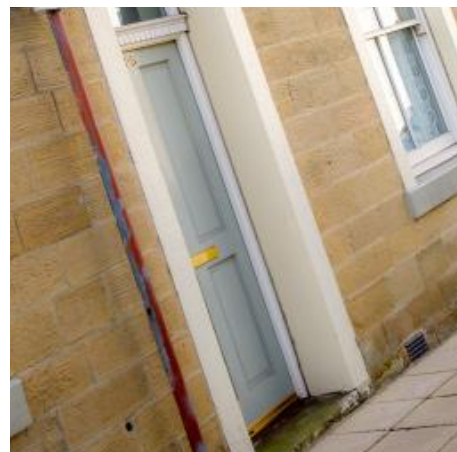
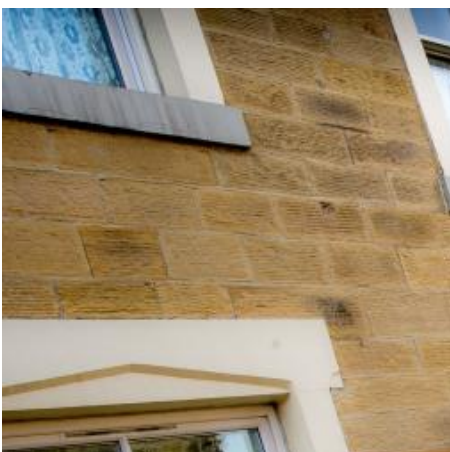


Conservation Area Appraisal



**Whitefield
Nelson**
2005



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Appraisal of Special Interest and Character

Appraisal of Special Interest and Character

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Appraisal of Special Interest and Character

1. Introduction

Purpose of the appraisal

- 1.1 The appraisal seeks to record and analyse the various features that give the Whitefield Conservation Area its special architectural and historic interest. The area's buildings and spaces are noted and described, and marked on the Townscape Appraisal Map along with significant trees, surviving historic paving, and important views into and out of the conservation area. There is a presumption that all of these features should be "preserved or enhanced", as required by the legislation.
- 1.2 The appraisal builds upon national policy, as set out in PPG15, and local policy, as set out in the Pendle Local Plan re-deposit 2005, and provides a firm basis on which proposals for investment and development within the Whitefield Conservation Area can be assessed.



Aerial view of the middle of Whitefield from St Mary's Church to the arc of the canal.

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Summary of special interest

- 1.3 The Lomeshaye Industrial Hamlet Conservation Area, to the north of the M65, was designated in 1994. This was followed by a conservation area for the area around St Mary's Church, designated in March 2000. It was intended that the two areas should be linked by a third designation, but it was decided at the Enquiry by Design, held in November 2004, that the new area should encompass the whole of the Whitefield area and part of the town centre. The consequent designation, made in December 2004, includes and effectively re-designates the former St Mary's Conservation Area.
- 1.4 Whitefield was a planned settlement that provided for the employment, accommodation, education and spiritual needs of its community. It was the driving force for Nelson to grow, within a few decades, from rural obscurity to become one of the most successful textile towns of Lancashire. Its surviving qualities include:
- St Mary's, a landmark church of 1879 (tower added in 1905). Listed Grade II
 - Consistent terraces of stone housing
 - Early stone-slatted terraces of Manchester Road and Bond Street
 - Grid pattern layout
 - Larger houses including Spring Cottage, St Mary's Vicarage and Devereux House
 - Lomeshaye Bridge Mill, Whitefield Mill and Spring Bank Mill
 - The dramatic effect of the mills built up to the canal edge
 - The Leeds and Liverpool Canal including two listed canal bridges (1795)
 - Lomeshaye and Whitefield Schools
 - Retail frontage to Manchester Road and Scotland Road.
 - Survival of setted streets and stone-flagged pavements
 - Views out to Pendle Hill
 - Views into the area of St Mary's Church

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2. The Planning Policy Context

Conservation area status

- 2.1 A conservation area is an 'area of special architectural or historic interest the character of which it is desirable to preserve or enhance' (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990). Local authorities are obliged by Section 71 of the same Act 'to formulate and publish proposals for the preservation and enhancement of any parts of their area, which are conservation areas' and this appraisal fulfils this statutory duty.
- 2.2 In making decisions on future development within a conservation area, the Borough Council must 'pay attention to the desirability of preserving or enhancing the character or appearance of the area' (Section 72 of the 1990 Act). This should ensure that harmful change is not allowed. However, some changes not normally requiring planning permission can continue to erode the special interest of conservation areas. These changes, known as permitted development rights, can be limited by the introduction of an Article 4 direction under which minor changes would require planning permission.

Local planning policy

- 2.3 The re-deposit version of the Pendle Local Plan has an Environment chapter that includes policies on listed buildings, conservation areas, archaeology, and the quality of design in new development. All of these are relevant to the management of the conservation area.

3. Location and Setting

Location and context

- 3.1 The valley of the Pendle Water, a tributary of Lancashire's Calder River, leads northeastwards across the Pennines towards Skipton and Keighley. Nelson is situated between the earlier settlements of Burnley and Colne on the south bank of the Pendle Water with the distinctive outline of Pendle Hill to the northwest and Boulsworth Hill to the east. The uplands are moors and hill farms, while the valleys accommodate the settlements, industry and lines of communication. The Leeds and Liverpool Canal arcs to the north through Skipton and down the Pendle Valley through Nelson broadly parallel with the Pendle Water. The M65 motorway, the A646 Manchester Road and the railway line all follow the same route.

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- 3.2 The conservation area is immediately to the west of Nelson town centre. St Mary's Church fronts onto Manchester Road and the Whitefield area continues downhill to include a length of the canal, the Lomeshaye County Schools, and open land up to the motorway.



Lomeshaye Road leads from Manchester Road to the Leeds and Liverpool Canal. This terrace was consciously designed with gabled "pavilions" at the centre and ends.

General character and plan form

- 3.3 The canal is effectively the northwest boundary and Manchester Road defines the southeast boundary, while Every Street forms a spine through the middle. Despite the serpentine line of the canal, the layout of Whitefield is of rigidly parallel streets in a series of connected grids set at slight angles to each other, which gives Every Street a gentle zigzag shape.
- 3.4 The streets are generally defined by terraces built to the edge of the pavement or set back slightly behind shallow front gardens. The streets are complimented by a series of setted back streets, giving access to the rear yards, and the houses are punctuated by corner shops. Bolder punctuation is also provided by the larger buildings that provided the community with churches, schools and employment space.

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4. Landscape setting

Topography and geology

- 4.1 Whitefield is on the southeastern slopes of the valley bottom. There is a fall of about 13 metres from Manchester Road to the Leeds and Liverpool Canal and a further 20 metres to the Pendle Water. The hills to either side of the valley rise steeply to some 500 metres.
- 4.2 The valley bottom is overlaid with glacial clays, said to have been a factor in maintaining the damp atmosphere that is conducive to cotton production. However, the underlying geology is carboniferous sandstone, which provided building masonry, roofing slates, paving flags and setts.
- 4.3 The hilltops tend to be of Millstone Grit, a coarser but more durable sandstone used for building in the rural uplands and occasionally for earlier building in the town.

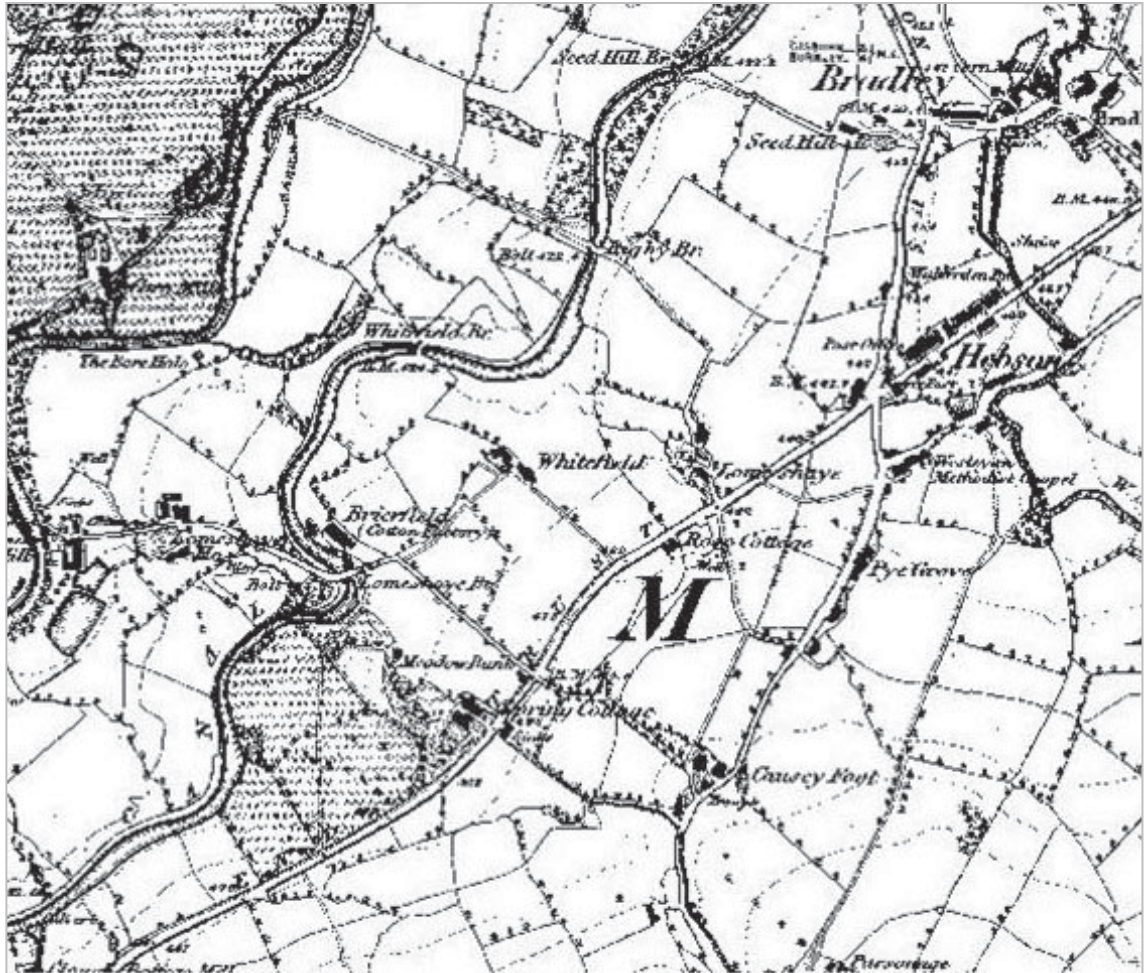
5. Historical development

Origins and historical development

- 5.1 Nelson is a cotton town of the late 19th century, developing rapidly from a collection of small hamlets to become one of Lancashire's largest weaving centres. The formation of the Local Board in 1864 recognised its increasing importance as an urban entity. Prior to this date the area was predominantly rural, with Little Marsden and Great Marsden, to the south east of the main road, being the only settlements of note. A poll tax levied in 1660 on all persons over the age of 16 shows that in the whole of Marsden there was then a mere 154 households, the local population existing on marginal farming and the domestic production of woollen textiles.
- 5.2 The industrial development of Nelson was aided by the poor quality of the local land, which provided few opportunities for profitable agriculture. This led to a surplus of local labour, providing a cheap, unskilled workforce suitable for operating the cotton mills. Good building stone from local quarries was also easily available. Most importantly, the opening of the Leeds-Liverpool Canal in 1816, the turnpiking of local roads in the 1800s, and the provision of the East Lancashire Railway line through Nelson in 1849 all provided excellent communications. Added to these advantages was the humid climate, with wet southwesterly winds, and a clay sub-soil, both of which helped to provide the moist conditions needed for cotton weaving.

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- 5.3 Historically, too, there was a tradition of weaving woollens and worsteds in the neighbourhood. However, the mid-19th century economic success of Colne and, especially, Burnley, in the transition from handloom woollen cloth production through to the power loom manufacture of cotton cloth, provided an impetus for further development. Nelson, with its many locational advantages, was the obvious choice for new factories.



Ordnance Survey Map of 1844 showing only small hamlets between Manchester Road and the Canal.

- 5.4 The new town was based on the junction of two turnpike roads, close to a new railway station. This had been named after the Nelson Inn, an early 19th century hostelry built to take advantage of the increased road traffic after 1800. The inn was subsequently rebuilt and the focus of the new town, inevitably called Nelson, shifted slightly to the north on previously undeveloped land. This expansion took place throughout the 1850s and by 1864 the town was considered large enough to merit its own Local Board.

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Lomeshaye Bridge mill begun in 1841 is one of the oldest industrial buildings in the area

- 5.5 The Nelson Local Board was an assemblage of ratepayers' representatives formed under the terms of the 1848 Public Health Act and the 1858 Local Government Act. It had powers to control the planning of streets and the lay-out of building plots, the building of houses and mills (most notably their structural quality), and to borrow money for public utilities, such as gas works, water works, reservoirs and sewage plants. Local farmers opposed the Board, anticipating that they would have to pay additional rates but would receive no obvious benefits. So, local industrialists took control and ten of them were voted onto the Board. The Board was extremely successful in improving housing conditions within Nelson, imposing local byelaws that resulted in the characteristic gridiron layout of the streets and houses.
- 5.6 Because Nelson was a relatively new settlement, no one family or landowner was responsible for its growth. However, the Ecroyd family, who had been manufacturing woollen worsteds in the area since the late 18th century, were important locally, and it was they who built the first spinning mill in the area in the 1780s. In fact, Nelson's development into a centre for the cotton weaving industry was more directly influenced by the process known as "room and power". This system allowed small groups of entrepreneurs to buy land and build factories, which were then let to tenants who ran their own weaving businesses without having to find the initial set-up costs. The establishment of local building societies after the 1850s in the northeast of

Appraisal of Special Interest and Character

Lancashire fuelled this system, and between 1875 and 1896 forty-eight “room and power” companies were registered, of which ten were in Nelson.

- 5.7 The building of churches and municipal buildings shows how fast the town grew from just 3,500 in 1864 to over 33,000 in 1896. The first church to be built in Nelson was the Friend’s Meeting House in Walverden Road just outside the town boundaries. St. Paul’s was added in 1809 in Halifax Road and extended in 1864. St. John’s, in Barkerhouse Street, was added in 1846 and also extended in 1896. Similarly, St. Mary’s Church was built in Manchester Road in 1879 and the tower, and a fifth bay to the nave, were added in 1905. The Town Hall was built in Market Street in 1881 and, in 1890, the size and importance of the town was finally recognised when a Charter of Incorporation was granted, giving Nelson municipal borough status.
- 5.8 By the First World War, mill employees accounted for 75% of the workforce in Nelson, Brierfield and Barrowford, with men and women being employed in almost equal proportions. Whilst wages in the cotton industry were not particularly good, women had an unusually high status and this meant that family incomes were generally higher than in other industrial centres. This provided opportunities for betterment and many working-class families in Nelson were able to occupy and sometimes buy their own relatively good quality houses.



Pre-1864 houses in Lomeshaye Road

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- 5.9 After the War, the cotton industry went into decline as imports from abroad became cheaper and more readily available. During the second half of the 20th century the town has suffered from high unemployment and other social problems as a result of local industries closing and a lack of investment in alternative forms of manufacturing.

6. Spatial analysis

Spaces and views

- 6.1 With a dense terraced form, most of the spaces in Whitefield are the streets and back streets themselves. This makes the exceptions all the more interesting. These include St Mary's churchyard, the gardens of St Mary's Vicarage and the former Groves Hotel, a few car parks and development sites, such as that of the former St Joseph's Church.
- 6.2 Another significant resource is the canal and its associated spaces. On the northwest bank, the designation includes the tree-lined area that masks the motorway between Spring Mill and Whitefield Bridge.



St Mary's tower seen from the south west approach on Manchester Road

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- 6.3 The contrast between the height of St Mary's Church and the generally two- storey level of other buildings in the area makes the church a major landmark. Particularly significant views of the spire are gained from the approaches on Manchester Road and, indeed, from the hills beyond the town to the east and southeast.
- 6.4 The fall in levels to the northwest means that there are good views towards Pendle Hill down the parallel streets to either side of St Mary's Church. Another classic Whitefield view is from the canal towpath through the arch of Lomeshaye Bridge towards Swaine Street.

The character of spaces within the area

- 6.5 There is a distinct hierarchy of streets in Whitefield. After Manchester Road, the secondary streets are generally 11 metres wide with 1.8 m. pavements. This accords with the 1870 plan of land division for the original town centre, which specified streets of 12 yards and six foot pavements.
- 6.6 Only a few of the original setted surfaces have survived, as at Maurice Street. The rest are either hidden by or replaced with tarmac. The original sandstone flagged pavements have also largely disappeared, although a few radial corners survive, for instance in Westmoreland Street as examples of the pavior's skill. There are also some original street signs in cast-iron with raised letters and borders.
- 6.7 The back streets were generally four yards (3.7 m) wide. Here, by contrast, most of the sandstone setts have survived with characteristic central drainage channels.
- 6.8 The private gardens and the churchyard are the main places for trees. The grounds of the former Vicarage and Edgefield House include a notable Weeping Ash, while Spring Cottage once had a significant garden with substantial specimen trees. It is now considerably overgrown, but the form of terraces, walks and a stream can still be discerned. Northwest of the canal, the spaces are much less formal with allotments, playgrounds, rough grass and trees in thickets.

7. The special interest of the conservation area

Activities and uses

- 7.1 The canal, once the backbone of industry, is now a major leisure resource. While the water is used for boating, the towpath is well used for both local and long- distance walking and cycling. There is also a recreation ground beyond the canal. The major buildings, such as Lomeshaye Bridge Mill, St Mary's Church, St Joseph's Presbytery and Spring Cottage are all either vacant or significantly underused. Notable exceptions are the County Junior School and the Town Hall, which remain in their original uses.

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- 7.2 Elsewhere, the conservation area largely comprises terraced housing punctuated with corner shops. There are further shops in Every Street and along Manchester Road to the town centre. In Scotland Road, there is a three-storey terrace with shopfronts that span the ground and first floors.
- 7.3 Apart from Manchester Road and Carr Street, there are no through routes and traffic is, therefore, restricted to local needs. On-street parking provides an additional calming effect and as a result there is a noticeable streetlife.
- 7.4 Apart from Manchester Road and Carr Street, there are no through routes and traffic is, therefore, restricted to local needs. On-street parking provides an additional calming effect and as a result there is a noticeable streetlife.
- 7.5 The north of the conservation area reaches into the town centre where the character becomes more commercial. In addition to shopping, there are professional offices on Carr Road and the civic complex of the Town Hall.

Plan form and building materials

- 7.6 The plan, a series of connected grids, is the direct result of the way in which the land was divided and developed over a short period. It is also the product of building in straight terraces, which was the most economic way to produce housing.
- 7.7 Employment uses were necessarily located beside the canal, while openings were made in the grids to accommodate public and civic buildings, such as the churches, schools and town hall.
- 7.8 The unifying quality of the area is the consistent use of Pennine sandstone. On the earlier buildings, where the courses are up to 200mm deep, the faces tend to be punched in parallel lines. Later, the courses are thinner with a simple 'rockface' finish. Ashlar is used for points of emphasis, such as door and window surrounds, gate piers and copings.
- 7.9 A few earlier buildings on Manchester Road and Lomeshaye Road have sandstone roofs, but most are covered with Welsh slate, which became plentiful after the expansion of the railways in the 1840s. After this time, local stone slates were relegated to minor buildings such as the stable cottage to the rear of Spring Cottage.
- 7.10 Windows were generally sliding sashes in timber, although very few original windows have survived. Replacements are either a more recent pattern still in timber or they are plastic. Similarly, doors were panelled and made of softwood, but almost all have been replaced with modern forms in tropical hardwoods or plastic.

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Detail of tooled stonework and cast-iron street sign

- 7.11 Cast-iron railings survive at St Mary's churchyard. Elsewhere, the low stone boundary walls show evidence of iron railings, presumably removed in the 1940s for the war effort. This has led to walls being built up since in a variety of materials including brick, timber and perforated concrete blocks.

Architectural qualities

- 7.12 The mills tend to have a utilitarian form, but the use of well-proportioned multi-paned windows suggests classical influences. Indeed, classical and gothic references are found throughout the area, from the lancet windows of Lomeshaye School to the pediments on the banks and public buildings.
- 7.13 On the terraces, the references are more subtle – chamfers, mullions, and the Tudor arches in the lintels of 41-57 Lomeshaye Road. Indeed, the door and window heads are the main points of variance between the different terraces, from the plain square lintels of 42-54 Hargeaves Street to the florid waves of Woodside Terrace.

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Unusual two-storey outshuts at Woodside Terrace

- 7.14 There are several indicators of varying status in the houses. First, whether they have front gardens or are built up to the back edge of the pavement, then whether they have rear outshots providing a scullery as well as a kitchen, and how many chimneys there are denoting whether the bedrooms were heated. Some of the later and higher status houses have bay windows to the ground floor to maximise light and views.
- 7.15 Public and commercial buildings tended to be built in solidly dignified styles bringing respectability to industrial management. The local sandstone was well suited for this, being available in large block sizes and capable of taking an ashlar finish and carved details.

Listed buildings

- 7.16 St Mary's Church and two canal bridges are the only listed building in the conservation area. All three are Grade II. The first four bays of the church were built in 1879 to designs by Waddington and Dunkerley. It was completed between 1905-08 by the addition of a further bay and the tower. The east window, among the last to be produced by Morris and Co, is currently in safekeeping.

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- 7.17 The church was particularly large for the size of Nelson at the turn of the century and its tall spire is a major landmark both within the town and for miles around. Listing of the church extends also to the lych gate and the boundary walls.
- 7.18 Lomeshaye Bridge and Whitefield Bridge cross the canal at the foot of Lomeshaye Road and Victoria Street respectively. They were built in 1795 by Robert Whitworth, the canal's engineer.
- 7.19 The bridges are similar, built of roughly dressed stone with elliptical arches. In contrast, the copings and rusticated voussoirs are ashlar. At Whitefield Bridge, the parapet was raised at a later date and the carriageway divides on the northeast side into two long ramps at right angles to the bridge. Lomeshaye Bridge has piers at the ends of the parapets. It was widened in the mid-to-late 19th century to provide a footpath, the additional bay being supported on a composite girder made of riveted iron plates.



View through Whitefield Bridge to the backs of Portland Street.

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Buildings of townscape merit (BTMs)

- 7.20 These are the buildings which, although not listed, make a positive contribution to the character of the conservation area. Government policy (PPG15) includes a presumption in favour of retaining such buildings. They are identified on the Townscape Analysis Map.
- 7.21 A high proportion of the buildings in Whitefield are noted as BTMs because the cumulative significance of the terraced housing is important even though the contribution of each house individually may be modest. Unlisted buildings of particular note include:

South of Lomeshaye Road:

- Spring Bank Mill
- The former Independent Methodist Church, Every Street
- Gothic cottage at 1 Hargreaves Street
- Spring Cottage, Manchester Road
- Carrier's stables, Swaine Street
- Lomeshaye School, School Street
- Lomeshaye Bridge Cottage, Lomeshaye Road

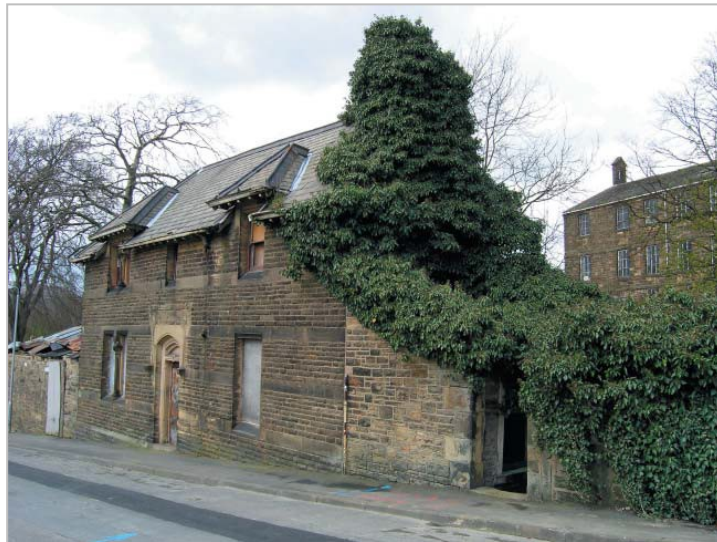
Between Lomeshaye Road and Macleod Street:

- The Sunday School, Maurice Street
- The War Memorial in St Mary's Churchyard
- St Mary's Vicarage, Manchester Road
- Edgefield, Manchester Road
- The Nelson Star Cycling Club, Manchester Road
- Pre-1864 housing:
 - Nos.97-107 (odd) Manchester Road
 - Nos.104-114 (even) Manchester Road
 - Nos.5-15 (odd) Lomeshaye Road
 - Nos.1-11 (odd) Bond Street
 - Nos.6-14 (even) Bond Street
- Lomeshaye Bridge Mill, including the northwest and southeast warehouses and the weaving sheds to the rear
- Whitefield Mill

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North of Macleod Street:

- Lomeshaye County Junior School, Howard Street/ Norfolk Street
- Whitefield County Junior School, Lowther Street
- St Joseph's Presbytery, Macleod Street
- Water Board Offices, Every Street
- Civic Theatre, Stanley Street
- Municipal Offices, Booth Street
- The Lord Nelson Hotel
- Nelson Town Hall
- Former Carr Road Baptist Church
- Devereux Prep School, Carr Road
- Canal Warehouse, Carr Road
- Carr Road Bridge
- 29-47 Scotland Road (three-storey shops)



Left: Lomeshaye Bridge Cottage, the ornamental lodge to the former Lomeshaye House.

Right: The Presbytery, Macleod Street: an important survival from St Joseph's Church.

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8. Issues

Strengths

- 8.1 The area is mostly rural in character with intermittent farm buildings and some residential and industrial areas to the east. There are fields on higher land which are open with medium and long distance views, and more intimate valley bottom fields with views constrained by hedges, walls, trees and rising land. There are places which are very industrial and urban with small spaces enclosed and defined by mills and housing.
- 8.2 Whitefield has a very high survival of the original buildings from its mid-to-late 19th century origins. Although it did not have a single patron, the close relationship of the constituent uses, the planned grid form and the short development period make it a model village that ranks with better known examples built by the leading 19th century industrial philanthropists.

Weaknesses

- 8.3 Vacant or underused buildings are not generating enough income to cover proper maintenance. Signs of dereliction are beginning to emerge and Lomeshaye Bridge Cottage is in a particularly alarming condition.
- 8.4 More insidious is the cumulative effect of relatively small scale changes: the lowering of chimney stacks, changes of roof materials, box dormers, replacement of doors and windows and the treatment of boundary walls. Many of the shopfronts have suffered unsympathetic alterations for the sake of expediency and advertising.
- 8.5 Other problems include the loss of traditional street surfaces, the lack of maintenance to public and private open space and the quality of new development such as rear extensions to houses. Traffic and carparking are also becoming issues.

Opportunities

- 8.6 There are significant development opportunities on the depot site to the rear of the former Water Board offices on Every Street and on the site of the former St Joseph's Church on Macleod Street. There is also major scope for the enhancement of the canal. This is especially the case at the wharf between Dale Street and Lomeshaye Bridge where earlier enhancements have been allowed to decay through lack of maintenance.

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- 8.7 The fine-tuning of change, development and maintenance of the conservation area is necessary, from large-scale issues like the future of Spring Cottage down to the effect of window replacement. The opportunity to achieve this will be through the effective use of the management plan for the area.



Spring Cottage is now a major conservation challenge.

Threats

- 8.8 Without positive management, the area can expect:
- Ad hoc development unrelated to its context
 - Insidious dilution of character from the cumulative effect of unsympathetic small-scale changes
 - Further dereliction of buildings
 - Further decline in the quality of public and private spaces
 - Further blight from

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9. Recommendations

Local List

- 9.1 A policy and criteria for a local list should be established by the Borough Council. A local list seeks to protect buildings, which are not listed nationally, but nonetheless have local significance. In this case, such a list would include many of the buildings noted in Section 7 above as buildings of townscape merit.

Vacant buildings

- 9.2 A buildings-at-risk register for the whole Borough would focus attention and conservation management on the problem of vacancy and progressive dereliction. Coupled with this, there would also need to be a willingness to take planning action against the disrepair of vacant buildings.

Development management

- 9.3 Article 4 directions were referred to in Section 2 above. If such a direction were made for this area, it would bring the problem of small scale change under control, not to stop change, but to ensure that it is change for the better.
- 9.4 In such a regime, there would need to be closer attention to standards of control over buildings not affected by the direction and for any new development, such as rear extensions.

Street improvements

- 9.5 Every opportunity should be grasped to repair and improve the surviving areas of traditional setts and flagged paving, to reveal those that have been covered over and to invest in more.
- 9.6 Just as innovative solutions are being sought for raising the standards of housing so too should innovative measures be sought for traffic management.

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Evidence of the pavior's skill which should be cherished

Monitoring and review

9.7 This document should be reviewed every five years in the light of the Local Development Framework and emerging government policy. A review should include the following:

- a survey of the conservation area
- an assessment of whether the various recommendations detailed in this document have been acted upon, including proposed enhancements
- a building condition survey
- a photographic survey
- the production of a short report detailing the findings of the survey and any necessary action
- a review of management, publicity and community involvement

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Advice

The Conservation Officer
 Planning, Economic Development & Regulatory Services
 Pendle Borough Council
 Town Hall
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 BB9 7LG

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 3 Chepstow Street
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The Victorian Society
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11. Townscape Appraisal Map



Whitefield Conservation Area, Nelson
Townscape Appraisal Map

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آپ کے لئے زیادہ مفید ہو تو برائے مہربانی ہمیں سلیشون کریں۔



Liberata

