

Contents



Calder Valley Marina, Apperley Bridge

	Introduction	5
Chapter 1	History Timeline	7
Chapter 2	Origin & Historic Development	11
Chapter 3	Conservation Area Canal Maps	17
Chapter 4	Preservation and Enhancement Proposals	87
Chapter 5	Proposed Boundary Changes	93
Chapter 6	Glossary, Further Reading, Contacts	99
Appendix 1	Listed Buildings in the Proposed Leeds & Liverpool Canal Conservation Area	103
Appendix 2	Legislation & Council Policies Relating to the Conservation Area	107



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What is a Conservation Area?

A conservation area is ‘*an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*’ (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990).

They were first introduced into British legislation by the Civic Amenities Act of 1967 and are an attempt to protect the wider historic environment. An area may warrant designation if, for example, it has an historic layout of streets, or exhibits the characteristic materials, style and landscaping of the region in which it is situated or of a certain period of history. They are cohesive areas in which the interaction of buildings and spaces create unique environments that constitute irreplaceable components of our local, regional and national heritage.

Conservation areas are designated by the Council, which has a statutory duty to review its historic districts from time to time, in order to ascertain whether further conservation area designations are deemed to be appropriate. Designation confers a general control over the demolition of buildings, strengthens controls over minor development and makes special provision for the protection of trees. More detail on legislative controls in conservation areas can be found in Appendix 2 of this document. In addition, in exercising its planning powers, the Council has a statutory duty to pay attention to the desirability of preserving and enhancing the character and appearance of conservation areas. Bradford Unitary Development Plan (UDP) contains a number of policies that have been formulated to provide the mechanism for this objective to be realised (see Appendix 2). These have been supplemented by extra policies in the replacement deposit

UDP that further strengthen the Council's position in regard to development affecting the historic environment.

These measures aim to ensure that the interest of designated areas is retained for future generations, their environmental quality is preserved or enhanced and local distinctiveness and sense of place is safeguarded.

What is the purpose of the Conservation Area Assessment?

The City of Bradford Metropolitan District Council has prepared this assessment of the Leeds and Liverpool Canal Conservation Area in order to fulfil its statutory duty to review its conservation areas from time to time and formulate and publish proposals for their preservation and enhancement. It forms part of an ongoing programme of conservation area assessment and review being undertaken by the Conservation Team, which aims to:

- ▶ Clearly define and record the special interest of all of the district's conservation areas, to ensure that there is a full understanding of what is worthy of preservation;
- ▶ Reassess current boundaries, to make certain that they accurately reflect what is now perceived to be of special interest and that they are readable on the ground;
- ▶ Increase public awareness of the aims and objectives of conservation area designation and stimulate their involvement in the protection of the character of these unique places; and
- ▶ Assess the actions that are necessary to safeguard the individual character of each conservation area and put forward proposals for their enhancement.

Introduction

This document will provide a framework for the controlled and positive management of change in Leeds & Liverpool Canal Conservation Area and form a basis on which planning decisions in the area are made. It may also provide the foundation on which the Council can make bids for funding to assist property owners with works to the fabric of their buildings, or to restore derelict structures. **It is, however, not intended to be comprehensive in its content and failure to mention any particular building, feature or space should not be assumed to imply that they are of no interest.**

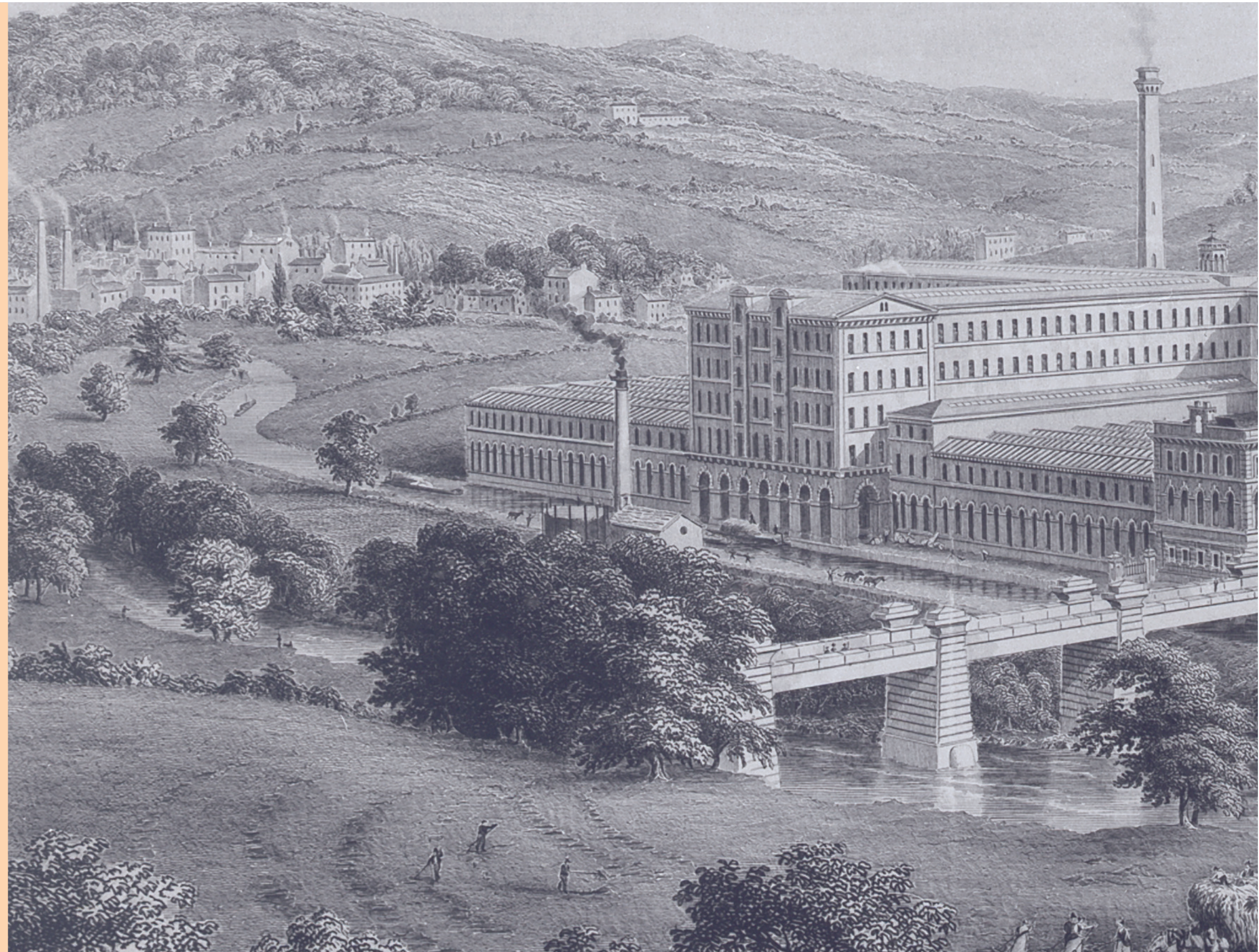
The assessment should be read in conjunction the Bradford Unitary Development Plan and national planning policy guidance, particularly Planning Policy Guidance 15 (PPG15): Planning and the Historic Environment. These documents provide more detailed information on local and national policy relating to conservation areas.



Background

The Bradford section of the Leeds & Liverpool Canal was first designated as a conservation area on 2nd March 1988. The initial conservation area consisted of a small section of the canal and surrounding area at Shipley. The purpose of this designation was to recognise the value of the canal and its historic waterside buildings. The conservation area was used to guide possible investors and was successful in triggering interest in the commercial development of several key buildings around Shipley Wharf. The success of this designation led to the extension of the boundary to cover the entire length of the canal in the Bradford district, stretching from its entrance into the district around Cobbydale to the west of Silsden and its exit at Apperley Bridge. The 16 mile length of canal encompasses a wide variety of landscapes, ranging from woodland and fields to industrial settlements. In some places the conservation area boundary widens to incorporate buildings or landscapes that make a particular contribution to the canal or indeed are historically associated with the canal. In other sections the conservation area narrows to the width of the canal alone.

The Leeds & Liverpool Canal is 127¹/₄ miles (204km) long in total and extends from Leeds (where it joins with the Aire and Calder Navigation) through North Yorkshire and Lancashire to Liverpool. In the 16 mile section passing through Bradford's metropolitan district the canal runs through fifteen locks (including a five-rise and two three-rise series of locks) and beneath numerous stone, metal and swing bridges. The conservation area includes 45 listed buildings, including two Grade I and two Grade II* listed structures and abuts the Silsden, Micklethwaite, Saltaire and Bingley conservation areas.





Chapter I

History Timeline

A fine 19th century print of the mill and mill village at Saltaire with the canal and river in the foreground and Shipley in the top lefthand corner. Source: Bradford Archives.

Summary of the Leeds and Liverpool Canal History

Ancient times onward	The Pennines act as a physical barrier to trade and movement across the Pennines. Yorkshire trades with London and Europe, while Lancashire trades with Ireland.
17th century	The woollen industry is established in Yorkshire and Lancashire, using local raw materials. By the end of the century Liverpool is northern England and Ireland's main port for trade with the colonies, particularly America.
1699	The Aire and Calder Navigation Act is passed. This helps the West Riding's woollen industry to expand and import raw materials and other goods from East Anglia and mainland Europe.
1744	Unsuccessful petition to make the River Aire navigable between Bingley and Craven in order to access new supplies of lime for agriculture and building.
1766	John Stanhope of Bradford hires the engineer John Longbotham of Halifax to survey a possible route for a canal linking the industrial centres of the West Riding with Liverpool, thus greatly improving links with the raw materials and markets of the Americas. In Bradford the first meeting to promote the canal is attended by over 100 subscribers.
1768	John Longbotham presents his completed survey to subscribers in Bradford. The Yorkshire and Lancashire Canal Committees form and 2,600 £100 shares in the newly formed Leeds and Liverpool Canal Company are issued to pay for the estimated cost of construction.
1769	The Lancashire subscribers withdraw their funds in protest of the proposed route through Lancashire which avoids key towns and coalfields. John Stanhope is replaced as chairman by John Hustler, a Bradford wool merchant.
1770	The Lancashire subscribers re-join the scheme once it is agreed that construction will begin at both ends of the canal simultaneously. The Leeds and Liverpool Canal Bill receives Royal Assent. Hustler was key in convincing land owners to support the Bill. Work begins on the canal at Leeds and Liverpool.
1771	The Bradford Canal Act is passed. The canal is financed by many of the same Bradford backers as the Leeds-Liverpool Canal, but is independent from it.
1773	The first section of completed canal opens between Bingley and Skipton, allowing Craven limestone to be used to produce lime in Bradford and Airedale, while Bradford Coal can be cheaply sold in Craven and Airedale. The supply of lime was a key reason for building the canal, but coal and other goods quickly became much more important.
1774	The Bingley Five Rise and Three Rise locks are completed and the canal stretches from Skipton to Thackley. The Bradford Canal is completed.
1777	The Gargrave-Leeds section of the canal is completed and is linked to the Aire and Calder Navigation at Leeds. Construction funds run out and the American War of Independence prevents construction from restarting.
1786	The sections of canal built so far are profitable and shareholders receive a dividend for the first time.
1790	Construction recommences. The Lancashire shareholders persuade the Yorkshire shareholders to divert the canal along a longer route to serve the expanding industrial towns of Burnley, Accrington and Blackburn and the nearby coalfield. Engineering advances since 1777 make it affordable to build tunnels and embankments so the canal is less restricted to following the contours as it is in Yorkshire.
1816	The Yorkshire and Lancashire sections of the Leeds-Liverpool Canal are joined at Wigan, completing 124¼ mile of canal. Construction is over 3 times Brindley's estimate and the Canal Company is heavily in debt.



1821	A proposed branch canal to Keighley is abandoned following a survey.
1825 - 1850	The Leeds-Liverpool Canal is at its most financially successful. The Canal Company is free from debt by 1840. Much of this success is down to a lack of competition and the phenomenal growth of industry along the canal and the expansion of the towns themselves.
1836 - 1846	Railway lines linking Leeds, Bradford and Manchester are opened.
1847	An Act of Parliament allows the Leeds and Liverpool Canal Company to transport goods along the canal. The Company bought out struggling private carriers to form a large carrying department which could undercut the railways for transporting bulk cargos such as coal and stone.
1850	The Leeds and Liverpool Canal Company headquarters move from Manor Row, Bradford to Liverpool.
1872	The Bradford Canal is shortened, and deepened and reopens with water pumped up from the Leeds-Liverpool Canal. Over the 1870s some Bradford firms desert the congested and expensive Bradford for the better located Shipley and Bingley, where land is cheaper and there are good rail and canal links.
1893	The Board of Trade uses the 1888 Railway and Canal Transport Act to raise cargo rates at the Leeds Liverpool Canal to the same level of the railways. This detrimentally impacts canal traffic and profits.
1914 - 1920	A committee appointed by the Board of Trade runs the Leeds-Liverpool Canal during and after the First World War. 1919 is the last of 133 years where Canal Company shareholders received dividends.
1921	Rising labour costs and rigidly set tolls force the Canal Company's carrying department to close.
1922	The Bradford Canal is closed and is filled in over following decades.
1920's - 1940's	The Leeds-Liverpool Canal remains an important and well-used industrial artery and escapes bombing during the Second World War.
1948	The Leeds-Liverpool Canal is nationalised along with the rest of Britain's canals.
1950's	The nationalised canal is mismanaged and falls into disrepair. Traffic falls as industrial customers close or switch to other means obtaining materials and energy and transporting finished goods.
1962	The loss made on operating the Leeds-Liverpool Canal is over £200,000 a year.
1963	The British Waterways Board is formed.
1968	The Transport Act categorises the Leeds-Liverpool Canal as a pleasure cruising waterway.
1973	The last regular commercial delivery by canal boat is made (coal to Liverpool Gasworks).
1970's onward	The Leeds-Liverpool Canal becomes increasingly popular for tourism and leisure. British Waterways improves the condition of the canal, towpaths and buildings in its ownership. Buildings and sites along the canal attract investment which sees them find new uses and occupiers.

