded copings which adds to the cohesiveness of the row. While some houses have box hedges in their front gardens, the garden of number 29 is enclosed by a modern close boarded fence with concrete posts which is an unsuitable boundary in terms of size and materials for a Victorian street such as this.



*This fence at 29 Marlborough Road is unsuitable for both the street and the Grade II Listed building behind it.*

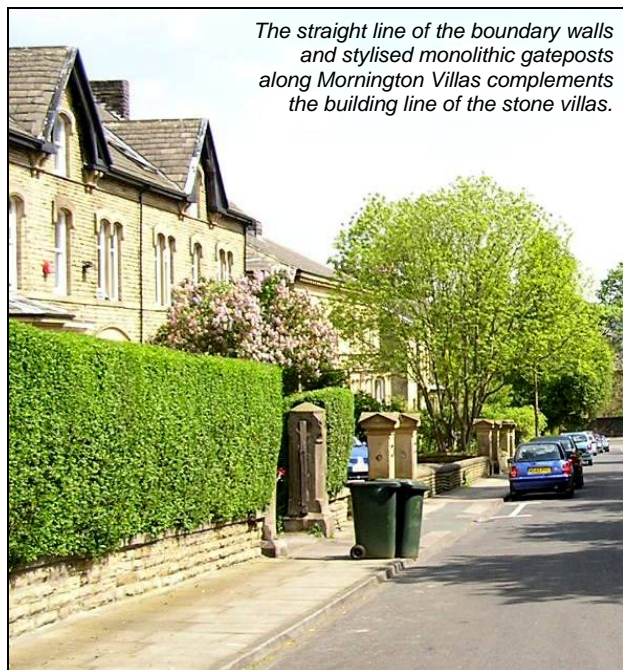
Apsley Crescent is blocked at one end. This modern highway measure, which incorporates trees and planting, ensures that the street is not used as a rat run by motorists who want to avoid the busy Manningham Lane/Marlborough Road junction. The curved shape of the crescent distinguishes the street from any other in Manningham's conservation areas. The curve of the houses is mirrored by the curved street and pavements and the low walls with slightly overhanging rounded copings at the bottom of every garden. To each house there is a path and small flight of stone steps which lead to a plinth on which the doorcase stands. This consistency gives Apsley Crescent a harmonious appearance. The only negative factors are the concrete tile pavements and the fact that the railings which were once mounted to the copings are absent. At the



southern end of the crescent, the inappropriate wall at the bottom of the end garden is attached to one of the two squat monolithic gatepiers which flank a setted way which leads to the rear of the properties. The setts are neglected and vegetation is pushing between them, particularly along the sides of the way.



*This highway intervention closes off the junction of Apsley Crescent and Marlborough Road. The concrete tiles and bollards are inappropriate to the area, while the overgrown trees block vistas along the curved crescent.*



*The straight line of the boundary walls and stylised monolithic gateposts along Mornington Villas complements the building line of the stone villas.*

Despite the modern nature of its tarmaced carriageway, concrete kerbs and concrete paving flags, Mornington Villas retains an attractive, traditional and imposing street scene through the retention of coped boundary walls, most of the large monolithic gatepiers and the well-maintained, mature gardens in front of the houses which contain a number of mature trees. The villas are all set back from the street, adding to the mature suburban

character of the street. The gateposts are a key element of the street scene, particularly as these details tend to disappear or fall into disrepair after the gates which were attached to them have been removed. The styling of each gatepost reflects the architecture of the villa and hence each pair of villas has its own distinctive gateposts. The ornate Italianate 11-13 Mornington Villas have at the foot of their drives four-sided ashlar gateposts with vermiculated panels surmounted by dentilled pyramidal capitals. The other Italianate villas along the street all have Italian style gateposts with different decoration, but common features are panelled shafts and capitals with projecting cornices and pyramidal capping. The vaguely gothic style 12 Mornington Villas has similarly styled gateposts with chamfered shafts, trefoil panels and a pointed capping. At the bottom of the street, leading through to Walmer Villas is a setted back street with a central gutter. The surface is in a good condition and the street is closely bounded by high stone walls with copings.

Vistas along Walmer Villas have much of the same quality and qualities as views along Mornington villas due to the greenery of the gardens, the refined appearance of the buildings and the consistency of the low coped boundary walls and monolithic gateposts. The concrete slab pedestrian surface of the pavements is of a lower quality than at Mornington Villas. As at Mornington Villas, the retention and appearance of the gateposts at the foot of each drive is important to the street scene and the overall feel of the area. As the houses are all Italianate in style, the gateposts (which are different at each pair of villas) are broadly similar to those at Mornington Villas.



*The various style of gateposts along Walmer Villas reflect the different architecture and architectural styles of the houses.*

At the junction of Marlborough Road, Lumb Lane and Carlisle Road, the suburban character of the area briefly changes to something more urban as the large mass of the impressive former Chapel (now the Manningham One Stop Centre) and the parade of shops at Lumb Lane all open directly on to the street, marking the beginning of the civic/commercial part of the neighbourhood. The

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appearance of the area is let down by the various types of concrete flag that have been laid down, the bright tactile pavement at the pedestrian crossings and the ugly functionalism of the various traffic signals. Among this are two items of 1930s street furniture which add to the street scene. The first is the K6 type phone box outside the corner shop and the second is a green electricity box which is cast with the Bradford Corporation logo.

Further along Lumb Lane, the car park with old coped stone walls behind the One Stop Centre contrasts with the unbounded greenspace and car park across the Lane. The boundary walls to 197-201 Lumb Lane have been removed and the gardens to two of the properties tarmacked over for use as off street parking. This is inappropriate for the area as it harms the street scene. The large open space which once contained the Grosvenor Community Centre has a good cast iron railing boundary which is set into a concrete base at ground level. Unfortunately this boundary has not been painted for some time and has been allowed to rust. Opposite, the modern houses at 218-254

Lumb Lane have what would be a very good boundary wall with railings if it wasn't for the use of the same orangey buff coloured brick that was used to building the houses themselves. The brick walls have overhanging triangular stone copings. Its height alternated between high and low and the higher sections frame plain cast iron railings. The same materials and details are used in the gate posts.



*The modern housing at 218-254 Lumb Lane has a strong boundary feature which is alas made out of materials which are alien to Manningham*







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## 8.2 Permeability and Streetscape: Eldon Place

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### *Summary of Streetscape and Permeability*

The area around Eldon Place is historically a patchwork of unrelated Victorian era residential and commercial developments. This, coupled with modern interventions and redevelopment, has impacted both the area's permeability and the appearance of the streets.

- The area has low permeability due to the inward looking nature of Eldon Place, Hanover Square and Peel Square, which were all built as gated streets with limited access to ensure the privacy of the middle class residents.
- Historic street surfaces in the form of York stone setts and flags remain in situ in several locations, most notably the kerbs and pavements at Hanover Square, the pavement at Darfield Street and Houghton Place, the carriageway to Victoria Street and the back streets to Hanover Square, Peel Square and Eldon Place.
- The survival and reinstatement of traditional stone walls and the reinstatement of iron railings to Hanover Square and Peel Square are a key factor in the unified and historic appearance of the squares, while the gatepiers, walls and railings to the south of Eldon Place enhance the street scene.
- The appearance of 1-12 Eldon Place has been negatively impacted by the demolition of the original stone boundary walls and the use of the former gardens as car parks, creating featureless expanses of tarmac. A similar process has happened elsewhere in the street, but most boundary walls remain in place.
- Modern street surfaces are frequently visually poor and are inappropriate to the area.

Although it lies between two main arterial routes leading out of Bradford city centre, namely Manningham Lane and Lumb Lane, the piecemeal way in which Eldon Place conservation area developed, coupled with the redevelopment of site both within and adjacent to the conservation area means that it both contains a variety of street

spaces and is quite impermeable. Hallfield Road and Victoria Street once linked Manningham Lane and Lumb Lane, but now to cross the area by vehicle, Bowland Street to the north and Ham Strasse to the south are the only options, while pedestrian routes through the area are neither particularly obvious nor welcoming. To walk around, the area is very much like a patchwork of different Victorian middle class housing development than a logically laid out, permeable suburb.



*The setted street at Victoria Street complements the stonework of the Bradford Arms but contrasts with the modern surfaces elsewhere.*

**Manningham Lane** is very much a modern highway with tarmac carriageway and pavements, modern streetlights, bus lanes and signage, which provides a poor setting for the traditional shops which face onto it. The heavy traffic and lack of convenient crossings forms a barrier to movement on foot. **Victoria Street**, by contrast, is much narrower and retains a setted surface. It once led through to Lumb Lane and was lined on both sides by long terraces of working class housing which was built in the 1840s, which were demolished in the 20<sup>th</sup> century to make way for the cul-de-sac of houses at **Sylhet Close**. Sylhet Close was laid out c.1990 and is very much a modern suburban street with short rows of houses set at different distances from the street behind walled front gardens. Some effort has been made into making traditional appearing boundary features, but the concrete triangular coping and capitals to coursed stone

walls and gatepiers detracts significantly from an otherwise suitable boundary. The walls facing onto Lumb Lane are topped by a modern style railing which adds to the street scene. The street surfaces within Sylhet Close consist of a red pavior carriageway, concrete kerbstones and tarmaced pavements, none of which are appropriate to historic quarters such as Eldon Place. Sylhet Close may be a cul-de-sac, but a pedestrian link leads through to the back street of Eldon Place, but this route is quite hidden by walls and buildings and is particularly uninviting at night when the offices at Eldon Place are all empty.



*The stone kerbing, low walls and iron railings around the central garden at Hanover Square help the area uphold its historic character.*

To the north of Sylhet Close, **Hanover Square** is another cul-de-sac of sorts, this time built in the mid-19<sup>th</sup> century with the access road looping back onto itself around the central garden. It is unclear whether the only access to the Square (off Manningham Lane) was ever gated to ensure that the middle class residents had maintained their privacy. The horseshoe shape of the long terrace of houses at Hanover Square closes off vistas and helps give the area a calm, serene atmosphere, despite the area's proximity to Manningham Lane. The street around Hanover Square is tarmaced, with speedhumps regularly spaced along the one-way street. The pavement in front of the houses is surfaced throughout with stone flags edged with stone kerbing. To each house there is a low ashlar slab wall to which plain iron railings are attached (these were introduced when Hanover Square was improved in the late 1980s). At the foot of the pathway leading to each house is a pair of gently tapered monolithic ashlar gateposts with round heads. The consistency of the boundary features, gateways and traditional stone paving means that the uniform appearance of the houses (which retain traditional features and details) is strongly supported by their immediate setting and adds to the character of Hanover Square no end. The

green 'island' at the centre of the Square is edged with stone kerbing and a thin stone flag pavement. The green space is bounded by a low ashlar slab wall which is surmounted by the same plain railings as the walls in front of the houses. These details also contribute positively to the street scene. Four gateways lead into the greenspace and have the same tapered ashlar gatepiers as the houses. The unique streetscape of Hanover Square is of such high quality because the boundary and pedestrian surface features are consistent and complement the houses around the Square. The back streets to Hanover Square are dead ends and are enclosed on either side by high boundary walls. The survival of the setted surface with central gutter harmonises with the stone of the walls and gives the back streets a historic appearance.



*The railings and traditional walls at Peel Square are key elements of the street scene. Note the inappropriate red paviers to the right.*

To the west of Hanover Square, the varying heights, orientation, size and spacing of the parade of shops along **Lumb Lane** creates a juxtaposition with the consistency and repeated rhythm of openings along the back of the Hanover Square properties. The street itself is modern in character, which is upheld to some extent by the modern style shopfronts added to 66-88 Lumb Lane. Further south, the set back U shape of **Peel Square** is an impressive piece of townscape. The Square is separated from Lumb Lane by camber coped boundary walls surmounted by traditional iron railings. The two entrances to the Square are announced by large panelled monolithic gatepiers from which the capitals have been removed. These entrances are surfaced with red paviers which are wholly inappropriate. This same material is used to differentiate the parking spaces within Peel Square from the access lane, which is surfaced with tarmac. The small front curtilages to the houses consist of low sandstone slab walls surmounted by traditional iron railings which terminate in the monolithic ashlar gateposts with pointed heads which form the gateway to each garden path. As at



Hanover Square the historic character of the boundary features and their integrity complements the overall character and appearance of Peel Square. The back street to Peel Square is setted and has a central gutter. It is bounded by high walls with a mixture of round and triangular copings. It shows some signs of neglect, particularly to the north of the Square, where it is overgrown and strewn with rubbish and building materials.



*The back streets to Peel Square retain traditional stone settled surfaces, but suffer to varying degrees from neglect and vandalism.*



*Darfield Street retains half of its settled surface, some stone kerbing and some stone flags, but much of these surfaces are in a poor state, particularly the pedestrian spaces.*

**Darfield Street** is surfaced with new tarmac between Houghton Place and Tyson Street, and for

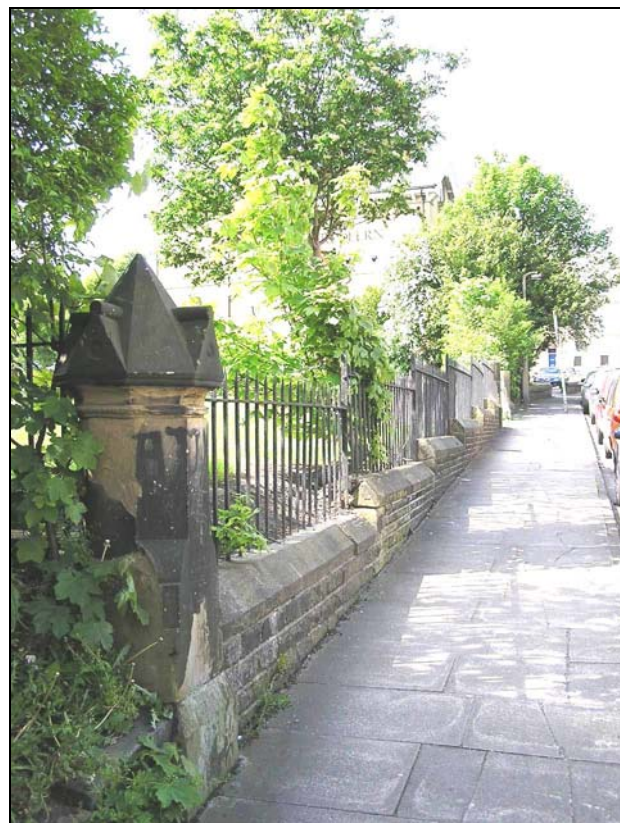
the rest of its length the stone setts are only covered by tarmac where utility companies have been at work under the surface. The setts are showing signs of neglect, but the main problems concern the kerbing and pedestrian surfaces along this street. The northern side has a consistent stone kerbline, but an inconsistent mixture of stone flag, patchy tarmac and concrete slab surfaces, while on the opposite side the stone kerb has been re-laid on the wrong side and is weathering badly, while the pedestrian surface is a mixture of patchy tarmac, gravel and badly broken and loose flags. The dilapidated chain link fence and the gravel car park beyond do nothing to enhance the street scene. Some buildings face directly onto the street, but where there are boundary walls these are modern in character and are made of cast concrete, imitation stone or use modern railings. Number 30 retains a sandstone slab low wall and segments of the original iron railings. The flags on Darfield Street wrap round the corner onto **Houghton Place**.

**Hallfield Road** is surfaced with modern materials and the patchwork of tarmac to both pavements is visually poor. Most of the buildings have low stone walls (the railings to which have long been absent) enclosing a very small front curtilage, most of which are hard in character. Instead, the historic character of the street is derived from the long, multi-height terraces of Italian style houses which line the street and give it a character which is different to most of the other terraced streets in Manningham. A small patchily surfaced car park which retains a setted entrance adjoins 25 Hallfield Road. To the rear of the car park is a modern tarmac footpath leading to **Eldon Place** bounded by modern railings and the boundary wall to 16 Eldon Place. This footpath, and that which leads onto Sylhet Close, are the only direct routes between Eldon Place and the rest of the conservation area. Eldon Place and Eldon Terrace form a T-shaped cul-de-sac. Its impermeability is due to its history; the streets were originally private and they could only be accessed via a gateway at the junction with Manningham Lane which was still in place by 1893. Since the houses are now all in commercial use, their gardens have in most cases made way for car parks. At **Eldon Terrace**, the street in front of Cavell House has been merged with the former gardens (with the boundary walls demolished in the process) to create a single large car park directly in front of the building. By contrast, Synergy House retains some shrubbery and garden to its front and car parking is discretely located to the rear of the property or to the side, where there was originally a coach house and stables with a courtyard in front.



*The lack of boundary features to the terrace along Eldon Place and the use of the gardens for parking gives these houses an undignified immediate setting and provides a poor street scene.*

The gardens to 13 and 16 **Eldon Place** have disappeared under tarmac, but at least here traditional coped stone boundary walls and monolithic gatepiers remain in situ. The same cannot be said at 1-12 Eldon Place where the front boundary wall in front of each of the former houses has been demolished and a small car park laid between the pavement and the buildings themselves. Few of the stepped coped walls which formerly separated the gardens of neighbouring houses remain in place. The net result is an ugly, modern style street scene which provides a completely inappropriate and undignified setting for these Grade II Listed Classical style houses. The juxtaposition of quality buildings and poor quality hard spaces is exacerbated by the visually poor patchy tarmac pavement and modern style carriageway. By contrast, across the road, the street is lined by an attractive stepped stone wall with chamfered copings which are surmounted by traditional spiked iron railings. The sections of wall and railings terminate in broached octagonal monolithic gatepiers with pyramidal heads that are pediments on four sides. These are the gateways and boundaries to the demolished Christ Church, which was built in the second half of the nineteenth century and was presumably demolished to make way for the retail warehouses which currently occupy the site. These remaining fragments of the former churchyard make a valuable contribution to the street scene and the historic feel of Eldon Place.



*This boundary wall and railings which formerly enclosed the churchyard of the demolished Christ Church. This boundary is a key structure in the conservation area.*



## 8.3 Permeability and Streetscape: North Park Road

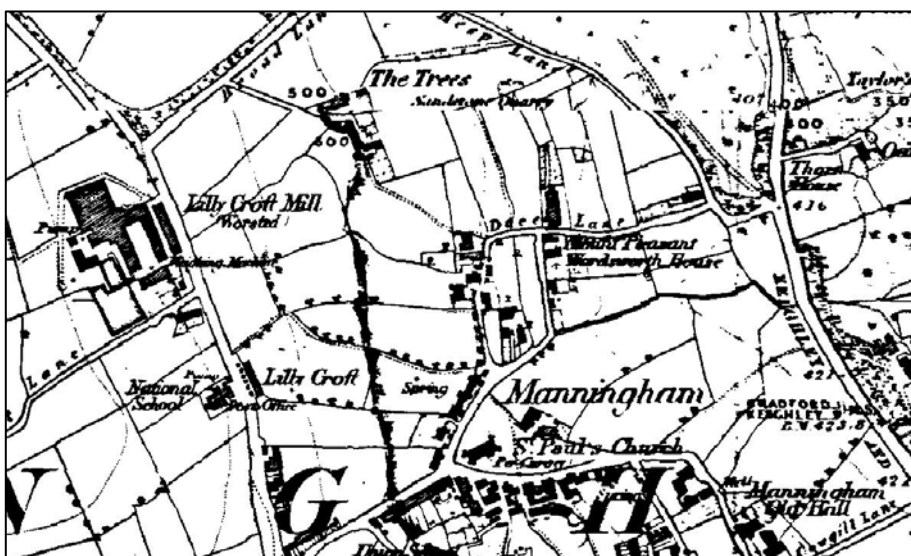
### Summary of Permeability and Streetscape

The development of North Park Road Conservation Area as a working class industrial neighbourhood and an exclusive leafy suburb in the second half of the 19<sup>th</sup> century has created a network of streets which retain characteristics of this era. The character of the street scene is an important facet of a conservation area as it relates directly to the buildings and open spaces.

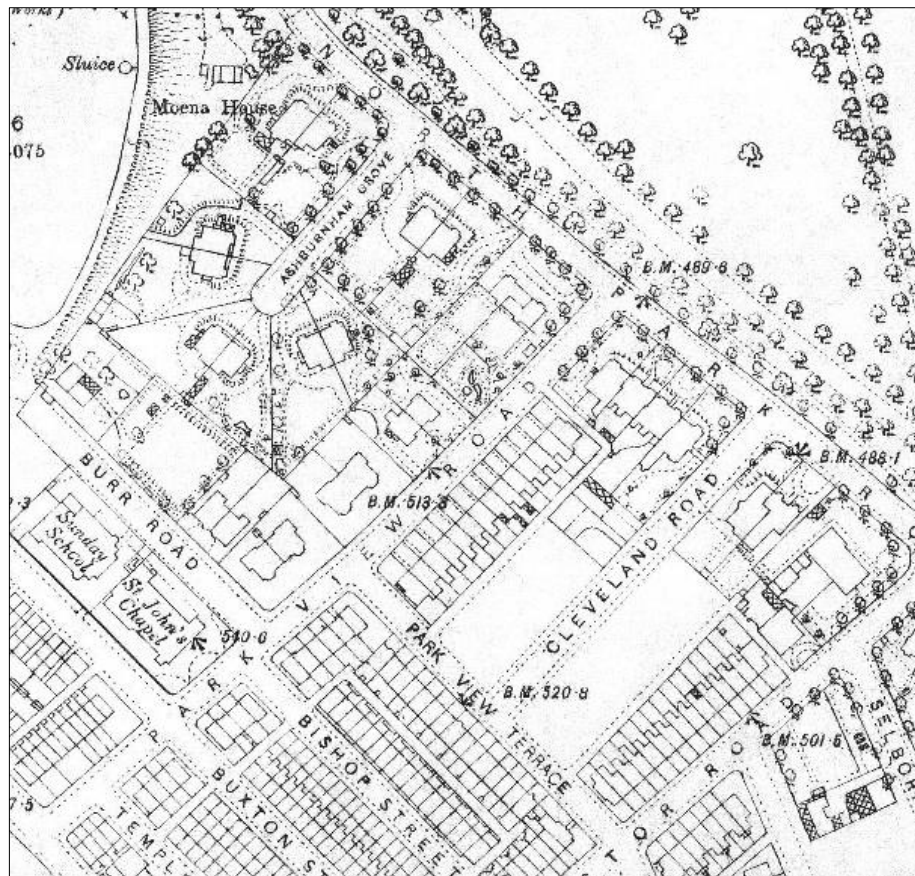
- Virtually all of the streets in the conservation area were either laid out or improved in the second half of the 19<sup>th</sup> century and are therefore quite broad and straight and are paved on both sides.
- The conservation area retains substantial areas of natural stone flagged and setted surfaces. Setts are limited to Beamsley Road/Silk Lane and a number of back streets and side streets, with many of these surfaces in need of improvement. The streets around Victor Road mostly retain stone flagged pavements along most or all of their length. These surfaces are important historic details.
- The main roads through the area, namely Oak Lane, Heaton Road, St Mary's Road and North Park Road are modern in their surfacing and street furniture.

- Residential and religious buildings are set behind stone boundary walls which are either coped or made of ashlar blocks. The railings which were attached were removed decades ago. The churches and some of the houses or groups of houses have more decorative and distinctive boundary features. Some walls have undergone unsympathetic alteration, but fortunately very few have been demolished. The walls are important in delineating streets and underpinning the coherent character of the area.
- Regardless of the type of development along them, each street is typified by buildings which are set at identical or similar distances from the road.
- The presence of trees and hedges is important to the leafier streets, particularly along and close to North Park Road.

The grid-like layout of streets in North Park Road conservation area sprang up in the mid-to-late 19<sup>th</sup> century within a framework of much older lanes and rights of way. The same group of old ways through the conservation area can be found on the 1613 and 1811 plans of Manningham Township, and the Ordnance Survey published in 1852. All of these maps show Heaton Road as an important thoroughfare linking Toller Lane with Heaton. Apart from Church Road in St Paul's conservation area, the only routes which branched off Heaton Road were *Lily Croft Lane* (Lilycroft Road) and *Broad Lane* (which is now Park View Road). *Broad Lane* continued as *Jumble Lane* as far as Manningham Lane. *Jumble Lane* still exists as a path across Lister Park.



The first Ordnance Survey map (1852) shows a very different street layout to the present day.



*The 1893 Ordnance Survey map shows a steady development of the area in a mostly grid-like layout typical of Victorian working class housing.*

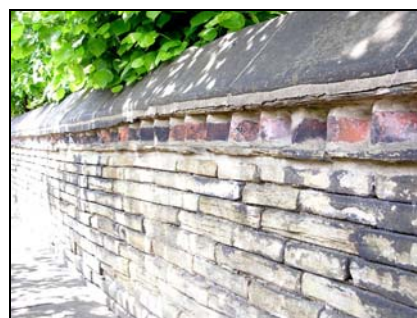
North Park Road was originally called *Hesp Lane* and linked Manningham Lane with *Broad Lane/Jumble Lane*. The northern end of *Hesp Lane* was realigned to its present course in the first half of the 19<sup>th</sup> century around the edge of the estate owned by the Cunliffe Lister family who lived at *Manningham Hall*. At the southern end of the conservation area *Duce Lane* occupied the approximate location of Oak Lane but only extended between Manningham Lane and Rosebery Road, with no way up to the junction with Heaton Road and *Lilycroft Lane*. Oak Lane was laid out shortly after 1852 as one of the main arteries of the new housing developments and is correspondingly straight and broad

The network of streets framed by Oak Lane, Heaton Road, Park View Road and North Park Road developed in a short space of time between 1855 and 1890, with few additions or alterations since, meaning the conservation area retains its Victorian layout and hierarchy of streets. The variations between the tightly packed terraced streets, side streets and back streets to the west of the conservation area and the large houses set in generous gardens arranged in 'blocks' of land to the east mean that there is a slight variation in the permeability of the conservation area, but there are generally a number of ways across the conservation area.

Oak Lane is a broad, straight road which has a slightly irregular course and funnel shape below St Mary's Road. The lower half of Oak Lane replaced Duce Lane and it is unique in the conservation area in that most of its buildings have a commercial use and open directly onto the street. Oak Lane is an important main road through Manningham with vehicle traffic which includes buses and lorries. As such the road is modern in character with a tarmac surface, concrete kerbs. The pavements are wide in front of the shops, but are surfaced with a visually poor patchwork of different layers of tarmac which provides a poor immediate setting for the buildings and few boundary walls. At the junctions with Manningham Lane, St Mary's Road and Heaton Road there are signals and crossing. The utilitarian appearance of the unpainted pedestrian barriers, the character of the signage and signals and the way that brightly covered tactile paving has been crudely set into the pavements makes these necessary interventions detract from the

special visual character of the area.

At the foot of Oak Lane the houses at **4-22 Oak Lane** are fronted by a variety of traditional coped stone boundary walls. Unfortunately the good boundary walls at 4-8 Oak Lane are topped by high, timber board and picket fences which have been painted bright orange and brown colours and look totally out of place in the context of traditional stone built structures. By contrast at 10-12 Oak Lane there is a unique unaltered stone boundary which has ashlar triangular copings carried by a course of angled red bricks which is sandwiched between two thin projecting courses of stone. This boundary feature sits particularly well with the traditionally detailed villas behind it. The later terrace of houses at 14-22 Oak Lane retains a traditional boundary wall with round copings. The only inconsistency is that the walls in front of some of the houses have been cleaned. Further uphill, the houses at **30-34 Oak Lane** have a similar round coped boundary wall.



*The boundary wall to nos. 10 and 12 Oak Lane provides a strong and characterful edge to the streetscape. The unusual combination of stone and angled bricks adds further interest.*



Further uphill, the long frontages of the single storey 40-44 Oak Lane are the only disruption to the general two/two-and-a-half storey masses of the traditional commercial buildings which have much narrower frontages to each unit. Even these modern buildings do however conform to the pattern of development stepping down the hillside. Across from these modern shops, the mid-20<sup>th</sup> century McCann's DIY Centre is another modern commercial building which is out of character. It is the only commercial building which is set back from the road and has a front car park with a wide featureless entrance. The property is bounded by a grey brick boundary wall with brick piers flanking sections of timber fencing. This boundary is out of keeping with the conservation area.

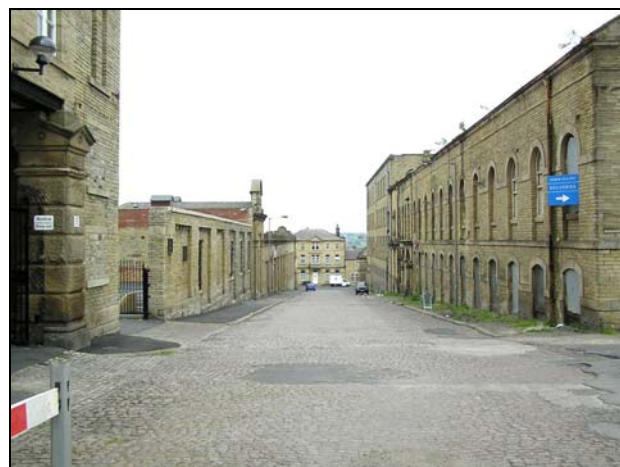


*The streetscape west of St Mary's Road is undermined by poor boundaries on the south side of the road. The chimney of Manningham Mills is visible at the brow of the hill.*

Towards the top of Oak Lane, vistas become increasingly dominated by the iconic mass of Manningham Mills and the long high facades of the complex dominate the streets which adjoin it, namely Heaton Road, Lilycroft Road, Patent Street, Beamsley Road and Scotchman Road. At Lilycroft Road the high 'gable' ends of the former spinning mill and warehouse are linked by a high ramped stone wall with triangular ashlar copings. This wall terminates in the gatekeeper's lodge which adjoins the spearheaded iron gates which are attached to cast iron square gateposts with panelled plinths and to one of the piers a ball capital. Patent Street runs directly adjacent to the long five storey façade of the warehouse or west wing of the complex and is lined for the rest of its length by a mixture of tall 1-3 storey structures, namely the boilerhouse and a warehouse as well as the 250' high campanile chimney. The continuous length of the complex along Patent Street is important in emphasising the sheer scale of Manningham Mills.

At its northern extent, the tarmac surface of Patent Street is on top of a stone setted surface and it is

unclear how much of the street has a concealed setted surface. Beamsley Road retains a traditional setted road surface with stone kerbing which was laid for horse drawn transportation. This surface wraps around the corner along what is left of Silk Street and constitutes the largest expanse of traditional stone surfacing in Manningham. Silk Street is lined on its eastern side by the two storey high blank façade of the former dryhouse and drying rooms which now forms the boundary wall to Woolcomb Court.



*Beamsley Road is surfaced with mostly stone setts and lined with the former buildings associated with the mill. This characterful street now has a sense of dereliction but the redevelopment of the mill should restore some of its vibrancy.*

The north-western end of Beamsley Road is overlooked by the long three storey mass of the apartments at Woolcomb Court, but to the east of Patent Street is lined on both sides by a mixture of 1-4 storey mill buildings which create an important 'all stone' vista down the setted street, past the industrial buildings and towards the well executed Italianate architecture of 246 Heaton Road. The buildings which line Beamsley Road do not step down the hillside, giving the street a canyon-like quality. At the top of the street one of the former workshops were demolished to make way for a new car park, but the wall which faces on to Beamsley Road has been retained and thus the quality of vistas along the street has been maintained. The only negative factors are down to maintenance and modern interventions. Some of the buildings are in a poor state of repair, one pavement is missing and is becoming vegetated, while the other has recently been tarmaced. In places the setts have been covered/replaced with tarmac and in places vegetation is pushing up between the setts. At the northern end of the complex, Scotchman Road is lined by a similar line of stone built sheds and here a builder's yard is concealed by the original façade of the shed, although here it would have been preferable to retain part of the roof structure in order to conceal the inside of the yard. Scotchman Road lacks traditional street surfaces.



*The impressively stark streetscape along the western side of Heaton Road is countered by the open space and young trees immediately opposite.*

The most impressive street frontage of Manningham Mills is along Heaton Road which there is a consistent tall one/two storey façade to both of the large blocks of the complex. The high defensive-looking wall which its rusticated battered lower storey and a regular rhythm of features and details are an important component of a unique and characterful industrial street scene. Between Oak Lane and Victor Road the elevation faces a corresponding line of semi-mature trees, which despite its obvious differences, forms a complimentary wall-like mass with regularly spaced trunks and a consistent canopy height. The greenspace the trees stand in is edged with stone kerbstones. Between Victor Road and Park View Road are the only residential terraces in the conservation area which face directly onto the street, which, with the elevation of the Mills, gives this section of Heaton Road a very hard, tunnel-like character. Half way along the small yard between 246 and 246a Heaton Road retains an overgrown setted surface.



*The streetscape along the northern-most section of Heaton Road is disjointed due to redeveloped boundary walls, replacement gates etc.*

The long terraces at 280-386 Heaton Road have a mixture of chamfer coped and triangular coped boundary walls which retain a fairly strong consistency. Some walls have been raised by

additional courses of stone, but in a handful of cases the front wall has been removed and large modern metallic gates have been built to the front gardens which have been used for parking cars. Also, in a few cases timber fences have been erected between neighbouring properties and some walls have been raised using unsuitable open cast concrete blocks. The later terrace of houses opposite, at 105-151 Heaton Road also has its linear character reinforced by the continuous stone boundary wall in front of the houses. This pitched faced wall is topped by square copings with rusticated faces. The section of wall alternate in height and the lower sections were originally surmounted by iron railings that have since been removed. The unusual boundary walls, however, are more or less complete and are unaltered. Between each pair of garden paths is an iron railing which terminates by the pavement in a simple but attractive piece of ironwork with scroll decorations. These interesting unusual pieces of iron remain in place at the foot of most of the garden paths and the gates to each paired entrance would have been



attached to them. At either end of the terrace, the corner shops are fronted by blank expanses of tarmac with

the area in front of 151 Heaton Road adjoining a section of collapsed boundary wall.

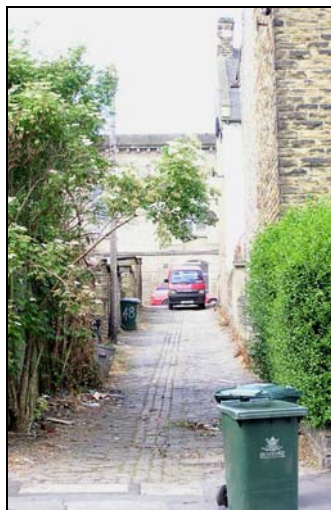


*The steep slope of Milford Place (above) and Milford Place adds interest to the streetscape.*

The back-to-back terraced streets of Firth Road and Milford Place step down the hillside and the stone boundary walls with chamfered copings stones do the same and reinforce the linear character of these streets. All boundary walls remain in situ, although incongruous additions have been made to some. The low iron railings which were originally attached to the copings remain in places, such as at 18



Milford Place, and are an important detail, particularly as most railings were removed for scrap during the 1939-45 War. Although the public highways have modern surfaces, most of the privately owned pathways which tunnel through the terraces and lead to the rear properties retain the original stone flag surface.



*Setted side and back streets along the houses on Wilmer Road are an interesting historical feature and remnant of the original stone surfaces that would have covered many of the roads in the area.*

*As a historical surfacing material, stone setts are of interest in their own right and should be preserved wherever possible.*

The similar back-to-back terrace of houses which lines the western side of Wilmer Road has the same low boundary wall with chamfered copings and alterations or replacements of this original detail are in a small minority, giving the street a consistent appearance. The tunnels through this terrace also mostly retain a stone flagged surface. Between the tarmac of the road and pavement are traditional stone kerbstones. In addition to the good boundary features of the houses, there are important boundary features in front of the ecclesiastical buildings along the street and at Heaton Reservoir, which forms a valuable setting for this part of the conservation area.

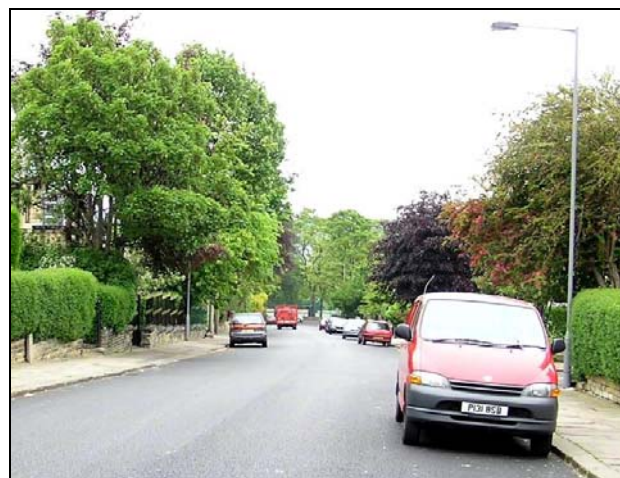


*The stone boundary wall and railings along the edge of the reservoir on Wilmer Road forms a strong edge to the streetscape.*

St Cuthbert's Roman Catholic Church and the former reservoir are both bounded by characterful stone walls. These walls are comprised of low and high sections. The low sections have rock-faced triangular copings with regularly spaced rusticated 'gabled' copingstones to which the pointed iron railings are attached (those at the church have been removed). The high sections are treated as piers to which the railings are attached where they remain in

place. These 'piers' have similar copings with two rusticated triangle-fronted copings flanking a single triangular rock faced copingstone. At St Cuthbert's Church the principal entrance to the churchyard is demarked by a pair of ashlar block gatepiers with gothic style 'gabled' capitals which have central circular panels with a cross relief carving. The gates have long been removed and in its place to prevent vehicles from entering the car park is a basic unpainted railing which is locked to housing which is set in concrete.

Further along Wilmer Road, the former St John's Methodist Church and its former Sunday school both have distinctive matching boundaries which consist of rock-faced sandstone 'brick' walls topped by contrastingly smooth chamfered ashlar copings to which railings were once attached. This boundary is topped by a neatly kept box hedge and wraps around the elevations which face onto Wilmer Road, Park View Road and Birr Road. The principal gateways to the church, which are on Park View Road and Birr Road have plain iron gates which are attached to tapered monolithic ashlar gatepiers with a square shaft with chamfered edges which is broached and carries pointed octagonal capitals.



*Park View Road is lined at its eastern end by large houses set behind hedges and walls. Trees standing in gardens make an important contribution to the streetscape.*

For most of its length Park View Road is lined by terraced and semi-detached housing. The gardens are separated from the street by low stone boundary walls. Those lower middle class/affluent working class houses higher up the hill have stone walls with chamfered ashlar copings which follow the gradient of the hill, while the walls in front of the wealthier middle class dwellings lower down the hill are ramped or step down the hill. These boundary walls provide an element of consistency along Park View Road, which makes alterations such as modern fences or breezeblock walls on top of the original walls particularly prominent and out of

keeping. Some of the older walls are showing signs of age and neglect and are in need of repointing. The houses at 41-47 Park View Road are among the few to have a low rounded sandstone block wall to which railings would have been attached. Apart from the one house where a rendered wall surmounts the ashlar blocks, the properties are fronted by hedges. In front of 2-12 Park View Road are stepped walls with rounded rusticated copingstones, here as at the ramped chamfered walls in front of the terrace opposite, some appropriate new railings have been installed.

Along most of its length, the pavements of Park View Road are surfaced with traditional stone flags with stone kerbing rather than layer upon layer of tarmac surfaces and concrete kerbs. This street surface complements the stone of the walls and the historic buildings along the road. Like many streets in the conservation area, the character of the street is reliant on the consistent building line and height, the presence of trees and other foliage, and the coherent and traditional character of the boundary features, but in addition Park View Road benefits from the colour and texture of the flagstones on most of its pavements.

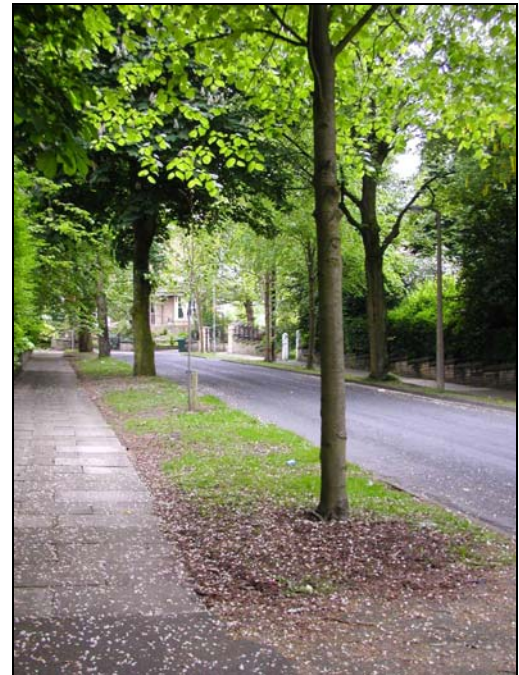


Rounding the corner onto Birr Road, 4-6 Birr Road is contemporary with 2-12 Park View Road and has the same boundary wall with rusticated copings. The driveway to number 6 is flanked by monolithic square ashlar gatepiers with pedimented capitals. The later houses along the eastern side of Birr Road have

plainer walls with flat copings and raised pier-like sections of wall. Only number 12 retains what might be the original detail: open timber railings with a diagonal motif which corresponds to that of the timber gates at the foot of the drive. This good traditional boundary feature is unfortunately contrasted with the collapsed and overgrown boundary wall of 14 Birr Road. At the end of the street, the 'gateway' to the modern housing at 17-31 Birr Road is announced by a section of red pavers which look completely out of context. The houses are fronted by very common modern style mass-produced basic railings and gates.

To the northeast of Birr Road, Ashburnham Grove is a cul-de-sac which is only accessible from North Park Road. The street scene is very characterful as

it is dominated by foliage and retains the original, consistent boundary walls which line the road and step down the hill. The low sandstone 'brick' boundary walls are topped by large chamfered copingstones with rusticated faces. In a couple of cases suitable modern style railings have replaced the missing original detail. The concrete flag pavements are separated from the tarmac road by thin grass verges which have been planted with a mixture of mature and semi-mature trees and saplings. This is the only street in the conservation area with verges.



*The leafy gardens and verges along Ashburnham Grove create a quiet, secluded oasis unlike any other street in the conservation area.*

It is probable that the drive leading to each house at Ashburnham Grove has a gated entrance with stone gateposts. While number 7 has old monolithic square gateposts with pyramidal capitals, the adjacent number 6 has new gateposts which respect the character of the conservation area as they are made out of blocks of ashlar sandstone with a stone string detail and entablatured capping with shallow pyramidal capitals.

At the foot of Ashburnham Grove and embedded in the boundary walls either side of the road are two octagonal monolithic gatepiers with pointed capitals. To these gateposts, gates which enclosed the once private street were once attached. Ashburnham Grove was one of only two gated streets in North Park Road conservation area, reflecting its status as one of the





wealthier enclaves in the neighbourhood. It is possible that identical gateposts were at the foot of every driveway along the street.

The houses to either side of the entrance to Ashburnham Grove were built at the same time and have the same boundary wall detail. At this northern end of the conservation area, North Park Road has a strongly suburban/rural character as the canopies of the trees in gardens and in Lister Park shroud the street and tower over the domestic boundary walls and the dry stone wall style boundary to Lister Park. This stone boundary runs between the northern end of the conservation area and rounds the corner at Oak Lane and is an important continuous feature along North Park Road. The course of North Park Road is sweeping and the width of the road varies in place, reflecting its much older origins than the Victorian era streets in the rest of the conservation area. The leafy character of the road does not relent between the northern boundary of the conservation area and Oak Lane, giving North Park Road a consistent distinctive established suburban character. The presence of trees and well kept hedges is fundamental to the overall character of this part of the conservation area. The consistent boundary to Lister Park is reflected by a variety of boundary walls (some with railings) which are different for each development along the North Park Road.



*North Park Road follows the curving boundary of the park and takes much of its leafy character from the trees standing in the park and in gardens of the adjacent houses.*

At 19-22 North Park Road, the terrace and its gardens are set behind a low boundary wall with chamfered copings. At number 22 some very good simple but visually pleasing traditional style railings have been attached to the wall, while at 19 there more simple pointed modern traditional style railings. The other sections of wall lack railings. At

either entrance to the central carriage sweep (which is surfaced with tarmac and is used as a pedestrian access rather than a vehicle access) is demarked by a pair of monolithic ashlar gatepiers. These gatepiers are square and stand on moulded plinths. Each face of the shaft is panelled and the entablatured capitals are topped by hipped cappings to which lights are still connected in most cases. At 22 North Park Road is a distinctive iron gate which matches the style of the railings. Within the gardens is an interesting old iron streetlight.



*The stone walls, iron railings and gates to no. 22 North Park Road are all original and add distinction and character to this part of the streetscape.*

Past the good low stone boundary walls with chamfered ashlar copings between Cleveland Road and Victor Road, the elevated villas at Selborne Villas stand behind uniform high boundary/retaining walls with rounded rusticated copingstones. To each house is a gated driveway with chamfered ashlar quoin jambs surmounted by shaped ashlar blocks with circular carvings. Each gate is a modern replacement of the original detail and are generally simple and suitable and are made of iron or timber. 1 Selborne Villas has a stylish pair of gates which stand under a decorative iron arch. In front of Selborne Villas the houses at Selborne Mansions occupy an elevated position on a small island site. The diminishing coursed stone boundary wall with rounded copings is a tall and continuous defensive-looking structure with a single narrow gateway at its centre.

North Park Terrace and its large communal garden stand behind a low triangular coped boundary wall which allows views across its grassed gardens towards Fairmount. The entrance to the shared drive is flanked by square monolithic ashlar gatepiers with tapered shafts that stand on plinths. The pyramidal capitals are stepped. The grounds of Fairmount are separated from North Park

Terrace by a simple round coped boundary wall. Facing onto North Park Road is a drystone wall; a rare remnant of the fields which existed up until the mid-19<sup>th</sup> century. The 'street' in front of Fairmount is more for show now that the entire row is in use as a single care home, but retains many of its traditional characteristics. The entrance retains its original gateposts with a good pair of modern replacement iron gates (Fairmount was one of two streets in the conservation area which are known to have been gated). The square monolithic gatepiers stand on plinths and have shaped pyramidal capitals. The individual gardens to each house stand behind the original low boundary/retaining walls with chamfered copings, with a higher wall facing onto North Park Road.



*The green and leafy garden to the front of North Park Terrace and Fairmount complements the openness of the park opposite.*

Nos. 7-8 North Park Road have a similar ramped boundary wall to Fairmount, but with flat copings. This good boundary feature (which lacks railings) is interrupted by round-headed monolithic tapered gateposts with panels to the front sides. The neighbouring 5-6 North Park Road is fronted by a higher flat coped wall which is surmounted by a neatly kept hedge. The monolithic gatepiers are particularly sophisticated in their Italianate styling. The square shafts have moulded chamfers to their edges and a buttress to the front which also projects from the tapered plinths. The entablatured capitals are topped by a pyramidal capping. The modern iron replacement gates are suitably simple in their design without being bland.

At Park Court the flat coped boundary wall lacks some of its copingstones and is overwhelmed by an overgrown hedge. At one entrance is a good traditional style pair of iron gates with a spearhead motif. The nearby 1-3 North Park Road are fronted by tall ramped sandstone 'brick' walls with flat copings. At number 3 loose stones have been mortared into place, a type of coping that was popular in the early 20<sup>th</sup> century.

The next street up from North Park Road is Oakfield Grove and this straight street has a strongly linear character due to the line of the street, pavement and buildings, but has various types of boundary which are of varying streetscape value. It appears

that the houses along the eastern side originally had fence boundaries or perhaps very low walls surmounted by iron railings as no traditional boundary details remain. The houses are fronted by a mixture of rusticated modern stone blocks with flat concrete copings. Other walls incorporate open cast concrete blocks. Those houses without modern wall boundaries have hedges instead.



*The streetscape along Oakfield Grove has a disjointed appearance due to the loss of traditional boundary treatments.*

The modern housing on the opposite side of the street lacks a strong boundary feature and are fronted by trees and shrubs which are either well tended or overgrown and neglected. The older cottages at Mount Pleasant are fronted by another 'wild' boundary consisting of a hedge, several mature trees and overgrown flowers, garden plants and grass. To an extent the less formal nature of this boundary helps these buildings which were originally part of Manningham village retain a rural appearance. Emerging from the undergrowth at the northern end of the terrace is a chamfer coped low boundary wall to which traditional iron railings are still attached.



*The gate posts and walls to nos. 51-71 St Mary's Road once contained iron gates and railings that enclosed the private drive and gardens.*

Further uphill, the terraces of houses at St Mary's road have a linear layout which is reinforced by the line of traditional chamfer coped boundary walls with ramped sections adjoining the end houses. 51-71 St Mary's Road has a shared private drive and communal garden which is enclosed by a long wall with a gateway at either end. The gateways have



monolithic panelled square gatepiers with chamfered heads. The wall in between these gates has a hammer dressed triangular copings with regularly spaced chamfered stones to which the iron railings were originally attached. The sections of wall to either side of the gates join the end houses of this terrace and are very high ramped walls with triangular copings.

Selborne Terrace is near the end of St Mary's Road and retains flagged pavements, stone kerbs and setted gutters which enhance the street scene.



The northern side of the road is bounded by the high garden walls to houses at Selborne Villas and Selborne Grove with distinctive rusticated copings. The row of houses at Selborne Terrace originally had a boundary which mainly consisted of iron railings, but all of these have been long removed,

leaving the very low round headed ashlar block wall. In almost all cases these walls are surmounted by neat hedges which adequately deputise for the original railings.



*The loss of original boundary walls and railings along Selborne Grove has undermined the integrity of the streetscape.*

Like Selborne Terrace, Selborne Grove has natural stone pavements and gutters, but here some of the entrances to the driveways are setted. The eastern side of the street originally had the same boundary as at Selborne Terrace, and neat hedges take the place of the railings. At 10-12 Selborne Grove new pitched face stone 'brick' walls with flat copings have been built. Attached to these are sympathetic railings and gates, but these railings alas make the

modern stained timber board fence with concrete posts between the properties a prominent part of the street scene. The historic houses along the western side of the street retain consistent traditional boundary features in the form of triangular coped walls which are either surmounted by hedges or suitable traditional style railings. The simple broad gateposts have large hipped ashlar copings. These good boundary details are juxtaposed with the plain stone wall to the modern 11 Selborne Grove which is tall and has buff brick copings. Next to this is an ugly open concrete surfaced void.

*The stone setted streetscape along Sunderland Street enhances the setting of the buildings along its edges and makes an important contribution to the character and feel of the place.*



The straight, linear Sunderland Street is lined by long terraces of houses set back at equal distances from the road. The pavements are flagged and the kerbs are made of stone. Where the traditional chamfer coped boundary walls remain in place, the character of the street and its consistency are enhanced. While this is the case along much of the western side of the street, the eastern side has a large number of replaced or altered boundaries which use inappropriate materials and details and unsuitable finishes such as render or paint. The junction to Oak Lane is closed off with ugly concrete bollards and pleasant semi-mature trees forming a barrier.

Athol Road is much the same as Sunderland Road, but here the western pavement is double width and has been planted with a row of trees which enhances the appearance of the street. The stone flagged pavements are complemented by the retention of virtually all of the original stone boundary walls and it is only a minority of cases where unsuitable new sections of wall or timber fences have been built on top of the walls. As it stands Athol Road retains much of its historic character.

Leamington Street is another long straight road lined by long terraces of housing. The southern end to Oak Lane is blocked by a stone built planter which has become overgrown. This wide street is

lined by stone kerbs and flagged pavements. Unfortunately vistas along this street are marred by the poor condition of the flags and the large number of unsympathetic alterations and replacements of the boundary walls to the houses.

The next street up the hill is Victor Street, which has been visually opened up by the demolition of most of the terraced houses along the western side of the street. The demolished area, which is now a green space, lacks a boundary and is fronted by a tarmaced pavement with stone kerbing. The pavements in front of the houses are natural stone flagged and the eastern side of the road retains a particularly consistent line of low chamfer coped boundary walls with very few unsympathetic alterations. The stone of the pavements, walls and



houses gives this side of Victor Street a strongly unified and traditional appearance. At the southern end of the street is a car park which is edged by basic modern railings set into pavoirs. This boundary is unsuitable for the character of the conservation area.

The neighbouring Victor Terrace retains flagged pavements and natural stone kerbings along its entire length. The long linear terraces of back-to-back houses originally had low ashlar block boundary walls which were topped by iron railings. The railings have long since been removed, and in most cases the walls have been appropriately heightened using traditional coursed stone with shaped or flat copings, which helps the street to maintain its traditional character. The southern end of the street is blocked by a stone built planter.

Victor Road is a long street which is lined by a number of different terraces which step down the hillside. The tarmac road is crossed by speed humps at various points and parking spaces are set into the pavements. Apart from the area around Selborne Grove, which is surfaced with concrete tiles and tarmac, the full length of the pavements along Victor Road are surfaced with natural stone flags with stone kerbing, which helps the street to retain some of its historic character. The flags are complemented by the stepped stone boundary walls to all residential and ecclesiastical properties which are topped by chamfered copingstones. This general uniformity of the boundary features makes inappropriate boundary features all the more

prominent and makes their negative effect on the street scene apparent. Examples of inappropriate boundary details include the missing boundary to 37 Victor Road, the high breezeblock wall at 64 Victor Road, the painted stone and concrete block walls at 15-27 Victor Road and the high boundary wall at 6 Victor Road, which is only inappropriate due to its scale which contrasts with the neighbouring walls.



*The diverse streetscape along Victor Road is visually dominated by the monumental Manningham Mills at its western end.*

The various uses and types of buildings along Victor Road are responsible for some of the diverse features along Victor Road. St Luke's Church and its former Church Hall/Sunday school has a sneaked boundary wall topped by chamfered ashlar copings with simple iron railings above which are of importance to the street scene. At the north-eastern corner of the churchyard is a concave section of wall and railings which terminates in ashlar block piers with moulded cornices. Set in front of the concave wall is the church's war memorial. The memorial stands on three stone steps and consists of a simple stone cross and sword which stands on an ashlar block plinth with chamfered edges and a bevelled top edge. The principal entrances to St Luke's Church are demarked by monolithic ashlar gateposts with chamfered shafts which have three moulded pointed arch panels to the front. Hipped capitals top the shafts.



At the top of Victor Road, the shops at 45-53 Victor Road/182 Heaton Road open directly onto the street and are fronted by a wide stone flagged pavement.

Traditionally goods would have been displayed in this space, but now it is empty, save for the pillar box stranded in the middle of this space. At the other end of the row the shop at 39 Victor Road is fronted by a similar space, but here the surface is concrete slabs. At the foot of the road the large



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garden of the villa at 2 Victor Road signals the change to the sylvan North Park Road area. The entrance to the garden is set between two square monolithic ashlar gateposts with moulded panels on each face of the shaft, and a pyramidal capping with a dentilled entablature below.



*The remaining stone walls and stone flagged pavements along Temple Street and Buxton Street visually complement the character of the streetscape.*

The back-to-back terraces at Buxton Street and Temple Street are fronted by boundary walls with unusual carved rounded copingstones. Unfortunately some of these walls have been unsympathetically altered and in some cases crude walls built out of modern materials have been erected between neighbouring properties, harming the street scene. Both streets have natural stone flagged pavements in front of the dwellings.

Park View Terrace and Cleveland Road both have stone flagged pavements, stone kerbing and are lined with stone walls with chamfered copings. These walls reinforce the traditional, linear character of these streets, but the demolition of walls and/or the construction of unsuitable walls or fences have undermined the unified character of the street scene.



*This characterful vista up St Paul's Road is delineated by stepped boundary walls and hedges.*



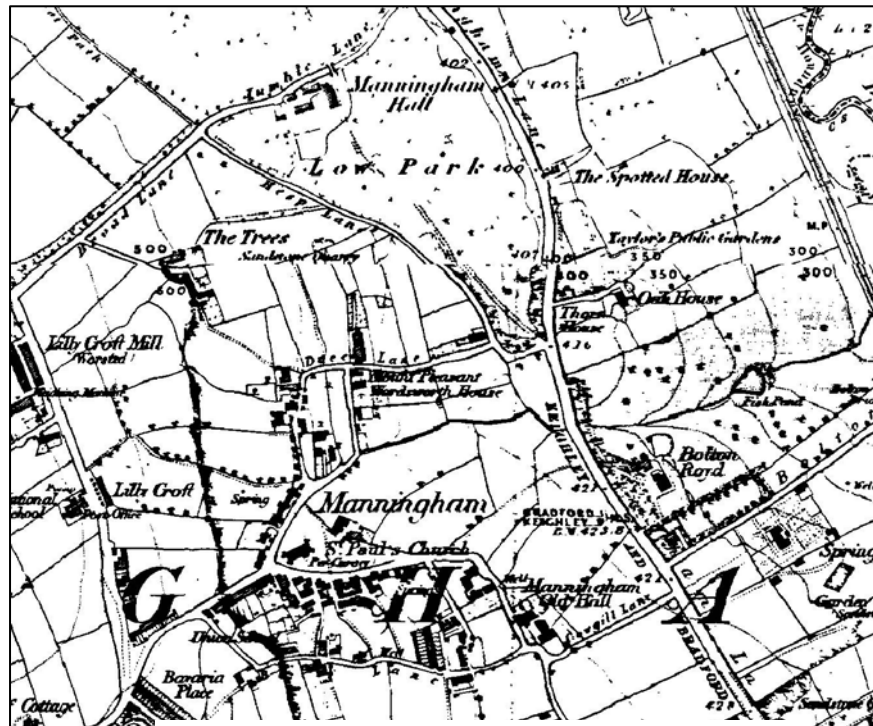
## 8.4 Permeability and Streetscape: St Paul's

### Summary of Permeability and Streetscape

St Paul's conservation area developed in two distinct phases: firstly as the ancient village of Manningham and secondly as a suburb built for different tiers of Bradford's middle classes in the mid-19<sup>th</sup> century. These two phases of development coupled with modernisation and redevelopment within the conservation area are responsible for the present streetscape and permeability:

- The main thoroughfares of Manningham Lane, Queen's Road / Marlborough Road and Oak Lane date from ancient and mid-Victorian times, but are today all highly engineered and modern in character to cope with high levels of vehicle traffic and hence their traditional character is entirely down to the buildings, spaces and boundary walls which line them. This is also true for most of the modernised residential streets.
- The Victorian era roads are all broad, straight avenues and streets arranged in grid-like layouts. The streets to the east of Manningham Lane have a leafy, park-like feel and the vegetation in the gardens obscures most of the boundary features. The terraces have a more urban feel with coped stone boundary walls fronting the properties, small front gardens that help to emphasise the linear nature of the streets and add to the consistent appearance of the terraces.
- Some of the residential streets were originally gated and some villas have gated drives, hence ornate monolithic gatepiers are key elements of the streetscape in places like Mount Royd, Oak Villas and Oak Mount.
- Some of the key landmark buildings in the conservation area have distinctive boundaries and gateways that enrich the street scene. Examples include the stone walls, iron gates and railings at St Paul's Church, St Catherine's Home, the former Bradford Children's Hospital.

- The grid-like arrangement of streets is interrupted by the sinuous and irregular courses of older lanes such as Skinner Lane, Church Street and East Squire Lane.
- Historic stone street surfaces such as setts and flags remain in situ in few places and are generally only found along the back streets and side streets to terraces.



The St Paul's area in 1852. The conservation area contained the heart of Manningham village, which surrounded St Paul's Church. Early suburban villas in the form of Bolton Royd and Oak House are also evident.

St Paul's Conservation Area is one of the few areas in Manningham which contained significant development prior to the area's suburbanisation by the middle classes in the mid-19<sup>th</sup> century and this has impacted upon the street pattern of the area. On the 1613 and 1811 plans of Manningham Township the wishbone shape of Skinner Lane and Church Street is clearly visible, as are East Squire Lane, Rosebery Road, and Carlisle Road/Carlisle Street, which are recorded on both maps as Back Lane. Skinner Lane, Church Street and Carlisle Road all retain their approximate original sinuous

courses, although they are now linked to the similarly ancient main thoroughfare of Manningham Lane by broad, straight Victorian era roads; Oak Lane and Marlborough Road replaced the much older Duce Lane and Cowgill Lane respectively. Away from the site of Manningham village, Queen's Road is a Victorian modernisation of an ancient lane, Bolton Lane which linked Manningham and Bolton Manors. Apart from this lane, the area between Manningham Lane and Bradford Beck was open fields and the only lane recorded on the 1811 map is a short lane called Strait Lane, which occupied the approximate position of the entrance lodge and drive to the since demolished Oak Lodge to the east of Lister Park.

The ancient field boundaries have had little influence on the majority of the street pattern as a grid-like network of broad avenues and streets was superimposed onto the existing layout of lanes in the mid-19<sup>th</sup> century when the large estates at Bolton Royd and Oak House (which were originally made up of a number of amalgamated fields) and the remaining agricultural fields were sold off for development. In 1854 plans for 68 new streets were sanctioned (anon., 1948) as Manningham abruptly changed from agricultural and rural and suburban and middle class. The result is that the area to the east of Manningham Lane is made up of broad straight avenues (the most notable exception is Parkfield Road which is curved to avoid Bolton Royd), while the area to the west of Manningham is a tighter grid of broad streets which is bounded to the west by the older sweeping lanes. The layout of these two sides of the conservation area may be generally similar, but it was the relative social status of the original occupants of the Victorian suburbs which determined the permeability of the conservation area.

The area to the east of Manningham Lane was mainly developed as large detached and semi-detached villas without back streets. These houses were intended for the wealthier members of the middle class who could afford to live in houses set in large gardens but were not wealthy enough to own a country estate. Streets like Mount Royd, Parkfield Road and Oak Avenue (with Oak Mount and Oak Villas in between) were all gated to restrict access and to maintain the privacy of the occupants and hence a layout of roads with as few junctions as possible would be the easiest way to meet these objectives. The result is an area where there are no ways through large 'blocks' of land and hence the area has quite low permeability. The area to the west of Manningham Lane was developed for the lower middle classes, hence the majority of the dwellings built were terraced houses. The density of development and the presence of back streets and side streets makes this side of the conservation

area much more permeable. Most members of the lower middle classes could not afford to physically segregate themselves from the wider population and hence Blenheim Mount, Blenheim Road, Welbury Drive and Highfield Place were the only gated streets and the rest were public through roads.

There have been few changes to the layout of the streets since the end of the 19<sup>th</sup> century when the last of the terraces at Bertram Road were built. By this time tramlines serviced Oak Lane and Manningham Lane/Keighley Road.

Manningham Lane is the main thoroughfare through the conservation area and a main arterial route out of the city centre. This road has been modernised to cope with heavy traffic comprised of private and commercial vehicles including lorries and buses. The carriageway and pavements are all modern in character and hence the historic character of Manningham Lane is more or less entirely down to the appearance of the private properties bounding the lane, and their boundary features.



*Along the main thoroughfares of St Paul's conservation area, traditional buildings and boundary features and pleasant greenery are juxtaposed with out of keeping modern highway interventions.*

The junctions of Manningham Lane with Oak Lane and Marlborough Road/Queens Road both incorporate utilitarian looking crossings with standard unpainted pedestrian barriers, signals and



traffic islands which pay little regard to the historic character of the area. The pavements are surfaced with concrete slabs, those at the corner with Marlborough Road (*left*) are particularly broken up and in poor condition. These modern surfaces are juxtaposed with the traditional hammer dressed stone

boundary walls with ashlar copings that form the boundaries to the houses



along the lane. The walls are all quite low and were originally topped by iron railings. The copings change with each group of houses from flat coping to chamfered copings. The walls at 287-311 Manningham Lane incorporate ramped sections and some of the houses have gateways made up of ashlar quoins with chamfered angles. The wall in front of Blenheim Mount is interrupted by two gateways which lead to the sweeping private drive which is shared by the properties. The gateways are announced by square gatepiers on plinths which are topped by pedimented capitals. Unfortunately one of the gateposts at the southern entrance is missing while those to the northern entrance have painted shafts. The drive itself is tarmaced and the gardens to either side have traditionally lacked boundary features, which makes the high close-boarded fence to 1 Blenheim Mount look particularly out of place.



*The traditional boundary walls along Manningham Lane provide the street scene with an element of consistency*

The back streets to the houses lining Manningham Lane, namely Back Lindum Street and Back Blenheim Mount, retain stone setted carriageways, stone kerbing and stone flagged pavements, which harmonise with the high coursed stone boundary walls which line them. Unfortunately these surfaces are in varying condition and would benefit from re-laying in places, particularly as vegetation is pushing up between the stones in places. Worse still is the fact that elements of the stone surfaces have been removed and the resultant space resurfaced with gravel or tarmac with concrete kerbstones, which gives the streets an inconsistent appearance visually standing out. Some of these new surfaces are a result of the theft of the stone surfaces, but the



most damage (*right*) has been done by utility companies who have replaced setts with tarmac, while the new development behind Bundria Court has resulted in a new tarmac pavement with concrete kerbing being laid. Further damage to the street scene has been done by the whole or partial demolition of the rear walls of the Blenheim Mount/Manningham Lane properties. This disrupts the regular rhythm of walls and monolithic round-headed gateposts with large voids in the wall or modern gates.

Halfway along the stretch of Manningham Lane that runs through the conservation area is the vista up St Paul's Road which terminates in the tower and spire of St Paul's Church. The trees and hedges, the straight building line and the straight line of the road and the boundary walls and pavements which flank it are all important factors that make this vista so distinctive. The street and pavement surfaces are all modern, but most of the front boundary wall, which either step or slope downhill remain in place and retain their original character. There is a slight variation in the height of wall and the type of coping between each terrace which lines St Paul's Road. Some houses, like 17-27 St Paul's Road, have coped boundary walls which extend up to the doorways as solid balustrades, while the terrace at 30-54 St Paul's Road has a wall with higher sections of coped wall which originally flanked iron railings which were attached to the copings of the lower sections of wall. Because of the uniformity of the boundary features, those instances where walls have been altered (such as be rendering them or creating larger entrances) stand out more than they would otherwise. Halfway up St Paul's Road is a modern highway intervention which was inserted to prevent the street from becoming a through road by motorists wanting to avoid the junction of Oak Lane and Manningham Lane. This intervention runs diagonally across the junction with Bertram Road and its materials, such as concrete kerbs, steel posts, concrete bollards and cast concrete tiles are unsuitable for a historic area such as this and the scheme could have been done using more sensitive materials. A similar modern intervention seals the junction between St Paul's Road and St Mary's Road.

The back streets to the terraces along St Paul's Road are all surfaced using stone setts, kerbstones and flags, but although the condition of these surfaces is generally acceptable, sections of stone have been removed and replaced by unsuitable materials while the overgrown nature of many of the pavements is symptomatic of the general neglect of these back streets. The demolition of rear boundary walls is another problem which detracts from the traditional street scene.



*Traffic management installations should be made of traditional materials and should make an effort to complement the character of the surrounding area.*

Oak Lane straddles St Paul's and North Park Road conservation areas. Like all of the main routes through Manningham, Oak Lane has modern street surfaces and much of the traditional nature of the street scene is down to the buildings and boundary walls. The parade of shops at 7-17 Oak Lane is fronted by a visually poor concrete flag pavement with modern bins and cycle racks, while the rest of the street has tarmac pavements. Higher up the

lane, the vacant site to the north of Bertram Road is fronted by a line of concrete bollards set in an overgrown concrete conglomerate verge. Boundary features such as this one are wholly unsuitable for strongly coherent areas of traditional townscape such as Manningham. At the corner with Rosebery Road (*right*), the site of Salem Chapel retains a good stone boundary wall with chamfered ashlar copings and tall gatepiers with complex ashlar copings, which are the only remnants of the building which once occupied this overgrown, rubbish strewn site. This same boundary continues in front of the former Sunday school to the Church, 21 St Mary's Road, and makes a positive contribution to the street scene. Neglect and a lack of purpose for the site of the chapel mean that parts of the walls are collapsed or missing. On the edge of the conservation area, the rear garden of Manningham Old Hall lacks a boundary and is full of broken red bricks, although to the Rosebery Road side is a good tall boundary/retaining wall with rounded hammer dressed copings.



*Top of next column: At Bertram Road one of the few remaining traditional boundary walls (*right*) stands next a collection of unsympathetically altered boundaries or new ones which undermine the row's unified appearance.*



The long, straight course of Bertram Road is delineated by the positions of the terraces of houses and the straight line of the boundary features and pavements. The street is tarmaced, the kerbstones are concrete (with overgrown gutters) and the pavements are a visually poor mixture of concrete slabs. The last terrace to be built along the road, 52-68 Bertram Road has low sandstone slab walls to which iron railings were originally attached. In some cases this is the only boundary feature, while in others the walls are surmounted by box hedges or unsuitable timber fences. The other terraces originally had low coursed wall with chamfered copings to which railings were once attached. While 8-20 retains traditional walls with hedges rather than railings above, the opposite terrace (3-19 Bertram Road) is fronted by a range of unsuitable or unsympathetically altered boundary features which lack the unity provided by the traditional features. The corner shop at 3 Bertram Road is cordoned off from Church Street by ugly utilitarian pedestrian barriers. The back streets to Bertram Road are all setted, kerbed and paved in stone and retain much of their traditional character, particularly as a lower proportion of the back walls to properties have been altered. But as elsewhere in this conservation area, the stone surfaces have been neglected, with elements missing and replaced with unsuitable materials or vegetation sprouting between the stones.



*The unsurfaced roadway with overgrown edges at Welbury Drive.*



Welbury Drive branches off Bertram Road. This dead-end private road has a tarmac pavement with stone kerbing along it one side and a road surface that is a bumpy, uneven mixture of bare earth, gravel and stones. The gutters to the road are overgrown and full of debris while most of the stone boundary walls have been removed and either not replaced or modern suburban style picket fences have been built.



This street lacks much of its coherent, traditional character. The adjacent nursing home retains a distinctive boundary to St Mary's Road which is made up of shaped stone slab wall or copings topped by ornate iron railings (*left*). These railings match those which top the flat roof of the rotunda wing of the nursing home and incorporate the same sections of scrolled ironwork either side of a wavy baluster with a pointed scrolled finial decoration above. The sections of railing between these flourishes have regularly spaced pointed heads. The boundary between the nursing home and Welbury Drive is an irregularly coursed mortared

former drystone wall, which is an unusual detail for an urban location such as this. The site behind the nursing home is the same vacant site without a boundary feature which faces onto Bertram Road and Oak Lane.

Across St Mary's Road from the former Bradford Children's Hospital and complimenting its ornate architecture and boundary feature is St Catherine's Home. The boundary wall to the Home is topped by railings and sweeps around the corner at Fern Terrace. The ashlar copings are chamfered and the railings have regularly spaced flourishes of scrolled ironwork topped by pointed and scrolled finials. The railings in between these flourishes are topped by ball finials. At the entrance to the building, the copings ramp upwards and terminate at the main gateway with chamfered composite ashlar block jambs. The original iron gates remain in place and complement the railings as they have a central scrolled flourish flanked by straight, vertical iron bars.



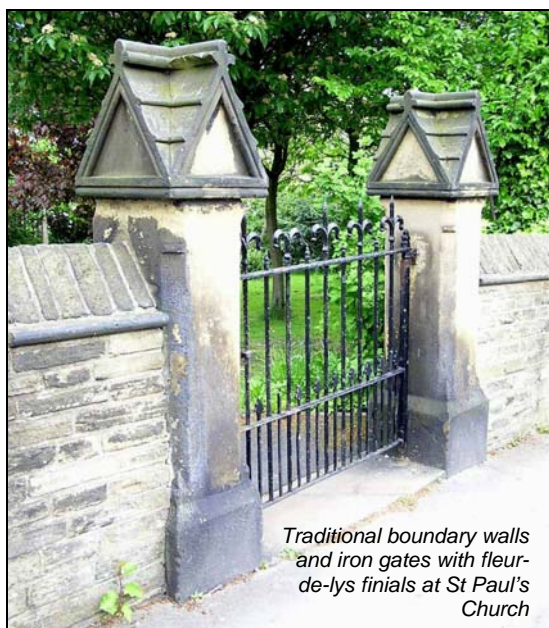
*The traditional boundary walls and iron gates of St Catherine's Home complement the materials and architecture of the building.*

Rosebery Road is one of the ancient roads in Manningham and has a dogleg curve. The street is the only one in the conservation area to retain stone kerbing and the inside of the curve has a good stone flagged pavement bounded by a tall stone wall with ramped rounded ashlar copings which form the rear boundary to St Catherine's Home (*right*). Along the opposite side of the road, stone setts which break through the concrete slab pavement announce the



entrances to the sweeping drive of The Manor House. The gateways are flanked by monolithic gatepiers with oval relief decorations and finials which have been removed. The gatepiers are flanked by sections of coursed stone wall with flat copings. The adjacent terrace of 3-17 Rosebery Road has a good unaltered stone boundary to the front with chamfered ashlar copingstones. Some of the houses retain traditional iron gates.

Skinner Lane is another old lane at what was the heart of the village of Manningham. The northern side of its sweep is bounded by a variety of traditional cottages, but alas many of the front boundary walls have been inappropriately altered or removed entirely and replaced with unsuitable walls and fencing. 11-15 Skinner Lane retain a neat stepped boundary wall with rounded hammer dressed copings while at the neighbouring cottages, some flat coped stone walls remain in place. On the inside of the bend, St Paul's churchyard is enclosed by the original distinctive stone boundary wall with a protruding rounded upper course topped by triangular copings. At the corner of the churchyard there are low boundary walls with flat copings to which a simple iron railings with fleur-de-lys finials are attached. At the base, these railings are set into concrete, which detracts from their traditional appearance and harms the visual integrity of the boundary feature. At the centre of the railings and walls are monolithic gatepiers with chamfered shafts and pedimented capitals. The iron gates are also of a simple perpendicular design with fleur-de-lys finials. The retention of the traditional/original boundary to the churchyard means that this centrepiece to what remains of the old village of Manningham is complete and has coherent characteristics.



*Traditional boundary walls and iron gates with fleur-de-lis finials at St Paul's Church*

It is a shame, therefore that the street scene to the south of St Paul's Church along Church Street is marred by unsuitable modern boundary features such as the reconstituted stone wall with flat concrete copings to the new industrial unit and the tall unpainted palisade fencing to the north of Smith's Buildings. The latter is made more prominent by the fact that it stands on the outside of bend of the gently S-shaped course of Church Street, another ancient lane associated with Manningham village. The inside of the bend contains a number of good traditional stone boundaries. These include the low coursed walls to 5-7 Church Street with alternating chamfered and square ashlar copingstones, and the tall segmental-coped wall to the shared gardens at Rose Bank. The latter has ramped sections, but has collapsed at one end, while at its centre is the shared main gate with square monolithic gatepiers with chamfered edges and pyramidal capitals. To the south of Qureshi View is a new traditional style hammer dressed stone wall which lacks a coping detail and is instead topped by a thin layer of cement topped by plain railings. This modern wall adjoins the traditional flat coped retaining wall which separates Highfield Place from Church Street.



*Bare modern boundary features such as this palisade fencing on Church Street are out of place in conservation areas.*

Highfield Place is unique among the historic streets in the conservation area for having no street in front of it; instead there is a footpath which would have been gated at both ends to ensure privacy. The sandstone 'brick' gateposts to Highfield Place have ashlar pyramidal capitals and a similar pair flank a blocked entranceway to what is now Qureshi View. The back street to Highfield Place is setted and is closely bounded by tall stone boundary walls with flat copings and less appropriate modern garage openings. Qureshi View is also fronted by a footpath rather than a street. This footpath is surfaced with concrete slabs and is separated from the footpath at Highfield Place by a modern stone wall which steps down the hillside and is topped by shallow triangular concrete copings surmounted by modern traditional style railings. A pair of sandstone 'brick' gatepiers with concrete ball capitals links Highfield Place and Qureshi View. The boundary to the gardens at Qureshi View consists of similar traditional style modern railings to those which surmount the high wall. The street to the rear of the Qureshi View houses is clearly modern in character due to its pavoir entrance, tarmac surface, concrete kerbs and thin pavoir pavements. The street is lined on both sides by stone 'brick' gatepiers with concrete ball capitals which flank timber board gates. For some reason these gates, and the fencing which surmounts the sections of low wall, has never been painted or stained, therefore it is only a matter of time before this uniform frontage begins to fall to pieces and each householder either replaces the timber boards with a new gate/fence or simply does not replace the rotten timber.

To the west of Qureshi View, East Squire Lane and Ashdown Place are two streets which predate the suburbanisation of Manningham and are the only old roads to retain their original narrow widths and as a result feel quite pent up compared to the broad Victorian avenues which typify the rest of the conservation area. The streets are closely bounded by buildings and boundary walls but much of their character has been lost through the laying of modern surfaces and the loss of traditional boundary features. At 6 East Squire Lane the cylindrical monolithic gateposts are Grade II Listed for they were originally columns which were removed from the Bradford Buttermarket when it was demolished in 1812. The Buttermarket was one of Bradford's ancient markets, but the piers (or rather columns) date from the 18<sup>th</sup> century. Unfortunately these listed gateposts have been painted and now support modern timber gates and are flanked by tall timber fences all of which have been stained a bright red colour and look completely out of place alongside the Grade II Listed 6-8 East Squire Lane.





*The Grade II Listed gatepiers which are made from the columns of Bradford's ancient Buttermarket stand among modern style brightly stained timber fences and gates.*

To the east, Ashdown Place retains a flagged pavement with stone kerbstones, but the traditional flat coped stone boundary wall is in a state of partial collapse and the neglected gardens are beginning to overwhelm the wall. To the rear of Ashdown Place, the back street (*right*) is setted and is tightly enclosed by the buildings and the high boundary wall to the mosque. Trees Street is a Victorian terraced street named after a demolished farm in Manningham village. The street retains a setted surface and stone kerbing. At Trees Street, East Squire Lane and Ambler Street the Muslim Preparatory School is bounded by the original stone boundary walls with chamfered ashlar copings. The entrances to the schoolyard are demarked by tall monolithic square ashlar gatepiers with chamfered edges and pyramidal capitals. The modern railings to the upper playground are now concealed by less visually pleasing timber boards.



At the corner of Ambler Street and Carlisle Road, the Hanifa Mosque is a landmark building with a tower which announces the entrance to the conservation area. This building and the land around it has a suitably distinctive boundary. The low buff brick wall is broken up by tall piers with slender pointed arch niches, the apexes of which are set in the concrete pyramidal/ball capitals of the piers. These brick piers are linked by sections of simple arced railings. The stretch of Carlisle Road to the east of the mosque is closely lined by shops which open directly onto the pavement, with produce and wares displayed outside of the shops.

The pavements themselves are devoid of traditional features bar a pillar-box outside of the Post Office.

To the northeast of Carlisle Road, Blenheim Road is another tunnel-like road which is lined by stepped terraces of houses fronted by small gardens and stepped stone boundary walls with chamfered ashlar copings. At the foot of the street is a barrier to vehicles between Manningham Lane and Blenheim Road which consists of a broad concrete flag pavement with concrete bollards and modern street furniture. The street surfaces at Blenheim Road are modern but the back streets are more traditionally surfaced with stone setts and stone kerbs, but unfortunately the condition of these back streets would be improved by the re-laying of some of the stones and the clearing of vegetation from between them. The rear boundary walls to properties have also been altered using modern materials or have been radically altered by inserting large openings for vehicles.

Marlborough Road is similar in character to Blenheim Road, but here the copings to the stepped walls vary from chamfered to rounded or triangular, reflecting the piecemeal development of the terrace. Numbers 38 and 40 are the only houses with gateposts and these have tapered monolithic shafts and stepped capitals. At the top and bottom of Marlborough Road the street scene is marred by the signals and bright tactile paving associated with the busy junctions and pedestrian crossings.

**Queens Road** is one of the busiest routes through the conservation area, crossing Manningham Lane at a highly engineered junction and forming a continuation from Marlborough Road eastwards until its exit from the conservation area boundary. The road is lined at its western end with larger buildings set in relatively green gardens. Dale Side House, a modern block of brick-built flats is set back behind a stonewall topped with flat copingstones. The semi-detached houses further down the hill, nos. **1-7 Queens Road** all have stepped stone boundary walls, those to nos. 5 & 7 surmounted by iron railings. The trees standing around the houses make an important contribution to the streetscape, softening the impact of the busy road and complementing the traditional character of the buildings.

Set further down the hillside is a long row of terraced houses. Traditionally these houses would have all had stepped stone boundary walls, probably surmounted by railings. However, the railings have almost without exception been removed and in some cases the stone boundary walls replaced with timber fencing or privet hedges. The loss of the traditional boundary treatments, even to a limited number of properties, impacts

substantially on the character and appearance of the streetscape, undermining the character and unity of the houses and creating a fragmented frontage to the road.

**Queens House** at the bottom of Queens Road is a substantial building that would have once had a stone boundary wall. However, the forecourt to the building has regrettably been much altered to create a hard-surfaced parking area to the front of the building. This has resulted in the loss of much of the boundary wall to the front of the building, which has impacted upon the character and strength of quality of this part of the streetscape.

The conservation area boundary swings northwards around the corner of Queens Road and North Avenue. **North Avenue** is a long, straight road lined with mostly residential buildings. On the corner of the two roads is **Carlton Lodge**, a substantial stone building set back behind a tall stone retaining wall. The wall towers over the road and provides a very strong definition to the edge of the highway that draws the eye northwards along the road. The use of stone complements the traditional character of the buildings around and the sense of place within the wider area.

**Parkfield Road** is a relatively narrow residential street that rises up steeply from its junction with North Avenue westwards towards Manningham Lane. Formerly a gated enclave (map evidence, 1893 Ordnance Survey), the street is lined with large mid/late 19<sup>th</sup> century developments interspaced with modern apartment blocks that replaced some of the former villas on the north side of the road. The streetscape in this part of the conservation area is particularly atmospheric, the road being lined with good mature trees standing around the edges of the gardens to the large Victorian villas and semi-detached Gothic houses. These trees and the mature hedgerows that provide some of the boundary treatments cast shade across the road, their canopies creating an almost continuous tunnel in summer that limits views into and out of the area. There is little evidence of the original gateposts and gates that would have originally provided the entrance to each house. A few gateposts are still evident, though these have mostly been painted or are overgrown by shrubbery and their former grandeur has been much diminished.



*The steep Parkfield Road is lined with mature trees and other vegetation which effectively screens some of the houses from view.*

At the western end of Parkfield Road is **Parkfield House**, now the **Carlton Manor Nursing Home**. This large Victorian villa is set well back from the road in good-sized leafy grounds. The boundary treatment to the villa comprises of a low stone boundary wall surmounted by painted iron railings with a slightly ecclesiastical detail in the form of small crucifixes set within oval openings. To the east of the villa is a new development, **Sahara Court** that was built upon the former tennis courts to Parkfield House. The development is set well back from the road behind a lawned area that is bound to the road by a original dwarf wall and railings that match the boundary treatment to the main house. The entrance to the development is through gateposts recessed back from the road and that once formed the main entrance to the driveway and carriage circle in front of Parkfield House. The

continuation of the original boundary treatment along the street frontage of **Sahara Court** helps unify the streetscape and adds character to vistas down the road.

*The pavior surfaces, concrete kerbs and timber fencing at Sahara Court are a break from the traditional materials of the conservation area*



To the west of Carlton Manor, Parkfield Road narrows and vehicular access is blocked by a number of concrete bollards. The road continues westwards towards Manningham Lane as an unmade footpath that is lined by trees standing in the gardens of Mount Royd on the north side and the high stone walls that form the boundary of Bolton Royd to the south.

**Oak Avenue** runs parallel to Parkfield Road a short distance to the north and is a similarly steep road running between North Avenue and Manningham Lane. The northern side of the road is mostly lined with modern apartment blocks that add little to the character or quality of the streetscape. Some have open grounds with no formal boundary treatment whereas others have utilised timber fencing that lacks the visual interest and character of a traditional stone wall. On the south side of the road are a number of interesting villa properties that have mostly retained their traditional forms of boundary treatment. Trees standing in the grounds of buildings on both sides of the road make a particularly important contribution to the quality and character of the streetscape, creating a quiet leafy avenue and partly screening the buildings from the road.

**Oak Mount** and **Oak Villas** both run north-south between Oak Avenue and Parkfield Road and are lined with residential properties that were mostly built when the estate and its roads were first laid out in the 1860s and 70s. Houses along both sides of the road are set back behind good stone boundary walls with tall ashlar gateposts providing the entrance to each property. Some of the redeveloped sites, including nos. **5, 10-12 Oak Mount** have more modern forms of boundary treatment that lack the character of the original stonewalls. No. 5 Oak Mount comprises of three blocks of apartments laid out around a central car park with an open boundary to the road. The lack of a formal, defined boundary or trees standing around the place contrasts unfavourably with the other properties along the street, creating a bland interruption to the otherwise green and leafy streetscape.



*The leafy Oak Avenue enjoys a peaceful ambiance. It is difficult to believe that this street and its neighbours lie in an inner urban area.*

Trees standing in gardens to either side of Oak Mount and Oak Villas make an important contribution to the quality and character of the streetscape. The canopies of the trees extend across the road, creating a quiet, green tunnel in parts and allowing glimpses of the buildings set back slightly from the road. Much of the sense of place in this part of the conservation area is derived from trees standing in gardens along both sides of the road and consequently they make an important contribution to the streetscape and sense of the place.

**North Avenue** is a long straight road that runs parallel to the eastern boundary of the conservation area. At its southern end the western side of the road is lined with paired Victorian semi-detached houses that are set back from the road behind stone boundary walls surmounted by triangular copingstones. On the opposite side of the road is Oakroyd Terrace, two long rows of terraced housing with stonewalls and triangular coping to the road frontage. The stone walls that line this section of North Avenue provide a complementary streetscape along which good views and vistas are channelled. Though most of the properties on either side of the road have lost their original gates, the ashlar gateposts still survive. These are modest posts comprising of simple stone pillars.



*The demolition of the front boundaries to most of the properties along Oakroyd Terrace has changed the character of the street for the worse.*

The terraces at the northern end of the road also have stone walls along the road frontage but unfortunately a number of individual properties have removed the walls and replaced them with timber fencing, breezeblocks or have just left the garden frontage open. The loss of segments of the boundary wall road frontage impacts significantly on the integrity of the streetscape and has caused a considerable loss of character.

**Cunliffe Road** runs uphill from North Avenue to the west, extending up the steep slope of the valley side towards Manningham Lane. On the northern side of the road is St Joseph's RC College, which occupies a substantially sized site on the edge of the conservation area. A tall stone boundary wall provides the lower section of the school's road frontage. The wall continues around the eastern boundary of the site as a tall retaining wall separating the school from the lane to the rear of nos. 29-61 Woodview. A metal fence provides the boundary treatment to the section of frontage above the school driveway. The slated form of the fence does allow views into and out of the school site but its modern construction and appearance sadly fails to complement either the streetscape or the slightly Art Deco architecture of the principal school building.

On the opposite side of the road are two narrow residential streets, **Cunliffe Villas** and **Cunliffe Terrace** that appear unnaturally stopped at their southern end. Contrary to appearances these roads have never continued through to Oak Avenue. The 1893 Ordnance Survey map shows a villa called Oak Lodge standing on Oak Avenue, its gardens blocking any through access from Cunliffe Terrace or Villas. A linkage between the two roads is provided at their southern end by an interesting stone-setted track that runs westwards from the end of Cunliffe Villas to link with Cunliffe Terrace.

Historically the terraced properties along both sides of **Cunliffe Terrace** had a uniform boundary treatment of stonewalls mounted by flat copingstones surrounding their small front yards. Unfortunately, some of these walls have been altered or indeed removed altogether and replaced with either hedges, fences or even concrete breezeblocks, detrimentally affecting the integrity and quality of the streetscape. **Cunliffe Villas** is a short road lined with a variety of buildings, varying from Victorian villas through to modern terraced houses and a late 20<sup>th</sup> century apartment block. As a result, the streetscape is much more fragmented. Nos. 1 & 3 and 5 & 7 have traditional stone boundary walls with flat copingstones. No. 8 has a stone wall with triangular coping and a driveway that has been widened resulting in the loss of the original gate piers. The modern houses on the opposite side of the road have timber fences with stone gateposts and the flats at no. 4 have an open boundary laid to lawn. Trees standing around nos. 2 and 4 are consequently very important to the feel of the place as they add quality and character to what is otherwise a rather disjointed section of streetscape.

Historically, Cunliffe Villas continued on the opposite side of Cunliffe Road. The villas that lined

the east side of the road (the west side being open to fields) as shown on the 1893 O.S. map are now part of St Joseph's school site and the road the school drive. To the rear of both Cunliffe Terrace and Villas are interesting narrow access tracks that are laid with stone setts with a central gutter. These tracks are now quite over grown but represent some of the few areas of surviving stone surfacing in this part of the conservation area.

At the western end of **Cunliffe Road** are a number of modern apartment blocks that stand on land formerly occupied by villas but redeveloped in the mid/late 20<sup>th</sup> century. Though the villas were demolished to make way for the new developments the original stone boundary walls to most still survive and along with good mature trees standing around the buildings, make an interesting contribution to the streetscape and sense of place in the conservation area. The steep slope of the road downwards to the east from this point allows for some interesting views and vistas along the streetscape.

**Keighley Road** runs through the middle of the St Paul's conservation area and is an important thoroughfare out of Bradford towards Shipley and Keighley. The road is consequently wide, highly engineered and busy. On the western side of the road is Lister Park, which has a strongly defined boundary in the form of a tall stone retaining wall. On the eastern side of the road are nos. 24, 26 and 28 Keighley Road, a group of mid/late 19<sup>th</sup> century residential properties that are set back from the road behind good stone boundary walls. Nos. 26 and 28 Keighley Road are semi-detached properties that each have an entrance to their shared driveway through tall ashlar gateposts at either end of their road frontage. The low stonewall linking the two sets of gateposts is backed by the dense foliage of the rhododendrons and mature trees. The leafy canopies and greenery of trees and shrubs in these gardens form a complementary setting to the holly bushes in Lister Park on the opposite side of the road and makes for a pleasantly leafy section of streetscape on what is otherwise very much a car-dominated environment.



*Keighley is a leafy main artery of Manningham, but is unfortunately marred by standard modern highway interventions such as the long pedestrian barriers.*





*This crenellated gatepost and ornate iron railings to 2 Keighley Road are key features of the street scene. The house was formerly the lodge to a much larger detached villa called Oak House.*

The **Spotted House Inn** stands to the south of the group, set at right angles to the busy Keighley Road. The inn, which is currently being converted to a restaurant, faces southwards over its large hard-surfaced car park. The long boundary to Keighley Road is treated minimally with a linked chain supported at intervals by iron posts. The fence is not substantial enough for this location and is too modern in construction and style for the age of the building. A good stonewall would make a more fitting boundary treatment and would help create a more definite boundary along this section of Keighley Road.

On the south side of Cunliffe Road are two mid/late 20<sup>th</sup> century developments, **Aurelia House** and **Lister Gardens** that were built on the site of two former villas. Though the original buildings were demolished as part of the redevelopment, the stone boundary walls still remain and along with the mature trees standing around the buildings, add visual interest and traditional character to the streetscape in this part of the conservation area.

To the south of Oak Avenue is the major road junction between **Keighley Road/Manningham Lane** and **Oak Lane**. To the south of the junction the road is known as Manningham Lane and to the north Keighley Road. Oak Lane joins the two from the west and is another busy, arterial route through the conservation areas (both St Paul's and North Park Road). The junction is therefore highly engineered in order to cope with large volumes of traffic and traffic lights, pedestrian islands and barriers funnel traffic into several different lanes. Standing immediately alongside the junction is no. 308 Manningham Lane, a Victorian villa now known as The Cartwright Hotel and Bar. The hotel is set

back from the road behind a good stonewall with triangular copingstones that helps create a well-defined section of streetscape alongside the junction.

To the south of the Cartwright Hotel is **Mount Royd**, an exclusive Victorian semi-detached villa development that is accessed off a private drive from Manningham Lane and stands within spacious private grounds. Mount Royd stands at right angles to Manningham Lane, its western boundary being provided by a tall stonewall that acts as a screen, obstructing views in the development and only allowing glimpses of the upper storeys of the houses. The driveway was once gated and though it is still a private road, the tall ashlar gate piers still create an austere and elegant entrance into the development. These gate posts, which are listed structures in their own right, contribute much to the quality of the streetscape in this particular location, being situated immediately alongside the entrance into Bolton Royd, another formerly grand Victorian residence.



*The gothic style gatepiers to Mount Royd are Grade II Listed along with the unique stone wall in front of the houses with gothic style openings.*

**Bolton Royd**, now part of Bradford College, has a long road frontage onto Manningham Lane that is backed by the dense canopies of good mature trees. A low stonewall with rounded copingstones forms the Manningham Lane boundary. The wall was once mounted with iron railings but these have long since been missing, possibly melted down during the Second World War for the war effort as only the holes drilled into the copingstones remain. The trees standing in and along the edges of the grounds at Bolton Royd make a significant contribution to the streetscape along this part of Manningham Lane, adding an important natural element that softens the impact of the busy road and effectively screens the buildings from the road.







## 8.5 Permeability and Streetscape: Southfield Square

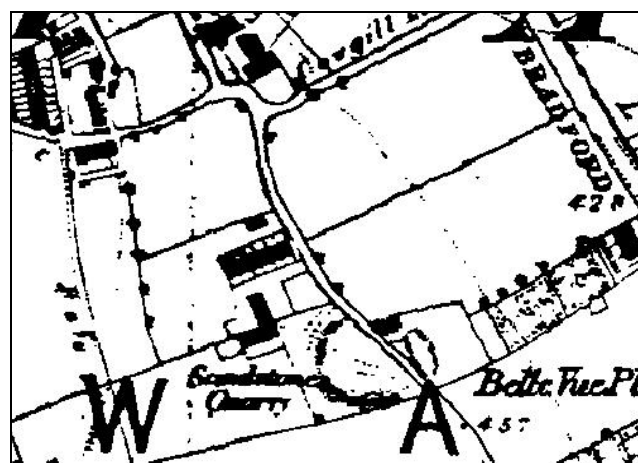
### **Summary of Permeability and Streetscape**

*The small size of the conservation area and the manner in which the Square developed has inevitably had a crucial impact on the permeability and streetscape within the conservation area. Though limited, the streetscape within the Square one of the most significant elements of the conservation area's character and sense of place.*

- *Southfield Square is characterised by its single highway running around the square. The road, which takes its access from Lumb Lane, retains its original setted surface that was historically laid contemporarily with the construction of the houses, between 1850-1865.*
- *The stone setts, kerbs, paving slabs and moulded gutter channels have a significant visual impact on the character and appearance of the streetscape in Southfield Square. The natural stone surfacing creates a unified whole that complements the stonework of the houses around the square and the natural qualities of the trees within the central gardens.*
- *The loss and alteration of some sections of the walls lining the road has had a far-reaching impact on the quality of the streetscape and views and vistas along it.*
- *Permeability within the conservation area is relatively low, with the only vehicular access through the conservation area being provided from Lumb Lane. Pedestrian access is possible at the northwestern end of the square between high boundary walls. The central gardens block access and views across the square and this is a key element of the area's intimate and enclosed sense of place.*

Southfield Square is principally comprised of three terraces of houses forming a rectangle on three sides around the central gardens. The highway network and permeability of the conservation area is consequently very limited, consisting of the narrow access route running around the inside of the square, the eastern boundary of the conservation area being formed by Lumb Lane. Lumb Lane is thought to be a relatively ancient route through

Manningham. It certainly appears on the first Ordnance Survey map of Manningham, surveyed c.1848 and may have been in existence by the end of the 18<sup>th</sup> century as Jeffrey's Map of Yorkshire, dated 1775 appears to show a lane extending northwest from the centre of Bradford, running almost parallel with Manningham Lane.



Lumb Lane, running centrally through this extract of the first O.S. map of 1852, predates the development of the area. The short terrace of houses to the north of the Sandstone Quarry may well be the first houses built in Southfield Square c.1850.

A narrow road runs around the inside of the square providing access to the front elevations of all the properties. Access into the square is taken from two parallel entry points at its eastern end from Lumb Lane. The road was laid out contemporarily with the construction of the houses in the Square, which were built in a piecemeal fashion over a number of years between c.1850 and 1865.



*The houses and road running around Southfield Square (photograph c.1977) fell into a severe state of disrepair and were threatened with demolition during the 1970's.*

Originally laid to setts, the road along with the houses around the square, fell into disrepair during the course of the 20<sup>th</sup> century and in the 1970's was threatened with demolition by the Council as part of a district wide slum clearance programme. A hard fought campaign by local residents saved the square from demolition and the Council and English Heritage invested money in a renovation programme that included carefully relaying and restoring the original setts at a cost of £80,000.



*The stone setts around the Square were re-laid at a cost of £80,000 as part of a regeneration and restoration programme undertaken in the 70's.*

The setts have a very significant impact, both visually and physically on the character and sense of place within the square. The use of natural stone as a surfacing material complements the stonework of the buildings, the hues of the building and surfacing stone blending harmoniously with each other and with the trees and greenery in the central garden area. The cobbled surface, as opposed to tarmac, helps slow vehicular traffic down and noise of tyres on the road surface alerts pedestrians, children and pets as to approaching cars, helping to create a safer and more secure environment for the residents.

The streetscape around the square is further enhanced by the use of stone moulded gutter channels, kerbs and paving flags which help unify the whole scene and add much the historic interest and character of the area. Originally the physical limits of the roadspace and pavement would have been defined by low dwarf walls along the boundary of the central gardens and also around the small yards to the front of the houses.



*Stone kerbs, gutters and boundary walls to either side of the setted road surface add to the integrity and completeness of this historic road. Sadly some areas are falling into disrepair and are in need of improved maintenance to avoid any further deterioration of the fabric.*

Historically, all the properties were set back from the road behind small yards and low stone dwarf walls surmounted by railings. Some of the houses on the north side of the Square mostly retain their original gateposts. These are monolithic diminishing ashlar pillars topped with pyramidal caps.



Sadly some of the original boundary treatments have been lost and the walls along the south side of the gardens in particular are in poor repair. Some segments of walling have lost their copingstones and others are missing altogether. It appears that some residents have removed the dwarf walls in order to enable vehicular access and parking on the central gardens.





*The disjointed appearance of the modern boundary treatments outside nos. 51-56 Southfield Square undermines the historic character of the buildings.*

The loss of even small areas of walling interrupts the pleasing vistas along the road and has a far-reaching impact on the unity and cohesiveness of the whole conservation area. The loss or alteration of the original garden boundary walls has had a similar impact, as a number of properties have privet hedges, breezeblocks or timber fences on top of the original stone dwarf walls. The wide variation in treatment of the property boundaries gives the streetscape a disjointed and unordered appearance that impacts detrimentally on the historic character of the Square.

The streetscape and vistas along Lumb Lane, of which a small section is included with the conservation area, are very different to those within the square. The lane is one of the main arterial routes through Manningham and consequently sustains high volumes of traffic. The road and pavements are relatively wide and surfaced with tarmac bound by concrete kerbstones. The setting of the buildings that front onto the lane, nos. 163-6 Lumb Lane and nos. 1 and 75 Southfield Square are affected by this setting, which fails to enhance or contribute to their historic character in any way.



*The terraced houses and leafy gardens to either side of the road give the area a strong sense of place and intimate feel that contributes much to its character.*

Permeability in the Southfield Square conservation area is relatively low, the single circular route around the conservation area and inward facing

houses giving the area an intimate and insular character. The feel of the place is very much detached from the immediate surrounding area and this is reflected in terms of the access into and out of the conservation area. The only vehicular access to the square is from Lumb Lane though a narrow pedestrian access is provided at the northwestern corner of the conservation area, entering the area between high stone boundary walls.

The choice of routes through the area is limited to the single setted road and the pavement running along the front of the houses around the square. The private gardens at the centre effectively block direct access and indeed views from north to south across the square and this contributes to the unique sense of place within the Square.



*This Edwardian postcard depicts Lister Park during the Bradford Industrial Exhibition of 1904. In addition to existing park buildings such as Cartwright Hall, the gateways and the Titus Salt Memorial are structures erected temporarily to house the Exhibition. Note Manningham Mills in the background.*