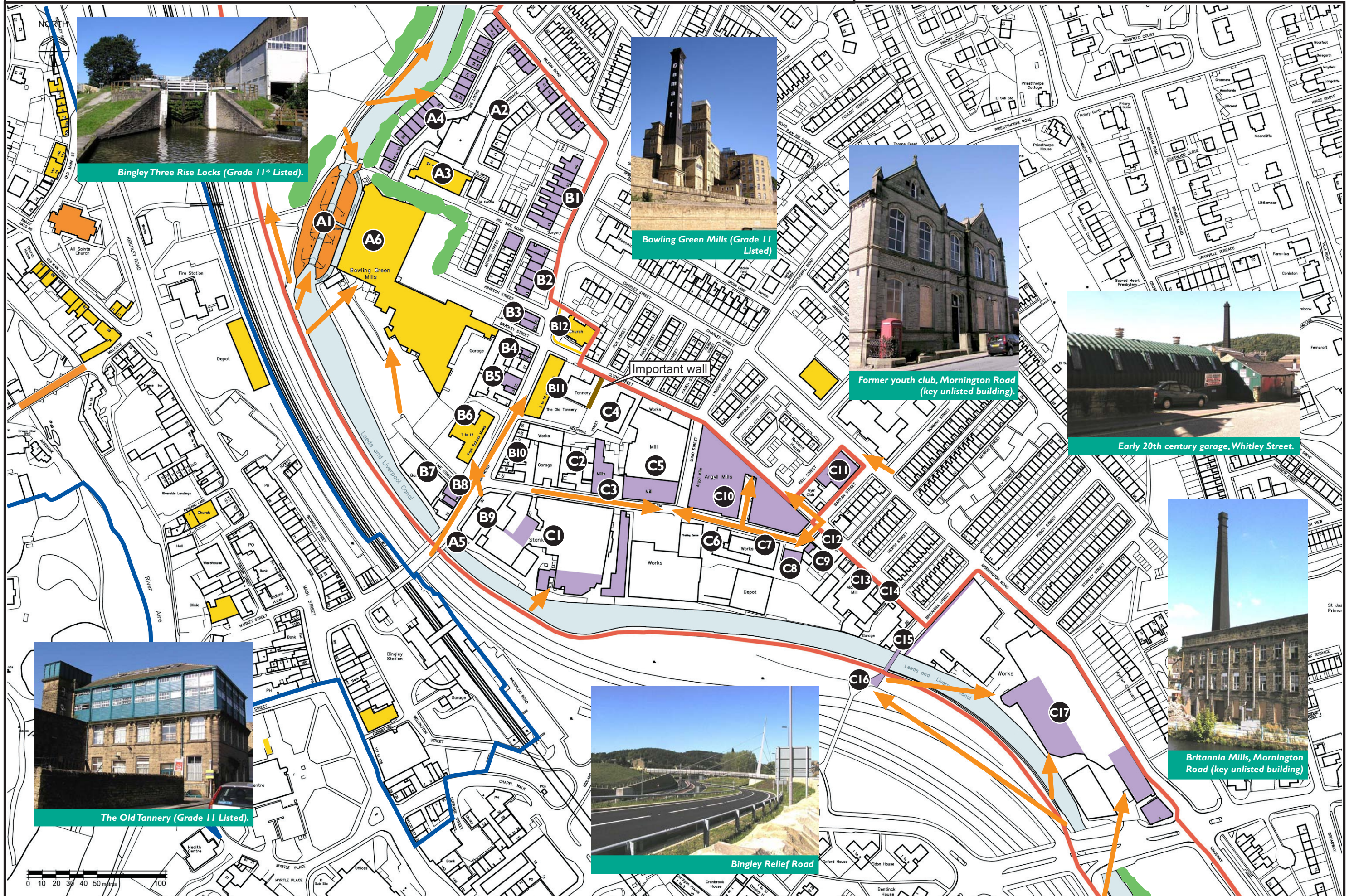


Map 15: Bingley - Three Rise Locks, Damart Mills and Area to West of Park Road



Map 15(a): Bingley - Three Rise Locks, Damart Mill and area to West of Park Road

Character of the Area

This section of canal follows a curving course that advances along the contours of the rising land to the northeast as it approaches Bingley town centre. This area of Bingley is a highly built-up area with industrial developments lining the canal and mostly 19th century housing located higher up the hillside. To the north east of the locks the setting is open and green, with mostly pastoral fields and patches of woodland providing a complimentary natural setting to the waterway. The fields slope steeply downwards towards the valley bottom and afford good long distance views over Bingley town centre and the opposite valley sides.

On the eastern side of the canal and to the north of Damart Mills is an area of new development. This successfully replicates the scale and massing of the industrial buildings that line the eastern side of the canal for some subsequent distance. The Three Rise Locks seem to be almost set in the shadow of Damart Mills and with the new trunk road and the railway line running a short distance to the west of the canal this section of canal feels very much undervalued and underused. To the south of the Three Rise Locks, the canal continues towards Park Road bridge between tall stone walls that block views across the surrounding landscape.

The towpath runs along both sides of the canal between the locks and Park Road Bridge and has a principally concrete surface with stone copings and mooring posts at intervals. The functional and quite severe treatment of the immediate canal setting through this section creates an area that feels quite lonely and is not overlooked. Consequently this area does not appear to be as well used as other sections of the canal.

Away from the canal the feel and character of the conservation area is very different. The steeply sloping roads create numerous interesting views and vistas and contribute greatly to the traditional character and sense of place.

Features of the Area

A1. Three Rise Locks: The Grade II* listed locks were built in 1774 to the designs of the canal engineer John Longbotham and form part of a series of locks that culminate in the Five Rise Locks half a mile to the west.

The locks are laid out in a staircase formation and constructed of large dressed stones that form the retaining walls to the locks and the rebates to the gates. The bottom lock has a widely splayed sloping wall to either side of its approach and the second and third locks have ramped walls with a flight of fifteen stairs to either side. The tops of the retaining walls are set with large flat coping stones and the area around the lock and balance beams are set to provide grip.

Each lock is comprised of two large gates that are constructed of timber and iron. The lock gates are operated manually by a series of iron gears and long timber balance beams. An iron ladder allows emergency and maintenance access down to the bottom of each basin. Straddling the end of each lock is a narrow timber footbridge with hand and guardrails. All the timber associated with the locks is painted in the British Waterways black and white colour scheme. At the top of the flight of locks is a traditional timber swing bridge. The bridge is operated manually on a pivot on the east side of the canal and has stone coped abutments to either side of the waterway. Running off to the east of the bridge is the stone-lined lock overflow channel that feeds from each of the locks before rejoining the canal just beyond the bottom lock.

A2. The Anchorage and Wilson Road: Set back from the canal frontage and facing onto Wilson Road and The Anchorage is a modern residential development built c.1995-2000. This development consists of a series of west-facing three storey town houses on The Anchorage and short terraces of two-storey houses opening onto Wilson Road. The development echoes many of the design principles used in The Locks but with less attention to detail. The townhouses built on The Anchorage are constructed of natural stone with blue slate roofs, garages and balconies to the ground and first floor respectively. The houses facing onto Wilson Road are pleasant stone-built, slate roofed terraced dwellings set back from the road behind a good, traditional stone wall with rounded copingstones. A long blue slate roofed veranda runs across the frontages of the houses in a manner similar to that of the Edwardian houses opposite.

A3. Tops Warehouse, Bingley Mills, Hill Side Road: This impressive Grade II listed mill was built in the last half of the 19th century (prior to 1892, map evidence) and occupies a prominent location slightly elevated above the Three Rise Locks. Built from hammer-dressed stone, the mill stands four storeys high with a five-storey square tower located on its southwest corner. The side elevations have a pleasing regular rhythm of windows to each of its fourteen bays, those to the upper floors having segmental arched lintels and those at ground floor level having semi-circular arches. The building is intricately decorated with sill bands running beneath each series of window openings and a heavy modillion cornice below the gutters. The canal-facing gable end and opposing gable are five bays in width with a taking-in door to each floor. In the attic storey is a finely crafted

Venetian window with impost and keystone detail beneath the heavily detailed coped gable.

The square tower is its most distinctive feature and is extensively decorated, having arched windows to the first three floors and on the top floor a row of three smaller arch-headed windows to each side that are linked with impost bands above a heavy modillioned cornice. Atop the tower is a pilastered pyramidal slate roof.

A4. The Locks: The Locks is a residential development constructed in several phases between 1995-2000 in the curtilage of Bingley Mills. The development consists of several stone-built blocks containing a mix of townhouses and apartments located on the eastern banks of the canal. The canal side development consists of a four-storey structure, echoing the form and mass of the 19th century warehouse that it stands alongside. The canal-side elevation has a pleasing rhythm of windows and openings set within ashlar stone heads and sills. The saw-tooth roof, reminiscent of an industrial north light roof incorporates discreet recessed balconies.

The northernmost block fronts gable-end onto the canal and is a three-storey structure with a central panel of long glazed lights that adds interest to the frontage. This is repeated in the building immediately alongside the Three Rise Locks, which also has a tall gabled frontage to the waterway with coped gables, stringcourses and ashlar detailing to the apex. The rear elevations are equally well detailed, incorporating gabled breaks and ashlar stone decoration. The entrances to the garages are successfully disguised beneath arched openings at ground floor level.

A5. Park Road Bridge (202): This road bridge extends over the Leeds-Liverpool Canal, railway and Bingley Relief Road. This piece of modern engineering has a concrete base, supports and underside with triangular coped stone parapets. The masonry walls to either side of the roadway are clad in stone with round copings.

A6. Bowling Green Mills (also known as Damart Mills), Lime Street: Bowling Green Mills occupies a prominent location on the curve of the canal as it enters Bingley town centre. The mill is a Grade II listed building dating to 1871. Currently occupied by Damart (garment manufacturers), the mill and its adjoining blackened chimney are important local landmarks.

The main building is five-storeys in height and has 24 bays, each inset with a large window. The regular rhythm of windows gives the building a pleasing uniformity, despite the later addition of various extensions. The stone slate roof (as described in the listing description) is now hidden from view by a tall stone parapet that was probably added around the middle of the 20th century. Attached to the western return wall is a six-storey stone

water tower built in an Italianate-influenced design. The battered base of the tower extends upwards, the following three storeys being pilastered and inset with two and three-light windows in projecting surrounds. The fifth floor of the tower is inset with four tall windows with a bracketed cornice above and below. The water tank occupies the top floor. Immediately alongside the tower is the engine house, a three-storey gable fronted building that has bracketed eaves and a long horizontal window, the lintel of which is decoratively carved with images of machinery. The tall mill chimney stands to the west of the engine house and has a battered base tapering upwards to the moulded and consoled cornice cap.

A7. Arthur Street, Bingley: Arthur Street is lined on both sides by terraced stone houses that open straight out onto the pavement. The houses were probably built around the end of the 19th century (prior to the survey of the 1892 O.S. map) for the workers of the two nearby worsted mills, Bowling Green Mill and Albert Mill and are good examples of typical working class housing associated with the textile industries. The houses are architecturally simple, having two-bay frontages and stepped rooflines to respond to the slope of the street. Some of the houses still retain their original four-pane sash windows and panelled doors and this adds to the visual and historic interest of the group.

Issues

- ▶ Lack of interpretation and visitor facilities at Three Rise Locks.
- ▶ Locks in need of more regular maintenance - paint peeling and some rotten balance beams.
- ▶ Unattractive concrete towpath to south of Three Rise Locks.
- ▶ Large, visually prominent car park to front of Damart Mills.
- ▶ Only access to the towpath is on east side of Park Bridge - nearest crossing to western towpath is at top of Three Rise Locks.
- ▶ Steep, uneven surface of access onto towpath from Park Road.
- ▶ High walls alongside canal to south of locks creates a poor quality setting - security may be an issue as this section is not overlooked, the moorings do not appear to be well used and the only point of access onto and off the towpath is on the east side at Park Bridge.



Map 15(b): Bingley - Park Road



Character of the Area

Park Road is one of the key routes into Bingley town centre from the north side of the canal. The road joins Main Street near the train station and passes over the canal

before climbing up the steep slope of the valley side towards Prince of Wales Park. The sloping topography creates numerous interesting views and vistas along streets to either side of Park Road as well as along the road itself. From the bridge there are excellent views northwards towards the tannery and Baptist church, both of which are key landmark buildings in this section of the conservation area.

The varying heights of buildings lining Park Road add to the visual interest of these views - the tall elevation of the tannery contrasts interestingly with the single storey shop units that are located immediately alongside. On the opposite side of the road vistas across the former First School include the dramatic backdrop of Damart Mills which provides an important element of its setting. To the north the distant setting of trees standing on the brow of the hill is filtered by buildings in the foreground but provides a soft, leafy backdrop that is complementary to the natural slate and stone roofscape.

Park Road has been engineered to cope with large volumes of traffic and consequently has a modern tarmac surface with mostly concrete pavements. Stone kerbs, stone elevations and the school boundary walls add a traditional element to the streetscape and enhance views along the carriage-way.

The canal passes beneath Park Road at its southern end but is very much an unseen feature of this part of the conservation area. Views into and out of the canal are blocked by the almost continuous building line and the tall parapet walls of the bridge and consequently its presence and close proximity to Park Road is little noticed.

Features of the Area

B1. 45-59 Park Road: This terrace of impressive Victorian houses was probably built between 1860-1880 and are excellent examples of middleclass housing of that era. The terrace consists of eight houses that step up the hillside in pairs and are set back from the road behind good, coped stone walls. The houses are built of hammer-dressed stone with a recessed doorway and fanlight to the right hand side of the two-bay frontage and a canted bay window to the left. The doorway is finely detailed with a segmental arched head with alternating rusticated and ashlar voussoirs. At first floor each house has two large windows, some still retaining their original four-pane sash frames. The roofs are blue slate with stone copings to every stepped gable end. Most of the houses retain their good, corniced chimneystacks and these make an important contribution to the quality and visual interest of the roofscape.

B2. 33-43 Park Road: This interesting terrace of houses were probably built between 1860-80 and are good examples of Victorian Classical architecture on a modest scale. The terrace comprises of six houses that respond to the slope of the land with a small step in the roof slope between each dwelling. Built of hammer-dressed stone with blue slate roofs and good corniced chimneystacks, these houses share many similarities with 45-59 Park Road. The front doorway is elevated slightly above the level of the garden and is accessed via a short flight of stone steps that are bound by good traditional railings. The doors mostly have pilastered doorcases with entablature and brackets supporting a heavy modillioned cornice. All the houses except no. 33 (which has a canted bay window) have a large three-light mullioned window to the ground floor. To the first floor of each house is a two-light mullion window and a single light window that are set above an ashlar sill band. Most of the houses still retain the original single pane sash frames to the windows. Beneath the eaves of each property is a heavily modillioned stone cornice and timber gutters.

B3. 29b-31 Park Road: Completing the parade of shops up Park Road, this gable-fronted 2 1/2 storey building contains 2 shop units with flats on the upper floors. Traditional timber shopfront details remain in place. The shopfronts stand under the leaded projecting moulded cornice over a shallow fascia. The doors are recessed and the timber shop windows retain small rows of leaded upper lights. Those to 29b Park Road are concealed by an out of proportion timber fascia board which has been attached to the elevation. Timber pilasters support the original shallow fascia. The stallriser to 29b is covered with modern style tiles. On the upper floors the traditional timber sash windows of 31 Park Road contrast with the modern glazing at 29b. The gable has moulded copings and shaped kneelers. Adapted loading doors are set into the upper floors of the side elevations.

B4. 27-29 Park Road and 2 Bradley Street: These late 19th/early 20th century buildings have a mixture of good traditional details and poor modern alterations. 27, 29a and 29 Park Road retain traditional timber shopfront details. All three have recessed doorways and timber shop windows. Those of 29a and 29 stand under a leaded projecting cornice, but only 29 retains a traditional shallow fascia. Pilasters which break up the bays carry the cornice. 29 retains a panelled timber stallriser, but at the top of the building is a modern dormer window which is set too far forward and is essentially an upward continuation of the wall. The early 20th century single storey 27 Park Road has a shallow timber fascia and painted and rendered stallrisers. 2 Bradley Street is the most altered building, with a jagged edge to the painted render of its upper storey. The windows and doors are all modern in terms of style and material and there are no traditional shopfront details or appropriate signs.

B5. 23-25 Park Road: This is one of the few early 19th century buildings on this side of the canal at Bingley and appears to have been built as a cottage (23) and a workshop (25). The doorways are paired and are set in monolithic plain stone surrounds. The lintel over the doorway to 25 doubles as the cill to a large former loading door with plain stone surrounds, including tie jambs. This doorway is glazed over with modern synthetic glazing, much like most of the other windows on the building. Among the small plain window openings are larger plain stone fixed windows which might well have been inserted later, suggesting the properties were used as shops later on in the 19th century. The building has a stone slate roof, reduced chimney and an 8 over 8 pane sash window is set into the gable. The opposite gable has a large plain stone opening which is glazed over with modern synthetic glazing.

B6. Former Bingley First School: Dated 1814, the Grade II Listed former Bingley First School is purported to have been one of the earliest publicly funded schools in the country. It closed in 1824, but re-opened as a mill school in 1833. The school was originally built as a long single storey building, with the wing, upper storey and bellcote were added c.1870.

The original part of the building has a long row of 9 plain tall window openings with inappropriate modern style glazing with 2 unsympathetically modernised door openings. Its coped gable has a round clock face and an inscribed plaque which is flanked by 2 small plain sash window openings, with another large window opening below. The bellcote rises from the ridge of the stone slate roof is has a lead clad base and its arched openings have been changed to windows. Its blue slate helm roof terminates in a weather vane. Below the bellcote is a bay with a coped gable with kneelers. Set into this gable is a keyed arched opening with quoined jambs which contains a cruciform mullion window surmounted by a small oculus which is gothic in style. The adjacent upper storey of 1870 has the same plain openings as the original building, save for a taller cruciform mullion window



Top: 33-43 Park Road (key unlisted buildings) were built as middle class dwellings in a location which was at the time on the edge of Bingley.

Middle: The former Bingley First School (Grade II Listed) is now flats, but was one of the first publicly funded schools in the country and is dated 1814.

Lower: 23-25 Park Road (key unlisted building) is one of the oldest buildings in this part of Bingley. It was originally a cottage and workshop/warehouse.

in a gabled bay. The site retains good triangular coped boundary walls.

B7. Commercial garage, Lime Street: This modern single storey garage is completely modern in terms of its openings, the built in large blank roller shutters and the use of rolled metal as a cladding.

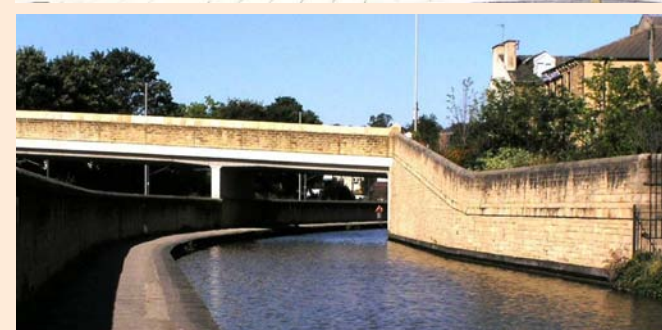
B8. 17-19 Park Road: Built in the late 19th century, this 3 storey building has shops at ground floor level and flats on the upper floors. The building is fronted with rock-faced stone 'bricks' with ashlar dressings. These dressings are namely the bevelled quoins on the angles, the moulded cill bands, the first floor moulded arches over the windows with keystones, moulded impost bands and impost band, and the entablature with a cornice gutter shelf carried on paired modillion brackets. The shopfronts retain traditional stone and timber details and contribute to the traditional street scene. Broad rusticated pilasters and plainer slender pilasters carry the corniced fascia. The panelled and glazed timber doors and the surrounding glazing are recessed. The shop windows are divided into 3 lights by moulded slender mullions and have arched heads with glazed spandrels. Below each window, the stallrisers are panelled.

B9. 26-30 Park Road: These buildings by Park Road Bridge were built in the 1970s and 1980s and are modern style shop units. The materials and the design of the shopfronts are modern in style with little strength of character. The form of number 30, a large basically detailed block with a flat roof, makes it particularly out of keeping with the area.

B10. 30a-30f Park Road: These 2 short rows of small gable-fronted single storey shop units are typical 1920s or 1930s retail units and are of townscape value to the conservation area. Originally built as a row of 8 or 9 shops, the middle of the row was cleared at some point later on in the 20th century.

B11. The Old Tannery: Built c.1890 and Grade II Listed for its architectural and historic interest, The Old Tannery is a landmark building along Park Road. The use of the complex as a tannery has ceased and the building has been converted to flats.

The part of the building on the corner with Clyde Street its most eye-catching, as the lower 2 storeys and basement, which are made of stone, are surmounted by a further 2 storeys which are clad in timber and are topped by a pavilion slate roof which is supported by cast iron columns. The 4 bay elevation to Clyde Street contains the main entrances to the building. The works entrance was through the squared doorway with projecting architraved ashlar surrounds. The office was accessed through the more ornate doorway to the right. The original 6 moulded panel door and semi-circular fanlight are set in architraved ashlar surrounds with sunken, moulded spandrels. This is surrounded by a doorcase consisting of monolithic pilasters and ornately carved



scroll brackets carrying a deep cornice hood. Most of the windows are modern replacements of the 6 pane timber hopper windows though four bays at ground floor retain timber sash windows and would have been windows to the office. Overlooking the former tannery yard at the rear is a tower built of stone which breaks forward, rising above the level of the roof carrying a water tower that is a prominent feature on Clyde Street.

B12. Bingley Baptist Church: The church and its tower are a key component of vistas up Park Road and is an important component of the mixed use character of this part of the conservation area. Bingley Baptist Church was built c.1874 and is a Grade II Listed Building in an Early English Gothic Revival style, which is unusual for a Baptist Church, but more common of a Church of England church.

The square tower is surmounted by a square belfry with a pyramidal blue slate roof which terminates in a lead ball finial. Next to the tower is the prominent tall west gable inset with a 5 cusp rose window with tracery. Like all of the windows at Bingley Baptist Church, this opening is set behind protective glass. At ground floor, the 2 main double doorways are set in similar openings, one of which has been glazed over with modern style stained timber windows, while the other vertical board double doors have been replaced with much plainer stained modern substitutes. The elevation to Clyde Street is 3 tall storeys with lancet and squared openings, with the bays separated by buttresses. The boundary walls, gates and railings to Bingley Baptist Church are Grade II Listed in their own right and make a strong contribution to the street scene. The walls and raised quoined piers within the walls have triangular ashlar copings to which some of the one-off iron railings with a cinquefoil motif (mirroring the rose window set into the gable of the church) remain attached. This motif also appears among the highly ornate, detailed ironwork of the gates. The remaining monolithic ashlar piers have square shafts with conical 'lucarned' capitals which rise to a floral finial.

Issues

- ▶ Poor quality modern development at the foot of Park Road (nos. 26-30) that contribute little to the character of the area and are at odds with the quality craftsmanship of the traditional buildings around them.
- ▶ Lime Street Garage, immediately behind nos. 15-19 Park Road is a modern building constructed from mostly rolled metal. The materials, together with the form and design of the building fail are at odds with the traditional materials and architecture of the area.
- ▶ Heavy volumes of traffic on Park Road resulting in cars often standing in queues on approach to junction with Main Street.
- ▶ Lack of visual links with canal despite close proximity.
- ▶ Insensitive alterations to no. 21 a Park Road have undermined much of the original character of the building.
- ▶ Inappropriate use of render and painting of stonework of many of the buildings fronting onto Park Road.
- ▶ Loss of original window details to several buildings, most notably The Old Tannery and the subsequent impact on the character and historical interest of the buildings.
- ▶ Lack of co-ordination between shop fronts and signage on the commercial properties fronting onto Park Road.
- ▶ Inappropriate dormer windows to some of the houses at the northern end of Park Road.
- ▶ Unattractive galvanised metal handrails at the bottom of Park Road, some of which are damaged look untidy and out of place. If handrails are required for safety reasons a more sensitive design and use of materials would be desirable.
- ▶ Use of a varied range of untraditional surfacing materials on the pavements to either side of Park Row, this is particularly noticeable on the corner of Whitley Street where concrete flags have been mixed with red pavers and tarmac patches.



From the Top: Entrance to the former office of The Old Tannery (Grade II Listed); Bingley Baptist Church (Grade II Listed); 17-19 Park Road; Park Road Bridge; 30a - 30c Park Road.

Right: Grade II Listed iron gate to Bingley Baptist Church.

Map 15(c): Bingley - Area to East of Park Road

Character of the Area

This area, which is centred on Whitley Street, Clyde Street and Britannia Street, developed in a matter of decades as Bingley's principal industrial area. This area was undeveloped prior to the 1850s, by which time the railway had already arrived in Bingley. Most of the development appears to have occurred after 1870, suggesting that the land might not have been previously available for development, or that the area experienced a boom in development as Shipley did when land in Bradford became scarce and more expensive and transport slower and more costly. There is a clear relationship between this development and the canal, as Stanley Mill, Monarch Mill and Britannia Mill retain wharves, though most of the wharves are now overgrown.

The buildings are a mainly (former) textile mills with a few later commercial and residential buildings. From the canal and bridges, the area has a characterful skyline with a mixture of gabled buildings, north light sheds and tall mill chimneys. Clyde Street, Lund Street and Whitley Street are closely lined with stone buildings of various heights, creating interesting vistas, particularly along the northern side of Whitley Street where there are more taller sheds and warehouses. Lund Street itself is poorly surfaced and overgrown, but is hemmed in by tall sheds and walls. Unfortunately some of the densely packed industrial buildings have been demolished and replaced with unsuitable new development and car parks, while some sheds languish empty or underused and neglected.

The canal towpath has been improved as part of the construction of the Bingley Relief Road. The towpath is broad and surfaced with smooth sandy gravel while the stone copings are either new or the rough natural verge has been left in place. A new pathway links the towpath with the landmark new footbridge from Britannia Street which extends over the Relief Road and canal.

Features of the Area

C1. Stanley Mill: This canalside mill complex was built as a worsted mill in the second half of the 19th century and is still occupied by a textile manufacturer. The mill complex retains a mixture of buildings associated with textile manufacture and previously had its own wharf where materials and finished goods could be loaded on/off boats on the canal.

The most visible feature of the complex is the square tapered chimney which has a dentilled cornice below the pyramidal opening. To the east of the chimney and standing parallel with the canal is a 3½ storey 11 bay stone shed with a coped slate roof. There is a grid like layout of 6 pane timber hopper windows and the long walls are topped by a stone gutter shelf which is supported by dentils. Set into the eastern gable is a bay of loading doors to each floor with an iron hoist located just below the apex of the gable.

To the south of the large shed are a few outlying buildings. One is small gable fronted building with copings, kneelers and keyed round-headed openings which retain traditional timber glazing and timber board double doors. Adjoining the canal is a small modern single storey red brick wool warehouse with timber double doors and a corrugated roof. To the southeast of the shed is a domestic scale 2 storey stone building with a corrugated roof. It has plain openings with modern style glazing and what appears to be a loading door below the apex of the gable. This building is at the end of a long mostly single storey red brick range of buildings which extends to Whitley Street which might have been used as stables. Behind the large shed are single storey stone north light sheds that extend as far as Whitley Street. To the northwest of the 3 storey shed is a smaller 3 storey stone shed which is also set parallel to the canal. This building is very similar architecturally to the other 3 storey shed in this complex and has a bay of loading doors up the centre of the gable end which opens onto a yard off Whitley Street. This yard and the access road are bounded by tall brick warehouses and sheds which add to the densely built, industrial character of the site.

C2. Modern Business Units, Whitley Street: Built on the site of a lumberyard, these single storey red brick buildings are set around small courtyards. The buildings have been renovated and subdivided into units in recent years. The brickwork is clad in stained vertical timber boards and new overhanging rolled metal monopitch roofs have been added. These renovations enhance the appearance of the buildings, but the painting of the timber would be more appropriate to a historic area such as this.

C3. Warehouse at west end of Whitley Street: Quite possibly the warehouse of Park Road Mills, this substantial 5 by 10 bay 3½ storey-plus-basement warehouse was probably built c.1900. The warehouse has a coped slate roof and a regular grid layout of window openings which retain timber hopper windows where they have not been blocked. This is only interrupted by the covered loading area over the private yard to the east of the warehouse. This gabled loading area is clad in corrugated metal.

C4. Modern offices at Clyde Street: Probably built in the 1980s, this flat roofed painted brick 2 storey building, which is fronted by an open car park, is completely out of keeping with the conservation area.

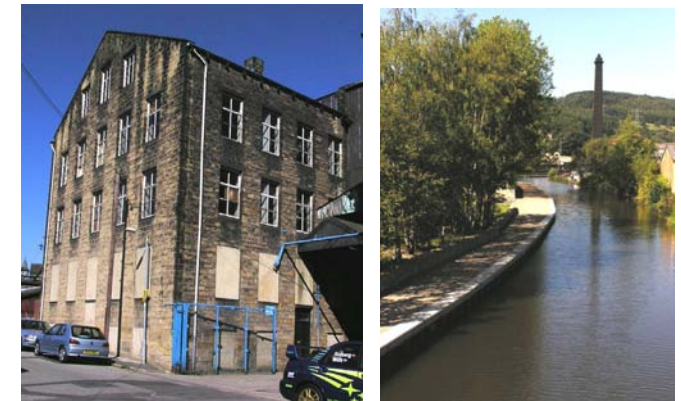
C5. Park Road Mills: At the centre of the row of late 19th century/early 20th century mills along the north side of Whitley Street, Park Road Mills was built in the 1870s or 1880s as a worsted mill, with later sheds added along Lund Street and at Clyde Street in the 1890s and early 1900s. Facing onto Whitley Street is a tall 3½ storey 5 by 5 bay stone shed with a lower 2 storey 10 bay shed attached to it. These buildings both have entablatures, coped slate roofs and tall plain timber 6 pane hopper windows which are all original features. At ground floor are 3 cart entrances which are all glazed over. These have corbels carrying the long lintels. At the western end of the lower shed is a covered loading area. At the eastern end is the principal entrance to the mill; timber board doors and a blocked semi-circular fanlight set under an imposted arch with rusticated voussoirs and keystone. On the gable overlooking Lund Street the central bay contained loading doors. These have all been partially blocked and turned into windows, but the iron hoist remains in place below the apex of the gable.

Behind the sheds on Whitley Street are north light sheds with a coped sawtooth profile along Lund Street. A cill band and a continuous ashlar lintel link the fixed industrial windows along the side. At the corner with Clyde Street is a 2 storey 2 by 4 bay plain industrial building with a stone roof. This is similar in style to the other buildings at Park Road Mills, but its appearance has been altered by the insertion of modern casement windows, and a new vehicle entrance which dominates the elevation. Attached to the western side of this shed is a plain low single storey shed.

C6. Garage and car dealer's, Whitley Street: These single storey early 20th century buildings appear to have been built as a commercial garage. The main structure is a pre-fabricated corrugated metal shed with a mansard roof. This is a precursor of sorts to modern day pre-fabricated industrial buildings. Next to the shed is a small slate roofed hut which is clad in painted vertical timber boarding with old fixed timber windows. Like the nearby café, these buildings contribute to the grain of Bingley's industrial area.

C7. Machinery dealer's, Whitley Street: This group of buildings was built c.1900 as a small factory with a gable fronted 2 storey shed and a low single storey shed facing onto Whitley Street with small north light sheds attached to the rear. The buildings are plain slate-roofed and stone built with little by way of decoration. All that remains of its former traditional shopfront is a moulded timber fascia with cornice, while the openings below have been enlarged and unsuitable modern style shop windows and doors inserted.

C8. Offices on bend of Whitley Street: Built c.1900 as a terrace of 3 houses, this building is now in a single occupation as an office. 2 of the 3 front doorways have been partially blocked and now frame windows which are of the same modern case-ment style as the rest of the windows of this elevation. The



From Top: The main shed of Stanley Mill (key unlisted building). The former wharf is now fronted by a red brick wall; Warehouse to west of Park Road Mills (key unlisted building); Vista northward along the canal from the new footbridge; Canalside shed or warehouse of Britannia Mills (key unlisted building).

remaining traditional 4 panel door is set in a modern reproduction timber doorcase with pilasters and a pediment into which a spoked fanlight is set in an attempt to give the building a Georgian appearance. The rear elevation retains the original layout of openings and traditional sash window details. The slate roof is coped at the gables and 5 of the 6 stone chimneys with moulded cornice and stone string remain in place. The building is fronted by a low sandstone wall to which traditional style modern railings have been attached.

C9. Café, Whitley Street: This single storey felt roofed building is clad in painted timber vertical boards and has moulded timber gutters, moulded timber bargeboards and a pointed timber finial at the apex of its broad gable. The building probably dates to the early 20th century and is an interesting component of the street scene and adds to the grain of development in the area.

C10. Argyll Mills: Argyll Mills used to manufacture machinery. It is one of the most complete mill complexes in the conservation area and was built in stages from the 1880s to c.1900. The mill buildings stand around a narrow central yard with the square tapered mill chimney, which appears to have been reduced in height, at its northern end. The slope of the land means that the elevations of the buildings facing onto Whitley Street are a storey taller than those facing onto Clyde Street.

To the east of the yard is a large north light shed with fairly blank elevations on its north and east sides, with most of the plain openings bricked up, including a doorway which is surmounted by a pediment on brackets. The walls of the north, south and east elevations continue upwards as a flat coped parapet with some ramped sections. The southern elevation contains a large number of window openings and shows how the building was erected in two phases. The elevation is 14 bays long with timber hopper windows along the first floor (half of which are bricked up), plus a loading door with the hole through which the iron hoist would have projected bricked up. This loading door is set in the 5 bay older part of the north light shed. The other 9 bays are part of the later construction. At ground floor there is a long row of unusual broad segmental arch windows with rusticated block mullions. The profile of the north lights can be seen on the western elevation of this shed, overlooking the central yard.

On the western side of the yard is a gable fronted shed which has a 3½ storey elevation to Whitley Street. Its long stone slate roof is coped with kneelers and shaped saddlestones. Various iron fleche vents also project from this roof. Along the tops of the long c.20 bay side elevations are entablatures with dentils carrying a stone gutter shelf. There is a grid-like arrangement of plain tall timber multi-pane hopper windows. The central bays of the 3 bay gabled elevations to Whitley Street and Clyde Street are slightly taller and are/were loading doors. Those on the Whitley Street elevation have been changed to windows, while at Clyde Street there are still doorways with an iron girder hoist

below the iron girder lintel of the first floor loading door. At the foot of the Whitley Street gable are partially blocked vehicle entrances with keyed voussoired lintels. To the west of this tall gable is an 8 bay 2 storey north light shed. The squared first floor hopper windows and the broad segmental arched arcaded windows at ground floor are linked by cill bands. Rusticated block mullions separate the ground floor windows.

C11. Former Youth Club and Dental Clinic, Mornington Road and former Gym, Clyde Street: 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. The 5 bay elevation consists of a central bay flanked by two large 2½ storey gables which contain the other 4 bays. The gables terminate in projecting ashlar pilasters which carry raised kneelers topped by ridged gothic style copings. The gables have moulded copings which rise to a florid saddlestone finial. A moulded cill band runs across these gables. The first floor windows have chamfered reveals; namely quoined jambs and voussoired pointed arch heads. A moulded cill band links these openings and a moulded impost band links the hoodmoulds. There are similar windows at ground floor, though these lack hoodmoulds. In the centre is a transomed double doorway with panelled doors. In front are 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 these buildings later went into industrial use.

C12. 18-22 Clyde Street: Dating from the early 20th century, this is a 2 storey red brick industrial shed or warehouse. Although traditional features such as a dentil course and multi-pane timber casement windows remain in place, the appearance of this building has been badly marred by the painting of stonework, external pipe work and the various different sizes and style of window openings that have been inserted at ground floor.

C13. Monarch Mill. Like 32-34 Clyde Street, this building has a long 7 bay elevation facing directly onto the street. The most striking things about this elevation is the shiny metal flue poking out of the building and unwanted contrast between the modern style first floor windows and the traditional timber hopper windows at ground floor. Nonetheless, the building retains its industrial character. Behind the shed adjoining the road are much more altered parts of the complex including a small north light shed. The complex also includes two square, tapered red brick chimneys, one of which is in a good condition, while the other looks neglected.

C14. 32-34 Clyde Street. Probably built as part of the neighbouring Monarch Mill rather than as an independent shop/warehouse 32-34 Clyde Street is occupied by a wool merchant.

The 4 bay elevation to Clyde Street is plain and industrial looking save for the shopfronts at ground floor. Unfortunately all that remains of these timber shopfronts are the continuous fascia with plain cornice and the pilasters which carry it. The rest of the shopfront and the windows on this building are modern and out of character. A timber loading door remains at ground floor on the gable, while the loading door above has been glazed over.

C15. 22 Britannia Street. Dating from the early 20th century, this is a characterful little industrial building which is occupied by an engineering firm. The low single storey stone element has industrial style hopper windows along its 4 bay front and in the gable overlooking the canal. Attached is a taller gable fronted red brick structure with a metal hoist over its large entranceway. The roof and gable are clad in corrugated material while strips of glass bricks flank the doorway.



C16. Britannia Street Footbridge (202a?). The construction of the Bingley Relief Road meant that the existing footbridge between Britannia Street and Dubb Lane had to be demolished and replaced with a much wider bridge which extends over the canal and relief road. The replacement footbridge is a steel construction standing on a stone base. The most prominent feature of this one-off modern design is the leaning square upright

which tapers to a point. It is to this upright that wires supporting both parts of the footbridge are attached and create a highly visible landmark both from the roadway and the canal. The walkway has a gritty surface and is clad in metalwork with steel railings. At the Britannia Street end of the bridge is an old iron bollard, which is presumably an element of the old bridge.

C17. Britannia Mills. This large-scale worsted factory sprang up in the second half of the 19th century on the site of the much smaller Dubb Mill. The large north light weaving shed, which was built c.1900, and the lower sheds which formed part of the 19th century mill complex were demolished in 2004, leaving the mill chimney, two 3 storey sheds, a modern steel shed and the former mill office, 5 Ferncliffe Road. Along the canal, the site is edged with traditional iron railings. The chimney is visible for miles around and helps to establish the industrial character of the area. The square plan shaft tapers up to a concave curved section between two moulded stone strings, above which is a square mouth.

Alongside the canal is the smaller of the 3 storey sheds. It has an 18 bay canalside elevation with 3 bays set into the face of a chamfer and a further 3 bays at a right angle to the canal. The ground floor openings are boarded up, but the upper floors retain 6 pane industrial windows with a hopper opening. Above the second floor is a projecting stone string, above which is a flat coped parapet which conceals the north light roof of the shed. The larger shed measures 16 bays by 5 bays. It has a grid like layout of casement windows which is interrupted by a first floor loading door. A parapet conceals the north light roof of the shed. At the north-eastern corner is a square tower with a slate helm roof. No.5 Ferncliffe Road (the former mill office) is a plain flat roofed tow storey stone building with a grid like layout of openings along 4 bays.

Issues

- ▶ Neglected vacant or underused buildings/ floors of buildings.
- ▶ Out of character alterations to unlisted buildings including modern shopfronts, the painting of stonework and modern roofing materials.
- ▶ New development which ignores the context provided by the conservation area in terms of materials, scale and form.
- ▶ Inappropriate door and window details to some buildings.
- ▶ Overgrown and walled up wharves along the northern bank of the canal.
- ▶ Visually poor patchy tarmac street surfaces.
- ▶ Out of character boundary features to some of the properties.
- ▶ The poor rutted unmade surface and overgrowth along Lund Street.
- ▶ Basic modern style railings associated with Britannia Street Bridge.
- ▶ Reduced or missing mill chimneys.