

KEIGHLEY ROAD CONSERVATION AREA APPRAISAL

September 2024



Contents

Preface4

1. Introduction4

 1.1.....4

2. Planning Policy Context5

 2.1 Conservation Areas.....5

 2.2 National Planning Policy.....5

 2.3 Local Planning Policy6

3. Executive Summary9

 3.1 Statement of Special Interest9

4. Maps 11

5. Location and Landscape Setting 12

 5.1 Location & Context.....12

 5.2 Landscape Setting14

6. Historical Interest 15

 6.1 Historical Development of Colne15

 6.2 Historical Development of Keighley Road.....16

7. Spatial Analysis.....22

 7.1 Plan Form, Street Pattern and Layout22

 7.2 Landmarks, focal points and views22

7.3	Open Spaces, Trees & Landscapes	28
7.4	Public Realm.....	30
8.	Buildings	37
8.1	Building types.....	37
8.2	Listed buildings	38
8.3	Key unlisted buildings/heritage assets.....	39
8.4	Palette of materials and local building details and features	39
8.5	Shopfronts and advertising.....	41
9.	Character areas (only if needed and a map thereof to be provided (temporary example provided)).....	44
9.1	Key characteristics	44
9.2	Negatives (where identified)	46
10.	Management Plans – actionable, deliverable and measurable.....	49
10.1	Issues and recommendations – opportunities and threats	49
10.2	Boundary reviews (additions/deletions) Boundary Justification.....	531
10.3	Article 4 Directions	53
11.	Monitoring and review – timescales	54
12.	References.....	55
12.1	Legislation and Guidance.....	55
12.2	Other Sources.....	55
13.	Appendices	57

Appendix A	57
Appendix B	60

Preface

This draft proposed Conservation Area Appraisal and Management Plan (CAAMP) has been developed on behalf of Pendle Borough Council, as an addition to other conservation area appraisals, and management plans. The purpose is to capture the special interest of the area, to aid in the planning process, and to inform their effective management.

This Conservation Area Appraisal will also ensure the appraisals and management plans accord with local and national policy, and best practice guidance on the assessment and management of conservation areas. It has been drafted with reference to the Historic England Advice Note 1 (Second Edition), Conservation Area Appraisal, Designation and Management (2019).

1.Introduction

1.1

A conservation area is an “area of special architectural or historic interest” the character or appearance of which it is desirable to preserve or enhance¹. Designation of a conservation area increases the control over significant or total demolition of unlisted buildings, strengthens control over minor development and protects trees within its boundaries. It also ensures that any new development maintains or enhances the character of the area.

Section 69(1) of the Act states that ‘Every local planning authority —

- a) shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and
- b) shall designate those areas as conservation areas’.

Accordingly, a new conservation area focusing on Keighley Road, is being put forward for designation to recognise the special architectural and historic interest of the area.

Section 71 of the Planning (Listed Buildings and conservation areas) Act 1990 imposes a duty on the local planning authority to formulate and publish proposals for the preservation and enhancement of conservation areas. Proposals must be publicised and

¹ Planning (Listed Buildings and Conservation Areas) Act 1990.

incorporate public comment. The purpose of a conservation area appraisal is, in accordance with the methodology recommended by Historic England, to define and record the special architectural and historic interest of the conservation area.²

The final version of the appraisal will set out how the views of the community have been incorporated into the document.

2.Planning Policy Context

2.1 Conservation Areas

A conservation area is defined by the Planning (Listed Buildings and conservation areas) Act 1990 (as amended) (referred to as 'the Act') as an 'area of special architectural or historic interest' the character or appearance of which it is desirable to preserve or enhance'. Designation places certain duties on local authorities including the requirement to review the overall extent of designation in their areas regularly and, if appropriate, to designate additional areas. Designation remains the principal means by which local authorities can apply conservation policies to a particular area, which include:

- increasing control over significant or total demolition of unlisted buildings;
- strengthening control over minor development and protecting trees within its boundaries;
- the advertisement of planning applications for development that would affect the character or appearance of the area;
- the requirement for the submission of notifications for works to trees.

Section 72 (1) of the Planning (Listed Building & conservation areas) Act 1990 states: 'In the exercise, with respect to any building or any other land in a conservation area, of any functions... special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'.

2.2 National Planning Policy

The Government's planning policies for England are set out in the National Planning Policy Framework (the Framework), which was first published in March 2012 and updated in July 2018, February 2019, July 2021 and most recently in December 2023. The policies directly addressing the conservation and enhancement of the historic environment are

² *Conservation Area Appraisal, Designation and Management*, Historic England Advice Note 1 2016.

contained in Chapter 16. The Framework states in paragraph 197: 'When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest'. Furthermore, when determining planning applications local planning authorities should take into account:

- the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and opportunities to draw on the contribution made by the historic environment to the character of a place.

2.3 Local Planning Policy

The Pendle Local Plan Part 1: Core Strategy (2011-2030), adopted by the Council on 17th December 2015; provides guidance on planning and development across the district.

The following planning policy guidance are relevant to any development proposal in the conservation area. Sections directly related to heritage and the built environment are included below. For the full policy (which includes biodiversity and the natural environment) please visit the Local Plan.

Policy ENV 1 Protecting and Enhancing Our Natural and Historic Environments

Development should make a positive contribution to the protection, enhancement, conservation and interpretation of our natural and historic environments.

Landscapes

In those areas not subject to national landscape designations development proposals should, wherever possible, aim to safeguard or enhance the landscape character of the area and have regard to the Lancashire Landscape Assessment and specifically the different landscape character types that are present in the borough. Proposals should show how they respond to the particular landscape character type they are located within.

Proposals in the designated open countryside should have regard to the Development in the Open Countryside SPG, or its replacement.

In determining proposals which affect the Forest of Bowland Area of Outstanding Natural Beauty (AONB) great weight will be given to conserving its landscape and scenic beauty. In addition, proposals will be considered on a needs basis, should be in scale with, and have respect for their surroundings, and be in line with the AONB Management Plan objectives. Proposals in the AONB should have regard to the Forest of Bowland AONB SPG, or its replacement.

The general extent of the Lancashire Green Belt in Pendle will be maintained. A review of the Green Belt boundaries in Pendle will be carried out as part of the preparation of the Pendle Local Plan Part 2: Site Allocations and Development Policies. Any alterations to the boundaries will only be made where exceptional circumstances exist.

Open space and green infrastructure existing open spaces will be protected from development. The Council will encourage and support improvements to these spaces and the route ways between them along with the creation of new sites as part of a wider programme of green infrastructure provision.

In circumstances where a development proposal would result in the loss of open space or sports and recreational buildings and land, the applicant must comply with the criteria and requirements of paragraph 74 of the Framework. A financial contribution may be acceptable where a specific replacement site has been identified and the contribution provides the full cost of implementing the works required.

The Council will work with local communities to identify and designate Local Green Spaces, where appropriate, in the Pendle Local Plan Part 2: Site Allocations and Development Policies.

Historic environment and built heritage

The historic environment and heritage assets of the Borough (including Listed Buildings, Conservation Areas, Scheduled Monuments, non-designated assets and archaeological remains) and their settings, will be conserved and should be enhanced in a manner appropriate to their significance, especially those elements that make a particular contribution to the local character and distinctiveness of Pendle, such as:

- The pre-industrial, farming heritage of the 16th-18th centuries: houses and barns;
- The industrial heritage of the textile industry including: weaver's cottages, mills (in particular the weaving sheds and chimneys) and terraced housing;
- The Leeds and Liverpool canal corridor and its associated assets, including locks, bridges and warehouses;
- The sandstone masonry and stone slates of the traditional local vernacular building styles.

The Council will seek to do this through:

- The declaration of Conservation Areas or other heritage designations;
- The preparation and review of Conservation Area Character Appraisals and Management Plans;
- The use of Article 4 Directions;
- The preparation of a Local List; Maintaining a record of heritage assets at risk and formulating strategies to protect them;
- Identifying grants and funding opportunities for heritage at risk and conservation-led regeneration projects.

Development proposals should:

- Ensure that the significance of any heritage asset (including its setting) is not harmed or lost without clear and convincing justification.
- Demonstrate an understanding of the significance of the historic environment including the landscape and townscape character.
- Applicants should refer to the Historic Environment Record (HER) and relevant local evidence sources such as Conservation Area Character Appraisals, the Lancashire Extensive Urban Survey and the Lancashire Landscape Character Assessment.
- Where appropriate, prepare a heritage statement (including an archaeological assessment) to assess the significance of assets, the impact of the proposals and any necessary mitigation measures.
- Follow the design principles set out in Policy ENV2 which provides guidance on the connection between design and conservation. Follow the 'optimum viable use' approach when re-using historic buildings, with a presumption against demolition.

Where harm to, or loss of significance of, a heritage asset is permitted (in line with the criteria in the Framework - paragraphs 132-135), the developer will be required to undertake appropriate investigation and recording and make the results of that work publicly available through the Historic Environment Record.

3. Executive Summary

This proposed conservation area appraisal provides an introduction to the proposed conservation area and outlines the special historic and architectural interest and its development from an agricultural settlement into a middle-class residential district. It sets out the relevant planning policy context, as well as the location and setting of Keighley Road. The bulk of the appraisal provides an analysis of the streetscape, built environment, current condition, setting and views; and highlights elements that make positive and negative contributions to the place, including areas and properties of significance as well as their level of significance.

The Conservation Area Management Plan provides recommendations for its future management. The Conservation Area Management Plan supports heritage-led, informed approaches to the long-term management of change.

This document should be reviewed periodically to capture changes so that the information is accurate, and recommendations reflect the present situation.

3.1 Statement of Special Interest

The special character of the proposed Keighley Road Conservation Area derives from the following elements:

- C18 agricultural dwellings and associated buildings, which formed the earlier rural settlements;
 - Fine middle-class terraced houses dating from the late Victorian and Edwardian era, set behind front gardens, stone terraced buildings that directly front the pavement. These typify the main evolution of the area, the Victorian suburban expansion and the wish to move away from the centre of town;
 - Smaller mill worker terraced housing at Mabel and Grosvenor Street, evidencing the bye-law housing, retaining their setted streets and services road at the rear;
 - A small number of historic properties that form part of the historic commercial area at the western end of Keighley Road, where it meets Market Street;
- The axis (junction) of a historic Drovers' route (Carry Lane) and one of two main routes into Yorkshire (Keighley Road);
- A large number of buildings of local architectural or historic interest;
 - Traditional craftsmanship embodied in original building materials and architectural features; including vernacular terraces, byelaw terraced housing and middle-class terrace housing.
 - Visual harmony resulting from use of a limited palette of natural building materials of stone, with stone flag or slate roofs;
 - Historic street surfaces in parts of the conservation area, particularly the 'Heritage Streets' enhancing the environment;

- Attractive views southwards across the valley;
 - Green and open space provided by Colne Cemetery, central to the proposed conservation area and a key focal point. The Cemetery contains the only Grade II listed structure, the Grave of Wallace Hartley.
 - The modern housing provided by The Peter Birtwistle Trust, the legacy of Peter Birtwistle, a millionaire jeweller who emigrated from the UK to Canada but left his entire fortune to provide housing for people in his hometown of Colne when he died in 1927.

4. Maps

- Overall location – within the wider area
- Appraisal boundary map, to include (where appropriate)
 - Positive buildings
 - Negative buildings
 - Focal buildings
 - Historic shopfronts
 - Positive views
 - Negative views
 - Positive open space
 - Negative open space
 - Opportunities for potential enhancement
 - Important trees
 - Designated heritage assets
 - Non-designated heritage assets

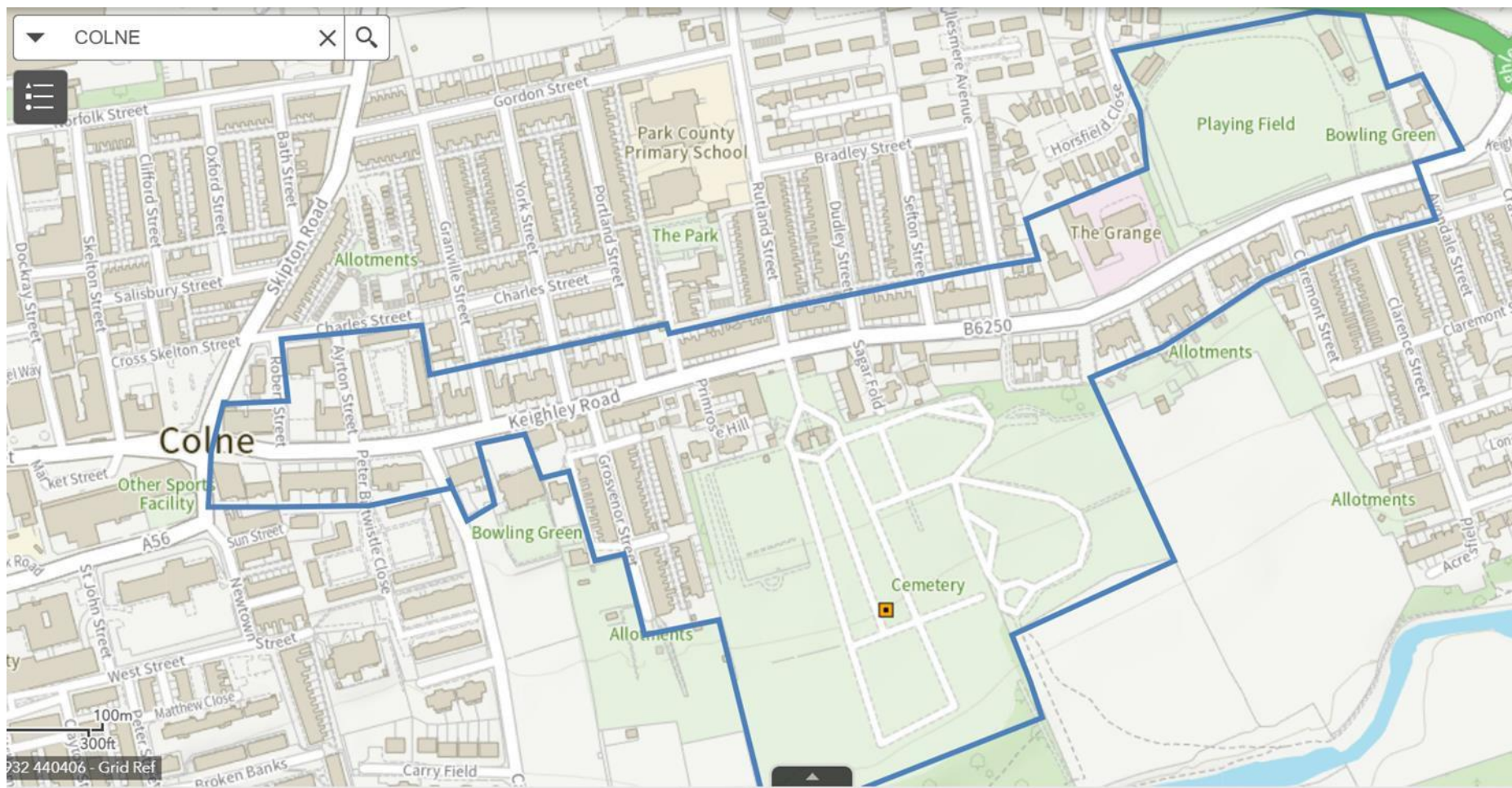
5. Location and Landscape Setting

5.1 Location & Context

Colne is a vibrant and attractive market town, which lies on the western edge of the Pennine Hills, centred on NGR SD 862 378, adjacent to the Town of Nelson to its southwest and to the northeast of Burnley, with the village of Foulridge to its north, Trawden to its southeast and Laneshawbridge located to the east. Colne lies at the far north end of a number of closely related settlements that are situated along the valley of Pendle Water and its tributaries, with the principal routes of Keighley Road and Vivary Way (A6068) forming the spine of the town.

Keighley Road Conservation Area lies to the east side of Colne town centre and is focused on part of the spinal route into Colne, and the encompassing buildings. The area is a mix of medieval and post-medieval settlement and nineteenth century urbanism; largely made up of Victorian and early 20th century housing in terraced blocks, but also includes multiple shops, workshops, a public house, the Legion Club and a section of Colne Cemetery, as well as some standing remains from the medieval and post-medieval settlements and enclosures. The conservation area also includes the axis (junction) of a historic drover's route (Carry Lane) and one of two main routes into Yorkshire (Keighley Road).

The boundaries of the conservation area are defined by the existing infrastructure and includes a large section of Keighley Road, stretching from The Commercial Hotel at its western point to Swanfield House at the east, encompassing both the north and south side of Keighley Road, from no.2 to no.180. The area also includes Grosvenor Street and Mabel Street, Primrose Hill, and Colne Cemetery. The boundary encapsulates the Victorian and early 20th century housing and suburban spread, which typifies the most prominent development and evolution of the area as well as a section of the worker houses and includes some key buildings of particular interest, such as the Cemetery Chapels, the Commercial Public House and the Tower Buildings, which form the boundary of the area. Furthermore, the area includes some of the more historic sites such as the houses on Dubbin Row and Primrose Hill, which help reflect how Keighley Road has developed over time. Whilst Sagar Fold is of no architectural or historic interest owing to it being a modern development, it naturally falls within the area boundary.



The geographical location of the proposed Keighley Road Conservation Area (in blue) in relation to Colne

5.2 Landscape Setting

Colne and the proposed Keighley Road Conservation Area sit on the north side of the valley formed by Colne Water and its tributaries.

The settlement developed on a well-defined ridge between Colne Water and a tributary stream in the north valley. Situated in the Lancashire valleys countryside area; however, has an intensely urban character. That said, Colne is largely surrounded by open countryside to the north, south and east.

The proposed conservation area takes a largely linear form, created by the arterial route, through to the town centre, sitting slightly south of the principal route through Colne, and is a more modern settlement from the Industrial era, adjoining a historic enclosure located to its south, where the views open out to the steeply rolling countryside, which falls to the south forming a rural setting.

The properties within the proposed conservation area have mainly similar plot sizes with buildings often fronting the pavements, with gardens at the rear. The building stock consists largely of terraced houses with a few notable exceptions.

6. Historical Interest

An overview of the history and development of Colne followed by the development of Keighley Road is described below.

6.1 Historical Development of Colne

Believed to be of British Origin, the name ‘Colne’ is either a river name or taken from the Celtic colauno, meaning ‘roaring river’³. Colne is the northernmost of a string of Pennine mill towns, but it was not an industrial foundation. There is a church with C13 or earlier origins. The older part is mainly one long street on a ridge, with the Town Hall and Parish Church⁴.

Colne’s history could be divided into three phases: a small medieval market town supporting an agricultural area, then a slow growth from 1790 to 1840, thanks to the early cotton industry based on handloom weaving, followed by a rapid growth in the late Victorian era based on powered loom textile industry. This final expansion happened later than in most Lancashire mill towns owing to Colne’s relatively isolated position on the edge of the Pennines.

The town developed in two parts, Colne on top of the ridge; and Waterside, at the base of the southern side of the ridge, next to the river. By 1296, a corn mill and a fulling mill had been established down by the river. Later, coal was also mined here; and was continuously mined from the post medieval period, through to the nineteenth century.

During the Medieval period, Colne was primarily an agricultural community, but had strong interests in rural industry. By the 15th century, Colne had become a major centre for the woollen trade, in particular for the production of lightweight kersey. Quarrying was undertaken at Colne from at least the seventeenth century, albeit a small-scale industry and outside the defined urban area. There were also other industries to be found in Colne, including tanning, a long-established industry documented from 1521, as well as iron foundries and works for the manufacture of looms and mill furnishings, breweries, leather works and timber yards. By the second half of the eighteenth century, Colne had become the centre of the woollen industry in north-east Lancashire. By this time, Colne seems to have been the largest town in the Hundreds after Blackburn; an indication of its importance as a commercial and administrative centre³. With the Industrial Revolution, cotton manufacturing became the main industry in the town, aided by the completion of the Leeds and Liverpool Canal in 1816, and by the arrival of the railway. By the end of the eighteenth century, Colne was described as a market town.

³ *Lancashire Historic Town Survey Programme, Colne – Historic Town Assessment Report, Lancashire County Council and Egerton Lea Consultancy with the support of English Heritage and Pendle Borough Council, May 2005.*

⁴ *The Buildings of England – Lancashire: North, Clare Hartwell and Nikolaus Pevsner, 2009*

In the nineteenth century, Colne grew down the two sides of the hill into what are called the North and South Valleys and towards Nelson and Laneshawbridge. However, during the early nineteenth century, the woollen cloth trade was in decline, with the growth in production of cotton cloth. The production of cotton cloth in Colne had only limited success; however, the last 20 years of the nineteenth century did result in some modest expansion to the town³, due to power-loom weaving eclipsing hand weaving. By 1891, there were 30 cotton mills listed in Colne, and this resulted in the development of terraced housing, expanding out to both sides of the main route through Colne and to the east and west; many of which would be to house mill workers. As well as the provision of housing for mill workers, mill owners also built a number of houses throughout the town. The town's population declined during the 20th century, as with many Lancashire mill towns.

6.2 Historical Development of Keighley Road

This section of Keighley Road reflects the above development. Though dominated by the handsome, later Victorian and Edwardian architecture erected as the thriving town grew outwards, several earlier buildings remain as evidence of the area's earlier history.

Pre-C18th Keighley Road

This area includes the junction of two important ancient routes: the drovers' road of Carry Lane, leading down to Carry Bridge, and Keighley Road itself, one of two routes into Yorkshire. The diagonal stones jutting from the retaining wall of Carry Bridge were used to "brake" horse drawn vehicles on their way downhill to the bustling village at the bottom and beyond.

At this junction is Numbers 14 to 18 Keighley Road, previously known as Carry Lane Head. Its considerable age is shown by its position below the current level of the road, which has become higher over time.

C18th and early C19th Development

Through most of the pre-Victorian era, Colne remained largely a small agricultural community with properties that pre-date the Victorian expansion of Colne. Two substantial farmhouses were constructed on Keighley Road during this period. It is thought that the rear section of Swanfield Cottage (now Swanfield House) was built circa 1724 with the prominent double-

³ *Lancashire Historic Town Survey Programme, Colne – Historic Town Assessment Report, Lancashire County Council and Egerton Lea Consultancy with the support of English Heritage and Pendle Borough Council, May 2005.*

fronted block facing the road built in 1824. Horsfield Cottage (now Horsfield), a double fronted farmhouse with integral barn, thought to be built in 1796. Both have barns and outbuildings some converted for residential use.



Lancashire Sheet XLIX. Published: 1848 (Reproduced with the permission of the National Library of Scotland)

A slowly growing handloom weaving industry led to better transport links including the canal which was constructed in the early 1800s. The road between Colne and Skipton, used by cattle drovers' and hand loom weavers, was made a turnpike road in 1755. A second turnpike road to Haworth, also from Lidgett, started in 1810, which is the likely date for the

construction of the toll house at the east end of Keighley Road⁵. A toll bar was put up at the west end, near the entrance to the town, and the Commercial Hotel, a three-storey coaching inn, was built in 1822. The 1840's map also shows that a row of older cottages along Keighley Road, named Dubbin Row, had been constructed. Dubbin Row was once a single row of terraced cottages, it was later divided to create an entrance to Grosvenor Street when two were demolished. Whilst it has been described that the name is a corruption of 'Double Row', relating to when the cottages became two separate rows; prior to this, as a full row it was already named as 'Dubbing Row' on the early Towns Map, perhaps there is some connection to the term 'Dubbin', a process of the mixing of tallow and oil used to dress leather.



Towns Map 1840' - 60's. Colne Sheet 1/2/3/4 Surveyed: 1891 to 1892, Published: 1895 (Reproduced with the permission of the National Library of Scotland)

⁵ *Historic England, 2001, Former Toll House, Cottage and Stable list entry 1389470*

In addition, by the time of the first comprehensive mapping in 1840, there were additional short blocks of workers' cottages known as Primrose Hill, and some handsome Georgian two and three-storey terraces and semi-detached houses closer to the town centre. The grandest of these blocks, almost opposite the Baptist site, is now the Peter Birtwistle Trust community centre.

The growing non-conformist influence led to the building of a Baptist chapel in 1826 (no longer extant) and a rare Inghamite Chapel at Sagar Fold in 1760. Benjamin Ingham was a friend of the Wesley brothers, and founded 27 chapels, predominantly in Lancashire and West Yorkshire⁶. Very few survive. The last remaining still in use in Britain is in Fence, with another in Ontario, Canada. The Keighley Road chapel closed 1840, being converted to a school and then a forge and later housing.



Towns Map 1840' - 60's. Colne Sheet 1/2/3/4 Surveyed: 1891 to 1892, Published: 1895 (Reproduced with the permission of the National Library of Scotland) – showing three-storey terraces closer to the town centre. Including what is now the Peter Birtwistle Trust community centre (left) and rare Inghamite Chapel at Sagar Fold and workers cottages at Primrose Hill.

⁶ Robert Walker Thomson, 1958, "Benjamin Ingham (The Yorkshire Evangelist) and the Inghamites", RW Thompson, Kendal

The Victorian and Edwardian Era

Whilst this part of Keighley Road includes standing remains of medieval and post-medieval settlement, the most substantial phase of development within this area of Colne occurred during the latter half of the 19th century, when a significant number of large Victorian terraced rows were constructed, particularly to the western end of Keighley Road. This demonstrates the most important phase of the evolution on this area, illustrating the popularity of suburban residences in the Victorian era and the need for urban expansion. One of the primary catalysts for the middle classes need for suburban areas, was the increase in population, and towns becoming crowded; therefore, the wealthier sought larger homes with greater privacy. As power loom weaving became more widespread, the increasingly profitable textile industry brought funds for civic projects, well represented on Keighley Road and the surrounding streets, the most prominent here being the cemetery chapels (1860) and gatehouse (1899). The Baptist chapel extended to build a Sunday School in 1883. The church was demolished, but the Sunday School still stands. Colne Cricket Club, founded in 1830 (the first club in the Lancashire League, founded by Colne alumni of Shrewsbury School), has had a chequered history. The pavilion has been replaced at least three times, but the tall, long stone boundary wall is likely to be Victorian.

Colne Local Board became responsible for awarding an early form of planning permissions for new houses. The spaces between existing buildings were broadly filled from the west end as the town expanded, with short terraces of simple, Georgian double-fronted houses giving way to more ornate terraces closer to the cricket ground, most of which were constructed in the 1880s and 1890s by speculative builders.

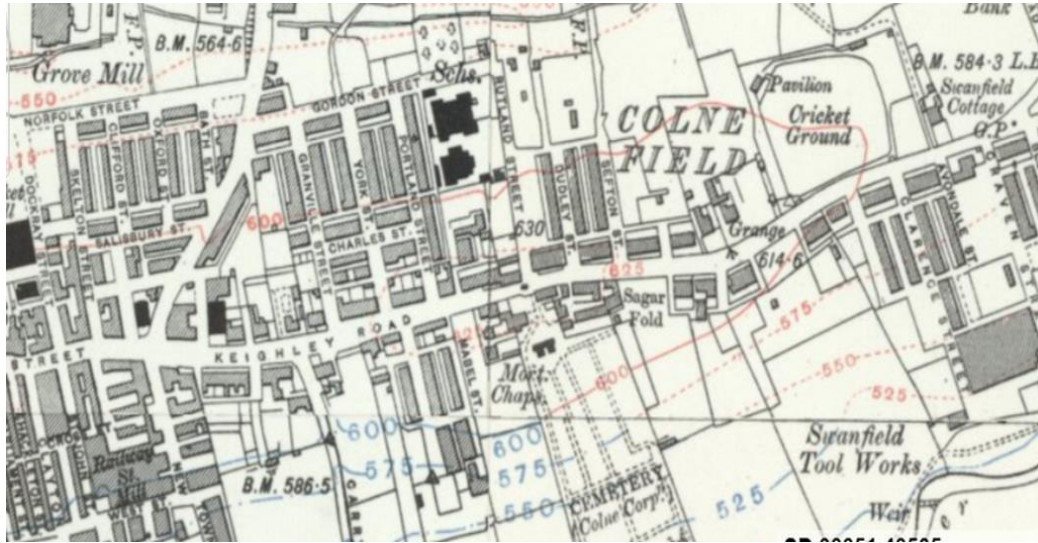
Reinforcing the road's new status was the construction of the gentleman's residence 'The Grange', built in 1890 by prominent cotton manufacturer Joseph Henry Catlow, between Horsfield and the cricket club⁷. The Grange was later owned by successive industrialists William Eccles, then William Sagar, becoming a local hub of events and politics⁸.

The last significant building of this era was the Tower Bar and Ballroom, built 1900 on the site of the meeting rooms of the former Weavers' Institute. It has distinctive Dutch gables and was said to have the finest fully sprung dance floor in Lancashire. It later became known as the Corner House⁹.

⁷ *Burnley Express*, 30 July 1892, page 4, "Prospectus. The Greenfield Room and Power Company Limited, Colne".

⁸ *Nelson Leader*, 11 August 1933, page 10, "Mr Randolph Churchill at Colne".

⁹ *Colne Town Council*, 2020, *Colne Neighbourhood Plan: Non-designated Heritage Assets*.



Six Inch Second Edition Maps Lancashire 1910 (XLVIII.SE, XLIX.SE, LVI.NE, LVII.NW)
(Reproduced with the permission of the National Library of Scotland)



Colne - Lancashire, Sheet LXVIII.16.25 & LVI.4.5, Surveyed: 1891, Published: 1892.
(Reproduced with the permission of the National Library of Scotland)



By the early 20th century, the area had expanded further, and rows of terraced houses, found in small blocks, filled much of Keighley Road. Leading off from Keighley Road are a number of lower status terraced streets, intended for workers at nearby mills. Grosvenor Street is one of the best examples of this form of housing.

Lancashire XLVIII.16, XLIX.13, LVI.4, LV2.1. Revised: 1910, Published: 1912
(Reproduced with the permission of the National Library of Scotland)

7.Spatial Analysis

7.1 Plan Form, Street Pattern and Layout

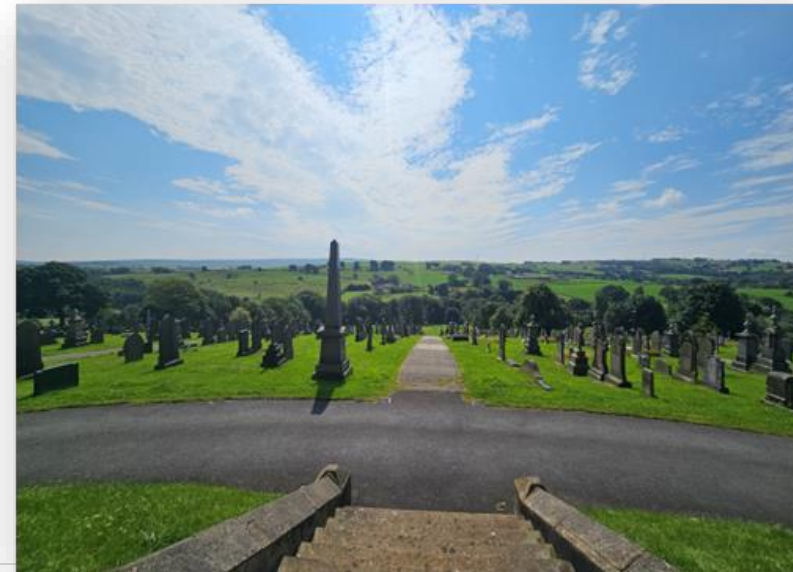
The plan form of the proposed Keighley Road Conservation Area is derived from both its agricultural roots formed along the 'Kings Highway', more of a dispersed settlement on the arterial linear route into Colne, and from its evolution of the wool and cotton industry. The earliest properties are identified on the First Edition OS map and the Town Maps of 1840 – 1860, where the area is largely rural and rural settlements are dispersed along what was known as the 'Kings Highway' and later Turnpike Road.

Whilst Colne was expanding from the mid-eighteenth century through to the mid-nineteenth century, the expansion along Keighley Road, did not take place until the nineteenth century. Initially with the dispersed rural settlements from the early part; progressing towards the end of the Victorian period and Edwardian era, with the linear tight knit development, which includes the middle-class dwellings. From the late nineteenth century, evidence of the spread of mill worker housing is apparent, spreading from the north and south of Keighley Road (most outside of the proposed conservation area), which includes the first terraced row on Mabel Street. Soon after (post C1891), more bye-law properties were built spreading north and south, creating grid street patterns (most outside of the proposed conservation area), including those located at Grosvenor Street.

The proposed conservation area is dominated by terraced housing, mostly of two-storey dwellings, some of which were initially 'back-to-back', such as some at Primrose Hill. However, some of the more imposing middle-class dwellings located to the east end of the conservation area, are of 2.5 storeys and some modern twentieth century properties are single storey. There is a mix of terraces that directly front the pavement, particularly on the south side of Keighley Road, whereas the later middle-class housing is set back away from the road behind front gardens enclosed with stone boundary walls.

7.2 Landmarks, focal points and views

Landmarks are limited throughout the proposed conservation area, mostly due to the residential nature of the area. However, whilst not readily viewable from throughout the conservation area, when travelling along Keighley Road, Colne Cemetery, its Gate House and Cemetery Chapels are the most notable landmarks at the heart of the proposed conservation area. Particularly the Cemetery Chapels in their Gothic style with the central spire, which are a striking landmark, framed by the attractive backdrop of the rural South Valley and the central archway drawing your eye through to the valley beyond.



Views of the Cemetery Chapels, particularly their spire can also be experienced at other locations within the proposed conservation area, such as from within Primrose Hill, and around Mabel Street and Grosvenor Street.

Further west, forming the backdrop to the modern housing development provided by the Peter Birtwistle Trust, looms the Trinity Baptist Church, formerly, the Trinity Baptist School, with its French inspired Mansard type roof. The former Trinity Baptist School was once attached to the Trinity Baptist Church, together forming a substantial and imposing building. The church, however, has since been demolished, leaving a blank façade under the Mansard roof, with clear and open views to this landmark



Trinity Baptist Church (formerly the Trinity Baptist School), with its blank facade facing Keighley Road after the demolition of the original Trinity Baptist Church

Marking the western end of conservation area is the Tower Building, a prominent stone-built building, double fronted of three storeys and is markedly more substantial in its scale and mass in comparison to most of the conservation area.

Through its size and design with its Dutch gables Tower Buildings is a notable landmark on one of the primary routes into Colne, located at the gateway to the town centre. On its opposite corner is the Commercial Inn; another notable landmark framing the gateway to the town centre and forming part of the historic commercial area.



Tower Buildings and the Commercial Inn, landmark buildings located at the western end of Keighley Road, framing the gateway to Colne town centre.

There are several views into and out of the conservation area, as well as internal views that contribute to its character and appearance. The approach from the east along Keighley Road into the proposed conservation area is different from views that run down from the north to the south in contrast; with built up suburban views, particularly after the openness of the cricket playing field.

It is only when deviating towards the south does the contrast become apparent, when viewing the side roads south from Keighley Road. Whilst the side roads are sometimes formed by terraced rows, they drag the eye southwards, where the road slopes away and the views are terminated by the rural views of the south valley which create a focal point. These rural views include:

Avondale Street

Clarence Street

Claremont Street

Sagar Fold

Primrose Hill

Grosvenor Street

Carry Bridge Lane, an important view and historical route.

Peter Birtwistle Close

At the very edge of the western side of the conservation area Newtown Street.



Rural views looking south down the side streets off Keighley Road

Other rural views are experienced, along Mabel Street, which is pedestrianised and from the access roads that are located between No's. 142 and 108 Keighley Road, which are used to access the rear of the terraced rows here.



Rural views looking south down Mabel Street (left) and the side access road off Keighley Road

The views out to the north from the conservation area have a more urban grain, and include:

Ellesmere Road,

Sefton Street

Dudley Street

Rutland Street

The Park

York Street

Granville Street

Ayrton Street

Robert Street

Skipton Road, at the very western end of the conservation area and Portland Street, however, have a limited rural view.

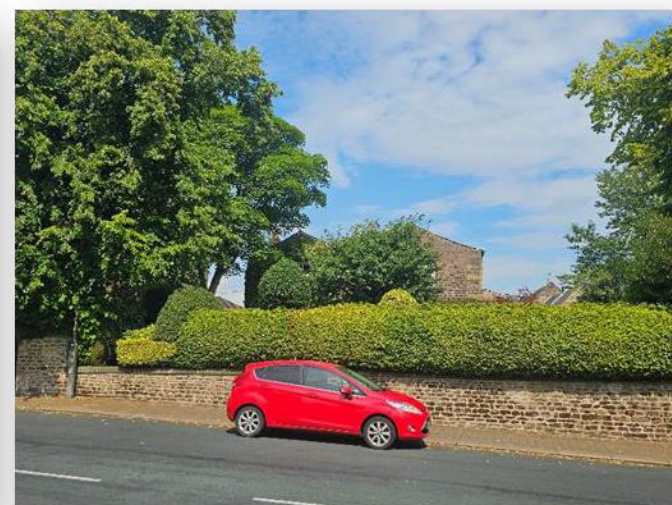


Views looking north up the side streets off Keighley Road, with a more urban grain

7.3 Open Spaces, Trees & Landscapes

Despite the suburban nature of the area, there are still open spaces, trees, landscapes and green spaces to be found. Located at the east end of the proposed conservation area is the bowling green and the cricket playing field at Colne Cricket Club. Formed in 1830, Colne Cricket Club has historically been a cricket ground with a pavilion since development began in this area and is said to be the oldest cricket club in Lancashire, with the first game being played on Horsfield, the same location as today.

Colne Cemetery also provides green and open space, enhanced with the addition of trees and the rural views over the south valley.



Green and open spaces provided by Colne Cricket Club (left), Colne Cemetery (Centre) and trees within the grounds of Horsfield



Green and open spaces provided by the community gardens at Grovesnor Street (left), and private and communal gardens along Keighley Road (Centre & right)

Trees are sporadic throughout the proposed conservation area, with most located to the rear of the middle-class dwellings on the south side of Keighley Road at its eastern end, as well as those that encompass the grounds of 'Swanfield House', 'The Grange' and 'Horsfield'. Located outside of the proposed conservation area, when looking south the rural views of the south valley contribute to the character and appearance of the proposed conservation area. Additionally, at the eastern end of the proposed conservation area, between the terraced rows, green areas are provided by the allotment areas also outside of the proposed conservation, which form part of the backdrop and through the setting also contribute.

Adjacent to Grosvenor Street are the community gardens, that follow the slope south, to outside the proposed conservation area. Here, again there are more allotment gardens and rural views that make up the setting of the proposed conservation area and contribute to its character and appearance. The community garden is bounded by mature trees on its eastern boundary and hedgerows and shrubbery to the west boundary, softening the more urban grain of this area. The views south down Carry Lane also provide more rural and open views as well as some trees. Overall, the cricket playing field, bowling greens, allotments and community gardens provide much needed and valuable recreational and green spaces within the proposed conservation area.

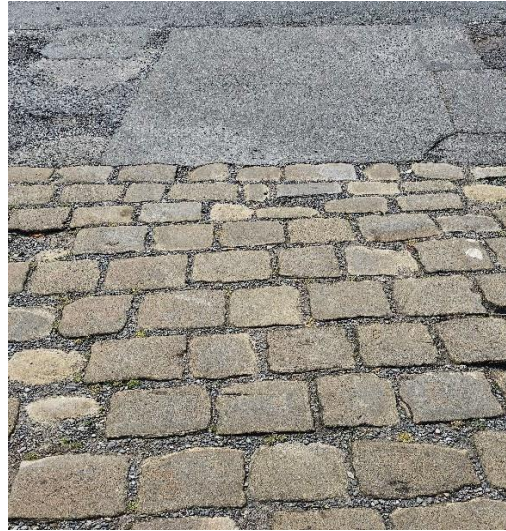
Beyond this the only other landscaped spaces are the front and rear gardens associated to the residential dwellings. It is mostly at the eastern end of the proposed conservation where dwellings are set back from the road behind front gardens, these vary in size and relate to the size and status of the middle-class dwellings. The more west you travel along Keighley Road, the area becomes more densely grained with buildings mostly directly fronting the pavement, resulting in few open and green spaces; with the exception of the modern development at Birtwistle Fold, where the shared courtyard/garden space provides much needed green space formed by lawns, shrubbery, hedgerows and trees as well as the lawned area, which fronts the Peter Birtwistle Community Centre opposite on the south side of Keighley Road.

It should be noted that trees in a conservation area that are not protected by a Tree Protection Order, are usually protected by the provisions in section 211 of the Town and Country Planning Act 1990.

7.4 Public Realm

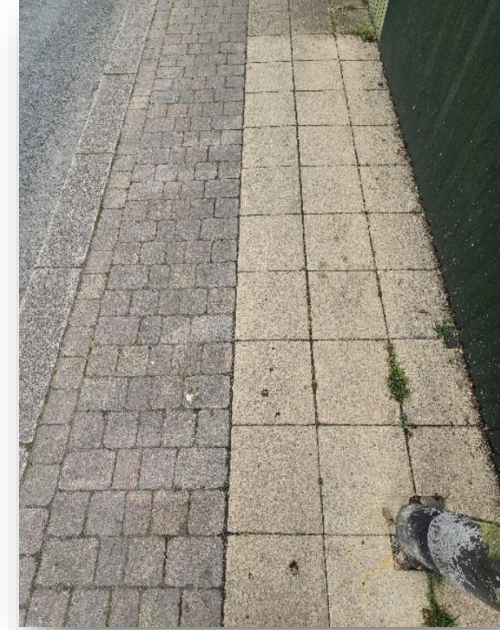
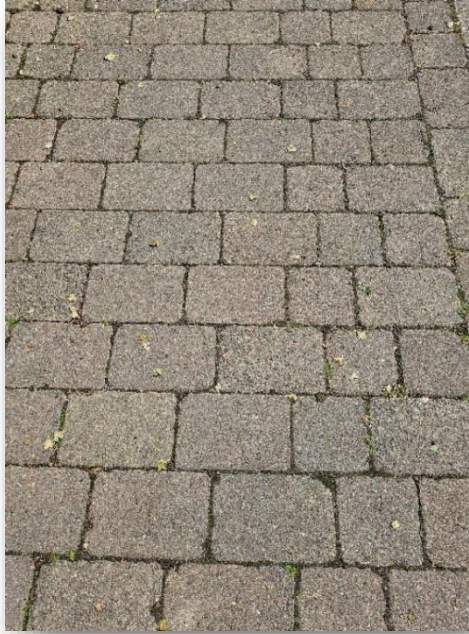
In the context of a conservation area, public realm is described in terms of floorscape (street and pavement surfacing) and street furniture. The proposed Keighley Road Conservation Area has a variety of surfacing types. The majority of the road surfaces are tarmac, but there are some instances of stone setts, which are located at Grosvenor Street (known as a Heritage Street) and the access roads to Mabel Street and along the associated rear alleyway access, as well as the junctions of some of the side streets heading north, such as Sefton Street and Ellesmere Road. There is a single raised

courtesy crossing area bridging the junction of Rutland Street, constructed from setts, edged with dropped granite curb stones.



Stone setts are located throughout the area including at Grovesnor Street (left), which is known as a Heritage Street, with some modern versions creating the courtesy crossing(right).

Along the stretch of Keighley Road, the footpaths are largely paved with modern small paving stones similar in size to historic stone setts, which adds some character to the proposed conservation area; however, tarmac has been used on the pavement at the northside of Keighley Road, along the boundary of the Cricket Club, Bowling Green and Swanfield House. At the centre of the proposed conservation area, at either side of Sagar Fold, tarmac has briefly been introduced, with some concrete paving slabs on the western side. Similarly, a small area of Tarmac pavement can be found close to Colne Cemetery, the southern end of Granville Street and along Carry Lane. The appearance of tarmac and some concrete paving is a contrast to other surfaces and is at odds with the area and less visually attractive.



Modern paving stones similar in size and appearance to historic stone setts (right), tarmac and concrete paving slabs (centre), mix of concrete paving (left)

Heading further west along Keighley Road, on its south side modern square paving stones are introduced, some bordered with stone setts.

Running vertically from Keighley Road, the sides streets both north and south, largely have York stone pavements, such as Claremont Street and the Grosvenor and Mabel Street Area. Most pavements are edged with what appears to be granite curb stones.

Overall, whilst the introduction of tarmac pavements has created an unattractive appearance and has a negative visual impact, these are limited in number. Generally, the footpaths are of attractive York pavers or made up of setts and modern squares slabs, which provide uniformity and character to the area.



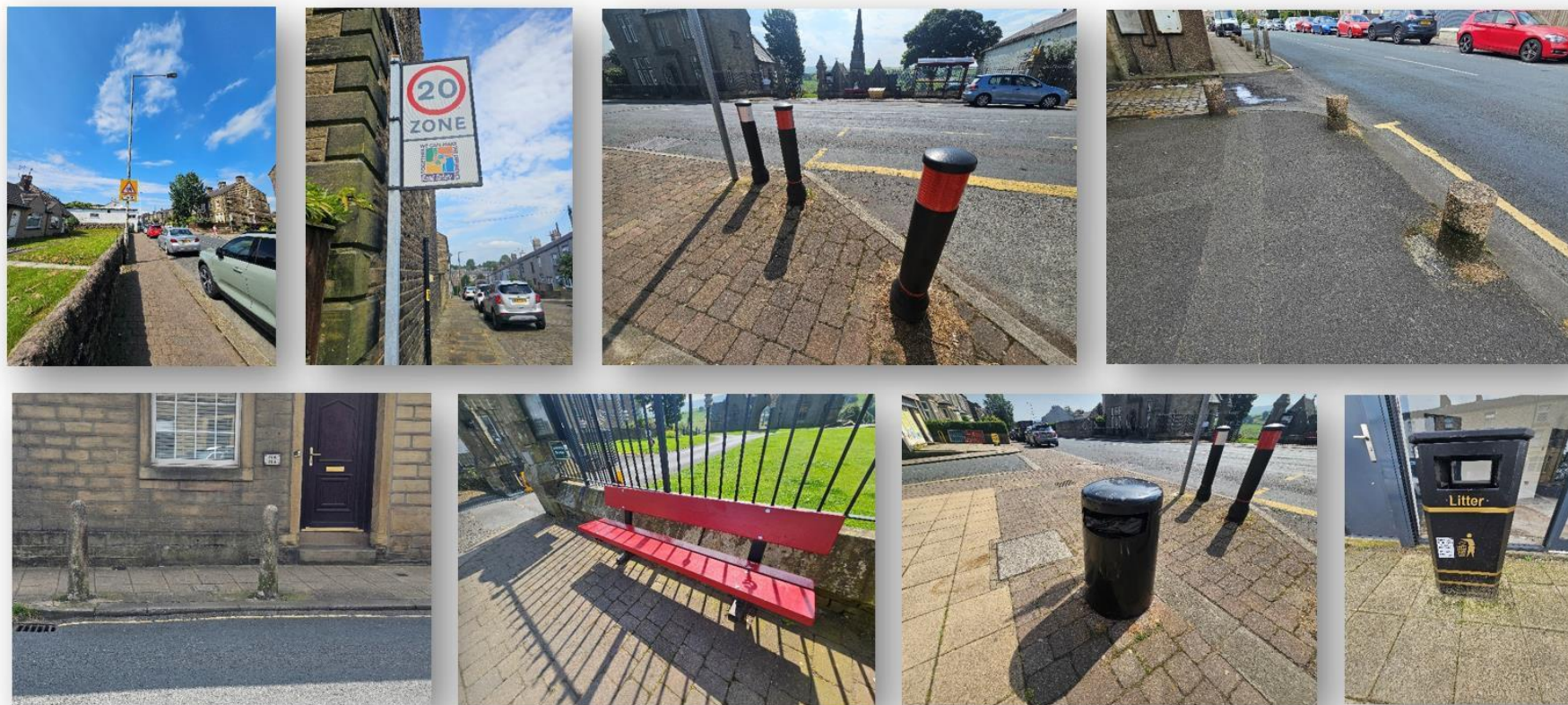
York stone pavement (left) and modern paving and curb stones (right)

The public realm also includes street lighting, signage, litterbins, benches and bollards. However, they are mostly all modern and add very little interest to the proposed conservation area. That said, the lighting for example, whilst modern, due to the distance between each streetlight, they do not overly clutter the area. Benches are mostly limited to the recreational areas, such as the Cricket Ground and Community Gardens, with the exception of a bench outside the cemetery. Street nameplates are a mix of designs and vary in age and size. There are, however, some historic and period style street name signs, including those at Dudley Street, Carry Lane and Mabel Street.



Historic and period style street name signs

Throughout the conservation area there are many road signs, some occasionally lit by modern lighting. The modern street lighting and signs have a somewhat negative visual impact on the appearance of the proposed conservation area. However, throughout they are limited in number, only increasing towards the western end, on the approach to the town centre.



Modern street furniture – signs bollards, benches and bins

Other features and utilities can be found within the public realm, including a singular post box located at the junction of Keighley Road and Robert Street, which is in good condition and a wall post-box, embedded into the stone boundary wall of the cemetery. More unsympathetic items can also be found within the conservation area such as utility boxes and grit/salt boxes and different designs of modern bus shelters. Only a small number of litterbins can be found along Keighley Road;

an example can be found outside the Colne Legion Club, at the entrance to Colne Cemetery and outside the row of shops, opposite. The bins are of a simple, standard design which have a relatively neutral appearance in the proposed conservation area.



A range of bollard types can be found throughout the conservation area, these are mainly only located centrally along Keighley Road, clustered around the cemetery. Bollards within the proposed conservation area vary in condition and design; however, they are all of modern design in concrete or plastic and do have a negative visual impact that detracts slightly from the appearance of the proposed conservation area. Telegraph poles are located away from the main thoroughfare, situated to the south of Keighley Road, and at Carry Lane, Mabel Street and Grosvenor Street, reducing their visual impact as they are not readily seen from the wider proposed conservation area.

8. Buildings

8.1 Building types

This stretch of Keighley Road is largely made up of many substantial and uniform Victorian and early 20th century terraced buildings. Some of the buildings are more finely detailed than others, featuring a variety of carved ashlar stone detailing that has remained considerably unaltered. Collectively, the Victorian and early 20th century buildings have an overall positive impact on the surrounding area and represent a more prosperous era in Colne's history in connection with its industrial development, forming the most significant part of the evolution of this area.

The area is not limited to just this period however, as noted previously, there is evidence of earlier buildings such as Dubbin Row, those at Primrose Hill and Horsfield and Swanfield House, which have agricultural links and the former Inghamite Chapel. Plus, the streets off Keighley Road also provide evidence of Colne's industrial history, found in the smaller bye-law terraced houses such as those along Grosvenor Street, which were most likely developed to house mill workers.

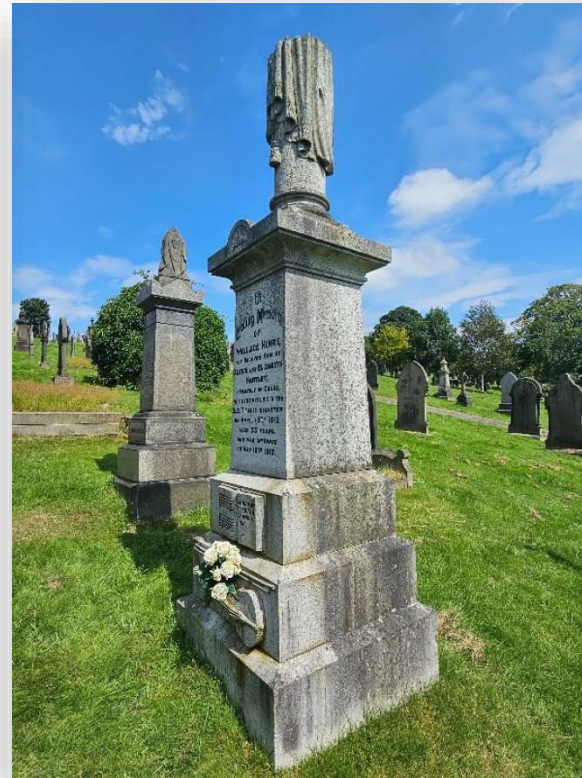
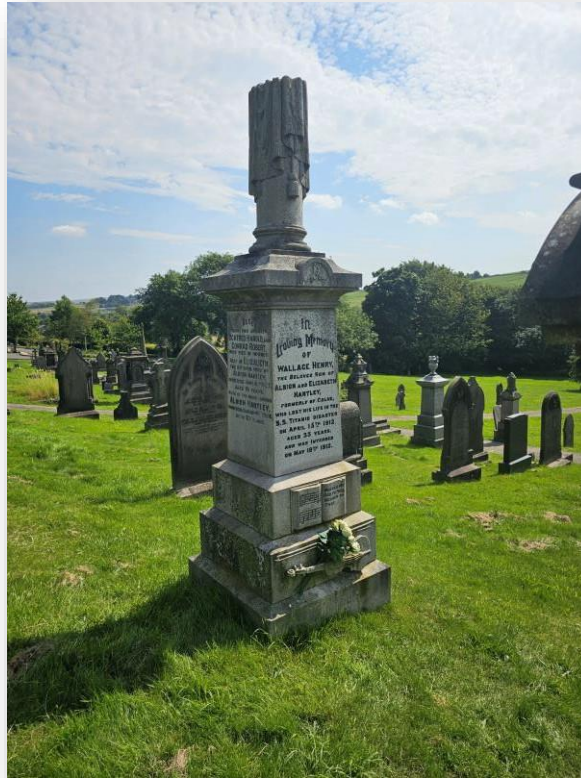
Whilst shops are not common in the proposed conservation area, they are not absent and there are small clusters of shops, central to the proposed conservation area and at its west end; some of which are from the historic commercial area. No's 71 to 79a for example, form a terraced row with shops at the ground floor; it is unclear if these were built for commercial use initially or dwellings, which have been converted. Hogg Joinery is a modern building, most likely purpose built. Whilst there are some later commercial buildings at the west end of Keighley Road, most of the buildings here form part of the historic commercial centre.



Examples of some of the differing building types along Keighley Road

8.2 Listed buildings

There is only 1 no listed building entry within the proposed boundary for the Keighley Road Conservation Area, which is the Grade II listed Gravestone of Wallace Hartley, located within Colne Cemetery.



Grade II listed Wallace Hartley Gravestone

Please refer to [Appendix A](#) for further information on the listed building.

8.3 Key unlisted buildings/heritage assets

Positive Buildings of Note

These are buildings that contribute to the special character, interest and integrity of the proposed Keighley Road Conservation Area and make a positive contribution to the character and appearance. They are of key importance for their 'townscape' quality and wider historic role in the development of the proposed conservation area and should be regarded as non-designated heritage assets.

For the purpose of this appraisal, positive buildings of moderate significance according to the building assessments are listed below. Seven of which are included in the List of Non-Designated Heritage Assets in the Colne Neighborhood Development Plan. As many are rows of terraces they have been assessed as a group due to their group value.

Please refer to [Appendix B](#) for full details of the positive buildings.

8.4 Palette of materials and local building details and features

Most of this area is made up of a range of 19th and 20th century terraces with detailed porches, a range of neo classical ashlar stone terraces and some three storey terraced houses with neo-Tudor detailing. However, the earlier extant



Examples of render, painted brick and stone facing materials

buildings such as those known as Dubbin Row and those located at Primrose Hill, are typically vernacular. The different construction times of the houses can be observed through changing mortar lines, roof levels, as well as variations in architectural styles and different scales of architectural features.

The primary building material is coursed stone of differing variations, with sandstone dressings (some painted). Brick buildings are extant, but these are limited and occasionally painted, like the factory building adjacent to No.86 Keighley Road. Render is also evident, but again a limited material, like at No.86. Keighley Road, but is sometimes used on the gable end elevations such as those at Dubbin Row (No.38 – 58 Keighley Road).

Some of the more modern buildings, are stone faced or incorporate artificial stone cladding of different colours, like that seen at Hogg Joinery. There is also a timber clad building at Grosvenor Street.

Largely, original timber framed windows and timber doors have been replaced with modern uPVC and composite materials, the cumulative impact has eroded some of the character and appearance somewhat. That said, some evidence of original joinery is still in situ along Keighley Road, for example nos.122 to 128 appear to retain their original front doors. Timber sliding sash windows are evident along Keighley Road, as well as some heritage style windows; helping to retain some of



Mix of uPVC windows and doors, with some more sensitive timber framed windows and doors, including sliding sash windows.

the character and appearance of the proposed conservation area. However, largely, windows and doors are modern replacements in uPVC and composite materials.

Residential terraces dominate this area and are mostly two or two and a half storeys, occasionally with basements, with a smaller number of single storey buildings and detached houses. The buildings in the eastern part of the proposed conservation area tend to be larger and higher status, with larger gardens and as you gradually progress westwards, they become smaller, more simple in their design and directly fronting the pavement.

Architectural styles vary, from the vernacular dwellings with simple features and fenestration to more elaborate early C20 designs. On the vernacular buildings, architectural features include stone and timber eaves brackets, stone kneelers, stone window surrounds and mullions, and quoins. These architectural details are continued throughout the later development of

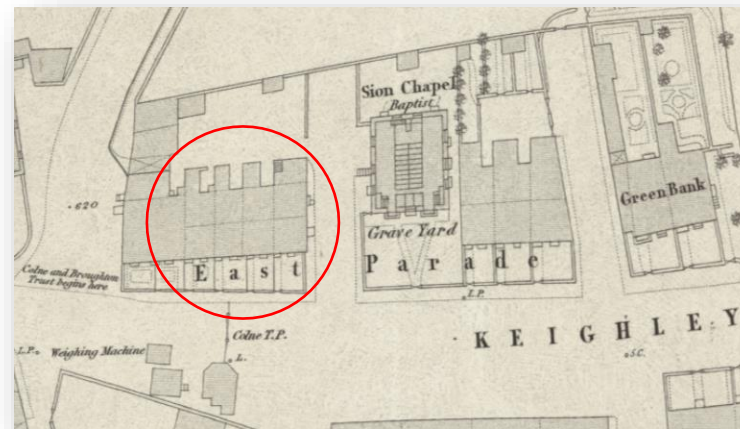


Architectural details (left to right) stone eaves brackets, stone kneeler, stone mullion window, square bay window, entrance porch, continual bay window porch, canted bay window

dwellings, but more architectural features are introduced, such as square, canted and bow bay windows. More elaborate stone door surrounds with transom windows become a feature, as well as decorative stone details to windows, particularly along the eastern half of Keighley Road. Entrance door shelters, and continual bay window porch roofs are also extant on the larger dwellings, and the neo-Tudor style houses have facing flat roof and gable dormers.

8.5 Shopfronts and advertising

Whilst this area of Keighley Road is generally residential, some buildings are used for commercial purposes and shop fronts do feature throughout the proposed conservation area, particularly on its northern side, but not exclusively. Most shopfronts form part of a residential building and row, with only some commercial premises that were not originally residential located at the western end. At the western end is a substantial bathroom shop (Ocean), although this appears as one substantial purpose-built building, its fenestration to the upper floors and historic mapping suggests this large building was most likely several residential units, formerly known as 'East Parade'.



Ocean Bathrooms (left) and Town Map (1840's – 1860's) showing the four separate units. The four bays are still evident, with the western most bay now integrated into the Commercial Hotel

The shopfronts in most cases are single units and mostly of modern design and materials, including timber and tiled finishes, timber, uPVC and aluminium framed windows. However, there are some period style shop fronts in timber and

some of the more modern shopfronts do include some period type features; these are either retained or reproduced elements of earlier traditional shopfronts such as timber pilasters. Those that appear to be historic maybe, modern interpretations of historic shopfronts. Whilst these are unlikely historic, they do contribute to the appearance and character of the proposed conservation area.



Differing shop fronts from modern aluminium to timber traditional style

Shop signage is generally of modern designs in modern materials, but some are more sensitive in their muted colours and simple designs, for example No.63 Keighley Road - The Hair Lounge. Window stickers, posters and advertisements are generally limited, with the exception of No.81 Keighley Road – Colne Convenience Store, whose shop front is mostly made up of bright and modern window stickers, which does create visual clutter and has a negative impact on the proposed conservation area.



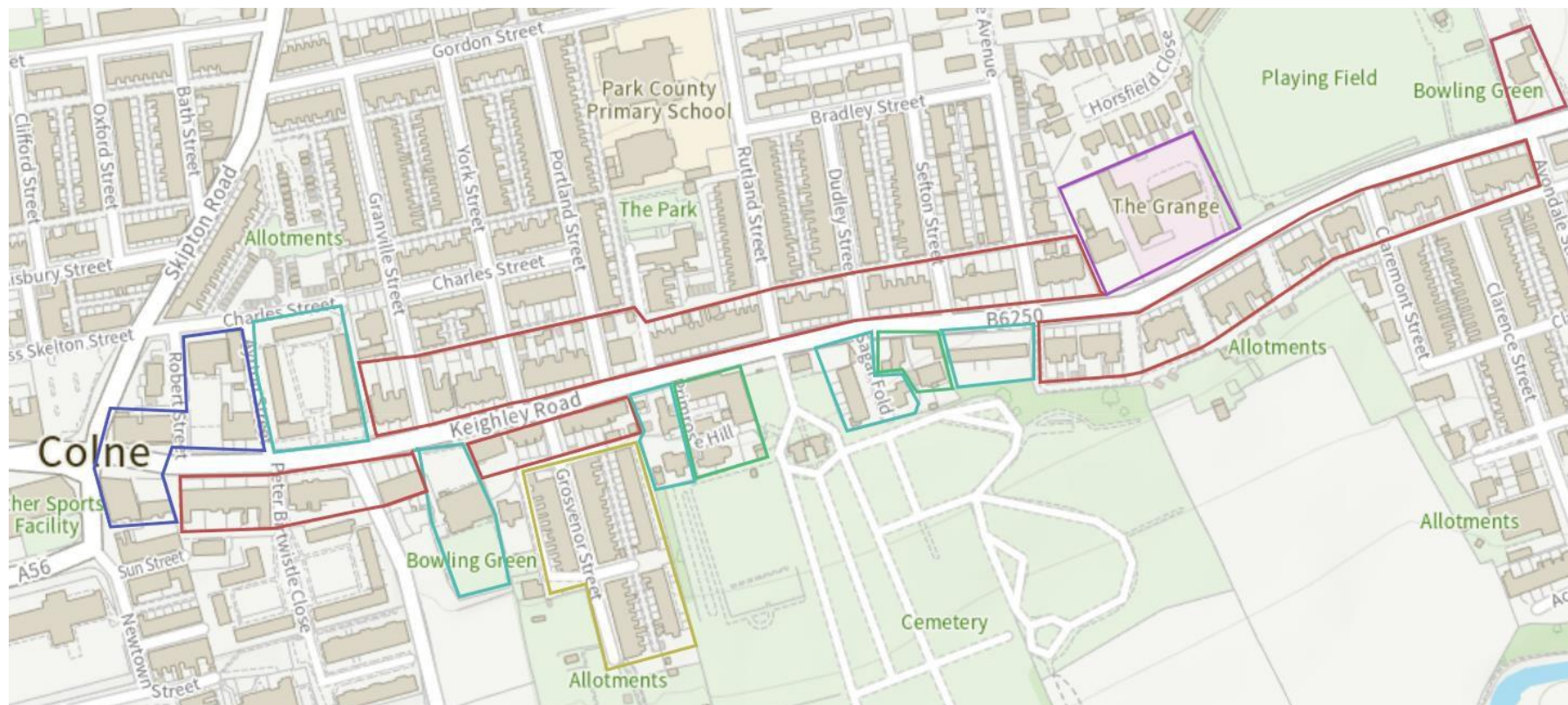
Modern Shopfronts – some with window stickers, posters and advertisements creating visual clutter (centre and right)

Overall, through their inconsistent modern materials, design and colours, the shop fronts are visually and aesthetically disconnected from the host buildings and generally out of context with the historic palette of the proposed conservation area and do detract a little from its character and appearance.

9. Character areas (only if needed and a map thereof to be provided (temporary example provided))

9.1 Key characteristics

Whilst there are no specific character areas, there are specific phases of development along this stretch of Keighley Road.



- Middle-class dwellings (c1860-1914)
- Byelaw terraces (Mabel & Grosvenor Street)
- Rural Settlements
- Commercial Centre
- Individual Housing (c1918 – 2003)

Inter, Intermediate/Post War Housing/buildings & Modern C20 Housing/buildings.

Rural Settlements

Pre-urban settlements are spread throughout Colne, mainly situated close to the edges of the urban area, but none in the town itself. They are small in number of only a few buildings, surrounded by areas of later development. These settlements include farms and cottages and date between eighteenth and nineteenth century.

Middle Class Housing

An area of middle-class houses formed as ribbon development along Keighley Road from the second half of the nineteenth century. Houses were built as short terraces or Villas, with front and rear gardens, rather than yards. The houses are larger and more impressive than most other terraced houses in the town, some with substantial bay windows and porches. Four ashlar faced, double fronted houses at No.4 – 10 Keighley Road are some of the most imposing houses in the area.

Bye-Law Terraced Housing

Terraces laid out in gridiron pattern of street and form a pre-twentieth century plan of Colne. The housing was laid out generally from the middle of the nineteenth century onwards. The pattern of these developments was dictated by the linear nature of Colne's existing settlement along the main road and spread on either side of the main road owing to their proximity to textile mills and location of higher status housing.

Commercial Centre

Colne's commercial centre, now much altered by twentieth century redevelopment, is focused on the Marketplace. The area includes some of Colne's traditional inns, which includes the Commercial Inn. Also, at the eastern end of what is described as the historic commercial centre is the surviving Sunday School of the former Baptist Church.

Individual Housing (1918 to 2003)

This character type mainly comprises of small areas of houses, mostly detached and set in large gardens located within the residential suburbs of earlier high-status housing. Most of these areas are small in size containing a single house or two.

Inter, Intermediate/Post War Housing/buildings & Modern C20 Housing/buildings

Later suburban expansion and infill development around the earlier terraced housing and twentieth century development. Includes areas of more modern development (1990's onwards), includes some flats and sheltered accommodation.

9.2 Negatives (where identified)

Most of the buildings within the proposed conservation area positively contribute to the character and appearance. Largely, there are no buildings that are deemed to be particularly negative; there are a few buildings and areas, however, which detract from the overall appearance and character. For example, there are some buildings that whilst contributing to the proposed conservation area with a low level of significance; derived from their special interest, materials, architectural style, and group value, but may have undergone some insensitive modern alterations that may conflict with the prevalent design and materials and are a contrast to the overall character.

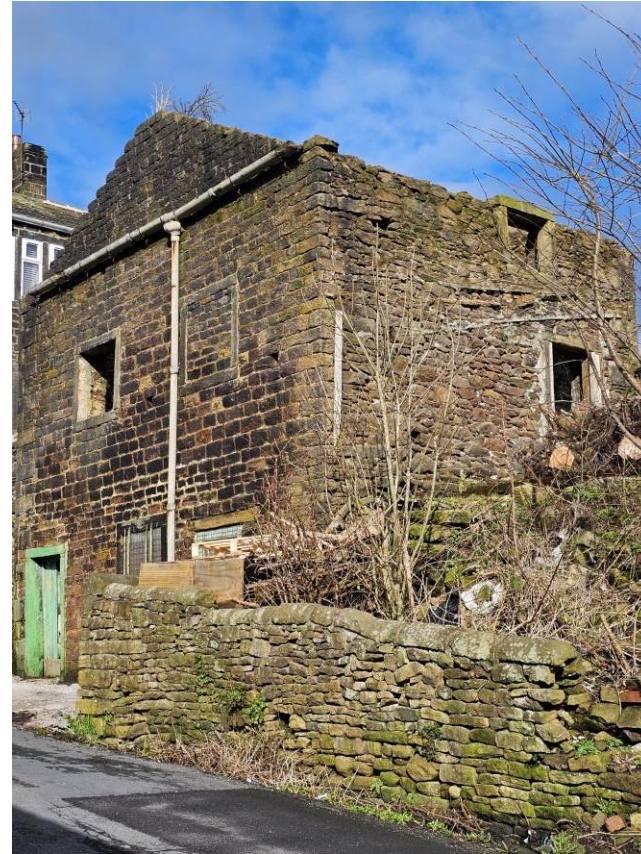
- Ocean Bathrooms, 3 - 7 Keighley Road
- Substation F - Keighley Road
- 2/4 Grosvenor Street
- There is also a gap site at Keighley Road, after the demolition of a stone and timber clad building. The site is currently bounded by modern metal fencing and hoardings, behind the historic stone boundary wall.



From left to right – Ocean Bathrooms, 2/4 Grosvenor Street, Substation F – Keighley Road and the gap site.

³ *Lancashire Historic Town Survey Programme, Colne – Historic Town Assessment Report, Lancashire County Council and Egerton Lea Consultancy with the support of English Heritage and Pendle Borough Council, May 2005.*

Located along Carry Lane a historic drovers' route and route through to Yorkshire is the derelict two-storey stable building associated to No.18 Keighley Road, a former Inn and associated buildings. Whilst not a negative building, particularly due to its historic and evidential value, as a building in a state of disrepair it does result in a negative visual impact upon the character and appearance of the area.



Derelict two-storey stable building associated to No18 Keighley Road

10. Management Plans – actionable, deliverable and measurable

Conservation areas have restricted permitted development rights affecting all properties.

10.1 Issues and recommendations – opportunities and threats

Issues and Pressures

Throughout the Keighley Road area, whilst overall it is well maintained, retaining much of its historic character, there are, nevertheless, issues identified that detract from its character and appearance and contribute to some cumulative and gradual erosion, such as a lack of maintenance and unsympathetic alterations. This includes the widespread use of uPVC windows and doors, the painting of stonework (such as lintels, cills and facades), modern boundary treatments which has had a negative impact on its character and appearance. There is some evidence of the infilling of original historic features, such as former entrance doors, disrupting the line of repetitive features; and former apertures in rear boundary walls, possibly used as coal chutes being unsympathetically blocked up. Along Keighley Road, there are some shopfronts which are of poor design; as a result, the historic character of the road has resulted in some slight erosion of character.



Painted stonework and modern boundary treatments which detract from the overall character and appearance of the proposed conservation area



Infilling of original historic features disrupting repetitive features, some of which are unsympathetic



Common issues detracting from the character and appearance of the proposed conservation, which include front facing dormer windows and rooflights, meter boxes, satellite dishes, alarm boxes, security cameras and wiring

To accommodate additional parking, boundary walls of properties have been removed and gardens have been lost and given over to hardstanding. Again, this has had a visible effect; however, the hardstanding is limited in its numbers and largely only located at commercial premises.

Other alterations to properties have also impacted on their appearance and historic value. A common issue is the introduction of front facing dormer windows and rooflights, satellite dishes, wires, alarm boxes, security cameras and external lights to the principal elevations of buildings.

Minor changes may appear small seen in isolation, but the cumulative effect can, over time, harm the special character of the area. As such, if formally adopted as a conservation area the Council will have a duty to preserve or enhance its character or appearance and the long-term future of the Keighley Road and will rely a great deal on the sustainable sensitive approach of the residents who live in the area. In this appraisal several aspects have been highlighted which are essential to the overall quality of the area. Consequently, their loss detracts from the area's special value. The main issues and pressures on the conservation area are highlighted below:

- Erosion of architectural integrity of terraced housing by insensitive alteration, and extension of buildings which are recognised as making an important contribution to the character or appearance of the area. For example, the widespread use of uPVC windows and doors and painting of historic stonework.
- The decay of historic buildings, and potential for demolition/loss of buildings which are recognised as making an important contribution to the character or appearance of the area, particularly through their historic and evidential value, due to their state of disrepair, such as the derelict former stables at Carry Lane.
- poorly designed shop fronts and signage to the ground floor of historic properties.
- Detracting modern public realm features, such as concrete and plastic street bollards and signs.
- Modern lighting columns.

Opportunities

Based on the issues identified, the following have been identified as potential methods of improvement:

- Preparation of a Design and Maintenance Guide for owners of properties, not solely for residential properties, but also incorporating shop fronts.
- The introduction of an Article 4 Direction to remove permitted development rights for householders.
- Preservation of the existing features that complement the quality, style and character of the buildings in the conservation area from the retention of front gardens to surface finishes such as setts, cobbles and natural flagstones. A maintenance scheme could be put in place to ensure that their condition does not deteriorate and to prevent further loss.
- Adopt a strategy to improve quality of the public realm including reinstatement of more appropriate surfacing materials and consistency in the repair of pavements.
- A consistency in the repairs of pavements and respect for the existing material fabric would be beneficial to maintain the character and appearance of the proposed conservation area.

10.2 Boundary reviews (additions/deletions) Boundary Justification

Paragraph 197 of the NPPF states ‘when considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest’.

As part of the initial assessment of Keighley Road to determine if it had enough special architectural and historic interest to be designated as a conservation area an assessment was made of where the boundaries should be to encapsulate the special interest. The initial boundaries were largely linear, taking in Keighley Road from Swanfield House at the east end through to the Commercial Hotel at the west; with the exception of dropping south to include the Byelaw Housing as Mabel and Grosvenor Steet. During a later detailed assessment, the proposed boundaries were slightly adjusted to include the Cricket ground, the whole of Colne Cemetery and the Baptist School, as these areas contributed to the wider evolution of the area, during the second half of the nineteenth century.

Following a full study including building character assessments of the area, it is recognised that the proposed Keighley Road area meets the test of having ‘special architectural or historic interest’ that is well defined and worthy of protection

and designation as a conservation area. A summary of the 'special interest' can be read at the beginning of this appraisal as set out in the [Executive Summary](#).

Consideration was given to a further extension of the boundary to continue further south down Carry Lane to capture the rural fringe of the area, the historic drovers' route, which includes the historic stones at regular intervals along the lane, which were to "brake" horse-drawn vehicles on their ascent of the steep hill, Carry Bridge the farm located on the south side of the river, ruined cottages and the listed former Carry Bridge Hall, now 1-3, Carry Lane. Additionally, consideration was given to include The Park and Park Primary School located to the north of Keighley Road. However, whilst these all have historic value and special interest, it was felt that including these areas, from a heritage perspective would be mindful of P.197 NPPF, move away from the main focus (and special interest) of the proposed conservation area, which is the development of the Keighley Road Area (Statement of Special Interest – Section 1.2).

10.3 Article 4 Directions

Owners within the boundary of the proposed conservation area can currently carry out certain alterations to their residential properties, such as replacing windows and doors and partially removing boundary walls, for example, without needing planning permission. An Article 4(2) Direction allows the Council to remove some of these permitted development rights available to residents meaning that planning permission would then be required for such work albeit only on those elevations which front a highway.

Properties that are not houses do not benefit from the same permitted development rights, and planning permission is required for any works that would materially affect the appearance of a building. The draft appraisal for the proposed Keighley Road Conservation Area has helped to define the special interest including the significant characteristics of the proposed conservation area.

Most of the buildings within the identified boundaries contribute to the character and appearance of the proposed conservation area; some of which of a higher significance and locally important. On the whole, most have only experienced minor changes over the years. That said, one of the most notable changes for example, is the loss of traditional style windows and doors, replaced by uPVC, the cumulative impact of which has eroded some of the character of the area, through insensitive incremental minor changes. Potentially, the area could benefit from the implementation of an Article 4 Direction. The intention of an Article 4 Direction is to encourage the retention of traditional materials and to prevent the unnecessary loss of historic architectural features in order to uphold the character, appearance and historic significance of the area.

11. Monitoring and review – timescales

11.1 Review and Updating

Section 69(2) of the Act imposes a duty on local authorities to review their conservation areas from time to time, to ensure that standards remain sufficiently high, and their distinctive character is preserved and enhanced. Section 71 requires local authorities to formulate and publish proposals for the preservation and enhancement of conservation areas. When reviewing a conservation area, it is important to reassess the special interest identified through surveying and recording the streets, buildings, thoroughfares and open spaces within the area's boundary. If the original outlined area has been so eroded by subsequent changes that its character is no longer special, boundary revisions or even cancellation of designation may need to be considered. Fittingly, the assessment should be considered against the current legislation, planning policies and conservation principles. This will provide an accurate and valid appraisal.

12. References

12.1 Legislation and Guidance

- The Planning (Listed Buildings and conservation areas) Act 1990
- The Town and Country Planning Act 1990
- The National Planning Policy Framework (2023)
- Historic England, 2019. *Conservation area Appraisal, Designation and Management Second edition, Historic England Advice Note 1* Swindon. Historic England.
- Pendle Local Plan – Core Strategy (2011-2030)

12.2 Other Sources

- Lancashire County Council and Egerton Lea Consultancy, 2005. *Lancashire Historic Town Survey Programme: Colne Historic Town Assessment Report*.
- National Library of Scotland (maps)
- Historic England Official Listings
- The Buildings of England – Lancashire: North, Clare Hartwell and Nikolaus Pevsner, 2009
- Burnley Express, 30 July 1892, page 4, “Prospectus. The Greenfield Room and Power Company Limited, Colne”.
- Burnley Express 10 May 1890, page 5, “The election of a Guardian for Colne”.
- James Carr, 1878, Annals and stories of Colne and neighbourhood, Thomas Duerden, Colne.
- Colne Town Council, 2020, Colne Neighbourhood Plan: Non-designated Heritage Assets. Available at https://colnetowncouncil.org.uk/ctc/wp-content/uploads/2020/01/Colne-Local-Heritage-List-Infomages-2020-01_DRAFT.pdf
- Historic England, 2001, Former Toll House, Cottage and Stable list entry 1389470, available at <https://historicengland.org.uk/listing/the-list/list-entry/1389470?section=official-list-entry>
- Lancashire Evening Post, 26 February 1935, page 8, “£63,000 Colne Estate”.
- Lesley Mitchell, John Trippier and Caron Newman, 2005, Colne Historic Town Assessment Report, available at <https://redrosecollections.lancashire.gov.uk/>
- Nelson Leader, 11 August 1933, page 10, “Mr Randolph Churchill at Colne”.

- Robert Walker Thomson, 1958, “Benjamin Ingham (The Yorkshire Evangelist) and the Inghamites”, RW Thompson, Kendal.

13. Appendices

Appendix A

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1423381

Date first listed: 11-Mar-2015

List Entry Name: Gravestone of Wallace Hartley

Statutory Address 1: Colne Cemetery, Keighley Road, Colne, BB8 0PH

Location

Statutory Address: Colne Cemetery, Keighley Road, Colne, BB8 0PH

The building or site itself may lie within the boundary of more than one authority.

County: Lancashire

District: Pendle (District Authority)

Parish: Colne

National Grid Reference: SD8973240031

Summary: Gravestone. 1912. White granite.

Reasons for Designation

Wallace Hartley's gravestone of 1912 is listed at Grade II for the following principal reasons: * Historic interest: Wallace Hartley was the band leader on RMS Titanic who reached world-wide fame as a hero of the tragedy when it was reported that the band continued to play as the ship sank on her maiden voyage, resulting in the loss of life of all the musicians: a moving tableau of selfless sacrifice which captured the public imagination then and now; * Design: the bespoke gravestone incorporate the attributes of Hartley in the form of a relief carving of a violin and a music book open at 'Nearer, my God, to Thee', the hymn that was widely reported to have been the band's last tune before it disappeared beneath the waves, emphasizing the sacrificial nature of his death.

History

Wallace Henry Hartley was the band leader on the RMS Titanic on its maiden voyage in 1912. He had been born in Colne in 1878, to a mill manager and his wife, a worsted weaver. He learnt to play the violin at school, becoming a professional musician in 1901. In 1909 Hartley began working as a musician on Cunard Line ocean liners, primarily the RMS Mauretania. On 9 April 1912 Hartley was asked by the musical agents C W and R N Black to become the band leader on the White Star Line's RMS Titanic on its maiden voyage to New York. He accepted, although he was initially reluctant as the imminent departure meant he was unable to see his fiancée, Maria Robinson, whom he intended to marry in the summer.

On 14 April the RMS Titanic struck an iceberg with disastrous consequences. While passengers were evacuated the band gathered to play to allay panic. Later reports stated that the musicians played continuously during the two-hour evacuation, later confirmed at the British inquiry. At 2.20 am on 15 April the Titanic sank with the loss of just over 1,500 lives, among them Hartley and his seven bandsmen. Early accounts of the disaster reported that the band's final performance was the hymn tune 'Nearer, my God, to Thee', although other witnesses disputed this. However, the moving tableau of the Titanic's musicians playing 'Nearer, my God, to Thee' was widely promoted in reports, memorials, and commemorative and commemorative songs, poems, and sheet music. It made heroes of the band members, particularly Hartley.

On 28 April Wallace Hartley's body was recovered with his violin case strapped to him. He was returned to Liverpool and was then buried at Colne cemetery on 18 May 1912. A thousand people were said to have attended the service with another 30,000 to 40,000 lining the route of his funeral procession. The Colne and Nelson Times reported that 'the coffin bearing his remains passed before the eyes of a multitude, saddened but proud, stricken in the heart but of manly bearing, grave, yet secretly grateful that a townsman and a friend should have died so heroically'.

Details

Gravestone. 1912. White granite.

PLAN: tall, square pedestal topped by circular column and set on stepped plinth.

DESCRIPTION: the approximately 3m high gravestone is made of white, unpolished granite. The tall, square pedestal has a deeply moulded cornice. Above is a cyma recta cap on which a broken column stands, draped by a carved heavy, fringed, cloth

with a tassel hanging down. The front face of the pedestal has a dedication using lead lettering. It reads IN / LOVING MEMORY / OF / WALLACE HENRY, / THE BELOVED SON OF / ALBION AND ELIZABETH / HARTLEY, / FORMERLY OF COLNE / WHO LOST HIS LIFE IN THE / S.S. TITANIC DISASTER / ON APRIL 15TH 1912 / AGED 33 YEARS / AND WAS INTERRED / ON MAY 18TH 1912. The left-hand side face of the pedestal, which faces up the hill towards the cemetery entrance, also has a lead lettering dedication to Uchtred Harold and Conrad Robert, who both died in infancy, and Wallace's mother, Elizabeth, and father, Albion. The pedestal stands on a high, three-stepped plinth. The front face of the middle step has a relief carving of a violin and above it a bow. The top step has a relief-carved, open music book with notes inscribed on the left page and NEARER MY / GOD TO THEE, / NEARER TO THEE inscribed on the right page.

Sources

Websites

Oxford Dictionary of National Biography. Hartley, Wallace Henry (1878-1912), musician and bandleader on the RMS Titanic by Philip Carter, accessed 06/01/2015 from <http://www.oxforddnb.com/view/printable/100993>

Pendle Borough Council, Bereavement Services, Wallace Hartley Memorial - Colne Cemetery, accessed 06/01/2015 from http://www.pendle.gov.uk/info/200032/deaths_funerals_and_cremations/94/bereavement_services/13

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest¹⁰.

Appendix B

- **Cemetery Gate House & Gate Posts, Keighley Road**

The gatehouse appears to have survived virtually unaltered, along with this the entrance is made up of pyramidal gate piers and low, a stone boundary wall. Sadly, the railings are modern replacements. The Gothic theme established by the twin chapels is continued here, aping the same pattern as that found at Nelson's cemetery on Walton Lane. This is a substantial house, orientated to face the road, featuring an enclosed porch punctuated by an original Victorian Gothic door with ornamental hinges and a dinky, trefoil headed hall window. Recessed above the porch is a pair of matching trefoil headed windows. The projecting gable contains a triple mullioned window to the ground floor and a double to the first floor. The stonework is very fine, with carved and chamfered quoins and lintels. On the non-gabled portion of the façade, the slate covered eaves project heavily over the pair of trefoil windows and a pair of tall, mullioned windows arranged directly on top of one another on the ground and first floor. None of the original joinery survives. To the Eastern side an insensitive metal flue has been inserted. The sole surviving chimney stack on the Western end of the house is handsome and tiered but has lost its chimney pots.

Statement of Significance

Age

The gatehouse was built in 1899, while the entrance was erected in 1860.

Architectural and Artistic Interest

The stone gate piers and boundary wall are of a distinctive and unusual design. Retaining original features, the quality distinguishes it from other buildings of the period in Colne.

Landmark Status

The gate house and gateposts form part of an important local landmark and are key to the setting of the cemetery chapels. They contribute significantly to the street scene or appearance of the area.

- **Cemetery Chapels, Keighley Road**

The cemetery chapels are built in the middle pointed Gothic style and the spire is decorated by carved stone gargoyles. They sit well in the landscape, with views of the South Valley forming an attractive backdrop. Each Chapel features a Decorated Gothic window, and the apex of each gable is a carved, stone cross. The tower and spire sit atop the carriageway, above which is a single trefoil headed window identical to that seen on the Cemetery House. The spire is well proportioned and sits above a pierced

lantern floor featuring lavish Gothic carving with gargoyles and crochets. At the top of the spire is a metal cross.

Statement of Significance

Age

1860

Architectural and Artistic Interest

They were designed by Pritchett of Darlington (Harland 1870, 29). A common arrangement in the area, pairs of Victorian cemetery chapels are also seen at Skipton and Nelson.

Historic Interest

These Victorian buildings on Keighley Road date from 1860 and were described by architectural historian, Nikolaus Pevsner, as 'two handsome chapels with elegant spires linked by a gateway with a tower over' (Pevsner 1969,106). Views of the cemetery chapels feature prominently in the extensive photography of Wallace Hartley's funeral.

Landmark Status

An important local landmark. These buildings contribute significantly to the landscape, street scene and appearance of the area.

- **Grosvenor Street**

Labelled a "Heritage Street", like Bence Street and Lancaster Street, this street has traditional terraced housing from the late Victorian era. The terraced houses are on a sloping road and their rooflines reflect this. They are constructed from coursed stone and almost all have a singular window on ground floor level and a second window positioned above at first floor level. Window openings slightly vary in width, with the east side of the street having more variety than the west. The front door of each terrace is located on the same side, to the left on the west side and to the right on the east side. All windows and doors have prominent stone surrounds. There are stone setts on the carriageway and stone flagged pavements with handsome kerbs. There is very little original joinery in evidence along the street.

Statement of Significance

Age

Late Victorian.

Architectural and Artistic Interest

These complete stone setts and finely detailed stone flag paving contribute significantly to the street scene and appearance of the area.

Group Value

There is significant group value evident here, as the street is highly uniform and collectively the terraced houses have a visual impact.

- **14 - 18, Keighley Road**

The house closest to Carry Lane (number 18) has been derelict for many years. It appears that the house has not had any significant maintenance. The derelict end portion of the inn features some high-status architectural elements, including a second floor Diocletian window on the gable end and a fine, two storey curved bay with original sash windows (many now boarded up). Of especial interest is that the original ironwork topping the stone boundary wall and including the pedestrian gate, still survives and looks identical to that seen in the gardens at the Pendle Heritage Centre. The rear of the derelict portion appears to feature high quality, five light mullions, as well as a large cellar door. The vaulted cellars appear to have been lit by surprisingly large windows on Carry Lane, which take advantage of the steep fall of the ground between the front and back of the property. The coursed dressed stonework is of very high quality, as befitting a building sited on the axis of two such important routes (Carry Lane being an ancient drovers' route and Keighley Road being one of the two main routes into Yorkshire). The buildings feature prominent kneeler stones. Further along the range, which has been subject to a residential conversion, one can see the blocked up stable arch, which would have led into the yard behind and potentially have provided access to back-to-back cottages (no trace of which remain). This arch has a modern window inserted into it. The stone openings remain in this converted section, but the

joinery is modern. The whole range retains at least six chimney stacks, but the roof is only original at the derelict end. 18, Keighley Road still retains the original two storey stable block to the rear, as well as a sizeable garden with access to grazing.

Statement of Significance

Age

Built before 1840.

Rarity

18 remains in its original external condition.

Historic Interest

Sunken down below the road, this row of old houses occupies a prominent location in Colne from a trading perspective, as they are adjacent to the former Toll Bar at Carry Lane, an ancient drovers' route.

In the 1842 Tithe map which lists every building and their owner and occupier in Colne, number 18 was owned and occupied by Jonathan Hartley, listed on the censuses of 1851 and 1861 as a "gentleman and owner of properties". He also owned the other three neighbouring houses in that block. The property was listed as House, garden, stables etc. The two end houses were the only two which had gardens and number 18 was rented out to a Betty Sagar. The houses originally, were known as part of Colne Field then became known as Carry Lane Head.

- **Trinity Baptist Sunday School**

Trinity Baptist Sunday School is now the Trinity Baptist Church. The Northerly elevation looks like some of the mill buildings in Colne – millstone grit, forbidding and of considerable, utilitarian scale. The contrast with the Southerly elevation is surprising, as the main feature is a French-inspired, lofty Mansard roof which adds much to the Colne skyline. Below this roof is a blank masonry wall and this is where it used to be attached to the former chapel which was its companion. The front façade of the Trinity Baptist Sunday School has a more typical, simple west front, featuring a large arched window flanked by two tiers of lancet windows. The triangular pediment, underscored by decorative corbel stones is also a prominent feature of this façade. The entire building has been significantly marred by unsympathetic, partially blocked fenestration.

Statement of Significance

Asset type

Church

Age

1883

Historic Interest

A building which has an important association with the development of the town's social and cultural history (Non conformism). The Sunday school originally stood to the rear of the chapel. The chapel was extended in 1907 but by 1970 it had become unsafe and a new church was erected in the Sunday school. In 1985 the chapel was demolished.

Description of the original chapel:

Constructed from stone with a steep, blue slate roof. It is in a Gothic Revival style and is two storeys high. The ground floor has steps up to a central gabled portico with twin semi-circular arches on three granite pillars. There is a rose window above within a moulded semi-circular arch. The portico is flanked by semicircular headed, decorated pilasters and extended by a flat roofed porch. On each side of the entrance are three semicircular headed windows whilst to the first floor the central gable has a large triple window with semicircular heads within similar moulding. A rectangular turret on the left-hand side is of four stage, ending in small pediments and a steep spirelet.

(https://www.heritagegateway.org.uk/Gateway/Results_Single.aspx?uid=a1b89670-dd7f-47ce-a7d3-4726dc4594e4&resourceID=19191)

Landmark Status

This building contributes significantly to the townscape, street scene and appearance of the area.

- **Commercial Public House, Skipton Road**

A workaday, three storey hotel, its principal features are its surviving etched glass, which is set into the handsome bays on its Keighley Road façade and also to its ground floor windows on Skipton Road. The main entrance on Skipton Road is an impressive affair with twin Doric pilasters supporting an entablature that forms a balcony to the room above. The ground floor is faced with ashlar stone and each window is set in a finely carved ashlar stone surround. The joinery all survives and is estimated to date from around 1900 and is a mixture of casements and sashes. The archway giving access to the former stables and mews is set below the hotel on Skipton Road.

Statement of Significance

Age

1822

Historic Interest

The Commercial, which was built in 1822 as a coaching inn, was once called the Railway Hotel, because it was close to the site of a yard (on the Colne Health Centre in Craddock Road) where coal was brought by underground rail from drift mine pits across the South Valley into the heart of Colne. The name was changed to the Commercial to avoid confusion when the main railway came to Colne. It is reputed to be haunted. In 1834, the fattest man in the world, Daniel Smith age 28, who weighed 36 stones with a height of only 5' 2", came to Colne and stayed at the Commercial Inn. Tragedy struck when he died and his remains were transported by his own travelling caravan to be buried at the parish church. The funeral was witnessed by a huge crowd, including the grammar school boys who had a special holiday for the occasion.

- **Tower Buildings, 2 Keighley Road, Colne**

Tower Buildings is a tall building with distinctive Dutch gables. It is three storey and constructed from coursed stone, the ground floor has a timber shopfront and the first and second floor have double height bay windows. The building has carved stone detailing and quoins. It is now in disrepair and is being run as a discount shop. Apparently, much of the ornamental stonework on the

Western façade has been destroyed.

Statement of Significance

Age

Built in 1900, it retains original features.

Architectural and Artistic Interest

Building exhibiting important characteristics of design, decoration and craftsmanship (Dutch gables and the original floor from Blackpool's Tower Ballroom).

Historic Interest

It was once a bar with a ballroom on the first floor. In December 1956, Blackpool Tower's famous sprung Ballroom was badly damaged by fire, during which the dance floor was largely destroyed. It is widely held that the remnants of the original floor were salvaged and re-laid in the Tower Bar. The Tower Bar was built in 1900 on the site of the meeting rooms of the former Weavers' Institute.

Landmark Status

A landmark building on a major arterial route into Colne, it makes a positive contribution to the streetscape.