

# KEIGHLEY ROAD CONSERVATION AREA APPRAISAL

October 2025



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## Preface

This proposed conservation area appraisal and management plan (CAAMP) has been developed on behalf of Pendle Borough Council's, 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 enhance<sup>1</sup>.

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

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<sup>1</sup> Planning (Listed Buildings and Conservation Areas) Act 1990.

incorporate public comments. 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.<sup>2</sup>

## 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

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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, December 2023 and most recently December 2024. The policies directly addressing the conservation and enhancement of the historic

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

environment are 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 17<sup>th</sup> 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.

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 routes 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: weavers 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.

## Executive Summary

This proposed conservation area appraisal provides an introduction to the proposed conservation area and outlines its special historic and architectural interest and development from an agricultural settlement into a middle-class residential district. It sets out the relevant planning policy context, and describes 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.

### 1.2 Statement of Special Interest

The special character of the proposed Keighley Road Conservation Area is derived 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;
- Historic area around Park Primary School
- 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 Grade II listed Grave of Wallace Hartley.
- The historic Drovers' road of Carry Lane.
- The open green space provided by the meadows adjacent to Carry Lane.
- 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.

### 3. 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

## 4. Location and Landscape Setting

### 4.1 Location & Context

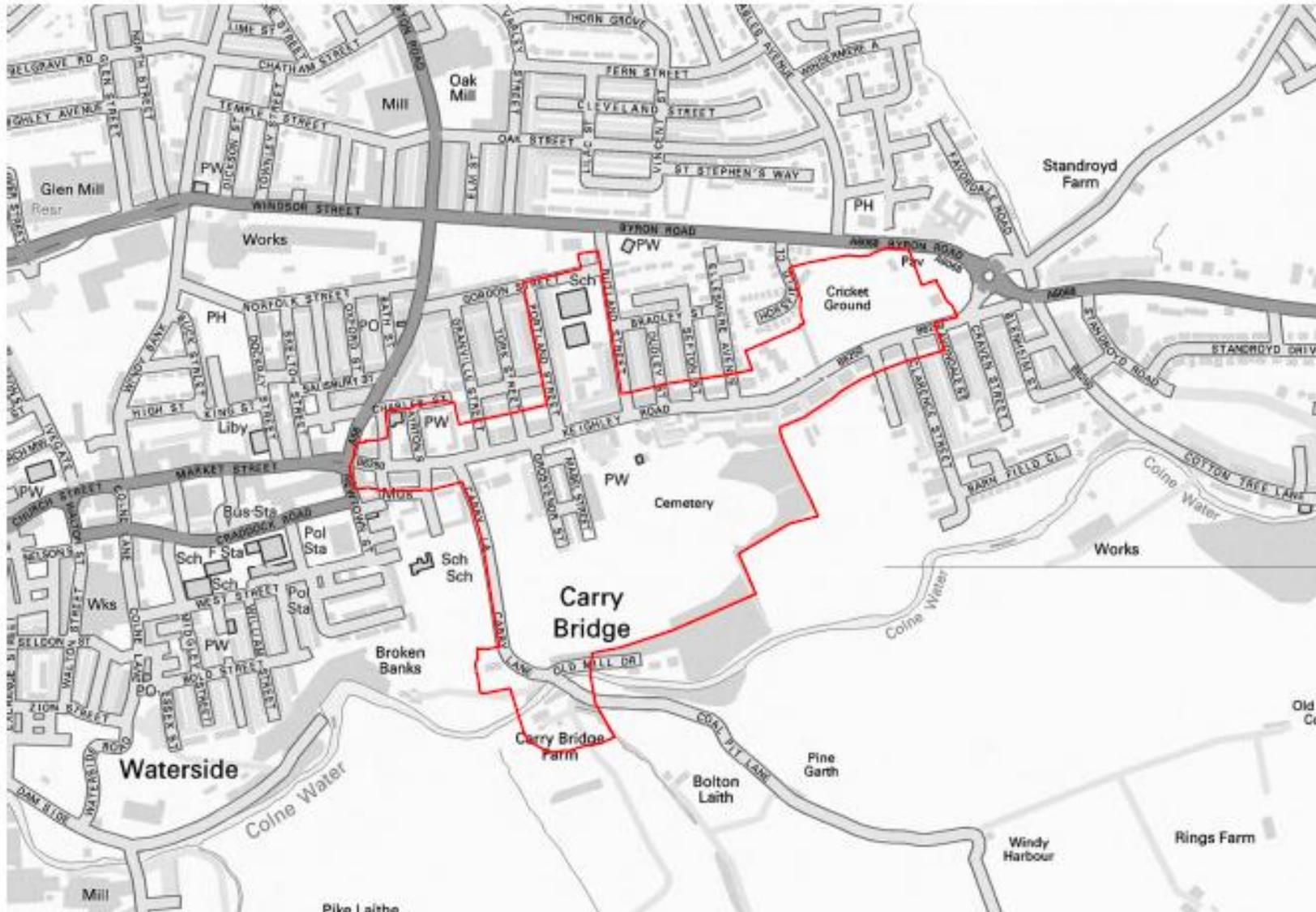
Colne is a vibrant and attractive market town, which lies on the western edge of the Pennine Hills, centred on NGR SD 862 378, adjacent to the town of Nelson to its southwest and to the northeast of Burnley, with the village of Foulridge to its north and Laneshawbridge located to the east. Colne lies 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 surrounding 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, the meadows bounding the cemetery and Carry Lane, and some standing remains from the medieval and post-medieval settlements and enclosures. The conservation area also includes a historic drover's route (Carry Lane) and one of two main routes into Yorkshire (Keighley Road), a gentleman's villa, The Park and its subsidiary houses, its sunken garden and the Victorian Board School (Park Primary) and its Headmaster's House.

The boundaries of the conservation area are defined by the existing infrastructure including a section of Keighley Road, which stretches 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 Mable Street, Primrose Hill, Carry Lane and meadows adjoining Colne Cemetery and Park Primary school on Rutland Street. 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 housing and key buildings of particular interest, such as the Cemetery Chapels, the Commercial Public House and the Tower Buildings.. The conservation area includes some earlier historic sites such as the houses on Dubbin Row and Primrose Hill, which date to the early nineteenth century. Carry Lane, the historic drovers' road with preserved stone breakers. Whilst Sagar Fold is of no architectural or historic interest owing to it being a modern development, it necessarily falls within the area boundary.

Located on the edge of the Pennines, the settlement developed on a well-defined ridge between Colne Water and a tributary

stream in the north valley. The west section of the conservation area is located in the historic core, but most of the development within the boundary is within the industrial age character area. The southern edge of the conservation area is within the industrial foothills and valleys character area.



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

## 4.2 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. It is surrounded by open countryside to the north, south and east, with the topography rising steeply to the south - allowing for dramatic views across to the opposite side of the valley.

The proposed conservation area has a largely linear form, created by the arterial east to west route through the town centre, sitting south of the principal route through Colne (the A6068). The urban settlement along Keighley Road adjoins a historic enclosure to its south, where the views open out to the rolling countryside on the opposite side of the valley which slopes to the south, affording- dramatic views.

The properties within the proposed conservation area generally have similar plot sizes. Buildings often front the pavement and have gardens at the rear. The building stock consists largely of terraced houses with a few notable exceptions.

## 5. Historical Interest

### 5.1 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'<sup>3</sup>. 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 Church<sup>4</sup>.

Colne's history can be divided into three phases: a small medieval market town supporting an agricultural area, a period of slow growth from 1790 to 1840, with its early cotton industry reliant on handloom weaving, followed by a rapid growth in the late Victorian era built on its powered loom textile industry. This final expansion happened later than in most Lancashire mill towns owing to Colne's relative isolation on the edge of the Pennines.

The town developed as 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 by the river. Coal was also mined here from the post medieval period, through to the nineteenth century: Carry Lane becomes Coal Pit Lane to the south of Carry Bridge and several coal pits are visible to the north of Coal Pit Lane on the 1848 OS map.

During the Medieval period, Colne was primarily an agricultural community, but had strong interests in rural industry. By the 15th century, it had become a major centre for the woollen trade, in particular for the production of lightweight kersey. Quarrying was carried out at Colne from at least the seventeenth century, albeit as a small-scale industry and outside the defined urban area. There were also other industries, including tanning works documented from 1521, and iron foundries for the manufacture of looms and mill furnishings, and machinery for 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 and the largest town in the Hundreds after Blackburn; an indication of its importance as a commercial and administrative centre<sup>3</sup>. 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.

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<sup>3</sup> *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.*

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

In the nineteenth century, Colne expanded 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 19th century, the woollen cloth trade fell into decline, with the growth in production of cotton cloth. In Colne, cotton production had only limited success; leading to some modest expansion of the town in the last 20 years of the 19th century, as power-loom weaving eclipsed hand weaving. By 1891, there were 30 cotton mills listed in Colne, and this resulted in the development of terraced housing, to house the mill workers, to both sides of the main route through Colne and to the east and west. As well as the provision of housing for mill workers, mill owners also built a number of substantial houses, seen throughout the town. The town's population declined during the 20th century with the decline of the cotton industry, as with many Lancashire mill towns.

## 5.2 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.

### 18th century Keighley Road

This area includes the junction of two important ancient routes: the drovers' road, named 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 on the east side of Carry Lane were used to "brake" horse drawn vehicles on their way downhill.

At the southwest corner of Carry Lane is the Grade II listed, early C18 high-status stone Yeoman farmhouse 1-3 Carry Lane (formerly Carry Bridge Hall). On the south side of Carry Bridge is a ruinous stone C18 farmstead. These buildings reflect the agricultural function of the settlement prior to its industrial expansion.

### **Eighteenth and early Nineteenth Century Development**

At this junction are Numbers 18-28 Keighley Road, previously known as Carry Lane Head. The frontage of this row appears to have been refronted in the late nineteenth century with a stone bow window, but the rear elevation indicates a former weaving function, with rows of mullioned windows. The kneelers have a distinct eighteenth century appearance and it is three storeys to the rear to account for the change in levels between Keighley Road and Carry Lane. A cellar is visible from Carry Lane with mullioned windows and a Diocletian window is visible in the roof space. To the immediate south is a now

ruinous gabled barn or stable, with a set of well-preserved solid but worn stone steps built into the side of the boundary wall of number 18 Keighley Road, possibly used as a mounting block. This was possibly a farmhouse or inn later divided into back to backs following the town's industrial expansion.

Through most of the pre-Victorian era, Colne remained largely a small agricultural community. 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-fronted block facing the road built in 1824. Horsfield Cottage (now Horsfield), a double-fronted farmhouse with integral barn, is thought to be built in 1796. Both have barns and outbuildings, some of which have been converted for residential use.

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<sup>3</sup> *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.*



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 to be contemporary with the toll house at the east end of Keighley Road<sup>5</sup>. A toll bar was erected at the west end, near the entrance to the town, and the Commercial Hotel, a three-storey coaching inn, was built in 1822. The 1848 OS 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, which 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 to 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)*

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<sup>5</sup> *Historic England, 2001, Former Toll House, Cottage and Stable list entry 1389470*

By the time of the first comprehensive mapping in 1840, there were further 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 Yorkshire<sup>6</sup>. Very few survive. The last remaining still in use in Britain is in Fence, with another in Ontario, Canada. The Keighley Road chapel closed in 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.*

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<sup>6</sup> 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 nineteenth 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 in this area, evidencing 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 homes was the increase in population which led to overcrowding in towns, and the wealthier seeking larger homes with greater privacy. As power loom weaving became established, the increasingly profitable textile industry brought funds for civic projects, which are well represented on Keighley Road and the surrounding streets. The most prominent is the cemetery chapels (1860) and gatehouse (1899). The Baptist Chapel built a Sunday School in 1883 which still stands behind the site of the now demolished church. Colne Cricket Club, founded in 1830 (the first club in the Lancashire League, founded by Colne alumni of Shrewsbury School), has 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 permission 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.

Park Junior School is a fine example of a Victorian Board School. It opened in 1873. It forms a fine example of a Victorian school surrounded by Victorian terraces. Complimenting this is the former headmaster's house just to the north which is a fine example of intact Victorian architecture and is part of the infrastructure provided to cater for the expansion of Colne at the time.

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 club<sup>7</sup>. The Grange was later owned by successive industrialists William Eccles, then William Sagar, becoming a local hub of events and politics<sup>8</sup>. 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 House<sup>9</sup>.

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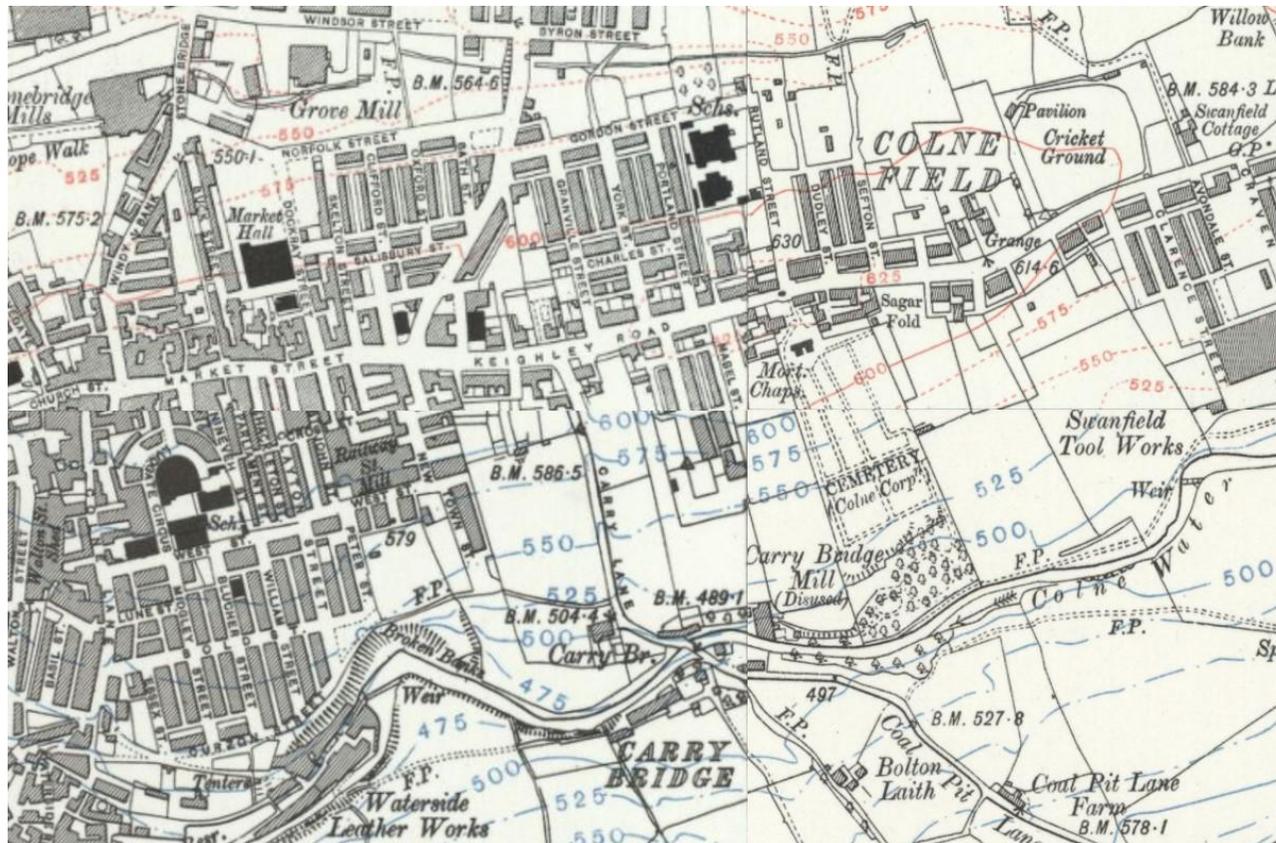
<sup>7</sup> *Burnley Express*, 30 July 1892, page 4, "Prospectus. The Greenfield Room and Power Company Limited, Colne".

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

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



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



*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)*

By the early 20th century, the area had expanded further, and rows of terraced houses, found in small blocks, completed much of Keighley Road. Leading off from Keighley Road were also 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)

## 6. Spatial Analysis

### 6.1 Plan Form, Street Pattern and Layout

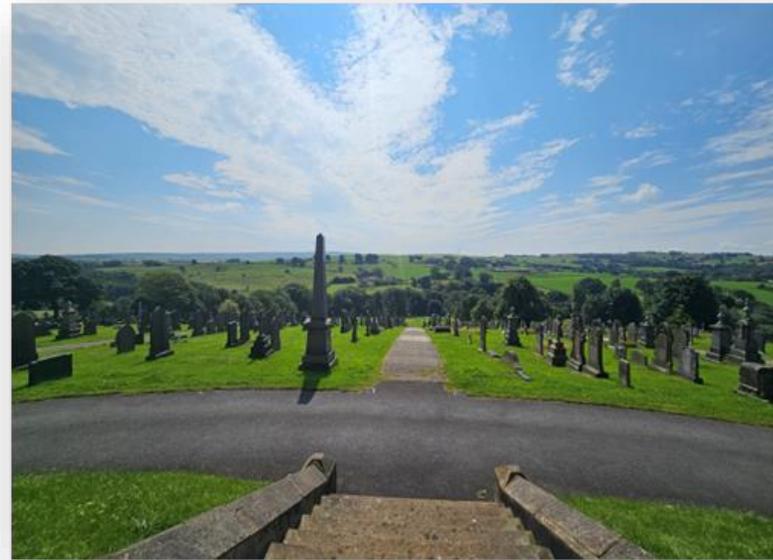
The plan form of the proposed Keighley Road Conservation Area is derived from both its agricultural roots formed along the 'Kings Highway', more of a dispersed settlement on the arterial linear route into Colne, and from its evolution of the wool and cotton industry. The earliest properties are identified 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 conservation area is dominated by terraced housing, mostly of two-storey dwellings, some of which were initially 'back-to-back', with surviving examples at Primrose Hill. However, some of the more imposing middle-class dwellings located to the east end of the conservation area, are of two and a half 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.

### 6.2 Landmarks, focal points and views

Whilst not readily visible from within 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, and their prominent 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 set back from Keighley Road.



*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 which is of a markedly larger scale than most buildings in the conservation area.

Characterised by its distinctive Dutch gable, the Tower Buildings is a notable landmark on one of the primary routes into Colne, at the gateway to the town centre. On the opposite corner is the Commercial Inn; another notable landmark framing the gateway to the town centre and a locally designated heritage asset, that forms part of the historic commercial area.



*The 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, has dense, continuous development creating contained suburban views, in contrast with the open views looking south, and the open views over the cricket playing field.

The contrast between views of dense linear development and the open pastoral landscape beyond is particularly pronounced travelling south when viewing the side roads south from Keighley Road. Gaps between the dense terraces allow for glimpsed and open views towards the opposite side of the valley where the road slopes away and the views are terminated by the rural views of the south valley which create a focal point. These important rural views include:

Avondale Street

Clarence Street

Claremont Street

Sagar Fold

Primrose Hill

Grosvenor Street

Carry Lane facing south, an important view and historical route.

Carry Lane facing north towards Keighley Road, providing a contrast of open meadows and almost continuous linear development.

Peter Birtwistle Close

Newtown Street at the western side of the proposed conservation area.



*Rural views looking south down the side streets off Keighley Road*

Other rural views are experienced, along Mable 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 Mable 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 western end of the proposed 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*

### **6.3 Open Spaces, Trees & Landscapes**

Despite the suburban nature of the area, there are still open spaces, trees, landscapes and green spaces to be found. To the east end of the proposed conservation area is the bowling green and the cricket playing field at Colne Cricket Club. Formed in 1830, as the area began to develop, Colne Cricket Club's ground and pavilion at Horsfield have been in continuous use ever since - and is said to be the oldest cricket club in Lancashire.

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 Horsefield*



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

The allotment gardens, and the wealth of native trees forming a tree belt between Grosvenor Street and the allotments provide a welcome contrasting open space to the built development of Keighley Road when viewed from Carry Lane.

The meadows bounding Carry Lane form important open spaces that reflect the agricultural beginnings of the town prior to its industrial expansion, and allow for open views north towards Keighley Road.

Trees are sporadic throughout the proposed conservation area, with most located to the rear gardens of the middle-class dwellings on the south side of Keighley Road at its eastern end, as well as those to the grounds of 'Swanfield House', 'The Grange' and 'Horsfield'.

Adjacent to Grosvenor Street are the community gardens, that follow the slope south. The community gardens are bounded by mature trees to their eastern boundary, and hedgerows and shrubbery to the west boundary, softening the urban grain of this area.

A thick belt of trees at the southern edge of the meadow that bounds Carry Lane, and on both sides of the river around Carry Bridge, provide a distinct sense of enclosure and tranquillity, emphasised by the sound of the river.

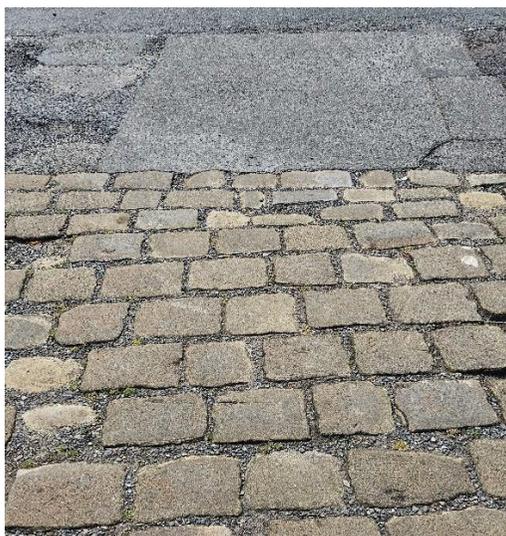
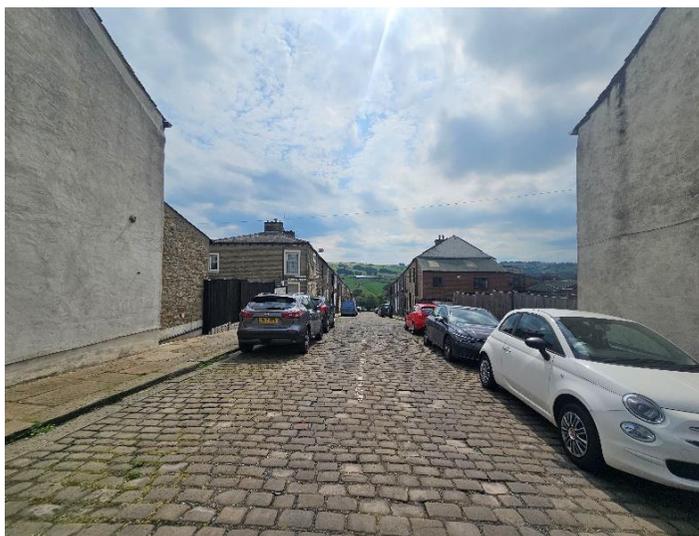
The cricket ground, bowling greens, allotments and community gardens and Carry Bridge provide valuable green spaces within the proposed conservation area.

Beyond these, the only other green spaces are the domestic front and rear gardens. Front gardens, are mostly found at the eastern end of the proposed conservation area, where later, higher status dwellings are set back from the road. The gardens vary in size and detailing –reflecting the status of the property. Travelling west along Keighley Road, the area becomes more densely grained with buildings mostly fronting the pavement, resulting in few open and green spaces. In contrast, the modern development at Birtwistle Fold surrounds a shared courtyard garden space providing a much needed green space formed by lawns, shrubs, hedgerows and trees. This is complemented by 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 Preservation Order, are protected by the provisions in section 211 of the Town and Country Planning Act 1990, so that works to trees will require notification to the local planning authority, and six weeks allowed for the Council to respond, prior to work commencing.

## 6.4 Public Realm

In the context of a conservation area, public realm is described in terms of its floorspace (street and pavement surfacing) and street furniture. The Keighley Road Conservation Area has a variety of surfacing types. The majority of the road surfaces are tarmac, but there are some areas of stone setts, located at Grosvenor Street (known as a Heritage Street), the access roads to Mabel Street and along the associated rear alleyway access, and at 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 Grosvenor Street (left), which is known as a Heritage Street, with some modern versions, in brick paviors creating the courtesy crossing (right).*

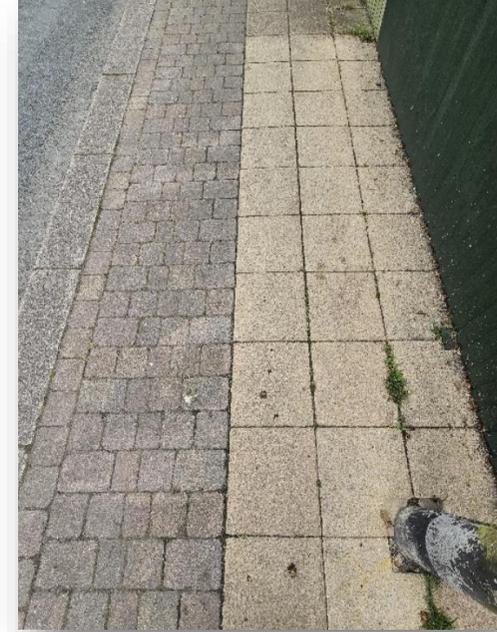
To Keighley Road, the footpaths are largely paved with brick and concrete paviors which complement the scale of the stone setts and contribute to the quality of the public realm in conservation area. Elsewhere, pavements are surfaced in tarmac, including to the northside of Keighley Road, along the boundary of the Cricket Club, Bowling Green and Swanfield House.

Carry Lane retains significant amounts of historic paving at the edges, where the historic breakers are preserved.

Underneath the breakers setts and flags are partially visible below the surface of the modern road, suggesting a historic

paved surface may survive underneath.

To Sagar Fold, there are some areas of tarmac and concrete paving slabs. Similarly, a small area of tarmac pavement can be found close to Colne Cemetery, the southern end of Granville Street and along Carry Lane. These areas of tarmac and concrete paving contrast with historic surfaces and detract from the character of the public realm.



*Modern paving 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 concrete paviors are introduced, some bordered with stone setts.

Off Keighley Road, Claremont Street and the area around Grosvenor Street and Mabel Street, are largely surfaced in Yorkstone flags, edged with granite kerbstones.

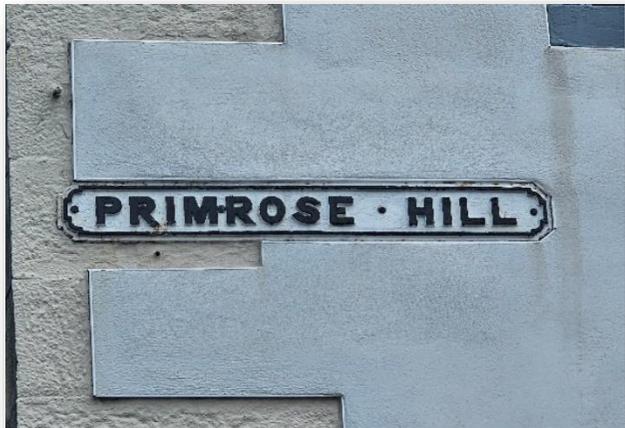
The introduction of tarmac surfacing to pavements has resulted in some negative visual impact, this is limited to small sections of the public realm. Generally, the footpaths are of attractive York stone flags, original stone setts and a mix of modern concrete and brick paviors, which contribute positively to the character of the proposed conservation area.



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

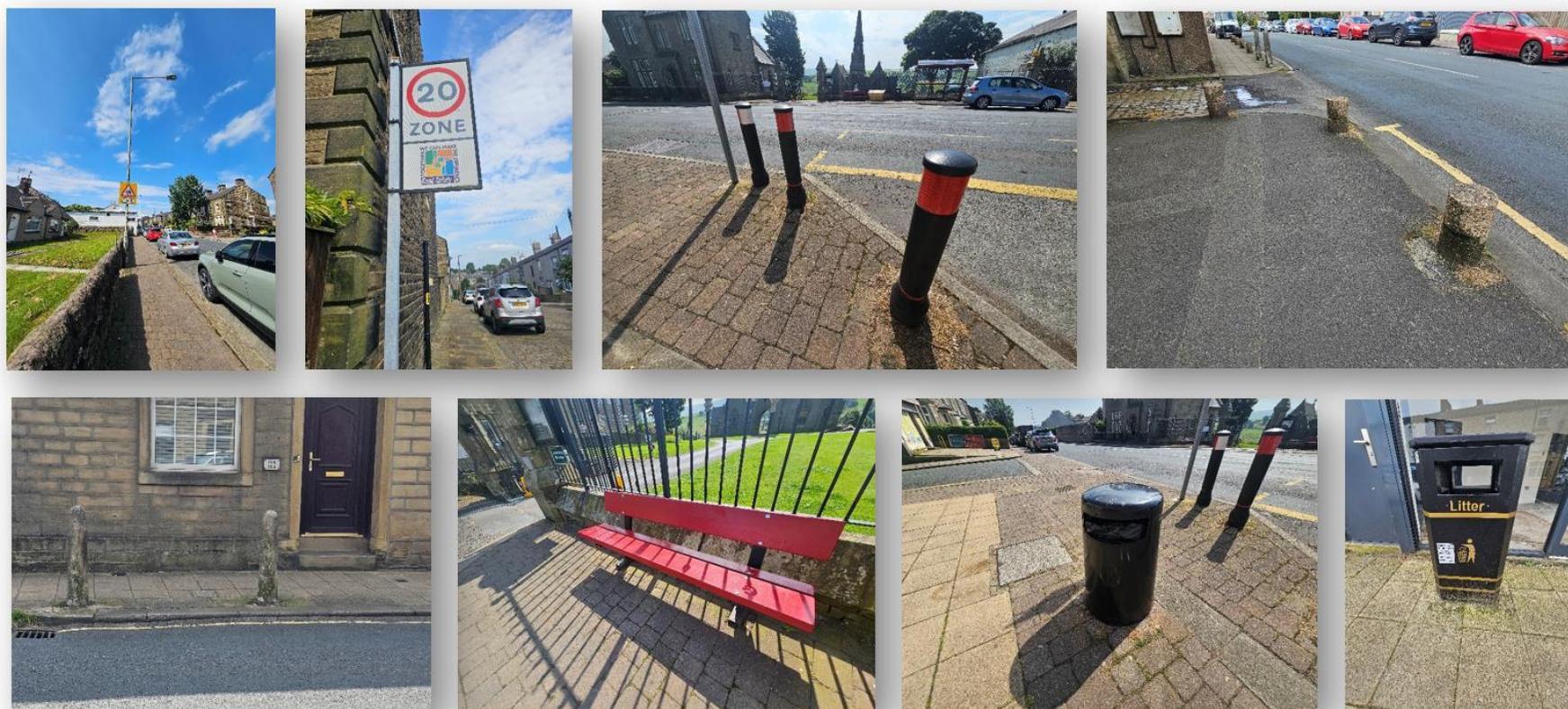
The public realm also includes street lighting, signage, litter bins, benches and bollards. Whilst these are mostly modern types, adding little interest to the proposed conservation area the cast iron litter bins are more sympathetic to character than the plastic bins.

The modern street lighting columns are widely spaced and do Lighting, due to the distance between each streetlight, does not overly clutter the area. Benches are limited to the recreational areas, such as the Cricket Ground and Community Gardens, with the exception of a bench outside the cemetery. Street nameplates comprise a mix of designs, and vary in age and size. There are 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 numerous road signs, some of which are illuminated with 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 George VI wall post box, set into the stone boundary wall to the cemetery. Elsewhere, modern utility boxes, grit/salt boxes and a mix of modern bus shelters have a negative impact on the character and appearance of the public realm. 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. They vary in condition and design, though are all of modern design in concrete or plastic, and have a negative visual impact on 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.

## 7. Buildings

### 7.1 Building types

This stretch of the conservation area, 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 a positive impact on the surrounding area. They represent a more prosperous era in Colne's history, associated with its industrial development, which was the most significant phase of its growth.

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. Additionally, the streets off Keighley Road evidence 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.

There are small clusters of shops, to the centre and west end of the conservation area some of which date from Colne's commercial era. 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. 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*

## 7.2 Listed buildings

There are two listed buildings within the proposed conservation area boundary the Grade II listed Gravestone of Wallace Hartley, located within Colne Cemetery, and the Grade II listed 1-3 Carry Lane, formerly Bridge Hall.



*Grade II listed Wallace Hartley Gravestone*

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

### **7.3 Key unlisted buildings/heritage assets**

#### **Positive buildings of note**

These are unlisted 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 identified to be of moderate significance, according to the building assessments, and are listed below. Seven were also nominated to be included in Pendle Local List as part of Lancashire Local List project (Highlighted in bold). As many form rows of terraces they have been assessed collectively owing to their group value.

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

### **7.4 Palette of materials and local building details and features**

The proposed conservation area mainly comprises nineteenth and twentieth century terraces with detailed porches. These include a range of neo-classical ashlar stone terraces and some three storey terraces with neo-Tudor detailing.

*Examples of render, painted brick and stone facing materials*



The different construction phases 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 in the 20th century). There are some limited examples of houses constructed in brick, but these are limited and occasionally painted, such as the factory building adjacent to No.86 Keighley Road. The use of render finishes is also limited, examples include No.86. Keighley Road, and some gable 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.

In the main, original timber framed windows and timber doors have been replaced with modern uPVC and composite materials, the cumulative impact of which has eroded the character and appearance of the area. There are, however, examples of original joinery along Keighley Road, including to Nos.122 to 128 which appear to retain their original front doors. Some timber sliding sash windows survive to the properties on Keighley Road, which contribute positively

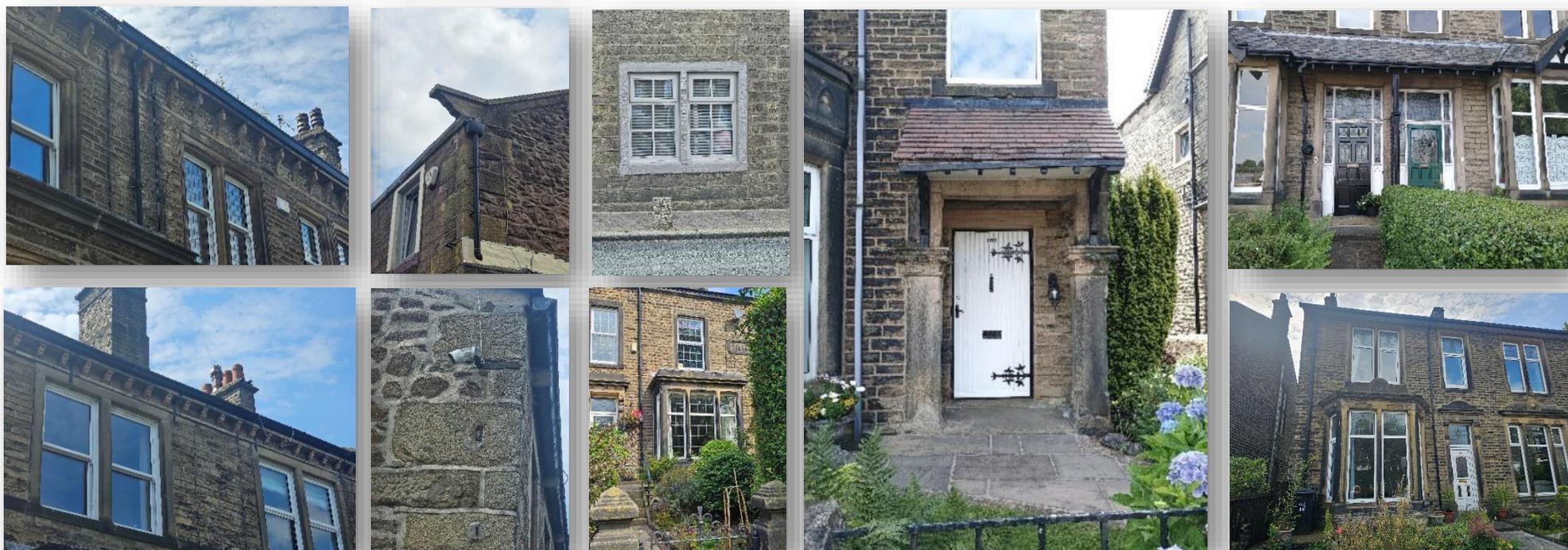


*Mix of uPVC windows and doors, with some more sensitive timber framed windows and doors, including sliding sash windows.*

the character and appearance of the proposed conservation area. However, the proliferation of modern replacements in uPVC and composite materials has eroded the historic character of the proposed conservation area.

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, simpler in design, and, more commonly, directly front the pavement.

Architectural styles vary, from vernacular dwellings with simple features and fenestration, to more elaborate early 20th century designs. To 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

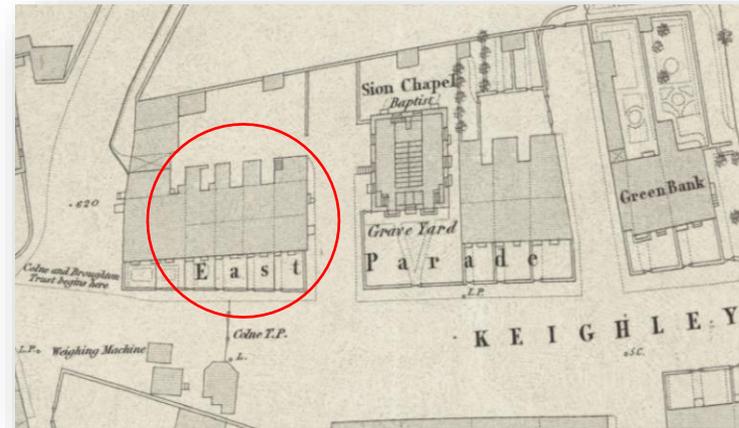


*Architectural details (left to right) stone eaves brackets, stone kneeler, stone mullion window, square bay window, entrance porch, continual bay window porch, canted bay window*

development of 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 continuous canopies, which span over bay windows, are seen to larger dwellings, and some neo-Tudor frontages are articulated with gabled frontages and small dormer windows with a mix of flat and pitched roofs.

## 7.5 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. 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 former 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 back-to-back units, formerly known as 'East Parade'.



*Ocean Bathrooms (left) and Town Map (1840's – 1860's) showing the four back-to-backs. 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 may be modern interpretations of historic shopfronts. Whilst these are unlikely to be original, they 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 - except at No.81 Keighley Road (Colne Convenience Store) - whose shop front is dominated by bright, modern window stickers, which create visual clutter and negatively impact the proposed conservation area.



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

As a result of their mix of 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.

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

## 8.1 Key characteristics

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



- Middle-class dwellings (c.1860-1914)
- Bylaw terraces (Mabel & Grosvenor Street)
- Rural Settlements
- Commercial Centre
- Individual Housing (c.1918 – 2003)

—— Inter, Intermediate/Post War Housing/buildings & Modern 20th century 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 the early 18th and 19th 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 Market Street. 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 twentieth century Housing/buildings**

Later suburban expansion and infill development around the earlier terraced housing and twentieth century development. Includes areas of more modern development (1990s onwards), includes some flats and sheltered accommodation<sup>3</sup>.

## 8.2 Negatives (where identified)

Most of the buildings within the proposed conservation area positively contribute to the character and appearance. Whilst there are no buildings that are considered to be particularly negative; there are a few buildings and area which detract from the overall appearance and character of the area. 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 contrast with the overall character.

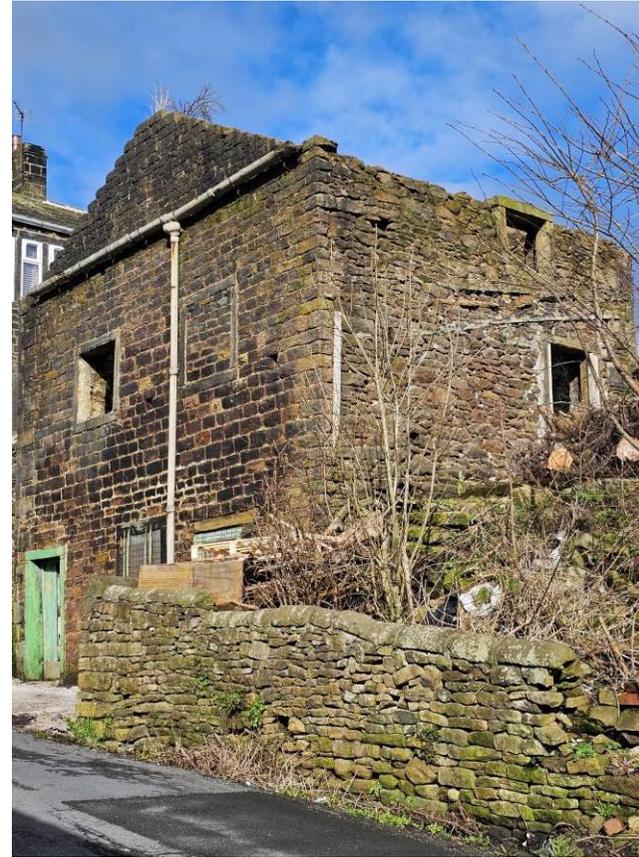
- Ocean Bathrooms, 3 - 7 Keighley Road
- Substation F - Keighley Rd
- 2-4 Grosvenor Street
- There is also a gap site at Keighley Road, following the demolition of a stone and timber clad building. The site is currently bounded by modern metal fencing and hoardings, behind the historic stone boundary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



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

<sup>3</sup> 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 No18 Keighley Road. 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*

## 9. Management Plans – actionable, deliverable and measurable

Conservation areas have restricted permitted development rights affecting all properties.

### 9.1 Issues and recommendations – opportunities and threats

#### Issues and Pressures

Though the area is generally well maintained, retaining much of its character, there are, nevertheless, issues 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), and some modern boundary treatments which have 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, and as a result, have 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 area, which include modern front facing dormer windows and rooflights, meter boxes, satellite dishes, alarm boxes, security cameras and wiring.*

To accommodate additional parking, boundary walls of some properties have been removed and gardens have been replaced with hardstanding. Again, this has had a negative visual impact but is limited to mainly at the frontages of 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.

The main issues and pressures on the conservation area include:

- Erosion of the 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.
- The retaining wall to the east side of Carry Lane which contains the historic breakers has partially collapsed in places and is at risk of further localised losses.

## **Opportunities**

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

- Preparation of a Shopfront Design and Maintenance Guide for owners of shops.
- 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.

## **9.2 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, Carry Lane and the meadows adjoining Carry Lane and the allotments and cemetery, as these areas contributed to the wider evolution of the area, from the early C18 onwards. The inclusion of Carry Lane captures 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. The inclusion of the School and Headmaster’s House is along Portland Street and Rutland Street is

justified as there are a range of architecturally interesting buildings including the school in the area. The school and headmasters house in a particular are a part of the historic evolution of Colne and provided facilities to meet the changing patterns of development and population change in the area.

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' which 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](#).

inclusion of 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).

### **9.3 Article 4 Directions**

An Article 4(2) Direction allows the Council to remove some permitted development rights available to residents meaning that express planning permission would be required for some works that ordinarily are classed as permitted development.

Most of the buildings within the identified boundaries contribute to the character and appearance of the proposed conservation area; some of which are of a higher significance and locally important. On the whole, most have only experienced minor changes over the years, however one of the most notable changes 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, however, permitted development rights relating to the alteration of commercial buildings does not apply in conservation areas, and on a dwellinghouse, replacement windows or doors that are not visually similar to the existing, require express planning permission.

## 10. Monitoring and review – timescales

### 10.1 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. The assessment should be considered against the current legislation, planning policies and conservation principles to provide an accurate and valid appraisal.

# 11. References

## 11.1 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)

## 11.2 Other Sources

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- National Library of Scotland (maps)
- Historic England Official Listings
- The Buildings of England – Lancashire: North, Clare Hartwell and Nikolaus Pevsner, 2009
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- 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”.
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