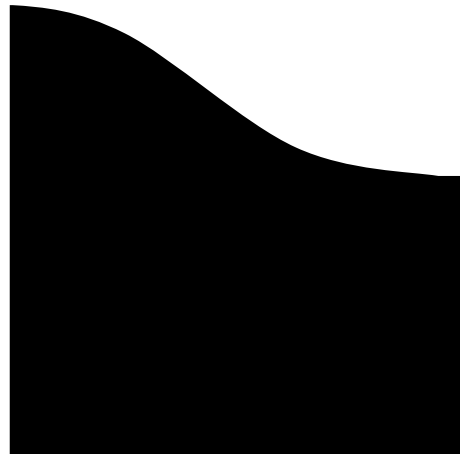
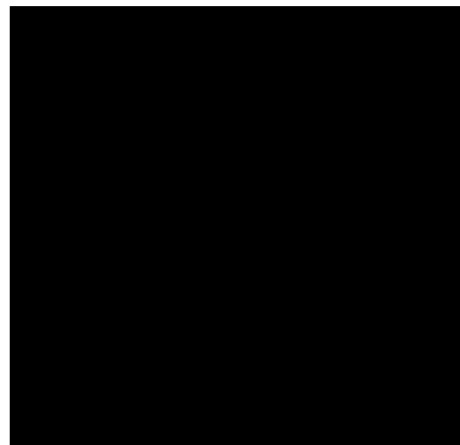
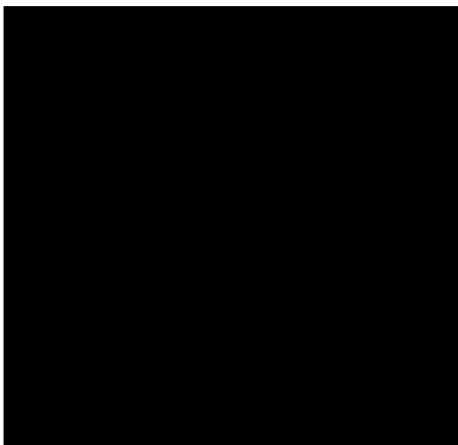


# Conservation Area Character Appraisal



## ALBERT ROAD, COLNE



April 1995

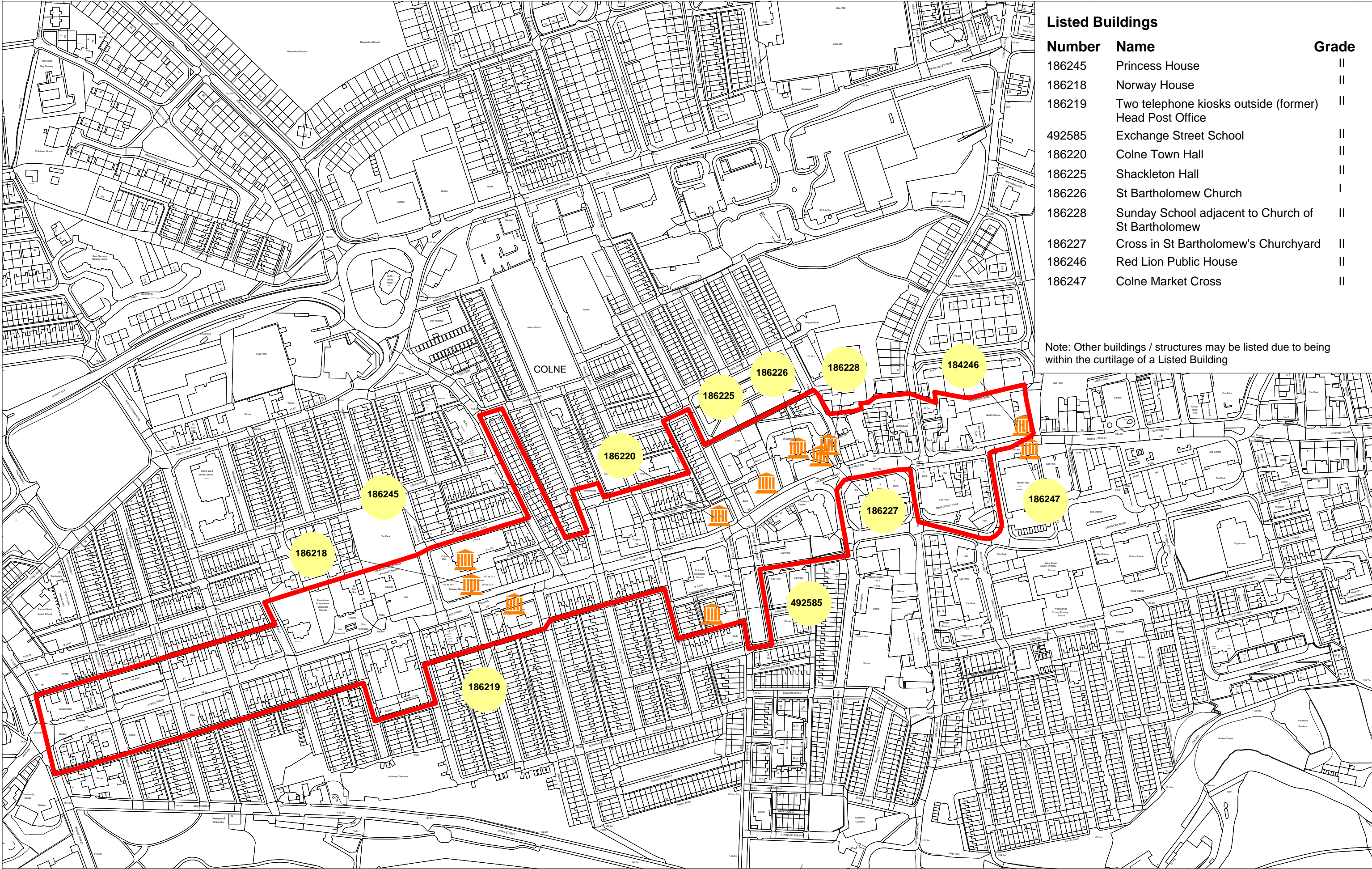


اردو

For an alternative format of this  
document phone 01282 661330

**Borough of**  
**Pendle**  
Putting people first





Listed Buildings

Number	Name	Grade
186245	Princess House	II
186218	Norway House	II
186219	Two telephone kiosks outside (former) Head Post Office	II
492585	Exchange Street School	II
186220	Colne Town Hall	II
186225	Shackleton Hall	II
186226	St Bartholomew Church	I
186228	Sunday School adjacent to Church of St Bartholomew	II
186227	Cross in St Bartholomew's Churchyard	II
186246	Red Lion Public House	II
186247	Colne Market Cross	II

Note: Other buildings / structures may be listed due to being within the curtilage of a Listed Building

Conservation Area: ALBERT ROAD, COLNE

Year Designated: 1984

Conservation Area Boundary

Listed Building

Listed Building Reference Number  
Click on yellow circle to open Listed Building Record

For more information on Listed Buildings go to:  
[www.pendle.gov.uk/listedbuildings](http://www.pendle.gov.uk/listedbuildings)

N  
W E  
S  
SCALE:1:3,000



## 1. Background

The Albert Road Conservation Area was designated by Pendle Borough Council on 6<sup>th</sup> November 1984 following extensive public consultation. This Character Appraisal is intended to provide a baseline for decisions about the area's future, both in development control and enhancement work.

Medieval in origin, Colne grew between the 16<sup>th</sup> and 18<sup>th</sup> centuries into a linear market town at the top of a long ridge above Colne Water to the south, and a further tributary of Pendle Water to the north. Individual buildings from this early period survive, such as the Red Lion and the Old Grammar School (both Grade II listed), but the town owes much of its appearance to the Victorian buildings which grace the main street, Albert Road, as it climbs uphill eastwards. These buildings are generally two or three storey commercial or residential properties, with larger structures rhythmically punctuating the scene, including (from west to east) the Crown Hotel, 113 Albert Road, The Gables and War Memorial, the Municipal Hall, Norway House (Grade II listed), and Shackleton Hall (Grade II listed). The Church of St Bartholomew (Grade I listed) and the Town Hall (Grade II listed) stand out as landmarks for many miles. Church Street and Market Street are continuations of Albert Road but display a narrower, winding and less formal appearance. The buildings also tend to be older and more vernacular in feel, so that this part of the conservation area is slightly more picturesque in appearance.

## 2. The early widened street market

Colne developed as a 'widened street market' town at the top of a ridge on higher firmer ground. Although the town was also at a crossroads, in this period when agriculture (associated with domestic wool textile production) was the predominant industry, the north-south route towards the Craven Gap and Skipton was the more important. At this time Colne was a tightly knit town built of local gritstone and sandstone with stone slate roofs, which in terms of the present day town extended from west of the parish church to the Skipton Road. The small two-storey houses, shops and pubs at the top of the hill were closely and irregularly packed alongside the widening road, which in addition to transport was used for all manner of purposes including a cattle and produce market.



*Market Street, 1950's*

Although individual buildings such as the Red Lion (which marks the eastern end of the conservation area) and other structures still remain from this period in Colne's development, the country market town character has been overtaken by the subsequent development of the cotton industry. The only real townscape features which still remain from this earlier period are the Parish Church and the churchyard. There have been some changes; the graveyard is now at the front rather than the back, as it was historically, and it has been slightly reduced in size by road widening. Colne lacks good quality formal or informal urban spaces, and the churchyard framed by the Old Grammar School and the eastern elevation of Shackleton Hall is without doubt both the oldest and most important urban space within the conservation area. Whilst therefore, sympathetic minor detailed changes to elevations and floorscape may be acceptable, as a concept it must be preserved.



*Shackleton Hall, Church Street*



*Parish Church of St Bartholomew, Church Street*

### 3. The Industrial Revolution

Because of its height and location, the transport developments which helped to generate industrial development in nearby towns largely by-passed Colne. The Leeds & Liverpool Canal did not directly serve the town, although it does pass close by to the north and acted as an incentive to the development of the textile industry in the main Calder Valley. The railway station which arrived quite early (1840's), was also some distance from the town centre and again, in industrial terms, served the valley better than Colne itself. Road links between East Lancashire and West Yorkshire flourished and therefore the east-west road passing through the town became important. This led to the development of Colne as the administrative and commercial centre of the local textile industry. Because of its location at the outer north-eastern edge of the cotton textile area, the date when this translated into substantial rebuilding of the old market town was later than in many other areas. Although subject to major (mainly unfortunate) changes in the 1950's and 1960's, the underlying character of the conservation area is therefore that of a small satellite or peripheral cotton weaving textile centre of the upper Calder Valley, established in terms of its major buildings towards the end of the industry's peak of success, i.e. the late nineteenth century and into the Edwardian era.

### 4. The development of Victorian and Edwardian Colne



*Municipal Hall, Albert Road*

Competition was rife between towns (as well as individuals and their mills) in the nineteenth century. The number, size and opulence of civic and public buildings was perceived as an indication of the status and importance of a town. These included the Town Hall, Mechanics Institute, Cloth Hall or equivalent, market buildings, courts, and so on. Chapels, Co-ops and local banks and building societies also come into this category. In addition towns sometimes also had their own very individualistic buildings.

Colne for example had a particularly attractive arcade at the rear of the church, and its own Ludgate Circus. These key buildings acted as focal points in the townscape. Regrettably though, many of the potentially attractive and important focal points in what has become the Albert Road Conservation Area disappeared in the 1950's and 60's. The cloth hall, the market, the arcade, the Wesleyan chapel, the circus and the court house are obvious examples. Thus, relatively few of Colne's Victorian and Edwardian townscape punctuation marks still exist. The retention of those which do survive is particularly important in terms of the preservation of the character and appearance of the conservation area.



## 5. The delineation of the Conservation Area

The conservation area is linear in form, based on Albert Road and its eastwards extensions of Church Street and Market Street. The fact that only a small portion of Market Street is included is one indication of the fact that the town centre 'moved' westwards in Victorian times down the hill towards the station. It is also an indication of post-Second World War redevelopment which did not respect the Victorian character of the town. An example of the latter is that some of the sites mentioned above (for example the replacement market hall) were excluded from the conservation area because the modern buildings would not contribute to its character or appearance. With these exceptions, the detailed definition of the boundary generally follows the rear of the properties fronting Albert Road, Church Street and Market Street.

The only significant anomaly to the concept of the conservation area as the Victorian commercial and administrative centre of Colne is the inclusion within it of terraced housing on the western side of New Market Street, and former back-to-back housing on the eastern side of Spring Lane, both on the north side of Albert Road. Unlike in many other towns, there are still other areas of housing in close proximity to the centre of Colne, which date from the main period of its growth.

In many Victorian town centre conservation areas it is possible to define reasonably clearly a shopping/commercial area and a middle class residential zone. In the Albert Road Conservation Area there is a general change from predominantly retailing at the top of the hill to predominantly residential lower down. Probably there was an insufficiently large middle class to produce a substantial number of residential villas or commercial properties at any one time. In terms of land use it may be summarised therefore as incremental, but not clearly defined, change from east to west.



*Shops on New Market Street*

## 6. Character and appearance

There is no obvious point which clearly indicates the eastern extremity of the centre of Victorian Colne. There are a number of nineteenth century buildings around the Market Street, Skipton Road, Keighley Road junction which probably marked a reasonably clear entrance to the centre. Because of demolition and redevelopment, what remains of this area is now somewhat isolated. The Red Lion (which dates back to Colne's days as a market town) and more particularly the next block (which includes a 1930's Burton's building) identifies the point from where the Victorian character of the town can be appreciated more or less continuously. Although the street is much more open than it was in the nineteenth (or earlier) centuries, the fact that the buildings are at the back of the pavement does give a sense of tightness and enclosure.



*Red Lion, Market Street*

The fact that a major road runs through the conservation area, allied to the absence of any meaningful civic open space does mean that an area such as Richmond's Court, although not of outstanding merit in townscape terms, has potential which is only partly recognised. The holes created by past demolition have led to a number of unfortunate gaps in the street scene. The spaces in front of the Methodist Church and the site of the former Court House towards the western end of Albert Road, have an importance and potential which is presently untapped. There are some simple alternatives using traditional vernacular materials, for example the capped stone wall next to the Bradford and Bingley Building Society, which make a better contribution to preserving the character of the conservation area than simply leaving a gap. There are a number of sites, of which the most obvious is the car park opposite the church, where this solution might be employed.



*Norway House, Albert Road*

Westwards of the Edwardian Municipal Hall on the north side of Albert Road, and the 1930's Head Post Office building on the south side, the conservation area is predominantly residential but without any particular consistency in type or scale of building. There are some interesting individual buildings such as the Rectory, and some unusual ones such as the Masonic Hall, but none of them have major townscape impact. An interesting feature in this part of the conservation area is the roof ridge lines. Some of these go down the slope in steps, whilst others are parallel to the slope of the hill. Good examples can be found on either side of Calder Street – to the east the eaves are stepped, to the west, sloping.

In contrast to the eastern end, there is reasonably clearly defined western end to the town centre and the conservation area, created by a curve in the road and the railway viaduct. Approaching from the west around the bend and under the bridge, the panorama of Albert Road on a steeply rising gradient suddenly appears. There is an absence of major buildings at the western end of the conservation area because of its distance from the centre of commercial activity. Bearing this in mind, in building terms although the Crown Hotel (the 19th century railway hotel) is not intrinsically outstanding, its townscape importance, particularly when associated with its outbuildings, should not be underplayed.



## **7. Building heights and materials**

The general building height is two or occasionally three storeys, with sandstone as the predominant walling material. In the older eastern parts of the conservation area this is hand cut and usually coursed. In the Victorian western parts, the stone is machine cut in varying thicknesses, and in places, where either the building or owner had some importance, ashlar is used. Because the development of the main part of the conservation area dates from the latter part of the nineteenth century, after the advent of railways, there is a variety of roofing material, but with Welsh blue slate predominating over the local stone slate. Although the Victorian sliding sash was probably the dominant domestic window type historically, there is today little consistency in the fenestration generally. Present day shop fronts are if anything even more varied. Whilst the proportions adopted in late Victorian times for shop fronts, particularly features such as the side pilasters, may not be the only solution where replacement is needed, they do represent a simple, attractive and consistent way of enhancing and unifying the character and appearance of the conservation area.

## **8. Views**

One particular feature which is immediately apparent is the range of views down side streets and gaps between buildings, out of the conservation area across to the surrounding countryside, and inwards towards the town centre, clearly indicating the historic hilltop nature of the town. The outward views are particularly pleasing from the top of the hill in a southerly direction, where the Pennine countryside is at its most attractive. Progressing down the hill, views to the north can also be obtained. These 'green' outward views towards a still largely pastoral landscape are very much in contrast to Albert Road itself, where trees and green space (with the exception of the churchyard) are conspicuously absent. The urban character within the conservation area is particularly apparent from the inward views from, for example, the M65, where the cupola of Norway House and the towers of the Town Hall and St Bartholomew's Church give something of an Italian hilltop town effect. There seems little threat to most of these outward or inward views at the present time, but they are an individual and important feature of the conservation area which clearly identifies its geographical location and one which must be carefully preserved.

Because of the hilltop location and the steeply sloping terrain, in addition to the inward and outward views, there are also important panoramas over the tops of buildings from St Bartholomew's Church westwards. This means that the roofscape (slates, chimney stacks and pots) of simple and relatively ordinary buildings, particularly towards its western end, are an important feature of the character and appearance of the conservation area and its setting which should be retained and where necessary enhanced. Moving up the hill against the gradient there are two very important landmarks, the cupola of Norway House and the tower of the Town Hall.

Planning Policy & Conservation  
Planning & Building Control  
Pendle Council  
Town Hall  
Market Street  
Nelson  
Lancashire BB9 7LG

Tel: 01282 661788

Fax: 01282 661390

Email [ldf@pendle.gov.uk](mailto:ldf@pendle.gov.uk)

Website: [www.pendle.gov.uk/planning](http://www.pendle.gov.uk/planning)



If you would like this information  
in a way which is better for you,  
please telephone us.

اگر آپ یہ معلومات کسی ایسی شکل میں چاہتے ہیں، جو کہ  
آپ کے لئے زیادہ مفید ہو تو برائے مہربانی ہمیں ٹیلیفون کریں۔



2006-2007  
Transforming the Delivery of  
Services Through Partnerships

