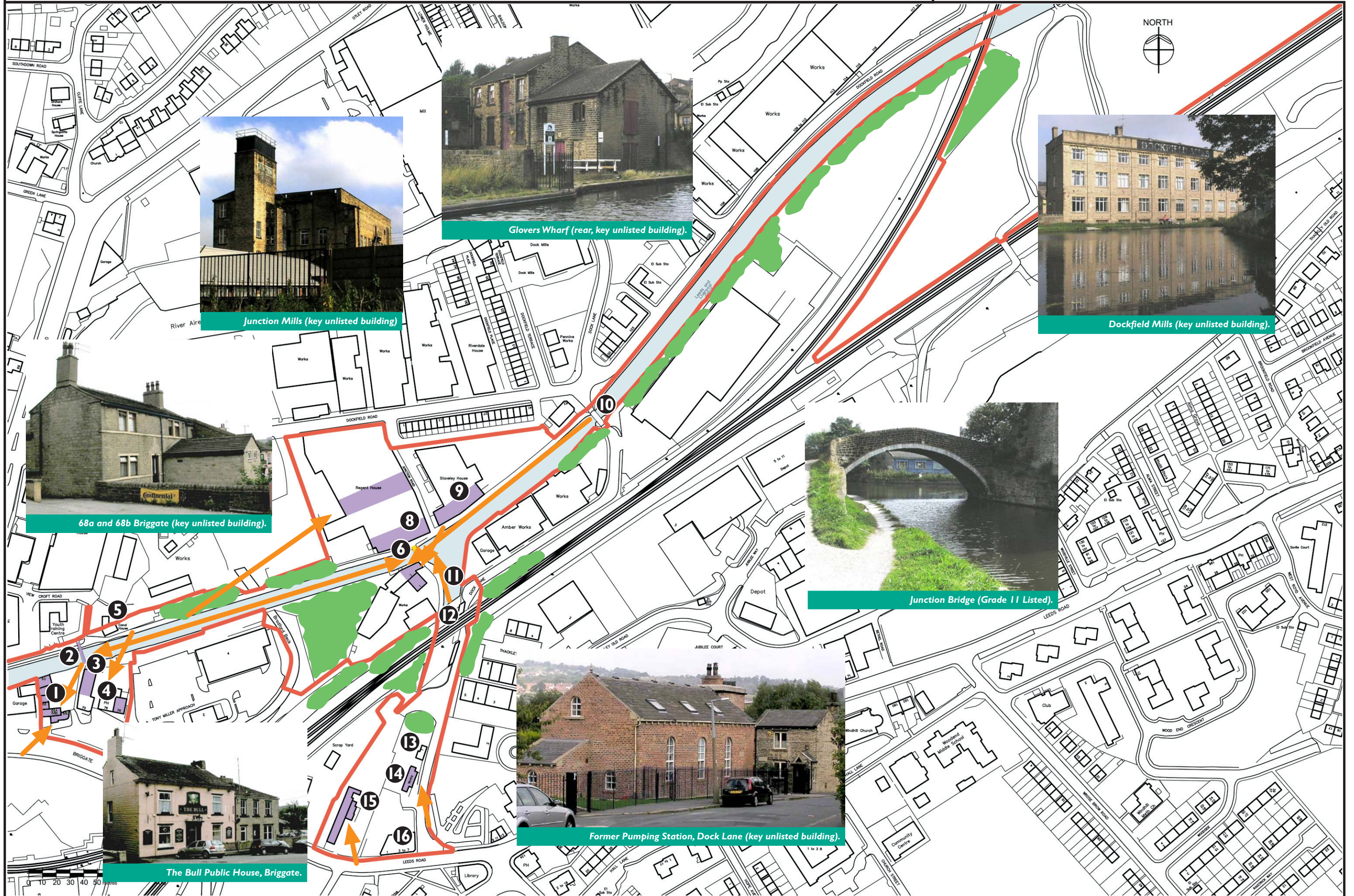


# Map 21: Shipley - Leeds-Liverpool Canal Mainline from Gallows Bridge to Dockfield Road





## Map 21: Shipley - Leeds-Liverpool Canal Mainline from Gallows Bridge to Dockfield Road



### Character of the Area

The character of the conservation area abruptly changes as the series of inward facing tall modern development ends and there is a change to the stone built stone roofed domestic scale historic buildings clustered around Gallows

Bridge, itself a unique iron and timber construction which is a key feature of vistas. These buildings along Briggate plus Canal House relate to the early small scale textile and carrying businesses which became established after the canal opened. Features such as the stone surfaced wharves with mooring posts and the loading doors on the buildings are evidence of past activity around Gallows Bridge. The towpath in this area is quite broad and is flanked by scrappy, scrubby verges which have colonised the copingstones. At Gallows Bridge there is a change from sandy brown gravel to white gravel.

Continuing east, the conservation area passes through another 'no man's land' bounded by inward facing development and high boundaries. The area feels isolated and neglected, with large shrubs and small trees pushing apart the copingstones alongside the towpath and reeds emerging from under the surface of the water. The canal passes over the contaminated and litter strewn Bradford Beck in its man made channel which is all but hidden from view.

The broad low shape of Junction Bridge is a notable feature of this stretch of canal, and is complemented by the adjacent historic development. The large, somewhat bleak masses of Junction Mills and Dockfield Mill are testament to the way in which the Leeds-Liverpool Canal was a catalyst for the development of the textile industry in the towns and villages through which it passed. The vast stone built complexes are contrasted with the vernacular style Junction House, which was a toll house and old boatmen's house as well as a warehouse. This unique building might well be contemporary with Junction Bridge and is important to the character of the area, though it is now vacant and neglected.

Passing what remains of Bradford Canal, which is now little more than a winding hole, the canal area is once again bounded by unsympathetic inward

facing modern development before reaching Dock Lane Swing Bridge.

To the east of the bridge, the banks of the canal are overgrown and copingstones are either concealed or have sunk into the water. The towpath becomes a bumpy unsurfaced rut in between two broad rugged green verges. The towpath is adjacent to Dockfield Road, with only a few small pieces of the original stone boundary wall between the two remaining. Cyclists generally switch to the road at this point due to the poor quality of the towpath.

### Features of the Area

**1. 60-68c Briggate:** This group of c1800-1830 group of vernacular cottages and workshops forms an attractive set of haphazardly arranged stone built stone roofed buildings. 64-68c Briggate appear to have been built at the same time, with a few later extensions which are in the spirit of the organic development of the area.

68c was built as a workshop or possibly warehouse associated with this group of cottages. The original element is attached to the end of 68b Briggate and is built into the hillside, concealing its height of 3 storeys. At first floor to both Briggate and the canal side of 68b Briggate are blocked loading doors, suggesting that materials/goods were transported to or from this workshop or warehouse by both road and boat. On the canal side of the building is another first floor doorway, which is accessed up steps which might have been another loading door. At the foot of these steps is a conservatory extension which is out of keeping. At the eastern end of the building is a single storey stone built stone roofed lean-to addition which is visually marred by the out of proportion window openings with modern glazing on its principal elevations.

64-66 Briggate is a pair of 2 bay cottages under a stone roof. The windows are modern sash effect casements which are set in plain stone surrounds, though the ground floor windows have been enlarged and are out of proportion with the rest of the elevation. The stone built stone roofed lean-to and gabled porches are sensitive additions. Above the porch of 66 Briggate the window is set within another loading door, suggesting that these cottages were also used as workplaces.

60 Briggate is a house, but was built as a warehouse or workshop and has been sensitively converted to its present use. It has 3 industrial-looking bays of windows alongside the canal and a stone roof. At the gable end the double loading doors at first floor are surmounted by a stone roofed timber porch and open onto a timber balcony with an iron balustrade.

**2. Gallows Footbridge (207d).** This unique footbridge dates from the first half of the 19th century and appears on the Ordnance Survey of 1852. The stone stairway and quoined piers support an iron-framed bridge with a timber plank walkway and a diagonal iron lattice and rail forming the balustrade. The ironwork is painted in the British Waterways colours of black and white. A crossing has always been at Gallows Bridge since the canal was opened, perhaps preserving an ancient right of way to Baildon Bridge.

**3. Glover's Wharf (70 Briggate):** Joseph Glover, a carpenter and early carrier on the canal, built stabling and warehousing for his company at what is now 70 Briggate c.1815 (Firth, 1999). The single storey stone roofed stone built stables were demolished after 1960, but the warehousing remains and shows an interesting evolution and retains much of its original character. The oldest section is nearest the canal and is a low 2 storey building with double loading doors on the gable at both floors. These openings retain timber board doors and have plain stone margins with tie stone jambs. The front elevation is domestic in appearance, but there is another double loading door at the centre of the elevation. The windows on each floor of the flanking bays are mullioned pairs of windows (some blocked) in plain stone surrounds. Attached is a taller, slightly later part of the warehouse which has taller single window openings and a tall timber board loading door to each floor. The stone roof, copings and kneelers to each part of this building have been removed and replaced with modern artificial tiles. Attached to the front

and facing the road is a c.1970s rebuild of an old part of the warehouse. This newer part of the building is a poor contrast to the rest of it in conservation terms, but is the most well-used part of the building, with the sections nearest the canal looking underused.

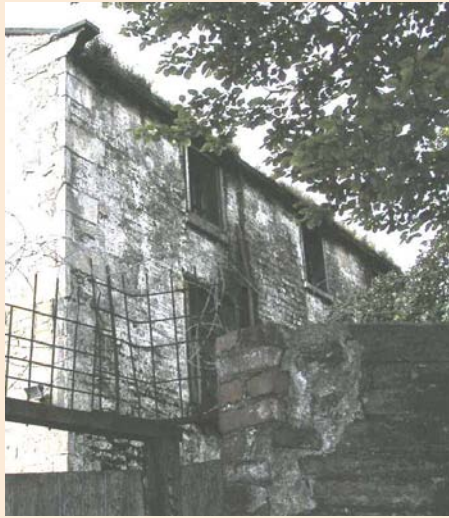
**4. The Bull:** This pub was probably built c.1830-40 with a slightly later addition to the east (78 Briggate). The pub has a stone slate roof with a chimney at the apex of either gable. Its 3 bay elevation has been painted and a large sign conceals a first floor window. The glazing is modern and is unsuitable for a historic building. The appearance of this building is austere, with decoration limited to the moulded gutter shelf and the doorway which has pilaster jambs and a moulded cornice hood carried on brackets. The attached building now seems to form part of the pub, but was built as a separate occupation, as indicated by the central plain stone doorway. This building retains 2 pane timber sash windows to most openings, including a pair of windows with a recessed mullion. The building has a stone gutter and a hipped stone roof with a rendered central chimney. A modern style timber fence and a large car park front the pub.

**5. Canal House:** This cottage is dated c.1834 and might conceivably have housed a lengthsman, who was responsible for patrolling a designated stretch of the canal. The house has been extensively renovated if not rebuilt in recent decades.

Top left: Gallows footbridge  
Below: The canalside cottages of 60-68c Briggate (key unlisted buildings) with the former workshop/warehouse (60 Briggate) alongside the canal.







Junction House (key unlisted building) once in 3 different uses this 18th century building languishes empty.



Junction Mills (key unlisted building), a worsted mill which grew in size over the course of the 19th century.



Dockfield Mills (key unlisted building), an impressive later mill of c.1900.



The modernised Oak Lane Bridge, with modern factory premises (outside the conservation area) in the background.

**6. Junction Bridge (208):** Grade II Listed and dating from 1774, Junction Bridge is a typical early single segmental arch stone bridge found along the Leeds-Liverpool Canal. It has rough cut voussoirs to the arch, round copings to the parapet and a setted walkway which has been partially concreted since at least the 1970s. The concrete appears to be holding the parapets in place, but is unsightly and, like the setts, is overgrown with weeds. The towpath beneath the bridge is surfaced with concrete slabs.

**7. Junction House:** This substantial 3 storey vernacular style building is probably contemporary with the canal (1774), but surprisingly is not a Listed Building. The original building is 4 bays long and stands under a stone slate roof with copings and kneelers. The angles are quoined and across the long elevation are tall, well spaced window openings at ground and first floors with those at second floor being almost square. The windows have slightly projecting plain stone reveals, and the doorways which are set between some of the bays also have plain stone reveals. The gable end overlooking the Leeds-Liverpool Canal has 2 loading doors, but as the building is set back from the canal, it would appear that cargo would be brought onto the canal bank before being hoisted into the building. This suggests that Junction House was used as a warehouse, but it is also known that the building was occupied for a number of years by a company of millwrights and engineers (Firth, 1999). Junction House was also used as lodgings for old boatmen and housed a canal toll office. It is believed that the toll office was housed in the early-to-mid 19th century 2 storey front extension which has a monopitch roof and a ramped coped parapet at the gable end. The 1893 Ordnance Survey suggests that the boatmen's lodgings were in the southern half of the building (using the left hand doorway), with a large garden behind this part of the building. The rest of the building was divided between an industrial use and the toll office.

Sadly, this historically important landmark building has been empty for a number of years and is in a poor state of repair. Sections of roof slates and copings are missing, the gutters are overgrown and water is damaging the stonework. The building appears to have been whitewashed since at least the beginning of the 20th century. The blocked and windowless window openings once contained multi-pane timber sash windows.

**8. Junction Mills (Regent House):** This mill complex was built in several phases, the earliest section being built alongside the canal c.1830 if not earlier. Piggott's 1834 Directory records the existence of Junction Mills and its use as a worsted spinning mill (it was later a complete worsted mill), a use which continued well into the 20th century. The mills were extended at various points and still remain in industrial use. The oldest building is alongside the canal and is a long 3 storey stone building with a regular grid of almost square fixed and hopper window openings, most of which are boarded up. Spaced dentils carry the gutter and the blue slate roof is hipped at either end. Slightly behind this building is the tapered square plan stone built mill chimney which has iron braces binding it together higher up. The canalside shed is linked to a taller late 19th, possibly early 20th century stone shed by a mixture of older and more recent low rise buildings. This plain taller shed is 4 storeys in height with a tall parapet concealing the roof. At the western end is a taller water tower which has the name of the Mills painted on it in bold green and cream paint. The windows are arranged in a regular grid and are modern uPVC hoppers.

**9. Dockfield Mills (Staveley House):** This c.1900 textile mill presents an imposing tall 3½ storey, 11 bay elevation adjacent to the towpath. Behind this tall, but fairly shallow shed is a much lower north light weaving shed. Dockfield Mills is now offices and is known as Staveley House, but the parapet which

conceals the north light roof of the tall shed still bears the original name of the mill in large bold letters. Below this parapet is a cornice which is carried by pilasters which divide the bays and act as quoins. Between the pilasters, the cornice is supported by plain dentils. In each bay the windows are not-quite-square plain openings. The industrial glazing has been replaced with inappropriate casement windows made of modern materials which are alien to the conservation area.

**10. Dock Swing Bridge (209):** Dock Lane is so called because it led to one of the few dry docks along the Leeds-Liverpool Canal. The dock was located to the southwest of the swing bridge, but alas has been filled in and the site redeveloped. The bridge itself is modern in its design with a gritty surface and chunky non-traditional railings along the bridge and on the banks of the canal. The swing mechanism is automated, with automatic barriers at either end of the bridge.



#### Issues

- ▶ The under use and minimal maintenance of some of the unlisted buildings.
- ▶ The physical neglect of the vacant unlisted buildings and sites.
- ▶ The visually poor repairs to Junction Bridge.
- ▶ Concrete paving flags at Briggate and under Junction Bridge.
- ▶ Overgrown and neglected state of some of the canal banks.
- ▶ Inappropriate boundary features to some domestic, commercial and industrial properties.
- ▶ Inappropriate modern extensions to some of the unlisted buildings.
- ▶ The modern materials, style and signage of Dock Lane Bridge.
- ▶ The negative contribution made by some of the buildings which form the immediate setting of the conservation area.
- ▶ The polluted water of Bradford beck and its concealment.
- ▶ The overgrown stone surface at Glover's Wharf.
- ▶ Lack of a boundary feature between the towpath area and Dockfield Road.
- ▶ The inappropriate painting or rendering of the stonework of some of the unlisted buildings.
- ▶ The inappropriate modern style doors and windows to some of the unlisted buildings.
- ▶ The poor condition and narrowness of the towpath to the east of Dock Lane Bridge.
- ▶ Sunken copingstones adjacent to the towpath in a few locations.

Junction Bridge (Grade II Listed)



## Map 21: Shipley - Bradford Canal Area

### Character of the Area

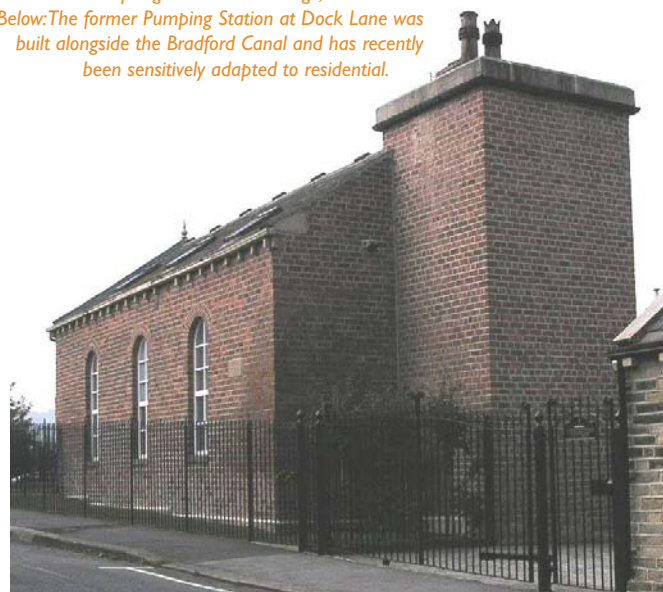
Originally 3 1/2 miles long and stretching from the Leeds-Liverpool Canal to the modern day Forster Square, only 30m remains of the Bradford Canal, which was filled in during the 1950s. Its course ran parallel with Dock Lane, along the western side of the former pumping station and Dixon's Buildings. Now that the railway bridge has been filled in and new embankments built, the remaining part of the channel and the position and orientation of the remaining historic buildings are the only indications of where the canal was.

All of the buildings in the conservation area along the course of the Bradford Canal relate directly to the canal itself, with the exception of the former Shipley and Windhill Railway station, which is of interest in its own right.

Despite the mixture of commercial and residential uses in this area, it is generally quiet and feels quite isolated from Leeds Road due to the high wall along the eastern side of Dock Lane and the railway embankments closing off views to the north and west.

The railway and the single lane tunnel underneath it bisects the Bradford Canal and makes its course difficult to follow on the ground. The mast to the south of the bridge is inappropriate for a historic area and dominates vistas along Dock Lane.

Top Right: Dixon's Buildings, Leeds Road.  
Below: The former Pumping Station at Dock Lane was built alongside the Bradford Canal and has recently been sensitively adapted to residential.



### Features of the Area

**11. Bradford Canal:** The Bradford Branch Canal opened c.1774, linking Bradford with Liverpool and Goole (via the Aire and Calder Navigation). Due to problems with its water supply the canal closed in 1867, but reopened at half of its original length in 1872. The Bradford Canal was later jointly bought by the Leeds and Liverpool Canal Company and the Aire & Calder Navigation Company, but became unprofitable and closed in 1922. All that remains is the short 30m stretch of the canal by Junction Bridge, which is used as a winding hole. It is quite stagnant, overgrown and is heavily littered.

**12. Dock Lane Railway Bridge.** The first bridge over Dock Lane was built c.1846 as part of the Bradford-Shipley-Leeds line and spanned the Bradford Canal and Dock Lane. In the second half of the 19th century, another bridge was built to serve Shipley and Windhill Station which became redundant when the present Shipley Station (originally the Midland Station) became the town's main station. This later bridge was demolished and only the stone piers and buttresses remain. On the surviving railway line, the section of the bridge which spanned the Bradford Canal has been filled in and is no longer visible, leaving only a very narrow way under the bridge along Dock Lane.

**13. Lock Keeper's Cottage:** Although it is dated 1774 (the year when the Bradford Canal first opened), there is no evidence of a cottage being on this site on the 1852 Ordnance Survey, although the cottage does appear to be a rebuild of a c.1800 cottage. The cottage has a double pile plan with coped slate roofs and a corniced chimney. The elevations have plain vernacular details such as square dentils, cill and lintel window openings (with modern style glazing) and an irregular layout of openings. This building is of the same character as other cottages in the conservation area and contributes to its character.

**14. Former Pumping Station.** This red brick building is dated 1872, which is when the Bradford Canal reopened and used water pumped up the canal from the Leeds-Liverpool Canal. The pumping station stood beside the lowest locks of the Bradford Canal and has been sympathetically restored from being a run down, badly altered building to a dwelling in a traditional looking industrial building. The coped diminishing slate roof contains 3 modern skylights. The 3 tall arched windows with voussoired heads dominate the main elevation. The chunky modern windows faithfully replicate the layout of the original glazing. A traditional domestic chimney now protrudes from the top of what remains of the original chimney of the pumping station. The plain metallic railings used as a boundary are suitably non-domestic and modern in their appearance and enhances the appearance of the building as a result.

**15. Former Shipley and Windhill Railway Station:** This 1 and 2 storey terminus was probably built in the 1870s and was

at the end of a railway which ran parallel to the present day railway line in the direction of Leeds. The building is oriented to be parallel to the line of the railway, which was to the west of the building. The line and terminus probably closed in the 1960s and today the building is in two separate occupations. The building is in a gothic revival style and retains much of its original character, despite its new context. The lower section is 8 bays long and stands under a steeply pitched tarred slate roof with copings and kneelers. The 8 bays contain tall window openings with inappropriate modern style uPVC glazing, which is the only non-traditional element of the exterior of the building. The 7th bay contains the doorway, which has a semi-circular head. Above the door is a gothic style stone porch with a voussoired archway which springs from carved brackets. Directly above the porch is a gothic style gabled timber dormer window with shaped timber bargeboards and painted fish scale tiles below the apex. This single storey element of the former station is linked to the main body of the building by its tallest feature; a tower with a steeply pitched helm roof which terminates in a flourish of decorative open ironwork. A similar single storey wing extends from the opposite side of the tower. In front of the tower is the domestic looking ticket office which is 2 storeys high and has a 3 bay elevation. Most of the windows are the unusual original 6 over 2 pane timber sash windows with broad pointed arch heads with voussoired arches above. The central doorway is recessed under a voussoired and keyed pointed arch.

**16. Dixon's Buildings:** This building was originally a mixture of warehousing, with shops occupying the floor facing onto Leeds Road. Dixon's Buildings were built c.1880 directly alongside the Bradford Canal (Leeds Road being carried over it by Windhill Bridge, which was to the west of the building) and would have been one of the grandest commercial buildings in the centre of Windhill. Hoists were attached to the western side of the building and boats would be (un)loaded from the floor below street level.

Today the building is used as offices and has undergone a few changes which have harmed its traditional character. The 6 bay elevation to Leeds Road plus the chamfered corner bays are fronted with smooth ashlar stone, indicating the important status of the building's occupiers. At ground floor the shopfronts are divided by ashlar pilasters which carry an entablature with a shallow frieze acting as a fascia, with a shaped cornice hood above. The stallrisers and cills are made of stone, but none of the traditional timber shop windows remain as they have been replaced by large modern windows with out of proportion deep fascia boards above. Similarly, the 2 doorways at ground floor are made of modern materials and are to modern designs. At first and second floor there are alternating single and mullioned pairs of modern sash effect casement windows. Those at first floor have chamfered cills and the jambs and mullions are treated as pilasters with gothic style carvings to the impost which carry an entablature with a moulded cornice hood. The



walls are topped by a heavy looking entablature which is plain apart from a moulding to the cornice. Above the bays in the chamfered corners of Dixon's Buildings, the cornice is topped by a round pediment with relief carvings to the tympani. Unfortunately, the roof has been drastically altered to accommodate a new attic storey which is covered in lead effect cladding and looks out of place and is a poor relation to the architecture and materials of the original building.

### Issues

- ▶ Poor state of what remains of the Bradford Canal, including the footpaths.
- ▶ Dark, secluded tunnel under Dock Lane railway bridge.
- ▶ The large mast next to Dock Lane railway bridge.
- ▶ Unsympathetic modern style doors and windows to some of the unlisted buildings.
- ▶ Unsympathetic additions to some of the unlisted buildings.
- ▶ Lack of interpretation relating to the Bradford Canal.