Local Development Framework for Burnley
Padiham Area Action Plan

Heritage Appraisal

Padiham
‘Heritage is all around us. We live our lives, whether consciously or not, against a rich backdrop formed by historic buildings, landscapes and other physical survivals of our past. But the historic environment is more than just a matter of material remains. It is central to how we see ourselves and to our identity as individuals, communities and as a nation. It is a physical record of what our country is, how it came to be, its successes and failures. It is a collective memory containing an infinity of stories. England’s history is a gradual accumulation of movement and arrivals, new stories attaching themselves to old. Urban and rural landscapes reflect this layering of experience and develop their own distinct characteristics. Building materials and styles can define and bind regions, localities and communities just as potently as ethnic background, dialect or sporting loyalties. Historic landscapes or iconic buildings can become a focus of community identity and pride and proclaim that identity and pride to the wider world. At a more local level a historic church or park can help define a neighbourhood and create a sense of local cohesion. Once lost, these defining features cannot be replaced.’


Acknowledgment
Burnley Borough Council would like to acknowledge the historical advice and assistance given by Margaret Jones, Molly Haines, Mike Rothwell and Duncan Armstrong in the production of the Padiham Heritage Appraisal.
1.1 Housing Market Renewal

1.1.1 Housing Market Renewal is the Government’s new approach to tackling low housing demand and abandonment in the North of England and the Midlands. Nine sub-regional Market Restructuring Pathfinder Projects have been created to bring about market renewal and tackle associated high levels of crime and social exclusion. The East Lancashire Pathfinder includes parts of Blackburn, Hyndburn, Burnley, Pendle and Rossendale.

1.1.2 Within Burnley Borough Council’s Pathfinder intervention area, Area Action Plans (AAPs) are being prepared to guide the regeneration of areas which are considered to be suffering from the worst deprivation and housing market failure.

1.1.3 It is important that this regeneration is informed by an understanding of the past. This Heritage Appraisal has been undertaken in order to ensure that Padiham’s heritage is taken into account in future housing market renewal and regeneration programmes.

1.2 Heritage Appraisals

1.2.1 The Importance of Heritage

Heritage encompasses not just buildings and streets but also gardens, parks, monuments, industrial complexes, waterways and roads, archaeological sites and open landscapes. It is estimated that only 5% of this resource is protected by statutory legislation. Our heritage also includes languages, stories, traditions and foods. An awareness of heritage gives people and places an identity and significance. It gives localities their distinctive character and marks their individuality as neighbourhoods and as part of the wider town.

1.2.2 The Purpose of Heritage Appraisals

Elements of the borough’s historic environment are recognized as nationally or locally important and are protected by law through statutory designation such as Listed Buildings and Conservation Areas. However, the particular local historic character of a place is not always marked by any of these formal designations, even though it is appreciated and well known to local people. Heritage Appraisals are a method of recognising this special quality and are now becoming an established approach in Conservation Planning.

1.2.3 Heritage Appraisals are being undertaken as part of the Area Action Plan (AAP) process to ensure that regeneration proposals are informed by a sound understanding of the heritage importance of the AAP areas and proper regard to their historic character and local distinctiveness. The appraisals will show how seemingly mundane, normal or everyday historic elements can contribute significantly to the overall quality and character of places or may be interesting in their own right. Opportunities to retain or enhance the local character will be identified through this process.

1.2.4 Heritage Appraisals offer an understanding as to how the historical evolution of the AAP areas has shaped their present day character and the distinctive qualities of the neighbourhoods. It is intended to use this understanding to guide regeneration proposals so that they acknowledge and build on that character. Heritage Appraisals recognise that change is desirable, but urge that it should respect, rather than detract from, the existing environment.
1.2.5 Heritage Appraisals provide an assessment of the elements which give the neighbourhoods their distinctive character. These elements include:

- Historical development and associations
- Pattern of street layouts and historic transport routes – rail and road
- Activity and vitality of land-uses
- Building materials, styles and architectural detailing
- Quality and relationship of buildings
- Prominent landmarks, vistas and panoramas
- Setting and topography
- Trees, parks and open spaces

1.2.6 These elements may make a positive contribution or they may, in some instances, detract from the area.

1.2.7 Heritage Appraisals will aim to:

- Assess the origins and development of areas to provide a good understanding of the historic environment of the neighbourhoods and its role in modern life and local communities.
- Define and evaluate the qualities which create the distinct character of areas, their heritage resources and the contribution they make to the quality of the townscape.
- Identify opportunities to retain, strengthen and enhance local character and identity.
- Inform the redevelopment and/or renovation of areas in order to strengthen distinctive local character and identity.

1.2.8 This approach reflects the importance of local character in the definition of sense of place as emphasised in English Heritage’s policy statement The Power of Place (2001).
2.1 Physical Context and Location

2.1.1 Padiham is one of a number of closely neighbouring settlements, which lie along the valley of the River Calder and its tributaries. Padiham historically occupied an area on the northern banks of the Calder with its historic centre lying 5 km west of Burnley. It expanded across the river during the second half of the 19th century and currently forms part of the modern parish of West Burnley.

2.2 Geology and Topography

2.2.1 The geology, topography and natural features of the area have influenced the development and character of Padiham. The underlying solid geology of the area consists of Lower Westphalian Coal Measures of the Carboniferous era, which contributed to the early industrial exploitation of the area. The drift cover consists primarily of glacial till deposits. The hills to the north and the higher land to the south of the town are formed of Carboniferous sandstone (Mitchell et al, 2004, p. 9).

2.3 Townscape

2.3.1 Padiham's townscape and identity are linked to the part it played in the textile revolution. Although Padiham did not expand as rapidly as Burnley during this period, its development has created a rich and unique historic environment. The transport routes (road and rail), warehouses, bridges, mills, weaving sheds and chimneys, housing, schools and shops associated with the industrial revolution still dominate Padiham's townscape today providing a visual illustration of the connection between the past and the present.
2.4 Historic Development

2.4.1 The name Padiham suggests its origin is derived from ‘Padda,’ a person’s name, and the ‘ingham’ suffix. This suffix often denotes Anglo Saxon origin and may refer to the territory of an Anglian kinship group (Mitchell et al, 2004, p17). Bennett has suggested that Padiham was referred to as ‘Padingham’ in 1292, and ‘Padynngeham’ in 1311 (Bennett, 1946, p36).

2.4.2 Although Padiham is not mentioned in the Domesday Book, it was almost certainly established as a small settlement on land overlooking the River Calder by 1068 (Glenn, 1989). After the Norman conquest of 1066, the English feudal system was reorganised, and land redistributed to Norman followers. The area of land in which Padiham was situated became known as the Honor of Clitheroe with Clitheroe Castle as its administrative centre.

2.4.3 The Honor was divided into seven manors during the 12th century. These were Ightenhill, Colne, Accrington, Tottington, Chatburn, Worston and Pendleton. Each manor was made up of a number of vills (settlements). The Manor of Ightenhill was composed of the vills of Burnley (and) Habergham, Padiham, Briercliffe with Extwistle, Little Marsden, Cliviger and Worsthorne (Bennett, 1946, p56).

2.4.4 In 1258 the inhabitants of Padiham consisted of 8 cottars (often the poorer members of society), 25 villeins (customary tenants), 9 or 10 tenants at will and 1 free tenant (a person who is free from labour service to the Lord of the Manor). The Shuttleworth family appears to have settled at Gawthorpe about 1389 (Bennett, 1946, p139).

2.4.5 Padiham probably grew because of its position at the crossing of the River Calder for roads joining medieval settlements of Blackburn, Burnley, Clitheroe and Whalley (Mitchell et al, 2004, p1). Before a chantry chapel was built in the mid 15th century, the main reason for development of the settlement was probably the corn mill, first mentioned in 1253 (Victorian County History of Lancashire, Vol 6, 1911). The layout of the later settlement probably lay along a road running up the hill from the bridge over the River Calder towards St. Leonard’s Church. A triangular area of open land was situated to the southeast of the church representing the centre of the settlement (Plan B). This probably formed the early market area (Mitchell et al, 2004, p17). The Honor became the property of the crown from c.1399–1660 and during this time Padiham contained a church, market, fair, shops and alehouses.

2.4.6 Bennett has stated that the following roads and lanes were mentioned in Padiham in 1526, ‘one between Schole Bank and the Watergate of Padiham Hey (the old bridge near the former Bridge End Mill), a second between Cross Bank and Townwall Bank, a third between Hargove and the village and a fourth between Padiham and Tuacregegate’ (Bennett, 1947, p249). The introduction of the Highways Act in 1555 formally laid out the responsibility of parishes and townships to maintain the roads within their boundaries and to appoint a Surveyor of the Highways to oversee the work of those compelled to maintain and repair the roads (Glenn, 1990).

2.4.7 During the 16th & 17th centuries a new system of local government was imposed. It was based on geographical areas of townships or parish rather than the manor (Glenn, 1989). Padiham fell under the Parish of Whalley, which was further divided into townships with smaller settlements attaching themselves to a mother township. The parishes and townships then appointed officers to supervise local government. Padiham became the mother township for Simonstone, Hapton and Heyhouses (Glenn, 1989).

2.4.8 During the early part of the 16th century the farming landscape began to change as arable land, open pastures and wastes were enclosed. Although much of the population was still concentrated within the settlement of Padiham itself, it is quite likely that new farms and properties developed in the township as a result of the enclosures, which made the process of agriculture more efficient. Farming remained the principal occupation but it is likely that almost all the population of Padiham would have had an interest in textile work (domestic system) as the woollen trade had become well established before 1600. In 1569 there were at least three clothiers operating in the township (Mitchell et al, 2004, p. 1).
2.4.9 The 17th century saw the coal industry flourishing, although mining activity had first been recorded in the vicinity of Padiham in 1434. Padiham colliery seems to have been in existence by the mid 17th century (Mitchell et al, 2004, p.1). Other evidence of post medieval industry includes smiths, milling, glazing, clothiers and shoemakers, indicating a diverse economy (Glenn, 1989).

2.4.10 Padiham continued to develop in much the same way as Burnley during the 17th century as both were trying to establish themselves as locally important markets. By 1650 the population of Padiham comprised 232 families or 1,106 souls, whilst Burnley was thought to have a population of 1,500 (Bennett, 1947, p250 & Bennett, 1949, p39).

2.4.11 By the 18th century the ‘King’s Highways’ or main roads that had connected towns and markets from before and during the medieval period were no longer able to sustain the increased load of traffic (Bennett, 1949, p.147). New roads, which were known as Turnpike Trust Roads were constructed under an Act of Parliament during the 18th century. This enabled private companies to purchase the necessary land and pay for surveyors, engineers, and workmen as well as providing road-making equipment. These companies then collected a toll from the users of the roads. In 1754, a private Act of Parliament permitted the building of a new road to connect Blackburn, Burnley, Colne, Addingham and Cocking End. From Blackburn the new turnpike followed the route of the present Church Street, Burnley Road and Padiham Road, entering Burnley from Westgate (Bennett, 1949, p148 & Plan B).

2.4.12 At the time of the first census in 1801 there were 385 houses in Padiham with 417 families living in them (Haines & Jones, 1994, p1). The large estates of Huntroyde, located to the north, and Gawthorpe to the east probably restricted the expansion of the settlement (www.lancashire.gov.uk/oldmap).

2.4.13 The early 19th century saw the textile industry largely replace agriculture as spinning and weaving in cottages became more important than work on the land. Although the inhabitants of Padiham considered it to be a town by the late 18th century, largely on the basis that it had an established market, outsiders regarded it as a village. This was not because of its size but rather its lack of urban attributes, such as textile mills for example (Mitchell et al, 2004, p21).

2.4.14 A Select Vestry was set up to administer local government to the town during the early 1800s. Before its establishment there was no one to deal with health and sanitation or the dark and muddy streets of the new housing developments, which were outside the jurisdiction of the Surveyor of the Highways. The Vestry was able to pass bye-laws to deal with issues such as sanitation and poor relief (Glenn & WEA, 1986, pp.7 & 9).

2.4.15 By the end of the 18th century there were one or two small spinning mills in the town along with cotton handloom weavers’ cottages (Rothwell, 2005, p.4). By c.1800, handloom weaving of cotton seems to have been the chief form of employment in the town. In the 1820s the township officers estimated that there were 1241 looms between a population of 3060 or 691 families (Glenn & WEA, 1986, p.9). By 1841 Census records show that over 50% of the population who gave their employment details were working in the textile industry, though not necessarily in Padiham itself. However, the limited extent of cotton mill development was viewed as one of the main reasons for the distress of the town’s people. In the early 19th century Whittaker described Padiham as ‘the poorest village in Lancashire having for years been dependent for its support almost entirely on handloom weaving, and of the coarsest and worst paid fabrics’ (Mitchell et al, 2004, p.20). According to Bennett the wages of handloom weavers around 1830 were ‘barely sufficient to maintain life’ (Bennett, 1949, p.239).

2.4.16 The late development of cotton mills in Padiham was due in part to its lack of rail and canal links and its position between two landed estates whose landowners were not in a position to sell land until after the mid 19th century. However, the growth of the population between 1831 and 1861 from 3529 to 6914 can be attributed to the increased amount of manufacturing industry in the town (Mitchell et al, 2004, p.25).
2.4.17 The Ordnance Survey (OS) map of 1844 shows the pre industrial settlement of Padiham still lying within a confined area to the north of the river, comprising much of the present day Conservation Area. Elements of the modern day street pattern are visible and include Church Street, West and East Streets, Mill Street, Moor Lane and Grove Lane amongst others (Plans A & B).

2.4.18 The extent of the industrial development up until the mid 19th century included a small number of gasometers and cotton factories including Old Mill in Factory Lane (1807), Grove Mill (1830s) Smithygate Mill (1834-5), Bridge End Mill (1836) and Claybank Mill (used for powerlooms in 1848) (Rothwell, 2005). Old Mill and Grove Mill survive today. Padiham Quarry provided sandstone, rubble and ashlar and it is likely that it supplied the local building material. Numerous small coal pits lay to the north east of this quarry and a colliery which was sunk in 1815 was to the south of the river at Bankcroft (see Plan B).

2.4.19 In 1873 the Padiham and Hapton Local Board was formed to oversee the increased amount of new development within the town. From the 1860s the town began to spread to the east and formed an area of ‘gridiron’ terraced streets to house the local workforce around Padiham Quarry and Grove Mill. Better quality housing developed to the west and south of Blackburn Road, but the most extensive development was south of Padiham Bridge. This mainly consisted of ‘gridiron’ terraced housing and mill buildings, built in anticipation of, and following, the opening of the Padiham branch railway. This line, also known as the Great Harwood or North Lancashire Loop, was built between 1870 and 1877 and was opened by the Lancashire and Yorkshire Railway in stages forming an alternative route from Rosegrove to Blackburn.

2.4.20 By 1891 the population increased to almost 10,000 people living in 2,194 houses (Haines & Jones, 1994, p.1). The 1890 OS map shows Padiham’s rapid expansion and, in particular, the intense development of mills between Wyre St/Lune St and those following the course of Green Brook, which were developed between 1850 and 1910. These mills include Enterprise & Industry, Commercial, Wellington, Britannia, Riverside, Albert, and Jubilee amongst others (Plan C).

2.4.21 The Padiham Urban District Council (PUDC) took over the administration of the town in 1894 and the effects of their decisions are still visible today. A series of Public Health Acts prompted the PUDC to work on the sewering, paving, flagging, channelling, and kerbing of Padiham’s streets. The newly formed Building, Highway and Sewerage Committee was concerned with new reservoirs, gas works, streets, schools, clubs, mills and stables amongst many other projects. This Committee would have also overseen the development of new housing, ensuring that it met Padiham’s bye-laws for minimum standards and density (Plan C).

2.4.22 By 1900 there were 22 cotton mills operating in Padiham, the majority of which were used for weaving (Mitchell et al, 2004, p.26). This concentration of mills led to the development of ancillary industries including engineering. The turn of the 20th century also saw the continued development of the town, notably the infilling of terraced housing to the south of Padiham Bridge around Thompson Street and Victoria Road, and the continued expansion of mill buildings.
2.4.23 Following a Government Act in 1909 the PUDC began to demolish a number of properties within the town which were declared to be unfit for human habitation, whilst others were brought up to a more modern standard. The PUDC was forced to find a solution to the resulting housing shortage, a situation made worse when Padiham’s population peaked in 1911 at 13,637 (Haines & Jones, 1994, pp.35-6). After the First World War it was recognised that hundreds of new homes were needed in the town and the PUDC prepared schemes, resulting in the construction of Council built properties around Dryden Street. Further clearance of properties during the inter war period saw the construction of further social housing around Berkeley Crescent on the Garden Street estate and later properties developed on the Slade Lane estate during the 1940/50s.

2.4.24 Since the 1950s building in the town has been limited to minor in-filling. Later developments include the private housing estates at Waterside Mews, Hawthorn Fold (both built on the sites of cleared mill buildings), and Town Hill Bank. As the town has not been subject to large-scale change it has retained much of its architectural integrity.

2.4.25 Padiham can be divided into several distinctive character areas, which illustrate the numerous stages of development within the town (Plan A).

**Character Area 1:** Padiham Conservation Area. Set on a bluff overlooking the River Calder, it contains much of the town’s pre industrial development, including many statutorily and locally listed buildings.

**Character Area 2:** Post war social and private housing estates of low density built to meet the changing housing demands of the town during the 20th century.

**Character Area 3:** Industrial area of high density, stone built mills and housing constructed between 1850 and 1910.

**Character Area 4:** Residential area of high density stone terraced housing built between 1860 and 1910 contained mainly within the boundaries of Burnley Road and the disused railway line.

**Character Area 5:** Area of high density terraced housing interspersed with mill buildings and small pockets of new residential development, which probably developed as a result of the railway.

**Character Area 6:** An area defined by the looping River Calder and the disused railway line, it includes a large recreational area and a limited amount of late nineteenth century terraced housing, former shops and public buildings which developed as a gateway to Padiham Station.

**Character Area 7:** A small corridor at the southern end of Park Road comprising mainly light industrial and municipal uses. Bounded by the River Calder and allotments.
Photograph of Burnley Road, Wonder Mill and Green Lane mill chimney can be seen in the background. (Lancashire Library photograph)
3.1. Introduction

3.1.1 This character area encompasses Padiham’s historic core, which is located above a tree-covered slope on a bend of the River Calder. Church Street, the main road through the town’s centre, twists and turns down the hill into Burnley Road. The adjoining roads, which are more organic in their form, provide interesting, irregular street patterns around which buildings of locally quarried sandstone and welsh blue slate have been constructed.

3.1.2 Included within Area 1 is Padiham’s central core which retains much of its pre-industrial market town character and which is designated as the Padiham Conservation Area. As such it is subject to extra planning controls to enhance and retain the area’s character and special interest (Plan A).

3.2. Housing Development

3.2.1 By the early 17th century the Padiham township appears to have been a settlement based around Area 1, extending southwards from St. Leonard’s Church towards the river. This early development of the town was more fluid and contrasts with the ‘gridiron’ street pattern to the east and south of Area 1, which evolved during the 19th century. This fluid development probably followed the alignment of medieval highways and the irregular curving streets which entered an open market area, thought to have been located to the south of St. Leonard’s Church (Plans B and F).

3.2.2 The buildings within Area 1 originally would have opened onto narrow pavements and the road carriageway. The paving and channelling of streets in Padiham did not take place until the Local Board took over in 1873. Although there are still a number of streets with stone setts, today many have either been replaced with, or covered by, tarmac. The retention or reinstatement of stone setts has provided one of the strong environmental characteristics in Area 1 (Plan F).

3.2.3 Although Padiham’s population increased during the late 18th and early 19th centuries the growth of the built town was still mainly confined within Area 1, extending southwards by this time along Burnley Road, west along Church Street, north up Moor Lane and east into Lightenhill Street and Guy Street (Plan B). This containment was perhaps a result of the inability of major landowners to lease sites for the development of mills and housing. The result was very cramped developments and high densities north of Church Street (Mitchell et al, 2004, p.23).

3.2.4 Much of the original pre-industrial terraced housing still remains within Area 1. These buildings display varied styles, reflected in the subtle architectural differences evident between blocks in door and window surrounds, the arrangement of window openings (single/ double) and pitches of roofs. The consistent use of sandstone and slate as the dominant building material, together with the varying forms and layouts of the terraced houses and streets, has created the distinctive townscape quality of this character area. However, over time there has been some erosion of the special character and appearance of these streets as original windows and doors have been replaced and chimney pots removed.
3.2.5 Without doubt Gawthorpe Street, reputedly laid out to the designs of Sir Charles Barry, is the most important group of statutorily listed buildings in Padiham (Plan A). The houses, built between 1841 and 1851, are rendered rubble with ashlar dressings and contain two storeys with one bay each. In the 1990s a Heritage Lottery Fund grant was used to restore the historic street surfaces. Whilst 11 Gawthorpe Street has been restored and illustrates the original design of the whole street, a number of properties have experienced unsympathetic changes to architectural features, for example the replacement of original timber framed, lozenged windows with UPVC casement windows. In addition some of the properties appear to be in need of sensitive improvements to external finishes (Plan F).

3.2.6 The properties fronting main roads such as Church Street, Whalley Road and Blackburn Road appear to be of a higher architectural quality and are larger than those built on the surrounding streets. These buildings are later developments within Area 1 having been constructed after 1850 (Plans B and C).

3.2.7 Locally listed Osborne Terrace is rather large and grand in appearance, being in an elevated position and accessed by a stone flight of steps with detailed iron railings (Plan A). The datestone on the gable of 48 Osborne Terrace reads ‘Erected AD 1863.’ William Waddington, the Padiham architect who was responsible for St. Leonard’s Church, designed these houses. Waddington lived with his family at 48 in the 1860s. John Weir, Medical Officer of Health occupied 48 in 1887 (Barrett, 1887, p.244).

3.2.8 Nos. 71-95 Church Street form a terraced block formerly known as Windsor Terrace. The block is locally listed and was constructed during the c.1870s (Plan A). The properties have bay windows at the ground and first floor levels with crenellated mouldings above the first floor bays. Barrett lists the following people as residing at Windsor Terrace in 1887 (Barrett, 1887, pp.223-245):

71  Henry Dean (Henry Dean & Sons, Levant Mill)
73  Richard Cronshaw
75  Miss Emily Helm (School)
77  Rev. Isaac Pollitt (Wesleyan)
83  William Wilcox (Professor of Music)
85  Miss Mary Alice Shuttleworth
87  Richard Smith (Cabinet Maker)
89  Mark Martin (Commission Agent)
91  Miss Elizabeth Howarth
93  Richard Denbeigh (Steward of Liberal Club)
95  Amos Sagar (Salesman)
3.2.9 On Whalley Road Epworth House, named after the birthplace of John Wesley, was built c.1890 and was bought by the Methodists as the Circuit Minister’s residence. On the opposite side of the road, Crossways, a locally listed building, constructed in 1899, was for many years a doctor’s residence (BCR 54365 & Plan A).

3.2.10 Other properties to the south of Church Street and situated along the ‘Banks’ include those on Queen Street, King Street, Albert Street and Shuttleworth Street, all of which are locally listed (Plan A). These terraced houses appear to be of a better quality, having been constructed from stone with greater attention to detail, perhaps as a result of the Health and Housing Acts, which were passed during the 1850s. Completed by c.1860, these terraces were probably designed to take advantage of the elevated panoramic views across the town. The properties along the ‘Banks’ feature gabled bays on a split-level with three storeys and large bays to one side and, to the other, two storeys and arched moulding detailing around the windows and doors. Bank House, a locally listed building on Queen Street, now a residential care home, was the residence of Charles Waddington of Orchard and Bridge End Mills. The house was probably designed by his brother William Waddington, architect of Osborne Terrace with which it shares similarities (Plans A & B).

3.2.11 It appears from old census returns that the occupants of the odd numbered side of Albert Street were perhaps those employed in better-paid professions capable of affording better quality housing. For example 1 and 1a Albert Street were originally one large property occupied by a master stonemason (1861 Census & Plan C). Other occupants in 1861 included, amongst others, a retired manufacturer (No 9), a blacksmith (No 19), a master joiner employing 29 men and boys and a master ironmonger employing 35 men and boys. However, numbers 21-25 Albert Street were originally back-to-back houses with one frontage on to Albert Street, and a second frontage onto Starkie Street (Plan C). Bond et al (1998) also believe that numbers 21-25 incorporated an additional dwelling in the basement.

3.2.12 In contrast to the large houses which overlooked the ‘Banks’ were a number of back-to-back houses on the even numbered side of Albert Street. Over time these were probably incorporated into a single row of dwellings. The OS 1890 plan (Plan C) illustrates both Albert Street and Back Albert Street, as do census records from 1861 and 1871. The properties on Back Albert Street housed such people as a retired foreman, a whitewasher and powerloom overseer (Plan C & 1871 Census).

3.2.13 The most significant settlement of handloom weavers’ cottages to have survived in Padiham is located to the west of town, around the old road to Blackburn. These properties may have developed initially in a relatively rural location, but were incorporated into a sprawl of 19th century industrial workers’ houses by about 1830 (Mitchell et al, 2004, p.32).
3.2.14 West Street/East Street was once the main road from Blackburn into Padiham before the turnpike road (Church Street) was built in the mid 18th century (Plan B). The stretch of road between Arbory Drive and the Hare and Hounds was also known as Old Chapel Street after the first Methodist chapel, which was built here in 1758 (now 70 and 72) (Haines & Jones, 2006, pers comm). The section of road between the Hare and Hounds and Moor Lane was known as Back Lane, probably after the turnpike along Church Street was built.

3.2.15 70-90 West Street are built in the vernacular tradition of two up two down terraced properties constructed from local sandstone. 70-72 still exhibit the original stone flag roof. The other properties in this block may have had their original stone flag roofs replaced over time with slate ones. Evidence of further alteration appears in the replacement windows and doors and the addition of porches. It is likely that 74-76 formed an earlier building within the existing block, its quoined edges suggesting that it was once a detached property.

3.2.16 Other surviving examples of early 19th century working class housing include 34-50 West Street and locally listed Well Street, Chapel Walk and Holland Street (Plan A). These properties, which all pre-date the OS 1844 map, are a good example of the types of housing which existed in Padiham prior to the industrial revolution (Plan B). They also illustrate the more fluid development prior to the Health Acts of the 1850s, which introduced the 'gridiron' street formation.

3.2.17 It is likely that many of the town’s poorest people were housed in the cramped developments of back-to-back and cellar dwellings which were once located on Alma Street, St Giles Street (formerly known as Club Street), Double Row and Moor Lane amongst others during the 19th century (Plan B & C). For example in 1851 it was thought that 77 households ‘or 349 people were living (within 66 dwellings) in St Giles Street, a figure equal to many Lancashire villages of the same date’ (Glenn & WEA, 1986, pp.24 & 25). Padiham Urban District Council (PUDC) began to clear much of this back-to-back housing in the 1920s and 1930s, considering them to be unfit for human habitation. This, together with increases in the number of cases of overcrowding, brought about the decision to build new housing estates in other areas of the town (See 4.3.1).

3.2.18 As a direct result of the clearance programmes which took place during the inter war period of the 20th century, there are no longer any back to back dwellings remaining in Character Area 1. For example, the East Street neighbourhood was designated as a clearance area in May 1933 and St. Giles Street by c.1937. Those people who were displaced were re-housed in other parts of the town in new social housing at Abingdon Road and Berkeley Crescent on the Garden Street estate amongst others (Haines & Jones, 1994, pp.35-38).
3.2.19 Much of the cleared land in Area 1 was redeveloped during two main phases in the 1960s and 1980s. Social housing developments of bungalows along St Giles Street, Hall Hill Street and Alma Street were constructed during the 1960s from red brick and are partially rendered. The buildings also contrast sharply with their neighbouring two storey stone built terraces and are set back from the traditional building line to provide narrow grassed strips in front of the buildings and small front and rear gardens (Plan F).

3.2.20 The second phase of development to take place within the Conservation Area during the 20th century was Chapel Walk Mews developed during the 1980s by the Old Chapel House Development Company to provide a sheltered housing complex. This development replaced a former Wesleyan school and chapel that had existed since the 1840s (see 3.8.7).

3.2.21 Although little remains to suggest that Area 1 once contained many back to back houses, there is perhaps still evidence that cellar dwellings once existed in North Street. Spring Gardens Terrace, constructed in 1841, is locally listed (Plan A). Today the North Street cellar dwellings are no longer in use and have been incorporated within Spring Gardens Terrace. Rendering and modern garage doors have disguised and replaced the original cellar dwelling doors and windows in the North Street elevation.
3.3. Industrial Buildings

3.3.1 The first known cotton factory in Padiham was Clay Bank Mill built c.1790. By today’s standards it was very small, containing nothing more than a loom shop with handlooms. George Hargreaves introduced powerloom weaving there in 1848, before he moved to Industry Mill in the 1850s (Armstrong, 1985, p. 18 & Rothwell, 2005, pp.6 & 9). The mill was formerly sited on Claybank Fold and was occupied by a number of different companies including a printing firm before it was finally demolished in c.1996.

3.3.2 The second factory in Padiham, and now its oldest surviving industrial mill, is Helm’s Mill built by Henry Helm in 1807. The building is statutorily listed Grade II (Plan A) for its architectural and historic interest. The mill, once known as New Mill, appears to have been incorporated within Guy Yate Mill, which later became part of Victoria Mill. Today this old mill building is ‘one of a few known surviving early steam-powered mills in Northeast Lancashire (Rothwell, 2005, p.6)’. A three-storey block formerly located on Ightenhill Street may have been used as a size house. Attached to this was a further building, which had been rendered. A base of a chimney was visible from the northwest gable end. It is thought that this section was part of Helm’s 1795 buildings (Rothwell, 2005, p.6 and Mitchell et al, 2004, p.22). These buildings have now been cleared to make way for a new housing development.

Helm Mill engine house and main block lie adjacent to a narrow sloping cobbled alleyway known as Factory Lane. Fred Pollard Textiles Ltd was the last occupant of this building.

Former size house, Ightenhill Street
3.3.3 In 1855 the Mannex Commercial Directory recorded Henry and James Helm as cotton spinners, manufacturers and sizers at Smithygate Mill, Victoria Mill and Old Mill. Henry and James Helm had built Victoria Mill as a mule-spinning factory in 1852-3. It originally contained 7,400 mule spindles and 126 looms driven by a 25-horse power beam engine. The mill closed in 1863 and remained so until 1873 when the Padiham Spinning Company bought the building and shortly after extended the western block to double the size of the original building. Evidence of this is found in the quoin edge of the older building in the Ightenhill Street elevation. By the 1880s the mill contained 30,000 mule spindles and employed a workforce of around 75. The mill, known locally as the Co-op, ran until about 1927 (Rothwell, 2005, p.11). After that time, Victoria Mill became known as Guy Works and produced cast iron school furniture (Bond et al, 1998). By 1930, Eddleston and Company purchased the mill and transferred their business to the site along with Blezard and Sons, who manufactured greenhouse boilers. Eddleston sold the firm by 1989 and moved all their business into Industry Mill. James Blezard and Sons remained in the mill and operated as a plumber’s merchants before closure in the early 1990s (Rothwell, 2005, p.11). In 1995 planning permission was granted for the conversion of the mill into 25 apartments and cottages. Today this mill is a good example of a sensitive conversion (Plan F).

3.3.4 To the rear of 10-18 Guy Street is the site of a former smithy thought to have been in existence since the 17th century (Plan B). Part of the site is now used as a vehicle repair garage, the rest has been converted into cottages. The Guy Street frontage is not the original smithy wall, which is set well back inside and contains a set of mullioned windows dating from the 16th/17th century (Bond et al, 1998). Number 10 Guy Street has been converted from two cottages into one. Evidence of a former door case exists around the ground floor window to the far left and within the arrangements of the windows on the first floor. The size of the stone lintel above the door case should also be noted.

3.4. Commercial Buildings And Shops

3.4.1 The island block or wedge shaped area to the south east of St. Leonard’s Church bounded by Church Street, Mill Street and Burnley Road is thought to have been the historic core of the town (Plan B). The layout of the later town suggests that an open triangular area to the south east of the church formed the early market place (Mitchell et al, 2004, p.1). Over time the area between Burnley Road and Mill Street evolved into an area of permanently situated commercial premises. In the late 18th and early 19th century the market in Padiham appears to have been situated in the street in front of St. Leonard’s Church. The market was poorly and unsuitably located and by the mid 19th century had ceased to function (Mitchell et al, 2004, p.26). It was revived in the 1870s when a rag market was held in the area around Church Street and the top of Mill Street on Friday nights (Haines and Jones, 2006, pers. comm.).

This artist’s drawing, c.1850 illustrates the early market area located in front of St. Leonard’s Church sometime after the late 18th century. The drawing depicts the old church with its 16th century tower and chancel and 18th century nave. The Old Black Bull (Cellar Restaurant) is to the left. The chimney to the right may be that of Claybank Mill (Lancashire Library image).
3.4.2 The Padiham Urban District Council (PUDC) was responsible for the administration of Padiham Market. In 1894 a new open market area, which held a weekly market, was established in an area north of Sowerby Street/rear of the old Liberal Club in Burnley Road, not far from the site of the present day market (Haines & Jones, 1994, p.24). In 1913, a market hall was included in the plans for the new municipal buildings, which were proposed for the site of the old gas works on Station Road. However, when the gas works were demolished, the market was moved to the other side of Station Road. It was a wooden building constructed partially on the site of the present fire station and was opened in January 1914. It originally comprised 42 stalls, but expanded over the next 20 years to 80 stalls. Wartime shortages and rationing may have been responsible for the market’s decline and eventual closure in 1956 (Haines & Jones, 1994, p.24). The present day open market reopened again in 1984 and occupies the site of the former coal staithe to the rear of Burnley Road. Large wooden gateposts (Plan A) are the last remaining evidence of the coal staithe where coal from Padiham pits was brought by ginny wagons. Today the market has a number of brightly coloured permanent stalls which occupy the site (Plan B & C).

3.4.3 Throughout the early to mid 19th century Church Street remained the main shopping area, but towards the end of the century the focus for shopping shifted eastwards to Burnley Road (Mitchell et al, 2004, p.26). From 1881 the terminus for trams from Burnley was situated at the bottom of the hill in Burnley Road, which may also have contributed to the shift of the commercial centre of the town. Although most commercial premises would have been built as such, a number of dwellings were converted into shops and businesses over time. There are still a number of shops situated along Church Street today, many retaining features from their original shop frontages, whilst others have been unsympathetically altered (Plan F).

3.4.4 Block 3-13 Church Street was built in several stages during the 19th century and lies opposite St. Leonard’s Church. Numbers 3-11 are locally listed and appear to have been built prior to 1850 (Plans A & B & C). Large quoining detailing on the north elevation of 3 Church Street suggests that this property was once a separate building. Charles and Joseph Wilkinson were known to have operated a butcher’s shop from this property by at least 1872 (Worrell, 1872, p.190). Evidence of its former use exists in the line of small iron brackets left on Calder Street, which were used to support a meat flight from the slaughterhouse to the shop (Bond et al, 1998). All properties on the block are currently in use with shops and a restaurant at ground floor and living accommodation above.

3.4.5 One of the principal 19th century commercial buildings in Area 1 was the Oddfellows Hall. This building was constructed in 1845 and has three storeys of sandstone ashlar with a slate roof and copings. The Moriah Lodge of the Order of Oddfellows once used the first floor whilst shops, the Oddfellows Arms, flats and even a private club (1980s) have occupied others over time. The Hall is a statutorily listed Grade II building (Plan A).

3.4.6 In 1878 Messrs J. and P. Webster constructed a block of purpose built shops with accommodation above on the junction of Burnley Road and Moor Lane (1-13 Burnley Road) (Plan A). This was built directly behind the butcher’s shop (old No 1 Burnley Road), which was once run by John Paul Webster until he moved his business into the new block. The same family continued to run this business until Charlie Webster retired in the late 20th century. The terrace has attractive and detailed mouldings around the triple arched windows to the first floors. A number of the shops in this block now appear to be vacant and others have had unsympathetic changes made to the shop frontages. Some properties have retained some original features. The block would benefit from the reinstatement of traditional architectural features to the Burnley Road frontage (Plan F).
3.4.7 Messrs J. and P. Webster also constructed 2-8 Guy Street and 6-12 Moor Lane in 1885 as a corner block of 8 houses and shops. The block was built on land at the rear of Webster’s Buildings, which for a few years had been used as a site for the market before it moved to a new site at the back of the Liberal Club (Haines & Jones, 2006, pers. comm). A datestone on 12 Moor Lane reads ‘J.W. Market Square AD 1885’ (J.W. being John Webster). Although only three of the properties remain in commercial use today evidence of the original shop frontages still remains. The retention of such features adds to the special character of the area and suggests the types of activity that would have once taken place at this junction (Plan A). The properties at 2-8 Guy Street have been sensitively converted to residential use and original shop front features including pilasters and decorative corbels have been retained.

3.4.8 A number of properties on the island block between Mill Street and Burnley Road pre-date the OS 1844 plan and today illustrate the vernacular style of buildings prior to the industrial revolution. A number have retained their original features including stone flag roofs (Plan B).

3.4.9 In 1868 there were two banks in Padiham, the Craven Bank on Burnley Road and the Post Office Savings Bank on Church Street (Mannex, 1868, pp.820 & 821). The Craven Bank appears to have been rebuilt in 1893, having been formerly located within 4-8 Burnley Road (Hanson Buildings BCR 54230). The new Craven Bank of 1893 was designed by William Dent of Nelson and constructed from sandstone ashlar and polished pink granite with a green slate roof. Later the Mercantile Bank of Lancashire occupied the building before it became Barclays Bank.

3.4.10 In 1901 Manchester architects Mills and Murgatroyd designed a branch bank with chambers above for Manchester County Bank. A branch of the same bank had been formerly located at 69 Burnley Road in 1879 and then at 45 Burnley Road in 1887 (Barrett, 1879, p.183 & Barrett, 1887, p.239). The new building was boldly designed on a sloping corner site in the Free Jacobean style. It was constructed from sandstone ashlar with a slate roof and bears a datestone and shields of Manchester and Lancashire. The National Westminster Bank now occupies this building.

3.4.11 Today, both these banks are statutorily listed Grade II and are prominent buildings on the hill with a row of locally listed two/three storey shops in between. This row and the adjacent block of commercial premises twists and turns up the hill providing a sense of enclosure and an essential element in the townscape character of Area 1 (Plan A).
3.4.12 The commercial properties on the Burnley Road hill have undergone a number of changes over time, many having originally been built as shops with living accommodation above. Although a number of properties have retained original architectural features such as pilasters and detailed corbels, the use of inappropriate, often oversized fascia boards, used to either cover or replace these features, has detracted from the quality and character of the block. Therefore a scheme to reinstate lost architectural features should be supported (Plan F).

3.5. Public Houses And Inns

3.5.1 In 1830 the Beer Act abolished excise duty on beer and all that was required to establish a beerhouse, or to sell beer was a two guinea licence from the local excise office. ‘The result was large increases in the number of beerhouses, particularly in the poor areas of towns, where people went to escape temporarily from the squalor of their surroundings’ (Glenn & WEA, 1986).

3.5.2 Padiham was no exception with a large concentration of inns and beerhouses located within Area 1 and clustered around the original market place. The growth in the number of drinking establishments in Padiham has been documented in the commercial directories of the 19th century. For example, prior to the Beer Act the Lancashire General Directory of 1818-1820 (p 123-4) detailed six inns in Padiham. These were the (Old) Black Bull, Bay Horse, Swan, Weavers Arms, Masons Arms and Starkie Arms. By 1834 there were 10 taverns/public houses and 10 retailers of beer serving a population of 3,529 (Pigot, 1834, p.507).

3.5.3 However, the beerhouses were a source of complaint from churches and leading tradespersons and by 1869 the control of licences was transferred to the local magistrates. ‘Many beerhouses were closed after the licence transfer, not for those reasons, but because of their unsuitable accommodation and inadequate sanitary arrangements’ (Glenn & WEA, 1986). By 1879 there were 14 hotels/innns and 17 beerhouses listed, serving an estimated population of 6917 (Barrett, 1879, pp.170, 183 & 186). This equated to approximately one drinking establishment for every 223 people.
3.5.4 Four of the oldest surviving public houses in Padiham are the (Old) Black Bull (now known as the Cellar Restaurant), Starkie Arms, (Hand and) Shuttle and the Hare and Hounds. All were in existence by 1828 and were recorded in Pigot’s Commercial Directory of Cheshire, Derbyshire and Lancashire of the same year (pp.431-432).

3.5.5 The Cellar Restaurant, (former Black Bull or the Old Black Bull) is thought to be the oldest surviving public house building in Padiham. Built during the 17th century, it was re-fronted during the early to mid 19th century with gables added in the late 19th century. Its position and depth of foundations in relation to the build up of the roadway suggest a rebuilding on earlier foundations (Mitchell et al, 2004, p.27). In the mid 19th century part of the Old Black Bull was used as a butcher’s shop (Barrett, 1868, p.823). The building, which is of rendered rubble with painted sandstone dressings and a roof constructed of stone flags, is statutorily listed grade II (Plan A). The height and scale of the adjacent St. Leonard’s Church dominate this building, which would have once been located within the market area.

3.5.6 Dating back to at least 1828 are the locally listed Hare and Hounds and the (Hand and) Shuttle (Plan A & Pigot, 1828, p.432). The Hare and Hounds Inn is set amongst a cluster of 18th century handloom weavers’ cottages. Although the inn has been extended and rebuilt over time, it still retains some of its original architectural features, including a stone flag roof and steps leading up to its entrance. The Hare and Hounds Inn was under the stewardship of Stephenson in 1828 (Pigot, 1828, 432). A small row of cottages known as Bloater Hall once occupied a space in front of the inn. These have been cleared opening up a view of the inn from Holland Street and West Street (Plans A & B). The Hand and Shuttle, which is located down the hill on Eccleshill Street, was known as the Shuttle in 1828 before becoming known as the Hand and Shuttle (Pigot, 1828 & 1834). The ‘hand and shuttle’ is depicted within the Shuttleworth coat of arms. The building, which was simply designed, is rendered and painted cream.

3.5.7 The Starkie Arms was probably built at the same time as the turnpike road from Blackburn (Plan B). Named after the Starkie family of Huntroyde, it was in existence by c.1818 (Lancashire General Directory, 1818-1820). Today the property lies at the prominent junction of Church St, Mill Street, Moor Lane and Burnley Road. This junction was in the centre of Padiham until the mid 19th century when Church Street and Mill Street would have been filled with market stalls. Today the public house is locally listed and evidence suggests that it might be timber framed (Plan A). The garages to the rear were built as coaching stables and it is thought that the pub car park is the site of the 17th century courthouse. A plaque on number 12 Mill Street reads “It was within this courthouse in 1633 that presiding Justices of the Peace Richard Shuttleworth and John Starkie heard evidence from E. Robinson of reputed witchcraft”.

3.5.8 Also located at this junction adding to the cluster of public houses, are the King’s Arms Hotel and the New Black Bull. The King’s Arms, situated at 2 Mill Street, was first recorded in Pigot’s directory of 1828 and was probably named after King George IV. The New Black Bull located next door at 4 Mill Street was in existence from at least 1834 (Pigot, 1834) having possibly been known earlier as the Clock Face. Both pubs remain in their original use today.
3.5.9 The Dun Horse and the British Legion were also located on Mill Street during the 19th century. The Dun Horse is likely to have been the Bay Horse, which was recorded in Pigot’s directory of 1818-20. This building was once situated at number 18 Mill Street, but was cleared prior to 1919. Currently situated on this site is the former Globe Cinema building, which is locally listed and occupied by Conway Contractors (Plan A). Formerly located at 13 Mill Street was the British Legion (c.1827), a club for ex-servicemen. It later became known as the Weavers’ Arms in c.1879 and the Cricket and Footballers’ Arms between c.1887-1890 (Barrett, 1890, 1887 & 1879).

3.5.10 The Free Gardeners’ Arms, located at the corner of Bank Street and St. Giles Street, was one of two beerhouses located on St. Giles Street during the 1800s. ‘The Free Gardeners Inn was named after the United Order of Free Gardeners. This was a national friendly society, which came into existence during the late 18th century... The branch of Free Gardeners in Padiham formed in 1827 and was known as Laurel Lodge’ (Glenn & WEA, 1986, p.71). The facade of the modern building dates from a slightly later period than the other buildings in the street but the site was used as a beerhouse in 1861. In 1933 the Free Gardeners’ was purchased by Massey’s Brewery of Burnley (WEA & Glenn, 1986, p.71).

3.5.11 The second beerhouse known to have operated on St. Giles Street was the (Rifle) Volunteers. It possibly functioned as early as 1834 (Pigot, 1834). ‘The inn took its name from the Rifle Volunteer Corps, which formed on a countrywide basis from 1859 after the Crimean War... The Padiham Corps was originally a subdivision of the Burnley Corps formed in 1860, and was known as the 84th Lancashire Volunteers. Their band was a familiar sight in Padiham in the 1870s and marched at the head of processions.’ (Glenn & WEA, 1986, p.73). The Volunteers Inn was demolished in 1956 as part of the PUDC clearance programme.

3.5.12 The Alma Inn is a typical Victorian street corner pub, located at the junction of West Street and Alma Street. It has associations with the Crimean War and commemorates a battle fought at the River Alma in September 1854. The Alma Inn is not recorded in the commercial directories until 1879 (Mannex, 1868, p.823 & Barrett, 1879, p.239). The entrances to the inn are located on both West Street and Alma Street today, but it is likely that the original entrance, which has since been converted into a window, was found on the junction of the two roads.
3.5.13 Close to the Alma Inn on Church Street are the **locally listed** (former) Commercial Inn and Whalley Range (Plan A). The Commercial Inn, once a private house, is set within a block of pre 1844 stone built terraced houses, a number of which are now rendered. Its use as a beerhouse dates back to c.1879. The Whalley Range, formerly named the White House, also dates back to c.1879 (Barrett, 1879, p.239). Although this building has been extended over time it appears to have retained some of its original external features including its stone flag roof (Plan B). The Commercial Inn was known locally as ‘T’ Bottom Drum’ and the Whalley Range the ‘T’ Top Drum’. Armstrong has suggested the term ‘drum’ was either a rowdy gathering, or, more likely a name associated with the Volunteers Band or local militia, who used to meet in these beerhouses after band practice (Armstrong, 1985, p.7). It was said that ‘the band’s big drum was too large to be taken into either hostelry and had to be left on the pavement outside’ (Bond et al, 1998).

3.5.14 The other three functioning public houses in Area 1 are the Britannia Inn, the Flying Dutchman and the White Horse. The Britannia Inn, with a name typically associated with the Victorian era, is located on Guy Street and forms part of an interesting section of the former Victoria Mill complex complete with stone chimney (though capped) in the northwest corner. The storage block still has evidence of loading slots and hoist beams and would have been used as moulding shops by Blezards (Rothwell, 2005, p.12). Today the block has been sensitively converted into apartments and cottages. The mill’s reservoir would also have been in this area, but was filled in during the 1930s and a car park now occupies the site (Plan F).

3.5.15 The locally listed Flying Dutchman, which dates back to c.1854, lies further down the hill on Burnley Road (Mannex, 1854). This building has a large and attractive ornate door surround. The building’s **quoined** edging suggests that it was once a detached property dating from an earlier period than the adjoining block of shops (Plan A). On the opposite side of Burnley Road to the Flying Dutchman is the White Horse pub. The White Horse replaces earlier premises, which were located close by on Burnley Road as early as 1879 (Barrett, 1879, p.183). The present White Horse...
is located within a block of purpose built shops and dates back to c.1960s. Although the block is fully occupied it fails to adequately integrate with the character of Area 1 (Plan F). This is due to its design, siting, and materials.

3.5.16 In addition to the existing public houses are a number of buildings once occupied by beerhouses. Although no longer in use a number of premises can still be identified within the current street scene. Their retention helps in understanding the previous use of buildings and commercial make up of the area. Such beerhouses include the former Joiners Arms, Oddfellows Arms, Crown Hotel, Cross Hill Inn/Tavern and Partridge Inn.

3.5.17 The Joiners Arms was formerly located at 19-21 Moor Lane and sits within a block of locally listed buildings (Plan A). Its use as a beerhouse probably dates back to 1868 when William Wade was the licensee (Mannex, 1868, p.823). Today the large windows on the ground floor give a suggestion of the original beerhouse street frontage.

3.5.18 The Crown Hotel and the Oddfellows Arms were positioned closely together on Bank Street. The Oddfellows Arms was once situated within the Oddfellows Hall at 2 Bank Street/8 Oddfellows Buildings from at least 1872 (Worrell, 1872, p.192). The Crown Hotel formerly at 8 Bank Street was under the licence of Heys in c.1879 (Barrett, 1879, p.183). Although 6-8 Bank Street has now been converted into a cabinetmaker’s workshop, evidence that part of the building was used as a beerhouse remains in the window openings and stone fascia.

3.5.19 In 1868 Elijah Bridge was recorded as being the licensee of a beerhouse in Bank Street (Mannex, 1868, p.823) and, in 1872, at Cross Hill (Worrell, 1872, p.192). By 1879 Cross Hill Tavern was recorded as a beerhouse in Barrett’s directory at 1 Bank Street (Barrett, 1879,183). Cross Hill c.1845, was the old name given to this part of Padiham. The Cross Hill Tavern no longer operates, but its neighbouring property at 28 Church Street (formerly known as Cross Hill on the OS 1892 map) has been converted to form the Trevelyan Guest House. This has been listed as a grade II building (Plan A).

3.5.20 The Partridge Inn, formerly located at 26 Alma Street, is perhaps the least obvious beerhouse to detect from the street. Having been established during the 1870s it is easier to locate on the OS 1890 map (Worrell, 1872, p.192 & Barrett, 1879, p.183 & Plan C). Here it is shown as incorporating 26 and 28 Alma Street. Today little evidence remains of its former use on its Alma Street elevation. It is quite likely that the Partridge Inn ceased to function by c.1911 when it was converted into 2 residential properties (Plan D).
3.6 Clubs and Community Buildings

3.6.1 Area 1 contains two former club buildings (Plan A). The former Constitutional Club on Mill Street was opened in 1890 and may have been developed on the site of Scar Cottage and land purchased from Ughtred Kay Shuttleworth (Programme for Conservative Bazaar, 1894). The Constitutional Club built on Mill Street in 1890, would have once stood between the Dun Horse and the New Black Bull Inn (Plan C). Viewed from Mill Street this locally listed building is deceptive in terms of its scale and massing. Unfortunately it is vacant and although a number of original stained glass windows are still visible on the upper floor, they, like the building, are in need of sympathetic restoration and enhancement (Plans A & Plan F).

3.6.2 Padiham Working Men’s Club, built in 1876, has a large stone plaque reading ‘The Grand United Order of Oddfellows’ on its front elevation. The United Order of Oddfellows built the club in 1876. The three storey building is locally listed and constructed from sandstone with a slate roof. It has detailed mouldings around the windows on the upper floors. The blocked up windows on the ground floor are an unattractive feature on the street frontage (Plans A& F).

3.6.3 The Dugdales of Lowerhouse were responsible for constructing several properties in Padiham in the early 19th century, notably the block of housing with Masonic Rooms above (c. 1840s) at 14-28 Moor Lane. It is not certain whether the room above the houses was originally used for that purpose, but from the 1860s it served as an Assembly Hall for public meetings, concerts and other entertainment, a drill room for the local Volunteers and was used by the town’s temperance societies amongst other things. In 1890 it was converted for use as a Technical School before the new building in Burnley Road was opened in 1902. The Freemasons bought the building in 1921 (Haines & Jones, 2006, pers.comm). Until 1970 Rotherham’s sweets were made here (Bond et al, 1998). The block has recently been refurbished and given an element of uniformity by using the same blue paint on doors and window cases in the Moor Lane street elevation (Plan A).

3.6.4 Within Area 1 there were a small number of former newsrooms and reading rooms. Such establishments had a variety of purposes including education, reading and debate for those trying to improve themselves or as a social venue for those not wishing to attend the inns and taverns. In Padiham’s Area 1 these included the former Liberal Club on Burnley Road, and the former Weavers’ Institute on Sowerby Street (Plan A).
3.6.5 The former Padiham Liberal Club is a dominant and impressive feature on Burnley Road. The three-storey, stone built property is now occupied by a number of retail businesses and cafes on the ground floor and a youth centre within its upper floors. Built in 1897/8 by architects Messrs Hitchen and Pritchard of Yorkshire, the four shops on the ground floor were incorporated into the original building, the club itself being on the second and third floors. The building replaced the Trades Hall which during the Cotton Famine (early 1860s) had been converted by Sir James Kay Shuttleworth for use as a soup kitchen and workingmen’s club. It was given to Padiham Liberal Club in 1870. The Trades Hall was itself a conversion of Padiham Corn Mill, which had been in operation on the site up to 1852 (Haines & Jones, 2006, pers. comm).

3.6.6 The former Weavers’ Institute on Sowerby Street appears on the 1890 OS map. The building is constructed with a sandstone ashlar elevation to Sowerby Street and coursed rubble to the gables and rear. There has been little alteration to its exterior, which still retains its ornate door casements, and windows, each etched with the term ‘Reading Room’.

3.7 Churches

3.7.1 Before the 15th century there was no place of worship in Padiham. The town was part of the very large parish of Whalley and its inhabitants would have attended the churches in Whalley or Altham. In 1451 John Marshall, a native of Padiham, who made his career in the church, founded a chantry chapel dedicated to St. Leonard. In the 1520s during the reign of Henry VIII the chantry was rebuilt in stone and Padiham became a parochial chapelry carrying out the functions of a parish church with the right to baptise, marry and bury its parishioners. Abbot Paslew, the last Abbott of Whalley before the dissolution of the monasteries, donated an octagonal stone font to the new church, which was resited in the present building. The nave of the church was rebuilt in 1766. The tower and the chancel of the original building still remain. The building was completely demolished in 1866 and the present St. Leonard’s Church built in the style of 15th century Gothic by William Waddington (Haines & Jones, 2006, pers.comm). Constructed from hammer dressed sandstone with ashlar dressing, the church has a steeply pitched slate roof. Its tower rises 118ft and houses eight bells.

3.7.2 The 18th and 19th centuries were a period of religious revival. New places of worship were needed in the expanding industrial towns, not only for the Church of England but also for nonconformists and later the Roman Catholics.
3.7.3 The earliest nonconformists to establish a congregation in Padiham were the Wesleyans Methodists. In 1758 James Whitehead built the Methodists’ first licensed preaching house in West Street, which was known as Old Chapel Street in the 19th century. From the outside the meeting house was constructed to look like two cottages to avoid attracting hostile attention while it was being built. Inside there were no interior walls and benches were provided to seat about 230 people. The old meeting house, now converted to two private houses (70 and 72), still stands today in West Street next to the Hare and Hounds (Haines & Jones, 2006, pers. comm).

3.7.4 In 1779 a building known as Hall Hill Chapel which seated 300 people was erected off North Street (Plan B). John Wesley, founder of the Wesleyan movement, visited Padiham six times in all, most notably in 1779 before the chapel at Hall Hill was completed (Armstrong, 1985, p14). The stone tablet which was once located below the sundial on the chapel’s south elevation read: ‘They have thrust sore at me that I might fall but the Lord hath taken my part with them that helped me, 1779’ (Psalm 118, verse 13). The quotation refers to the attempts to destroy the chapel while it was being built. This stone can still be seen propped up against the wall in the old graveyard. This building remained as the main place of Wesleyan worship until 1847 when a Wesleyan Chapel, located on Chapel Walk, replaced it. However, it was finally demolished together with its adjacent cottages in 1955 and is now the site of Cross Hill flats. These flats, built of red brick and partially rendered and tiled, were constructed in 1965 and are unsympathetically designed in terms of local context (Plan F). All that remains of the chapel are sections of the stone perimeter wall, railings and gateposts that once enclosed the chapel and burial ground on Hall Hill Street (Plan A).

3.7.5 A Wesley Chapel on Chapel Walk known to old Padiham residents as ‘Up t’ Brow’ was built in 1847 by William Waddington in a Grecian style at a cost of £3,038. The chapel, which could accommodate nearly 900 persons, was demolished along with the Wesley School in 1973 (Armstrong, 1985, p.6). The site was redeveloped during the early 1980s for sheltered housing accommodation known as Chapel Walk Mews.

3.7.6 The Unitarian Methodists held their meetings in a cottage situated in Back Lane (East Street/ West Street) from about 1806 until their first chapel, known as the Old Nazareth Chapel, was built in 1822 on a site at Old Spring Gardens, now opposite 34-50 West Street (Plan B). The chapel closed in 1874 when the current Nazareth Unitarian Church was opened on the junction of Church Street and Blackburn Road. This Grade II listed building lies at the opposite end of Church Street from St Leonard’s. It’s tower and the Nazareth spire provide a strong visual connection along Church Street (Plans A & F). The Nazareth Unitarian Church, designed by Virgil Anderton, has been constructed on a slope from coursed sandstone and sandstone ashlar dressing, with a spire and slate roof with gable copings. The Sunday school rooms are located in an extension to the basement. The wall gate piers and gates, also designed by Anderton, are Grade II listed (Plan A).
3.7.7 Opposite Barclay's Bank on Burnley Road is a stone archway and flight of steps situated within Central Buildings. This was the former entrance to the Baptist Chapel, which was built in 1846 and could accommodate up to 360 people (See Plan C). Although the church was demolished in 1974, the former school building (an extension to the school built in 1890), stone archway and steps are a reminder of what used to be there.

3.8 Schools

3.8.1 In 1605 a levy was made on some properties in Padiham to pay for the construction of a schoolhouse but it is not known where this school stood. Towards the end of the 17th century a schoolhouse was built on land behind St. Leonard’s church with a room for the master on the ground floor and a schoolroom above. Up to 1830 this served as a school for the children of Padiham, Higham, Hapton and Simonstone, run by trustees from each township. It was known as Padiham Parish or Charity School.

3.8.2 By 1811 ‘The National Society for Promoting the Education of the Poor in Principles of the Established Church throughout England and Wales’ was established. This society’s aim was to encourage the building of National Schools that would provide children with an elementary education at a cheap weekly rate as well as teaching the faith of the established church (Bennett, 1949, p.334). Padiham’s first National School, which included a schoolmaster’s house and playground was constructed in 1830, although the rainwater head on the building bears the date 1822 (Bond, et al, 1998). The Parish or Charity School remained in use until the 1820s, when it appears to have been replaced by this new National School. It is thought that the old school was demolished by the 1840s probably for St. Leonard’s Church graveyard extension (Mitchell et al, 2004, p.29).

3.8.3 The National School, situated on the junction of Mill Street and Burnley Road was originally of three storeys in dressed sandstone with slate roofs and gabled coping in the 17th century vernacular style. The master’s house was built in 1849 and extended twice, in 1855 and 1863. Shops occupied the ground floor of the school building. In 1870 the school accommodated 678 pupils. The school finally closed in 1905 and pupils moved to the new building in St Giles’ Meadow – the present St Leonard’s School. The Cooperative Society purchased the building in 1907 when extensive alterations were made to the Burnley Road elevation. By 1981 the school building was occupied by Prestige Beds and unfortunately suffered a roof collapse in the same year. This caused the removal of the top storey with the loss of a variety of attractive windows. Today the building has been significantly altered through the loss of the top floor and the addition of modern shop front windows on the ground floor. The building is currently listed Grade II (Plans A & F).
3.8.4 In 1814 'The British and Foreign Schools Society' was formed and nonconformist day schools became known as **British Schools**. Both National and British schools were dependent on maintenance from very low fees paid by the pupils and collections made in churches/ chapels or via voluntary contributions. In addition to this the government made grants available (Bennett, 1951, pp.334-335).

3.8.5 When the Burnley Road Baptist chapel was built in 1846, application was made to the British and Foreign Schools Society for funds to provide for a day school to be held in the room on the ground floor of the new chapel. The school, known as the British School, continued to occupy this building until 1901 with 170 pupils then attending. It was forced to close for financial reasons, but the chapel still maintained a Sunday school. In 1890 land under the chapel yard was excavated and four shops and a warehouse were built adjacent to Webster's buildings (Central Buildings). The rents were to provide income for the chapel. William Waddington and Son built them of Whitegate stone. The rooms on the second storey, still in existence above the bakery shop in Ightenhill Street/Factory Lane and now converted into a private house, were an infant department and new classroom for the British school (Haines & Jones, 2006, pers.comm).

3.8.6 Sunday schools were originally established to teach children (and in some cases adults) to read and write, using the scriptures and moral books as lessons. They preceded the movement to provide day schools. All the new nonconformist chapels had rooms added for the use of Sunday schools. In addition to promoting religious reform ‘they were at the forefront of a movement to provide day schools for the young and facilities for adult education and self-improvement’ (Bennett, 1951, p.149).

3.8.7 The Wesleyans, active in promoting both education and all forms of social service, opened the first nonconformist denominational day school in St Giles Street. However, this school was found to be too small and William Waddington designed a new two-storey building off North Street in 1840. By 1847 the Wesleyan Chapel built to replace that at Hall Hill was constructed adjacent to the new school (Plan B). In 1866 the number of scholars at the school was reported to have been 700 (Moore, 1899, pp.181 & 182). The original school building was demolished and rebuilt c.1870 and was finally demolished in 1973 (see paragraph 3.6.3).

3.8.8 In addition to these schools there existed a small number of private schools/ academies in Padiham. In the 1860s Mrs Eleanor Helm, the wife of the mill owner James Helm, was running a girls’ seminary from Isles House where the family then lived. A three storey building in its own grounds, Isles House was built at the beginning of the 19th century. It was first let to mill owners and later in the century was occupied by the Howsin family who were managers for the Huntroyde Estate. In 1866 after James Helm’s death his widow and their two daughters Emily and Hannah moved to 75 Windsor Terrace where Emily continued the school until the late 1880s (Plan A & Haines & Jones, 2006, pers.comm).

3.8.9 During the 1850s a James Stewart was running a boys’ school in the old St Giles Street school building. In 1861 a school was opened in Church Street under the superintendence of a Miss Tyer from Wolverhampton. The school was strictly private, established by the manufacturers of the town for the instruction of their own children (Padiham Almanac).
3.9 Public Buildings

3.9.1 Padiham’s Local Board (forerunner to the PUDC) moved from its old offices in Sowerby Street into a new address on Mill Street in 1874. When the PUDC was established in 1894 they continued to use the Local Board Office. Although the PUDC extended and refurbished the building in 1905 to accommodate expansion, it was soon considered to be too small and employees had to work within very cramped conditions (Haines & Jones, 1994, pp.38-39). Today Molly Rigby, a private club, occupies this building.

3.9.2 In 1912 the PUDC advertised for the construction of new municipal buildings on the site of the former gas works on Station Road (Plan C). These buildings included a town hall and public baths, fire station, market hall, ambulance station and mortuary. Unfortunately this project was postponed indefinitely due to the outbreak of the First World War in 1914 (Haines & Jones, 1994, pp.39-41).

3.9.3 It was not until 1933 that the PUDC authorised the preparation of a scheme to construct a town hall, slipper baths and lavatories and an assembly hall on the site of Bridge End Mill (Wonder Mill) in Burnley Road. These buildings were finally opened on February 26th 1938. The town hall was designed by Bradshaw, Gass and Hope and constructed with two brick storeys in Flemish bond with stone dressings and green slate roof. The main façade has a Corinthian style portico with the PUDC coat of arms in the pediment. Today the town hall, a Grade II listed building, comprises council offices, a theatre/ ballroom, a library and public toilet facilities (replacing the slipper baths) (Plan A). The building’s listing description states that it is the best example in the county (and an uncommonly well preserved one) of a town hall in this (as yet) unfashionable style, which combines traditional civic dignity and contemporary styling.

3.9.4 Other buildings of special interest within Area 1 are 16-16a Bank Street. These properties used to house the town’s police station before it moved in 1910 to its present location on Station Road. The properties have subsequently been converted to residential use and today it is difficult to imagine that these two properties used to house the town’s police station. However, the cells within the building were reputed to be intact in 1998 (Bond et al, 1998). Project Padiham fixed a fibreglass replica of the crest of the Lancashire Constabulary to the building in 1985.
3.10. Landmarks, views, green spaces and trees

3.10.1 Although Padiham is surrounded by picturesque hills and open countryside much of the town is made up of dense terraced housing and industrial buildings that do not give way to landscaping, trees and large gardens. However, the town does contain a number of green arteries, including watercourses, parks and a disused railway corridor.

3.10.2 At the turn of the 20th century, the PUDC tried to secure the development of a park on the Banks, an area stretching from the top of the town to the river. Land for the park was obtained in 1921 from the Gawthorpe and Huntroyde estates, the trustees of the Unitarian Chapel and from Mr Edward Drew who was selling the Knight Hill Estate. Memorial Park, dedicated to those men from Padiham who died during the First World War, was finally opened on 18th June 1921 on this site (Haines & Jones, 1994, p.31).

3.10.3 Knight Hill House was built in the 1860s for Dr Booth, Padiham’s Medical Officer of Health from 1858 to 1885. The house and grounds were later bought by PUDC to form part of the new Memorial Park in 1921 and the house was occupied by the park keeper with part of it being a museum. It is now owned by Age Concern and used as a day centre (Plan A).

3.10.4 Within the park, close to the entrance between Knight Hill House and the Unitarian Church, is a war memorial made from red granite with accompanying gardens (Plan A). Money for this cenotaph was raised by a private subscription and organised by the Padiham Women’s Memorial Committee. The Hon. Rachel Kay Shuttleworth, whose own brothers died during the war, unveiled it in October 1921 (Haines & Jones, 1994, p.31).

3.10.5 Not only was the park used for exercise and recreation, but as a place to sit and listen to bands play. Although the bandstand no longer remains the park continues to be popular and won a prestigious Green Flag award in 2005/06.
This Lancashire Library photograph depicts the two housing estates at Garden Street and Slade Lane, as they would have looked during the early 1950s when development in the north of the town was still taking place. Remains of the former Padiham Quarry can also be made out to the right of the photograph.
4.1 Introduction

4.1.1 Housing is the dominant land use in Area 2, which lies directly north of Padiham centre. The area is bounded by Quarry Street to the south, Hargrove Avenue to the north, Adamson Street to the west, and stretches to Town Hill Bank in the east (Plan A).

4.1.2 Character Area 2 comprises three housing estates developed at low density and built to meet the changing housing demands of the town during the 20th century. Two of these estates date from the inter war period and their design was partly influenced by the Garden Suburb movement. The third estate was a late 20th century development. The three estates have distinctive characteristics that mark them apart from the stone built terraces which dominate much of the rest of the town.

4.2 Area Development

4.2.1 The earliest development to have occurred in Area 2 was probably Moor Lane, a pre turnpike road which lies parallel to the area. This was the main route from Padiham to Clitheroe via Sabden. It would also have connected Padiham with Higham and other villages in Pendle (Plans B & F).

4.2.2 Although there was little development within Area 2 until the late 1700s/early 1800s, there are a small number of older surviving settlements which lie adjacent to it. These are located either within the town’s historic core in Area 1 or outside Area 2’s boundary to the north and east (Plans A & B). The closest post-medieval settlement outside the boundary to the north is Higher Slade Farm, which dates back to the 17th century (Mitchell et al, 2004, p.19).

4.2.3 By the early 19th century Padiham had extended an arm of urban development northwards in the form of a tightly confined area of high density terraced streets and back-to-back dwellings located on Adamson Street. On the tithe plan the houses are all individually owned and rented out. Also at this time and to the east of Adamson Street lay a number of enclosed fields and a large commercial sandstone quarry known as Padiham Quarry (Plan B).

4.3 Housing

4.3.1 By the turn of the 20th century, many houses built prior to and during the early years of the Industrial Revolution had become unsanitary and overcrowded. In 1909, following a series of Housing Acts, the Padiham Urban District Council (PUDC) declared those properties that were considered to be a threat to health unfit for human habitation. As a consequence of declaring properties unfit and recognising problems with overcrowding the PUDC was compelled to look for solutions to the town’s housing shortage. By 1911 the situation had become acute as Padiham’s population peaked at 13,637 (Haines & Jones, 1994, p.36).

4.3.2 Although all thoughts of house building were abandoned by the PUDC during the First World War years it was once again a high priority by 1919 when a hundred extra houses were thought to have been required. During the 1920s additional Housing Acts were passed which were designed to help Councils provide decent homes for people and by 1921 the first social houses were completed by the PUDC in Bridge Street. In addition 24 houses were built in Dryden Street during the 1920s, and a further 64 houses had been planned for Abingdon Road (Haines & Jones, 1994, 36-37).

4.3.3 In 1933 ‘Clearance Area’ status was given to various other parts of Padiham including East Street. By 1937, Moor Lane and St. Giles Street had also been given clearance status, with residents being moved to the PUDC’s new purpose-built properties on Berkeley Crescent on the Garden Street Estate. In addition the PUDC purchased a further 24 acres of land off Slade Lane from the Gawthorpe Estate in 1935 (Haines & Jones, 1994, p.37). However, building work was again postponed because of the outbreak of the Second World War and did not commence on the Slade Estate until the late 1940s (Burnley Council’s Building Control Records).
4.3.4 Once completed, the estates at Garden Street and Slade provided a sharp contrast to the earlier gridiron patterns of terraced streets as they took their form in part from the Garden Suburb movement. This movement, which began after 1919, was based on an attempt to break away from the customary type of street with endless rows of cramped houses, in the belief that every family deserved to have a good sized home with a garden.

4.3.5 The Garden Suburb style is characterised by staggered arrangements of properties on curved, wide streets often grouped around little greens or set along cul-de-sacs on the periphery of towns. These features are certainly evident in the Garden Street and Slade estates. This new layout allowed for more space between buildings, provided land for front and rear gardens, and permitted the planting of grass verges and tree lined avenues. The Garden Suburb style rarely extends development to the corners of roads – often leaving them bare, paved or grass-covered. This increased amount of open space demanded by the movement is sometimes seen as negative or wasted space today.

Garden Street Estate

4.3.6 The aptly named Garden Street estate derived its title from the unusually large front gardens attached to the mid 19th century two-up two-down stone terraces located in the southern section (see 5.4.3). By contrast, the front gardens for the 20th century houses on the northern section of the street were designed to be strictly decorative. These houses were intentionally set back from the road carriageway to allow space for private gardens.

4.3.7 The move away from the regimented rows of dense terraces in the early 1900s also resulted in a variety of new housing types available to people. In Garden Street the new styles of housing were either semi-detached properties or short terraced blocks of four. A number of properties also appear to be more generously proportioned than the traditional 19th century stone two up two down terraced housing found across Padiham.

4.3.8 Unfortunately due to the high cost of building materials after the Second World War Council built houses had to be constructed at lower specifications than before in order for rents to be affordable (Haines & Jones, 1994, p.37). This resulted in the lost opportunity to design and build houses out of quality materials, which would complement the garden suburb idealism that was popular at that time. Unlike the stone terraces, the PUDC properties were constructed from brick and either part or fully rendered with concrete. This render finish was a common cost-saving construction method used by builders. Good quality bricks were expensive, and a cheaper alternative was to use poorer quality facing bricks which were then covered with pebbledash or roughcast. This offered satisfactory protection until it cracked, which happened often. Unfortunately, when rendering does deteriorate it can appear to be dull and unattractive, dramatically detracting from the idyllic Garden Suburb effect.
4.3.9 Although the PUDC properties were considered a vast improvement on the back-to-back dwellings, which were being cleared elsewhere, the new houses were built adjacent to traditional terraces with little thought to how their design might be integrated with local building styles and materials. The result is an unsympathetic contrast. For example, the 20th century rendered semi detached properties located on the northern end of Garden Street contrast with the mid 19th century stone terraces on the southern end. The detailing on the early 20th century houses also sets them apart from existing older terraced housing in the area particularly pitched gabled roofs and patterned brickwork. As a consequence of these differences Garden Street has been divided between Character Areas 2 and 3 (see 5.4.3 & Plans A & F).

Slade Estate

4.3.10 Only a small section of the Slade Estate (also known as The Lakes Estate) has been incorporated within Area 2 (Plan A). Like Garden Street, the later Slade Estate also developed at low density with houses being built around a series of curved streets, cul-de-sacs and small greens. A network of footpaths and alleyways connects various parts of the estate together. However, the general layout of the highway is such that problems related to accessibility are apparent in certain areas.

4.3.11 Slade was developed over a number of phases between the late 1940s and early 1950s. Plans for sections of the streets in Slade were submitted to the PUDC for approval prior to construction.

4.3.12 Slade includes a mix of housing styles such as 2 and 3 bedroom type houses and bungalows (BCRs). The houses are largely built in short terraced blocks or as semi-detached properties. Both the houses and bungalows have also been constructed using brick, and most are either fully or partially rendered with concrete. The properties within this estate also contrast sharply with the design and construction materials used in the more traditional terraced houses found across the rest of Padiham (Plan F).

4.3.13 In sharp contrast to the pre 1919 terraced housing which was developed alongside industrial buildings, places of worship, schools, shops and community buildings, estates such as Garden Street and Slade built during the interwar period were designed as wholly residential developments. CostCutter, located at number 7 Hargrove Avenue, is the only commercial business to serve both the Slade and Garden Street Estates. This shop, with flat above, is incorporated within a block of six 2-bedroom type houses, which were given approval by the PUDC in August 1955. Today the exterior of the block and shop does not appear to have been much altered from its original plans (BCR 65484). Unlike Area 1, Area 2 contains only one public house. The Grove, formerly known as the Hargrove Arms, is situated close to the junction of Slade Lane and Hargrove Avenue. The pub is constructed from brick and is essentially of the same character as the houses within the Slade Estate. The Catholic Church of St. Philip the Apostle, which was built in 1953, lies just outside the boundary of Area 2 on the opposite side of Slade Lane (BCR 56481 & Plan A).
The bungalows at 1-31 Windermere Road are constructed from red brick and rendered. Their original slate roofs appear to have been replaced over time with modern synthetic tiles. Their design is such that it is difficult to know which is the front and which is the back of the bungalows. However, they do have a pleasing aspect to one side, which looks out on to open grassed space and mature trees between Windermere Road and Slade Lane.

2-12 Windermere Road were constructed after plans to build six 2 bedroom and ten 3 bedroom 'type' houses were approved by PUDC in January 1954 (BCR 55590).

A variety of housing types have been constructed around this small green in Hargrove Avenue. The mix of house types includes a pair of semi-detached properties, bungalows and a short terraced block of four. The terraced block has patterned brickwork and gabled bays, features influenced by the Garden Suburb movement.

Other houses within Hargrove Avenue have small windows in their front rendered elevations. It is likely that the use of such windows was a cost saving device, but, as a result, the opportunity was lost to design houses with feature windows, which would complement the space created by the gardens and wide streets. The size of the windows therefore appears to be out of character with the garden suburb ideal.
Fairweather Court/Town Hill Bank

4.3.14 Quarry Street borders Character Area 3 to the south (Plan A). This road leads to the Town Hill Bank estate, and Fairweather Court sheltered accommodation. The British Legion Housing Association built Fairweather Court in the early 1970s. The style and layout of housing at Fairweather Court echoes neither the traditional build of industrial Padiham, nor the Garden Suburb influence of Berkeley Crescent. The buildings are constructed from a light-coloured brick, and modern materials are used for windows and roof tiles. The internal layout of the Court is focused around a central courtyard, with the buildings connected by pathways and surrounded by green space. The side facing Quarry Street has low fencing at the perimeter, and there is an 8ft high fence along the path that leads to the playground. These physical barriers marks an easily recognisable change in land use, and clearly demarcate private and public space (Plan F).

4.3.15 The Town Hill Bank private residential estate comprises approximately seventy houses. The estate typifies the ‘suburban idyll’ that has sprung up throughout towns in the UK over the last two decades. These particular houses were built c.1995/6. The style is characterised by detached properties lying within spacious front and back gardens, with garages and private drives, and situated around curved cul-de-sacs, with exclusively residential land use. Constructed from brick and modern roof tiles, the style and layout of these properties provide a further contrast to the pre 1919 terraces and the interwar social housing estates of Slade and Garden Street, although there has been an effort to echo the colour of the sandstone used in older parts of the town. Modern modifications such as conservatories are now being added to the houses, providing visual variation and differences in character (Plan F).

4.4 Industry

Quarrying

4.4.1 Before 1600 stone would have been quarried on a domestic scale to build and maintain enclosures/stonewalls and roads. It was not until the 1600s that stone was widely used for the construction of dwellings. As the closer the stone was to the site, the cheaper the build costs, small domestic quarries began to appear around settlements. Commercial quarrying developed after 1600. The stone being worked by masons at the quarry provided large quantities of roof slates and flags, as well as sandstone, ashlar and rubble. By the early 1800s the Shuttleworth family of Gawthorpe operated a number of quarry sites. However, by 1850, leases had been granted to various other quarrymasters including Cornelius Anderton who worked various sites including the Banks and Padiham Quarry (Rothwell, 2005, p.30). Anderton worked on many churches and sites with architect William Waddington, including St. Leonard’s Church.

4.4.2 Padiham Quarry, located to the east of Garden Street, was the largest quarry in the town. It began operation in the early 1800s and produced sandstone, ashlar and rubble. By 1890 an additional quarry site was worked just to the east in the area known as Town Hill Bank. Operations appear to have ended at Padiham Quarry about 1890, whilst the smaller site may have continued for a few years longer. However, by 1910 this small site was known as Old Quarry, suggesting that it was no longer operational (Plans B, C & D). Little evidence remains of this industry in the town today, and Padiham quarries have largely been filled and reclaimed.
4.5 Landmarks, views, greenspaces and trees

4.5.1 An important characteristic of the garden suburb style is that industry is separate from residential properties and this is true of Character Area 2. In fact the only other land uses in Area 2, apart from one shop and pub, are a park/open space and allotments. The allotments and park are located directly behind Garden Street to the east and have been developed on land, which has been reclaimed from Padiham Quarry (Plans B & F).

4.5.2 The park itself appears to be separated into two distinct areas. One is a play area complete with play facilities and ball court whilst the other is an open grassed space which has a generous amount of trees planted on its perimeter. However, poor lighting and limited natural surveillance make the area feel isolated.

4.5.3 The playground and accompanying open space is relatively difficult to access. The main entrance appears to be located at Hargrove Avenue to the north of the site, although there are other even less obvious entrances on Garden Street and Quarry Street to the south. The Quarry Street entrance is a narrow path that runs between Fairweather Court and the allotments.

4.5.4 In addition to the park is the reclaimed green space on the former quarry site at Town Hill Bank. The layout of the houses in the Town Hill Bank development appears to follow the perimeter of the former quarry site. The grassed area, which contains a small number of trees in the middle of the housing development, was once the site of the smaller stone quarry (Plan C). The site slopes downhill and provides views across the east side of Padiham and out towards Gawthorpe (Plan F).

4.5.5 As Character Area 2 is situated on a slope that runs southwards down towards the centre of the town it enjoys superb views across Padiham and Burnley. The vistas down Garden Street and Adamson Street are especially rewarding and should not be jeopardised by future development (Plan F).
Group of young workers outside Grove Mill, Grove Lane (Lancashire Library photograph).
5.1 Introduction

5.1.1 Character Area 3 is located to the east of Padiham and is bounded by the River Calder to the south, Clitheroe Street to the west, Garden Street to the north and open countryside to the east. Sloping southwards towards the river, the area's dominant land uses comprise a high-density industrial area of stone built mills and weaving sheds and grids of stone terraced housing (Plan A & Plan F).

5.2 Area Development

5.2.1 No significant development appears to have occurred within Area 3 until the 1840s, when a number of tram roads were laid to connect a series of coal pits to the east of the area with the former coal staithes (Plan B and 5.3.3). From the 1850s onwards the town began to develop rapidly both to the east and south beyond the River Calder. This development included the high-density industrial area to the north of the river.

5.2.2 It appears that housing came later following the ribbon development which formed along Guy Street/Grove Lane towards the quarry and coal pits in the east (Plan C). By the 1860/70s a grid of housing had been constructed around Dean Street whilst a larger grid developed around Ingham Street between 1879-1910. The need for additional housing in Padiham arose between 1851 when the population of the town was 4,509 and 1900 when it was an estimated 13,900 (Barrett, 1899, p. 560). It is to be noted that the scale of this increase was due in part to the reorganisation of local government in 1873 (in the form of the Padiham and Hapton Local Board), which saw the inclusion of part of Hapton in the town’s boundaries.

5.3 Industry

Coal

5.3.1 Coal mining has had a long history in Padiham. In medieval times local farmers would have extracted coal in order to supply their own needs when Padiham was nothing more than a hamlet (Nadin, 2003, p iii), but with the changes to the English feudal system in the 14th century came the need to obtain leases from the crown to dig for coal, a situation which continued until the middle of the 17th century.

5.3.2 The coal which was extracted from Padiham would have come from the Padiham Thick Seam, which reaches a width of 10-11 feet. The earliest pits would have been short lived, perhaps being worked where the coal outcropped at the earth’s surface. Others may have been merely shallow shafts called bell pits (Nadin, 1997, p.8). During the post medieval period the ‘whole area from Moor Lane to the Hollins Farm in Grove Lane was cut up into large coal pillars’ (Heys, 1972, p.17). Numerous other pits were sunk to the east of Area 3 adjacent to Grove Lane and the River Calder during the 18th and 19th centuries.

5.3.3 Prior to 1840 pack horses and mules were used to transport loads of coal. In 1843 the surface chain haulage system was brought to Padiham and to the Shuttleworths’ new coal staith, which was situated adjacent to Burnley Road (Plan B). The rails linked pits in Ightenhill to the coal staith where the tubs probably had to be pushed by hand. By 1890 the Ightenhill pits had closed and the tram road was re-laid as a ginny track, which ran from Cornfield Pit to the east of Area 3 in a straight line over an iron bridge to a point known as ‘The Angle’ in Grove Lane (Heys, 1972, p 37 and Armstrong, 1985, p 35).

5.3.4 ‘By the late 19th century the tram road to Grove Mill had gone, but the other routes had been rationalised into a straighter tramway bringing coal down from the Calder Valley to a staith at Padiham’ (Mitchell et al, 2004, p. 24). A century later in the 1970s all coal-mining activities had ceased in Padiham. Today little evidence remains of the tramlines and ginny tracks, which once ran through Area 3 other than the ginny turning blocks, which still remain, albeit in a ruinous condition, in Grove Lane Wood.
Water

5.3.5 The River Calder was altered from its original course north of Gawthorpe Hall by the late 1700s. Yates Map of Lancashire 1786 appears to show the river flowing adjacent to Grove Lane further north than its current location whilst Greenwoods Map of Lancashire 1818 clearly illustrates this change in course. ‘When the new bed was dug out and completed the river ran westwards towards Grove Lane where a sluice gate was inserted. The river then… changed its course directly south …where it took another 90-degree angle west to continue on its way through Padiham’ (Heys, 1972, p.35). The National Coal Board redirected the Calder to its current course north of Gawthorpe Hall by c.1960 (Plans A & B).

5.3.6 A goit or river channel was extracted from the River Calder probably as part of the river’s relocation (c.1700s). The water was then supplied to the corn mill, which was built in the 13th century (see Area 1 and Plan B). A dam and sluice gate were erected so the goit could be controlled at will, for the increasing or decreasing of water supply from the river. During the Industrial Revolution new factories lined both sides of the goit on Wyre Street (Heys, 1972, pp. 36 & 39 and Plans C, D & E). This large concentration of mills, which developed on the eastern side of Burnley Road between 1850 and 1900, was known as the ‘Goit side’ of Padiham.

5.3.7 The goit was still seen flowing through Area 3 until the mid 20th century (Plan E). However, today nearly all evidence that the goit ever existed has disappeared although in Area 1 it is still possible to see where the culvert enters the River Calder behind the Clinic on Station Road.
Industrial Buildings

5.3.8 The ‘Goit side’ of Padiham would have been the part of the town in which coal, water and stone would have been the most readily available, the materials necessary to build and power the towns newly developing mills and industry (Plan A).

5.3.9 Powerloom weaving had become the chief form of employment in Padiham by the late 1800s. ‘Only one spinning mill remained in use in 1935, whilst the weaving industry declined at a slower rate seeing a number of closures during the 1950s and 1960s’ (Rothwell, 2005, pp. 4-5). Today only one weaving shed (of modern design) remains in operation (see para 5.3.14). The textile industry has left a rich architectural legacy of mill buildings and sheds which defines much of the townscape character of Area 3. The cluster of mill buildings and sheds around Wyre Street/ Lune Street is an area of local heritage value and could be said to be the industrial heart of the town (Plan F).

Grove Mill

5.3.10 Henry and Elijah Helm of Padiham Old Mill established locally listed Grove Mill during the c.1830s (see 3.3.2 & Plans A & B). Today the mill complex, now known as Grove Industrial Park, is almost unrecognisable, having been much altered over time. The mill’s former weaving sheds (which form part of the western block), have been re-roofed, in part with corrugated sheet metal, and the gable next to Grove Lane has been rendered. The millponds have been filled in and the land redeveloped to form extensions to the complex (Plan B). The boiler and engine house, which lie adjacent to Grove Lane to the west, also show signs of alteration. To the rear of the boiler and engine rooms is a capped octagonal stone chimney on a tall square base. Many of the window and door openings on the western block adjacent to the private road have been blocked up dramatically affecting its character and appearance. Adjacent to Partridge Hill on the eastern section is a single storey building, which was formerly one of Grove Mill’s spinning blocks. It later formed part of Winchester Works, which manufactured motorcycles during the 1930s. This building, constructed with a stone south elevation and brick gable, contains nine long rectangular windows, which have been largely bricked up. Adjacent to Grove Lane is a 20th century extension, which also formed part of Winchester Works (Rothwell, 2005 pp. 7-8 & Plan E).
Wellington and Daisyfield Mills

5.3.11 Watson and Sherburn established Wellington Mill, a combined mule spinning and weaving factory in 1852-3. By 1890 the Wellington included the adjoining Daisyfield Shed which had been established by Monk, one of the founding partners of Industry Mill, in 1854 (see 5.3.19 & Plan C). By 1907 spinning ceased at Wellington and later, in the 1930’s, weaving also came to an end. Only Wellington Mill’s spinning block, located on Ribble Street, remains today. The block, which contains three storeys of random stone and eight bays, appears to be in fair condition and is occupied by a number of companies. To the north west gable is an attached beam engine house with a long arched window. A former entrance to the engine house is located below this window, but is now blocked. All other buildings that formed part of the Wellington Mill complex have been demolished. Today part of this site is used for car parking and a modern single storey building occupies the site of the former weaving shed (Rothwell, 2005, p 12).

Britannia Mill

5.3.12 The Cotton League Company built the Britannia as a cooperative mill in 1854, but in 1858 it was sold to Richard Thompson & Sons who were very actively engaged in major extensions of the mill throughout the remainder of the century. These included a multi-storey spinning block in 1860/1, a warehouse in 1875, and further rebuilding and enlargement of weaving sheds in 1888 and 1889. The most prominent section of the mill today is the rendered former spinning block on Lune Street. However, this was reduced in height after a fire in 1972. Connected to this block are the base of the spinning block tower and a block of two storey warehouses, which face Ribble Street. A large weaving shed still remains and runs north from the inner wall of the spinning block. A single storey cotton warehouse of 1875 lies to the east of the spinning block on Lune Street. This warehouse has been rendered which has covered up original architectural features. Also visible from Lune Street is a capped red brick chimney which belonged to Alma Mill (Rothwell, 2005, p.15).
Alma Mill

5.3.13 Bowers Birtwistle built the Alma weaving mill in 1854 (Plan C). In 1899 the mill was enlarged and a new boiler house, engine and chimney were constructed. In 1957 the mill was sold to K. Raymakers and Sons Ltd who continued to use it to produce a range of textiles. In 1979 the company expanded and built a new warehouse on the former Commercial Mill site (see 5.3.20) and a new weaving shed on the Lily/ Vale Mill site (see 5.3.14). By 2001 British Velvets had taken over use of the buildings and now the Alma is the last remaining textile mill to still be operating in Padiham (Rothwell, 2005, p.14). Most of the original exterior of Alma Mill remains today. This includes the single beam engine house and weaving shed complete with north lights. The attached three-storey warehouse/preparation department has been converted into offices.

Lily of the Valley or Vale Mill

5.3.14 W. and J. Horne along with Taylor built the Lily of the Valley or Vale Mill, in 1854 (Plan C). In 1855 Henry Helm of Grove Mill bought the shed and continued to run it until 1890 (see 5.3.10). After the mill closed in 1894 it was purchased and reopened by the Padiham Co-operative Society for use as stables, stores and a slaughterhouse and remained in their ownership until the 1950s. Weaving in the mill began again in 1954 and continued until the 1980s when the shed was purchased by K. Raymakers and Sons Ltd who demolished it and built a new one in 1983 (Rothwell, 2005, pp. 12 & 13). British Velvets has taken over use of the 1983 weaving shed and have incorporated it into their complex. These sheds form part of a continuous wall, which stretches down Wyre Street, forming a tight enclosed built perimeter around the industrial complex.

Albert Mill

5.3.15 In 1854-55 William Ingham founded the Albert Mill. The first building was a three-storey mule-spinning mill to which a weaving shed was added in 1870. (Plan C). Further enlargements were made in 1877 and 1881. In 1926-7 spinning at Albert Mill ceased and by 1948 only 20 looms were running. The 1854-55 three storey spinning block located at the junction of Wyre Street and Fleetwood Road is currently vacant and in need of restoration work (Plan F). The block is constructed from coursed sandstone rubble and contains three gables and ten bays, each with long rectangular windows. A number of the window openings have been closed unsympathetically with breezeblocks. Unfortunately, all that remains of the 1870s weaving shed located to the rear of the spinning block is its outer wall. This wall adjoins Holmes Street and is constructed from coursed sandstone rubble and forms part of the continuous wall, which stretches down Wyre Street, Holmes Street and Lune Street. Located at the end of Fleetwood Road is a warehouse and yarn preparation block. At the boundary of the mill wall is a former stable block and two storey smithy with a brick gable end. Both appear to be vacant (Rothwell, 2005, pp. 13 & 14).
5.3.16 William Ingham and Sons of Albert Mill erected Riverside in 1888. The mill finally ceased textile production in the 1990s and today its buildings are used by a number of non-textile companies. The buildings situated along Fleetwood Road would have once been the weaving preparation, warehousing and power departments (Rothwell, 2005, p 21-22).

5.3.17 In addition to the mid 19th century mill buildings and sheds are the later 20th century developments, which are also located on Wyre Street. Although these modern industrial developments have been constructed from different materials, their scale, massing and employment uses are essentially the same as the older remaining mills and sheds in the area.

Gothic Works

5.3.18 The site of Gothic works occupies about 8 acres of land north of the River Calder. Glover and Main Ltd established the Works in 1955. Initially the building comprised a single storey factory built on the site of Padiham's former football ground (Plans C&D). During the mid 1960s the plant produced white goods such as washing machines, boilers and spin dryers. By 1992 Gothic was in the ownership of Baxi, manufacturers of oil and gas boilers, and is currently part of the Baxi-Potterton Group (Rothwell, 2005, p.29). The main building is a single storey factory, although it has a multi-storey office block elevation on to Wyre Street. There are additional buildings on the site and all appear to have been constructed from a steel frame with steel clad walls and corrugated roofs.

Industry and Enterprise Mills

5.3.19 Industry Mill was built by Wilkinson, Bibby and Monk in 1851. Hargreaves of Clay Bank Mill (see 3.3.1) opened the adjacent Enterprise Shed slightly later in 1853. A succession of owners and tenants occupied the buildings well into the second half of the twentieth century (Rothwell, 2005, pp. 9 &10). Today a van hire company uses the shed and the exterior of the buildings appear much altered incorporating a modern warehouse with a corrugated metal elevation to Wyre Street.

Commercial Mill

5.3.20 The original Commercial Mill building was constructed in 1851 as the first of two co-operative weaving mills in Padiham. The Padiham Commercial Company opened the mill and although it received initial support from many local cotton workers, it unfortunately was not a successful venture. A succession of companies operated from the mill during the remainder of the 19th century. This period also saw the construction of a second weaving shed adjoining the original mill in 1862 and a further addition to the mill in 1881. The buildings were cleared by the 1980s when K. Raymakers and Sons Limited of Alma Mill constructed a modern brick built warehouse on the site (see 5.3.13 & Rothwell, 2005, p.9).
5.4. Housing

5.4.1 Victorian neighbourhoods within Padiham are characterised by uniform rows of two storey-terraced houses set within a tight and regular gridiron network of straight connected streets. They are built at high densities alongside factories, mills and weaving sheds, shops, churches, schools and other public buildings of the same period. These traditional terraces dominate the street scene and views across the town are defined largely by rows of blue slate roofs with chimneys providing vertical emphasis and interest to the roofscape. Within these neighbourhoods there has been a consistent use of locally quarried stone and blue slate, which provides one of the strong environmental qualities of the townscape. However, there are modest differences between the blocks of two up two down terraced housing. Although there is a balanced wall to window ratio and a predominantly rhythmic door window pattern, further subtle differences occur within the mouldings around windows, doors and bay windows. These help to give terrace blocks individual character and distinctiveness.

5.4.2 Most of the properties open directly on to the pavement, although some have small front gardens, which provide a limited amount of private space. Parked cars now dominate much of the street and are changing its urban quality. Roads and pavements have also been altered with the introduction of the car and are now predominantly tarmaced although stone setts remain in some places. Access to the rear of the terraces is gained by narrow back streets, which lie between the terraced blocks and a small number of these have also retained their original cobbled surfaces (Plan F). The majority of the Victorian housing, which survives in Padiham today, was built between 1870-1880. Prior to 1873 Padiham was under the authority of a Select Vestry, which had little control over housing development. The Local Board (1873-1894) was able to influence the design of the new housing through the application of minimum standards and as estate and building plans were approved prior to construction. However, the use of byelaws to control the quality of new housing did not become widespread until the Public Health Act of 1875 and even then they were not fully used in Padiham until the birth of the Padiham Urban District Council in 1894 (Mitchell et al, 2004, p.39).

Development to the North of Grove Lane c.1860-1879

5.4.3 Records indicate that much of the housing that developed north of Grove Lane in Area 3 was constructed during the 1860/70s as ribbon development leading from Padiham’s centre up Guy Street and Quarry Street towards Padiham Quarry. Quarry Garden Terrace was in existence by the 1860s (1871 Census) and probably lies within the existing stone terraced blocks on the southwest section of Garden Street. Further stone terraces extended north during the mid 1870s whilst an additional block was constructed on the southeast section in 1878 (BCR 54526). The southwest terraced blocks on Garden Street are constructed from stone with a slate roof, each property having a large cellar window, which suggests that workrooms/ living space existed below ground. At the top of each long, narrow and private garden is a short flight of steps, which leads up to each front door. Originally the tenants would have grown food in these gardens, but they are now only ornamental and add to the attractiveness of these blocks.
5.4.4 A short compact grid of four stone terraced streets was developed on land adjacent to Quarry Street during the 1860s and 1870s (1871 Census & Plan C). These blocks are typical two up two down houses with simple arched mouldings around the windows and door surrounds. Their stone gutters and carved stones bearing the street names and age enrich the character to the blocks.

5.4.5 Ribbon development also formed eastwards along Grove Lane towards a number of 18th and 19th century coal pits. The most notable development here is locally listed Grove House, built in 1843 for Elijah Helm (see 5.3.1 & Plans A & C). This large stone house has a high stone perimeter wall and ornate door surround complete with datestone. It was home to the Helm family who ran Old Mill and Grove Mill during the 1800s. The house has now been converted into a private day nursery and much of its original garden has been incorporated into the extended Grove Industrial Estate. A garage situated at the rear of Grove House, displays a datestone of 1920. Today Grove House is an important reminder of one of Padiham’s first industrial families and is testament to their wealth and influence in the early industrial activities of Padiham during the 19th century. A short row of properties named Grove Terrace once lay adjacent to Grove House on Grove Lane. However, this block was cleared during the mid 20th century.

5.4.6 Block number 1-5 Grove Lane appears to be larger and of a more detailed design than the terraces found elsewhere in Area 3. These properties have small, private front gardens and two of the terraces are constructed with bay windows to the ground floor. All three houses have two windows to the first floor and dormer windows above. Number 5 has retained much of its original character and features including sash windows.
21 Grove Lane appears to have been the home of Ebenezer Helm, the youngest son of Henry Helm who took over the running of his father’s firm (1881 Census & Barrett, 1887, 228).

It is thought that the blocks numbered 7-21 & 23-25a Grove Lane and 2 Wade Street were built prior to 1-5 and may have been originally known as Grove Place (1871 and 1881 Census). 7-21 has stone hood moulds above the doors, stone gutters and small front gardens. 21 Grove Lane is larger than the other properties on the attached block. It has a slightly more ornate door surround and original stained glass windows to its front elevation. 23-25a were originally two large houses, but 25 has been divided into two properties over time.

At the boundary of Area 3 on Grove Lane lies a small block of cottages which once housed colliers. Heys wrote that tubs were taken from the chain haulage road, which ran from Ightenhill to Padiham via Grove Lane, and repaired at the colliery’s cottages. An old colliery shaft was situated here and one of the cottages may have originally been home to a colliery manager, whilst a blacksmith’s shop was next door. The Executors of John Hargreaves also let the cottages to families who worked for the colliery company (Heys, 1972, p.65).

Development to the South of Grove Lane 1876-1906

The south sloping compact area of long gridiron stone terraced streets around Ingham Street casts views northwards towards Grove Lane and southwards towards the industrial complex at Wyre Street (Plan F). The terraced blocks within the Ingham Street grid appear to be of a good standard for 19th century working class housing, even though some may have been built without the application of byelaws (Mitchell et al, 2004, p.34). However, as a cost saving method, cut stones were used only in the front elevations whilst rubble was used in the construction of the gables and back elevations. Today, many of the front and back elevations have either been rendered or painted which together with the tarmac covering the stone setts has changed the original character of many back streets.

Garden fronted 2-14 Partridge Hill Street, built in 1876, was the first block of terraced housing to have been developed south of Grove Lane in Area 3. The block was constructed to a very simple design but the retention of its stone setts, York stone paving and gardens (including in one or two cases the original iron gates), gives this street a distinctive character (BCR 54883 & Plan F).
5.4.11 Three separate builders constructed Ingham Street over several stages in the late 1870s. Although the blocks are essentially of the same character, having been simply built from stone with plain window and door surrounds, the replacement of original wooden sash window frames and doors with modern designs and styles in UPVC has damaged the architectural integrity of the block. Like other Victorian terraced housing in Padiham the individual properties on Ingham Street have small back yards or court areas, which are enclosed by a stone wall. Originally these yards would have contained facilities for drainage to the mains, a toilet and an ash pit. Today most of these outbuildings and facilities are no longer required and have been cleared or replaced by a range of additions and extensions.

5.4.12 The west side of Lawrence Street was built between 1887-8 (BCR’s 54698, 54699, 54700, 54701). Later still came blocks 2-20 and 22-40 Lawrence Street, which were built in 1901 & 1906 by Messrs Foster (BCR 54704 & 54706). Although 2-20 and 22-44 Lawrence Street do not have any detailed architectural features a number of properties do have double windows to the ground floor and all have small narrow front gardens. Land at the rear of these blocks has been divided into allotment gardens.

5.5 Commercial Buildings

5.5.1 During the late 19th and early 20th centuries Area 3 contained a small number of commercial businesses. These were either located within purpose built shops or within terraced properties where part of the ground floor was given over to the business. The commercial directories of the 19th century provide an insight into the types of commercial businesses, which once operated in this part of Padiham.

5.5.2 Today the only remaining independent commercial business in Area 3 is the chip shop on Ingham Street. Like many other Victorian neighbourhoods Area 3 has experienced a significant decline in independent commercial businesses over the latter part of the 20th century. This decline can be attributed to society’s changing shopping habits, increased mobility, and the growing number of supermarkets.

5.5.3 Where shops and businesses have operated either within terraced properties or purpose built shops, they are often converted back into residential use. However, evidence of their former use can often be found in retained shop front features and large shop window openings.
Number 46 Ingham Street was originally part of a plan for 23 houses and 1 shop submitted by Messrs Lancaster, Wilkinson and Holland in 1879. It was occupied by William Marsden, greengrocer, in 1887 and remained in commercial use until recently (Barrett, 1887, 244). Elements of the shop front, notably the window opening, have been retained.

George Hargreaves, grocer/tea dealer, was listed at 25 High Street in 1879 (Barrett, 1879, 186). Today the building has been converted into residential use, but the ground floor shop window openings are a reminder of the building’s past use.

A stone plaque commemorating the coronation of King Edward VII on 26-28 Grove Lane reads ‘P.I.C.S. LTD Coronation Buildings 1902’ (Padiham Independent Cooperative Society). Although planning permission was granted for change of use from commercial to residential in 2000 parts of the original shop front have been retained.

5.5.4 The only other commercial business in Area 3 is the Somerfield supermarket, which was built on the junction of Burnley Road/ Waddington Street during the 20th century. Orchard Mill built in 1852-3 by John and Charles Waddington once occupied this site overlooking the River Calder. The only evidence of this mill today is part of its stone boundary wall along Wyre Street.

5.6 Schools

5.6.1 The first school in Partridge Hill was an infants school which originated in 1858 under the direction of Sir James Kay Shuttleworth. He later provided a girls department in 1870 together with a schoolhouse and later a boys department in 1871. The school known as St. Matthews in the 1870’s became associated with St. Matthew’s Church, which was also built at that time, although it accepted children from all denominational backgrounds (Haines & Jones, 2006, pers. comm & 5.7.1). Although the school closed and was cleared during the mid 20th century, the locally listed stone schoolhouse and stone perimeter school wall remain today (Plan F). The schoolhouse has a stone plaque, which reads School House 1870.

5.6.2 An infants’ school, run by Isobella Taylor was located within one of the terraced properties on ‘Mitton Street’ in 1868, but trade directories suggested that it did not operate for very long (Mannex, 1868, p 821 and Plan C). Mytton Street was cleared during the mid 20th century and the sloping site has now been simply landscaped with grass and trees.

5.6.3 By the late 19th century, there was also a private school/academy for a short time located within 17 Grove Place where its proprietor John Cocks possibly taught shorthand and bookkeeping (Barrett, 1887, 238). He was recorded as a schoolteacher and mathematician living next door at number 19 in 1891(Census 1891). Today this mid terraced property has reverted back to residential use and it is difficult to imagine that part of it was formerly used as a school.

5.6.4 After the Education Act of 1870, the church and chapel authorities in the town built three new schools in Padiham in the early 1870s, thereby removing the need for any new state or secular schools to be provided under the new legislation (Haines & Jones, 2006, pers. comm ).
5.7 Churches

5.7.1 A site to the rear of Quarry Garden Terrace was donated by Sir James Kay Shuttleworth for the building of St. Matthew’s mission church/temporary iron church (Haines and Jones, 2006, pers. comm). Funded by public subscription the building was able to seat 200 and opened in 1870. The church closed in 1919 and was cleared before 1930. The site is now incorporated into an area of green space behind Garden Street and Berkeley Crescent (Plans C & E).

5.7.2 A Congregational Chapel founded in 1882 was situated within a row of cottages on the north side of Guy Street. It later became known as Bethel Independent School Chapel before it was finally taken over in 1890 as a Salvation Army Hall until its demolition in the 1940s (Haines and Jones, 2006, pers. comm. & Plan C). Cottages on either side of it were also demolished at this time. No trace of these buildings remains today, the steeply sloping site has been grassed over and a small number of trees planted.

5.7.3 A grassed space also occupies the site of the former Temperance Mission Hall which was situated on Back Quarry Street in 1911 (Plan D & BCR 55506). It is likely that this building was cleared along with other properties on Kay Street and High Street during the 20th century.

5.8 Landmarks, views, greenspaces and trees

5.8.1 Although Area 3 is situated close to open countryside on the east of Padiham the early grid pattern of high-density terraced streets in this area did not give the opportunity for formal open spaces, the retention or planning of trees or landscaping. Therefore small forecourt gardens, rear yards and front and rear cobbled streets had an important role in providing amenity space for residents. Today many of the back streets are no longer used as amenity space due to poor lighting and fear of anti-social behaviour and rear yard space is being taken up with new build additions to properties. The amenity value of front streets has also been eroded with greater priority being given to the car than the pedestrian.

5.8.2 The clearance programme of the mid 20th century has opened up some spaces between the dense grids of terraces in Area 3, but often these sites lack the imaginative after treatments and landscaping to give them any real amenity and recreational value.

5.8.3 The steeply sloping site which once occupied the Salvation Army Hall and cottages provides panoramic views across Padiham and to the landmark tower of St Leonard’s Church (Plan F). Today this area has been grassed over and a small number of trees have been planted.

5.8.4 The clearance of the Temperance Mission Hall and blocks of terraced housing on Back Quarry Street, Kay Street and High Street during the mid 20th century has resulted in the creation of a large open grassed area and a site for private garages. The clearance of a site on High Street has created further views across Padiham (Plan F).

5.8.5 Grove Terrace once occupied the steeply sloping embankment on the north side of Grove Lane. This Terrace, which was built during the c.1860’s, was cleared by 1969 (Armstrong 1985, 26). Other sections of this embankment on Grove Lane are used as allotments.

5.8.6 A small children’s play park complete with ball court occupies the site of St Matthew’s School on Partridge Hill. The two cleared sites at Mytton Street slope downhill towards the south (Plan F). These sites have been grassed over and a small number of trees planted on them.
6.1. Introduction

6.1.1 Character area 4 is defined by the River Calder to the north, to the west by the disused Padiham branch railway line which runs north west to south east and by Green Brook, a Calder tributary. Boundaries to the south and east are those of the Padiham Area Action Plan (Plan A).

6.1.2 Character area 4 includes part of the settlement known as Stockbridge. The area is principally residential but also contains an important shopping centre along Burnley Road. Overlooked from the elevated historic core of Padiham town centre, the character area slopes gently down towards the river from south to north and there is also a downward east-west slope towards the railway embankment, this slope being more pronounced on streets at both ends of the character area.

6.1.3 The area's main architectural and heritage interest lies in the integrity of the late nineteenth and early twentieth century historic terraces, whose typical ‘gridiron’ layout contrasts with the more fluid layout of older Padiham. Also contributing to the area’s significant interest is the diversity of building styles and detail, with both vernacular and polite influences, evidenced within the compact settlement.

A procession winds its way across Padiham Bridge before it was widened in 1904 (Lancashire Library photograph).
6.2. Movement And Key Routes

6.2.1 Within the character area the only existing roads shown on the OS 1844 map (Plan B), were Burnley Road, Green Lane and the early stages of what is now Victoria Road to Stockbridge House, which was the only settlement existing within the character area at that time. Beyond Stockbridge House a track led to the farm at Scolebank to the south.

6.2.2 Movement within the character area is constrained by physical barriers, the River Calder, Green Brook and the railway embankment, which have influenced the form and layout of the settlement. Bridges/crossing points over the river, brook and railway are a feature of the character area. These are discussed in more detail below. More recently, traffic levels on the main Burnley Road have become a different kind of barrier to movement.

6.2.3 Burnley Road, Green Lane (public transport routes) and Victoria Road bear most of the local traffic. Other key routes are those which, like Green Lane, pass over or under the railway line: Dryden Street, Shakespeare Street and Pendle Street. The disused railway line itself is an important, though underdeveloped, route and link to other parts of the town (Plan F).

Padiham Bridge and River Footbridges

6.2.4 Padiham Bridge over the River Calder, which links the character area with Padiham town centre, is a landmark structure which is locally listed (Plan A). As its inscription indicates, the existing stone-built twin-arched structure dates from 1904, the bridge and road layout having been redesigned and widened to remove the sharp bend which had previously proved troublesome particularly since the advent of trams in the 1880s (Haines and Jones 1994). The road is clearly marked as the major route through Padiham on Yates 1786 map, having become, in 1754/5, part of the turnpike road from Blackburn to Burnley, the first in East Lancashire (Marshall et al, 2004) (Plan B). Maintenance of the bridge had, however, been crucial to Padiham’s development long before that (Haines and Jones 1994).

6.2.5 A metal footbridge over Green Brook at the western edge of the character area links Green Lane to Station Road (Area 5). A footbridge appears to have been established here between 1892 and 1910. On the Calder at the eastern edge of the character area, Bendwood footbridge opened in 1931 linking industrial areas on both banks of the river.

Padiham Branch Railway Line and Railway Bridges

6.2.6 The 1.5 mile Rose Grove to Padiham section of the line, includes, within the character area, part of the 1 in 40 descent (known as Padiham Bank) and a tight westward curve, which commences towards the former site of Padiham station (see Area 6). Very close to properties on both sides but particularly to the west, the line’s embankment falls dramatically from near roof height to ground level, and as such is a key visual landmark and heritage feature (Plan F).
6.2.7 Though disused, the line still has a single track in place and remains under the jurisdiction of the rail authorities as technically ‘operational’. Passenger services ended in 1957 but the line continued to be used for freight into the 1960s. With freight use no longer viable, the line, which is designated as a Wildlife Corridor, is protected as a potential green transport/recreational route of regional significance in the Burnley Local Plan (Plan F). In April 2006 planning permission was granted for change of use of the land to footpath, cycleway and bridleway from Rose Grove to Shuttleworth Mead (site of former Padiham Power Station, now a business park).

6.2.8 The line’s true potential as an amenity remains unfulfilled due to its derelict and neglected condition which attracts nuisance activities, particularly flytipping. An unsightly variety of broken walls, fencing and railings are to be found along its length as are numerous informal paths accessing the line via the embankment.

6.2.9 Railway bridges are a feature of the character area and carry the line over Dryden Street, Shakespeare Street, Green Lane and Green Brook. Dryden Street bridge is of half inch plate and is of the standard pattern for the branch. At Shakespeare Street the bridge is narrow with very limited head clearance (pedestrian/cyclist only). Bridges over Green Lane and Green Brook at the north western boundary of the character area have a plate dividing span between the lines and are larger and wider than the preceding three (Westall, 1993).
Dryden Street bridge in 2005.

A hansom cab passes under the railway at Dryden Street (Lancashire Library photograph).
6.3. Housing

6.3.1 Development began at the northern end of the character area around 1860 and continued southwards. By 1890 Cardwell Street and Graham Street marked the southern limit of the new settlement (Plan C). Although it does not depart from the basic ‘gridiron’ layout and form, the post 1890 housing contrasts with earlier streets in many aspects of style and design.

6.3.2 The principal routes of Burnley Road and Victoria Road run for the most part in the same southeast-northwest direction to the railway line. The earlier northern streets of Altham Street, Wesley Street, Peel Street and Pitt Street have a similar orientation while in the later eastern section all secondary streets run perpendicular to the railway (northeast-southwest). The dominance of ‘gridiron’ terraced housing constructed in fairly regular blocks divided by alleyways, and the lack of large non-residential sites, gives the area a relatively fine grain.

6.3.3 Of the uniform rows of high density, two storey terraced houses, the majority have flat facades with a rhythmic door/window pattern and little or no set back from narrow pavements, opening directly onto the street in a consistent building line. Short front gardens, common among the later houses, can also be found in some of the simpler, earlier properties, for example on Wesley Street. At the rear of the houses, small back yards, enclosed by stone walls, provided ash pit, toilet and drainage to the mains. Some of these yards have since been taken up by rear extensions.

6.3.4 In the plain earlier terraces windows and doors, combined with the narrow plot and street widths, create a vertical emphasis which counters the horizontal nature of the rows of houses. Chimney stacks and, where they remain, their terracotta pots, continue the vertical emphasis and interest into the roofscape.

6.3.5 Throughout the character area traditional sandstone walls dominate the streetscape at ground level and exhibit a variety of textures and colours. Welsh blue slate dominates the roofscape. Pre 1890 most of the sandstone used for facades is coarse although in the earliest properties ashlarred stone is evident, for example in Spa Street, Veevers Street, (and adjacent houses on Burnley Road) and part of Altham Street. In the more substantial later houses the use of ashlarred stone is more widespread. Uncoursed sandstone rubble was widely used for rear walls, sculleries and outriggers and these are often rendered. Many of the coarse stone facades are stone painted in a range of colours. Floor surfaces within the character area are now dominated by tarmac and modern paving which have widely replaced traditional street and footpath materials but stone setts survive at Back Altham Street, Veevers Street, Institute Street (rear), part of Pendle Street, Shakespeare Street and Milton Street (around Horeb Chapel) and along the southern boundary of Padiham County Primary School at the rear of houses on Victoria Road and Spenser Street (Plan F).
Early Settlement: Stockbridge

Stockbridge House

6.3.6 Stockbridge House is a Grade II* listed building and one of Padiham’s oldest existing properties (Plan A). It is thought to have been built some time before 1669 by John Roe whose family had owned land in the area for a considerable time. In architectural terms it is a small gentry house which reflects, in its layout, design and use, the aspirations of John Roe to be seen as a gentleman. In contrast to yeomen whose houses were the centre of their working lives with a layout designed to suit their working needs, gentlemen had a higher standard of living, a larger number of servants and their houses show little adaptation to farming or other occupations (Pearson 1985). An inventory of Roe’s property dated 1669 lists the following rooms: hall, parlour, kitchen, milkhouse and buttery, chambers over each and higher chambers over kitchen and buttery (Glenn 1989-1990). Some rebuilding of the south end and first floor over the hall took place in the nineteenth century.

10 Victoria Road

6.3.7 From 1861 a Wesleyan Minister’s residence is recorded close to Stockbridge House (Plan A). Described in the 1861 and 1871 censuses as the ‘Wesleyan Cottage’ and the ‘Wesleyan Parsonage’ respectively, this attractive simple stone detached Georgian town house, was the residence of successive Wesleyan ministers, probably until Cross Bank Chapel was built in 1892 (see 6.5). The property, now 10 Victoria Road and locally listed, has arched windows with stone relief surrounds but modern upvc casement window frames have replaced original sash. There is a pediment above the doorway. The narrow garden area is bounded by a low stone wall with four stone posts.
Early residential area 1860-1890

6.3.8 The next properties to be built in the character area were eleven dwellings on Victoria Terrace (now shops at 133-153 Burnley Road), a group of eight adjacent properties then known as Veevers Houses (2-10 Veevers Street and 155-159 Burnley Road), and on the other side of Burnley Road, James Street and the beginnings of Hapton Street (1861 Census). The properties on Victoria Terrace would originally have had front gardens prior to widening of Burnley Road in 1903 (Plans C & D). Census records of 1861 and 1871 show these early properties to be predominantly inhabited by higher ranking textile workers/managers and other skilled tradesmen/businessmen. One of these was William Foster who founded the adjacent Spa mule spinning Mill on the south bank of the Calder in 1860/61 and lived at that time at 3 Veevers Houses. The close mix of industry and housing in this early settlement was further emphasised in 1867 when Spa or Victoria Foundry was established at the rear of Victoria Terrace by Francis Helm, continuing there until 1894 when it relocated within the Spa Mill site (Plan C). Spa Mill and Spa Street (originally known as Victoria Street) take their name from the nearby well which was the most significant on that side of the river. Much of the Spa Mill site including the base of the chimney was cleared in 1992/3 and the demolition of remaining buildings (weaving shed) was carried out in 2005. Development of the site for housing is currently underway.

6.3.9 Number 1 Victoria Street (Spa Street) and Veevers Houses (155-159 Burnley Road and 2-10 Veevers Street) are properties of significant character built of ashlared sandstone whose characteristic orangey hue is still evident away from the polluting effects of main road. 1 Victoria Street was occupied in 1861 by John Smith who was appointed Padiham’s Assistant Overseer (poor rate collector) in 1855 and Inspector of Nuisances in 1857. 153-159 Burnley Road have a prominent position close to a recognised gateway into Padiham (see 6.3.20). Like those on the adjacent Victoria Terrace, the properties originally had front gardens. They retain original ornate door surrounds but the quality of the stonework and detailing generally has eroded over time.

6.3.10 Veevers Houses may have been developed by Ambrose Veevers, a mechanic who was resident in Victoria Terrace in 1868 (Mannex 1868) but there are no building records to confirm this. Numbers 2-10 (pre 1861) have a distinctive small and narrow plan with low sunken doorways. The street has retained its traditional stone setts and a cast iron streetlighting column (Plan F). Today’s Veevers Street is hidden away behind the Burnley Road properties. However, a new housing development on the former Spa Mills site will include pedestrian access via Spa Street and this may increase the usage and profile of these early streets.

6.3.11 These houses on Burnley Road (153-159) and those on Veevers Street (2-10) and Spa Street have been identified as Buildings of Local Heritage Value and recommended for Heritage Enhancement (Plan F).

6.3.12 Off Burnley Road, the construction (by 1861) of James Street (37 houses) and 2 houses on Hapton Street marked the development of the gridiron network of streets which characterises much of the area (Plan C). By 1871 James Street (front and back) had 55 houses, Hapton Street had 12 and Altham Street had 24 houses. However, by the time the Local Board was formed in 1873, James Street was the only paved street in the town and Padiham exhibited many of the problems associated with rapid expansion. There was no way of dealing with the sewage which went into the river by stone drains and the water was impure. (Haines and Jones 1994).

6.3.13 Throughout the 1870s development continued steadily in the surrounding area with Pendle Street, Wesley Street/Cross Bank, Bright Street, Pitt Street, Peel Street, Hambledon Street all under construction before 1878. Only the parallel running Peel Street and Pitt Street depart from the straight grid, their ‘dog legs’ providing visual interest, briefly heightening the sense of enclosure before the streets straighten out and open views are restored.
6.3.14 Within a planned estate framework, development occurred in a piecemeal fashion, usually in small groups of houses often including a residence for the builder himself. One such builder was James Simpson, listed in the directory of 1879 as a stonemason, builder and quarrymaster of 12 Hapton Street. In the same year his plans for six cottages on Peel Street were approved (BCR 54436). A year later he submitted plans for six higher quality houses, the first on Victoria Road (12-22) and he was listed as living at No 12 in 1887 (BCR 54978). Many of the houses on Cardwell Street were the work of J & G Duxbury, one of Padiham’s leading family building firms who were based outside the character area (see Areas 1 and 6). Built between 1888 and 1890, the superior quality of these houses, fronting proudly onto the railway, with their bay windows, gardens and, on some, dormers, is very evident in relation to the simpler adjacent streets (BCRs 54321, 54322).

6.3.15 Little or no architectural detailing is evident in the plain early houses on Graham Street, Bright Street, Pitt Street, Hapton Street and Wesley Street while some minimal detailing is evident on doors and windows (sometimes only ground floor ones) on Pendle Street and Hambledon Street.
Former shops within the wider street network

6.3.16 Streets in the older northern part of the character area were peppered with small shops and businesses from the 1860s. This continued to be the case until the late twentieth century with the advent of supermarkets and other economic and social changes such as increased car ownership.

6.3.17 Situated at the intersection of Bright Street and Peel Street in the heart of the community, the residential property at 33 Peel Street was once a Co-op store established in 1884 as the datestone on the building confirms. The Padiham Industrial Cooperative Society’s main headquarters had been established on Burnley Road (see Area 1) ten years earlier and Peel Street was the first branch store to be built by the Society in Padiham. Building records indicate that the Society built seven of the neighbouring houses at the same time and went on to develop further houses in the street (BCR 54431) (Plan F).

6.3.18 Commercial directories show how the number of shops and businesses within the main residential area increased steadily between 1880 and 1890 by which time the following were recorded: Peel Street: 2 and 28 (shopkeepers); 31 (grocer); 22 (boot, shoe and clog maker); 47 (milliner and dressmaker). Green Lane: 5 (shopkeeper). Hapton Street: 3 (shopkeeper) 16 (grocer). Pendle Street: 12 and 22 (grocers); 1 (butcher). Pitt Street: 3 (draper), James Street: 29 (shopkeeper); 35 (lamp and oil dealer). Hambledon Street had several shops on its (now demolished) odd numbered side.

Later residential area 1890-1910

6.3.19 The years between 1890 and 1910 saw the development of Institute Street, Herbert Street, Milton Street, Raleigh Street, Villiers Street and much of Shakespeare Street and Spenser Street. Characteristic features of terraced properties on these streets include shorter, more individual blocks, wider streets, front gardens and bay windows. There is less consistency in building lines and also in rooflines with a move towards taller buildings, often with attics in the gables which punctuate the blocks. Six villas, 161-171 Burnley Road, built in 1893, are a good example. This changing architectural character reflects the greater emphasis on individual expression and private space which prevailed in the late Victorian period.

6.3.20 The area around the junction of Burnley Road and Victoria Road is recognised in the Burnley Local Plan as an important gateway into Padiham. The gateway draws its significance from a number of distinctive surrounding buildings and from historical associations as the former site of landmarks such as the fountain donated by Sir Ughtred Kay-Shuttleworth (1888) (now located outside Padiham Leisure Centre) and the former Padiham Technical Institute (1901), which was also built on Shuttleworth land and after which Institute Street is named.

6.3.21 Plans show that Shuttleworth also donated land for the development of Dr George Grant’s residence and surgery (Woodthorpe) at this same junction, this being approved in 1891 (BCR 54986). In the context of the character area, Woodthorpe is a highly individual building. A large, imposing detached residence standing in its own grounds on a curved plot, it is the only significant red brick building in the character area. Lintels, bays and garden walls are stone and the roof has smaller, decorative tiles with pierced ridge tiles. Although two storey, the property’s roof line is significantly higher than that of surrounding properties and its gables increase this effect.
6.3.22 On Burnley Road, at the southern edge of the character area, 126b and 126c Burnley Road form an imposing pair of semi-detached properties. Built before 1910, these properties have ground floor bays with angled sides and narrower, square first floor bays. They feature a large double windowed (mullioned) dormer supported from the front wall of the building giving the impression of a partial third storey.

6.3.23 Victoria Road continued to attract the wealthier members of local society but in 1887 and 1890 their professions (overlookers, mill manager, yarn salesman) were still largely related to the cotton industry (Barrett 1887, 1890). The character and design of this housing reflects the increasing confidence and wealth of the area. By 1911 Padiham’s population was at its height, the majority of the current settlement within the character area was in place and Victoria Road had become a commercial centre for burgeoning middle class professions. Barrett’s directory of 1911 lists three surgeons, a dentist, insurers, solicitors, accountants, as well as a range of other shops and businesses.
Contrasting window detail on adjacent blocks, Milton Street

Stained glass windows, Spenser Street

1-11 Institute Street: Decorative frieze at first floor level

Door and window detailing, Shakespeare Street. Note also the pierced ridge tiles

36-46 Victoria Road: deeper pentagonal single storey bays with hipped roofs

8-2 Raleigh Street: single storey angled bays with individual roofs

Shakespeare Street /Victoria Road: two storey angled bays with individual roofs at first floor level and gables with attic windows.

39-49 Victoria Road: Bay roof broken up with small gables
Modern housing development

6.3.24 Since 1910 there has been only a relatively small amount of new development in the area. Properties on Dryden Street (36-64) were built by Padiham UDC, shortly after the Second World War. While it may have marked a general improvement in housing conditions at the time of its construction, in 1962, James Street was declared a clearance area and 46 houses were demolished. The cleared site was eventually used for the development of low rise flats known today as St James Place. This development is out of keeping with the character of the neighbouring housing area in terms of its density, orientation and materials (Plan F).

6.3.25 Waterside Mews is a 1980s cul-de-sac development on the site of the former Perseverance Mill and Council depot adjacent to Green Brook. The mill had been built in 1861 by William Bear, sizer. Bear had also bought Spa Mill in 1869 but in 1872, in which year he was recorded as living at Stockbridge House, he was declared bankrupt. While the design and layouts of the houses departs from those of the older ‘grid’, the scale and location of the properties and the use of stone and grey tiles means the development is not unsympathetic.

6.3.26 The ‘Water’s Edge’ estate currently under construction on the former Spa Mill site is a major development comprising 55 stone built dwellings on the southern bank of the Calder. Due to its location, behind and below Burnley Road properties, the new estate is not visually prominent from much of the character area, although it does have a riverside frontage visible from Lune Street (Area 3). While the density and layout of the development, with its mix of two storey, three storey and larger detached properties, is very different from that of the historic settlement, it does incorporate some typical architectural features and influences (bay windows and attic rooms, for instance).
6.4 Shops and Public Houses

Shops: Burnley Road

6.4.1 Once very much a secondary shopping area relative to Padiham Town Centre, Burnley Road has retained a high proportion of retail uses and is a vibrant retail location with low vacancy levels.

6.4.2 68-100 Burnley Road opposite Victoria Terrace were mainly commercial and are shown on the OS 1892 map without front gardens. Most of these businesses were in existence by the late 1870s (Barrett 1879). In addition to the well established Bridge Inn, no. 82 was shown as a post office. 100-112 date from the same period but like 114-124 were mainly residential and the 1892 plan shows them with front gardens. On the other side of the road opposite the Bridge Inn building control records show that the two shops backing directly onto the river (now Blockbuster video) were developed by Mr W Hull in 1880 (BCR 54039).

6.4.3 Three shops on Burnley Road are locally listed (Plan A):

- 70 Burnley Road. Along with the Bridge Inn which it adjoins, this property was among the first to be built in the character area and was listed as a grocer’s shop in the 1861 Census. The best preserved original shopfront in the Burnley Road centre, it retains recessed timber front with mullioned and transomed windows; a simple string course, with sash windows above, narrow fascia, simple pilasters and cast iron drainpipe. However, traffic barriers and road signage detract from the appearance of this shopfront.

- 104 Burnley Road. This is a traditional shopfront with recessed entrance and finely detailed pilasters and corbels. The fascia is excessively deep and sash windows above are in need of repair. The property has a cast iron drainpipe and stone guttering. Chimney pots are missing.

- 112 Burnley Road. This property underwent significant change in the 1980s. Now flat fronted with a large expanse of windows, it has excessively deep fascias but has retained pilasters. Flats above have installed modern windows. Chimney pots have gone. This is considered to be an unsympathetic shopfront.

6.4.4 Unfortunately some unsympathetic development of shopfronts continues, a recent example being changes to the former baker’s shop at 88 Burnley Road, a traditional shopfront with curved recessed entrance, mullioned windows, and finely detailed pilasters and corbels. Heritage enhancements are recommended to Burnley Road shop frontages (Plan F).

6.4.5 There are a number of shops on Victoria Road including 23 (post office) which carries the datestone 1898.
Public Houses

6.4.6  There are no records of any other pubs within the character area apart from the two which are there today, namely the Bridge Inn and the Victoria Hotel, both on Burnley Road. These pubs appear to be first recorded in directories for 1868 although census records show the Bridge to have been in existence as early as 1861 (Plan F). Interestingly, the entry for the Bridge in an 1899 directory shows it offered tram waiting rooms (Barrett 1899).

6.4.7  Both pubs are of a domestic scale and style. The Georgian style Victoria is the more attractive building with its painted quoin, entrance with impressive pilasters and arched windows with decorative detailing. The Bridge is in a similar style with three first floor windows and two ground floor but these are of a simple rectangular design.

6.4.8  Late nineteenth century directories list only two ‘grocer and beersellers’ within the character area: at 112 Burnley Road, and 16 Hapton Street.
6.5. Churches and schools

6.5.1 By the mid 1890s there were three churches within the character area. The most impressive of these architecturally, Cross Bank Wesleyan Chapel, designed by local architects William Waddington and Sons, had opened in 1892 next door to the Wesleyan Day School which was founded some twenty years earlier. The chapel and school building were demolished in 1991 and part of the site was used for a small development of new houses (Cross Bank).

6.5.2 The Mount Zion Chapel, Pendle Street is a locally listed building (Plan A). It has a datestone of 1876. An 1892 plan of Padiham Town Centre describes the chapel as ‘Particular Baptist’ with seats for 400 following its extension in the same year. The Particular Baptists had seceded from the main Baptists on Burnley Road in 1866. After 1900 many churches suffered a decline and in 1948 the chapel closed and the Co-op took over the building. In 1970, however, the building was restored to its original use by the Burnley Baptists.

6.5.3 The nearby Horeb Union Chapel/Sunday School on Victoria Road, now used as a nursery, was opened in 1896 at a cost of £2,000 by a separate group of Baptists who had split from Burnley Road Baptists. Land for the chapel was bought from the Gawthorpe estate and the foundation stones laid in 1895. The chapel which was capable of seating 900, was known as the Horeb Union Free Congregational chapel, the Congregationalists being a minor sect in Padiham with only one small chapel (adjacent to Victoria Mill) in 1882. Having closed sometime between the wars, the chapel subsequently became the town’s Labour Exchange, a Driving Test Centre and Padiham Job Centre. The building is not locally listed but is considered to have local heritage value (Plan F).

6.5.4 Padiham UDC opened the County Primary School in 1910 following the closure of Cross Bank Methodist Day School. The Council school provided much improved accommodation for elementary pupils in that part of Padiham (Haines and Jones 1994). The Burnley Road building with its imposing gables, walled playground and iron railings is typical of its period in which school buildings would have been the responsibility of the County Surveyor and were thus largely of standard design.
6.6. **Landmarks, views, greenspaces and trees**

6.6.1 The River Calder is the area’s main focal point. There is a small river viewing area adjacent to Padiham Bridge which affords attractive views of Padiham town centre above the northern riverbank. Looking east downriver from Padiham Bridge, 117-119 Burnley Road rise dramatically from the bank but improvement to the appearance of the rear of properties could enhance this view. Bendwood footbridge also affords fine views of the river. The footbridge over the less prominent Green Brook offers interesting views of a more enclosed, industrial character framed by the arch of the adjacent stone railway bridge (Plan F).

6.6.2 The railway embankment affords panoramic views of the surrounding townscape, particularly as it rises towards the southern end of the character area. Bridges add further interest by providing visual pinch points. Within the housing area, alleyways and narrow spaces between blocks combine with topographical changes to create interesting views and perspectives (Plan F).

6.6.3 The gridiron, high density layout of housing provided little opportunity for open spaces or the retention or planting of trees or landscaping. As a result the disused railway line is now the principal greenspace and recreational amenity within the character area in addition to being its major landmark (Plan F).

6.6.4 Potential public spaces exist where redevelopment has not occurred following clearance. The car park and grassed area on Hambledon Street created following the demolition of part of the street in the 1960s is the largest. The grassed area lacks imaginative after treatment in the form of landscaping, planting or provision for public use (e.g. seating). The space is now partially enclosed by the backs of houses on Pendle Street and Burnley Road which were not designed for public view.

6.6.5 Other sites which could benefit from some sympathetic landscaping include space around the flats at St James Place and the small car parking area between Hambledon Street and Hapton Street, created by the demolition of Cross Bank Wesleyan Methodist Chapel.

6.6.6 Today there are only a few mature trees within the grounds of Woodthorpe and Stockbridge House (which are protected by Tree Preservation Order (TPO)) and at the rear of the County Primary School (not protected). There are a number of vandalised trees among scrubby vegetation along the railway line. Garden space introduced with more recent developments has provided some extra greenery and associated biodiversity value within the character area.
The demolition of Jubilee Mill chimney during the late 1980s
7.1 Introduction

Character Area 5 straddles Green Brook, a tributary of the River Calder, to the south west of Padiham. The area is bounded by Padiham rail line to the north and east, allotments to the west and the early 20th century housing estate at Abingdon Road to the south. Development includes areas of 'gridiron' terraced housing interspersed with mill buildings and small pockets of late 20th century residential development (Plan A).

7.2 Area Development

7.2.1 The most significant settlement outside the main medieval village of 'Padynngeham', but within the town's current urban boundary was 'Kagildegrene' (Bennett, 1946, p.36 & Mitchell et al, 2004, p.17). Having first been recorded in the late 13th century, the settlement was situated to the south of the river in an area which later formed part of the Hapton Township. Padiham Green (farmhouse), which was constructed on the site of Kagildegrene, was the only development to appear in Area 5 on the OS 1844 map (Plan B).

7.2.2 During the 1850/60s mills and terraced housing began to form along Green Lane (Hapton Road), but it was after the opening of the rail line in the 1870s that the major development of Area 5 took place, a trend which continued into the early 20th century. This included additional mill buildings and weaving sheds along Green Brook and further rows of terraced housing around Green Lane (Hapton Road), Railway (Russell) Terrace, Stockbridge Road and Thompson Street (Plans B, C, D & E).

7.2.3 There was little new development within Area 5 between 1919 and 1970 and it was not until the demolition of Jubilee Mill in the 1980s and Holme Mill in the mid 1990s that any additional housing developed here (Plans A, D & E).

7.3 Pre 1919 Housing

7.3.1 Grade II listed Green Farmhouse and Cottage is the oldest surviving property in Area 5 (Plans A & B). The farmhouse and cottage now lie adjacent to the former St. Anne and St. Elizabeth Church. The building comprises a 17th century hall-range (Farm) and an early 17th century cross wing (Cottage) to the right. Its two storeys are built of coursed sandstone rubble with stone slates on the cross wing whilst concrete tiles now cover the hall. Linked hood moulds rest on top of a number of mullioned windows located on the front and rear elevations and there are 20th century extensions behind the hall range. Today this area is known locally as the Green or Padiham Green.

7.3.2 A small grid of terraced housing developed close to Green Farmhouse on land to the west of Green Lane (Hapton Road) by the 1860s. These terraced blocks included Green Terrace (located within 2-24 Hapton Road), Riley Street (1-9 St. Anne’s Street), Green Street (Nos. 1-27), Cotton Street, Calder Street (3-5 Elizabeth Street) and 2-6 Collinge Street (1871 Census and Plans B & C). Field Street was not built until 1909 (BCR 55429). The blocks of terraced properties situated around Green Street, Cotton Street and Collinge Street are the most distinctive as they are connected via arched gable end properties. The retention of stone water guttering and stone setts within the backstreets also adds further interest (Plan F).
7.3.3 The 1871 Census recorded nine households at Riley Street (1-9 St. Anne’s Street), in properties owned by John Webster. Today these properties still retain their stone guttering and have short front gardens and a rhythmic door window arrangement. In 1878 Mrs Sagar applied to the Padiham and Hapton Local Board to build 9 additional properties at 11-27 Riley Street (BCR 55007). Although these properties look very similar to 1-9, they have wooden gutters rather than stone ones and a slightly higher roofline. Numbers 29-65 St. Anne’s Street appear to have been built later at the turn of the 20th century and all have large bay windows to the ground floor, a window-door-door-window arrangement and short front gardens (Plans C & D).

7.3.4 2-24 Hapton Road (formerly Green Lane) and 1-3 Green Street, once known as Green Terrace, were situated within the Hapton Township during the 1860s (1871 Census). Constructed from stone with stone gutters and a slate roof, the block has single windows, at both the ground and first floors, which are encased within simple arched moulded surrounds. A short garden leads to each front door which is set beneath a hood and drip mould and a fanlight. Other than 41-65 (built between 1880/90) the remaining terraces on Hapton Road were constructed between 1900 and 1909 (Plan C & D). Although there is some variation in the design of individual blocks they all have similar features, such as short front gardens, and large bay windows to the ground floor. The variations in design include the use of continuous roofs that extend over the front doors and the bays, and the window/door arrangements. The use of such roofs appears to be a typical design feature of this period.

7.3.5 Improvements to Green Lane to aid the approach to the new railway station in the 1870s probably stimulated additional residential development in Area 5. Messrs John Thompson and Son constructed 23-43 Green Lane and 1 Hapton Road between 1875 and 1877 and 2-34 Hill Street between 1877/1878 (BCRs 54394, 54395, 54579 & 54580). Hill Street, known as Green Hill Street in the 1870s, slopes steeply down into Thompson Street. The terraced properties were built in several phases to a very simple two-up-two-down design.
7.3.6 Numbers 21-43 Green Lane, known as St. Anne’s Terrace, would have once overlooked Padiham railway station (Plan C). Houses within the block, which slopes downhill towards Thompson Street/Station Road, all have 2 windows on the first floor. 41-43 have large bay windows on the ground floor. A carved date stone between 21-23 Green Lane reads ‘St. Anne’s Terrace 1877’.

7.3.7 Canning Street, constructed for Rob Whittaker in 1867, preceded much of the development of terraced housing on the eastern side of Green Brook. Russell Terrace was constructed shortly after. Known as Railway Terrace during the late 1800s, the blocks were built in close proximity to the rail line. Wilkinson Wilkinson built the earliest properties on Russell Terrace between 1872-74. These are located within 10-58 and were constructed prior to the opening of the rail line in 1877 (1871 & 1881 Census & BCR 54941). A stone plaque on 10 reads ‘Railway Terrace’. The additional blocks of terraces were then built over a number of phases with 176-196 being the last block to have been built in 1901.

7.3.8 The character of Russell Terrace is largely defined by its close proximity to the rail line embankment. Block 2-64 lies the closest with only a narrow pedestrian footpath between the short gardens and the embankment’s stone wall. The later blocks on Russell Terrace were set further back allowing for a road carriageway to be constructed between the embankment and the blocks’ front gardens. Although the properties have been very simply designed from stone with slate roofs and plain window and door surrounds, 130-152 have large bay windows, which break up some of the uniformity in the design of the blocks at this point.

7.3.9 The area between Russell Terrace and Green Lane/Hapton Road appears to have been largely developed during the 1880s after the opening of the rail line. Stockbridge Road lies parallel to and to the west of the rail line and Russell Terrace. A small number of properties were constructed here close to the junction of Green Lane during the early 1870s but the majority of the other terraced blocks were built later in the 1880s. Properties within 13-53 appear to be the first to have been constructed with 41-53 having been built by Mr Edward Bridge in 1874 (BCR 55044 & 54941).

7.3.10 There are only slight variations in design within the terraced blocks on Stockbridge Road. The use of single or double windows at the ground and first floors and the introduction of short front gardens on later blocks are examples. Evidence of the subdivision of an upper bedroom to form a new bathroom or bedroom in the 20th century can be found in the later addition of a first floor window.

7.3.11 Named after 19th century prime ministers, both Melbourne Street and Palmerston Street lie at a right angle to Stockbridge Road and slope downhill to the west towards Green Brook. Both streets were built during the 1880s by various builders including Benjamin Naylor, Edward Bright and the Co-operative Society (BCRs 54768, 54885 & 54886). At the bottom of Palmerston Street is a footbridge which connects the west side of Area 5 to the east side. The terraced block at 1-31 Palmerston Street, which would have originally backed on to Jubilee Mill, is accessed straight off the street whilst 2-22 Palmerston Street have short front gardens and 24 has a larger side garden overlooking the brook. The retention of original iron railings on some of the low garden walls between 4-24 provides some interest. The designs of the blocks on Melbourne Street are also simple.
7.3.12 Thompson Street lies in the centre of Area 5 and connects Green Lane to Abingdon Road. During the late 19th and early 20th centuries the street would have been busy with vehicles and people going to and from Levant, Holme and Jubilee Mills (see 7.5). The blocks of terraces, which only line the eastern side of the street, appear to have been built in the 1880s, around the same time as these mills. 11-25, constructed in 1883, were the first terraced houses to have been built on Thompson Street. This block appears to have been built on a split-level with two storeys facing Thompson Street and three storeys on Livesey Street.

7.3.13 Wheat Street, Oat Street and Levant Street were constructed at a similar time to the properties on Thompson Street. Bright and Sagar built blocks on Wheat Street in 1886/7 whilst Messrs J and G Duxbury built Oat Street in 1888. Dickinson built a number of properties on Levant Street during the 1880s and later built Barley Street in 1894 (BCRs 54875, 54876, 54731, 54732 & 54186).

7.3.14 These blocks of terraces all slope steeply downhill towards Thompson Street in the east, and this has created a number of views across the grey slate terraced roofs within Areas 4 and 5 (Plan F). The design of the properties within these blocks is simple although Wheat Street has short front gardens and the properties within 2-26 Oat Street have two windows on the first floor. Barley Street and Levant Street are more distinctive as they lie adjacent to an open green space, which sets them apart from the other terraced blocks in the area.

7.3.15 The final blocks of terraced housing to be built within Area 5 during the early 20th century are located in the south east of the area at Beech Street and Burns Street. In 1911 Griffith and Co. built the 36 houses on Beech Street, which slopes downhill towards Green Brook. The houses have plain window and door surrounds and open directly onto the pavement. The blocks on Beech Street have rear yards and are surrounded by open green space, whilst 1-25 have additional allotment gardens. The terraced properties on Burns Street built in 1913/14 are also of a simple design and they too are front of pavement. 1-21 Burns Street back on to the embankment of the former rail line whilst a narrow piece of grass with railings divides the rear of 2-20 from Green Brook (BCRs 55477, 55534, 55535 & 55536).
7.4  Late 20th century housing

7.4.1  A mix of 40 bungalows and 12 flats at 26-48 and 33-47 Palmerston Street and Hathaway Fold were built on the site of Jubilee Mill in the late 1980s. Although this development offers the residents of Padiham a choice of housing types, the form and layout of the development is in sharp contrast to the surrounding ‘gridiron’ terraced streets (Plan F). However, the modern grey roof tiles and light coloured stone used in their construction is more in keeping with the traditional building materials used in the pre-1919 terraced housing found throughout Area 5.

7.4.2  Inglewhite Fold was constructed on the site of Holme Mill in the late 1990s. The properties have been built in short blocks of three and provide off-street parking and rear gardens. The layout, and light coloured stone and modern grey roof tiles used in their construction, respect some of the character of the existing Victorian terraces in the area.

7.5  Industrial buildings

7.5.1  The railway and the ready access to water at Green Brook attracted the development of mill buildings and associated industries into Area 5 during the second half of the 19th century. Although none of these mills now manufacture textile goods, their retention is a major influence on the character of this area.

Green Lane Foundry and Mill

7.5.2  Dewhirst established an iron foundry on Green Lane in 1850. After adding a small weaving shed in 1856 the mill was enlarged again in 1864-5 when a multi-storey spinning block was added (Plan C). Fire gutted the mill in 1903 and in 1905 the remaining walls were reduced in height and re-roofed to create a second weaving shed. An additional three storeys were added to the preparation block in 1907 and by the 1930s the foundry buildings had been incorporated within Green Lane Mill (BCR 55377 & Plan E). After a period of closure J and M Sherry reopened the weaving shed in 1983 and although weaving ceased in 2000, Sherry’s continue to operate a mill shop within the weaving shed (Rothwell, 2005, pp.16-17).

7.5.3  Much of the mill complex remains today, including the rendered three storey winding, tape sizing and warehousing block on Green Lane, which appears to be occupied by the Stockbridge Mill Company. To the rear of this block is the weaving shed occupied by Sherry’s mill shop. Beyond that shed on Stockbridge Road is a smaller weaving shed which was the spinning block prior to the mill fire in 1903. Unlike the three storey rendered block, the walls of these weaving sheds still have much of their stone exposed and have retained their north lights and roof with cast iron rain water hoppers and down spouts marking the roof guttering above.
7.5.4 The two-storey block situated at 7-9 Green Lane was built in 1926 as an extension to the Green Lane Mill warehouse (BCR 55378). This block is still partly occupied by a company that has been trading in handkerchief fabric at the mill since the 1960s. A random stone moulding shop is located to the rear of this block and was probably part of Dewhirst’s original iron foundry. A range of single storey buildings of varying heights are also still situated within the mill complex adjacent to Green Brook. On the opposite side of Green Brook on Livesey Street are a number of buildings, which may have been used as small-scale engineers and textile accessory makers (Rothwell, 2005, p.27).

Green Bridge Mill

7.5.5 Kay built Green Bridge Mill at the junction of Green Lane and Station Road in 1855. The mill, once known as the ‘Diving Bell’, originally comprised a sawmill and bobbin turning shop. A weaving shed built in 1865 was enlarged in 1882 and again in 1888 (Plan C). The extensions were known as the ‘New Diving Bell Shed’. In 1905 Ryden, who re-equipped the weaving shed and incorporated the bobbin works into the mill, purchased the complete site (Plan D & Rothwell, 2005, pp.17-18). The mill continued to be leased to a number of other textile firms until recently. Robert Scott and Sons Ltd appear to occupy the buildings today.

7.5.6 The former bobbin works is situated on the northeast corner of the site south of the railway embankment and adjacent to Green Brook (Plan C). Although much of the original building remains, all 12 windows on the east elevation have been blocked up. The boiler and engine houses stand between the former bobbin works and weaving shed which fronts Green Lane. The east elevation of the former weaving shed has been rendered whilst the other elevations still have the original stone exposed. A corrugated metal roof has replaced the weaving shed’s original glazed and slated northlight roof.

Access into part of the Green Bridge Mill complex is gained via a small bridge, which has been erected over Green Brook.
Levant Mill

7.5.7 Butterworth and Bridge built Levant Mill on Thompson Street as a room and power shed in 1881-2. The shed was enlarged in 1906 and the mill was sold in 1912. Textiles continued to be manufactured at the mill by various companies for some time afterwards (Rothwell, 2005, p.20 & Plan C). More recently non-textile companies have used the mill buildings.

7.5.8 A large portion of the mill complex remains today. This includes the engine and boiler houses, which are located within the two storey building in the centre of the site. The base of the chimney is located on the apex of the roof. Adjacent to this is a single storey block with north lights, a tape sizing and winding department, yarn store and office. This complex can be accessed by Thompson Street and via a footbridge across Green Brook.

Holme Mill

7.5.9 J. R. Sagar, a former partner in Green Lane Mill, built Holme Mill’s weaving shed on Thompson Street in 1881, whilst the Executors of J. R. Sagar added a storeroom in 1885 (BCR 55147). Thomas Noble built an additional shed, which was driven by the engine of the adjacent Levant Mill, in 1904 (BCR 55148). Although a number of textile companies operated within the mill, all weaving finally ceased in 1965. Gainsborough Conrad Limited was the last company to occupy the mill, but closed their operations in the early 1970s (Rothwell, 2005, p.19-20). The site was completely cleared in 1996 and redeveloped as a housing area, known as Inglewhite Fold.

7.5.10 There are a small number of other workshops and garages situated on Thompson Street, including the offices and garage for Mini Sport. The War Office commissioned the construction of this building as the proposed new headquarters for the 5th Battalion East Lancashire Regiment in June 1913. However, it is difficult to know if the plans were implemented in full due to the outbreak of the First World War a year later. The building was also recorded as a drill hall on the OS 1930 map (Plan E & BCR 54606). Its main entrance fronted Thompson Street and was faced with stone, whilst the remainder of the building was constructed from red brick. A window now replaces the main door but the decorative stone quoins and hood moulds, which made up the door casement, have been retained (Plan F).

7.5.11 The car company that now occupies this site appears to have extended the building to the south. This red brick extension lies behind the former drill hall and access is gained via a service road off Thompson Street adjacent to Levant Mill. Additional alterations include the blocking up of windows and doors on to the building’s Hope Street elevation.
Jubilee Mill

7.5.12 The Padiham Room and Power Company Limited erected Jubilee Mill in 1887-8. A new taping department was added in 1897 whilst the weaving shed was extended in 1903. Numerous companies operated within the mill throughout the 19th and 20th centuries. Trading conditions finally forced closure of the shed in 1984 and although textile suppliers and merchants occupied the site it was finally sold in 1986 and was demolished shortly after (Rothwell, 2005, pp.20-21).

7.5.13 The grade II listed engine house, which was built in 1887 by Samuel Keighley of Burnley, is all that remains of Jubilee Mill today. It was constructed from roughly snecked sandstone rubble with a slate roof topped by two ventilators. It has a gable towards Shakespeare Street where the plain doorway, with chamfered jambs and lintel, rests between two tall windows with semi-circular heads. A datestone reads, ‘Jubilee Mill 1887 The Padiham Room and Power Co Ltd’. Until recently it housed a 600hp cross compound steam engine (scheduled ancient monument), but now stands vacant and is considered to be at risk from neglect and decay whilst it remains unoccupied (Plans A & F).

Albion Mill

7.5.14 S. and G. Keighley of Burnley designed Padiham’s largest weaving shed for the Albion Room and Power Company Limited in 1905. In 1911 the shed was extended and leased to the Perseverance Mill Company (of Perseverance Mill) who then took over the lease of the entire mill by 1946. Although the control of the company has changed hands a number of times over the subsequent decades it continued to produce textile goods until the mill finally closed in 2005 (Rothwell, 2005, p.23 and BCRs 55290 & 55291).

7.5.15 Originally the mill complex had been constructed from dressed sandstone and has retained its original stone gutters and cast iron down spouts and hoppers. The 1905 weaving shed lay on the north east of the site and was separated from the 1911 extension by a three-storey yarn preparation and warehouse block. An overhead covered passage links the mill to a block of offices on Brook Street. Today both weaving sheds are in the process of being cleared and the three-storey block has been stripped of its slate roof.
7.6 Commercial buildings and shops

7.6.1 The first businesses within Area 5 to have been recorded in the commercial directories of the 19th century were located on or close to Green Lane (and Hapton Road), which historically formed part of a pre-turnpike road that ran between Padiham and Hapton (Plan B). No doubt this main route and the development of homes and mill buildings close to Green Bridge in the mid 1800s stimulated businesses to establish close by. For example, Thomas Moorhouse was known to be a shopkeeper on Green Lane as early as 1868 (Mannex, 1868, p.824).

7.6.2 A number of other commercial businesses were located within the terraced blocks on Green Lane during the 19th century. This included 11 Green Lane, which was occupied by the Padiham Industrial Cooperative Society during the 1880s (Barrett, 1887, p.232). Although the building, which is situated next to Green Brook, had stood vacant and in a deteriorating condition over a long period, recent work has been undertaken to convert the building along with no. 13 into apartments.

7.6.3 Mary Hawthorn was known to have operated as a shopkeeper at 21 Green Lane (St. Anne’s Terrace) between 1879 and 1890 (Barrett, 1889 & Barrett, 1890). Later in 1899 Albert Lord operated as a beer seller (off the premises) in the same property (Barrett, 1899, p.587). Unlike 11-13 Green Lane, this building remains in commercial use today and is occupied by a sandwich shop.

7.6.4 John Rollinson, a butcher, occupied 2 Hapton Road, formerly known as 2 Green Terrace, between 1887-1890 but this property is solely in residential use today (Barrett, 1887, p.234 & Barrett, 1890, p.289). 2 Hapton Road appears to be larger than the other properties within its block with a front door dividing two ground floor windows.

7.6.5 Number 24 Hapton Road (formally 24 Green Terrace) was also in commercial use during the late 1800s and 1900s. William Shackleton was listed as a shopkeeper there between 1879 and 1890 (Barrett, 1879, p.188 & Barrett, 1890, p.293). Today this property has been converted into residential use. It appears that 24 was probably built at a different time to the other properties on Green Terrace. Evidence of this exists in the arrangement of the windows and doors. The front door is located to the left of the ground floor window whereas the doors are located to the right of the windows in the other properties in the terrace.

7.6.6 Number 66 Hapton Road was also originally built as a shop in 1900 and was occupied by the Misses Ireland who operated a confectioners there in 1911 (Barrett, 1911, p.725). Today the property is solely in residential use (BCR 54406). The original shop front window openings have been obscured by a modern addition, which includes a front door and ground floor window.

7.6.7 Today there are two properties on Hapton Road which are in commercial use. Although originally built as a house, the ground floor of 26 has been in commercial use since 1911 when William Sagar operated as a beer seller (‘off the premises’) there (Barrett, 1911, p.724). The front elevation of the building has not been altered from its original design. Today the building is used as a fish and chip shop. A newsagent currently occupies 93, which was also built as a residential property during the early 1900s.
7.6.8 Additional commercial businesses were in operation within the small grid of terraces to the west of Hapton Road (Green Lane) during the late 1800s. However, only 4 St. Anne’s Street remains in commercial use today and forms one of the arched gable end properties linking Green Street to Cotton Street. The original shop was entered via 5 Green Street in 1879 where evidence of an entrance door and windows can still be located (Barrett, 1879, p.186). Today, 5 Green Street is known as 4 St. Anne’s Street and is occupied by a hair salon.

7.6.9 James Thompson was recorded as a shopkeeper at 2 Green Street between 1879-1890 (Barrett, 1879, p.188 & Barrett, 1890, p.293). This is now known as 2 St. Anne’s Street and is in residential use. However, evidence of its former shop front features can be found above the ground floor windows.

7.6.10 Commercial directories also refer to Septimus Coulthard, shopkeeper, at 15 Riley Street (15 St. Anne’s Street) in 1887 and J. Park, shopkeeper, in Cotton Street in 1899 (Barrett, 1887, p.244 & Barrett, 1899, p.593). However, little exterior evidence suggests that commercial businesses operated within either of these terraced blocks.

7.6.11 A variety of tradespeople including butchers, bakers, confectioners, shopkeepers, boot and shoemakers, milliners/dressmakers, and even fried fish dealers conducted their businesses on the east side of Green Brook within shops on Stockbridge Road. Although few businesses still operate on this street today, evidence of some properties’ previous uses can still be identified on the exterior of a number of individual terraced properties.
7.6.12 34-46 are perhaps the most recognisable cluster of late 19th and early 20th century commercial properties on Stockbridge Road. Most notable is 46, which still retains its early 20th century shop front features. 38, 40 and 46 remain in commercial use today, whilst 34-36 and 42-44 are now in residential use.

7.6.13 A number of other commercial businesses were located within 2-32 Stockbridge Road during the late 19th and 20th centuries. Although no businesses operate within either block today evidence of former shop fronts can be identified, particularly at no. 26 with its two large windows on either side of the front door. Number 32 Stockbridge Road was also in commercial use and operated as a butchers shop during the late 1800s. This building was probably single storey originally, but has had additional storeys added over time.

7.6.14 Messrs Duxbury constructed 5-11 Stockbridge Road as three cottages and a shop in 1900. It was later occupied by William Berry a boot, shoe and clog maker in 1911 (Barrett, 1911, p.724). Although 5 with its flat roof was originally a shop, it now appears to have been incorporated within 7, and is now in residential use.

7.6.15 A small number of individuals living in the Thompson Street area were recorded to be in commercial trades and professions during the late 19th and early 20th centuries. Both 2 Wheat Street and 24 Thompson Street have evidence of a former commercial use. In 1890 Atkinson was recorded as a grocer and tea dealer at 2 Wheat Street (Barrett, 1890, p.291). Today the ground floor shop windows of 2 Wheat Street appear to have been partially blocked up, whilst 24 Thompson Street has retained original pilasters and corbels. Its shop fascia, which would have been situated above the ground floor window, has been removed as the property was converted to residential use.
7.7 Churches

7.7.1 Major Starkie of Huntroyd gave land and money for the construction of St Anne and St Elizabeth Church, which was designed by Messers Stevens and Robinson of Derby. The foundation stone was laid in July 1874 and its unusual dedication is believed to be in memory of Major Starkie’s sister Anne Elizabeth Hortin who had died in 1869. The intention was that the church should be a larger building, but the plan was abandoned in 1911 when the then adjacent primary school was extended (Plans C, D & E). The existing building, which opened in 1881, was intended as the chancel and was constructed from local stone with a slate roof (Haines & Jones, 2006, pers. comm). The building, which is now locally listed, lies in a prominent location and there are views of the church from various points around the town (Plan F). The church finally closed in 2003 before it was sold and, more recently, converted into residential use.

7.7.2 The Primitive Methodists, who first appeared in Burnley in 1822, were known to have met in the Assembly Room in Guy Street in April 1858. Later in 1867, the trade directories detail their meeting at the Weavers’ Institute (Mannex, 1868, p.820). During the early 1880s, a wooden mission tent was built in Station Road near the railway and services were held there over a short period. By 1882 the Burnley Circuit of the Primitive Methodists prepared to establish a permanent mission and chapel in the town. An application was then submitted to the Padiham and Hapton Local Board to construct a new school/chapel and permission was granted and the foundation stones laid in March 1883 (BCR 55157). The school/chapel known as the Ebenzer Chapel was designed by Dean of Burnley and built on Thompson Street in local stone with a slate roof by September 1883 (Haines & Jones, 2006, pers.comm & Plan C). Further permission was sought for change of use in June 1934 by the Padiham Ambulance and Nursing Division to form an ambulance depot (BCR 55809). More recently the chapel building has undergone a further change of use to form a private children’s day nursery.

7.8 Schools

7.8.1 The earliest school to have been reported in Area 5 was located within Green Bridge House and run by the Misses Kay (Worrell, 1872, p.195). Green Bridge House, known as Green Brook House in the 1871 Census, was likely to have been located close to the bridge over Green Brook on Green Lane. In 1874 a further day and Sunday school opened in a rented shop in 24 Green Terrace (24 Hapton Road). The foundation stones for a new school building were also laid in 1874 at the same time as SS. Anne and Elizabeth Church. St. Anne’s mixed National School opened a year later in October 1875, whilst a new wing was added in 1889 and an infants building in 1911-12 (Plans C & D). The original St. Anne’s School buildings have now been cleared and recently replaced within a modern school building. The school was renamed Padiham Green Church of England School during the 20th century.

The conversion of St. Anne and St. Elizabeth Church into residential use does not appear to have adversely affected the character of the exterior of the building.

The former Primitive Methodist Chapel
7.9  **Landmarks, views, green spaces and trees**

7.9.1  Green Brook winds through the centre of Area 5 and no doubt attracted the development of mill buildings during the 19th century. Although there are a number of vehicular bridges and a footbridge over the Brook, it is fairly difficult to access and there is no opportunity to follow its course throughout the Area. However, the bridges do provide some limited access to views up and down stream (Plan F).

7.9.2  Allotments surround Area 5 to the west and provide some relief from the gridiron pattern of high-density 19th century terraced streets. Today, neither front streets nor back streets, which once provided some recreation space, are used due to greater priority being given to vehicles over the pedestrian, and in some cases, poor lighting and anti-social behaviour.

7.9.3  The only large open green space within the terraced housing in Area 5 is located between Levant Street and Barley Street, but this only offers limited amenity value due to its steeply sloping nature. Although terraced blocks lie on each side of this grassed space it has never been developed.

7.9.4  To the south of Area 5 and beyond the terraced housing is a large area of open space between the rail line and Green Brook to the east, Kings Drive to the south and Rutland Place to the west. This open space appears to have a number of different uses including allotment gardens for 1-35 Beech Street. A children’s play area with play equipment is located at the rear of Rutland Place, whilst the remainder of the site is grassed and slopes steeply down to the east where Green Brook runs through the area.
View of character area 6 taken from Memorial Park around the 1950s (Lancashire Library photograph).
8.1. Introduction

8.1.1 Character Area 6 is defined by the looping River Calder to the east, north and west, its tributary Green Brook to the south east and by the disused former Padiham branch railway line to the south (Plan A). Smaller than Character Areas 1-5, it currently has two main land uses: a limited amount of private, mainly late nineteenth century housing to the east and the recreational areas of Memorial Park to the west (Plan A).

8.1.2 The character area is overlooked from the adjoining Padiham Conservation Area and Memorial Park beyond the river (Area 1). With a relatively level topography, it offers an attractive riverside environment of high amenity and ecological value.

8.1.3 The significant interest of the character area lies mainly in the mix of public buildings, commercial properties and dwellings which once made this an important extension of Padiham’s town centre with a high public profile as a gateway to Padiham station.

8.2. Movement and key routes

8.2.1 The Ordnance Survey map of 1844 shows the character area as part of an uninhabited land known as the Eyses or Eases which stretched from the banks of the River Calder to the settlement at Padiham Green to the south. Until the development of Station Road and Bridge in 1875 the area was isolated from the main core of Padiham to the north, the nearest major crossing point being Padiham Bridge accessed via Green Lane to the south east (Plan B). Throughout the main period of its development, the character area was known and referred to as part of Hapton district, administered under the Padiham and Hapton Local Board (1873-1894).

8.2.2 Until the mid nineteenth century, the Eases had been the site of Padiham Races, and was subsequently used as a ground for fairs and shows. In 1888 the Eases were given to the town by Colonel Starkie of Huntroyde and later became Padiham’s recreation ground (Haines and Jones 1994 and pers. comm). The OS map of 1910 (Plan D) shows the ground complete with skating rink.

8.2.3 Today, movement within the character area is constrained by the physical barriers of the river and the railway embankment. Bridges/crossing points over these barriers are a key feature of the character area. In addition to the Station Road Bridge over the Calder, there is a variety of railway bridges. These are discussed in more detail below.

8.2.4 The character area has two main thoroughfares. At its northern end Station Road links the area to Padiham’s main centre via its bridge over the Calder. Turning south east and continuing beyond the railway line it links to the wider areas of Padiham’s expansion south of the river. Park Road, running south west through recreational areas and parallel with the river, links Station Road and Padiham Town Centre in the north with industrial/municipal sites beyond the railway line.

8.2.5 The location of Station Road (both sections) adjacent to the river and the presence of large scale public and industrial buildings, restrict movement around and between its blocks. Permeability within the western part of character area is also restricted by the presence of large areas of formal recreation facilities, although the clear, high quality footpath network and areas of open space that exist in the area compensate for this coarser grain of development.
Station Road Bridge (1875)

8.2.6 Station Road Bridge over the River Calder is a stone built twin arched structure and is locally listed (Plan A). The view of the bridge from the rear of Burnley Road is dramatic as buildings on both sides appear to rise up from the sheer stone river bank walls which give the effect of a 'moat'. The bridge carries carved inscription stones positioned on the outward facing sides perhaps to prevent them being damaged by the goods traffic which would once have used the bridge heavily, travelling to and from the nearby station and gas works (Heys 1973).

On the south facing side the inscription reads:

This bridge was erected at the expense of Major L.G.N Starkie of Huntroyde and the free use of the same is given to the town of Padiham for the benefit of its trade and commerce AD 1875. S Meek, Engineer, Tho’s Stone, Contractor.

8.2.7 Meek was the Lancashire and Yorkshire Railway Company’s engineer and Stone, of Newton-le Willows, had successfully tendered for the difficult Blackburn to Padiham section of the line (Westall 1993), underlining that the bridge was an important part of the wider railway project. A similar stone is also found on the north side of the bridge. This bears two shields together, these being the Starkie crest and probably the crest of the Towneley family who around this period owned the west bank of the River Calder as part of the Towneley estate of Hapton (Heys 1973).

Padiham Branch Railway Line and Railway Bridges

8.2.8 The opening of the Padiham Branch Railway Line in 1875 was a primary influence on the development of the character area. Like the Station Road Bridge, the first developments within the area were directly related to the railway and took place whilst it was under construction. The railway station’s extensive collection of buildings and yards dominated the southern and eastern parts of the character area and by the 1880s much of the southern section of today’s Station Road was in place including a number of shops and other businesses (Plan C).

8.2.9 However, while the area clearly grew and prospered as a result of the railway and was favoured by railway workers and railway related businesses, it is evident from census and directory records that its residents were, as in other areas of the town, predominantly employed in cotton manufacture and associated trades.

8.2.10 Within the character area the railway embankment continues its downward slope and westward curve from Green Brook, passing through the former Padiham station site. The station was demolished in 1967 and no trace of it remains today, the site having been redeveloped for industry (see Area 7). The landscape through which the line passes is more open here, in contrast to Areas 4 and 5 where housing forms a dense, built-up boundary on both sides.

8.2.11 The bridge carrying the line over Green Brook is built of stone and there are further plate bridges over Park Road and Station Road. Adjacent to the latter and to the south was originally a separate railway bridge to carry goods traffic to the station’s goods yard and large timber goods shed. (Plan C). Located immediately south of the railway line, the goods yard was a vital hub for trade. Coal for the gas works, cotton mills and other industries in Padiham was the most significant commodity and there would have been numerous coal merchants around the station. The opening of Padiham power station in 1926/7 brought even more coal onto the line. The line was used to bring cotton to Padiham’s mills and after weaving it was sent out to Salford (Westall 1993).
Wakes Week, 1920s – a large crowd stands on the up platform probably waiting for a Blackpool or Southport excursion special. The large modern building is the goods shed and the tall chimney belongs to the gas works (Duncan Armstrong).
Padiham Railway Station before 1922 looking towards Rose Grove (Lancashire Library photograph).

View over former goods yard, Padiham Station c1965 (Lancashire Library photograph).

Railway bridge and footbridge over the Calder.

Plate railway Bridge over Station Road.
8.2.12 In terms of its architecture, setting and the views it affords, the viaduct over the River Calder at the western boundary of the character area is impressive (Plan F). It is a large three arched structure built of heavy masonry with ashlar lining to the arches. An attractive iron footbridge forms part of the viaduct at a lower level along its northern flank. Both viaduct and footbridge are shown on the 1890 plan of the area (Plan C). The footbridge is considered to require maintenance works to improve its appearance.

8.3. Industry

8.3.1 Only two significant industrial sites remain within the character area.

Railway Saw Mills, Station Road (1874)

8.3.2 The locally listed former Railway Saw Mills, located adjacent to the railway line at the south eastern corner of the character area, was probably the earliest development, pre-dating both the opening of the railway line and Station Road Bridge. Established in 1874 by J & L Bertwistle, it continued to operate until a recent date. Buildings included timber drying sheds and a saw mill with a square stone chimney (Rothwell 2005). The saw mill was one of the leading joinery businesses in the district and had carried out work at the Parish Church, Whalley Abbey, a number of local mills, St Leonard's Church, and Burnley Wood Council School (Haines and Jones 1994). The site is now occupied by a firm producing all weather surfaces for equestrian events.

Former Unity Mill site, Station Road (1883)

8.3.3 Immediately north of the Railway Saw Mills yard is the former Unity Mills. Previously known as Greenbank or Station Works, it was built in 1883 by Thomas Blezard (formerly of James Blezard and sons) to manufacture temples, ranges and school furniture. In 1900 the business was sold as a going concern to the Unity Wood and Iron Company which also made school furniture. By 1920 the business had ended, and the works was subsequently used by chemical and textile companies. The original random stone block runs between Station Road and Green Brook. A chimney was attached to the riverside gable of the works. Additional brick built, two storey blocks are sited behind the houses on Station Road. (Rothwell 2005)

8.3.4 Smaller scale light industrial premises were located at the north eastern edge of the character area near the river at the rear of Station Road and Park Road/Park View (Park View Works). The earliest of these tradesmen (Foster and Sons, slaters and plasterers, and Middlebrough, a wheelwright/blacksmith) operated here before going on to developing adjacent housing. From the late nineteenth century Park View Works was the site of a builder's yard belonging to the Duxburys who also established a steam laundry (Central Laundry) there in 1906. From the early 20th century until the death of its proprietor in the mid 1950s, a firm (Liveseys) making reeds for the textile industry occupied the northern part of the site. (Rothwell 2005). This riverside area remained in business use until it was cleared for residential development in 2006.
8.4. Residential area: housing, shops and public house

8.4.1 Although some new development has taken place in the 1990s and further additions are in progress, most housing within the area dates from the late 19th and early 20th century. Although limited in extent, it follows the 'gridiron' layout and form typical of Padiham in that period. However, Station Road and Park Road, as main routes through the area are wider and consequently less enclosed in character. All the late 19th and early 20th century housing is of a basic, high density, two storey design with no set back from narrow pavements. Façades are largely flat but on Station Road there is a high proportion of properties with architectural detailing such as pilasters around doorways. There are no examples of larger late Victorian houses with their characteristic bay windows and short front gardens.

8.4.2 As in Padiham generally, traditional sandstone walls and roofs of Welsh blue slate are the predominant materials for houses, the majority of which have stone painted facades. Throughout the area there is a typical variety of type and quality of sandstone materials used ranging from random rubble on gable and rear yard walls to more refined stonework and high quality ashlar blocks in the later public buildings such as the Police Station and Post Office. Floor surfaces includes cobbled walkways around the edge of the cleared housing development site at the rear of Park View/Park Road (Plan F).
1870s: Railway Road

8.4.3 Building records show that the stretch of Station Road running south towards the railway line was known originally as Kay Street, after Kay's Bobbin Works just south of the character area (see Area 5) before changing its name to Railway Road around the mid 1870s.

8.4.4 Utilising land leased from Major Starkie, residential development commenced at the southern end of Railway Road (both sides) in 1875 and continued through the 1870s. Projects were typically short runs of terraces (up to eight properties) including a combination of houses and shop units. With the addition of five properties at its northern end (junction of Park Road), Railway Road (minus the later public buildings) was in place by 1890 (Plan C). Among its residents according to the 1891 census was Thomas Blezard who established Green Bank Foundry or Station Works nearby (see paragraph 8.3.3). Another was William Kay who by 1888 had succeeded his father as manager of Kay's bobbin works.

8.4.5 At its height with its mix of shops, other businesses, dwellings and public buildings, Railway Road would have been a bustling secondary high street on the approach to the station. Today a significant group of buildings reflecting this mix remains on the eastern side of the road, though some appear to be in poor visual condition. The different ages and functions of the buildings means that the row departs from the consistent building lines and heights maintained in the wider housing area. (See photo below).

The Railway Hotel

8.4.6 The Railway Inn, as it was originally known, was built for the benefit of travellers at the same time as the station (Westall 1993). Building records for adjacent properties on Railway Road (62-64) dating from 1875 show the Railway Inn to have already been in existence at that time (BCR 54961), but it was not listed in Barrett's directory of 1872. Later plans (undated) by G D L Fernandies for a coach house and stables were later approved and located adjacent to Green Brook/River Calder at the rear of the property (BCR 54951). The OS Plan of 1890 (Plan C) shows a link across to the river to the rear of the Inn from the rear of Bridge End Mill on Burnley Road via stepping stones and a footbridge.
21-25 Station Road

8.4.7 In 1877 25 Station Road was developed on land leased from Major Starkie by John Sutcliffe, a Burnley solicitor and John Simpson (BCR 54958). The latter traded there as a greengrocer and hay and straw dealer. Plans for 23 Station Road are undated but show Simpson’s property already in place. Number 23 was developed as a house by John Harrison, a slater and plasterer and was designed by Virgil Anderton, a leading local architect (BCR 54963). Plans for a carriage house and stables at the rear of the property were submitted in 1893 (BCR 54964).

8.4.8 21 Station Road is a locally listed building (Plan A). Built in 1878 by John Hacking, a local stonemason and contractor of 1 Albert Street, Padiham, the building was originally designed as a house (BCR 54968). The 1881 Census records the property’s head of household as a coal merchant, a use which would be appropriate in terms of the house’s layout with its carriage entrance and extensive storage space to the rear and northern side. By 1891 the property was occupied by a butcher. Building records from 1893 (BCR 54964) show it as ‘Cooperative House’ and a Railway Road branch of the Cooperative Society is listed in Barrett’s business directory of 1887. The property has been vacant for many years and appears to be in a poor condition. Stonework on the string course and lintels is damaged but original detailing is still apparent, namely, the sash windows with stained-glass and quoin window openings. Doors are still in place behind the impressive stone pilasters of the carriageway. The group of buildings from the Police Station to the Railway Hotel is recommended for heritage enhancement (Plan F).
1880s Whittaker Street

8.4.9 Development continued westwards in 1881 with terraced residential properties built on the southern part of Park View, then known as Whittaker Street, along with 5 Park Road. Mr J Whittaker who had also built early houses in Railway Road where he himself lived, built the earliest of these houses (41-43) on Colonel Starkie’s land in 1881, and gave the street its original name of Whittaker Street which it held until 1928. 35-39 were developed by Admiral Moorhouse (see Railway Road above) in 1885.

8.4.10 5 Park Road is the only property listed on Park Road in the 1891 census. It was built by the Duxbury Brothers, one of Padiham’s leading stonemasons and building contractors in 1886 at the same time as the adjoining commercial property (presumably their yard). 5 Park Road subsequently became the family residence of John Duxbury. 13-21 Park View were later built on the yard which moved across Station Road to Park View works.

1890s and later

8.4.11 14-22 Station Road were the first properties built on the northern section of Station Road, adjoining Station Road Bridge. Dating from c.1890, they have slightly narrower-than-usual plan widths with quite large windows and dormers which distinguish these houses from others in the area. The houses had attics and cellars. They were built by T and J Foster who were recorded as living at 22 Station Road in 1891 census. Foster and Sons were slaters, plasterers and painters whose offices and workshops were located in the yard at the rear of these houses. Stonework is smaller and neater than on adjacent later houses. Number 14, next to Station Road Bridge, has quoins and was a originally a shop with the door on the opposite side. 22 with adjacent passage was originally a house. On some early building records this part of Station Road is referred to as Gas Street (BCR 54901). The Gas Works were then located over Station Road Bridge just outside the character area (Plan B). Fosters built 26-28 in 1906 (BCR 54909).

8.4.12 24 and 30-32 Station Road were built by W Middlebrough between 1892 and 1906. Middlebrough’s wheelwrights was already located adjacent to Foster and Sons when he added a smithy in 1887 which was later moved away from the new houses and closer to the river’s edge. Middlebrough lived at 13 Whittaker Street before building the house at 24 Station Road as his own residence in 1892 (BCR 54901) He developed 30-32 in 1906. Building records for this period also show that Foster, Middlebrough and their neighbour and fellow builder, Duxbury, also collaborated on other developments in the area (BCR 55208).

8.4.13 The early 20th century saw the addition of the northern section of Whittaker Street (now 1-11 Park View) and the westward extension of Station Road and Park Road. All these properties were added between 1892 and 1910. Differences between the earlier and later parts of the respective streets in terms of colour, texture and size of stonework are clearly discernible.
Late 20th and 21st century development

8.4.14 Carrwood Green (including 74-76 Station Road) is a modern residential cul-de-sac bordered by the railway and Station Road and built on the site of the former station approach. Consisting of exclusively detached properties, each with a garage, driveway, and spacious front and back gardens, the estate is in stark contrast to the rest of the housing area in terms of density, design and layout but there has been some attempt to complement the surroundings with the use of stone and roof materials.

8.4.15 Apartments have recently been constructed on the site of the former Grand Theatre on Station Road (between Telephone Exchange and Police Station). The Grand Theatre, demolished in 2004, had opened in March 1914 and was recognised as one of the best cinemas in the Burnley area. The design of the new apartment block which is built in sandstone coloured materials with *ashlar* window dressings and *quoins* adorning two projecting *gables* at the front, draws on that of later villa type Victorian housing found elsewhere in Padiham. Its façade contains only small, simple windows and central passageway for vehicle access. The three storey (plus attic) block respects the building line and height of the adjacent *locally listed* Police Station but is unable to mitigate the unsympathetic design and layout of the Telephone Exchange building on the other side.

8.5. Public buildings

8.5.1 In addition to commercial activity, the importance of the station approach later gave rise to the development of public buildings on Railway Road.

Police Station

8.5.2 The Police Station, built in 1898, is a locally listed building (See Map A). With its Corinthian style *pilasters*, stained glass windows and ornamental detailing above the doorways, the building gives the street a grand impetus and is of significant architectural interest to the area. Its frontage of Yorkshire stone was designed by Mr Henry Littler, County Architect, and built by the Duxburys. The building has an unusually high second storey and a hipped roof. According to Barrett’s directory of 1923 ‘the buildings included inspector’s house, constable’s house, charge offices and four cells etc, the whole being fitted up with the latest modern appliances’ (Plan A).
Post Office

8.5.3 The Post Office, constructed in 1914, was also built by Duxbury. Less detailed but no less impressive than the Police Station, its three-storeys of coursed *ashlar* act as a reference point within the area. Completed sixteen years after the Police Station, it attempted to mirror its classical character by including undecorated *pilasters* in the façade and by using similar building materials. The building is currently vacant. (Plan F).

Former Telephone Exchange

8.5.4 The architectural highlights of the Police Station and Post Office are marred by this unsympathetic development found on the corner of Station Road. The former Telephone Exchange dates from the early 1970s and does not complement or respect the scale, massing, materials or style of the buildings around it. Located awkwardly between the Post Office and Police Station on a prominent corner site, its white concrete rendering is prominent against the surrounding stone-built houses (Plan F).

Padiham Leisure Centre and other recreational facilities

8.5.5 Leisure uses occupy approximately half of the entire character area. Formal facilities include two bowling greens and tennis courts (established in the 1930s) and more recently added swimming baths and Leisure Centre, children's play area, skatepark, and 'Teen Zone' shelter. In contrast to the baths, smaller structures associated with these activities add detail, diversity and interest to the townscape.

8.5.6 Padiham Leisure Centre is the dominant structure within the formal recreational area. The design of this late 1960s building is functional and there is a lack of activity or interest within its extensive red brick elevations. Within one of the landscaped areas outside the baths is an important landmark, a fountain donated by Ughtred Kay Shuttleworth in 1888 and originally located at the junction of Victoria Road and Burnley Road. It was moved to the entrance of Whitegate Park, Padiham in 1937 and to its current site on the opening of the swimming baths in 1969 (Plan F).
8.6. **Landmarks, views, greenspaces and trees**

8.6.1 The River Calder is the most important natural feature within the character area. Bridges over the river are key gateways and landmarks at the eastern and western boundaries of the character area and both offer splendid views of the river and the natural setting of the **Conservation Area** above.

8.6.2 Green Brook merges with the Calder at the rear of Station Road (between the Railway Hotel and the Police Station). Within this character area, however, the Brook is not publicly accessible being located at the rear of industrial sites. As such its amenity value, both current and potential, is limited.

8.6.3 The formal open space and sports/activity areas are attractive and well maintained. The Leisure Centre is set within landscaped areas consisting largely of formal lawn.

8.6.4 The unmanaged nature of the greenspace afforded by the railway line provides a valuable contrast to the formality of much of the recreational area. Where vegetation allows, the railway embankment provides some excellent views of the character area (for instance down Station Road from the railway bridge) and its setting below Padiham town centre beyond the river. However, views of the now derelict industrial site adjoining the line to the south have a negative impact on the character and appearance of the area.

8.6.5 The character area enjoys a high level of tree cover relative to other character areas and its treescape is generally of a high quality and diversity. The railway embankment and adjoining planted areas provide a significant corridor of dense, scrubby semi mature vegetation offering valuable habitat. Within the formal recreation area of Memorial Park is an attractive avenue of mature trees lining Park Road. Mature woodland is present along the Calder banks. Other significant amenity trees include mature conifers adjacent to the Leisure Centre. Trees and shrubs planted within the grounds of the various recreational facilities and in the gardens of recent development at Carrwood Green add to the leafy feel of the area and contribute to its biodiversity.
9.1 Introduction

9.1.1 Character Area 7 lies south west of the town centre and is bordered by Padiham Green C E School and allotment gardens to the south, the disused railway line to the north, Station Road to the east, and the River Calder to the west. There is no housing within this small character area, which is given over predominantly to light industrial and municipal uses.

9.1.2 Municipal uses, including gas works and waste disposal facilities, were dominant in the area until the latter part of the 20th century. Remaining buildings relating to these uses date from the late 19th and early 20th century and provide the area’s main interest.

9.2 Movement and key routes

9.2.1 Park Road runs straight and in a southerly direction through the character area in which it is the only road. Private development adjoins both sides of the road until it terminates at the southern boundary of the character area. Public footpaths continue south, west and east through and around allotment gardens. Traffic movement within the area is limited largely to daytime business access only. Through movement of pedestrians/cyclists accessing the footpath network may be constrained by a negative perception of the Park Road corridor created by poor legibility/signposting and by poor lighting and lack of surveillance after close of business.

9.3 Former municipal buildings

9.3.1 The yard and buildings adjacent to the railway on the west side of Park Road are used as a Burnley Borough Council depot. At the southern end of the yard at right angles to Park Road is an attractive two storey former stable block. Constructed of Yorkshire point masonry featuring ashlar dressed arched windows (blocked) and small central turret set in a cobbled courtyard with ornate stone gateposts, this building is considered to be a feature of local heritage value (Plan F). A plain two storey stone built former Padiham UDC office building fronts onto Park Road. The offices and stable block were in place by 1910 (see Plan D). A further block in engineering brick on the opposite side of the courtyard is of later origin (before 1930).
9.3.2 Padiham’s gas works were originally located just before the bridge in Station Road (Area 1) but explosions in 1905 and 1906 gave impetus to relocate the works, the new site for which, in Park Road, had been identified as early as the 1887. Remains of these new gas works, completed in 1910, are located within the character area along the east side of Park Road. Along the roadside is a range of single storey buildings in the then fashionable Accrington brick with Yorkshire stone details. These buildings once housed office, workshops and meter stores. Their original wrought iron gates are still in place. The design of the works reflected the civic pride and confidence of the time and as some of the remaining structures are considered features of local heritage value (Plan F). The complex was described in Padiham’s Official Guide of 1936 as ‘one of the most pleasant and well-laid out works in the North of England…enclosing a rectangular piece of ground laid out with flowers, shrubs, etc., which in summer has quite a charming effect…’ (Haines and Jones 1994).

9.3.3 In addition to the outer façade wall the base of the higher level, which gave access to the railway sidings, also survives. After 1910 the gasworks were linked to the railway sidings to the north by narrow gauge tramway which delivered coal to the works and also handled by-products such as tar. The gas works and subsidiary services were taken over by the North West Gas Board in 1949. Production was phased out in the 1960s and the gasholders were used until c.1980. The latter were located at the southern end of the site, part of which is now used as a Household Waste Recycling Centre (Haines and Jones 1994).

9.3.4 Opposite the Household Waste Recycling Centre the small single storey building with a hipped roof was part of the mortuary which was on the site by 1930. Adjacent to this is a former tripe works now used as a garage. To the south are buildings which once formed part of Padiham Urban District Council’s household waste destructor which was built in 1901.

9.4 Industrial buildings

9.4.1 On Station Road, the former Turkington Engineering factory (previously Riley’s Snooker factory) dominates the vicinity. A huge building of some 100,000 sq ft on a site of some five acres, it suffered in one of the biggest fires in the town’s history on October 30th 2005 and is currently vacant. Built in 1985 on the former site of Padiham railway station and goods yard, it has served as a prominent feature in Padiham ever since.
9.5 Landmarks, views, green spaces and trees

9.5.1 There are no desirable open spaces in this character area as the majority of the land has been developed. Furthermore, because development extends up to the bank, no views of the River Calder are available, creating a negative sense of enclosure. Street trees help to mitigate the negative impact of some of the industrial units fronting Park Road while there are pleasant views looking south across green space and allotments from the head of the cul-de-sac.
Padham Station, not earlier than 1960
(Lancashire Library photograph).
10.1. Although the Padiham Conservation Area includes elements of a pre-industrial market town, the main development to the east and south over the River Calder occurred during the mid to late 19th century. This substantial new growth was in response to rapid industrialisation, the advance of the rail line into Padiham and demand for new housing by an ever-increasing population. The development of associated public buildings, churches, schools and commercial businesses all set within Padiham’s natural features of water courses and varied topography has created distinctive character areas which include a number of special features and buildings of special architectural and historic interest.

10.2 It is vital that Padiham’s industrial heritage is not lost when new development takes place and that the town’s heritage and natural features are preserved and enhanced. It is considered that interpreting and promoting Padiham’s heritage is essential to the town’s future prosperity. It is essential that local people can engage in the regeneration process and find confidence in Padiham’s unique sense of place and pride in the town’s historic and natural assets. This can be achieved by:

• Encouraging local schools and groups to carry out heritage studies and projects.
• Encouraging developers to consider heritage issues and incorporate them within their proposals.
• Reintroducing forgotten local neighbourhood names and traditions.

10.3 The challenge in regenerating Padiham is to create a sustainable 21st century living environment, which respects and enhances its character and history. To help in this process Plan A illustrates statutorily and locally listed buildings, conservation areas, footpaths, tree preservation orders and character areas. Plans B-E are 19th and early 20th century OS maps which can be used to plot the town’s development and Plan F summarises the findings of the appraisal and identifies:

• Statutorily listed buildings
• Locally listed buildings
• Additional areas, buildings and features of local heritage value
• Other areas, buildings and features where heritage enhancement would make a significant impact
• Proposal for investigations to be carried out into an extension to the Padiham Conservation Area
• Key routes and traditional street patterns
• Views and landmark structures
• Open Space
• Stone setts/cobbles
• Uncharacteristic development
• Gateways
• Interface between early 19th Century and inter-war/late 20th Century housing areas
10.4. The following guidelines aim to help all those involved in the regeneration process to meet this challenge:

1. Statutorily listed buildings should be retained, restored and reused in recognition of their historic, architectural and townscape qualities.

2. Locally listed buildings are a major contributor to the character of the area and some are important landmarks. Locally listed buildings should be retained where possible. There should be a presumption against demolition, but the significance of the building must be balanced against the need to create a well-planned and sustainable neighbourhood.

3. The Padiham Conservation Area with its pre industrial character is an asset to the town and its historic and architectural quality should be protected and enhanced. Empty or under-utilised buildings within the Conservation Area should be restored and reused. Further study should also be undertaken in order to consider an extension to the Conservation Area.

4. Unlisted historic buildings also have an important role in the heritage and townscape quality of the area.

5. Clearance in areas of archaeological significance may give an opportunity to carry out ground investigations prior to redevelopment. All redevelopment proposals in potentially significant areas require discussion with Lancashire County Archaeology as early as possible.

6. New build must respect the form, materials and character of the area and retain and reuse traditional street patterns with traditional cobbled stone surfaces where possible.

7. If clearance takes place the following options must be considered:
   - Retaining building facades where structurally sound and feasible
   - Reusing stone, slate and other materials, including ornate stone door and window surrounds
   - Incorporating historic features and name and date stones into new buildings on site.
A range of buildings are statutorily and locally protected (See Plan A)

Listed Buildings

- Arbory Drive, Arbory Lodge, Grade II
- Arbory Drive, Isles House, Grade II
- Bank Street, Nos 2 & 22-26, Grade II
- Burnley Road, No 17, Barclay’s Bank, Grade II
- Burnley Road, No 47, National Westminster Bank, Grade II
- Burnley Road, Town Hall, Grade II
- Church Street, No 2, Cellar Restaurant, Grade II
- Church Street, No 28, Trevelyan Tavern, Grade II
- Church Street, Church of St. Leonard, Grade II
- Church Street, Nazareth Unitarian Church, Grade II
- Church Street, gate piers & gates at N. U. Church, Grade II
- Factory Lane, No 2, Helms Mill, Grade II
- Gawthorpe Street, Nos 1-21 & 2-6, Grade II
- Hapton Road, Green Farm and Cottage, Grade II
- Mill Street, No 29, Grade II
- Mill Street, Prestige Bedding Centre, Grade II
- Moor Lane, Nos 1-3, Grade II
- North Street, Nos 4-6, Grade II
- Shakespeare Street, Engine House at Jubilee Mill, Grade II
- Victoria Road, Stockbridge House, Grade II

Conservation Area

Padiham Conservation Area

Locally Listed Buildings

- Albert Street, Nos 1-35
- Albert Street, Nos 2-44
- Alma Street, Nos 2-4
- Bank Street, Nos 6, 8, 12-20, 28, 29
- Blackburn Road, Knight Hill House, Old People’s Rest Centre
- Burnley Road, entrance gateposts to former coal staithes
- Burnley Road, Nos 1-13
- Burnley Road, Nos 4-8
- Burnley Road, Nos 19-45
- Burnley Road, Nos 24-30
- Burnley Road, No 34, Bradford and Bingley Building Society
- Burnley Road, Nos 59-65
- Burnley Road, No. 70
- Burnley Road, Padiham Bridge
- Burnley Road, Nos 89, Flying Dutchman
- Burnley Road, No. 104
- Burnley Road, No. 112
- Calder Street, Nos 2-8
- Chapel Walk, Nos 1-19
- Church Street, No 1, Starkie’s Arms PH
- Church Street, Nos 3-11
- Church Street, Nos 4-60
- Church Street, Nos 80-84
- Church Street, Nos 45-95
- Church Street, War Memorial
- Dragon Street, Nos 1-3
- Guy Street, Nos 1-3
Guy Street, Nos 2-10
Hapton Road, St Anne and St Elizabeth Church
Inkerman Street, Nos 3, 6-8
Mill Street, Nos 2-16
Mill Street, Nos 19-27
Mill Street, Nos 36-38
North Street, Burial Ground
North Street, Nos 19-25
Pendle Street, Baptist Chapel
Queen Street, Bank House
Queen Street, Nos 1-9
Shuttleworth Street, Nos 2-30
Spring Gardens Terrace, Nos 1-7
Station Road, No 2
Station Road, Road Bridge over Calder
Station Road, No. 21
Station Road, Police Station
Station Road, Railway Sawmill
Victoria Road, No. 10
Well Street, Nos 2-18
West Street, Nos 70-90
West Street, Former Unitarian Chapel
West Street, Hare and Hounds PH
Whalley Road, Crossways

Tree Preservation Orders

B131 (D) Stockbridge House, Padiham
B132 (B) Crossways, Padiham No 2
B134 (N) Burnley (Arbory Drive, Padiham)
B134 (W) Stockbridge House No 2, Padiham
B138 (H) 22 Whalley Road
B139(G) Land at Institute Street
B139 (H) Arbory Lodge, Arbory Drive

Definitive Footpaths

Numbers FP6, FP7, FP10, FP11, FP17, FP18, FP19, FP23, FP28, FP32, FP35
Unlike Burnley and many of the other towns in Lancashire there has never been a detailed general history written of Padiham. As a result the Padiham Heritage Appraisal has had to use a variety of different source materials including various published works, newspaper articles, the census, ordnance survey maps, building control records and old photographs in order to gain an insight and understanding into the development of the town. These sources are referenced throughout the appraisal and listed in Appendix C.

Published Works

The lack of a comprehensive history has meant that the Padiham Heritage Appraisal has had to rely heavily on a small number of published works. These publications have been used to lay the foundations for the information given on the historic development of the town and to assess the historic and architectural significance of a number of buildings and features. For example the trade directories of the 19th and early 20th centuries have provided vital information on the local economy and on the trades and professions of those living in Padiham.

Bennett’s four volume series entitled a ‘History of Burnley’ published between 1946 and 1951 was until recently the most modern published historical account of Padiham. Although the main focus is on Burnley, Bennett does give a brief account of Padiham during the Middle Ages through into the 19th century.

In the late 20th century a small number of other local historians also had work published on Padiham’s history. These include Armstrong, Glenn and Haines and Jones. Armstrong’s 1985 ‘Owd Padiham’ contains a pictorial history of the town during the late 19th and early 20th centuries. Armstrong also gives some interesting facts and information about the buildings, places, features and people illustrated in the photographs.

Between 1989 and 1990 Glenn wrote a series of articles published in the Red Rose Magazine, which give a detailed history of Padiham. Glenn also worked with members of the Workers Educational Association (WEA) Local History Class at Padiham Adult Education Centre to produce ‘St. Giles St: The History of a Working Class Street’ in 1986. The information given provides not only an insight into the work, lives and living conditions of those living in St. Giles Street but also those living and working in Padiham during the 19th century.

Haines and Jones produced ‘Padiham Urban District Council 1894-1974: Eighty Years of Local Government’ in 1994. This publication has been used to understand the administration of local government during the town’s industrial and development boom.

More recently Lancashire County Council and Egerton Lea Consultancy have produced a series of Historic Town Assessment Reports. The draft ‘Padiham Historic Town Assessment Report’ published in 2004 provides a useful overview of the development of the town from medieval settlements through to modern day developments. This draft report has also evaluated, assessed and characterised buildings, streets and neighbourhoods in the town.

In addition Rothwell’s ‘Industrial Heritage: A Guide to the Industrial Archaeology of Padiham and District’, 2005 has provided the core information on Padiham’s industrial buildings used in the Appraisal.

List of Published References

Armstrong D 1985. Owd Padiham, Accrington
Barrett P & Co 1879. General and Commercial Directory of Burnley and District 1879, Preston
Barrett P, & Co 1887. General and Commercial Directory of Burnley and District 1887, Preston
Barrett P & Co, 1890. General and Commercial Directory of Burnley and District 1890, Preston
Barrett P & Co 1899. General and Commercial Directory of Burnley and District 1899, Preston
Barrett P & Co 1911. General and Commercial Directory of Burnley and District 1911, Preston
Barrett P & Co 1914. General and Commercial Directory of Burnley and District 1914, Preston
Bennett W 1946. *The History of Burnley to 1400*, (Part 1), Burnley
Bennett W 1947. *The History of Burnley 1400 to 1650*, (Part 2), Burnley
Bennett W 1949. *The History of Burnley 1650 to 1850*, (Part 3), Burnley
Bennett W 1951. *The History of Burnley from 1850*, (Part 4), Burnley
Glenn G & The WEA 1986. *St Giles Street Padham. The History of a Working Class Street*, Burnley
Heys G M 1972. *Industrial History of Burnley Coalfields*
Abbott
Moore B 1899. *History of Wesleyan Methodism in Burnley and East Lancashire*, Burnley
Pigot 1828. *Commercial Directory of Cheshire, Derbyshire and Lancashire*
Pigot 1834. *National Commercial Directory, Lancashire Section 1834*
Rogerson T 1818 *Lancashire General Directory for 1818*, Manchester
Rogerson T 1819 *Lancashire General Directory for 1819*, Manchester
Rogerson T 1820 *Lancashire General Directory for 1820*, Manchester
*Victorian County History of Lancashire Vol 6 1911.*
Worrall J 1872.*Directory of Burnley, Oldham*

**Census**

The 1851,1861,1871,1881,1891, and 1901 census records have been used to date the construction of particular streets and buildings in the town where no other records have been obtained. They have also provided a useful insight into the trades and professions of those living in Padiham during the second half of the 19th century.
Building Control Records

Burnley Borough Council has retained a large number of original building control records (BCRs) for the Padiham Area. Information on these records includes the name of the individual seeking permission to build and the date of approval, the original drawings of the building/s, their siting and original use. This information has been used throughout the appraisal in order to date properties, to understand how a building has been used and provide evidence of where change has occurred over time. References to individual BCR file numbers are supplied within the text.

Cartographic Evidence

Some of the earliest cartographic information available for the area can be found on Yates county map of 1786. However, due to the scale of the map, the only information that can be obtained is the town’s position in relation to other towns and villages of the time. The 1st edition Ordnance Survey (OS) map of 1844 has been extremely useful in understanding the development of the pre-industrial Padiham and has been referred to throughout the appraisal. Unfortunately Burnley Borough Council does not appear to have retained any of the original 19th century estate plans of the Padiham area. Later editions of OS maps produced in 1890, 1910, 1930 and an up to date OS map have also been used to understand the development of the town.

List of Maps

Yates Map of Lancashire 1786 (www.lancashire.gov.uk/environment/oldmaps)
Hennet’s Map 1829 (www.lancashire.gov.uk/environment/oldmaps)
Ordnance Survey 1844
Ordnance Survey 1890
Ordnance Survey 1892 (Town Centre Padiham)
Ordnance Survey 1910
Ordnance Survey 1930

Photographs

The historic photographs contained within the Heritage Appraisal have been provided by Lancashire County Library and Information Service (Burnley and Padiham libraries). Burnley Borough Council has provided the modern photographs.

Websites

www.aboutlancs.com (Lords of the Honor of Clitheroe: The DeLacys)
www.britishbattles.com/crimean-war/inkerma.htm (Crimean War)
www.communigate.co.uk (Historic Ightenhill)
www.hargreave-mawson.demon.co.uk (Crimean War)
www.imagesofengland.org.uk (Listed buildings)
www.lancashire.gov.uk/oldmaps (Historic maps)
www.padihamlife.co.uk (History of Padiham)
www.lfhs.org.uk (Lancashire Family History and Heraldry Society)
Area Action Plan (AAP) A statutory planning document forming part of the Local Development Framework, an AAP guides new development and coordinates regeneration activity within the defined area.

Ashlar dressings Sandstone cut to a smooth face and used in contrast to the main building material to highlight features, particularly doors and windows.

Back to back Form of Victorian terraced workers’ housing where two houses share a rear wall.

Barley twist lamp Lamp on which the column is turned to resemble a screw thread.

Beerhouse After the Beer Act of 1830 beer could be sold on any premises with a two guinea licence obtained from the local excise office.

British School In 1814 ‘The British and Foreign Schools Society’ was formed and nonconformist day schools became known as British Schools.

Casement Frame of a window with panes usually opening inwards or outwards.

Chamfered Surface formed by cutting off a square edge or corner

Coal staithe A depot for coals brought from the collieries for shipment, furnished with staging and chutes for loading.

Conservation Area Local authorities have the power to designate conservation areas in any area of ‘special architectural or historic interest’ whose character or appearance is worth protecting or enhancing. Within the Conservation Area the authority has extra controls over demolition, minor developments and the protection of trees.

Co-operative Movement The banding together of groups of people for mutual assistance in trade, manufacture, the supply of credit, housing, or other services. The original principles of the cooperative movement were laid down in 1844 by the Rochdale Pioneers, under the influence of Robert Owen, and by Charles Fourier in France.

Copped/ Coping (Stone) Top course of a wall designed to prevent water penetrating into the core of the wall. Copes are often shaped and can frequently be quite decorative.

Corbel Projecting block supporting a parapet or sill. Often carved.

Crenellated Indented or notched as in the battlements on a castle.

Dormer Any window which projects from the pitch of a roof.

Drift cover General term for material deposited directly by glacial movement or by water running off it.

Drip mould Projection from cornice or sill designed to protect area below from water.

Enclosures Enclosure is the process of subdivision of common land for individual ownership. Historically, enclosures are primarily associated with the subdivision of land in England from the 12th to 19th centuries.

Fanlight Window above a door designed to brighten the hallway inside.

Fascia The broad horizontal boards over a shopfront which carry the name of the shop and can be ornamental.

Feudal system Medieval social system, the fundamental characteristic of which was economic: the peasants held land from the lord of an estate in return for fixed dues in kind, money, and services.

Flemish bond Type of brickwork featuring alternation of headers (short side of brick) and stretchers (long side of brick) on each course.

Free Jacobean An early phase of English Renaissance architecture and decoration. It formed a transition between the Elizabethan and the pure Renaissance style later introduced by Inigo Jones.

Gable The vertical part of the end wall of a building contained within the roof slope.

Gate piers Pillars, perhaps ornate, at either side of a residence’s gate.

Ginny track Tramway track built for transporting coal.

Glacial till deposits Glacial till is that part of glacial drift which was deposited directly by the glacier. It may vary from clays to mixtures of clay, sand, gravel and boulders.

Gothic Gothic architecture is a style of architecture, particularly associated with cathedrals and other churches, which flourished in Europe during the high and late medieval period.

Gridiron Characteristic plan of Victorian industrial towns comprising uniform rows of terraced houses set within a tight and regular network of straight, connected streets and built at high densities alongside factories, mills and weaving sheds, shops, pubs, schools and other public buildings of the same period.
**Handloom weaver** Independent artisan most of whose life centred on family and home/farm. Owned or rented loom.


**Intervention Area** Area covered by Government’s Pathfinder Housing Market Renewal initiative.

**Hood mould** Projecting moulding over door or window designed to throw off water.

**Jamb** The sides of a window or door opening. Usually constructed of a solid slab of stone.

**Lintel** Horizontal beam or stone bridging an opening.

**Listed Building and Locally Listed Building** When buildings are listed they are placed on statutory lists of buildings of ‘special architectural or historic interest’ compiled by the Secretary of State for Culture, Media and Sport under the Planning (Listed Buildings and Conservation Areas) Act 1990, on advice from English Heritage. A Locally Listed Building is a building, structure or feature which, whilst not listed by the Secretary of State, a local authority feels to be an important part of the area’s heritage due to its architectural, historic or archaeological significance.

**Local Board** The Padiham and Hapton Local Board replaced a Select Vestry (see below) as the local government body in 1873 before being replaced in turn by the Padiham Urban District Council in 1894.

**Mule spinning** A heavy and complex kind of spinning carried out on a machine called a ‘mule.’

**Mullion** Vertical member between window lights.

**National School** Promoted by ‘The National Society for Promoting the Education of the Poor in Principles of the Established Church throughout England and Wales’ (founded 1811), National Schools aimed to provide children with an elementary education at a cheap weekly rate as well as teaching the faith of the established church.

**Overlooker** Supervisor in a textile mill.

**Pathfinder Project** Nine sub-regional Housing Market Restructuring Pathfinder Projects have been created to bring about housing market renewal and tackle associated high levels of crime and social exclusion. The East Lancashire Pathfinder includes parts of Blackburn, Hyndburn, Burnley, Pendle and Rossendale.

**Pediment** A formalised gable derived from that of a classical temple. Also triangular space at the top of a wall or over a doorway that looks like a gable. Sometimes contains decoration.

**Pilaster** Flat version of a classical column in shallow relief. Often used on shop frontages.

**Powerloom** Invented in 1784 by Edmund Cartwright. Originally shuttle operated.

**Quoin** The stone blocks on the outside corner of a building which are usually differentiated from the adjoining walls by material, colour, texture, size or projection.

**Sash window** A window in which two sashes, separated by parting beads, slide within a frame, counterbalanced by weights hung on ropes.

**Select Vestry** A select number of persons chosen in large and populous English parishes to represent and manage the concerns of the parish for one year. Forerunner of the Local Board.

**Setts** Square blocks usually of granite, forming a street surface.

**Snecked** Coursed sandstone where the squared stones have not been fully dressed and the coursing is varied by smaller stones (snecks).

**Stall riser** The panel below the sill of a shop window.

**Tape sizer** ‘Tape sizer’ or ‘taper’ is responsible for applying a ‘size’ to yarn, a substance which gives it strength, stiffness and smoothness and thereby improves its weaving qualities.

**Temperance Movement** Movement aiming to reduce the amount of alcohol consumed.

**Temple** The part of a loom that keeps the cloth being woven stretched to the correct width.

**Tree Protection Order (TPO)** Made by local authority to protect specific trees or woodland from deliberate damage or destruction.

**Turnpike** A turnpike, toll road or tollpike is a road on which a toll authority collects a fee for use.

**Vernacular** A term used to categorize a method of construction which uses immediately available resources to address immediate needs.
Padiham celebrates the Diamond Jubilee of Queen Victoria (Lancashire Library photograph).