

Chapter 5

Proposed Boundary Changes



Top: Proposed exclusion of the residential development on the site of Low House Farm, Silsden.
Above: It is proposed to include the wooded embankment to the north of these cottages at High Cote.

Silsden

Exclude the houses at 9a-9d Elliot Street, 1-15 (odd) Millfields, 2-20 (even) Millfields, 17-23 (odd) Taylor Avenue, 1-7a (odd) Monkman's Wharf and 2-4 (even) Monkmans Wharf.

When the Conservation Area was designated this site, which is now a modern housing estate, contained a mill building which stretched between Elliot Street and the canal, with canal side allotment gardens to the west. The recently built housing, although attractive and pleasant, is essentially modern development which is quite unrelated to the nearby canal and its historical development. To this effect, it is proposed to retain only those houses which overlook the Leeds-Liverpool Canal in the conservation area, namely 25-31 Taylor Avenue (odd), 17-47 Millfields (odd) and 9-19 Monkmans Wharf (odd) as these buildings present an interesting and consistent long frontage to the canal. This frontage complements those of the nearby Canal Works and Harwel Works and emphasises the shift from the open countryside to the west of Silsden and the built up nature of the urban area.

UDP Designation: *unallocated*

Exclude the houses at Low House Farm Court; Low House Drive; 11-17 (odd), 42-56 (even) and 51-55 (odd) Hainsworth Road; The Fieldfares; The Mallards; Glaisdale Close; and Croft Field.

When the conservation area was designated, this area was generally free from development apart from Low House Farm (which at the time was a working farm) and development had begun at Croft Field and Glaisdale Close. This area is now fully developed with cul-de-sacs of modern stone-built detached and semi-detached housing alongside the canal, while Low House Farm has been modernised and divided into dwellings (Low House Farm Court) and the curtilage of the Farm has been developed as short terraces of modern stone built housing (Low House Drive and 46-52 (even) Hainsworth Road). Although the new development is generally attractive and pleasant, the form of the development, the layout and character of the streets and the buildings themselves are modern suburban houses which face inwards rather than onto the canal.

UDP Designation: *unallocated*

Exclude the former Gasworks site at Hainsworth Road

The conservation area boundary currently dissects the site of the former gas works, which is at present unused and principally grassed. The site contributes little to the setting of the conservation area and has recently been granted outline planning permission for residential development. As such it is considered that the site does not warrant inclusion in the conservation area however, Policy BH7 in the revised deposit Unitary Development Plan will protect the setting of the conservation area and the requirement for a high quality of design for any development on the site will still stand.

UDP Designation: *Housing Site (part of K/H1.3)*

Keighley Golf Course / Holden Park/ Riddlesden Golf Course

Exclude the stretch of Clough Beck and its banks to the south of the canal towpath

This pleasant stretch of stream with its wooded banks is to the south of one of the Leeds-Liverpool Canal's overflow weirs. This land and stream lie within Keighley Golf Course and there is no physical boundary or feature which distinguishes it from the rest of the golf course, therefore it would be logical to exclude this small area from the conservation area.

UDP Designation: *Green Belt*

Exclude the buildings and associated land at Riddlesden Golf Course

At present two of the buildings at Riddlesden Golf Club on the southern side of the track leading to the Golf Club lie within the conservation area. These buildings are not of historical or architectural interest, therefore it is proposed to exclude them and the associated pieces of open land from the conservation area.

UDP Designation: *Green Belt*

Riddlesden

Include all of the field to the east of Elam Grange and Elam Grange Cottage

This field already lies partially within the conservation area. As all of the other pieces of open land adjoining Elam Grange and associated buildings already lie within the conservation area, it would make sense to include this field which abuts both Elam Grange and Elam Grange Cottage, which are Listed Grade II and forms an important area of setting to the listed buildings and canal.

UDP Designation: *Green Belt (all), Washland (southern tip of field only)*

Include the wooded embankment to the north of 2-8 High Cote

This steep embankment between Leach Road and West Bank Way contains a number of trees which contribute to the leafy setting of this stretch of the canal as well as High Cote. Furthermore it appears to be communally owned by the owners of the cottages at High Cote, as it contains the garages to some of these dwellings and therefore can be considered to be part of the curtilage of these properties and hence a logical addition to the conservation area.

UDP Designation: *unallocated*

Include Field Head, Scott Lane

Although the house itself is of limited architectural and historic interest, its substantial canalside garden contains a fine group of mature deciduous trees. The grouping and age of the trees and the large space between the house and the canal mirrors the character of the grounds of West Riddlesden Hall, which is set slightly further back from the canal than Field Head. The site of Field Head and its garden were once part of the grounds of West Riddlesden Hall, and have a similar character and appearance to what remains of the grounds of the Hall and contribute positively to this stretch of the canal. The presence of the trees and open space and their clear relationship with the Grade I Listed West Riddlesden Hall is thought to justify the inclusion of Field House in the revised conservation area.

UDP Designation: *unallocated*

Exclude the new houses along the north side of Canal Road

These recently built two storey terraced stone dwellings stand at

the western end of Stockbridge Wharf by Warehouse Bridge and stand on the site of part of the Wharf. Although some effort has been made through the use of sandstone, coped stone boundary walls and motifs such as gabled loading bays and quoins, it is felt that the design and character of this development is not strong enough to warrant inclusion within the conservation area. Compared with more characterful modern developments such as The Locks at Bingley or Millfields at Silsden, the bland and repetitious appearance of this development and its lack of a presence or suitable scale for the context provided by the adjacent four storey warehouse make it seem sensible to exclude this development from the conservation area.

UDP Designation: *unallocated*

Exclude the new houses on the south side of the canal, to the west of Bar Lane.

This area of housing forms part of the development excluded above and stands on the western side of Stockbridge Wharf and Warehouse Bridge. The houses are stone built to a staggered terrace design but lack the fine detailing, scale and massing of the historic buildings standing around the bridge. Though very pleasant residential properties, they lack the historic or architectural interest necessary to warrant inclusion in the conservation area.

UDP Designation: *unallocated*

Include all of the grounds of Riddlesden War Memorial Institute

At present the conservation area boundary includes the Institute and its tennis courts. It is proposed to extend the conservation area to include the wooded area to the west which forms part of the curtilage of the Institute.

UDP Designation: *unallocated*

Include all of the Marquis of Granby Public House and associated land

The present boundary includes only the building itself (which is a key building in the conservation area) and misses out the rear extension of the pub, its car park and beer garden. In order to create a logical and readable boundary on the ground it is proposed to extend the conservation area boundary to include all the associated curtilage of the public house.

UDP Designation: *unallocated*

Exclude the stretch of How Beck to the south of the canal towpath

How Beck passes under the Leeds-Liverpool Canal to the east of Riddlesden and emerges behind the houses at Howbeck Drive. The present boundary partially extends into the private garden of an estate house to include a portion of How Beck, but it would make more sense if the conservation area continued to follow the boundary wall to the south of the towpath rather than make this small diversion.

UDP Designation: *unallocated*

Ryshaworth

Include the strip of land to the north of Hollingwood View
Hollingwood View is a recently built cul-de-sac of modern suburban houses. The northern edge of the cul-de-sac is bound by a line of trees which screen the development from the canal and lies outside

of the back gardens of the houses nearest the canal. At present, the Leeds-Liverpool Canal conservation area boundary follows no physical feature or property boundary at this point, therefore it would seem appropriate to move the boundary south to include the line of trees (which enhance this stretch of the canal) and align the boundary with the edge of the property boundaries of 10-24 (odd) Hollingwood View.

UDP Designation: *unallocated*

Exclude the depot on Morton Lane to the northwest of Morton Bridge

This site lies partially within the conservation area. It consists of a large two storey modern brick and rolled metal warehouse fronted by a large open expanse of tarmac hardstanding which is currently used by a number of lorries. This development is unrelated to the canal and even detracts somewhat from its ambiance. It is proposed to exclude this depot from the conservation area.

UDP Designation: *Green Belt*

Exclude the garages on Morton Lane to the south of Morton Bridge

These three modern pre-fab garages occupy a small site to the north of 57 Morton Lane. They have no historical or architectural interest and are therefore proposed exclusions from the conservation area.

UDP Designation: *unallocated*

Exclude the field on Morton Lane between Lingcroft Wharf and Morton Close Nursing Home

This large field lies partially within the conservation area and extends a significant distance north of the boundary, which cuts across the field at an arbitrary point with no physical features to indicate where the conservation area begins. This field is barely visible from the canal towpath as it is screened by Lingcroft Wharf and the heavily wooded banks of Morton Beck, which both lie within the conservation area. Including all of this field within the conservation area would involve the inclusion of more open space which is not visible from the canal and therefore limited setting value. Amending the boundary to follow the boundary with Lingcroft Wharf and the wooded banks of Morton Beck would include virtually everything that is visible from the towpath at this point. The green and open character of this field will be protected from inappropriate development regardless of its conservation area status as it lies within the Green Belt.

UDP Designation: *Green Belt*

Micklethwaite

Include Laythorpe Farm and field to the northeast of Micklethwaite Bridge

Laythorpe Farm, a Grade II listed building stands a short distance to the north of the canal bridge, separated from the canal itself by a field. Dating to the early 18th century, the farm and its associated buildings are considered to be good examples of the local vernacular building style and due to their south-facing aspect enjoy strong visual links to the canal. It is proposed to include these buildings and the field immediately in front of the farm in the conservation area due to their contribution to the rural setting of the canal.

UDP Designation: *Housing Site (SIH2.10)*

Bingley

Exclude 26 Fairfax Road

This 1930s detached house is very similar in design and age to the rest of the houses on this estate that adjoin the conservation area. As such it is considered that the house lacks the historic interest necessary to warrant inclusion in the conservation area.

UDP Designation: *unallocated*

Include the western side of Bromley Road - Ash Ghyll, Briar Lea, Lilybank, Loch Leven, Suny Mount, Elmfield and 31-37 (odd) and 41 Bromley Road

This row of mainly detached housing stands along the top of a slope overlooking the canal to the immediate south of the Grade I Listed Five Rise Locks. The long gardens of these houses are green and contain a number of mature trees which help to uphold the wooded character of the eastern bank of the canal. It is primarily for this reason that the west side of Bromley Road is proposed for inclusion in the conservation area.

While 31-37 (odd) and 41 Bromley Road, which although desirable residences, were all built in the second half of the 20th century and are not considered to be of particular historic interest. The rest of the houses, however, date from c1890-c1910 and are of interest because their architecture reflects the popular styles of this period and the houses retain most of their original features and details. Elmfield is probably the oldest house, being built in a restrained Classical style, while Suny Mount, Loch Leven and Briar Lea display features of the Arts and Crafts architectural style such as ornate bargeboards and verandas, overhanging roofs, mock timber framing and steep prominent gables. Ash Ghyll is of a more idiosyncratic style with a parapet concealing the roof and early 20th century style glazing.

UDP Designation: *unallocated*

Exclude the Bingley Relief Road and Bingley Railway Station

The Bingley Relief Road opened in 2004 to alleviate congestion caused by traffic along Main Street. This modern engineered dual carriageway was built over open spaces along the western edge of the Leeds-Liverpool Canal Conservation Area and it is thus proposed to exclude any sections of the Bingley Relief Road from the conservation area. Bingley Railway Station presently lies within the Leeds-Liverpool Canal Conservation Area, but is now at the opposite side of the Relief Road to the rest of the conservation area. The railway station has been included in the revised Bingley Conservation Area and must therefore be excluded from the Leeds-Liverpool Canal Conservation Area.

UDP Designation: *Bingley conservation area (train station and forecourt), Town Centre, Transport Corridor, Highway Improvement area*

Include 1-7 (odd) Wilson Road, 29b-59 (odd) Park Road, and all of the properties on Hill Side Road, Derby Street, Arthur Street and Johnson Street

This area, which is bound to the east by Park Road and to the north by Wilson Road, contains a mixture of industrial, residential and commercial buildings built in the 19th and 20th centuries. These buildings are of townscape value and many retain original features and details. These streets and buildings are proposed additions to



Top: It is proposed to include Laythorpe Farm and associated buildings, Micklethwaite.

Above: The houses along the western side of Bromley Road, Bingley are a proposed addition to the conservation area.

Left: Proposed exclusion of new housing development to the west of Bar Lane, Riddlesden.



Top: No's 35-39 Park Road, Bingley are proposed additions to the conservation area.

Above Left: The field to the north of Dowley Gap Locks are a proposed inclusion to the conservation area.

Above Right: Proposed inclusion of Bingley Baptist Church, Park Road.

the conservation area as they are complimentary in terms of materials, scale, density and form.

1-7 (odd) Wilson Road is a short two storey stone terrace of recently built housing which is part of the same development as The Locks, The Anchorage and the redevelopment of Tops Warehouse, which all lie within the conservation area, the latter being a Grade II Listed Building. The adjacent 9-23 (odd) Wilson Road is also part of this development and lies within the conservation area. While not of the highest quality design, the three terraces of houses at 1-23 Wilson Road are made of sandstone and have coped stone boundary walls, slate roofs and timber doors and windows to create a uniform group which is of townscape value.

33-59 (odd) Park Road consists of two rows of attractive stone built Classical style houses which probably date from no later than the 1870s. Although a significant minority of the houses lack traditional door and window details, the steady rhythm of openings and the consistency of the unpainted stonework, slate roofs, corniced chimneys, restrained Classical architecture, green front gardens and round coped boundary walls mean that these houses are of strong townscape value and are of interest in their own right.

29b and 31 Park Road and 3 Johnson Street form a 'block' consisting of two shops and a house respectively. The 'block' dates from the late 19th century and is built of natural sandstone with a slate roof with timber shopfronts and openings. The elevation to Park Road retains traditional timber shopfront details (particularly to number 31) and completes the parade of shops within the conservation area.

Hill Side Road contains an interesting commercial building on its southern side from the late 19th century with a hipped roof and first floor loading door with hoist and has changed little in its appearance and character.

Arthur Street/Derby Street is the only remaining street of worker's houses associated with Bowling Green Mills that escaped demolition during the 20th century expansion of the mill. The street elevations maintain a consistent appearance and have a pleasing rhythm of openings. The ground floor openings are all camber headed and are topped by vernacular revival style hoodmoulds.

UDP Designation: *Mixed-use area (mill area only), unallocated*

Include Bingley Baptist Church, Park Road

This Grade II Listed Church is in a gothic style and was built in c. 1874. The Church currently abuts the conservation area boundary and its architecture and materials complement those of the nearby development within the conservation area. The Church and its Grade II Listed walls, gatepiers and railings make a significant contribution to the townscape, while the tower and spire are key features of the skyline of Bingley town centre and vistas up Park Road. **UDP Designation:** *Unallocated*

Include the properties bounded by Mornington Road, Kell Street, Barran Street and Clyde Street (former Youth Club and former Gym)

The largest and oldest building in this group is the former Youth Club and Dental Clinic which faces onto Mornington Road. This building

is recorded as being a Technical School on the 1893 Ordnance Survey and has a symmetrical gothic revival front to Mornington Road. In front is a good coped boundary wall (damaged) and a K6 phone box, which add to the building's townscape value. To the rear, the former gym is a later, smaller, but architecturally similar building. In between is a later north light shed with loading doors, suggesting that this group of buildings later went into industrial use. The materials, form and density of these buildings is similar to the buildings around Clyde Street and Whitley Street and this group of buildings is very much a continuation of the townscape character of the conservation area and is therefore deemed worthy of inclusion.

UDP Designation: *unallocated*

Include land to south of works on Dobb Kiln Lane

The conservation area boundary currently includes most of the land associated with the disused works at the western end of Dobb Kiln Lane. The works is currently subject to residential development and houses are under construction in the grounds of the buildings. It is proposed to include a small area of land on the south side of the building, which though part of the site, currently falls outside of the conservation area. Including all the land that forms the curtilage of the works would make a more logical and easily understandable boundary.

UDP Designation: *Employment Site*

Dowley Gap

Include the open space and footpath to the south east of Dowley Gap Aqueduct

Including this footpath and green open space would mean that the boundary is consistent with the boundary wall of Dowley Gap Sewage Works and ensure that the conservation area contains the only point from where the arches of the aqueduct can be viewed as well as a number of good, mature trees.

UDP Designation: *Green Belt, Washland*

Include the field to the north of Dowley Gap Locks

This large field forms the immediate boundary to the canal and is primarily grassed with some deciduous tree cover. The field slopes upwards gently away from the canal and allows good views northwards whilst providing a pleasant, rural setting to the Dowley Gap locks. Standing on the southern edge of the field, immediately adjacent to the overflow at the top of the lock is a tall stone marker that may well have been originally associated with the use of the canal.

UDP Designation: *Green Belt*

Hirst Wood

Include the Bakery premises (former cricket ground) at Hirst Lane

This large open green site abuts the edge of Hirst Wood and is edged by the conservation area to its west, north and east, and the embankment of the railway line to the south. The cricket ground is very close to Hirst Lock and is highly visible from it, and provides a pleasant green setting. At present, part of the pitch and the club car park (which is adjacent to Hirst Lock and Hirst Lane Bridge) lie within the conservation area. Taking all of the cricket club, including the car

park, out of the conservation area would be illogical due to its proximity to key features of this section of the canal and the fact that the cricket ground is virtually surrounded by the designation as it is. Hence the inclusion of this pleasant green space and associated parking and buildings in the conservation area would make sense and would afford the immediate setting of Hirst Lock and Hirst Lane Bridge greater protection. The conservation area boundary would also follow an easily recognisable course, as it would follow the line of the railway between the River Aire at Hirst Wood to the west and Saltaire World Heritage Site and Conservation Area to the east.

UDP Designations: *Green Belt (all), Playing Fields (most), Site of Ecological or Geological Interest (partially).*

Saltaire

Exclude the allotment gardens to the west of Saltaire United Reform Church

These allotments are of setting value to the canal, but have been included within the revised Saltaire Conservation Area boundary and are hence protected through this designation.

UDP Designations: *Green Belt, World Heritage Site, Conservation Area*

Exclude the landscaping on the north bank of the River Aire between the footbridge in front of 31 Derwent Avenue and Roberts Park

This pleasant northern bank on the northern side of the River Aire is predominantly grassy, although the paths which cross and border it are lined with fairly mature trees. Although attractive and of great amenity value, the character of this landscaping is clearly related to the 1960s estate housing along Glenwood Avenue than the historic buildings and structures of the Leeds-Liverpool Canal Conservation Area. Furthermore, the landscaping is some distance from the canal and is neither visible from the towpath nor the grounds of Salts Sports Association on the southern bank of the Aire. This is primarily due to the screen provided by the trees within the conservation area, on the southern bank of the Aire.

It is proposed to retain the area of landscaping to the west of the bridge in the conservation area as it contains one end of an old stone built footbridge and provides an immediate setting for the weirs in the River Aire which are associated with Hirst Mill.

UDP Designations: *Green Belt, Washland.*

Exclude the eastern end of Salt's Mill, the associated car park and the canal and stretch of towpath opposite

The building forms part of the Salt's Mill complex and the car park is part of the complex's curtilage. Both of these, plus the adjacent stretch of canal and towpath lie within the revised Saltaire Conservation Area and their character is protected through this designation.

UDP Designations: *Mixed Use Area (all), Conservation Area (all), Site of Ecological or Geological Importance (canal only).*

ShIPLEY

Exclude the stretch of railway between the edge of Saltaire Conservation Area and the tunnel under Commercial Street

The railway has nothing to do with the historical development of the canal and, given its modernisation and present day character, is thought to lack the character or interest necessary to warrant inclusion in the conservation area.

UDP Designations: *Transport Corridor (all), Mixed Use Area (most), Town Centre (partially)*

Exclude the land at Crown House and the adjacent works on Salts Mill Road which lies within the conservation area

Both of these modern office and factory buildings are completely unrelated to the historical development and character of the conservation area and are separated from the towpath by walls and fences. At present the conservation area illogically includes parts of the car parks of both of these developments and it would make sense to remove them from the designation.

UDP Designation: *Mixed Use Area.*

Exclude the seating area at the Ibis Hotel, Quayside

As attractive as this small area of traditional style bench seating is, it is under the same ownership as and lies within the curtilage of the much larger Ibis Hotel. This modern low rise building is set back from the canal and is of a standard, corporate design which is a poor relation to the warehouses across the canal. As the hotel is set back from the towpath, it is not a part of any views or vistas along the canal and hence including the entire hotel site within the conservation area would not add to the character or sense of place. As the seating area cannot be included logically within the conservation area without including the rest of the site, it is proposed to exclude the seating area from the designation.

UDP Designation: *Mixed Use Area.*

Exclude the open space at the corner of Briggate and Otley Road

This grassed open space cannot be seen from the towpath and is simply a left over space which improves visibility to motorists at the Otley Road-Briggate-Commercial Street junction. It is unrelated to the development and spaces within the conservation area and would therefore be a logical exclusion from the conservation area.

UDP Designation: *Town Centre.*

Exclude 2 & 4 (even) Tony Miller Approach (McDonald's Restaurant and Aldi Supermarket), the stretch of railway between Dock Lane and Leeds Road and the Scrapyard at Leeds Road (ShIPLEY Auto Spares)

The development at Tony Miller Approach consists of modern corporate designed pre fabricated buildings stood in large expanses of tarmac. These developments are completely out of character with the historic development within the conservation area and should therefore be excluded from it.

Similarly, the scrapyard at Leeds Road should be excluded from the conservation area as the buildings and site are of no historical or architectural interest.

In excluding the development at Tony Miller Approach and the scrapyard from the conservation area, it would be necessary to exclude the stretch of railway, Bradford Beck and access road to the buildings and former stone yard at Junction from the conservation area. The spaces and development within the gated yards at Junction and the stone yard would remain in the conservation area.

UDP Designations: *Tony Miller Approach - Town Centre. Bradford Beck - Cycleway Improvements, Mixed Use Area.. Railway - Transport Corridor, Mixed Use Area. Scrap Yard - Mixed Use Area.*

Exclude 9-17 (odd) Leeds Road; The Carnegie Library, Leeds Road; and 134-138 (even) Leeds Road

This group of buildings, clustered around a busy road intersection, are some of the remaining pre 1930s buildings in Windhill, a settlement which was rebuilt and modernised on a grand scale in the 1960s. The buildings at Windhill within the conservation area early 19th century (136-138 Leeds Road - The Traveller's Rest public house), the late 19th century (9-13 Leeds Road and the former Lane Bottom School) and the early 20th century (The Carnegie Library, dated 1905). Although old, these buildings have lost much of their original character and therefore interest through unsympathetic alterations such as the insertion of modern style doors and windows, the painting of stonework and the insertion of modern shopfronts and signage. Although Windhill was a mill village and the canal was important to it, none of these buildings have a direct link to the history of either the Leeds-Liverpool Canal or the Bradford Canal and as a village centre, there is very little sense of place as the area is dominated by the modernised roads which run through it. Furthermore, the connection of this part of Windhill to the rest of the conservation area is tenuous and does not follow strong physical features.

In summary, it is felt that these properties should be excluded from the conservation area due to the degree to which most of the buildings have been unsympathetically altered, the lack of a historical link to the history of the Leeds-Liverpool Canal and Bradford Canal, the lack of a sense of place and the tenuous way in which the boundary presently includes this junction. The character of 15-17 (odd) Leeds Road (the former Lane Bottom School) will continue to be protected via its status as two Grade II Listed Buildings.

UDP Designations: *15-17 Leeds Road - Employment Zone. Leeds Road - Bus Priority Route. Rest of area unallocated.*

Exclude the four industrial/commercial sheds along Dock Lane which stand between the railway line and the Leeds-Liverpool Canal

The four sheds stand to the east of what remains of Bradford Canal and are in the vicinity of Dock Lane Bridge. All of these sheds have been built within the last 50 years and none of them contribute to the character of the conservation area in a positive manner. This is principally due to of the modern form of the development, the low height of the buildings and the use of modern materials such as rolled metal and brick to make buildings of an uninspired design and lack character. The space about some of the buildings, hard tarmac and chain fences, goes against the grain of the conservation area also. It is therefore proposed to exclude these sheds from the conservation area.

It is also proposed to exclude the section of railway to the east of these sheds from the existing edge of the conservation area as far as

the bridge over the canal itself, with the bridge remaining in the conservation area. The railway is of little historic interest and is not related to the development of the Leeds-Liverpool Canal.

The positive contribution to the character of the conservation area made by the banks to the side of and the large green space behind the large shed on the east side of Dock Lane will be upheld by Policy BH7 of the Replacement Unitary Development Plan.

UDP Designation: *Employment Zone (all), Employment Site (partially) - S/E1.15)*

Exclude 43 Dockfield Road

This flat roofed single storey building dates from the mid-20th century and appears to have originally served a commercial use, but is now a dwelling. The building has been modernised and its external walls painted an olive green, which makes this building appear even more at odds with the prevailing architecture and building form of the conservation area.

UDP Designation: *unallocated*

Thackley

Exclude the woodland and open green spaces to the north of the Leeds-Liverpool Canal towpath between Bridge 210 (Oddies Swing/Metal Box Bridge) and Field Lock

This greenery occupies the embankment which separates the Leeds-Liverpool Canal from the River Aire as it approaches and passes Thackley. This greenspace follows the meandering course of the Aire on the northern side and the canal towpath on the southern side. The wild nature of this greenery which is predominantly leafy but incorporates some grassy clearings is a key element of the Leeds-Liverpool Canal's setting along this stretch.

At present the conservation area boundary includes some sections of this greenery, but does not follow any features which can be found on a map or are readable on the ground. This woodland is uninterrupted by boundary walls or other physical features apart from the Aire and the canal towpath. Given that the Aire meanders increasingly further away from the canal towards Field Lock, including this woodland within the conservation area would also mean including large areas of land which are some distance from the canal and are not visible from it. Given that this land has a different, wholly natural character and has no link with the development of the canal and activity along it, it would be more sensible to remove this woodland from the conservation area.

Although it is proposed to be excluded the conservation area, the character of the land in its present state contributes greatly to the character of the conservation area in terms of setting and would thus be afforded protection, like Buck Wood on the opposite side of the canal, through Policy BH7 of the Replacement Unitary Development Plan.

UDP Designation: *Green Belt (all), Washland (partially).*



Top: The car parks associated with Crown House and the adjacent works, ShIPLEY are proposed exclusions to the conservation area.

Above: It is proposed to exclude the modern industrial developments along Dock Lane, ShIPLEY from the conservation area boundary.

Left: The long stretch of open space along the north side of the canal, Thackley is a proposed exclusion to the conservation area.



From the Top: It is proposed to alter the boundary of the conservation area around Esholt Sewage Works so that it follows a more legible line;

The modern marina at Apperley Bridge is a proposed addition to the conservation area;

It is proposed to include Apperdale Mill, Apperley Bridge in the canal conservation area;

The vernacular dwellings at no's 30-35 Meadow Road are proposed additions to the conservation area.

Right: It is proposed to include the Art Deco Stylo Works, Apperley Bridge within the conservation area.

Esholt

Alter the boundary so that it follows a legible course around Esholt Sewage Treatment Works

The sewage works partially lies within the conservation area on both side of the canal and at Strangford swing bridge there is a group of early 20th buildings erected when the sewage works was first built, with later buildings of no historic or architectural interest surrounding them. At present the boundary includes the buildings of interest and the adjacent canal basin without following a course which is readable on the ground.

In order to make the boundary follow a line which is readable on the ground, it is proposed to continue the boundary along the track from Field Lock to where the track joins the central courtyard of the sewage works, thus including the open spaces to the north of the vernacular revival style sewage works buildings. The boundary will then follow the edge of this courtyard, and along the rear elevation of the large warehouse like building on the southern side of the courtyard before rejoining the boundary of the canal towpath. The conservation area will then follow the line of the physical boundary between the towpath and the sewage works, thus excluding the open spaces associated with the sewage works as well as other green spaces to the south. These open spaces contain trees which are of high setting value to the conservation area and their natural character will be protected through the fact that these spaces lie within the Green Belt and through Policy BH7 of the Unitary Development Plan which protects the setting of conservation areas.

UDP Designation: Green Belt

Apperley Bridge

Include the field in which the barns and stables at Bottom Farm stand

At present the conservation area boundary wraps around the rear of the barns and stables and then follows a course which does not follow any physical feature. The nearest physical feature which the boundary could follow is the boundary of the field in which the barn and stables stand, therefore it is proposed to include all of this field, which is already partially within the boundary, within the conservation area.

UDP Designation: Green Belt

Exclude the fields to either side of Dobson Locks

These fields lie partially within the conservation area and are located to either side of the locks and the adjacent line of buildings. They are key to the setting of the locks, but their open and green character is already protected through their status as Green Belt, plus the fields to the east of the buildings at Dobson Lock lie within the washlands of the River Aire. The other fields around Dobson Lock are afforded the same level of protection.

UDP Designation: Green Belt (all), Washland (partially)

Exclude 292-298 (even) Apperley Road, 1-37 (odd) The Moorings and 2-12 (even) The Moorings

When the conservation area was originally designated, this large site contained a wharf, boatyard and other buildings and structures

associated with the Leeds-Liverpool Canal. Within the last decade the site has been completely cleared and the site redeveloped as a small, attractive estate of suburban housing which is laid out as a series of small cul-de-sacs. As such the site is thought to be of no architectural or historic interest and is unrelated to the history and traditional forms of development along the canal. It is therefore proposed to exclude these dwellings from the conservation area.

The canalside walkway which is part of the development and the iron upright which stands in an area of stone setts is proposed to remain within the conservation area.

UDP Designation: Policy UR9 - Area based Regeneration strategies

Include Calder Valley Marina

This marina was built as part of the redevelopment of the canalside at Apperley Bridge. The marina consists of a large pool where boats are moored, walkways and a café/office. Although it is modern, it is felt that the marina relates directly to the canal in its present role as a place for pleasure cruising. The marine building is of a good modern design which makes use of local stone, steel and glass under a monopitch roof. This building acts as a landmark along the canal and is therefore deemed worthy of inclusion in the conservation area along with the rest of the marina.

UDP Designation: Policy UR9 - Area based Regeneration strategies

Include Apperdale Mill, Tenterfields

This three storey stone built mill building is recorded on the 1893 Ordnance Survey map as Dyehouse Mill and predates Oaklea Mill, which stands to the north and lies within the conservation area. It forms a characterful group with Oaklea Mill; retains much of its original character; as it appears to remain in industrial use; and relates to the industrial heritage of the Leeds-Liverpool Canal. It is therefore proposed to include Apperdale Mill within the conservation area.

UDP Designation: Policy UR9 - Area based Regeneration strategies

Include the new development on the site of Valley Mills, Derby Terrace, 997-1011 Harrogate Road, 30-35 Meadow Road and Kestrel Glass, Meadow Road.

Valley Mills has been demolished in its entirety and the site is being developed primarily as apartments. Although the forms and detailing of these blocks and terraces of modern flats are not entirely appropriate to the conservation area, they are surrounded by historical development which relates to the industrial development of Apperley Bridge along the canal and is considered to be worthy of conservation.

Derby Terrace is a short stepped row of stone built housing from the second half of the 19th century and is of townscape value.

1005-1011 Harrogate Road dates from c.1800-1830 and is an interesting incrementally built group of stone built stone roofed industrial cottages which retain original features and details.

997-1001 Harrogate Road was built in stages from the late 18th century (if not earlier) through to c.1800. The buildings are Grade II Listed for their architectural and historic interest. The 3 storey building was built as cottages with textile workshops on the upper floors, evidence of which is still visible in the blocked taking-in doors and the rows of traditional mullioned windows with traditional timber glazing.

30-35 Meadow Road. Built in the early 19th century as a house and four smaller back-to-back houses, this group was more than likely built to house workers at one of the mills built alongside the canal around this time. The larger house was soon divided into 2 dwellings and the building retains stone slate roofs, the original fenestration, including mullioned pairs of windows. The houses are fronted by a stone setted street.

Kestrel Glass. This single storey industrial building was built in two phases at either end of the 19th century and retains much of its original character.

UDP Designation: Policy UR9 - Area based Regeneration strategies

Include Stylo Works, Harrogate Road.

This 1930s factory building is executed in a confident Art Deco style. Its long 2 1/2 storey front elevation is symmetrical and is an imposing feature of townscape value along Harrogate Road. The building is fronted by a deep stone wall with central iron gates with a diagonal Art Deco motif which matches that to the railings of the steps up to the main doorway. Along the canalside there are more modern factory buildings fronted by a railed wharf.

UDP Designation: Policy UR9 - Area based Regeneration strategies.

Exclude 5, 7 and 9 Brookhouse Gardens

For some unknown reason the conservation area boundary currently diverts away from the edge of the towpath to include the rear gardens of these modern suburban properties and parts of the houses themselves. As these buildings are not of historic interest and are unrelated to the canal, it would be logical to realign the conservation area boundary to follow the edge of the towpath at this point.

UDP Designation: unallocated



