LANCASHIRE

HISTORIC TOWN
SURVEY PROGRAMME

COLNE

HISTORIC TOWN
ASSESSMENT REPORT

MAY 2005

The Lancashire Historic Town Survey Programme was carried out between 2000 and 2005 by Lancashire County Council and Egerton Lea Consultancy with the support of English Heritage.

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Cover illustration: Colne in the late 19th century (First Edition 25" O.S. mapping)

ACKNOWLEDGEMENTS

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SUMMARY

The Lancashire Historic Town Survey Programme

This assessment report is a key end product of a survey of Lancashire's historic towns carried out by the county's Archaeology and Heritage Service, with the Egerton Lea Consultancy, between 2001 and 2006. The project, part of a national programme of work coordinated by English Heritage, comprised a three-stage survey of the historical and archaeological aspects of each of the thirty-three towns selected in Lancashire. The programme aims to re-evaluate the national archaeological resource and to provide comprehensive, rigorous and consistent base-line information against which research, regeneration and land use planning objectives may be set. The programme has three principal outputs: new data added to the Lancashire Sites & Monuments Record, a comprehensive report (submitted as this document) that contains background information on the historical development and the current archaeological knowledge of each town, and a shorter Historic Environment Management Guidance report, which outlines strategies for conservation and enhancement.

Colne – Archaeological and Historical Summary

There is little evidence for settlement in Colne prior to the medieval period. There are no known sites of prehistoric date within the defined urban area. There is one known site of Iron Age date in the vicinity, at Castercliffe, a small multi-vallate hillfort (scheduled monument number 22507). Furthermore, evidence for Roman, post-Roman and early medieval activity in Colne is sparse. There is only one find of Roman-British date from within the defined urban area, a third century coin found in the town centre and place-name evidence around Colne, such as Trawden and Marsden, is suggestive of Anglo-Saxon settlement in the area and a fragment of cross head, which lay for many years in the grounds of Alkincoats Hall, has been identified as Anglian. It is likely that any early medieval settlement consisted of dispersed farmsteads.

The medieval settlement of Colne was a holding within the de Lacy family's Honor of Clitheroe, and may have taken the form of a nucleated focus around St Bartholomews's chapel. There was also a corn mill and a fulling mill next to the river, and a chief messuage, or manor. In 1311, the population included seven free tenants and 14 tenants at will. The administrative centre of Colne would have been the manorial residence, the location of which is uncertain, but is thought to have been at Colne Hall, which was located on what is now Albert Road to the west of the town centre.

From post medieval maps of the settlement, Colne appears to have been a ribbon development along the king's highway leading to Blackburn. Its centre lay at the junction of the highway with the road leading north from the crossing of Colne Water. The church was placed to the west of the crossroads, and the manor house to the west of the church. It would, therefore, have taken the form of the classic medieval two-row settlement, although there is no surviving evidence for any degree of planning in its surviving layout.

Colne's chapel, St Bartholomew's, now the parish church, stands close to the summit of the high ridge upon which the town is situated. It was a chapel of the mother church of St Mary's in Whalley, and was in existence by 1122, when it was granted, along with St Mary's, Whalley, to Pontefract Priory.

A water-powered corn mill was built for the manor of Colne in 1290 at Waterside. There was also a manorial fulling mill here in 1296. The mill almost certainly stood on the site of the mill called Walk (meaning fulling) Mill, extant in 1609. In addition to the mills, there was a manorial fishpond. Initially, this would have provided the manor with an important source of food, but in the later medieval period it was used to generate income, through leasing to

tenants. The fishpond was called 'The Vivers' and was located in the valley to the north of the town centre, at the bottom of Spring Lane near Vivary Bridge.

The manor appears to have exploited the coal deposits in the area from an early date, as coal mines were operating in the township in the fourteenth century. Therefore, by the late medieval period, Colne appears to have been a primarily agricultural community, with strong interests in rural industry, particularly the production of woollen cloth but also the small-scale exploitation of coal.

However, there is no direct evidence that Colne had a medieval market, and the first documentary record of a fair is not until 1587. It is possible that Colne had a customary market, as were held elsewhere in medieval Lancashire. It is impossible to determine when such a market may have originated, but the existence of a market cross of probable fifteenth century date, suggests that Colne may have been a commercial centre by at least the late medieval period.

Colne's prosperity in the earlier post-medieval period was still based in agriculture, but there was a growth in the commercial production of woollen textiles. The presence of the fulling mill encouraged the growth of a local textile industry from an early date. Certainly, by the fourteenth and fifteenth centuries, it is likely that many of the farmhouses were equipped for spinning, weaving or dressing cloth. The textile industry evidently brought wealth to Colne, especially for the yeoman class who became clothiers and who ran loomshops, either as a secondary trade to agriculture, or as their sole source of income. This led to an increase in population, and in 1662, there were 52 copyhold tenements in the 'old hold', plus 23 in the 'new hold'. The reference to old and new holds refers to the increased amount land made available for settlement by the improvements and enclosures of the commons and wastes in the late sixteenth and early seventeenth centuries. The increase of wealth and status for some of the inhabitants is reflected in the number of higher status buildings in the town.

Colne had become the centre of the woollen industry in north-east Lancashire by the second half of the eighteenth century, and production began to be more centralised, with some master weavers employing labour in loomshops and dandy shops, where workers lived on the lower floors and wove on the top floors. In 1775, the importance of the cloth industry to Colne was given physical representation by the construction of the Piece, or Cloth, Hall. This became the major mart of the district and enabled clothiers and weavers to display their goods to outside merchants.

By 1786 Colne had become a substantial settlement, with Colne Lane becoming fully developed, linking the upper town with Waterside. By this time, Colne appears to have been the largest town in the Hundred after Blackburn, an indication of its importance as a commercial and administrative centre.

Development of the Nineteenth Century Town

The woollen cloth industry was in decline by the early nineteenth century, with the growth in the production of cotton cloth. The introduction of cotton cloth production to Colne had had only a limited success, and the last 20 years of the eighteenth century saw only a modest expansion of the town. This was probably a result of the town's distance from the centre of the cotton trade in Manchester and the by-passing of the town by the Leeds and Liverpool Canal.

Although the size of the settlement remained small, housing density increased with the development of a number of courts behind the existing frontages on the main street, providing dwellings for cotton handloom weavers from the late eighteenth and early nineteenth centuries. The main areas of growth were a triangle of land north of Market Street, between Windy Bank and Buck Street, and on the south side of Market Street,

between Clayton Street and St John Street. Much of this new housing comprised rows of back-to-back cottages and some of these cottages also had cellar dwellings beneath. The sub-division of properties and the construction of back-to-back housing and courts suggest that there was a lack of open land being made available for development.

Whilst the arrival of the railway in 1848 appears to have acted as a spur to further mill development along the Colne Water near the station, housing expansion appears to have been limited by a continuing lack of available land for development. In addition, although the railway station was a joint passenger and goods station, serving the entire town, its impact appears to have been limited as it lay on the western edge of the town. In general, Colne remained a relatively small and compact settlement centred on the crossroads, with Waterside a discrete settlement, forming the industrial centre of the town.

In the second half of the nineteenth century, power-loom weaving at last eclipsed handloom weaving in the town. By 1870, the number of steam-powered mills had increased, and better wages and conditions had led to an increase in population. Subsequent development led to the infilling with terraced houses of the remaining open space between the town centre and Waterside, creating one continuous urban area. Waterside itself, had become the focus of industry, with mills extending along both sides of Colne Water into the Primet Bridge area where the railway line passed through the town.

From the end of the nineteenth century, however, a resurgence in the cotton industry led to the construction of a number of new mills along the North Valley, with areas of grid-iron terraced houses for the mill workers on both the north and south sides of the town. As well as housing provision for mill workers, a number of mill owners built houses in the town.

Historic Settlement Character

Colne is largely characterized by its extensive stock of late-nineteenth century and early twentieth century terraced housing, with a significant area of middle-class development along the main routes into the town from the east and west. Much of this byelaw terraced development is built on a grid iron pattern between the town centre and Waterside and from the town centre towards the North Valley, as well as along Keighley Road to the east. However, large areas of post medieval and early nineteenth century development that comprised dense development with closely packed courts and passageways to the rear was demolished in twentieth-century clearances. However, in Spring Lane, there are also some surviving examples of back-to-back cottages

Much of the nineteenth century fabric of the town centre has been lost, and it is largely characterised today by twentieth century commercial buildings and car parks. It also features a modern road system, which includes prominent junctions and a stretch of dual carriageway. Some significant nineteenth century fabric has, however, survived in this area, including shops, public buildings and the cathedral.

A significant level of pre-nineteenth century and early nineteenth century buildings survive above ground in the town centre, both on Market Street and Church Street and in the courts and streets to the north. In some cases, nineteenth century alterations may mask earlier building features, but in the area of Black Horse Yard and Dockray Street, earlier buildings survive relatively well. Some of the early inns, such as the Hole in the Wall, the Union Hotel, the Commercial Inn, the Red Lion and the Jovial Hatters, still retain their eighteenth or early nineteenth century character.

There are examples of surviving loomshop windows at second floor level in the Jovial Hatters public house, which dates from the 1740s and in properties between Dockray Street and Skelton Street.

The vast majority of structures in Colne are built in locally quarried gritstone. The use of stone varies from ashlared masonry, as utilised in the corporate buildings and some higher

status buildings, to roughly hewn blocks for some residential buildings. Although, Colne has a high proportion of later nineteenth century terraces with squared stone blocks, producing a semi-ashlared face, in comparison with many other east Lancashire towns.

There are few brick buildings in the town, even from the end of the nineteenth century and early twentieth century, when factory-made brick was readily available relatively locally. Stone continued to be used for many of the terraced houses well into the twentieth century, indicating the high aesthetic value placed on stone.

Surviving nineteenth century industrial sites are mainly textile-related, and almost all lie adjacent to the canal or the railway. Many former mill sites have been redeveloped for twentieth century industry or housing, and large modern industrial estates lie in the east and south-eastern parts of the survey area.

The nineteenth century terraced housing, the surviving mills and other historic features make a significant contribution to the character of Colne, twentieth century industrial and commercial business parks now form the visual focal point of the town centre, and much of the historic character of the these areas as a whole has been lost. Twentieth century housing estates in the outer parts of the survey area are extensive.

1. INTRODUCTION

1.1 Project background

This report is an archaeological and historic urban landscape assessment of Colne and forms part of the Lancashire Historic Town Survey. The survey comprises an assessment of thirty-three towns within the county, with a report produced for each town.

The Lancashire project is part of English Heritage's national Extensive Urban Survey Programme, which grew out of the Monuments Protection Programme. This still ongoing programme aims to re-evaluate the national archaeological resource and to provide comprehensive, rigorous and consistent base-line information against which research, regeneration and land use planning objectives may be set. The recognition that urban areas themselves are archaeological monuments has led to a shift away from the identification of individual sites within towns to a more holistic appreciation of the entire historic urban fabric.

The Lancashire project is being undertaken by Lancashire County Council with Egerton Lea Consultancy and is funded by both the County and English Heritage. It is based on a survey commissioned by Lancashire County Council and carried out by the Lancaster University Archaeological Unit in 1997, which resulted in the compilation of the *Lancashire Extensive Urban Archaeological Survey Assessment Report* in January 1998 (LUAU 1998a). This report was used to develop a specification for the assessment of individual towns, the *Lancashire Historic Town Survey Project Design*, which was submitted by the Archaeology and Heritage Service of the Environment Directorate of Lancashire County Council to English Heritage in January 2001. The full project commenced later in 2001 with the compilation of first stage reports by Egerton Lea on the pre-1900 historic elements of each town. To this the Council's Archaeology and Heritage team have added post-1900 data and an overall assessment of the nature and significance of the resource, to produce this report.

1.2 Project aims

The principal aim of the project has been to review and evaluate the archaeological and historical resource for the thirty-three defined towns within the post-1974 county of Lancashire. The resource was identified and assessed for significance, and strategies were proposed for its management.

Key objectives included the

- quantification of previous archaeological work,

- analysis of urban origins and development,

- identification and assessment of the broad historic character of each town,

- assessment of the potential for the preservation of significant archaeological deposits, and the

- identification of future research objectives.

The assessment was then to be used to help define new archaeological and conservation guidance strategies for each town. The Historic Town Survey for Lancashire forms part of the developing Lancashire Historic Environment Record Centre (an expanded version of the Lancashire Sites and Monuments Record). Here it is maintained as a nested dataset amongst the other conservation datasets used to assist in planning decision-making within the county (LCC 2001).

1.3 Project outputs

Principal project outputs include

- **Sites and Monuments Record (SMR) data**. New information added to the Lancashire Sites and Monuments Record. The SMR is the primary database for information on historical sites and archaeological remains in the county. It is used as a research and planning tool and is consulted as part of the development process.

- **Historic Environment GIS Data.** GIS-based information, supplied to those districts with the technology to receive it. The information includes data relating to SMR sites and statutory designated areas, the development of the individual towns over time, and the historic plan components that make up the present urban area.

- **Historic Town Assessment Report.** A comprehensive report, submitted as this document, that contains background information on the historical development and the current archaeological knowledge of each town. It also describes the historical interest of the surviving buildings, structures and plan components. The assessment report forms the basis for the strategies submitted as Historic Environment Management Guidance.

- **Historic Environment Management Guidance.** Based upon the assessment report, the final stage of the survey involved the formulation of a strategy for planning, conservation and management of the historic environment within each town. The strategy is presented as guidance with recommendations for local authorities and key agencies.

All the outputs, but in particular this Historic Town Assessment Report and its linked Historic Environment Management Guidance, will be used to inform a variety of planning, regeneration and research requirements, including:

- The continuing preparation of Local Plan policy and the preparation of Local Development Frameworks and thematic or Area Action Plans;

- Adoption as Supplementary Planning Documents;

- Input into Community Strategies and other neighbourhood initiatives;

- Input into regeneration and tourism strategies;

- Providing a context for Conservation Area appraisal, review and the establishment of new Conservation Areas;

- Facilitating the decision-making process for Housing Renewal initiatives, particularly within and adjacent to the East Lancashire Pathfinder areas;

- Input into National, Regional and Local Research frameworks.

It is intended that this assessment report and the management strategies should be accessible not only to planners, prospective developers and others involved in the planning process, but also to all those who have a general interest in a particular town and its historic environment. To this end, the information will also be made available on the County Council's website and at public libraries and record offices.

1.4 Project methodology

The project is based on the developing mechanisms for Extensive Urban Survey that have been applied elsewhere in England; these include the initial assessment undertaken for Tetbury in Gloucestershire (Heighway 1992), and work carried out in Cheshire, Essex and Somerset. In addition the recent Cornwall Industrial Settlements Initiative has influenced the approach, as many of Lancashire's towns owe their urban origins to industrialisation.

The Lancashire survey includes an additional aspect, however – urban characterisation. This specifically targets the broad archaeological and built heritage resource of the nineteenth-century industrial towns, a distinctive and significant feature of Lancashire's historic landscape. This aspect reflects the growing emphasis placed on characterisation for managing change in both the rural and urban environments. It also reflects the importance of local character in the definition of a sense of place, as emphasised in English Heritage's policy statement *Power of Place* (2000).

The methodology adopted for the Lancashire project followed the three-stage process of many of its predecessors, comprising:

- Stage 1 – Data-gathering

- Stage 2 – Assessment

- Stage 3 – Strategy.

The data-gathering methodology involved historical research and a field visit. Most information was entered directly into the Lancashire Historic Town Survey database, which was developed from existing databases. This was then used for analysis and, through the use of the ArcView GIS program, for the production of coloured base maps showing sites, designations, development phases, historic plan components and character areas.

The field visits examined the modern topography of each settlement, assessed likely areas of survival and destruction of deposits and structures, and created a basic photographic record in monochrome print and colour digital formats.

The assessment stage tries to answer two broad questions: firstly 'How has the settlement developed over time?' and secondly, 'What is the physical evidence of the past in today's townscape?'

In answering the first question the assessment included a chronological appraisal of the development of each town under the following headings:

- Prehistoric – up to *c*AD70

- Romano-British – *c*AD70-400

- Post-Roman and Early Medieval – 400-1050

- Medieval – 1050-1550

- Post-Medieval – 1550-1750

- Industrial and Modern – 1750-present

These chronological 'snapshots' or 'timeslices' (presented below in Section 4) offer descriptions of settlement history that will include many buildings, structures and land uses that no longer exist today, but which afford greater understanding of how the town has come to look as it does. It is arranged from the perspective of the distant past looking towards the present.

To answer the second question, 'What is the physical evidence of the past in today's townscape?', the assessment stage included an appraisal of the surviving historic character of each town. This effectively reverses the approach outlined above, to view a town from today's perspective, but acknowledging the time-depth evident in the place. For example, the analysis does not attempt to reconstruct the medieval town, but instead maps the medieval elements (be they buildings, roads or other patterns) that survive in the town of today.

In order to do this each town was divided into a series of discrete and identifiable blocks of townscape that share common characteristics of date, building form and function.   These plan components are generic in that they may be found across the county – 'Bye-law

terraced housing' for example – and are termed Historic Urban Character Types. However, at a detailed local scale they will show unique differences resulting in the most part from alternate histories – for example the bye-law terraces of Darwen will differ from those in Blackpool. These are termed Historic Urban Character Areas. Differences between areas of the same character type may also be found in terms of condition and survival, or in the presence and absence of individual structures. It follows that one character type may support a large range of character areas. The Historic Urban Character Areas for each town, grouped under their relevant Type, are described below in the *Statement of Historic Urban Character.*

Once Historic Urban Character Types had been identified, they were assessed according to the following criteria (the equivalent criteria used by the Secretary of State for scheduling ancient monuments are shown in parentheses):

- Townscape rarity (period, rarity) – of urban character types and subtypes.

- Time depth (period, survival, diversity, potential) – visibility, survival and potential of evidence for earlier periods (both urban and non-urban) within the type.

- Completeness (group value, survival) – measure of association with buildings and features and their survival; also measure of association with adjacent areas of townscape.

- Forces for change (fragility/ vulnerability). Measured through datasets including indices of deprivation, allocation as derelict land or brownfield, allocation within Local Plans or other redevelopment proposals, local authority housing stock information and census data.

Assessment that culminated in the mapping and evaluation of current historic character types within the town of today formed the starting point and foundation for the development of strategies for the future.   The final stage of work, the preparation of Strategy, comprised the preparation of *Historic Environment Management Guidance* for every surveyed town.

The primary aim of the Strategy was to produce management guidance for conservation and enhancement. To facilitate this the historic environment within Lancashire's towns was divided into individual assets and broader areas for which appropriate strategies were devised.

2. LOCATION, TOPOGRAPHY AND DESCRIPTION OF STUDY AREA

2.1 Geographical location

The town of Colne is located at NGR SD 862 378 (centred). It is positioned on the western edge of the Pennine Hills, adjacent to the south-west is the town of Nelson and just over five kilometres to the south is Burnley, to the north is the village of Foulridge. Colne lies at the far northern end of a number of closely neighbouring settlements that lie along the valley of the Pendle Water and its tributaries.

2.2 Geology

The underlying solid geology of the area consists of Millstone Grit of the Carboniferous era. This is overlain to the south by the Lower Westphalian Coal Measures known, in this area, as the Burnley Coal Measures (Earp *et al* 1961, 133; IGS 1979; Pickles 1989, 20).

The drift cover mainly consists of the soils of the Rivington and Brickfield Association, both of which are derived from Millstone Grit and Carboniferous sandstones and shales. The former are also associated with medium to coarse textured head and till. They are found on hillocks ridges and steep to moderately sloping valley sides up to 30m aOD and are under permanent pasture which becomes rough and matted over 180m aOD (Hall and Folland 1970, 48). The Brickfield association soils, associated with medium- to fine-textured till, are generally found below 180m aOD and produce a landscape of gently undulating meadow and pasture (Hall and Folland 1970, 58). In both cases frequent liming is required to maintain fertility, otherwise the land quickly gives way to rush infestation at higher levels and in the valley bottoms (Hall and Folland 1970, 54, 62). Occupying a narrow, low-lying tract of land in the north-west of the area is an isolated area of Sollom Association soils that are more usually associated with the richly fertile south-west Lancashire and are formed on fluvio-glacial sand and gravel (Hall and Folland 1970, 116).

2.3 Landscape setting

Colne sits on the north side of the valley formed by the Colne Water and its tributaries. The settlement grew up on a well-defined ridge, between the Colne Water and a tributary stream in the North Valley. A subsidiary settlement, Waterside, developed next to the Colne Water. The early settlement spread along the highway that favoured the top of the ridge, and along the road to Waterside, until the two nucleations joined in the nineteenth century. Later growth saw the town on the south side of the ridge and to the east. By the late nineteenth to early twentieth century expansion encompassed the North Valley. The town ranges in height from around 130m aOD near Bradford Mill next to Colne Water, to around 212m aOD at the north end of the defined urban area at Colne Edge. The town centre lies at a height of around 190m aOD along the ridge, with the church at the highest point of 193m aOD.

Colne is situated in the Lancashire Valleys countryside character area (Countryside Commission 1998, 101), which has an intensely urban character. Colne, however, lies at the far northern end of this character area, and is largely surrounded by open countryside to the north, east and south. The steeply rolling countryside, which defines the foothills of the Pennine uplands in this area, hides the urban development of Nelson and the smaller settlement of Barrowford from Colne, which reinforces the impression that the town is set within a rural landscape. The surrounding fieldscape is fragmented by scattered residential developments. Quarries and reservoirs are also a feature of the urban fringe on the north side of Colne.

2.4 Study area

Colne's urban area was defined in relation to Lancashire's Historic Landscape Characterisation Project, which outlined urban areas in accordance with their extent in *c* 1990. The urban area, which includes Colne, also comprises Barrowford, Brierfield, Burnley, Nelson, Lowerford and Higherford. Burnley and Nelson are the subject of separate Lancashire Extensive Urban Survey (LEUS) town assessments. Barrowford, Brierfield, Lowerford and Higherford were not included in the LEUS, as they were considered to have insufficient historic urban characteristics or archaeological significance to warrant a town assessment.

The discrepancies between those parts of the *c* 1990 urban area included within the present assessment and those parts excluded, have been defined in relation to the 1895 Municipal Borough boundary rather than township boundaries. In particular, the urban area expanded south of the river Colne, in the late nineteenth century, at the Lenches and Primet Bridge. These areas lie outside the borough boundary and have, therefore, been excluded from the study, although they are contiguous with Colne's urban area from the late nineteenth century. Colne is part of the post-1974 county of Lancashire and lies within the Diocese of Blackburn.

3. SOURCES

3.1 Published works

Colne's status as an early administrative centre attracted the interest of a number of antiquarian writers, such as Aiken (1795), Corry (1825) and Whitaker (1876), who wrote general histories of the county and concentrated on the manorial history of the settlement. In the first half of the nineteenth century, there was considerable poverty in the town, a subject examined in some detail by Cooke Taylor (1842), who provides an eye-witness account of the conditions of the urban poor, and by Harland (1870). The most comprehensive history of Colne is provided by the *Victoria County History* (Farrer and Brownbill 1911, 522-36). In common with the antiquarian accounts, it concentrates on the manorial history and on the larger estates in the township, many of which lie outside the defined urban area. It also contains a substantial section on the church and the advowson and summarises the more recent history of the town and its main institutions such as churches, chapels, schools and charities.

The earliest work dealing specifically with Colne is James Carr's *Annals and Stories of Colne and Neighbourhood* (1878). This comprises sections on the history and chronology of the town, the church and folk tradition. The book is well referenced and gives information not found in the more general histories. In the first half of the twentieth century, only one local author, M Cryer, dealt with the history of Colne, in *Memories of Colne* (1910). The work provides a valuable first-hand account of life in the town in the nineteenth century. It was only in the second half of the twentieth century that other works about the town began to appear. Wightman's *Bonnie Colne* (nd) provides a useful sample of the information that can be found in primary sources such as the Clitheroe Court and Quarter Sessions records, local government minute books and newspaper cuttings. This was followed by Harrison's comprehensive *The History of Colne* (1988). The history of the railway is given in *The Skipton and Colne Railway and the Barnoldswick Branch* (Binns 1995). There are a large number of souvenir programmes connected with the various churches and chapels of Colne, which often contain short histories and there are also more detailed works, such as Yates' *The Baptists in Colne* (1985) and Durkin and Mulligan's *The Second Spring: 50 Years of Catholic Revival in Colne 1871-1921* (1986).

In addition to published works, there are many unpublished manuscripts which cover aspects of Colne's history, including a thesis dealing with early nineteenth century development (Muirfield nd), although it was not possible to consult it during the course of this survey. Other works deal with the built fabric (Barrett 1980; Carroll 1979; Crabtree 1954; Dawson 1977; Foulds nd; Holgate nd; Lancashire Community Awareness Project 1987; McGlinchy 1980), industrial and economic aspects (Brooker 1975; Fishwick 1964; Hall 1987; Hawthorne 1984; Mason nd; Nadin 1990; Parker nd); transport (Foulds 1978; Preston nd; Taylor nd; Watson nd); churches (Petts nd) and board schools (Brown nd). There are also useful general sources that summarise town records and the main events reported in local newspapers (Bradley nd; Ellis 1974; Mumtaz 1982; Wightman 1974).

3.2 Manuscripts

Colne was a vill of the Honor of Clitheroe and was one of the Halmote court centres. The relevant proceedings have been transcribed in *Court Rolls of the Honor of Clitheroe in the County of Lancaster* (Farrer 1912 and 1913) and *Some Court Rolls of the Lordships, Wapentakes and Demesne Manors of Thomas, Earl of Lancaster, in the County of Lancaster, AD 1323-24* (Farrer 1901). References to Colne are also contained *in Two "Compoti" of the Lancashire and Cheshire Manors of Henry de Lacy, Earl of Lincoln, XXIV and XXXIII Edward I* (Lyons 1884) and *Lancashire Inquests, Extents and Feudal Aids, Part I and II* (Farrer 1903). Because the chapel at Colne was a chapelry of St Mary's, Whalley,

the advowson of which was held by Whalley Abbey, the latter's Coucher Book (Hulton 1847) also contains relevant entries.

There are extensive collections of documents relating to Colne in the Lancashire Record Office (LRO). These include: collections deposited by Lord Crawshaw of Crawshaw (DDX 821); Kenyons of Peel (DDKe); Parkers of Browsholme (DDB); Blundells of Ince Blundell (DDIn); Tatton of Cuerden (DDTa); Towneley of Towneley (DDTo); Whitaker of Simonstone (DDWh); Baldwin, Weeks & Baldwin (DDX/8); Pilgrim and Badgery (DDBd/14); H Preston Esq (DDX/537); Mrs EA Self Weeks (DDX/19); WH Waddington Esq (DDX/464); Simmons and Simmons (DDX/294); East Malling Research Station (DDX/833); Lawrence Graham and Co (DDX/1024); Burnley Library (DDX/1101); R Evans Mills Memorial Deeds (DDE) and Stanley, Earls of Derby (DDK). Although, the earliest documents in these collections (DDTa; DDTo) date to the mid-fifteenth century, there is one agreement of 1396 between Whalley Abbey and the chapels at Colne and elsewhere (DDTo/K/16/3). The Parker collection (DDB) contains numerous documents relating to Colne: including late eighteenth and early nineteenth century plans and surveys which lie outside the defined urban area; papers concerning the repair of Colne Highway in 1623 (DDB/60/1); non-hearth taxpayers in 1685 (DDB/60/3); business papers for Carry Hill coal-pits from 1721-24 (DDB/60/4); accounts of tithes in 1727-29 (DDB/80/150); papers for Colne chapel (DDB/80/30-8); accounts of doles from 1722 (DDB/80/149) and a claim to shares in the Piece Hall from 1837 (DDB/80/187-8). The Pilgrim and Badgery collection, solicitors of Colne (DDBd) also contains many documents relevant to Colne, including records for the Walk Mill from 1609-1952 (DDBd/14/3) and the water corn mill at Waterside dating back to 1708 (DDBd/14/29). In addition it contains Colne Union Club house-building society records of 1816-31, Colne Savings Bank ledgers and returns from 1844-77, Colne Water Estates from 1860 to 1940 and correspondence concerning the purchase of the Gas company by the Local Board in 1877. However, these have not been catalogued, and lay beyond the scope of this study.

Other relevant collections in the LRO are WM Spencer's papers of the Coldweather family of Colne from the eighteenth to nineteenth centuries (DDSp) and HM Carrington's 'notes on churches of Colne and district' (DDX/674). The collection of RH Berry and Sons, auctioneers and valuers (DDX 671), contains accounts, sale books, press cuttings and valuations going back to 1870. There are also County Court records from 1905 (PsCo), the Local Board and Borough records from 1875 (MBCo), and papers of the Colne and Broughton Turnpike Trust from 1823 to 1876 (DDBd 57). Church records exist for Christ Church (PR3173) and Holy Trinity (PR3174) and dating back to 1703 for St Bartholomew's (PR 2950). In addition, there are records for the Congregational Church from 1857 (CuCo), the Inghamite from 1825 (InCo) and the Methodists from 1777 (MCo). Numerous school records are contained in (SmCo). More recent deposits include: the papers of Wilfred Spencer, a librarian and historian of Colne (DDSp acc 3958, 3990A, 4527, 4686); the court papers for the Honor of Clitheroe, 1854-1950 (DDFw. acc.6586); plans of an unidentified Baptist church and of the light railway system 1890-99 (DDSP acc 3990A); letters and accounts of Thomas Thornber of Vivary Bridge Mill (DDX 1784 acc 6495) and a copy of the deed for the Piece Hall, dated 1776 (DDX 752/56/4). Wyman and Sefton's *Survey of the Township of Colne with the Valuation Made in 1793* is in *LRO* with a transcription in *CLSL L29*.

The archives in Manchester Central Library (MA) contain documents relating to Colne in its Farrer collection, including sixteenth century deeds for the corn and walk mills (L1/12/11/1-2), and eighteenth century deeds for a dyehouse and associated land (L1/12/14/1-2). In the Public Record Office (PRO) at Kew, there are records of enclosure of Colne wastes from 1593 (DL6/26) and apportionment of commons and wastes from the early seventeenth century (DL44/1026). The PRO also contains a number of surveys of Colne. These include, the manor boundaries in the late sixteenth century (DL44/498), manors in the Honor of Clitheroe, including Colne, from 1650 (E317/Lancs/8) and tenements and cottages on the south side of Colne from 1651 (E317/Lancs/12). Other documents in the

PRO include a 1652 lease of coal mines (E317/Lancs/8), rentals, valuations, surrenders and admittances to lands (DL5/12; DL6/30; DL43/5/1; DL44/33, 36, 1005; E317/Lancs/10) and references to Colne fair in 1638-9 (DL5/33).

3.3 Cartographic evidence

The earliest surviving map of Colne is an estate map of 1761 contained in the estate book of Thomas Clayton of Carr House, Barrowford (CL L2). It depicts the town centre around the crossroads with the market place, Colne Lane and the Waterside area, and provides a useful indication of the extent of the town in the mid-eighteenth century. A map of 1806 was drawn in connection with the supply of mains water from the surrounding countryside to Colne (CL Q31), and is therefore limited in the detail provided on the town itself. It does, however, show an area of expanding development on the north side of Market Street and the early mills along Colne Water. The tithe map and accompanying schedule of 1842 is also useful for providing information on the extent of the town in the first half of the nineteenth century (LRO DRB 1/55). The map is in two parts, one covering the township as a whole at a scale of c. 1:10,000 and a much larger scale map of the town, which includes Market Street, Church Street and surrounding area, and Waterside. Colne is also depicted on county maps such as Yates' map of Lancashire of 1786 (Harley 1968) and Greenwood's map of 1818. Although the scale of the maps are large, Yates's map, in particular is detailed enough to provide an impression of the size and extent of the settlement. Map information on the development of the town throughout the nineteenth century has to be derived from Ordnance Survey (OS) maps. The earliest OS maps were surveyed in 1844 and published in 1848, at a scale of 1:10560 (sheets 48, 49, 56 and 57). This was followed in 1851 by maps at a scale of 1:1056 (sheets 1, 2, 3 and 4), which depict the town in great detail. In 1893, the 1:2500 series was published (sheets 48.16, 49.13, 56.3, 56.4) followed by 1:2500 maps in 1912 (sheets 48, 49, 56 and 57).

3.4 Archaeological evidence

Following an initial examination of the nineteenth and early twentieth-century OS mapping, undertaken at the commencement of the Lancashire Extensive Urban Survey (LEUS), there were 116 sites recorded for Colne in the Lancashire Sites and Monuments Record (LSMR). Of these, 15% are listed buildings and the majority of the remainder are structures recorded from the OS coverage or other nineteenth-century documentary sources. Consequently, and in line with Colne's growth in the nineteenth-century, only 17% of sites in the LSMR were known to have origins pre-dating 1800.

No formal archaeological work has been undertaken in Colne. The Royal Commission for Historic Monuments in England carried out a programme of rapid surveys of surviving textile mills in the Borough of Pendle in 1998. This survey included 33 mills in Colne, although some of these lay outside the defined urban area and are therefore excluded from this study.

4 HISTORICAL AND TOPOGRAPHICAL DEVELOPMENT

4.1 Prehistoric

There are no known prehistoric sites within the defined urban area. There is one known Iron Age site in the vicinity, at Castercliffe, a small multi-vallate hillfort (scheduled monument number 22507).

4.2 Romano-British

The name 'Colne' is believed to be British in origin and is either a river-name or derived from the Celtic *colauno* meaning 'roaring river' (Ekwall 1922, 87; Mills 1976, 74). Another old and historically significant place-name in Colne is 'Alkincoats' the etymology of which is doubtful. The first element, however, may be derived from the British word *allt* meaning 'hillside' and the second from the Old English *cot* meaning 'cottage' (Ekwall 1922, 87; Mills 1976, 54).

There is only one find of Romano-British date from within the defined urban area, a third century coin found in the town centre. However, a number of Roman coins have been found in the Colne district and it has also been suggested that a lane which ran down the side of Castercliffe to Greenfield before fording Colne Water may have connected the Roman Road from Manchester to Ilkley with that from Ribchester to Ilkley (Harrison 1988, 6-7).

Nineteenth century antiquarians have equated Colne with the *Caluvio* of the Ravenna Cosmography (Whitaker 1876; Baines 1825; Croston 1889; Harland 1870), although *Caluvio* is now identified as Lancaster (Shotter 1993, 109).

4.3 Post-Roman and early medieval

The name 'Colne' is believed to be British in origin and is either a river-name or derived from the Celtic *colauno* meaning 'roaring river' (Ekwall 1922, 87; Mills 1976, 74). Another historically significant place-name in Colne is 'Alkincoats', although its etymology is unclear. The first element may be derived from the British word *allt* meaning 'hillside' and the second from the Old English *cot* meaing 'cottage' (Ekwall 1922, 87; Mills 1976,54).

Place-name evidence around Colne, such as Trawden and Marsden, is suggestive of Anglo-Saxon settlement in the area. A fragment of a cross head, which lay for many years in the grounds of Alkincoats Hall, has been identified as Anglian (Harrison 1988, 7). However the knot-work pattern on the arm is more reminiscent of Viking-style sculpture and is very similar to others from that period found at Gargrave (Collingwood, 1927, 140). It is likely that any early medieval settlement consisted of dispersed farmsteads.

4.4 Medieval

Colne is not listed in the Domesday Survey of 1086 amongst the *vills* of the Blackburn Hundred. It is likely, however, that it was one of the 28 unnamed manors held by freemen in the hundred (Farrer and Brownbill 1906, 286). There was a church at Colne by the late eleventh-century, when it was one of seven dependent chapelries noted in a survey of the possessions of St Mary's Church, Whalley (Croston 1889, 364-5). The earliest surviving reference to a church in Colne dates to 1122, when it was granted to the priory at Pontefract (Smith 1961, 38).

The medieval settlement of Colne was a holding within the de Lacy family's Honor of Clitheroe (Smith 1961, 24), and may have taken the form of a nucleated focus around the chapel. The local halmote court for the Honor was administered from Colne. By 1296 the

manor was coterminous with the chapelry of Colne, which also included the townships of Marsden, Barrowford and Trawden. The de Lacys appear to have had a manor house at Colne by 1311 (Farrer and Brownbill 1911, 523-5), as several de Lacys charters were dated to Colne, indicating their occasional residence there (Farrer and Brownbill 1911, 522). The Steward of the Honor of Clitheroe would have attended the court at other times, for example his presence is documented in 1457, when Richard Neville Earl of Salisbury, was Steward (Carr 1878, 66).

In 1311, the population included seven free tenants and 14 tenants at will (Whitaker 1876, 525). This suggests a population of similar size to that of the two townships of neighbouring Marsden to the south (Egerton Lea 2001b). The administrative centre of Colne would have been the manorial residence. Its location is uncertain, but is thought to have been at Colne Hall, rebuilt in 1867 for Robert Shaw, a local mill owner (Bentley 1986, 31). Colne Hall was said to be on the site of the '*old court house*' (Farrer and Brownbill 1911, 523), a reference to the centre for the halmote court, which would have been held in the manor house. This stood on what is now Albert Road to the west of the town centre on the main road leading to the administrative centre of the Honor at Clitheroe, and the religious centre at Whalley. The site is now occupied by the Colne Co-operative Society office (Spencer 1972, 25). This building is said to have subsequently 'd*egraded into the workhouse of the town*' and had been demolished by 1824 (Baines 1825, 618). The presence of a manorial court provided Colne with a judicial role. The presence of a pinfold by 1425 reflects the needs to control local common grazing rights, and the need for stocks in 1509 (Farrer and Brownbill 1911, 525) reflects the courts role in controlling petty crime.

From post medieval maps of the settlement (CL L2; CL Q31), Colne appears to have been a ribbon development along the king's highway leading to Blackburn and the centre of the Honor at Clitheroe to the west, and eastward to Skipton. Its centre lay at the junction of the highway with the road leading north from the crossing of Colne Water. The church was placed to the west of the crossroads, and the manor house to the west of the church. It would, therefore, have taken the form of the classic medieval two-row settlement, although there is no surviving evidence for any degree of planning in its surviving layout.

Colne's chapel, St Bartholomew's, now the parish church, was a chapel of the mother church of St Mary's in Whalley (LRO DDTo/K/16/3). It was in existence by 1122, when it was granted, along with the mother church, to Pontefract Priory (Smith 1961, 24; Hulton 1847, 1186, 199). Very little survives of the medieval church. The earliest part is the north arcade of the nave, with rounded piers, moulded capitals and double chamfered arches, dating to the early thirteenth-century. There is also a fourteenth-century internal doorway between the chancel and the north chapel and, when the east wall of the chapel was rebuilt in 1889, fragments of a fourteenth-century window were found (Farrer and Brownbill 1911, 530).

Plate 1: St Bartholomew's Church, Colne's medieval chapel

Although a primary agricultural community, Colne also had a corn mill and a fulling mill, both of which were under manorial control and in existence by 1296 (Ashmore 1969, 38). The two mills served the surrounding area (MA L1/12/11/1; MA L1/12/11/2), including Marsden, and played a significant role in stimulating growth at Colne. Colne's origin therefore lies in its importance as a manorial centre, which controlled the means of production for the principle products of the local economy.

A water-powered corn mill was built for the manor of Colne in 1290 at Waterside, and from 1438 the inhabitants of Marsden were also required under manorial obligations, to use it as

their own had gone out of use (Bennett 1957, 33). The mill stood on the north side of Waterside Bridge (CL Q31) and was known as the King's Mill by 1851 (OS 1851 1:1056). It was re-built in the 1670s and finally demolished in the 1930s (Bentley 1986, 45). There was also a manorial fulling mill at Waterside which, in 1296, was also used by the inhabitants of Great Marsden (Ashmore 1969, 38). The mill almost certainly stood on the site of Walk (meaning fulling) Mill, which was extant in 1609 (LRO DDBd/14/30), although it was also known as Mr Sagar's mill in 1806 (CL Q31). It has been suggested that it may have been in the area of Whackersall, meaning '*the house or place of the fuller*', Whackersall is documented in 1533 on the road to the west of the town (Harrison 1988, 29; Farrer 1897, 311). Rather than the actual fulling mill, it is more likely that Whackersall refers to property belonging to the fulling mill.

In addition to the mills, there was a manorial fishpond. Initially, this would have provided the manor with an important source of food, but in the later medieval period it was used to generate income through leasing to tenants, such as Christopher Lister in 1488 (Farrer and Brownbill 1911, 522-3). The fishpond was called 'The Vivers' and was located in the valley to the north of the town centre, at the bottom of Spring Lane near Vivary Bridge (OS 1895, 1:2500), to which it gave its name. It also gave its name to a meadow by the seventeenth century (PRO E317/Lancs/10).

The manor appears to have exploited the coal deposits in the area from an early date. In 1311 the coal mines in Colne were worth 3 shillings and the ore smithies, when set to farm were worth £8 13 shillings and 4 pence (Farrer and Brownbill 1911, 524). Coal mines were operating in the township in the fourteenth century (Harland 1870, 30) As well as the lease of the fishpond in 1488, Christopher Lister was also granted rights to a '*sea-coal mine*' in Colne. Therefore, by the late medieval period, Colne appears to have been a primarily agricultural community, but with strong interests in rural industry, particularly the production of woollen cloth (Bennett 1957, 97), but also the small-scale exploitation of coal.

Colne was clearly a central place, but there is no direct evidence that it had a medieval market, and the first documentary record of a fair is not until 1587 (Tupling 1936, 93). It is possible that Colne had a customary market, as were held elsewhere in medieval Lancashire (Everitt 1976, 188-9), such as the corn market at Accrington where there was a manorial corn mill (Egerton Lea 2001a). However, the existence of a market cross of probable fifteenth-century date (Pevsner 1969, 106-7), suggests that Colne may have been a commercial centre by at least the late medieval period.

4.5 Post-medieval

Between 1527 and 1662 it is claimed that the number of households in Colne township rose from 51 to 74 (Porter, 1980, 31), yet the hearth tax returns of 1666 record 304 hearths in the township, 111 of which were in 16 houses (Farrer and Brownbill 1911, 522-3). This suggests a total of around 150 to 180 houses in the township. There were 170 hearths in the nucleated settlement of Colne, 55 of which were in 8 houses, which would suggest a total of about 60 houses. The size of the settlement indicates that it was large enough, compared to other Lancashire settlements, to have been considered urban by the seventeenth century, and is referred to as such in 1638-9 9 (PRO DL/5/12). Colne's role as one of the administrative centres of the Honor of Clitheroe, would have acted as an impetus for urban growth. On Saxton's map of 1577, Colne is one of the more prominent settlements of the county. Similarly, on Yates' map of 1786 (Harley 1968), it is a substantial and well-defined nucleation centred on the crossroads where the road north from Colne Bridge crossed the highway from Burnley. During the sixteenth century a considerable number of tenants were granted leases of land within the manor of Colne. In the seventeenth century the manor itself was demised by the Crown on a number of occasions. The Doughtys of Thornley, however retained Colne Hall, which they had acquired as a result of one of the earlier grants, and it passed from them to the Earls of Derby (Farrer and Brownbill 1911, 522-3).

Colne's prosperity in the early post-medieval period was based on agriculture, but there was a growth in the commercial production of woollen textiles. The presence of the fulling mill encouraged the growth of a local textile industry from an early date (Pelham 1958). Certainly, by the fourteenth and fifteenth-centuries, it is likely that many of the farmhouses were equipped for spinning, weaving or dressing cloth (Bennett 1957, 97). The textile industry evidently brought wealth to Colne, especially for the yeoman class who became clothiers and who ran loomshops, either as a secondary trade to agriculture, or as their sole source of income. This led to an increase in population, and in 1662, there were 52 copyhold tenements in the 'old hold', plus 23 in the 'new hold' (Farrer and Brownbill 1911, 525). The reference to old and new holds refers to the increased amount of land made available for settlement by the improvements and enclosures of the commons and wastes in the late sixteenth (PRO DL/6/26 1593) and early seventeenth centuries (PRO DL/44/1026 1618-19). The increase of wealth and status for some of the inhabitants is reflected in the number of higher status buildings in the town. Langroyd House, for example, was the home of a clothier on the northern fringe of the town. There was a building at Langroyd by 1540, although the present structure is a two-storey building with a boldly projecting two-storey gabled porch and a date-stone of 1605. An east wing was added to the original hall and further additions were made in 1900 and 1909 (Farrer and Brownbill 1911, 528). There are a number of other houses associated with the yeomen and clothiers of this period, including Greenfield House, which is of possible late sixteenth-century date (RCHME 1985, 142); Carry Bridge Hall built by John Waterhouse, a dyer, in 1702; the home of John Hartley, a clothier (RCHME 1985, 144; Spencer 1971, 23); The Great House, Red Lane; Langroyd Farm and Stanroyd Farm, all of which were built no later than 1710 (RCHME 1985, 188).

Colne had become the centre of the woollen industry in north-east Lancashire by the second half of the eighteenth-century. Production began to be more centralised, with some master weavers employing labour in loomshops and dandy shops (Harrison 1988, 38). In Colne Lane, on the south side of the town, there was a dyehouse and Tenter Croft in 1725 (MA L1/12/14/1). In 1775, the importance of the cloth industry to Colne was given physical representation by the construction of the Piece, or Cloth, Hall, built by a private company on land provided by Banastre Watson of Marsden Hall (LRO DDX/752/56/4). This became the major mart of the district and enabled clothiers and weavers to display their goods to outside merchants. It had twenty-three bays and a five bay pediment and consisted of two spacious rooms 54 yards (*c* 50m) long by 24 yards (*c* 22m) wide (Baines 1825, 620; Pevsner 1969, 106-7). Colne's role, as a centre of the woollen textile trade, is reflected in its commercial success, which itself is demonstrated by the significant number of inns which were well established by the eighteenth-century. The oldest known inn is the Hole-in-the-Wall, Market Street, first recorded in 1706, and thought to have been in existence at least 70 years before that. The Walton Arms on Windy Bank, originally called the Red Lion, probably dates to around the same period (Harrison 1988, 168), and the Duke William, Waterside, was built in 1709 (Harrison 1988, 171). One of the most important, and largest eighteenth-century inns was the Swan, or White Swan, on Market Street. Dating to 1716, it was the venue for the Halmote Court for over 200 years until it was demolished in 1938 (Harrison 1988, 169).

Plate 2: The Hole in the Wall, Colne's oldest recorded inn, in existence by the first half of the sixteenth century

By the post medieval period (CL L2 1761), Colne was a small, but clearly defined nucleation around

the junction of the King's Highway from Burnley to Bradford and the north-south road from Gisburn, via Langroyd, (Windy Harbour) to Colne Bridge. The centre of the settlement was marked by the market cross, stocks and water pump in the middle of the highway at the crossroads. A second nucleation developed at Waterside, by Colne Bridge. By 1651, it was a substantial settlement with 22 cottages and appurtenances and two houses (PRO E317/Lancs/12). One hundred years later development was beginning to spread along Colne Lane between the two nucleations (CL L2 1761). By 1786 (Harley 1968) Colne had become a more substantial nucleation around the crossroads, and Colne Lane had become fully developed, linking the upper town with Waterside. Another, much smaller nucleation had grown up around Primet Bridge, to the west of Waterside, where the road from Burnley crossed Colne Water. By this time, Colne appears to have been the largest town in the Hundred after Blackburn, an indication of its importance as a commercial and administrative centre.

Plate 3: The market cross, probably fifteenth century in date

By the end of the eighteenth-century, Colne was described as a small market town where `*the trade formerly consisted in woollen and worsted goods, particularly shalloons, calamancoes and tammies'* but where `*the cotton trade is of late introduced, the articles consisting chiefly of calicoes and dimities*' (Aitken 1795). By the first quarter of the nineteenth century, it was considered to be both `*an ancient and flourishing market town'* and `*a brisk second rate town*' where `*the manufacturing part of the population* [were] *chiefly employed in the making cotton goods for sale in the Manchester market'* (Baines 1825, 617, 619-20). The effects of cotton manufacturing had `*animated the "airy heights" of Colne and peopled the banks of its streams with thousands of industrious, intelligent and contented manufacturers. Prosperity has crowned the efforts of industry, and there are now about thirty master manufacturers in the town and its neighbourhood, whose enterprise and skill have been rewarded with merited success. The improvement of the town, and the increase of its inhabitants, evince its flourishing state, and although in a more remote and sterile position than Burnley, it exceeds the latter in the number, though not in the rapidity of increase, of its population* (Corry 1825, 313).

Colne's population more than doubled between 1801 and 1821 from 3,626 to 7,274 (Farrer and Brownbill, 1908, 43), probably as a result of an influx of handloom weavers into the town between the 1790s and 1810, a period which has been described as the `*golden age of handloom weaving*' (Turner 1992, 6). By the 1820s and 1830s, however, with the growth of power-loom weaving, it was a desperate time for handloom weavers. Colne seems to have been a centre of Chartism and the Admiral Rodney Inn was used as a headquarters by the local members of the movement. In 1839 Colne was claimed to be `*one of the three places best prepared for arms*' and rioting broke out there sporadically from 1840 to 1842 when Richard Sagar's Carry Bridge Mill was set on fire (Harrison 1988, 42). The poverty-stricken conditions of the 1820s and 1830s were blamed on the transition from hand to power-loom weaving. However the introduction of the fine *mousselines de laine*, enabled the continuation of hand-weaving, whilst coarser cotton fabrics became the province of power weaving (Harland 1870, 30).

4.6 Industrial and modern

Colne in the first half of the nineteenth century

The woollen cloth industry was in decline by the early nineteenth century, with the growth in the production of cotton cloth. However, the introduction of cotton cloth production in Colne was only a limited success, and the last 20 years of the eighteenth century saw only a modest expansion of the town (Harley 1968; CL Q31). The population increased by less than 1,500 in the first fifty years of the mid nineteenth century (Farrer and Brownbill, 1908, 43). It is likely that the opening of new cotton mills simply re-employed local handloom weavers in a factory environment, and did not attract any major influx into the district.

The fact that the population of Colne did not continue to increase at the same rate as neighbouring towns has been attributed to the failure of Colne manufacturers to combat the decline in handloom weaving by the construction of sufficient mills. As a result, workers migrated to towns where there were greater employment opportunities (Harland 1870, 28). It may be that Colne's rather isolated location, some distance from the centres of the cotton trade in Manchester and Liverpool, and competition from towns such as Burnley, made it more difficult to achieve the transition from wool to cotton until later in the century when communications improved. Crucially, Colne could not take full advantage of the Leeds and Liverpool Canal which lay some two and a half kilometres to the north west. Another reason for Colne's slow growth may have been the unattractiveness to entrepreneurs of the radicalism of the Colne works in the mid-nineteenth century. The next substantial period of population growth in Colne did not occur until late in the nineteenth-century. In the 30 years between 1871 and 1901, the population more than doubled from 8,633 to 19.055 (Farrer and Brownbill, 1908, 43).

Although the size of the settlement remained small, housing density increased with the development of a number of courts behind the existing frontages on the main street (LRO DRB 1/55). These provided dwellings for cotton handloom weavers from the late eighteenth and early nineteenth centuries. The main areas of growth were firstly a triangle of land north of Market Street, between Windy Bank and Buck Street, and secondly, on the south side of Market Street, between Clayton Street and St John Street. Houses in the latter area were probably for workers at Railway Mill, so-named because it was served with coal from a dedicated tramway from Foxclough Colliery. Much of this new housing comprised rows of back-to-back cottages, and flights of steps leading to the entrances of many of the houses on Ninevah, Parliament, Shackelton and Clayton Streets indicates that many of these cottages also had cellar dwellings beneath. The sub-division of properties and the construction of back-to-back housing and courts suggests that there was a lack of open land being made available for development. In 1842, there was a depression in the cotton textile industry and a continued dependence on handloom weaving, resulted in dismal living conditions for

Plate 4: Spring Road (top), the only surviving back-to-back houses in Colne, with Spring Yard, the rear properties (bottom)

many of the inhabitants. Some dwellings were said to have been furnished with only boxes and even large stones for chairs, and the inhabitants lived solely on oatmeal and water, with a quarter of the population on poor relief (Cooke Taylor 1842, 79). Whilst the arrival of the railway in 1848, appears to have acted as a spur to further mill development along the Colne Water near the station, housing expansion appears to have been limited by a continuing lack of available land for development. In addition, the railway station was a joint passenger and goods station, serving the entire town, but because it lay on the western edge of the town, its impact appears to have been limited. In general, Colne remained a relatively small and compact settlement centred on the crossroads, with Waterside a discrete settlement, forming the industrial centre of the town.

Colne in the later nineteenth century
In the second half of the nineteenth century, power-loom weaving at last eclipsed handloom weaving in the town. By 1870, the number of steam-powered mills had increased, and better wages and conditions had led to an increase in population (Harland 1870, 28). Subsequent development led to the infilling with terraced houses of the remaining open space between the town centre and Waterside, creating one continuous urban area. Waterside itself, had become the focus of industry, with mills extending along both sides of Colne Water into the Primet Bridge area where the railway line passed through the town. On the north side of the town, in contrast, there had been little additional development, apart from the addition of terraced houses in the Brown Street and Lord Street area near the railway station, and in the area of Salisbury Street north of Market Street and west of Skipton Road (OS 1895, 1:2500). From the end of the nineteenth century, however, a resurgence in the cotton industry led to the construction of a number of new mills along the North Valley, with areas of grid-iron terraced houses for the mill workers on both the north and south sides of the town. As well as housing provision for mill workers, a number of mill owners built houses in the town. They included Thomas Thornber England, owner of St Helens and Spring Garden Mills, who lived at Heirs House, Richard Sagar of Carry Bridge Mill who lived at Heyroyd, and Robert Shaw of Stanley Mills who lived at New Colne Hall.

Textile industry

(See appendix 1 for condition survey)

By the first quarter of the nineteenth century cotton had replaced wool as the Colne's main textile product. Although woollens were still being produced, calicos were now being made in considerable numbers, with around 12,600 pieces being produced and sent for printing in 1824 (Baines 1825, 617, 619-620). The Piece Hall, which had been the district's major mart following its erection by public subscription in 1775, declined into partial use for the sale of woollens. The upper floor was only now used during the annual fairs for the sale of general merchandise, with the main outlet for the town's textile products being Manchester cotton market (Baines 1825, 620). The earliest cotton spinning mills belonged to Thomas Thornber at Vivary Bridge and Nicholas England at St Helen's Mill (Wightman nd, 10), in the late eighteenth century. The owners were clothiers who put out thread to handloom weavers and bought back the finished cloth (Harrison 1988, 44). The first power-looms were installed in Walk Mill in 1832, when the ancient fulling mill was converted to a cotton mill, an indication that woollen cloth was no longer an important manufacture in the town. Other mills soon followed, such as Victoria Mill, with 300 power looms, in 1839 (Harrison 1988, 44). Spring Garden Works, Waterside, was built in 1847, this was gutted by fire in 1875 and replaced by Spring Gardens Mill (Wightman nd, 10). By 1870 Robert Shaw had built Stanley Mills, as well as acquiring Railway Street Mill and Great Holme Shed (Bentley 1986, 31; Wightman nd, 10). By this date, most mills were steam-powered, although seven mills were still using water power (Harland 1870, 30). By the end of the nineteenth century, there were 29 firms involved in cotton manufacture, though some shared the same mills

Plate 5: Derby Street Mill

(Harrison 1988, 56). One of the last mills to be erected was Glen Mills in 1906 (Spencer 1971, 24). The earlier mills were sited along Colne Water, as well as the brook in the North Valley. Later mills were not so limited, such as Railway Street Mill, which was supplied by the tramway from Foxclough Colliery (see section 5.6.5), and a number were developed along the main road. Even so, Waterside and Primet Bridge continued to be the focus of industrial Colne, with a secondary centre of early twentieth century mills in North Valley.

Mining and quarrying

Coal mining continued to be a significant industry in Colne throughout the post medieval period (PRO E317/Lancs/8 1650 and 1652), and continued to be of importance into the nineteenth century. In 1833, of the eleven steam engines working in Colne, three were employed in local collieries (Harland 1870, 30). By the end of the 1800s there were 12 coal merchants based in premises around the railway station (Harrison 1988, 56). This seems to indicate that the mills were now reliant on imported rather the locally produced coal and by 1911 coal mining in the area was being referred to in the past tense (Farrer and Brownbill 1911, 523). Numerous coal pits lay to the south of the town in the Carry Heys area (LRO DDB/60/4) and at Fox Clough in the mid-nineteenth century (OS 1848 1:10560). Fox Clough was mined from the early seventeenth century, and continued on until 1872 (Nadin 1990, 74). Although this colliery lay outside the defined urban area, it was linked to the town by a tramway (OS 1848 1:10560). This ran down the hillside from the mine to Colne Water and then from an engine house just east of Colne Bridge by a viaduct and tunnel to a railhead at Railway Street (OS 1851 1:1056).

Quarrying was a small-scale industry in Colne from at least the seventeenth century (PRO E317/Lancs/8 1650), though mostly carried on outside the defined urban area. In the mid-nineteenth century, for example, there were numerous sandstone quarries to the north and east of the town, where the Millstone Grit is not overlain by Coal Measures (OS 1848, 1:10560). Sandstone quarrying within the defined urban area was carried out on a very small scale, probably for individual buildings. Sand was extracted at Stanroyd, Bunker's Hill, near the site of the main Post Office on Albert Road and Knotts Lane (Harrison 1988, 132). In the nineteenth century a number of brick works were established outside the defined urban area, at Knott Lane. The brickworks here began in 1890 and continued until the 1940s (Wightman nd).

Other Industries

Colne had a number of iron foundries and works for the manufacture of looms and mill furnishings (Farrer and Brownbill 1911, 523), the earliest of which is Victoria Foundry, Buck Street in existence by 1851 (OS 1851, 1:1056). By 1895 (OS 1:2500) there was an iron works on Skelton Street, a foundry at Primet Bridge and Red Scar Spring Works. Brewing appears to have been carried out only on a local scale, with Bent Lane Brewery, Keighley Road in existence by 1848 (OS, 1:10560), and Albert Brewery, off Windy Bank, by 1895 (OS, 1:2500), which had become the Borough Brewery by 1912 (OS 1912, 1:10560). Tanning was a long-established industry, documented in Colne from 1521, and at Waterside in 1795 (Harrison 1988, 133). The site at Waterside is probably the same tannery as documented to be run by Thomas Lonsdale in 1825 (Baines 1825, 623), and

marked as the tannery at Waterside in 1848 (OS 1848, 1:10560). In 1895, it was described as a 'fellmongery' (OS 1895, 1:2500), and in 1912 it was the Waterside Leather Works (OS 1912, 1:2500). It closed in 1988 (Harrison 1988, 133). In 1860 Ball Grove Cotton Mill was turned into a tannery by the Sagar brothers. It became a world-wide exporter of leather following the invention of an internationally famous degreasing machine in 1895 (Harrison 1988, 134). Other industries by 1851, included a rope walk off Colne Lane, and a number of timber yards in the town (OS 1851, 1:1056), as well as preserve works on Burnley Road and at Victoria Mill in Colne Lane by the end of the nineteenth century (OS 1895, 1:2500).

Commercial development

By the first quarter of the nineteenth century, a fair was held four times a year and a special cattle fair on the last Wednesday of each month (Baines 1825, 619; Farrer and Brownbill 1911, 523). The weekly market was held on Wednesdays, and in 1833 an additional market was held on Saturdays (Farrer and Brownbill 1911, 523). The traditional commercial centre was focused on Market Street and Church Street, though by 1876 this had expanded along Windy Bank and Colne Lane, and by 1902, there were also a significant number of shops in Albert Road. The Piece Hall, which had been the centre of the woollen cloth trade, was by 1911 used only for public meetings and dramatic performances (Farrer and Brownbill 1911, 523). The number of basic retail outlets, such as butchers, grocers and greengrocers, and service industries, such as banks (LRO DDBd/14/30) increased throughout the nineteenth century, but particularly towards the end of the century, and the variety and number of goods and services widened (Baines 1825, 621; Mannex 1851, 466; Mannex 1876, 113; Barrett 1902, 587). The Co-operative Society opened its first shops in 1876 in Parliament Street and Primet Bridge, at the same time as a separate Waterside Industrial Co-operative Society was formed. In 1902 the Co-operative Society built new offices, designed by FEL Harris in an asymmetrical gothic style (Spencer 1971, 6; Pevsner 1969, 107) on the site of the gardens of Colne Hall. A Co-operative

Plate 6: Norway House, the Co-operative store built in 1902 on the site of Colne Hall

'emporium' was built in 1906-7 on Albert Road to a design by R Worcester (Pevsner 1969, 107), and was the first department store in England to be built using steel-reinforced concrete (Harrison 1988, 63).

Pubs, inns and hotels

By the second half of the eighteenth century, the number of inns and public houses had grown significantly. In addition to the seventeenth and early eighteenth century inns, there was the Admiral (or Lord) Rodney opened after 1782 (Harrison 1988, 171), the Red Lion on Market Street, the King's Head on Church Street, both built in 1790 (Harrison 1988, 167-8), and the Shepherd's Arms, Clayton Street, dated 1795 (Harrison 1988, 171). Some early nineteenth century inns were established in existing buildings. The Jovial Hatters at 8 Windy Bank, for example, opened as an inn in 1804, although the building originated around 1740 as a hat maker's workshop (Harrison 1988, 168). The Derby Arms opened in the house of the Derby family, which was in existence by 1698, when a huge banquet was held there (Harrison 1988, 166). By the early nineteenth century, a number of other public houses and inns had opened in the town, such as the Spinners Arms on Primet Hill dated

to the 1820s (Harrison 1988, 166), the Robin Hood, Waterside, of *c* 1824 (Harrison 1988, 171), and the Commercial, Skipton Road, built in 1822. The Commercial was originally called the Railway Hotel, because of its proximity to the coal tramway (Harrison 1988, 170). Other public houses in existence by 1825 (Baines 1825, 622) included the Black Bull, Mason's Arms, the Black Horse, the White Horse, the Fleece, Parker's Arms, the Cross Keys and the Craven Heifer. The Crown was built in 1853 to serve rail travellers (Harrison 1988, 166), and in 1895, the Union Hotel, opened in the former Mechanics' Institute (Harrison 1988, 170).

Plate 7: The Derby Arms, first opened in a seventeenth century house, and rebuilt as a purpose-built public house in 1887

Non-conformist chapels, old dissent

The Baptists had a presence in Colne from at least 1717 (Farrer and Brownbill 1911, 535), but did not establish a permanent place of worship in a 'preaching house' in Back Market Street, off Windy Bank, until 1767 (Yates 1985, 8). A small chapel was built at the junction of Colne Lane and West Street in 1788, although baptisms were performed in St Helen's Well, in the tannery yard at Waterside (Yates 1985, 206). In 1826 Zion Chapel was opened on Keighley Road and the Colne Lane chapel was sold to the Inghamites. In 1882-3 Zion Chapel was demolished and Trinity Baptist Chapel was built on the site (Yates 1985, 208; Harrison 1988, 103-5). In 1907 a new mission church was established on the corner of Smith Street and Albert Road but this closed at the outbreak of war and was later sold as offices (Yates 1985, 209). The Independents or Congregationalists began with services in the Cloth Hall in 1807, but in 1810 they built Dockray Street Chapel, which was also used as a school. A larger chapel was built to the north in 1879 and the first chapel became a Sunday school, and was replaced by a new building in 1898 (Farrer and Brownbill 1911, 535). The Unitarians began meeting in Colne in 1826 but their chapel on Stanley Street was not opened until 1879 (Unitarian Church Stanley Street, Colne, 1929, 27).

Non-conformist chapels, new dissent

Methodism was introduced to Colne from the mid-eighteenth century, when both Benjamin Ingham, in 1743, and John Wesley, on three occasions, preached there (Harrison 1988, 105-7). The first Wesleyan chapel was in Colne Lane in 1777 (Harland 1870, 28-9). In 1824 they moved to another chapel in Westgate (Spencer 1972, 20), and the original chapel probably became a school (see section 5.7.10). Other Wesleyan chapels were built on Collingwood Street in 1882 (Farrer and Brownbill 1911, 535), on Langroyd Road in 1890 (Burton 1979, 3) and on Blucher Street (Harrison 1988, 109), and there was a school-chapel on Cotton Tree Lane by 1912 (OS 1912 1:10560). The first Inghamite chapel was established at Sagar Fold on Keighley Road, and in 1826 they acquired the former Baptist chapel in Colne Lane, which was replaced with a new chapel in West Street in 1908 (Harrison 1988, 106-7). The Inghamite school in Midgley Street, with a datestone of 1877, later also became a chapel (Pevsner 1969, 106). The New Connexion Methodists, or Kilhamites, broke away from the Wesleyans in 1797, and opened Ebenezer Chapel on Skipton Road in 1811 (Farrer and Brownbill 1911, 535) and the Primitive Methodists built Providence Chapel in Garden Street, Waterside in 1844 (Harrison 1988, 107; Baines 1825, 618-9). In 1851 a group of the Primitive Methodists seceded from Waterside and took over Ebenezer Chapel (Harrison 1988, 108-9), which was rebuilt on the site in 1880 (Spencer

1972, 22), with another chapel built at Bolton Street, Bunker Hill (OS 1912, 1:2500, 56.4). Those remaining at Waterside allied themselves to the Free Gospel Church although in 1865 a further schism led to the establishment of the Methodist Free Church at Mount Zion Chapel in Exchange Street (Harrison 1988, 109). The Free Gospel Church was a successful movement in Colne, and in 1857 they built Bethel Chapel on the south side of Burnley Road, Primet (Harrison 1988, 109). In 1872, a new chapel, in the free renaissance style was built on the other side of Burnley Road (Pevsner 1969, 106), although only the earlier chapel building still stands. In 1879 the foundations were laid for a new Free Gospel Church in Lenches Road, and the Garden Street chapel became a Sunday school. In 1909 the Free Gospel Church, by then Independent Methodists, were building another chapel in Lenches Road (Harrison 1988, 108-9; OS 1851, 1:1056, 3; OS 1912, 1:2500, 56.4). They later moved to 'The Gables' on Albert Road (Spencer 1972, 25) and all of their former chapels in the Waterside area have now been demolished.

Anglican and Roman Catholic churches

The Parish Church of St Bartholomew stands close to the top of the high ridge upon which the town is situated. As it appears today the church comprises a nave and chancel with full-length north and south aisles, each with a chapel, and a west tower in perpendicular style, mostly dating to the sixteenth century (Farrer and Brownbill 1911, 530-1; Pevsner 1969, 105). The north aisle, which was added in 1889, is a double aisle replacing the original medieval north aisle and a further aisle that had been added in 1857 (MacVicar 1939,17). Christ Church, Keighley Road, was built in 1835 towards the eastern end of the town. It is a 'Commissioners'-type church, with lancet windows between buttresses and a west tower, even though it was not built by the Church Commissioners (Pevsner 1969, 106). At the western end of the town, Holy Trinity, Burnley Road, dates from 1912. It was designed by RB Preston in the Romanesque style with 'military-style' corbel friezes and circular clerestory windows (Pevsner 1969, 106). Prior to 1851 Roman Catholics had to travel to Burnley to attend Mass. In that year services were held in the stable loft of the Angel Inn but the congregation was driven out by local hostility. Another mission was begun in a room in the Cloth Hall in 1871 but it was not until 1888 that a chapel, which was also used as a school, was finally opened in Derby Street (Harrison 1988, 111-2). In 1897 the Church of the Sacred Heart was built in Queen Street (Durkin and Mulligan 1986, 45). There was also a chapel of ease, St Ursula's, located in a barn at Cotton Tree (Durkin and Mulligan 1986, 85).

Schools

A Grammar School was in existence by 1558 (Farrer and Brownbill 1911, 536), supported with endowments dating from 1687 and with parish funds (Harrison 1988, 115). It was re-built by public subscription in 1812 but by 1870 only six boys were receiving instruction there (Harland 1870, 29) and it closed in 1887 (Farrer and Brownbill 1911, 536). The school may have originated as a chantry school as it was situated within the churchyard of St Bartholomew's (Harrison 1988, 116). The first national school was opened in 1836 near Christ Church, and this was followed in 1844 by St James', Waterside and St Bartholomew's, Exchange Street (Harrison 1988, 118). A national school was opened in Primet Bridge in 1875 and was replaced with a larger building in 1879. There was also a British school on Colne Field by 1842 (Harrison 1988, 119). Many other schools also opened in Colne in the nineteenth century, associated with the

Plate 8: The Wesleyan Methodist Schools of 1868, Colne's largest school by 1899

non-conformist chapels. The Baptists opened the first Sunday School, presumably in the chapel, in 1800 (Harrison 1988, 116), and in 1853 a purpose-built Sunday school was erected on the former burial ground at Zion Chapel, with another behind Trinity Chapel in 1883 (Yates 1985, 16). This latter school later became the Baptist church. By 1825, the Wesleyan Methodists in Colne Lane, the Independent Methodists in Commercial Road and the Congregationalists in Dockray Square all had their own Sunday schools (Baines 1825, 619). The Wesleyans also had a dedicated school building by 1848 behind Victoria Mill on Colne Lane (OS 1851, 1:1056), presumably in their former chapel. This was replaced with new Sunday and day schools in 1868 in Great George Street (Harland 1870, 29), which was the largest school in Colne by 1899 (Harrison 1988, 119). In addition, the Wesleyans had schools in their chapels at Collingwood Street and Cotton Tree Lane as did the Primitives at Skipton Road and Bunkers Hill. The Bethel chapel built a new school on Burnley Road in 1872 (Harrison 1988, 109; Pevsner 1969, 106). This building still stands as does the Inghamite school, built in 1877 and which later became a chapel (Pevsner 1969, 106). A Local School Board was formed in 1897, when the first Board school was opened at The Park on Gordon Street, followed by Lord Street School in 1902 (Harrison 1988, 120). Adult education began in 1862, when Railway Street Iron School was founded by Mr and Mrs Wildman and supported by voluntary subscription (Harland 1870, 29). A technical school was opened in 1902, which became a secondary school following the passing of the Education Act of 1902 (Harrison 1988, 63, 120).

Public Buildings

Colne's position as an early commercial centre for the woollen cloth trade resulted in the development of the Piece, or Cloth, Hall, in 1775. It was evidently built to be impressive, as it was twenty-three bays long and had a five bay pediment (Pevsner 1969, 106-7). The fifteenth century market cross indicates the presence of a market from at least the end of the medieval period (www.imagesofengland.org.uk), although no market hall was provided until the beginning of the twentieth-century, when a market hall was opened on Dockray Street (OS 1912 1:2500). A Mechanics' Institute was established in 1847 at Cumberland House on Market Street, a former mill owner's house, and which continued until 1870, later becoming the Union Hotel (Spencer 1972, 16). Colne acquired more public buildings following the establishment

Plate 9: Colne fire station

of the Local Board in 1875 (Farrer and Brownbill 1911, 530). By 1870, there was a court house used by both petty sessions and the county court, (Harland 1870, 29), and a fire station was established in converted cottages in Dockray Street in 1886. This was replaced by a new building on the same site in 1905 (Harrison 1988, 58, 63). A Free Trade Hall had opened on the north side of the town centre, on Ivegate, by 1891 (OS 1893 1:2500), although this had become the Theatre Royal by 1911 (Farrer and Brownbill 1911, 530). The Town Hall, designed by JW and RF Beaumont in '*symmetrical mildly domestic gothic*' style opened in 1894, followed

Plate 10: The Town Hall of 1894

by the Municipal Hall, by Woodhouse and Willoughby in Elizabethan style, in 1901-2

(Pevsner 1969, 106-7). A library was opened in 1895 but it was not until 1907 that, with funding from the Carnegie Foundation, it obtained its own premises at The Gables, another former mill owner's house in Albert Road, (Harrison 1988, 63, 124). In the early 1900s, the Corporation developed the only remaining area of open ground in the town centre, between Market Street and West Street and to the east of Colne Lane, where there had been a football ground in the early 1890s (OS 1893 1:2500). The area was laid out as a crescent, called Ludgate Circus, centred on a new cattle market, with a new public baths on the west side, and with, in 1906, a new Council school to the south (Harrison 1988, 120).

Public Utilities

Colne's status as an early centre of the woollen cloth industry led to the early establishment of a water supply. In 1806 a waterworks company was established to provide Colne with water piped from Flass Spring near Laneshaw Bridge about two miles east of the town (Harland 1870, 29). The main customers were businesses, however, and many inhabitants had to rely on local springs. Although a small reservoir was subsequently built at Bents, which was rebuilt in 1867, complaints about the poor quality of the water continued (Harrison 1988, 52), and the town was hit by an epidemic of typhoid early in 1876. The Local Board acquired the water company in 1880, although a new reservoir at Laneshaw Bridge, begun in 1884 was not completed until 1889 (Harrison 1988, 61-2). A sewage works was built at Greenfield in 1885, although the system was not finally completed until 1888 (Harrison 1988, 61). In 1838, the Colne Gaslight and Coke Company established a gasworks in Gas Street (Wightman nd), and the first street lamps were erected in 1840, and by 1842 a new works was built on land in Green Lane (Harrison 1988, 61). In 1877 the Company was taken over by the Local Board (Farrer and Brownbill 1911, 530) and the works at Green Road were extended further in 1891 and 1894 (Harrison 1988, 61). Attempts were made to improve the streets from as early as 1823, by the construction of causeways, which were patrolled by nightwatchmen until 1840 and a paid constable was appointed in 1834 (Harrison 1988, 51). In 1859, land was purchased for a cemetery, opened in 1960, which had '*two handsome chapels with elegant spires linked by a gateway with a tower over*' (Pevsner 1969,106) designed by Pritchett of Darlington (Harland 1870, 29). In 1901 the supply of electricity began from the works on Phillips Lane (Wightman nd, 1).

5. STATEMENT OF HISTORIC URBAN CHARACTER AND NATURE AND SIGNIFICANCE OF THE ARCHAEOLOGICAL RESOURCE

5.1 Surviving plan components

Church and Churchyard (Areas 1-5)

- St Bartholomew's Church (Area 1)

Colne's parish church (www.imagesofengland.org.uk) and churchyard is of medieval origin, but with surviving fabric of mostly sixteenth century date. There are fragments of thirteenth and fourteenth century fabric inside the church. The churchyard contains a medieval cross and a Sunday School building of 1812 (www.imagesofengland.org.uk) which originated as the Grammar School in the sixteenth century (Farrer and Brownbill 1911, 536). The church and churchyard are not large but form one of the key focus points around which the town developed.

- Church of the Sacred Heart (Area 2)

In 1897 the Church of the Sacred Heart was built in Queen Street. The character area also includes the adjacent Sacred Heart Junior School.

- Langroyd Methodist Chapel (Area 3)

Langroyd Methodist chapel was built in 1890. It is marked on the 1893 map as a 'Wesleyan Mission Room' (OS 1893, 48.16).

- Christ Church (Area 4)

Christ Church was built in 1836 as a Commissioners style church, although not by the Church Commissioners (Pevsner 1969, 106). It is of stone construction and has two storeys and a three storey tower. Its windows are tall and arched. Adjacent to the church is its associated churchyard and opposite on the other side of Bent Lane is Christ Church Anglican School, also built in 1836 (Harrison 1988, 118).

- St John's Methodist Church (Area 5)

St John's Methodist Church is shown as a 'Wesleyan Methodist Chapel' on the 1848 OS mapping (OS 1:10560, 1848). It has two storeys and is of stone construction. It is situated close to the commercial centre of Colne and is adjacent to bye-law terraced housing.

Civic Centre (Area 6)

An area of municipal, office and commercial buildings - the focus of Colne's civic centre at the beginning of the twentieth century. It includes Colne Hall and The Gables, both built as middle-class houses but adapted for other uses. The Gables became the Carnegie Library in 1907 (Harrison 1988, 63, 124), when the market cross (now a war memorial) was set up in the front garden. It is now the Providence Independent Methodist church. Colne Hall, now Princess House, became offices for the Co-operative Society (Spencer 1972, 25), and adjacent is

Plate 11: The Municipal Hall

Norway House the Co-operative Emporium which was built in 1906 (www.imagesofengland.org.uk). The area also includes the Municipal Hall, built in 1901-2 (Pevsner 1969, 106) and now used as a College of Further Education; and a rectory.

Commercial Centre (Areas 7-8)

- Albert Road (east) (Area 7)

This character area comprises commercial buildings fronting Albert Road to the west of St Bartholomew's church and Market Street. The area developed a commercial role from the end of the nineteenth century. This area also includes the Town Hall designed by JW and RF Beaumont and opened in 1894 (Pevsner 1969, 106-7).

- Market Street (Area 8)

Colne's commercial centre, now much altered by twentieth century redevelopment, is focused on the market place and includes the area of medieval and post medieval settlement. This character area includes some of Colne's many traditional inns, such as the Red Lion, the Commercial, the Hole in the Wall and the Black Horse, all clustered around the market place. At the eastern end of this commercial centre was the Zion Baptist Chapel, now demolished, and the surviving Sunday School to the rear, now used as the Baptist church, as well as the Union Hotel, built as a mill owner's house and later used as the Mechanics' Institute (Harrison 1988, 170; Spencer 1972, 16). Although much of the area today has a late nineteenth century appearance, many of the buildings clearly have older origins. Elements of the post-medieval courts survive behind Market Street on the north side, and there are surviving loom shops and warehouses between Dockray Street and Skelton Street.

Plate 12: Market Street, one of Colne's surviving pre-nineteenth century buildings

Textile Industry (Areas 9-18)

- Grove Mill (Area 9)

Grove Mill, or Grove Shed, was built as a single-storey cotton weaving mill between 1891 and 1910, and was extended on both sides between 1910 and 1930. Only the eastern extension now survives (Taylor 2000, 70). The character area also includes a one storey, rendered, modern industrial building.

- Greenhill and Oak Mills (Area 10)

Greenhill and Oak Mills were built on Skipton Road to the north of the town centre. Greenhill was constructed of coursed stone rubble between 1854 and 1879 as a steam-powered cotton weaving mill, with a single-storey weaving shed. The warehouse and yarn preparation blocks have been demolished (Taylor 2000, 70). Oak Mill, on the opposite side of the road, was built as a steam-powered room and power cotton weaving mill between 1891 and 1910, with a second phase of construction on the site of a leather works between 1910 and 1930. The earlier building has been largely demolished (Taylor 2000, 72-3).

- Stanroyd Mill (Area 11)

Stanroyd Mill was built on the eastern extremity of the defined urban area as a steam-powered worsted mill in 1879. By 1887 it had converted to cotton weaving and was expanded considerably after 1891-3 and had doubled in size by 1930 (Taylor 2000, 78).

- Primet Bridge Mills (Area 12)

The character area comprises of a series of textile mills and associated industrial premises along the north bank of Colne Water at Primet Bridge. The earliest buildings include Primet Foundry and Garden Vale Mill, both of which date to around 1850 (Taylor 2000, 67, 73). Calder Bank and Bankfield Mills were built between 1853 and 1879, the former as a bleach works and was converted to a cotton mill in the 1920s (Taylor 2000, 60, 64). In the early twentieth century, a further expansion of mill building led to the construction of Riverside Mill between 1902 and 1910 (Taylor 2000, 76) and Bradford Mill in 1924 (Taylor 2000, 62).

Plate 13: Greenfield Mill, Primet Bridge

- Walk Mill (Area 13)

This area contains a woollen textile mill that, following the installation of power looms, was converted to cotton in 1832 (Harland 1870, 30). The mill doubled in size in 1906-8, with a new weaving shed on the site of the original mill dam (Taylor 2000, 80). The name of the mill indicates that it stands on the site of the medieval fulling mill at Waterside, which was in existence by 1296 (Ashmore 1969, 38). Two weaving sheds survive, although one has been rebuilt internally, and parts of the multi-storey warehouse and preparation block also survive (Taylor 2000, 80).

- Derby Street Mill (Area 14)

Derby Street Mill was built in 1892 (Wightman nd, 13), as a steam-powered cotton-weaving mill. It comprised a mill building, a warehouse and yarn preparation block of three storeys, a single-storeyed weaving shed with an internal corner engine, and boiler houses. In 1894, the mill was doubled in size by the addition of a new weaving shed with its own warehouse and preparation block (Taylor 2000, 66). Next to the mill is the Stanley Street Works, built between 1891 and 1910, and comprising three tall, wide sheds and attached L-shaped wing (Taylor 2000, 78).

- Walton Street Shed (Area 15)

This area comprises a steam-powered, cotton weaving mill built between 1879 and 1887. It is built of coursed stone rubble and comprises of warehouses and yarn preparation blocks with a single-storey weaving shed behind (Taylor 2000, 81).

- Glen Mills (area 16)

Glen Mills was built in 1906 as a cotton-weaving shed and a dyeworks, that shared a common power source. Both the dyehouse and weaving shed were extended in the second half of the twentieth century (Taylor 2000, 68).

Railway (Area 20)

This character area comprises Colne Station and a short length of railway track. Although the railway line and platform has survived and is still in use, several areas of associated infrastructure such as extensive sidings and goods sheds are no longer extant, with some of the land now in use for industrial and commercial purposes, or for recreation. Many smaller features such as signal boxes, and signal posts have also been lost since the nineteenth century.

The Midland Railway formerly ran through Colne to Shipley, via Skipton. However, this route into Yorkshire was closed in 1970 leaving Colne as a terminus on the line from Preston (Bairstow 1988, 66).

Rural settlement (Areas 19-33)

- Areas 19-21, Area 23, Areas 25-27, Area 29

These eight areas of pre-urban rural settlement are spread throughout much of Colne, although they are mainly situated close to the edges of the urban area and there are none in the town centre itself. The character areas are all small, generally containing only two or three buildings, and most are at least partly surrounded by areas of later development. Buildings within the sites date to between the seventeenth and nineteenth centuries, and no sites contain any listed buildings or structures. The character areas may also include farms and cottages.

- Bent Cottage and the Old Brewery (Area 22)

This character area comprises Bents Brewery and cottage, which were in existence by 1848 (OS 1:10560, 1848, 56). Brewing appears to have been carried out only on a local scale.

- Great House Farm (Area 24)

Great House Farm is listed at Grade II and was built no later than 1710. It is situated on the northern edge of the survey area. At this time large houses were being built for the yeoman class who had became clothiers and who ran loomshops, either as a secondary trade to agriculture or as their sole income. Great House Farm was considered to be one of these high status residences.

- Sagar Fold (Area 28)

A small area of former back-to-back cottages on either side of the cemetery entrance. It also includes the former Inghamite Chapel, built in 1825-6, and now converted to three cottages.

- Greenfield (Area 30)

An area of rural settlement on the western edge of the defined urban area. Included within the area is Greenfield House Farm and Greenfield House, which form part of a once larger house, dating to the sixteenth century, and a barn of seventeenth century date (www.imagesofengland.org.uk). The character area also contains some late twentieth-century buildings.

- Bents (Area 31)

An area of rural settlement on the eastern edge of the defined urban area, comprising farmhouses and cottages that were in existence

Plate 14: Lidgett

by the late eighteenth century (Harley 1968). This area may have developed as a handloom weavers' settlement. There are various styles of housing in this character area, but generally the houses are terraced, of stone construction, have two to three storeys, and are likely to have porches.

- Lidgett (Area 32)

An area of rural settlement originating in the eighteenth century (Harley 1968) along Skipton Old Road, and later along Keighley Road. The earliest known house is a three-storey house dated to 1749 on Skipton Old Road (www.imagesofengland.org.uk). By the early nineteenth century (OS 1848 1:10560) a row of stone-built cottages had been built alongside this house, many of which have windows that suggest the houses were used for handloom weaving. On Keighley Road, rows of terraced housing had been built by the late nineteenth century. The houses are terraced, of stone construction and some have ground floor bay windows and porches. At the junction of the two roads is a former toll house, presumably built for the upgrading of the road to Skipton as a turnpike route.

- Langroyd (Area 33)

An area of rural settlement on the northern edge of the defined urban area, comprising Langroyd Hall and Farm, the latter now converted into several dwellings. Langroyd Hall has a datestone of 1604 (www.imagesofengland.org.uk), although documentary evidence indicates that there was a farm on the site from the late medieval period (Farrer and Brownbill 1911, 528). Langroyd Farmhouse dates to the seventeenth century with later alterations and additions (www.imagesofengland.org.uk).

Middle Class Housing (Areas 34-37)

- Keighley Road (Area 34)

An area of middle-class houses formed as ribbon development on Keighley Road from the second half of the nineteenth century. The houses were built as short terraces of villas, all have small front gardens and many have rear gardens rather than yards. The houses are larger and more impressive than most other terraced houses in the town, and many also have substantial bay windows and porches. Four ashlar-faced, double-fronted terraced houses at 4-10 Keighley Road, near to the town centre are amongst some of the most imposing houses in this area. The character area also includes shops and other commercial properties.

Plate 15: Middle-class houses on Keighley Road

- 2-12a (even) Reginald Street (Area 35)

- 28- 46 (even) Priestfield Avenue (Area 36)

These two areas of middle-class housing lie on the edge of an area of late nineteenth century bye-law terraces. The houses are larger than most other terraced housing in the town, have two storeys and are of stone construction. They have rear and front gardens and although they may be contemporary with the bye-law terraces, they are of higher status. There is a service road to the rear of Priestfield Avenue.

- Albert Road (Area 37)

An area of middle-class housing formed as ribbon development along Albert Road from the late nineteenth century. The houses fronting Albert Road are larger terraced houses and semi-detached villas. To the rear of the houses on the south side are a series of terraced houses, which appear to have been intended for lower-middle-class occupants. All have small front gardens and rear yards, but many also have bay windows. The character area also includes Colne's head post office a theatre, works, hotel, car parking and a row of shops.

Bye-Law Terraced Housing (Areas 38-55)

Terraces laid out in a gridiron pattern of streets form the largest definable surviving pre-twentieth century plan component in Colne. The housing was laid out generally from the middle of the nineteenth century onwards. The pattern of this large-scale development was dictated by the linear nature of Colne's existing settlement along the main road on the side of the valley of the Colne Water. The terraced houses also spread along the sides of the valley, on either side of the main road.

The terraced housing was formerly far more extensive, covering much of the town centre and other areas between the surviving blocks. These areas have been redeveloped for twentieth-century housing, industrial and commercial uses. The ragged outlines of the surviving character areas are partially a reflection of the piecemeal redevelopment of the surrounding areas and partly due to the proximity of other character types such as textile mills and in some cases higher-status housing. Pockets of other nineteenth-century character types or twentieth century infill development or redevelopment lie within some of the larger areas of terraces, some representing the former sites of terraces or other buildings.

- Skipton Road and Langroyd Road (Area 38-39)

An area of terraced houses along Skipton Road, Glen Street, North Street, Stonebridge Terrace, and the streets bounded by Langroyd Road and Montague Street and New Oxford Street, on the edge of the nineteenth century urban area. The houses were developed from the end of the nineteenth century or very early in the twentieth century, probably following the construction of North Valley Road in 1901. They have two storeys, are of stone construction and are accessed to the rear by cobbled service roads. There are some rear extensions. The majority also have small front gardens, although some of higher status properties have larger front gardens, however there are some terraces that front straight onto the street. The streets were laid out in a grid pattern and follow the contours. The area includes some commercial properties and Longroyd dyeworks, which was in operation before 1848.

- Haverholt Road, Alkincoats Road, Cotton Tree (Areas 40-42)

Haverholt Road, Alkincoats Road and Cotton Tree were probably developed following the construction of the North Valley Road in 1901. The houses in the Cotton Tree area were built for workers at Stanroyd Mill, which opened in 1876 (Taylor 2000, 78). The terraces in these areas were laid out in a grid pattern and generally have two storeys, are of stone construction and are accessed to the rear by cobbled service roads. The majority also have small front gardens, however, one terrace in Alkincoats Road fronts straight out on the street. On Haverholt Road, there are two pairs of semi-detached properties that have large front gardens and steps and were constructed before 1912. Single storey bay windows and porches are common features in Alkincoats Road and one terrace here still retains most of the original windows. At Cotton Tree there are also some commercial properties including shops and a post office.

Grid-iron development (areas 43-48)

- North Valley (Area 43)

Almost all of the terraced houses in this character area are of two storeys. The terraces are stone-built, and rear access is provided by service roads, the majority retaining cobbled surfaces. Some of the houses have small front gardens but many front directly onto the street. Single storey bay windows and porches are rare in this area. The houses were generally constructed between 1844-91 although there are rows constructed in the late nineteenth century and early twentieth century. The streets were laid out in grid-iron pattern, up and down the slopes. Included in the character area is the Lord Street County Primary School, both large and small scale industrial premises, a garage, shops, Hendly Hotel and Colne National Spiritualist Church.

This area also include older elements, for example the row of back-to-back cottages on Spring Lane, on the road to Vivary Bridge Mill.

South of Albert Road (Area 44); Grosvenor Street (Area 45); Skipton Road (Area 46); Stanroyd (Area 47); Oak Street (Area 48)

Almost all of the terraced houses in these character areas have two storeys. The terraces are stone-built, and rear access is provided by service roads; some retaining cobbled surfaces, in fact some of the front streets are cobbled. Some of the houses have small front gardens but many front directly onto the street. The houses were generally constructed between 1844-91 although there are rows constructed in the late nineteenth century and early twentieth century. The streets were laid out in grid-iron pattern, up and down the slopes.

The character area south of Albert Road also contains several industrial buildings, including a mineral water factory that is shown on the 1893 mapping (OS 1:2500, 1893, 56.04), shops and a museum.

There are also commercial properties on Skipton Road and areas of modern infill, including two detached houses. Furthermore in this area some terraces were laid out following the contours and in rows of four. There is also a terrace that is rendered.

In Stanroyd, some houses have single storey bay windows and there are some residential flats situated over commercial properties. Similarly there are occasional single storey bay windows and porches in Oak Street. Furthermore, here two terraces have date stones – 'Windsor Terrace 1886' and 'Jubilee Terrace 1887'.

The Oak Street area of grid-iron development lies on the north side of the town and was built in the first years of the twentieth century, probably following the construction of North Valley Road in 1901.

-Town Centre (Area 49); Leach Street (Area 50); End Street (Area 51); Leopold Street (Area 52); Hargreaves Street (Area 53); Talbot and Hanover Street (Area 54); Church Meadow (Area 55)

As well as the large continuous areas of terraces, Colne also contains numerous smaller character areas of this type. These occur throughout much of the town, including the centre, with areas ranging in size from a single terrace to a small group of terraces. Some houses, particularly those nearer to the town centre, represent remnants of the more extensive developments that once covered the area but have since been cleared, so that these terraces have lost their original context. A small number of terraces were built in isolated situations at some distance from the town centre, but now form small pockets within or at the edge of later housing developments of an entirely different character, and have therefore also lost their original context.

Some terraces post-dating 1893 form separate character areas near to and sometimes adjoining earlier development. These can include partial terraces that were added to existing ones.

Public Landscape Grounds (Areas 56-57)

- Pendle View Gardens (Area 56)

A public open space adjacent to a twentieth century industrial area on one side and on the other, the railway line. The first edition OS mapping shows that this area was part of railway embankments to the south of the passenger and goods station (OS 1:10560, 1848, 56). The present garden is landscaped with grassed and wooded areas and a small building.

- Alkincoats Park (area 57)

This area is part of the landscaped grounds belonging to Alkincoats Hall that became public landscape grounds between 1912 and 1932. There is an extension to the park to the east to accommodate tennis courts, bowling greens and a putting green. The area also includes Alkincoats Lodge, a former lodge, *c* 1850, which served the hall (www.imagesofengland.org.uk). The structures within Alkincoats Park include a small shelter, a one storey wooden pavilion and a two storey stone lodge.

Private Landscaped Grounds (Area 58)

- Craigmore (Area 58)

An area of landscaped grounds associated with the large, private house, Craigmore. Criagmore is situated to the far east of the survey area and is surrounded on three sides by open countryside and on the other, is adjacent to a large detached house. The house was constructed in the late twentieth century and the grounds laid out at this time. The present grounds are landscaped, with paths, a driveway and wooded and grassed areas.

Recreation Ground (Area 59)

- Colne Cricket Club (Area 59)

This nineteenth-century cricket ground is situated off Keighley Road in the east of the survey area. It was built before 1891 (OS 1893 1:2500). It currently includes a one storey concrete pavilion, concrete twentieth-century terraces and several other small structures. It is likely that the cricket ground was first developed for mill workers and other workers' in the mid-nineteenth century. At this time the surrounding area would have been open, however post war housing and earlier middle class housing now surround the cricket ground. The character area also includes a nineteenth century bowling green and its associated pavilion.

Nineteenth Century Municipal Cemetery (Area 60)

- Colne Cemetery (Area 60)

Colne cemetery was opened in 1860 (Harland 1870, 29). It contains two chapels with elegant spires, linked by a gateway with a tower over. They were built by Pritchett of Darlington (Pevsner 1969, 106).

Nineteenth Century Cemetery (Area 61)

- Burial Ground on Colne Ground (Area 61)

This burial ground was associated with an adjacent chapel to the east, that is no longer extant and is now car parking. This chapel was built in 1788 by the Baptists and sold in 1826 to the Inghamites. In 1908 it was replaced with a new chapel in West Street and it is likely that the Colne Lane chapel was demolished at this time, leaving only the burial ground extant.

Agricultural (Areas 62-65)

The survey area for Colne includes four agricultural areas, which comprise allotment gardens. Three of these sites, at Chatham Street, Regent Avenue and Claremont Street are quite small in size, however the allotments at Stanroyd Road are quite substantial. These allotment sites lie to the north and east of the town centre.

Twentieth Century Industrial/Commercial (Areas 66-77, 175)

Modern industrial and commercial areas in Colne are concentrated along the North Valley Road, to the north of the nineteenth-century commercial centre of the town. There are also large industrial estates in the southern part of the survey area, and ten smaller character areas spread throughout Colne.

The larger areas include industrial estates, business and retail parks, and also areas of car parking, garages and hotels. The Waterside Industrial Estate on the southern edge of the survey area is built on the site of a nineteenth-century industrial area that included Spring Works, St Helen's Mill, King's Mill, a mill pond, a tramway and Waterside Tannery.

The smaller industrial sites include areas that represent the redevelopment of the former railway line, associated sidings and embankments. Many of the character areas of a commercial nature include individual buildings such as garages and hotels. The industrial area on Craddock Road includes a superstore, market hall, two buildings marked 'Hall' and an area of shops or possibly light industrial units.

Twentieth Century Public (Areas 78-82)

Modern public buildings are concentrated in or near the centre of Colne. These include a police station, telephone exchange, a health centre, a job centre and a community centre, which are all adjacent to or within residential areas. Small individual buildings such as community or health centres may also occur elsewhere in the survey area, as features within residential character areas rather than forming separate character areas in their own right.

Water Feature (Area 83)

- Reservoir off Ball Grove Drive (Area 83)

This reservoir, situated at the eastern edge of the survey area, is shown on the 1848 OS mapping (OS 1848 1:10560, 49). At this time, it is shown as a mill pond adjacent to Ball Grove Cotton Mill. In 1860 the Sagar brothers turned Ball Grove Cotton Mill into a tannery. The reservoir is currently set within an open area of recreational space.

Twentieth Century Recreational (Areas 84-87)

There are four recreation areas situated in Colne. They are located towards the edge of the survey area, generally in residential areas and range in size from small to large. These areas perform a variety of functions, and include: playing fields and sports grounds, a bowling club and a sports centre. There are also grassed areas used for informal recreation, which may include play areas.

Twentieth Century School/College (Areas 88-95)

There are eight defined character areas that comprise modern educational establishments in Colne, spread throughout much of the urban area with the exception of the commercial centre. The schools lie adjacent to or within residential areas, including the earlier gridiron plan terraced housing. The larger sites, some with extensive playing fields, tend to lie towards the edges of the survey area and to contain high schools. However, some of the smaller primary school sites also include playing fields. There is one day nursery situated in the north west of the survey area, adjacent to an area of later post-war housing and one further education college situated in the far west of the survey area, set within its own grounds which include tennis courts.

Twentieth Century Transport (Areas 96-100)

Character areas relating to transport in the twentieth century in Colne are exclusively associated with car parking. The majority of these small car parks are concentrated towards the centre of Colne. However, further areas of car parking occur elsewhere in the survey area, as features within residential, industrial or commercial character areas rather than forming separate character areas in their own right.

Individual Housing (1918 to 2003) (Areas 101-120)

This character type mainly comprises small areas of houses set in large gardens, generally situated towards the edges of the survey area. Thirteen areas lie on the boundary itself, however none of these extend beyond it. There are no areas of this type in the town centre. The houses are most often detached, but some areas include semi-detached dwellings.

Character areas lie in a variety of situations, with some adjacent to parks or other open land and some in twentieth-century residential suburbs or adjacent to areas of earlier high-status housing. Most of the individual areas are of a small size, containing a single house or from two to ten houses.

Inter- & Immediate Post-war Housing (1918 to *c*1950) (Areas 121-143)

There is no housing of this date in the centre of Colne. It is spread throughout the survey area of Colne and comprises large housing estates to the north of the town centre. The larger areas tend to represent expansion outwards from the terraced housing developments of the late nineteenth and early twentieth centuries. Other areas include infill within the earlier terraced housing.

The larger estates tend to feature formal layouts of semi-detached houses and short rows, all with individual front and rear gardens. Areas immediately adjacent to the gridiron plan terraced housing can include terraces that are very similar in character to the earlier nineteenth century terraces, as well as terraces where the individual houses are slightly wider than their earlier counterparts.

Late Twentieth Century Housing (*c*1970 to 2003) (Areas 144-150)

There are seven defined late twentieth century housing areas in Colne and these are found throughout the survey area, some close to the town centre. These character areas tend to be of a small or medium size and tend to lie adjacent to earlier twentieth-century residential developments. This type includes areas of very recent development, built in the 1990s or the early years of the twenty-first century.

There are no large estates of this date within the survey area and there are some areas of infill within earlier housing. Some areas contain detached houses, often quite close together, whilst others contain a mix of detached and semi-detached dwellings. Some areas also include flats, nursing homes, community centres, sheltered accommodation, or staggered rows of houses, or garaging.

Later post-war housing (*c*1950 to *c*1970) (Areas 151-165)

Residential development of the 1950s and 1960s is concentrated at the edges of the survey area, with only small or medium-sized areas in the centre, and is of a tremendously varied character.

The larger estates form part of the wider twentieth-century suburban development of Colne, and lie adjacent to earlier and later residential areas dating from this century. The larger estates stop at the boundary of the town, with open fields beyond.

The layouts of the larger estates generally include long avenues, and house-types tend to be homogeneous, although areas of semi-detached houses can include small groups that are detached and vice versa. Houses built in short rows are also present. The detached houses are often set close together. Individual dwellings may have a front and a rear garden, or may have a garden only to the rear.

Open ground (Areas 166-174)

Open ground additional to formal recreational areas and parks can be found throughout the Colne survey area, including small areas close to the centre of the town.

These sites tend to be of small to medium size, and most are now grassed over. Several appear disused, although some may be in informal recreational use (such as for dog-walking). Open ground in Colne includes the disused railway line, land associated with twentieth century industrial and commercial areas, car parking and open areas associated with housing estates and open ground within areas of nineteenth-century terraced housing.

A small number of areas, generally situated towards the edges of Colne, represent pockets of land that appear to have never been developed.

5.2 Building materials

The vast majority of structures in Colne are built in locally quarried gritstone. By the late nineteenth century, however, better quality stone was being imported from Yorkshire and was being used in higher status buildings and on shop fronts in the town centre. This stone was clearly intended to convey the impression that Colne was a town of wealth and status. The use of stone varies from ashlared masonry, as utilised in the corporate buildings and some higher status buildings, to roughly hewn blocks for some residential buildings. Many of the earlier domestic and ex-agricultural structures have uncoursed rubble side walls with water-shot front and rear elevations. The water-shot stone building technique continued in use until the second half of the nineteenth century (OS 1848 1:10560). Later byelaw housing tends to have pitch-faced stone blocks, the use of which left a rock-like protruding

face, although Colne has a high proportion of later nineteenth century terraces with squared stone blocks, producing a semi-ashlared face, in comparison with many other east

Plate 16: Middle-class houses on Keighley Road with ashlared façades

Lancashire towns. There are few brick buildings in the town, even from the end of the nineteenth century and early twentieth century, when factory-made brick was readily available relatively locally (Egerton Lea 2001a, 39). Stone continued to be used for many of the terraced houses well into the twentieth century, indicating the high aesthetic value placed on stone.

The traditional roofing material was sandstone flags, quarried from local sources. As elsewhere in east Lancashire, the coming of the railway in the mid-nineteenth century opened the market for sandstone flags to be exported all over the country where the high quality stone was in demand. Conversely, cheaper and lighter, Welsh slate was imported for local use. Flagstone is still highly regarded which, in view of the reduction in quarrying and high re-sale value, threatens its local survival, and many roofs today have had such materials replaced with lighter and now less expensive substitutes. Sandstone roof flags can still be seen in Windy Bank and Skelton Street.

5.3 Housing types

By the mid-nineteenth century, the street frontages along Church Street and Market Street comprised an area of dense development with closely packed courts and passageways to the rear. Lack of available development land had resulted in areas of back-to-back cottages on both the north and south sides of Market Street. Large areas of this post medieval and early nineteenth century development was demolished in twentieth-century clearances. The area to the north of Market Street and east of Windy Bank was fully developed by 1761 (CL L2), and many of the buildings would have been used by handloom weavers. There are examples of surviving loomshop windows at second floor level in the Jovial Hatters public house, which dates from the 1740s (Harrison 1988, 168) and in properties between Dockray Street and Skelton Street. Eighteenth century properties with square mullions kneelers at the eaves have been identified in Spring Lane (McGlinchy 1980, 13), where there are also some surviving examples of

Plate 17: Buildings on Skelton Street, probably built a warehouse and houses for handloom weavers

back-to-back cottages (Barrett 1980, 21). Cartographic evidence suggests that many of the back-to-back cottages and some of the court developments on the north side of Market Street, had significant numbers of cellar dwellings (OS 1851 1:1056). Many of these houses were probably developed by the Colne Union Club House Building Society, which was in existence from at least 1816 to 1831 (LRO DDBd/14/24), as the short terraces suggest an element of organisation.

From the 1850s, greater areas of land became available for development and this resulted in the large-scale development of terraces of workers' houses on previously open land to the north of the town centre, between the town centre and Waterside, as well as along Keighley Road to the east. New housing was built mainly along new streets laid out in a grid-iron plan. Such rectilinear plans easily fitted into the existing pattern of landholding, with the irregular edges of the development blocks often representing pre-existing estate boundaries (Rodger 1989, 30). The grid-iron pattern was also suited to the maximisation of rentals and plot sales, provided that space was exploited through the use of linear housing developments. By building terraces of adjoining properties, building costs were reduced through the use of shared partition walls and continuous roof lines and the standardisation of design. For all these reasons terraced housing was the obvious later nineteenth century response to a need for rapid housing development. The implementation of byelaws provided minimum standards for building design, which became a rigid framework for working-class housing provision. Hence long sash windows with unadorned doorways formed the main features of the street frontages, although other terraces have pedimented doorways providing the houses with a classical appearance. The new houses were all through houses, sometimes with a front forecourt, facing a street bounded by footpaths, and a back yard, with a gateway opening on to a back lane, also with footpaths. Towards the end of the nineteenth century, and into the beginning of the twentieth century, the use of palisade gardens to the front and, in some cases, bay windows

Plate 18: Terraced houses with pedimented doorways

became more common, particularly to the north of Byron Street, an area that was opened up by the construction of the new North Valley Road in 1901.

Many of the higher status dwellings built by mill owners and other middle-class inhabitants, survive but now have been adapted to other uses. The oldest surviving example is Langroyd Hall, which has a datestone of 1604 and was the home of a clothier. It is now a public house. Cumberland House at the east end of Market Street, for example, became the Mechanics Institute from 1847 to 1870 (Harrison 1988, 170). It was then refronted in 1895 and became the Union Hotel (Spencer 1972, 16). Colne Hall, Albert Road, was rebuilt in 1867 by mill owner Robert Shaw but was later adapted to become offices for the Co-operative Society in the early twentieth century (www.imagesofengland.org.uk). The Gables, too, was a mill owner's house, built by Nicholas England in the late nineteenth century, but became the public library in 1907 and from 1972, the home of the Providence Independent Methodists (www.imagesofengland.org.uk). There are two areas of middle-class housing in Colne, with a ribbon development of late nineteenth century terraced houses along Keighley Road to the east, and on Albert Road to the west of the town centre. These houses are larger than most of the other terraced houses, and some have ashlared, or semi-ashlared façades, and were evidently intended to be of a higher status. The area of higher status housing continues to the south of Albert Road where there is a small area of lower middle-class terraces.

5.4 Communication networks

Colne developed as a local administrative and commercial centre, and part of its success in the early post medieval period was its position on the king's highway from the secular centre of the lordship at Clitheroe and the ecclesiastical centre at Whalley through to Yorkshire (LRO DDB/60/1). Local routes joined the highway at Colne, with roads over Colne Bridge from Castercliffe, over Carry Bridge from Trawden and from Alkincoats and

Barrowford to the north and west (Harley 1968). In the mid-eighteenth century, communications began to be improved with the introduction of turnpike roads. The first road to be improved in Colne was that to Skipton via Lidgett in 1755. This was simply an improvement to the existing road (Harrison 1988, 82). The Colne to Haworth Turnpike branched off the Skipton road at Lidgett. The Blackburn, Addingham and Cocking End Turnpike reached Primet Bridge in 1804 and was extended to Lidgett in 1810. The last turnpike road to be built in Colne was carried out by the Colne and Broughton Turnpike Trust in 1826 (LRO DDBd/57). Commencing at the Commercial Hotel it provided a new route to Skipton via Foulridge and Earby. Known as 'Dyson's New Road', it was used to employ out-of-work weavers and outdoor paupers (Harrison 1988, 46). The turnpikes of the Colne district were freed from tolls in 1873 (Harrison 1988, 82-4). In 1901 North Valley Road was constructed, which involved culverting the stream and raising the level of the valley bottom by 12 feet, leaving Vivary Bridge Mill and Mill House below road level (Harrison 1988, 63).

Coach services were established, and there were several services from Colne to Manchester, Preston, Leeds and Skipton from the Commercial, Angel and Red Lion Inns by the early nineteenth century (Baines 1825, 624). Numerous carriers also operated to Manchester and key towns in Lancashire and Yorkshire. By the middle of the nineteenth-century there were horse-drawn omnibus services to Colne Station and Burnley and to Blackpool for sea-bathing (Harrison 1988, 88; Mannex 1855, 472). In 1901 the Colne and Trawden Light Railways Company was set up and by 1904 a tramway ran through Colne from the Nelson boundary to Trawden. From 1911, it was connected to the Burnley system at Nelson, providing a service from Trawden through to Padiham (Harrison 1988, 92-3). Local motor bus services began in 1905 and in 1906 the Colne and Earby Motor Omnibus Company began a service from the Swan Hotel to Earby (Harrison 1988, 95).

Work on the Leeds and Liverpool Canal started in 1770, although it was not until 1796 that the Foulridge Tunnel was completed (Harrison 1988, 87). The canal bypassed Colne about two kilometres to the north-west, and thus it had a limited positive effect on the development of the town as an industrial centre. It did provide improved transhipment for raw materials and finished goods, and consequently may have been a contributory factor in Colne's early switch from wool to cotton manufacture. The wharf at Wanless Bridge, to the north-west of the town, appears to have been the embarkation point for traffic to and from Colne (Bentley 1972, 32).

Towards the end of 1848, the Midland Railway line from Colne to Shipley via Skipton was opened. Two months later the East Lancashire line, which was subsequently taken over by the Lancashire and Yorkshire Railway Company, was extended from Blackburn to Colne linking the town with Preston and Manchester (Bairstow 1988, 5, 38; Taylor, nd). Colne station served passengers and goods jointly, and the development of goods sheds and other associated structures was limited, possibly because of the proximity of industrial development around Primet Bridge. The route into Yorkshire, through Skipton, was closed in 1970 leaving Colne as a terminus on the line from Preston (Bairstow 1988, 66).

5.5 Spaces, vistas and panoramas

Colne does not possess any deliberately designed vistas or panoramas, although the town's position on the top of a ridge gives the town a dominant aspect from the surrounding countryside. The steep slope down to the Colne Water also provides views along the grid-iron streets towards the mills arrayed along the valley. Likewise, there are views to the north of the town across the North Valley. The middle-class houses along Albert Road and Keighley Road present imposing frontages, and with the late nineteenth and early twentieth century civic buildings on Albert Road, were intended provide an impression of wealth and status for the town. The area of civic buildings includes the former Carnegie Library and the Municipal Hall, both of which are set back slightly from the street frontage, providing a small area of public open space which is now dedicated to the display of the war memorial,

and a few relict features of Colne's past such as a gas lamp standard and mounting steps. Many of the buildings along Church Street and Market Street were either rebuilt or refaced in ashlared stone in the early years of the twentieth century, also used as a means to impress.

There is a lack of public open space within the town, and this may be a consequence of its position at the northern limit of the industrial development in the Lancashire valleys, putting it within easy reach of open countryside. Despite the development of areas of grid-iron terraced houses and large weaving mills by the end of the nineteenth century, Colne's urban area remained fairly restricted until the second half of the twentieth century, and formally designated public open space was probably considered unnecessary. Of the available open spaces, the public cemetery was the first to be opened in 1859, on the eastern fringe of the urban area. On the extreme north-west edge of the urban area is Alkincoats Park which contains a bandstand and recreational facilities (Colne BC nd, 23), and which formed part of private landscape grounds until the twentieth century.

5.6 Plan Form

Colne developed originally as a two-row settlement on a ridge, focused on the market place and the church, around the crossroads where Windy Bank and Colne Lane met the king's highway. There is no evidence that the early settlement was deliberately planned, but grew around the market and along the highway. Colne's secondary focus, at Waterside, was an organic development on either side of the mill leat which fed King's Mill and the Walk Mill before rejoining Colne Water. From the mid-eighteenth to the mid-nineteenth century (OS 1848 1:10560; OS 1851 1:1056), the town centre settlement expanded only in a limited way on either side of the main street. Growth in the town's population was accommodated through increasing the housing density by the unplanned development of courts to the rear of buildings fronting the highway. Thus, by the mid-nineteenth century, the street frontages and the areas immediately behind them, were a dense area of small cottages, narrow alleyways and cramped courtyards. In the same period, limited areas of planned housing were developed,

Plate 19: North Valley, showing late nineteenth and early twentieth century housing development

partly though the establishment of union clubs. Development land was limited, however, and these row houses, between Windy Bank and Buck Street, and in the area next to Railway Mill, were back-to-back cottages with some cellar dwellings.

It was not until well into the second half of the nineteenth century that adequate land became available for development, when there was a major expansion in housing between the town centre and Waterside mainly with terraces built on a grid-iron pattern. Further residential grid-iron development spread from the town centre towards the North Valley and either side of Albert Road, which had become a major commercial and civic thoroughfare. There is limited evidence of zoning in the later nineteenth century housing provision, with middle-class houses concentrated along the main road at both the east and west ends of the town centre, and a small area of terraced houses to the south of Colne Hall. In 1901 North Valley Road was built, lending further impetus to large-scale housing developments on the north side of the town, in conjunction with a number of new, large-scale weaving sheds. Even so, Colne still retained its tightly drawn urban plan centred around the Albert

Road, Church Street and Market Street axis, partly as a result of its position on top of a ridge, which led to the focus on the town centre.

5.7 Nature and Significance of the Archaeological Resource

There is an unknown potential for the survival of medieval archaeological remains below ground within Colne town centre and at Waterside. Experience in other Lancashire towns subject to major post-medieval and nineteenth-century development does indicate that deposits, though truncated, can survive as islands. Twentieth century clearances have been replaced by low density developments in the town centre and as open green spaces at Waterside. There is the likelihood, therefore, that deposits survive in these open areas.

A significant level of pre-nineteenth century and early nineteenth century buildings survive above ground in the town centre, both on Market Street and Church Street and in the courts and streets to the north. In some cases, nineteenth century alterations may mask earlier building features, but in the area of Black Horse Yard and Dockray Street, earlier buildings survive relatively well. Some of the early inns, such as the Hole in the Wall, the Union Hotel, the Commercial Inn, the Red Lion and the Jovial Hatters, still retain their eighteenth or early nineteenth century character.

There is considerable potential for the survival of industrial remains, both below and above ground. Although there has been large-scale clearance in the Waterside area with some redevelopment, there are large areas which have been left open and undeveloped, and thus with a high potential for the survival of below-ground remains. This includes the King's Mill, on the site of the medieval corn mill. Other early industrial features, such as the Walk Mill and the tannery, continued in use and are still occupied by nineteenth century industrial buildings. A significant number of mills are still intact, many of them dating to the end of the nineteenth century and into the twentieth century. These surviving mills have been subject to a rapid survey by the RCHME (now English Heritage), but there is the potential for gaining more data from detailed survey work.

Colne is still largely characterized by its large stock of late-nineteenth century terraced housing. The importance of the housing lies in its definition of settlement character and in its potential to facilitate a social and architectural study of working-class housing provision. The town has a large percentage of late-nineteenth to early twentieth century terraced houses amongst its housing stock, with a significant area of middle-class development along the main routes into the town from the east and west. As such, it has very high potential for the study of the town's historical geography, architectural and social history.

6. DESIGNATIONS

6.1 Listed buildings

There is one listed building graded I within the defined urban area for Colne, St Bartholomew's Church. The church fabric is mainly sixteenth century, with traces of thirteenth and fourteenth century features in the nave and south porch.

There are no listed buildings graded II* within the defined urban area for Colne.

There are 17 grade II listed structures within the defined urban area for Colne. Of these seven are houses or barns, two are shops, two are bridges, one is a public house, one a school and one a telephone kiosk. The Town Hall and both the former market cross and the churchyard cross are included. The shops comprise the former Co-operative Emporium, now known as Norway House, and Shackleton Hall, late nineteenth century shops and offices. The small number of listed buildings in Colne greatly underestimates the quantity of surviving early fabric, particularly in the town centre where there are a number of early inns and other buildings, and to the rear of the main street where elements of court developments survive and buildings preserve indications of handloom weaving. Likewise, none of the Colne's industrial past is represented in the list.

6.2 Scheduled monuments

There are no scheduled monuments within the defined urban area for Colne.

6.3 Conservation areas

There are four conservation areas wholly or partly within the defined urban area for Colne; Albert Road, Primet Bridge, Lidgett and Bents, and Winewall and Cotton Tree.

The Albert Road conservation area lies wholly within the defined urban area for Colne and includes the surviving post medieval and early nineteenth century town centre, plus the commercial centre and houses fronting Albert Road. It does not include the areas of grid-iron development which characterise much of Colne's nineteenth century housing provision.

The Primet Bridge conservation area covers the industrial development along the Colne Water at Primet, including the area to the south of the river, which lies outside the defined urban area. This is the best-preserved and most extensive area of nineteenth century industrial development in Colne. The area also includes the rural settlement of Greenfield.

The Lidgett and Bents conservation area is largely rural in character, and includes the post medieval development of cottages at Lidgett and Bents, the church, school and vicarage of Christ Church, and a number of farmhouses and surrounding countryside.

6.4 Registered parks and gardens

There are no registered parks and gardens within the defined urban area for Colne.

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Abbreviations

LRO	Lancashire Record Office
MA	Manchester Archive, Manchester Central Library
CL	Colne Library
NMR	National Monuments Record
OS	Ordnance Survey
PRO	Public Record Office, Kew
RCHME	Royal Commission for the Historical Monuments of England

Unpublished manuscripts

LRO DDB/60/1	Papers concerning the repair of Colne highway, 1623
LRO DDB/60/4	Business papers concerning Carry Hill coal pits, 1721-24
LRO DDBd/14/3	Records of various Colne businesses, including the Walk Mill, 1609-1952
LRO DDBd/14/24	Records of Colne Union Club House Building Society, 1816-31
LRO DDBd/14/30	Records of Colne Savings Bank, 1844-77
LRO DDBd/57	Colne and Broughton Turnpike Trust papers, 1823-1876
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LRO DDX/752/56/4	Deed for settling the Piece Hall, 1776
MA L1/12/11/1	Record of corn mill and walk mill in Colne, 1573
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MA L1/12/14/1	Record of dyehouse and land in Colne called Tenter Croft, Butt Flatt and Brocking Bank field, 1725
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OS 1895	*1:2500 sheet 56.03,* Southampton
OS 1895	*1:2500 sheet 56.04,* Southampton
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8. APPENDICES

Appendix 1: Textile mills in Colne

Name	Date	Extent of remains
Walk Mill, Green Lane	Medieval	Substantial
Carry Bridge Mill, Carry Bridge	Pre-1806	Demolished
Vivary Bridge Mill, Haveholt Road	Pre-1825	Demolished
St. Helen's Mill, Mill Green	Pre-1825	Demolished 1936
Ball Grove Mill, Bents Lane	Pre-1825	Demolished
Victoria Mill, Colne Lane	Pre-1839	None
Stonebridge Mills, Stone Bridge	Pre-1844	Demolished
Railway Street Mill, Newtown Street	Pre-1844	Demolished
Site of Town Hall	Pre-1844	None
Greenhill Mill, Skipton Road, (cotton)	1854	Only part remains
Bankfield Mill, Greenfield Road	1854-79	Intact
Garden Vale Mill, Greenfield Road	1854-79	Intact
Stanley Mills, Shaw Street,	*c.*1865	Demolished
Great Holme Mill, Shaw Street	Pre-1870	Demolished
Stanroyd Mill, Cotton Tree Lane	1876	Intact
Walton Street Shed, (cotton)	1879-87	Intact
Parrack Shed, Exchange Street, (cotton)	Pre-1891	Demolished
Bunker's Hill Mill	Pre-1891	Demolished
Derby Street Mill, (cotton)	1892	Intact
Riverside Mill, Greenfield Road	1902-10	Intact
Glen Mills, Stanley Street, (cotton)	1906	Intact
Oak Mill, Oak Street (cotton)	Pre-1912	Substantially Intact
Swanfield Shed, Clarence Street, (cotton)	Pre-1912	Demolished
Grove Mill, Windsor Street. (cotton)	Pre-1912	Intact

Appendix 2: Post medieval sites as shown on Figure 7

PRN	NAME	TYPE
15052	Earthwork, Haverholt Road, Colne	EARTHWORK
13767	Ford, Nr. Farndean Way, Colne	FORD
21514	Milestone, Keighley Road, adj. to junction with Bent Lane	MILESTONE
24403	Windy Bank, Colne	PUBLIC HOUSE
24405	25 Church Street, Colne	PUBLIC HOUSE
24406	21 Church Street, Colne	PUBLIC HOUSE
24408	Mill Green, Waterside, Colne	PUBLIC HOUSE
24410	8 Windy Bank, Colne	PUBLIC HOUSE
6080	Near Carry Bridge	QUARRY
13733	Old Quarry, Near Haverholt, Colne	QUARRY
13734	Old Quarry, Near Cooke House	QUARRY
13739	Old Quarry, Near Cooke House, Colne	QUARRY
14990	Quarry near Casserley Road, Colne	QUARRY
14991	Quarry Chatham Street, Colne	QUARRY
14992	Quarry Chatham Street, Colne	QUARRY
24422	18-28 Keighley Road, Colne	ROW HOUSE
6363	Guy Syke, Colne	TOLL ROAD
6364	Leeds Road, Nelson	TOLL ROAD
13766	Weir, Nr. Broken Banks, Colne	WEIR
13789	Weir, Nr. Dam Side, Colne	WEIR
3535	Waterside	WELL
3634	Cooks Well	WELL
3635	Church Well	WELL
5821	Colne	WELL
5822	Colne	WELL
21520	Well, rear of 2 Snell Grove, Casserley Road, Colne	WELL

Appendix 3: Industrial sites as shown on Figure 8

PRN	NAME	TYPE
5641	Keighley Road,Colne	BREWERY
13749	Albert Brewery, Buck Street, Colne	BREWERY
13729	Cemetery, Near Colne Water, Trawden	CEMETERY
6362	Colne Lane	CHAPEL
13737	R.C. School Chapel, Stanley Street, Colne	CHAPEL
13738	Chapel, Stanley Street, Colne	CHAPEL
13753	Chapel, Dockray Street, Colne	CHAPEL
13754	Chapel, Cumberland Street, Colne	CHAPEL
13756	Chapel, Robert Street, Colne	CHAPEL
13774	Chapel, Blucher Street, Colne	CHAPEL
13783	Zion Chapel, Exchange Street, Colne	CHAPEL
13803	Chapel, Bolton Street, Colne	CHAPEL
24413	88 Keighley Road, Colne	CHAPEL
24414	Chapel Fold, off Colne Lane, Colne	CHAPEL
24415	St John's Methodist Church, Albert Road, Colne	CHAPEL
24416	Cotton Tree Lane, Colne	CHAPEL
24417	Dockray Street, Colne	CHAPEL
5642	Keighley Road,Colne	CHURCH
13778	Cloth Hall, Walton Street, Colne	CLOTH HALL
5129	Windy Bank, Colne	COTTON MILL
6272	Craddock Road, Colne	COTTON MILL
6273	Church Stree, Colne	COTTON MILL
6361	Waterside Cotton Factory, Colne	COTTON MILL
10522	Market Square, Colne	COTTON MILL
10523	Dockray Square, Colne	COTTON MILL
10524	Guy Syke, Colne	COTTON MILL
10525	Waterside, Colne	COTTON MILL
10526	Market Street, Colne	COTTON MILL
13735	Vivary Bridge Mill, Near Spring Lane, Colne	COTTON MILL
13736	Derby Street Mill, Derby Street, Colne	COTTON MILL
13745	Greenhill Mill, Skipton Road, Colne	COTTON MILL

PRN	NAME	TYPE
13747	Stone Bridge Mills, Windy Bank, Colne	COTTON MILL
13777	Walton Street Shed, Walton Street, Colne	COTTON MILL
13810	Bankfield Mill, Greenfield Road, Primet Bridge, Colne	COTTON MILL
13815	Calder Bank Mill, Greenfield Road, Primet Bridge, Colne	COTTON MILL
13816	Garden Vale Mill, formerly Greenfield Mill, Greenfield Road	COTTON MILL
21919	Bradford Mill, Phillips Lane, Primet Bridge, Colne	COTTON MILL
21924	Glen Mills, North Valley Road, Colne	COTTON MILL
21925	Grove Mill, Windsor Street, Colne	COTTON MILL
21926	Oak Mill, Skipton Road, Colne	COTTON MILL
21927	Riverside Mill, Greenfield Road, Primet Bridge, Colne	COTTON MILL
13797	Court House, Queen Street, Colne	COURT HOUSE
21504	Cricket Ground, Keighley Road	CRICKET GROUND
15053	Engine shed and Turntable, off Barrowford Road	ENGINE SHED
13799	Engineering Works, Smith Street, Colne	ENGINEERING WORKS
21917	Albert Works, Wordsworth Road, Colne	ENGINEERING WORKS
21928	Spring Works, later North Valley Shed, North Valley Road	ENGINEERING WORKS
13773	Factory, West Street, Colne	FACTORY
24418	Dockray Street, Colne	FIRE STATION
13776	Preserve Works, Colne Lane, Colne	FOOD PROCESSING PLANT
13787	Footbridge, Garden Street, Colne	FOOTBRIDGE
13752	Victoria Foundry, Buck Street, Colne	FOUNDRY
6367	Walk Mill, Green Road, Colne	FULLING MILL
13786	Gasometer, Dam Street, Colne	GAS HOLDER
24419	Linden Road/Albert Road, Colne	HALL
13779	Hotel, Church Street, Colne	HOTEL
13798	Hotel, Guysyke, Colne	HOTEL
24412	Market Street, Colne	HOTEL
24420	Providence Independent Methodist Church, Albert Road	HOUSE: DOMESTIC
13807	Primet Foundry, Greenfield Road, Primet Bridge, Colne	INDUSTRIAL BUILDING

PRN	NAME	TYPE
21929	Stanley Street Works, Stanley Street, Colne	INDUSTRIAL SITE
13819	Inn, Colne Lane, Colne	INN
21512	Cotton Tree Inn, Rosley Street, Cotton Tree, Colne	INN
13750	Iron Works, Skelton Street, Colne	IRON WORKS
21923	Excelsior Works, formerly Laundry, North Valley Road, Colne	LAUNDRY
13744	Greenhill Leather Works, Skipton Lane, Colne	LEATHER FACTORY
13785	Parrack Shed, Dam Side, Colne	MILL
13790	Stanley Mills, Shaw Street, Colne	MILL
13792	Great Holme Mill, Shaw Street, Colne	MILL
13802	Banker's Hill Mill, Leach Street, Colne	MILL
13768	Mill Pond, South of Curzon Street, Colne	MILL POND
13772	Mineral Water Works, off Bold Street, Colne	MINERAL WATER FACTORY
21503	Mortuary Chapels, Cemetery, Keighley Road, Carry Bridge	MORTUARY CHAPEL
13742	Free Trade Hall, Near Ivegate, Colne	PUBLIC HALL
13740	Public House, Newmarket St. Colne	PUBLIC HOUSE
13741	Public House, Newmarket St. Colne	PUBLIC HOUSE
24400	41 Market Street, Colne	PUBLIC HOUSE
24401	Corner of Keighley Road and Newtown Street, Colne	PUBLIC HOUSE
24402	6 Church Street, Colne	PUBLIC HOUSE
24404	31 Church Street, Colne	PUBLIC HOUSE
24407	Mill Green, Waterside, Colne	PUBLIC HOUSE
24409	Waterside Road, Colne	PUBLIC HOUSE
24411	Favourdale Road/Keighley Road, Colne	PUBLIC HOUSE
24424	Railway Station, Colne	RAILWAY STATION
13746	Mission School (Wesleyan), Langroyd Road, Colne	SCHOOL
13755	Sunday School, Robert Street, Colne	SCHOOL
13775	School, Midgley Street, Colne	SCHOOL
13780	School, Cambridge Street, Colne	SCHOOL
13781	School, Exchange Street, Colne	SCHOOL
13782	School, Fountain Street, Colne	SCHOOL
13806	School, End Street, Colne	SCHOOL
21513	School, site of present Christ Church C of E Primary School	SCHOOL

PRN	NAME	TYPE
15054	Signal Box, off Barrowford Road, Colne	SIGNAL BOX
21922	Empress Mill, Buck Street, Colne	SKATING RINK
13784	Spring Works, Fountain Street, Colne	SPRING WORKS
21921	Crescent Works, North Valley Road, Colne	TEXTILE MILL
21991	Garden Vale Works, Greenfield Road, Primet Bridge, Colne	TEXTILE MILL
21511	Vicarage, north of present Christ Church Vicarage	VICARAGE
24421	Albert Road, Colne	VICARAGE
24423	4 Derby Street, Colne	WAREHOUSE
5640	Ball Grove Cotton Mill, Colne	WATERMILL
8906	Carry Bridge, Colne	WATERMILL
10253	Vivary Bridge Mill, North Valley Road, Colne	WATERMILL
13751	Weaving Shed, Skelton Street, Colne	WEAVING SHED
6274	Rigby Street, Colne	WELL
6368	Bunkers Hill, Colne	WELL
13748	Stone Bridge Works, Windy Bank, Colne	WORKS
8910	Standroyd Mill, Cotton Tree Lane, Cotton Tree, Colne	WORSTED MILL

Appendix 4: Listed Buildings as shown on Figure 11

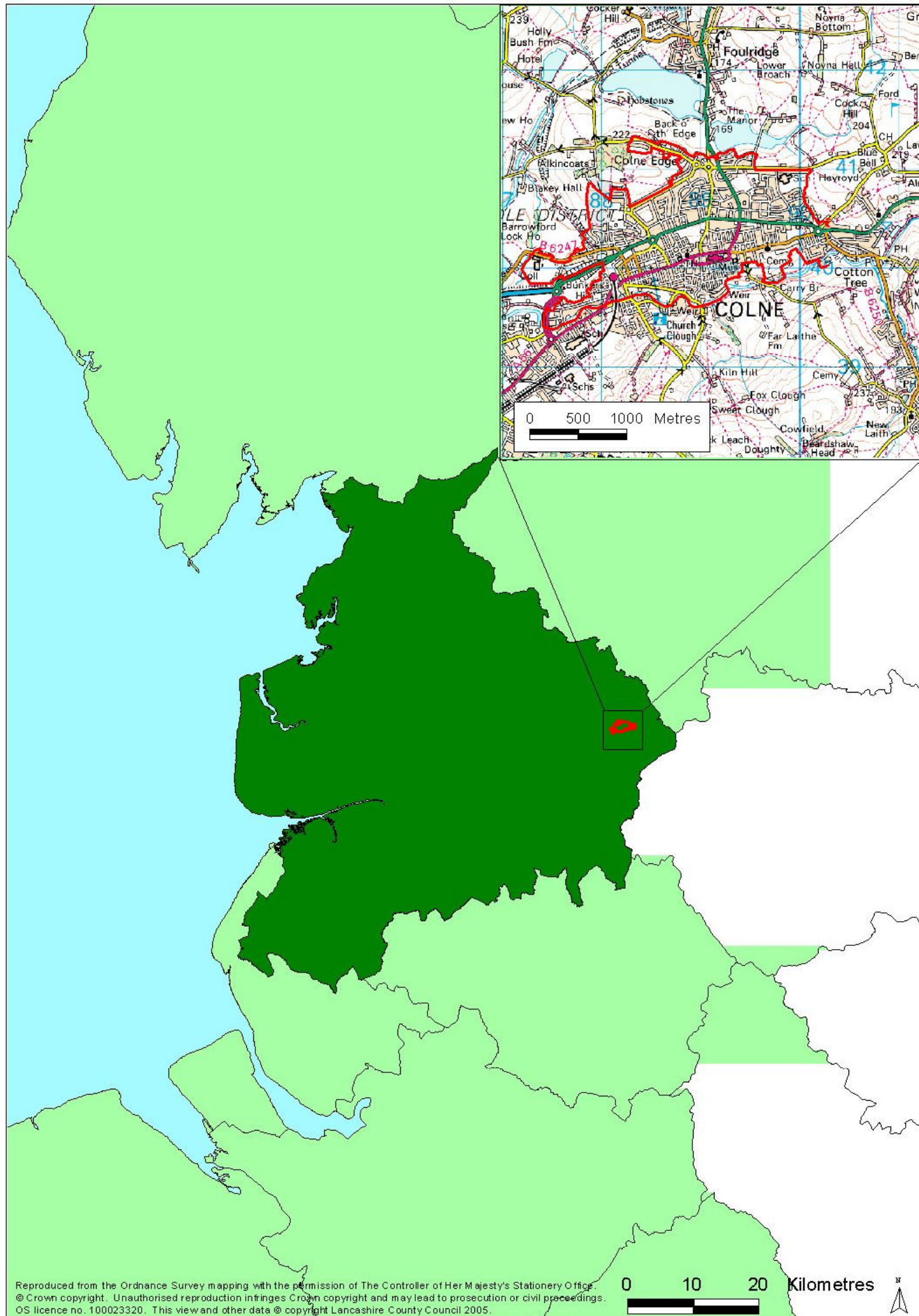| PRN	STATUS	NAME	TYPE
17420	Listed grade II	Barn at Greenfield Farmhouse	BARN
17440	Listed grade II	Winewall Bridge, Winewall Road	BRIDGE
17444	Listed grade II	Colne Waterside Bridge, Lenches Road	BRIDGE
17416	Listed grade I	Church of St Bartholomew, Church Street (North Side)	CHURCH
17409	Listed grade II	Norway House (Formerly Cooperative Emporium), Albert Road	COOPERATIVE STORE
1135	Listed grade II	St Bartholomew's Churchyard, Colne	CROSS
1136	Listed grade II	Colne Market Cross	CROSS
17419	Listed grade II	Greenfield House Farm and Greenfield House, Colne	FARMHOUSE
17429	Listed grade II	Langroyd Farm, Langroyd Road	FARMHOUSE
17433	Listed grade II	Great House Farmhouse, Great House Cottage and the Flat, Colne	FARMHOUSE
5824	Listed grade II	Langroyd Hall, Langroyd Road	HOUSE:DOMESTIC
17438	Listed grade II	No.3 Lidgett, Skipton Old Road (North Side)	HOUSE:DOMESTIC
17443	Listed grade II	Alkincoats Lodge, Alkincoats Road	HOUSE:DOMESTIC
17445	Listed grade II	Princess House (Formerly Colne Hall), Linden Road	HOUSE:DOMESTIC
6990	Listed grade II	Craven Cottage, jct of Keighly Rd and Skipton Old Road, Colne	LAITHE HOUSE
17430	Listed grade II	Red Lion, No.31, Market Street (North Side)	PUBLIC HOUSE
17417	Listed grade II	Sunday School Adjacent to St Bartholomews Parish Church	SCHOOL
17415	Listed grade II	Shackleton Hall, Church Street (North Side)	SHOP
17442	Listed grade II	Two Telephone Kiosks outside Head Post Office, Albert Road	TELEPHONE BOX
17410	Listed grade II	Town Hall, Albert Road	TOWN HALL

Fig.1 Location map of survey area

Elevation (m)
- 1 - 24
- 25 - 49
- 50 - 99
- 100 - 149
- 150 - 199
- 200 - 299
- 300 - 399
- 400 - 499
- 500 - 599
- 600 - 699
- 700 - 799

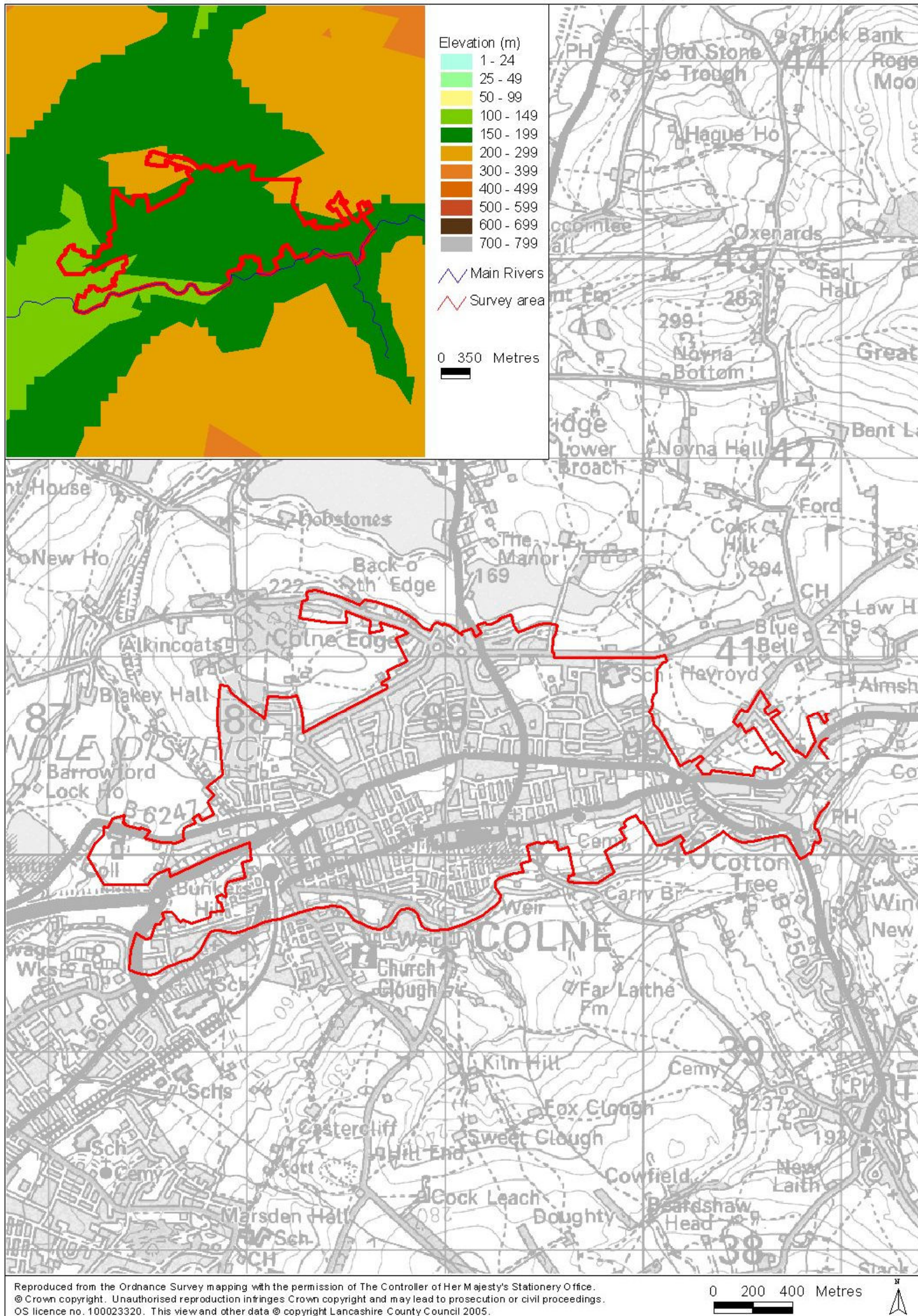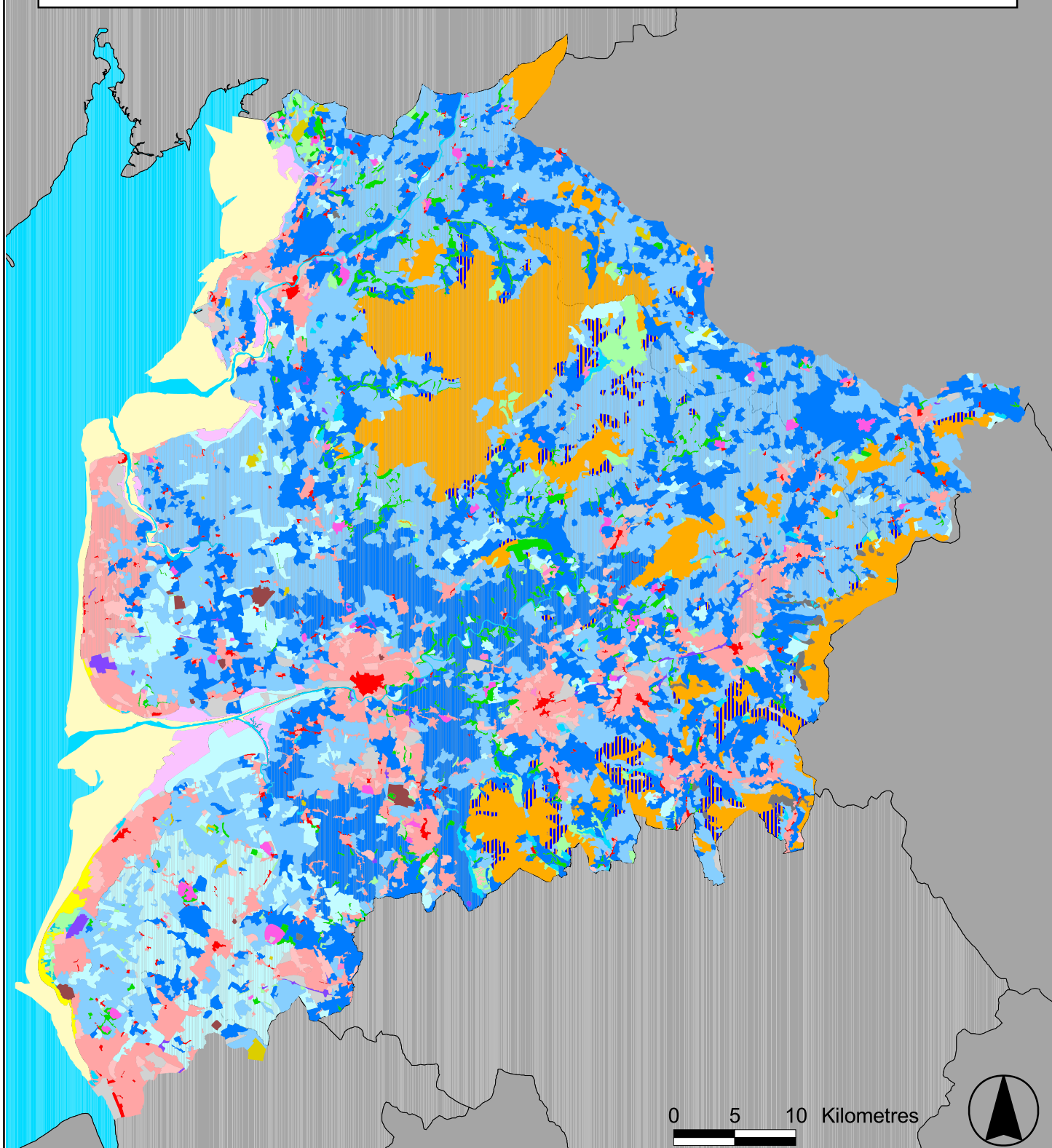Main Rivers

Survey area

0 350 Metres

0 200 400 Metres

Fig.2 Colne survey area with (inset) topography

Lancashire Historic Landscape Characterisation
Broad Character Types

- Ancient Enclosure
- Post-Medieval Enclosure
- Modern Enclosure
- Ancient and Post-Medieval Woodland
- Modern Woodland
- Ancient and Post-Medieval Settlement
- Modern Settlement
- Modern Recreation
- Ancient and Post-Medieval Ornamental
- Modern Ornamental
- Ancient and Post-Medieval Industry
- Modern Industry
- Modern Military
- Modern Communications
- Moorland
- Reverted Moorland
- Lowland Moss and Grassland/Scrub
- Water
- Coastal Rough Ground
- Saltmarsh
- Dunes
- Sand and Mudflats

0   5   10   Kilometres

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Figure 3: Historic Landscape Characterisation map of Lancashire

Fig.4 Detail of Colne as mapped in 1848

Colne

Fig 5: Archaeological sites recorded for Colne
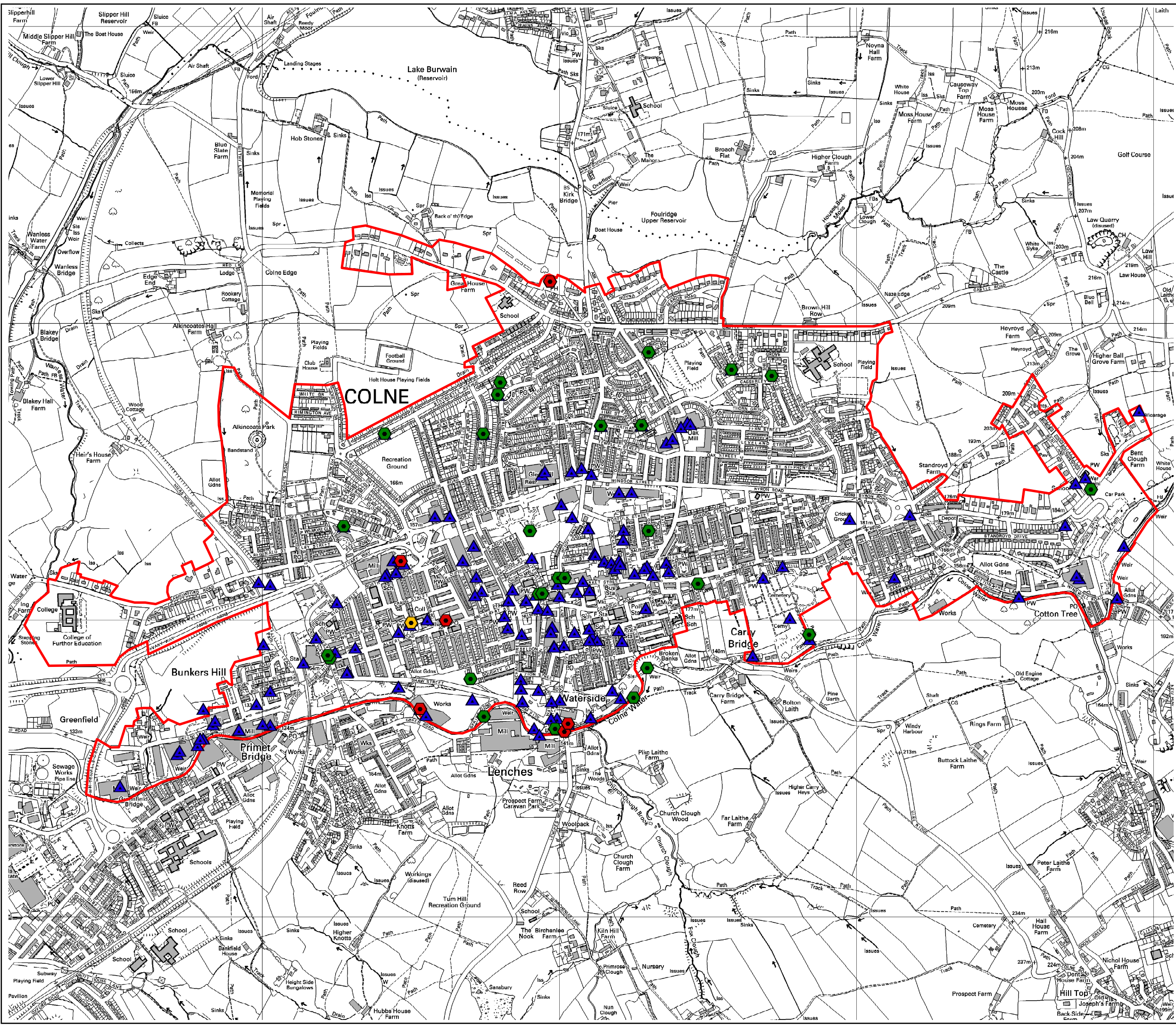
KEY

- ▭ Survey area
- ⬡ Roman Site
- ⬡ Medieval Site
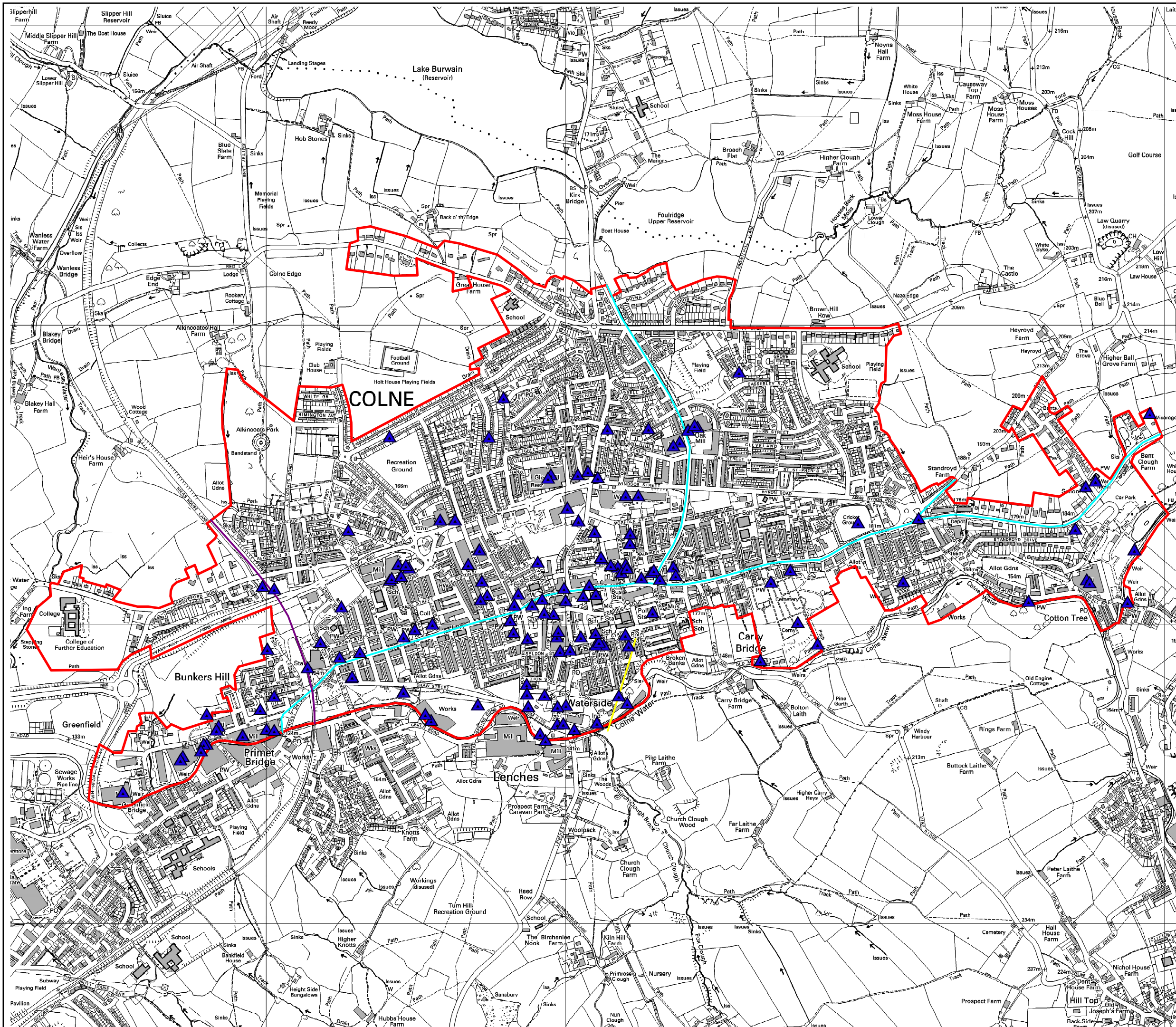- ⬡ Post-Medieval site
- ▲ Industrial-era site

0 100 200 300 Metres

N

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Colne

Fig 6: Medieval sites, areas and communication routes in Colne

COLNE

EUS2

EUS1

EUS3
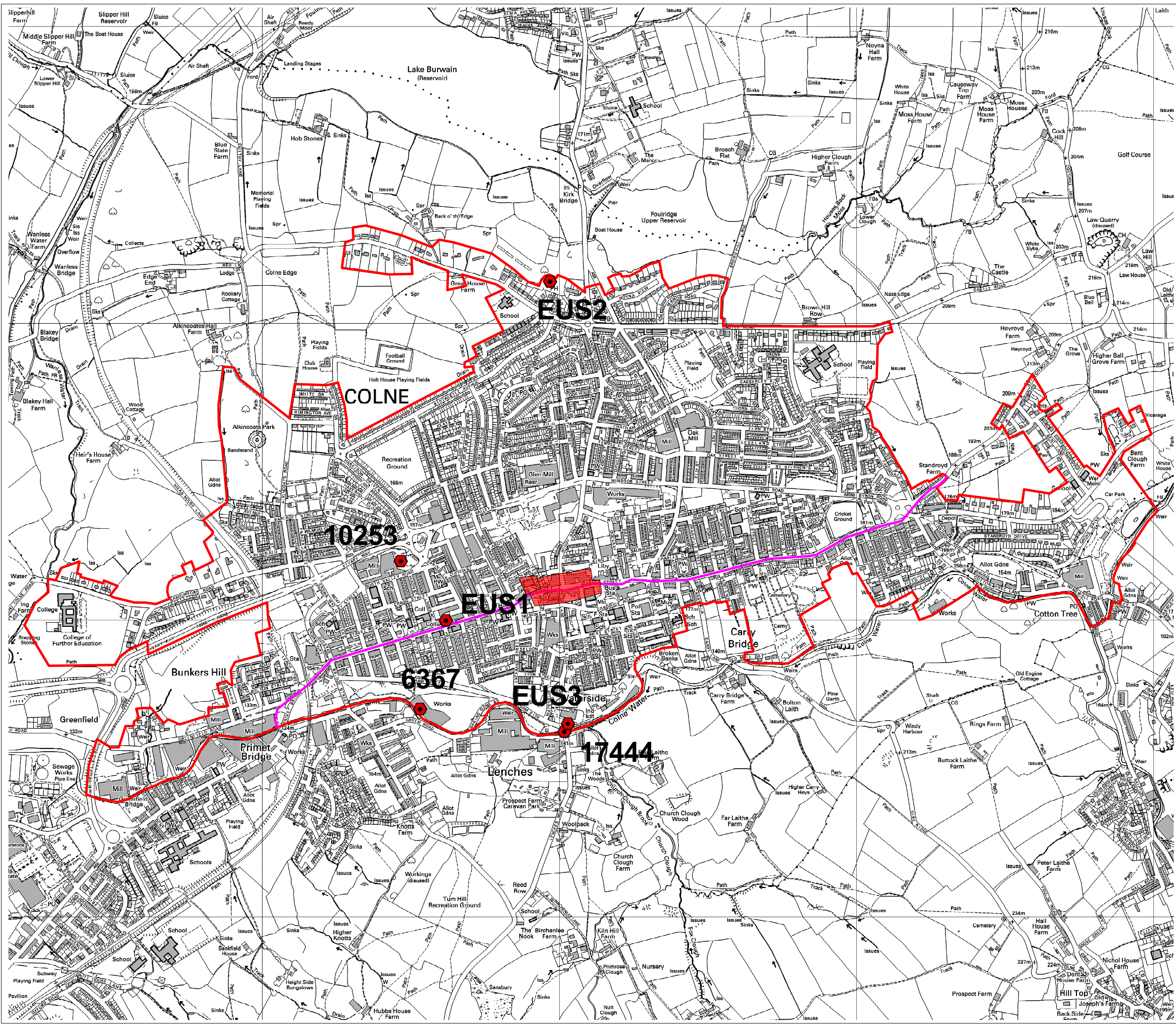
10253

6367

17444

KEY

	Survey area
	King's Highway
	Medieval settlement
	Medieval Site

EUS 1 - Colne Hall
EUS 2 - Langroyd Hall
EUS 3 - King's Mill
6367 - Walk Mill
10253 - Vivary Bridge Mill
17444 - Colne Waterside Bridge
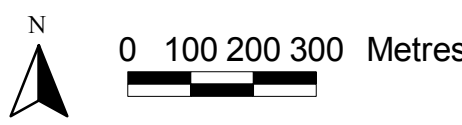
N

0 100 200 300 Metres

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Fig 7: Post-medieval sites, areas and communication routes in Colne
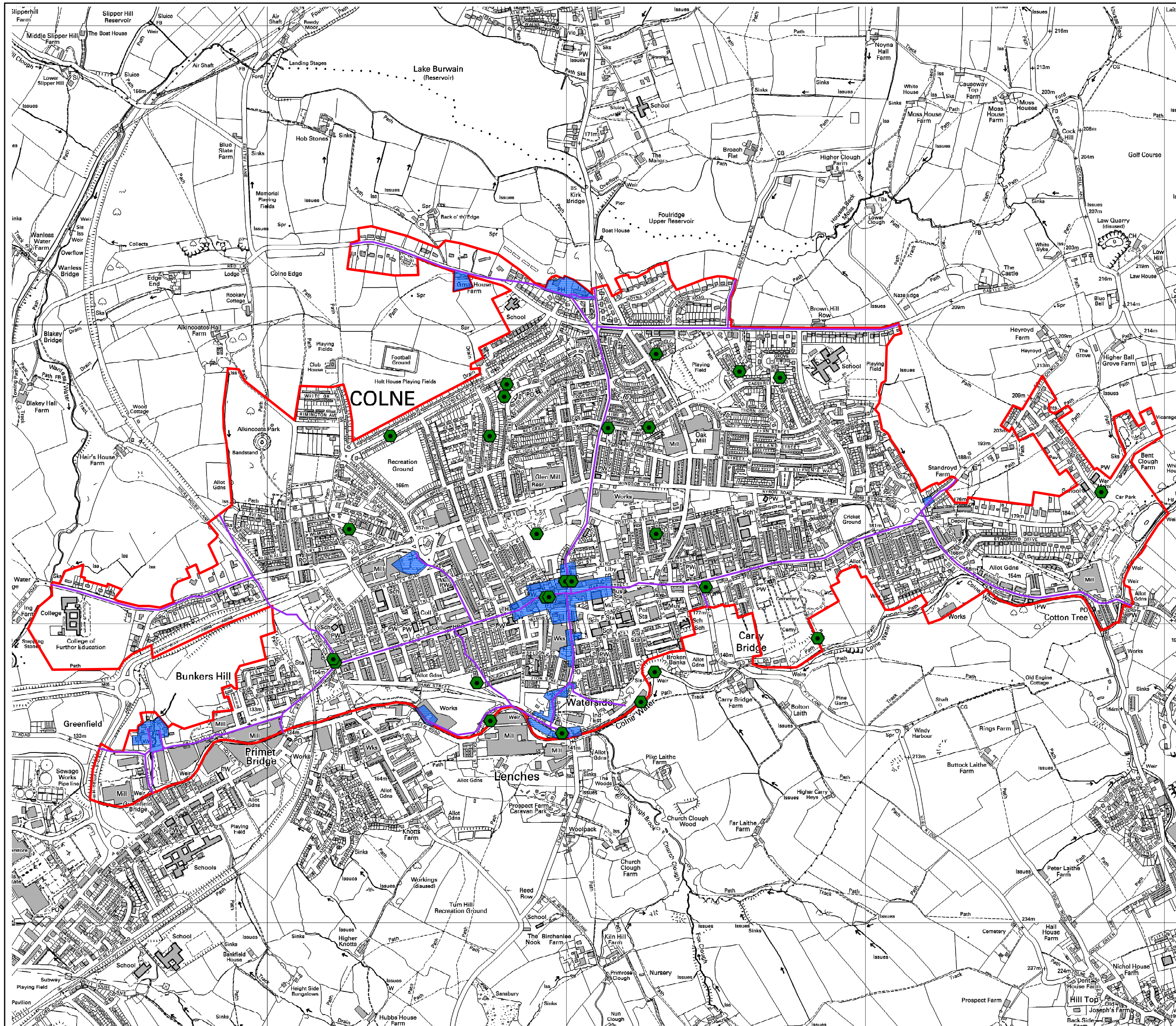
KEY

▭ Survey area

⬢ Post-medieval site

╱╲ Pre-turnpike road

▦ Post-medieval settlement area

See Appendix 2 for identification of sites

N

0 100 200 300 Metres

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Fig 8: Industrial-era sites, and communication routes in Colne

KEY

- ⬜ Survey area
- ▲ Industrial-era site
- Railway
- Tramway
- Turnpike road

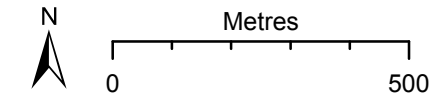See Appendix 3 for identification of sites

0 100 200 300 Metres
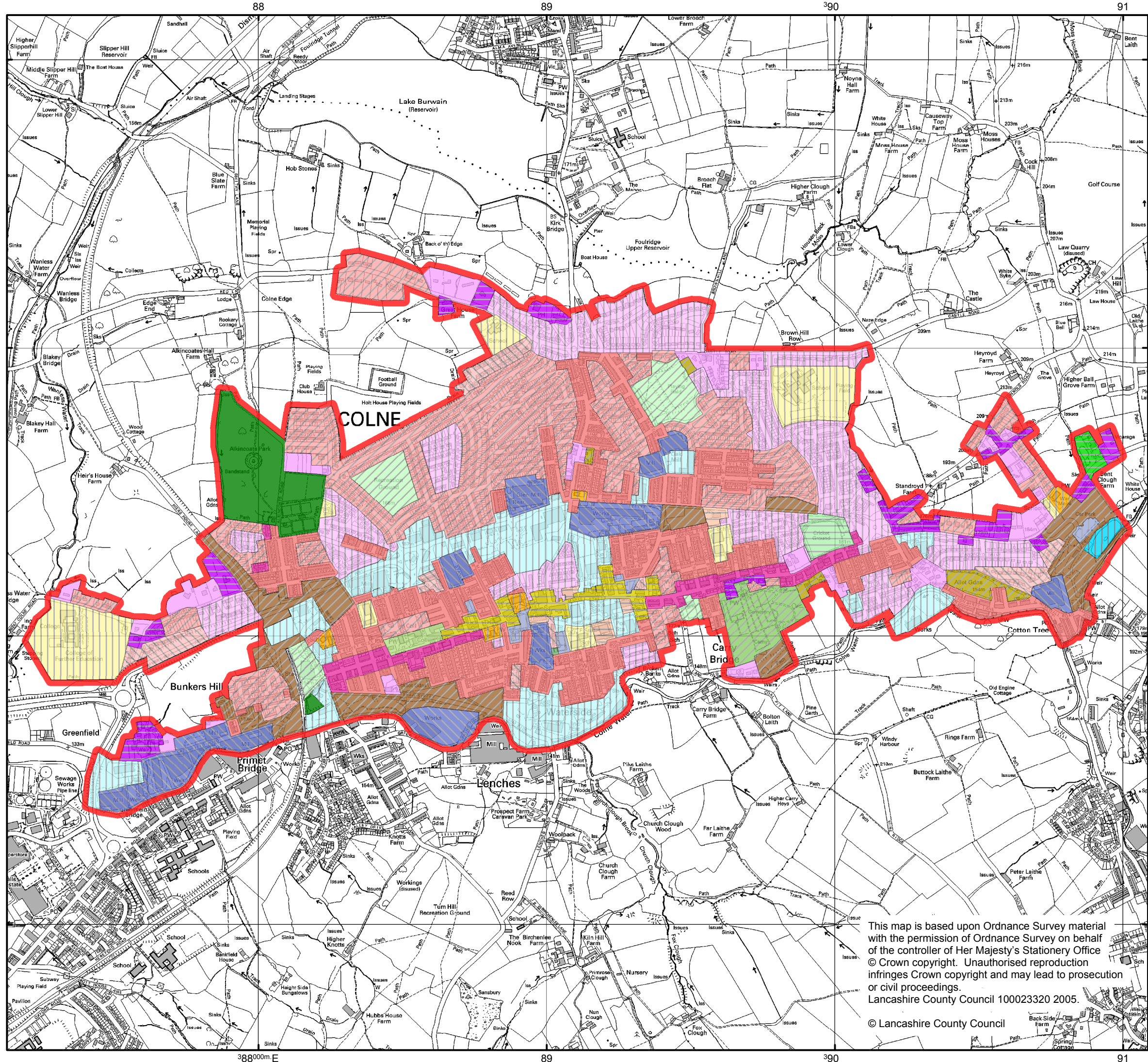
N

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Figure 9. Historical Urban Development

Survey Area
Medieval
18th century
1844
1891
Post-1891
1912
1932
1963
1976
1991
2000

N

Metres
0   500

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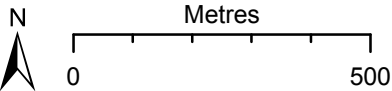Lancashire County Council 100023320 2005.

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Colne

Figure 10. Present Historic Townscape Character - HTC types and areas

Legend:

- Survey Area
- Agricultural (62-65)
- Bye-law terraced housing (38-55)
- C19 cemetery (61)
- C19 municipal cemetery (60)
- C20 industrial/commercial (66-77)
- C20 public (78-82)
- C20 recreational (84-87)
- C20 school or college (88-95)
- C20 transport (96-100)
- Church and churchyard (1-5)
- Civic centre (6)
- Commercial centre (7-8)
- Individual housing (1918-2003) (101-120)
- Inter/immediate post-war housing (c1918-50) (121-143)
- Late C20 housing (c1970-2003) (144-150)
- Later post-war housing (c1950-70) (151-165)
- Middle-class housing (c1860-1914) (34-37)
- Open ground (166-174)
- Private landscape grounds (58)
- Public landscape grounds (56-57)
- Recreation ground (59)
- Rural settlement (19-33)
- Textile industry (9-18)
- Water feature (83)

N

Metres
0   500

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Colne

Fig 11: Designations

KEY

- ☐ Survey area
- ▨ Conservation area
- ⬠ Grade II Listed Building
- ⬛ Grade I Listed Building

See Appendix 4 for identification of sites

N

0 100 200 300 Metres

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