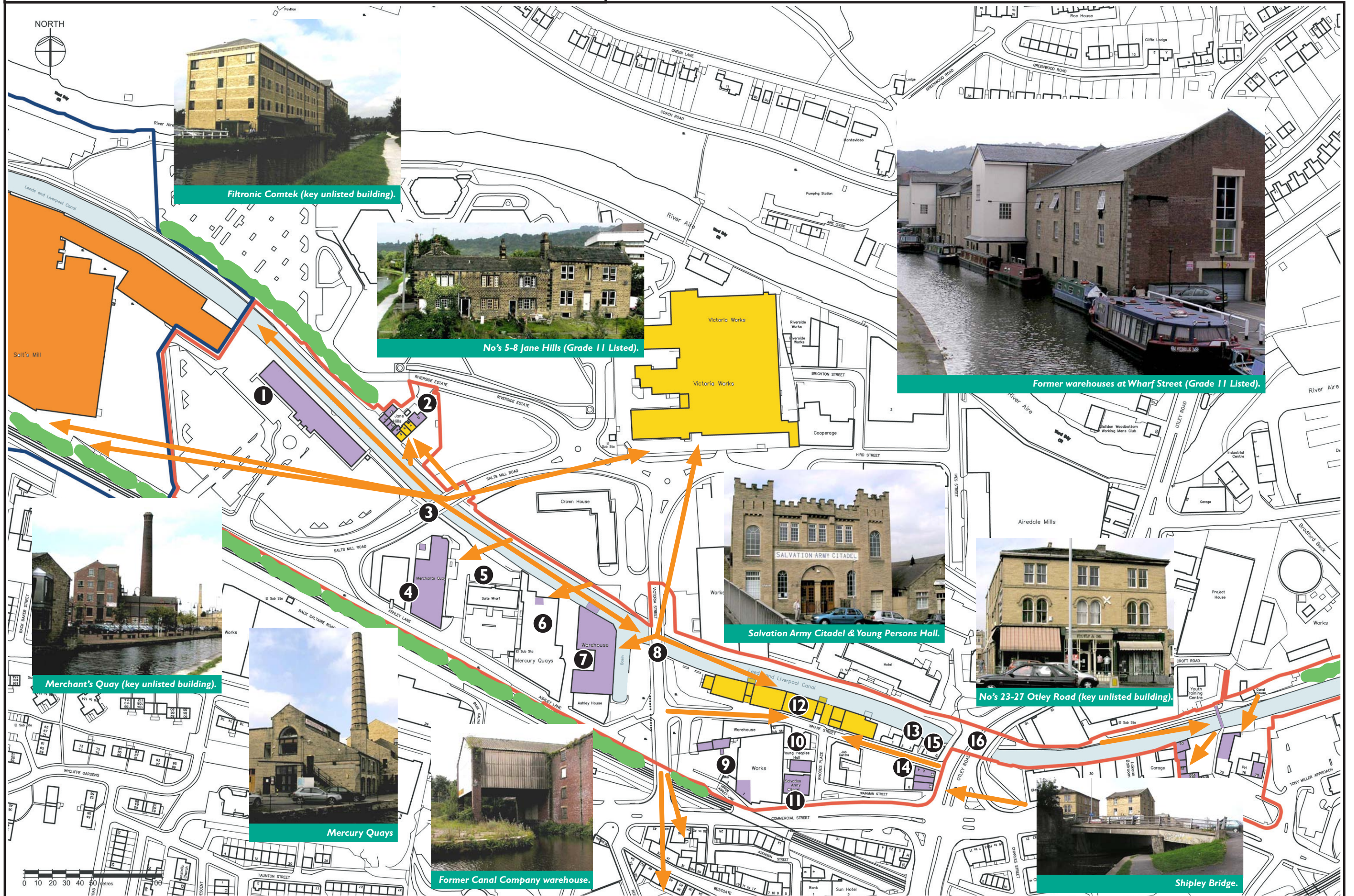


Map 20: From Saltaire to Victoria Street Bridge, Shipley



Map 20: From Saltaire to Victoria Street Bridge, Shipley

Character of the Area

Upon leaving Saltaire, the canal is flanked by two contrasting yet high quality developments. Jane Hills is a small organic 'square' of cottages which contained textile workshops, while the much larger Comtek Filtronic office block is a good modern development in the style of a warehouse. From here there are good industrial vistas along the canal which take in the 3 tall sheds and chimneys of Orbic Works and Ashley Mill, while the large mass and chimney of Jerome's Mill/Victoria Works is visible to the north of the conservation area.

Passing under the modern stone Salts Mill Road bridge, the towpath changes from being surfaced with white gravel and flanked by rugged grass verges to a tarmac surface which extends to the copingstones edging the canal. This is complemented by the coped stone canal banks and sensitively landscaped former wharves in front of Orbic Works and Ashley Mills, which help the former textile mills to retain links with the canal as well as improve the area's amenity. This is contrasted to the north by the large car park and set back mass of Crown House (outside of the conservation area).

At the eastern end of the row of industrial buildings is the last Leeds and Liverpool Canal Company warehouse to have been built at Shipley, completing the progression from Wharf Street. Sadly, this building and its basin and wharf are unused and badly neglected. From the plain modern Victoria Street Bridge there are characterful views over industrial townscape which incorporate the mills and chimneys within the conservation area and at Salts Mill, while to the east, the long low mass of the warehouses at Wharf Street is key to views in the opposite direction.

Features of the Area

1. Filtronic Comtek: This modern office building was built with a difficult context provided by the nearby Salt's Mill and the grain of the historic development along the Leeds-Liverpool Canal at Shipley. The end result is a building which is of sufficient detail, presence and strength of character to warrant inclusion in the conservation area. The offices take the form of a large 4 storey, 25 bay warehouse standing very close to the bank of the canal. The central bay is flanked by wide pilasters and has the appearance of a covered loading bay as it has a gabled roof and a projecting mass of glazing which has a strong vertical emphasis. The rest of the building successfully balances out the horizontal

and the vertical, with paired bays of windows separated by pilasters and the narrow window openings linked by cill bands and lintel bands. On the upper floor bands of modern style glazing extend between the pilasters. Above these windows is an ashlar band which is surmounted by a stepped entablature.

2. Jane Hills: This U-shaped block of cottages and houses was built in various stages between 1796 and the mid-19th century and is an attractive, formerly isolated cluster of vernacular style buildings. Numbers 5, 6 and 7 are the oldest cottages and are Grade II Listed. These 3 properties were built as a large 2-celled house (numbers 6 and 7; the door of 7 being a later insertion) with number 5 being used as a textile workshop with a separate entrance. Wool would have been loaded into the building via the blocked taking-in door on the gable abutting the canal and the finished thread or cloth taken elsewhere. The original former house and workshop have quoined angles, corniced stone chimneys and a stone roof with coping on kneelers. Dentils carry the guttering and the mullioned multi-pane timber casement windows and timber panel doors are set in plain stone surrounds.

Attached to the northern end is 8 Jane Hills, a taller 2 storey-with-basement, 3 bay mid-19th century house. It has a coped stone roof, corniced chimneys, and dentils carrying the gutter. There is a symmetrical layout of openings with the central 5-panel door and single sash window above it flanked by mullioned pairs of single pane timber sash windows. This house is purported to have been a boatmen's lodging house.

3. Salt's Mill Bridge or Jane Hills Bridge (207e): This plain modern stone bridge was built to carry the access road to Filtronic Comtek and Ashley Lane following the closure of its eastern end. It is plain and of a standard design.

4. Orbic Works (Merchant's Quay): Judging by the use of red brick, Welsh slate roof and stone lintels and cills, this compact mill complex dates from the 1920s or 1930s. The attractive group with a 4 1/2 storey shed, single storey weaving shed and a 1-2 storey engine shed/boilerhouse is visually dominated by the tall tapered cylindrical red brick chimney with stepped dentils supporting the cornice. The shed is a characterful building which is 7 by 4 bays. 2 of the bays on the long elevation were loading bays and are topped by gables to which the hoists would have been attached. On the eastern gable is a bay containing loading doors which have been glazed over as part of the mill's conversion to offices. The rest of the openings on the shed are plain, almost squared cill-and-lintel openings which contain modern style fixed glazing with margin lights. The roof is stone coped Welsh slate and retains metallic fleche ventilators along its ridge. The gable fronted enginehouse projects towards the canal from the shed. Below the coped parapet of the gable are 2 tall window openings with traditional style windows made out of modern materials. Attached to it is a single storey lean-to addition with a door surmounted by a semi circular fanlight set in

its chamfered corner. Behind the shed are some red brick gabled buildings which might have been weaving sheds. To the west is a modern rolled metal shed which is out of keeping with the conservation area. The site is edged along the canal with a lit seating area with a formal line of saplings and a traditional style railing.

5. Salt's Wharf: This modern stone built, slate roofed office building replaced a 20th century factory building and sits well with the buildings at Ashley Mill. The 3 storey block is a pastiche of a warehouse rather than a mill shed, however, with a projecting modern style bay which mimics a covered loading bay. Other than this, decoration is reserved to the vousoired segmental arch-headed traditional style modern casement windows. Its warehouse character is undermined by the building being set back from the canal and the space in between used for car parking.

6. Ashley Mill (Mercury Quays): Ashley Mill was established in the first half of the 19th century and was on the outskirts of Shipley at the time. The mill complex expanded and parts were redeveloped as the 19th century progressed. In recent years the mill complex has been converted to a range of business and leisure uses with the wholesale redevelopment of the site and the construction of new buildings such that it is now difficult to distinguish the old from the new. The tapered octagonal chimney with iron braces is a key historic structure which helps to establish the industrial character of the area and is a key feature of vistas along it. The buildings along the canal are arranged in a visually pleasing organic fashion, reflecting the incremental development of the mill historically. Many of the buildings themselves are of individual merit, however, as the modern openings on the old and new buildings are out of proportion and are not industrial in their appearance and appear to have concrete lintels which are chunky and contrast with the stonework. A pleasant stone setted wharf with limited planting fronts the buildings.

7. Former Canal Company Warehouse by Victoria Street Bridge: The Leeds and Liverpool Canal Company built this red brick warehouse in 1928 for the storage of wool and was extended in 1932. It completes the progression of Canal Company warehouses from Wharf Street. The warehouse is built on top of the bank of the canal and follows the shape of a basin which branches off the canal. The basin was cut in the second half of the 19th century and was previously surrounded by wharves, one of which remains in a neglected and overgrown state on the eastern side of the basin. A broad, covered loading area supported by brick piers extends across the basin. It is clad in corrugated metal, and its roof, like the rest of the building, is covered with corrugated metal, which are the original materials for this building. On the same elevation is a gabled loading bay, which was formerly covered. The fixed multi-pane windows have stone cills and lintels and a stepped brick gutter shelf carries the guttering. The chamfered corner of the warehouse has quoined angles and contains a bay of wider windows. Overlooking the canal is a pair of gables, one of which contains a loading bay, this one is still covered, but the cladding is incomplete and damaged. Unfortunately this key building has languished empty for some time and is badly neglected. The gutters are overgrown and the walls are being damaged by rainwater and damp, with vegetation sprouting out between the bricks.

8. Victoria Street Bridge (207b): This is a modern road bridge with coursed stone parapets carried by a steel girder frame. The bridge is visually poor and contrasts with the important historic buildings to either side of it.

Issues

- ▶ The vacancy and neglected state of the red brick warehouse and its wharf.
- ▶ The unsympathetic nature of some of the development outside of the conservation area.
- ▶ The replacement of some of the natural stone copings stones along the banks of the canal with concrete copings.

Former Canal Company warehouse
(key unlisted building)





Following their successful and sympathetic conversion to accommodate a range of commercial and leisure uses, the Grade II Listed former Canal Company warehouses at Wharf St. remain a hive of activity.

Map 20: Shipley - from Victoria Street Bridge to the east of Shipley Bridge



Character of the Area

The stretch of canal between Victoria Street and Otley Road is dominated by the long frontage and covered loading bays of the Grade II Listed series of warehouses at Wharf Street. These were built incrementally from 1874 onward by the Leeds and Liverpool Canal Company to store wool and have in recent years been sympathetically converted to a range of commercial uses. The canal is lined on both sides by copingstones with mooring posts, but

the broad towpath is surfaced with tarmac and both verges have been cleared, although one of them is reinstating itself by growing over the gravel which has been put down.

Behind the warehouses is a mixture of industrial, commercial and civic buildings relating to Shipley Town Centre. The vista along Wharf Street is particularly characterful. While the shops along Otley Road and the castellated Salvation Army Citadel are of townscape merit, Commercial Mills is important in maintaining the industrial character of the conservation area. Some of these buildings have been detrimentally altered, however, while the street surfaces are modern and sit uneasily with the historic development.

The area to the north of the canal is bounded by modern development of varying degrees of sympathy with the conservation area. Most development, however, is of a standard design, alien materials and faces away from the canal area. This is the case along both sides of the canal to the east of Shipley Bridge, where the tall buildings make the canal feel isolated. This, coupled with the poor quality of Shipley Bridge make this particular stretch of the canal the worst in the conservation area in terms of environmental quality and the sense of place.

Features of the Area

9. Commercial Mills: These mills off Upper Ashley Street were built for textiles, but are now occupied by a number of businesses. Construction is in phases ranging from the 3 storey 5 bay hipped roofed shed, which probably dates to the 1830s; through to the large ashlar fronted shed which faces gable on to Commercial Street, which was built in the second half of the 19th century through to various modern sheds and outbuildings. The complex contains a good mixture of industrial buildings, including a square chimney which appears to have been reduced. The

stone built elements of this complex are important because of their form and the contribution in terms of context that they make to vistas from the canal and the Victoria Street Bridge.

10. Tapas Tree Restaurant, Rhodes Place: This 3 bay house was built in the mid-19th century and became the offices of Canal Carriers Ltd, probably about the time that the warehouses were built on Wharf Street, who occupied the building at least until the 1930s. At present, the building is disfigured by a plain, unsympathetic single storey lean to extension, roller shutters and large signs.

11. Salvation Army Citadel and Young People's Hall: Dated 1892, the Salvation Army Citadel is, appropriately enough, in the style of a medieval castle. The end bays of the symmetrical 5 bay elevation break forward and are treated as turrets with a high castellated parapet with arrow slits at its base acting as a crowning feature. The castellated parapet is carried across the central 3 bays in a lower form, with the central section breaking forward, supported by large corbels. The window openings beneath the parapet are set in recessed sections of wall with dentils along the top, which, with the overhang of the parapet, creates the effect of machicolation. The squared and round-headed windows of this characterful building have been replaced with alternatives made out of modern materials.

Next door is the more Edwardian style Young People's Hall which is gable fronted, has quoined angles, copings with a shaped saddlestone, kneelers, and cross-mullioned windows.

12. Warehouses adjoining 7 Wharf Street: When the Leeds and Liverpool Canal Carrying Company regained the right to transport cargo along the canal in 1873, it was found that warehousing was particularly lacking at Shipley. Therefore the first section of this long range of Grade II Listed wool warehouses was built in 1874. This building is situated at the eastern end of the range and is the slightly taller and set slightly back from the canal. The warehouse has a coped Welsh slate roof, quoined angles and is made of deeply coursed sandstone. There are loading doors on both floors of the gable and Wharf Street elevations. These have quoined jambs and keyed vousoired segmental arched heads, above which the iron hoists remain in place. Traditional style multi-pane timber casement windows now stand in place of the timber loading doors as the warehouse is occupied by a restaurant and a gym. The canalside elevation and gable also contain some similarly treated window openings. A timber clad covered loading area extends over the canal. It has a hipped slate roof which extends from the main roof of the building and has traditional style fixed and sash timber window openings.

It was not until at least 20 years later that the next section of this range of warehouses was built, for the 1893 Ordnance Survey shows that wharves extended between the warehouse just

described and Victoria Street. Although there are two later phases of construction, this group of warehouses retains a strongly consistent appearance. The later additions have slate roofs which are broken up by stone coped red brick firewalls and each warehouse has a covered loading area over the canal, the only differences being the use of red brick and the roofs being gabled rather than hipped. The most eye catching feature about these later warehouses is the wide glass-roofed bay which has been made open again, allowing views from the towpath through the building and up Rhodes Place. The structure of the roof is visible and the gables of the buildings created by this opening have suitable modern glazing. The quoined angles and iron lintel of this large opening have always been in place and perhaps there always was a covered space here which acted as a wharf. It is now a split level covered seating area for a restaurant, which makes good use of the space. The windows along the canal side of the later warehouses are plain squared openings with traditional style multi-pane timber casement windows. The loading door style tall openings at the red brick western gable and along Wharf Street were installed when the warehouses were renovated in 1995 and are sympathetic to the character of the building. Among these openings are the original gabled loading bays with quoined angles.

13. 3-7 Wharf Street: These buildings were all built in two stages in the second half of the 19th century; 7 Wharf Street as a 3 bay house and 3 and 5 as a pair of cottages. 7 remains in domestic use and retains much of its original details. By contrast 3-5 Wharf Street is drastically altered with painted stonework, no chimneys, a flat modern style shopfront with a full width metallic roller shutter. This building is the only one on Wharf Street with a painted elevation and mars an otherwise strong piece of townscape. These properties have been extended as far as the canal bank, and these poor dash rendered corrugated roofed sheds are unfortunately highly visible from the towpath.

14. 23-27 Otley Road and 2-4 Wharf Street: This is a 3 storey block of shops with flats above dating from the late 19th century. The building retains much of its traditional character and appearance. All 3 shopfronts retain traditional features and details in timber, such as the doors and windows, stallrisers, pilasters, consoles and corniced fascias. At 27 Otley Road the doorway is set into the corner of the building and above it is an attractive timber arch with open spandrels and a drop finial at its centre. The shopfronts of 25-27 Otley Road are of particular interest as



they have striking unchanged Art Nouveau style decoration which takes the form of leaded and stained glass roses in the corners of the shop windows and the slender plants with leaves on the pilasters. All of the windows to the upper floors are the traditional 2 over 2 sash windows. Above the stone gutter shelf is a hipped roof with reduced chimneys.

15. 19-21 Otley Road and 1 Wharf Street: This 3 storey building dates from the late 19th century and was built as two shops with flats above. The most striking thing about the building is its modern fascia signage which is completely out of keeping with the building. The fascia is much too deep and extends across the entire front elevation. The shopfront below is modern, but retains a traditional arrangement of shop windows with stallrisers and recessed doorways. The upper floors retain their original character as the stone is unpainted and sash windows remain in place.

16. Shipley Bridge or Otley Road Bridge (207c): Shipley Bridge has probably been replaced a few times as the volumes and type of traffic using Otley Road have grown. In its latest incarnation, it seems that little thought has gone into how the design impacts the character of the canal and towpath. The concrete and steel bridge carries a broad carriageway and the space underneath is enclosed, with the headroom being no more than 8 feet, creating a permanently dark and isolated feeling space. A mural on one side of the bridge has done little to uplift the feel of the area while graffiti and neglect are in abundance.

Issues

- ▶ Visually poor modern concrete and tarmac street surfaces and basic modern street furniture, particularly at Otley Road and Commercial Street.
- ▶ Poor shopfronts and signage to some of the unlisted buildings.
- ▶ The painting or rendering of the stonework of some of the unlisted buildings.
- ▶ Inappropriate door and window details to some of the historic buildings.
- ▶ The negative impact made by poor, inappropriate inward facing modern development adjoining the conservation area.
- ▶ The dark and uninviting underside of Shipley Bridge.
- ▶ The appearance of the car park at Wharf Street.