LANCASHIRE
HISTORIC TOWN
SURVEY PROGRAMME

PADIHAM

HISTORIC TOWN
ASSESSMENT REPORT

MAY 2005

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with the support of English Heritage and Burnley Borough Council
The Lancashire Historic Town Survey Programme was carried out between 2000 and 2006 by Lancashire County Council and Egerton Lea Consultancy with the support of English Heritage.

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SUMMARY

The Lancashire Historic Town Survey Programme

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

Padiham – archaeological and historical summary

No sites of prehistoric or Romano-British date have been recorded for the Padiham survey area. The name ‘Padiham’ has Anglo-Saxon origins. However, no documentary or archaeological evidence of settlement in the township before the thirteenth century has been found; it is likely that any early medieval settlement in the area would have consisted of dispersed farmsteads.

Padiham was never a separate manor, its lands largely being held by customary tenants of the Manor of Ightenhill. By the thirteenth century, it was part of the de Lacy family’s Honor of Clitheroe. It is likely that there was a nucleated village in the vicinity of the modern town by at least the mid-thirteenth century, which probably grew because of its position at a crossing point of the River Calder for roads joining Blackburn, Burnley and Whalley. The early village probably lay along a road running up the hill from the bridge towards the church. The layout of the later town suggests that there was an open triangular area to the south-east of the church, which now represents the centre of the settlement. This is quite likely to have formed the early market area.

There appear to have been only a few isolated farms in the vicinity of Padiham in the medieval period. The nucleated settlement was set amongst open fields farmed in common, all of which had been enclosed by 1602. Unlike nearby towns such as Accrington, Padiham functioned as a rural community based around a nucleated settlement rather than a dispersed settlement of individual and small groups of farms. The most significant settlement outside the main village but within the later urban area was probably the Green, or Padiham Green, situated to the south of the River Calder, originally within the township of Hapton.

Padiham’s urban origins are uncertain. It has frequently been suggested that it was a town in the late sixteenth and early seventeenth centuries, largely on the basis that it had established a market. Evidence for a market at this time is, however, scant. Padiham did have three annual fairs, recorded in the early seventeenth century, and also contained a number of shops by this time.

Coal mining was first recorded in the vicinity of Padiham in 1434. By the later sixteenth century the town was involved in the textiles trade, and in 1569 there were at least three clothiers operating in the township. By c1800 the textiles industry was the main source of employment in Padiham.
Development of the nineteenth-century town

Although a bleak picture could be painted of poverty-stricken early nineteenth-century Padiham, the town did expand quite significantly during this period, with new areas of housing being established around 1800 to the north and west of the settlement and a substantial increase in the population. In 1833 there were said to be only four unemployed persons in Padiham, amongst those capable of working.

The inhabitants of Padiham considered it a town by the late eighteenth century, but outsiders still regarded it as a village in the early nineteenth century and this perception does not appear to have altered until the middle of the century. In the early nineteenth century it seems to have been less the size of Padiham than its lack of perceived urban attributes that prevented its being regarded as a town. This was partly due to its being out-competed by Burnley in commercial terms. Padiham was probably of a similar size to Burnley in the mid-seventeenth century, but in the nineteenth century Burnley became one of the most important towns in Lancashire, and exerted great influence over Padiham.

Handloom weaving and block printing remained the principal forms of industrial employment in Padiham into the 1840s. Both were susceptible to change through mechanisation, but widespread factory production seems to have been introduced relatively late into Padiham. The first cotton factory, Clay Bank Mill, was built in about 1790, although at the time it was little more than a loomshop using handlooms. The second factory was Helm's Mill, which has a datestone of 1807.

Padiham appears to have deserved its continued reputation as one of the poorest places in Lancashire. In the 1840s, the perceived lack of cotton mill development was viewed as one of the main reasons for the distress of the townspeople. Many of the poor were housed in the new streets developed to the north and west of the settlement in the early nineteenth century, in houses that were for the most part back-to-backs. Although Padiham had grown during the later eighteenth and early nineteenth centuries, its physical growth was less than might have been expected given its population growth, a factor which led to cramped developments and very high population densities in the poorest areas. In some streets, many people may have lived in cellar dwellings beneath the back-to-back housing.

By 1848, Padiham was surrounded by coal pits, including two large collieries and a number of small-scale workings. The presence of both coal and water in the vicinity assisted the development of the cotton industry in the town. That the industry did not develop quickly in the earlier nineteenth century may in part be a consequence of the putative resistance of landowners to selling land for industrial development, but it is likely to owe more to Padiham’s comparatively poor transport links, with the Leeds and Liverpool Canal being several kilometres away.

The arrival of the railway at Hapton in the late 1840s and in Padiham itself in 1877 stimulated mill development, and the town was extended south of the River Calder into Hapton township. Growth in this part of the survey area led in 1873 to the creation of a local board to govern the urbanised parts of Padiham and Hapton. By 1900 twenty-two cotton mills were operating in Padiham, the majority of which were primarily for weaving. Such a concentration of mills led to the development of some ancillary industries, principally engineering. Although foundries were the main type of industrial site other than textile mills, bobbins were made at Green Bridge Saw Mills.

The market in Padiham was moved to several different sites in the nineteenth and twentieth centuries. The main shopping area was focused on Church Street until the mid-nineteenth century but, like the market, moved to Burnley Road towards the end of the century. A number of later nineteenth-century shop fronts have survived along Burnley Road and Green Lane. The oldest inn in Padiham is probably the Old Black Bull. This includes some seventeenth-century fabric, but may have been rebuilt on earlier foundations. One of the
oldest documented public houses in the town is the George and Dragon, in existence by 1812. This and several other licensed premises formed a cluster around the church and original market area.

The earliest Nonconformists to establish themselves in Padiham were the Wesleyans, who built a meeting house in a vernacular style off West Street in 1758. Other sects built chapels in the town in the nineteenth century. The parish church, St Leonard’s, was largely rebuilt in the eighteenth century and entirely rebuilt in the nineteenth, although earlier material was reused where possible. A small new church, dedicated to St Anne and St Elizabeth, was begun at Padiham Green in 1873, but was still unfinished in 1911. St Matthew’s, a temporary iron church, was erected in 1871, and removed between 1912 and 1921. The comparative lack of new Anglican churches in Padiham in the nineteenth century and the lack of success of those built may be indicative of the strength of Nonconformity in the town. St John the Baptist’s, a Roman Catholic church, was built to the south of the town in 1881.

Although the first purpose-built workhouse was constructed in Padiham in 1832, to the east of the then urban area, the market hall was not built until after 1912 and a town hall not until 1938. A number of public buildings housing clubs and institutions were, however, erected in the nineteenth century. The first schoolhouse was built in 1680, and several further schools were founded in the nineteenth century.

In the early nineteenth century, water in Padiham was obtained from wells. The Local Board took over responsibility for water supply in 1874, piping it to the town from small reservoirs on the outskirts, although a sewage works was not built until some time between 1891 and 1909. Gas was supplied to Padiham by a private company from 1846.

**Historic settlement character**

Pre-twentieth-century Padiham was almost exclusively stone-built. The historic core of the town is centred on the commercial area and the church, along Church Street, Mill Street and Burnley Road, where the two and three storey buildings are of a varied character. Many of the shop frontages have decorative features dating to the later nineteenth century. Two small areas of pre-1850 row houses adjacent to the town centre have survived. Other significant historic plan components on the north side of the river include an area of middle-class housing, one of the town’s two cemeteries, an area of gridiron-plan terraced housing and the largest single area of pre-twentieth century industrial buildings.

The River Calder is a prominent feature dividing the survey area in two. Development to the south of the river at Padiham Green, stimulated by the railway in the nineteenth century, includes large areas of gridiron housing and several small industrial sites along two brooks, tributaries of the Calder. Nineteenth-century and later ribbon development also occurred along Burnley Road, the main route into Padiham from the east.

The urban area does not contain a great deal of open space, although Memorial Park and the parish cemetery form a continuous area along with a stretch of informal open ground on the north bank of the river. There is a second park in the southern part of the town, as well as a second cemetery and an area of playing fields, but none is extensive. The town is still largely surrounded by open fields, however, except where it meets the edge of Burnley to the south-east. There are also several allotment gardens just beyond the survey area.

Twentieth-century housing developments of various dates have extended the town to the north, south and east, and have also formed smaller pockets of infill. The town contains several modern schools, including two occupying a large site at the eastern edge of the survey area, adjacent to the grounds of Gawthorpe Hall. A modern business park to the west of the town forms the largest single character area, and a group of twentieth-century works and depots to the east has extended an earlier industrial area.
1. INTRODUCTION

1.1 Project background

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

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

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

1.2 Project aims

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

Key objectives included the
- quantification of previous archaeological work,
- analysis of urban origins and development,
- identification and assessment of the broad historic character of each town,
- assessment of the potential for the preservation of significant archaeological deposits, and the
- identification of future research objectives.

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

1.3 Project outputs

Principal project outputs include

- Sites and Monuments Record (SMR) data. New information added to the Lancashire Sites and Monuments Record. The SMR is the primary database for information on historical sites and archaeological remains in the county. It is used as a research and planning tool and is consulted as part of the development process.
• **Historic Environment GIS Data.** GIS-based information, supplied to those districts with the technology to receive it. The information includes data relating to SMR sites and statutory designated areas, the development of the individual towns over time, and the historic plan components that make up the present urban area.

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

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

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

- The continuing preparation of Local Plan policy and the preparation of Local Development Frameworks and thematic or Area Action Plans;
- Adoption as Supplementary Planning Documents;
- Input into Community Strategies and other neighbourhood initiatives;
- Input into regeneration and tourism strategies;
- Providing a context for Conservation Area appraisal, review and the establishment of new Conservation Areas;
- Facilitating the decision-making process for Housing Renewal initiatives, particularly within and adjacent to the East Lancashire Pathfinder areas;
- Input into National, Regional and Local Research frameworks.

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

### 1.4 Project methodology

The project is based on the developing mechanisms for Extensive Urban Survey that have been applied elsewhere in England; these include the initial assessment undertaken for Tetbury in Gloucestershire (Heighway 1992), and work carried out in Cheshire, Essex and Somerset. In addition the recent Cornwall Industrial Settlements Initiative has influenced the approach, as many of Lancashire’s towns owe their urban origins to industrialisation. The Lancashire survey includes an additional aspect, however – urban characterisation. This specifically targets the broad archaeological and built heritage resource of the nineteenth-century industrial towns, a distinctive and significant feature of Lancashire’s historic landscape. This aspect reflects the growing emphasis placed on characterisation for managing change in both the rural and urban environments. It also reflects the importance of local character in the definition of a sense of place, as emphasised in English Heritage’s policy statement *Power of Place* (2000).

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

- Stage 1 – Data-gathering
- Stage 2 – Assessment
- Stage 3 – Strategy.

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

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

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

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

- Prehistoric – up to cAD70
- Romano-British – cAD70-400
- Post-Roman and Early Medieval – 400-1050
- Medieval – 1050-1550
- Post-Medieval – 1550-1750
- Industrial and Modern – 1750-present

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

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

In order to do this each town was divided into a series of discrete and identifiable blocks of townscape that share common characteristics of date, building form and function. These plan components are generic in that they may be found across the county – ‘Bye-law terraced housing’ for example – and are termed Historic Urban Character Types. However, at a detailed local scale they will show unique differences resulting in the most part from alternate histories – for example the bye-law terraces of Padiham will differ from those in Blackpool. These are termed Historic Urban Character Areas. Differences between areas of the same character type may also be found in terms of condition and survival, or in the presence and absence of individual structures. It follows that one character type may support a large range of character areas. The Historic Urban Character Areas for each town, grouped under their relevant Type, are described below in the Statement of Historic Urban Character.

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

- Townscape rarity (period, rarity) – of urban character types and subtypes.
- Time depth (period, survival, diversity, potential) – visibility, survival and potential of evidence for earlier periods (both urban and non-urban) within the type.
• Completeness (group value, survival) – measure of association with buildings and features and their survival; also measure of association with adjacent areas of townscape.

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

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

The primary aim of the Strategy was to produce management guidance for conservation and enhancement. To facilitate this the historic environment within Lancashire’s towns was divided into individual assets and broader areas for which appropriate strategies were devised.
2. LOCATION, TOPOGRAPHY AND DESCRIPTION OF STUDY AREA

2.1 Geographical location

The town of Padiham is situated in the valley of the River Calder at NGR SD 794 338 (centred). It was originally positioned on the north bank of the river, but spread across the river in the later nineteenth century. Its historic centre lies approximately five kilometres west of Burnley, although today it adjoins the modern civil parish of West Burnley and forms part of a continuous built-up area that includes Burnley, Brierfield, Nelson and Colne. Historically Padiham and Burnley were physically distinct entities, although both lay within the large parish of Whalley. Little more than five kilometres to the west of Padiham lies the town of Great Harwood, with Acrington six kilometres to the south-west, both of which are separated from Padiham by open countryside.

To the north of the town the land rises towards Padiham Heights (265m aOD), before dipping steeply into the valley of the Sabden Brook and then rising again to Pendleton Moor (383m aOD) and Pendle Hill (532m aOD).

2.2 Geology

The underlying solid geology of the area consists of Lower Westphalian coal measures of the Carboniferous era (IGS 1979). These contributed to the early industrial exploitation of the area. The hills to the north and the higher land to the south of the town are formed of Carboniferous sandstones, which range from millstone grits to finer-grained formations such as the Dynley Knott flags and the Dandy Mine Rock (Bennett 1946, 6). These stones formed the basic building materials of the town.

The drift cover consists primarily of glacial till deposits. In terms of agriculture, the area around Padiham was traditionally one of mixed farming, with some emphasis on cattle rearing. Today the land is generally given over to pasture.

2.3 Landscape setting

Padiham formed as a nucleation, primarily on the north bank of the River Calder at a crossing point on the road from Burnley to Blackburn. Its historic core is situated on a hill overlooking the valley of the Calder. The land on which the town was built ranges in height from around 70m aOD at Padiham Bridge to about 110m aOD on Garden Street. To the north, the countryside rises gradually towards Padiham Heights, which remained an unenclosed moorland area until the early seventeenth century.

Padiham is one of a series of towns which lie within the valley of the River Calder and form the key characteristic of the Lancashire Valleys countryside character area (Countryside Commission 1998, 102-3). Together, these towns and adjoining industrial villages form a continuous built-up area along the valley bottom from Colne to Padiham. Some of this urbanisation is of twentieth century origin, but its basis was established in the nineteenth century.

2.4 Study area

Padiham’s urban area was defined in relation to Lancashire’s Historic Landscape Characterisation (HLC) Project, which outlined urban areas in accordance with their extent c1990. Today the urban area is continuous with the urban area of Burnley, the division between the two being partially marked by the relatively undeveloped land associated with the grounds of Padiham Primary and Gawthorpe, Habergham and Ivy Bank High Schools. The boundary of the Padiham urban area here is defined by the township boundary, and development had almost reached this point by 1913 (OS 1913 1:10,560). To the north of the River Calder, Padiham’s urban area equates with the area defined in Lancashire’s HLC Project. There has been little change in the size and extent of the urban area to the
north of the Calder since the end of the nineteenth century.

The urban area defined for Padiham had largely been developed by the start of the First World War. Much of the town’s twentieth-century development took the form of the redevelopment of nineteenth-century industrial areas.
3. SOURCES

3.1 Published works

Unlike the larger towns of east Lancashire, Padiham did not attract the interest of local topographers and historians during the nineteenth century, so there is no nineteenth-century history of the town or township. As it formed part of Whalley parish, the township was covered by Whitaker in his history of Whalley, but he found little to interest him there; his observations on Padiham are no more detailed than those contained in the various versions of Baines’s county history. In all cases the church of St Leonards is well covered but other details remain sketchy at best.

The lack of previous interest in Padiham is reflected in the short entry for the township in the Victoria County History. This does, however, give the best and most complete coverage of the early history of Padiham township to date. The account makes use of two collections of original documents, both of which are published and make a number of references to Padiham in the sixteenth and early seventeenth centuries. These are the Clitheroe Court Rolls (Farrer 1912) and the accounts of the Shuttleworths of Gawthorpe Hall (Harland 1858). Even so, the Victoria County History reveals little of the more recent history of Padiham.

The earliest publication to deal in any detail with the town’s nineteenth-century history and the first history to be written exclusively about the town was the Reverend JE Jenkins’s History of Unitarianism in Padiham (1906). Although dealing with the history of the Unitarian Methodists in the town, Jenkins’s work contains a good deal of useful detail about the social history of nineteenth-century Padiham. When combined with information derived from trade directories, it provides the basic outline for a nineteenth-century history.

Until recently the only modern published work dealing with Padiham’s history was Bennett’s four-volume History of Burnley, published between 1946 and 1951. This deals with the town primarily as an aside, although the volumes do contain useful if brief overviews of the township in the Middle Ages and in the seventeenth century.

Since 1980 two local historians, Duncan Armstrong and Gill Glenn, have produced substantive contributions to the study of Padiham’s history. Armstrong’s principal contribution has been Owd Padiham, a collection of old photographs, which unusually for this genre contains much previously unpublished and useful information, particularly about the buildings featured in the photographs. Glenn has produced what amounts to the nearest approximation to a comprehensive published history of Padiham, in a series of eight articles on aspects of the town’s history published sequentially in the Red Rose Magazine during 1989 and 1990. In addition, and in collaboration with a WEA class, she has produced a detailed study of a single street in Padiham in St Giles Street, Padiham. The History of a Working-Class Street. No theses were noted that dealt with Padiham’s history, but there are unpublished manuscripts dealing with aspects of the area’s history in Burnley Library. Unpublished manuscript notes for a history of Padiham are contained in both the LRO (PR 2863/27) and Burnley Library (Byrne nd).

Aside from trade directories, of which Burnley Library holds a large collection, the principal published primary sources are newspapers. A number of newspapers that were published in Burnley also covered Padiham. Of these the most successful were the Advertiser, the Express and the Gazette (West 1983, 242). Microfilm and copied extracts from these are available in Burnley Library. Padiham briefly produced its own newspapers, the Padiham Almanack and the Padiham Advertiser, and collections of these for the 1860s are held by the...
LRO (UDPa 89). Other than the occasional copied article, data from nineteenth-century newspapers has not been used during the present study.

3.2 Manuscripts

Padiham was part of the manor of Ightenhill, a holding in the Honor of Clitheroe and later the Duchy of Lancaster; as such there are occasional references to the township within the local Halmote Court proceedings. For Ightenhill some of these have been transcribed in Farrer’s *Court Rolls of the Honor of Clitheroe*, volume 2 (1912). The Duchy of Lancaster muniments are held at the PRO in Kew, but there is no modern catalogue for these. A brief review of the material revealed little of relevance.

The LRO holds other manuscript collections relevant to Padiham. The social make-up of the town, however, with many copyholders and few freeholders, may explain why there are few family collections with much information regarding the township. The main collection of any use is DDHk. Of more use are documents contained in the parish (PR 2863) and urban district council records (UDPa). Aside from the LRO, the most useful local manuscript collection for Padiham is held in the Manchester Archives at Manchester Central Reference Library, primarily in the Farrer Collection (L1). Very few primary manuscript sources for Padiham are held by Burnley Library. Other repositories which may contain information relevant to Padiham but which were not checked during the course of this study include the John Rylands Library and the Chetham Society Library, both situated in Manchester.

Photographs of Padiham are contained in the Hargreaves Collection held by the LRO (UDPa 89/1), whilst the most extensive collection of old photographs of the town is at Burnley Library. Some of these have been published by Armstrong in *Owd Padiham* (1985).

3.3 Cartographic evidence

No estate maps covering the defined urban area of Padiham prior to the commencement of the expansion of the town were noted. The earliest large-scale map of the area is the tithe award map of 1839 (LRO DRB 1/146). This provides a view of the town similar to that depicted on the 1st edition 1:10,560 Ordnance Survey map of 1848. Along with the corresponding tithe map for Hapton (LRO DRB), however, it does provide a view of the town’s environs before the expansion of the urban area in the later nineteenth century. Some information can be gleaned from earlier small-scale mapping, such as the county maps of Yates (1786; see Harley 1967) and Greenwood (1818), and the plan of the proposed Leeds and Liverpool Canal of 1792 (PRO RAIL 846).

Other than Ordnance Survey maps, only two nineteenth-century plans post-dating the tithe survey were identified for Padiham. A plan of developments along Green Lane in 1876 (LRO UDPa 17/25) is useful for examining the early expansion of the town south of the Calder into Hapton township, and there is a block plan of houses in Shakespeare Street dated to 1887 in Burnley Library (LC14Padiham/Blo).

3.4 Archaeological evidence

Following an initial examination of the nineteenth and early twentieth-century OS mapping, undertaken at the commencement of the LEUS, there were 94 sites recorded for Padiham in the Lancashire Sites and Monuments Record (LSMR). Of these, 29% were listed buildings. The majority of the remainder were structures recorded from the Ordnance Survey map coverage or other nineteenth-century documentary sources. Consequently, and consistent with Padiham’s growth in the nineteenth century, only 6.3% of sites in the LSMR are known to have origins pre-dating 1800. All of these are medieval or post-medieval in date.

No archaeological investigations of any kind or detailed building surveys are
known to have been undertaken within Padiham. Two chance finds have been recorded, however. Later versions of Baines’s county history noted that a “a cross strongly resembling those in Whalley Churchyard” was discovered in St Leonard’s churchyard “but in so mutilated a condition as to render its date dubious” (Croston 1889, 415). More recently, in 1991, a time capsule was discovered when Crossbank Methodist Church was demolished. This had been buried when construction was started in 1892 (BL LJ6Padiham).
4. HISTORICAL AND TOPOGRAPHICAL DEVELOPMENT

4.1 Prehistoric
There are no known prehistoric sites within the urban area defined for Padiham.

4.2 Romano-British
No Romano-British sites have been recorded within the urban area defined for Padiham.

4.3 Post-Roman and early medieval
The name ‘Padiham’ is derived from the Anglo-Saxon personal name Padda and an *ingaham* suffix. This suffix is indicative of early period Anglo-Saxon settlement (Mills 1976, 119) and may refer to the territory of an Anglian kinship group. There is no documentary or archaeological evidence to indicate a settlement in the township before the thirteenth century, however, and it is likely that any early medieval settlement would have consisted of dispersed farmsteads. The place name was being applied to the settlement of Padiham by 1241, and in 1296 it was referenced as Padingham (Farrer and Brownbill 1911, 492).

4.4 Medieval
Padiham was not mentioned as a vill in Domesday Book, despite its possible early origins as a settlement. This need not surprise, however, as Padiham was never a separate manor, its lands largely being held by customary tenants of the Manor of Ightenhill (Farrer and Brownbill 1911, 493). By the thirteenth century, when Padiham first appears in the historical record, it was part of the de Lacy family’s Honor of Clitheroe. No burgesses were ever recorded, and there was only one freeholder in 1258 and two in 1311 (Bennett 1946, 139). The details of the population structure of the township of Padiham given at these dates (Bennett 1946, 139), when set against the known later settlement pattern, strongly suggest the existence of a nucleated village in the vicinity of the modern town at least by the mid-thirteenth century.

A chantry chapel had been established in Padiham by 1452 when John Marshall, its benefactor, obtained the king’s licence to purchase lands for the support of a chantry priest at the chapel (Farrer and Brownbill 1911, 494). A manorial corn mill was in existence by 1311 (Bennett 1946, 139), and Padiham Mill was described as a corn meal mill in 1611 (Harland 1858, 183). Given the location of the church on the hilltop above the Calder in the mid-fifteenth century and the siting of the mill close to the bridge over the Calder from at least the early fourteenth century, it is reasonable to assume that the village was situated along a road running up the hill from the bridge towards the church. The layout of the later town suggests that there was an open triangular area to the south-east of the church, which now represents the centre of the settlement. This is quite likely to have formed the early market area. Into this area entered from the south the road to Burnley, from the west the road to Blackburn and from the north the road to Sabden or via Read to Whalley (Harley 1967, 41; Bennett 1946, 123).

A number of properties within Padiham township are known to have medieval origins. Birtwistle Croft, a property in Padiham in the seventeenth century (Harland 1858, 165), presumably originated as the croft called Birtwistle which was first referenced in 1209 (Ekwall 1922, 80). Another croft known to have lain within the later urban area of Padiham was Cotpthurst, which is first known to be referenced in 1464 (Ekwall 1922, 80). The most significant settlement outside the main nucleated settlement of Padiham but within the later urban area is probably the Green or Padiham Green. This is situated to the south of the River Calder, originally within the township of Hapton. The settlement is mentioned in the later thirteenth
century as Kagildegrene (Farrer and Brownbill 1911, 511). The Green survives as a seventeenth-century hall range with an early seventeenth-century cross wing (http://imagesofengland.org.uk). It gave its name to the general settlement area that developed south of the river, within that part of Hapton which in the nineteenth century was annexed to Padiham township. In 1507 reference was made in the Shuttleworth Accounts to a messuage called Fartilhouse, which may equate with the later property known as Isles House (Harland 1858, 16). The present building is a small mansion house of the later eighteenth century. The farmstead known as Schole Bank was in existence by 1529 (Farrer 1912, 97-8).

Padiham Bridge is first referenced in c1530 (Farrer 1912, 102), but had been in existence for some time by then. Indeed, it is likely that Padiham grew as a nucleated settlement because of its position at a crossing point of the River Calder for roads joining three central medieval places, Blackburn, Burnley and Whalley. This nucleated settlement was set amongst open fields farmed in common, one of which was known as Padiham Field (Farrer and Brownbill 1911, 493). All the town fields, amounting to 193 Lancashire acres, were divided and enclosed in 1529 by the Commissioners for Enclosure (Harland 1858, 844). Some open field remained until 1602, however, when a final phase of enclosure ensured all cultivated land in the township was subdivided (Glenn Aug/Sept 1989, 13). Strip-like fields with aratal curved edges are the legacy of these enclosure events; these are clearly depicted on the Ordnance Survey 1st edition of 1848, south of the Blackburn Road to the west of the town.

Outside of the nucleated settlement there were at least two isolated medieval farms, both of which lie beyond the LEUS defined urban area for Padiham. One of these, High Whitacre, formed an estate held by one of the two freeholders referenced in 1311 (Farrer and Brownbill 1911, 494). The other medieval farm was Hargreave, which was a holding of the Webster family from at least the fifteenth century (Farrer and Brownbill 1911, 494). Along with Gawthorpe Hall and Huntroyds, both major estate centres and outside the township of Padiham, and Padiham Green and possibly Schole Bank, both originally in Hapton township, these may have been the only isolated medieval farms in the vicinity of the later town of Padiham. Unlike, for example, Accrington, Padiham functioned as a rural community based around a nucleated settlement, not a dispersed settlement of individual and small groups of farms.

4.5 Post-medieval

By the early seventeenth century, a number of other farmsteads and named properties are known to have existed within the defined urban area for Padiham. A property called Padiham Bridgend was noted in 1559 (Farrer 1912, 286-7), presumably on the north side of Padiham Bridge in the vicinity of buildings marked as Bridgend in 1839 (LRO DRB 1/146). This was probably the same property that was recorded as Bridgend in 1605 (Harland 1858, 165). A contemporary property was Bank House (Harland 1858, 165), situated in the area later occupied by Queen’s Street. Other properties named in the early seventeenth century but whose whereabouts are uncertain include Whippe Croft and Black Hall (Harland 1858, 165).

Plate 1: Stockbridge House

Stockbridge House is one of the oldest surviving properties in Padiham today. It
may have originated after 1529, following the enclosure of a common open field of that name (Bennett 1947, 249). The surviving fabric is of mid-seventeenth century date (http://imagesofengland.org.uk), but the site is first referenced in documents in the eighteenth century – there is reference to both a High and a Low Stockbridge in 1758 (LRO DDHk 5/1/7), and Stockbridge is named on Yates’s county map of 1786 (Harley 1967, 41). Another surviving farmstead with seventeenth-century fabric is Higher Slade Farm, probably the original farm of an estate that by 1846 also included Slade or Lower Slade (OS 1848 1:10,560). It may have begun as part of the Hargreave holding.

New farms are likely to have developed within Padiham township following the enclosure of the open rough pasture and waste on Padiham Heights in 1618 (Glenn Aug/Sept 1989, 13). Indeed, much of the dispersed settlement that came to form North Town in the later nineteenth century would have developed after this event. One farm within the defined urban area that may post-date the early seventeenth century in origin is Craggs. Possibly marked on Yates’s map of 1786 (Harley 1967, 41) and named in a survey of 1825 (LRO UDPa 89/4), it survives today as a main block dating to about 1840 with a side-wing of probable later eighteenth century date (http://imagesofengland.org.uk). A barn belonging to the farm has an initialled datestone of 1777 (http://imagesofengland.org.uk).

Padiham’s urban origins are uncertain. It has frequently been suggested that it was a town in the late sixteenth and early seventeenth centuries (LUAU 1990,115-117), largely on the basis that it had established a market (Everitt 1976, 170). Everitt argued that Padiham was one of “several of the principal towns of modern Lancashire [which were] emerging in this period and setting up markets of their own” (1976, 177). Yet the only evidence for a market at this time comes from the Shuttleworth Accounts for 1606, in which there is mention of the purchase of butter in Padiham Market (Harland 1858, 171; Tupling 1936, 103). Padiham also had three annual fairs, recorded in the early seventeenth century (Tupling 1936, 103). The fair tolls, along with those of Burnley, Colne and Haslingden, were leased to Roger Kenyon in 1632 (Tupling 1927, 176).

Another indication of proto-urbanism in Padiham is the development of a grammar school there, with a schoolhouse built about 1680, though no endowment was provided until c1756 (Farrer and Brownbill 1911, 496). Eighteenth-century county maps do not depict Padiham as a town and it did not attract the attention of national topographers. Its own inhabitants seemed to have considered it to be a town in the later eighteenth century, however. In 1797, following a period when the market had been suspended, the inhabitants felt that “the suspension, or temporary cessation, of the market at Padiham hath been greatly detrimental to this Town and Neighbourhood. That the re-establishment of the market in this town is become highly important and indispensably necessary to the increasing trade and population of the town and county adjacent” (LRO Pa2863/4). The distinction between town and surrounding environs made in this document indicates that the term ‘town’ was being used here in the sense of an urban settlement rather than as shorthand for a township.
Bennett claims that up to the seventeenth century, Padiham developed in a similar way to Burnley (1947, 248). Certainly, both settlements appear to have been attempting to establish themselves as locally important markets at the time. In addition to its market and fairs, Padiham was home to a number of shops in the early seventeenth century. One shop was tenanted by James Smith in 1617 (MA L1/47/3). Other contemporary shops appear to have been a grocers and clothes shop run by John Starkie and a food shop run by Widow Sankey (Bennett 1947, 251).

In addition to farming and some trade, Padiham’s post-medieval economy also included industrial activity. Industry had been present in Padiham from the Middle Ages. In the Lay Subsidy Roll for 1332, a Roger the Ledeber was listed as living in Padiham (Bennett 1946, 101), whilst coal mining was first recorded in the vicinity in 1434 (Farrer and Brownbill 1911, 492). By the sixteenth century there seem to have been considerable difficulties in regulating both mining activities and the coal trade. In 1515, illegal pits in the township were ordered to be closed (Bennett 1947, 94), and in 1537 and again in 1542 there were problems with coal mined in the township being sold outside it without licence (Bennett 1947, 92; Farrer 1912, 159). In 1617, the rights to Padiham’s coal were leased to Lawrence Sankey (Nadin 1997, 68). Padiham Colliery seems to have been in existence by the mid-seventeenth century (Glenn Oct/Nov 1989, 14).

By the later sixteenth century Padiham was involved in the textiles trade, and in 1569 there were at least three clothiers operating in Padiham township (Bennett 1947, 251), indicating that there would have been a number of people who gained at least bye-employment from weaving. The textiles industry appears to have grown over the next two centuries, so that by c1800 it was the main form of employment in Padiham. Writing in the early nineteenth century, Whitaker considered Padiham to be “the poorest village in Lancashire having for years been dependent for its support almost entirely on hand-loom weaving, and that of the coarsest and worst paid fabrics” (1876, 49).

In the mid-seventeenth century, Padiham was probably very similar in size to Burnley (Bennett 1947, 36, 248). The population in 1650, estimated at 232 families (Bennett 1947, 250) was significant enough for the inhabitants of the chapelry to petition to become a parish (Glenn Aug/Sept 1989, 12). A century later a population of around 1200 as estimated by Jenkins, similar to that represented by the 232 mid-seventeenth-century families, was perfectly respectable for a mid-eighteenth century Lancashire town (1906, 1). Map evidence clearly indicates that most of the population of Padiham township at this time was concentrated in the nucleated settlement of Padiham itself (Harley 1967, 46).

4.6 Industrial and modern

Padiham in the early nineteenth century

‘Poverty-stricken’ seems to have been the overwhelming view of Padiham in the early nineteenth century. The Unitarian preacher John Ashworth, writing about the township in 1820 and again in 1823, was particularly struck by the poor situation of the people of Padiham (Jenkins 1906, 10). He wrote “perhaps you in London will not exactly know what I mean by the word ‘poor’. I will tell you. It is the master of the family not being able to earn more than 7s a week though he may have three or four children that cannot work” (Jenkins 1906, 8).

Struggling to maintain its market, out-competed by neighbouring Burnley and with an economy dependent on handloom weaving at a time when the industry was coming under threat from the power loom, a bleak picture could be painted of early nineteenth century Padiham. A comparison of late eighteenth-century and mid-nineteenth-century maps, however, reveals that Padiham did expand quite significantly during this period (Harley 1967, 41; LRO DRB 1/146). New areas of housing were
established around 1800 to the north and west of the settlement as depicted in 1786 (Glenn 1986, 7; Harley 1967, 41; Greenwood 1818). It seems likely that the population grew from around 1500 in the mid-eighteenth century to 3529 by 1831 (Croston 1889, 415); not as significant as in some other east Lancashire developing urban areas, but enough to indicate that Padiham offered sufficient opportunity to attract at least local immigrants. Indeed, in 1833 there were said to be only four unemployed persons in Padiham, amongst those capable of working (Bennett 1949, 239).

The inhabitants of Padiham may have considered themselves to be urban dwellers in about 1800, but this was not the view of the settlement shared by outsiders in the early nineteenth century. Along with Bacup and Ramsbotham, it featured as a village in Rogerson’s General Directory of Lancashire (1818). Writing in 1906, JE Jenkins stated of Padiham that “its existence as a town and manufacturing centre does not date back many years. In the middle of the 18th century it was only a small country village, and supposed to have a population of from 1,000 to 1,200 persons” (1). The perception of Padiham appears to have altered during the middle years of the nineteenth century. Early in the century Whitaker had referred to Padiham as a “considerable village” (1876, 49), a term also used by Rogerson (1818, 123) and Baines (1824). In 1855 Mannex called Padiham a large and populous village (508), but by 1868 his company referred to it as a “small manufacturing town” (822). Writing in 1881, Reverend John Robberds recalled a visit to Padiham in the late 1820s; he noted that it “was then a very poor village, mainly occupied by hand-loom weavers” (Jenkins 1906, 12). Describing a later visit in 1837 he opined “I think at that time one or two mills were built at Padiham, and it looked more of a town than on my first visit” (Jenkins 1906, 13). Writing in 1858, Harland stated “the village is now a town” (843).

In the early nineteenth century it seems to have been less the size of Padiham than its lack of perceived urban attributes that prevented its being regarded as a town. Padiham’s difficulties in establishing its credentials as a commercial and administrative centre appear to have resulted from its being out-competed by neighbouring Burnley. In 1639 there was a lawsuit between Padiham and Burnley over the adverse effect of Burnley’s fairs on those of Padiham (Bennett 1946, 98). In 1797, following the re-establishment of a Monday market at Padiham, Burnley moved its market back to Monday. It had previously (in 1796) switched its market from Monday to Tuesday to avoid the competition of the Monday markets in
Rochdale and Bolton (LRO Pa 2863/4). It was presumably in part the impact of Burnley’s market being held on the same day that had led to the cessation of Padiham market before 1855; the fairs are referenced, but no mention is made of the market in the Mannex Directory of that year (510).

Burnley became one of the most important towns in Lancashire in the nineteenth century and exerted great influence over Padiham. So unequal had the relationship between the two settlements become that in 1867, when it was known that Burnley was to become a Parliamentary Borough, Padiham wished to become part of the borough, but Burnley’s local government rejected the inclusion of the township (Bennett 1951, 68).

The impact of mechanisation

Handloom weaving and block printing remained the principal forms of industrial employment in Padiham into the 1840s (Cooke Taylor 1842, 88-90). Both were susceptible to change through mechanisation, by the introduction of the power loom and cylinder printing.

exaggeratedly claimed that the township was “destitute of mills or factories” (Cooke Taylor, 88). The first cotton factory, Clay Bank Mill, had been erected in about 1790, although at the time it was little more than a loomshop using handlooms (Armstrong 1985, 18). The second factory was Helm’s Mill, which has a datestone of 1807 with the name H Helm. At the time it was probably known as New Mill; a Henry and a James Helm are listed in a directory of 1834 as being cotton manufacturers at New and Old Mills (Pigot).

New Mill appears to have later been incorporated into Guy Mill, which itself became part of Victoria Mill. Old Mill appears to be on the former site of Padiham Corn Mill. This was still in existence in 1818 (Rogerson, 123), and was marked on Greenwood’s county map of that year as a mill wheel on the east side of the Burnley Road. A goit supplying the mill is shown, and is also clearly depicted on both the tithe map (1839) and the first edition Ordnance Survey map (1848), supplying water from the Calder to a cotton factory.

In 1855 James and Henry Helm were listed as cotton spinners, manufacturers and sizers based at Smithygate, Victoria and Old Mills (Mannex, 516). Smithygate Mill, a spinning mill with weaving shed, was erected adjacent to Old Mill (Armstrong 1985, 47). It is shown on the tithe survey, and thus pre-dates 1839. The two cotton manufactories listed as based in Padiham in 1818 do not include either Clay Bank or New Mills (Rogerson 1818, 124). An enterprise belonging to the Dugdales is listed; this was Lower Mills calico printing works, which lay outside Padiham township within Habergham Eaves. The cotton manufacturing company listed in 1818 as Elisha Ellam and Bros. is probably a misrepresentation of Elijah Helm. In 1819 a Messr Helm is listed in Pigot’s Directory as having a cotton-manufacturing establishment in Padiham, though it is unclear whether this relates to Elijah or Henry.
In 1825, Elijah Helm had a Factory Engine House and a sizing house in Padiham (LRO UDPa 89/4; Glenn 1986, 9). The former is most likely to have been Grove Mill, since this was the mill listed as held by Elijah Helm and Sons in 1834 (Pigot).

Two other sizing houses existed in 1825 (Glenn 1986, 9) as well as a number of workshops and weaving shops (LRO UDPa 89/4). One further cotton mill, Bridge End Mill, had been established at Padiham by 1839, (LRO DRB 1/146). Lower House Print Works would also have provided employment in the textile industry by c1840. In the 1840s, although cylinder printing was seen as a threat to the livelihood of block printers, the perceived lack of cotton mill development at Padiham was viewed as one of the main reasons for the distress of its inhabitants. It was argued that the landowners opposed the erection of cotton mills. As a consequence the loom workers were at the mercy of the clothiers, who closed down their ventures in times of hardship, whereas mill owners would not necessarily lay off employees during downturns because of the capital investment in the factories (Cooke Taylor 1842, 89).

Padiham in the mid-nineteenth century

Padiham appears to have deserved its continued reputation as one of the poorest places in Lancashire. Writing in 1842, William Cooke Taylor found Padiham to be “equal to Colne in the desperation of its inhabitants”, but he considered the poor of Padiham as less likely to continue to endure their condition. “There was a reckless desperation about the aspect of misery in Padiham which was unlike anything I ever saw in Lancashire” (Cooke Taylor 1842, 90). He saw Padiham’s poor as being more radical than elsewhere; this radicalism appears to have been a feature of Padiham’s industrial relations in the later nineteenth century (Bennett 1951), and may also have been reflected in the growth of Unitarianism in the town (Jenkins 1906).

Many of Padiham’s poor were housed in the new streets that developed to the north and west of the settlement in the early nineteenth century. These included Club Street, later known as St Giles Street, which was in existence by 1825 (LRO UDPa 89/4). Its name suggests that the houses along it were built by a terminating building society.

The houses were for the most part back-to-backs (Glenn 1986, 9). Other areas of back-to-backs were situated between Adamson Street and John Street and along Alma Street (OS 1893, 1:2500). Although Padiham had grown during the later eighteenth and early nineteenth centuries, its physical growth was less than might be expected given its population growth. This may have been a result of the same unwillingness to develop land that was claimed to have prevented the development of cotton mills. Whatever the reason, it led to cramped developments and very high population densities in the poorest areas.
349 people resided in St Giles Street in 1851, for example (Glenn 1986, 9). Many of these people may have been living in cellar dwellings beneath the back-to-back housing; following attempts by the local board to ban such dwellings in the 1870s, the population of the area fell, reaching 203 by 1881 (LRO UDPa 2/6; Glenn 1986, 9).

**Urban expansion in the later nineteenth century**

The number of factories in Padiham increased considerably from about 1850, leading to a period of sustained urban growth. Three areas accommodated this growth, all of which had developed by 1893 (OS 1:2500). In the east, an area of terraced housing forming a gridiron development grew to the south of Padiham Quarry and around Grove Mill. To the west and south of the Blackburn Road an area of more middle-class housing was developing, which continued to expand in the early years of the twentieth century (OS 1893 1:2500; OS 1912 1:2500). The most significant development, however, extended Padiham south of the River Calder into Hapton township. The mills which developed in this area, such as Green Lane, first appear in directories after 1868 (see p17); it seems likely that the area began to be developed in the late 1860s and early 1870s, in anticipation of the arrival of the Great Harwood Loop Branch railway in 1877. By 1876 improvements to Green Lane were required (LRO UDPa 17/25), probably to aid the approach to the new station. The area continued to grow after 1877 with the construction of Railway Terrace, amongst others, and was still developing in the early twentieth century. Throughout this period, the new housing was laid out in a regular gridiron pattern.

The growth of the built-up area of Padiham into Hapton township led in 1873 to the creation of a local board to govern the urbanised parts of Padiham and Hapton (Farrer and Brownbill 1911, 492). In 1894, the local board district was made a distinct civil parish; the rural portion of Padiham township became a new township called North Town. In 1896, government of Padiham became the responsibility of an urban district council (Farrer and Brownbill 1911, 492). A town hall was not built until 1938.

**Coal mining**

By 1848, Padiham was surrounded by coal pits (OS 1848 1:10,560). One of the most significant was a colliery to the south of the Calder, from which a tram road ran across the river via a bridge to Grove Mill (OS 1848 1:10,560). The colliery buildings shown on the 1848 map and the tram road both post-date 1839, as they are not shown on the tithe map (LRO DRB 1/146). Nevertheless, the site appears to form part of the colliery that was recorded by Nadin as Nook i’ th’ Holme coal pit, claimed to have been sunk in 1815 (1997, 119). Nadin records the colliery building shown in 1848 as Bancroft and suggests that its name was derived from a local family (1997, 16). The field within which it lay was, however, called Bank Croft in 1839 (LRO DRB 1/146). Despite the apparent scale of the operation it may have been short-lived, for the colliery is not referenced in *Statistics of Collieries of Lancashire, Cheshire and Wales*, published in 1854 (Nadin 1997, 16).

Aside from Hapton and Gawthorpe collieries, both of which are situated just outside the defined urban area for Padiham, the remainder of the pits depicted in 1848 appear to have been small-scale workings. By 1876 the pits to the immediate west of the town had come to form part of Craggs Colliery (Mannex), which was abandoned in 1887 (Nadin 1997, 62). Arbories Colliery lay to the north of Craggs in 1876, and there was also reference to a Padiham Colliery, which probably related to the pits to the east of the town (Mannex 1876). The tram road from Bank Croft to Grove Mill was joined from the east by another tram road communicating with coal pits further up the Calder valley, whilst a branch off it to the west ended on the edge of town, presumably at a coal staith (OS 1848 1:10,560). By the later nineteenth century the tram road to Grove Mill had
gone, but the other routes had been rationalised into a straighter tramway bringing coal down the Calder valley to a staith at Padiham (OS 1893 1:2500; OS 1912 1:2500).

**Textiles and related industries**

In 1801 Padiham township had a population of 2118 (Croston 1889, 415), and in 1811 there were 2556 inhabitants occupying 480 houses (Rogerson 1818, 123). Between 1831 and 1861 the population increased from 3529 to 6914 (Croston 1889, 415). Thus between 1801 and 1831 the population grew by 167%, and by 196% over the following thirty years. By 1901 the population of Padiham was around 10,500 (Farrer and Brownbill 1911, 492).

Clearly Padiham achieved unprecedented growth in the nineteenth century, becoming a town in size at least, if not in function, by the mid-nineteenth century. This growth can be attributed to the development of manufacturing industry in the town. Coal had been mined around Padiham since at least the early sixteenth century (Bennett 1947, 94), but it was the appearance of first handloom weaving and then factory-based textile production, as elsewhere in east Lancashire, that stimulated growth.

The presence of both coal and water in the vicinity of Padiham assisted the development of the cotton industry. The

| Table 1: References to cotton mills in selected directories |
|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Mill              | Mantex 1855       | Mantex 1868       | Worrall 1872      | Mantex 1876       | Barrett 1899      |
| Albert            | Y                 | Y                 | Y                 | Y                 | Y                 |
| Alma              | Y                 | Y                 | Y                 | Y                 | Y                 |
| Bridge End        | Y                 | Y                 | Y                 | Y                 | Y                 |
| Britannia         | Y                 | Y                 | Y                 | Y                 | Y                 |
| Clay Bank         | Y                 | Y                 | Y                 | Y                 | Y                 |
| Commercial        | Y                 | Y                 | Y                 | Y                 | Y                 |
| Daiseyfield       | Y                 | Y                 | Y                 | Y                 | Y                 |
| Enterprise        | Y                 | Y                 | Y                 | Y                 | Y                 |
| Green Bridge      | Y                 | Y                 | Y                 | Y                 | Y                 |
| Green Lane        | Y                 | Y                 | Y                 | Y                 | Y                 |
| Grove             | Y                 | Y                 | Y                 | Y                 | Y                 |
| Holm              | Y                 | Y                 | Y                 | Y                 | Y                 |
| Industry          | Y                 | Y                 | Y                 | Y                 | Y                 |
| Jubilee           | Y                 | Y                 | Y                 | Y                 | Y                 |
| Levant            | Y                 | Y                 | Y                 | Y                 | Y                 |
| Old               | Y                 | Y                 | Y                 | Y                 | Y                 |
| Orchard           | Y                 | Y                 | Y                 | Y                 | Y                 |
| Perseverance      | Y                 | Y                 | Y                 | Y                 | Y                 |
| Riverside         | Y                 | Y                 | Y                 | Y                 | Y                 |
| Spa               | Y                 | Y                 | Y                 | Y                 | Y                 |
| Smithygate        | Y                 | Y                 | Y                 | Y                 | Y                 |
| Vale              | Y                 | Y                 | Y                 | Y                 | Y                 |
| Victoria          | Y                 | Y                 | Y                 | Y                 | Y                 |
| Wellington        | Y                 | Y                 | Y                 | Y                 | Y                 |
fact that the industry did not develop quickly in the earlier nineteenth century may in part be a consequence of the putative resistance of landowners to selling land for industrial development, but it is likely to owe more to Padiham’s comparatively poor transport links. The Leeds and Liverpool Canal was a few kilometres away, and the additional transport costs incurred as a consequence may have reduced the town’s attractiveness as a location for a textile mill. The arrival of the railway at Hapton seems to have stimulated mill development after 1847. In 1855 it was stated that “several new streets have been formed, and many mills and dwelling houses have been erected, within the last few years” (Mannex 1855, 508). A further stimulus was provided by the arrival in Padiham of the branch line from Burnley in 1877 (Hindle 2001a, 63). One mill which may have been established as a consequence of the railway connection was the Jubilee Mill, erected, as the name suggests, in 1887 (Ashmore 1982, 215). The two phases of growth are indicated by the dates of the earliest references to the individual mills. By 1900 twenty-two cotton mills were operating in Padiham, the majority of which were primarily for weaving. Most operated on the room and power system, with space let by the owners to a number of different cloth manufacturing enterprises.

Such a concentration of mills led to the development of some ancillary industries, principally engineering. By 1868 there was a foundry at Green Bridge (Mannex, 823), described as Green Lane Boiler Works in 1872 and 1876, and as the Green Bank Works in 1893 (Worrall 1872, 192; Mannex 1876; OS 1:2500 1893). By 1902 it was the Station Works, and in 1921 the Unity Works. In 1876 other foundries included the Spa Foundry (later the Victoria Foundry) and Guy Foundry (Mannex). By 1899 the Jubilee Foundry and one off Wyre Street had opened (Barrett, 512), the latter described as a boiler works and iron and brass foundry in 1902 (Barrett, 631). All the works, as some of their names indicate, were closely associated with cotton mills. Although foundries were the main type of industrial site not directly related to textiles, bobbins were made at Green Bridge Saw Mills (Worrall 1872, 192; Mannex 1876, 146).

Commercial development

In the late eighteenth and early nineteenth centuries, the market in Padiham appears to have taken place in the street to the front of St Leonard’s Church (Armstrong 1985, 1). When it was first developed it may have occupied an open area between Mill Street and the Burnley Road, which evolved over time into an area of permanently situated commercial premises. The market was poor and unsuitably located, so it is unsurprising that by the mid-nineteenth century it had ceased to function (Mannex 1855, 510). By 1893 a new open air market had been established in an area to the north of Sowerby Street (OS 1:2500 1893). Between 1912 and 1921 the market was removed to a new market hall, adjacent to the River Calder and to the north of the Bridge End Works (OS 1:2500 1912; OS 1:2500 1922) on the site of the former gas works. The market hall closed in 1956 and a fire station was built on the site (Armstrong 1985, 27).

Plate 8: Block of shops with accommodation above, built in 1878 at the junction of Moor Lane with Burnley Road

Throughout the early to mid-nineteenth century Church Street remained the main shopping area, but towards the end of the century this function, like the market, seems to have moved to the Burnley Road (Mannex 1855 and 1876). A number of later nineteenth-century shop fronts have survived along Burnley Road and Green Lane. One of the principal later nineteenth-century commercial buildings was the Oddfellows Hall, a multiple occupancy
building constructed in 1845. In 1878 a block of purpose-built shops with accommodation above was built in the angle of the junction of Ightenhill Street and Moor Lane. By the end of the nineteenth century, a new feature of the trade directories was the fish and chip shop, with thirteen fried fish sellers listed for Padiham by 1902 (Barrett 1902).

In 1872 there were two banks in Padiham, the Craven Bank on Burnley Road and the Post Office Savings Bank on Church Street (Worrall 1872, 191). The Craven Bank appears to have been rebuilt in 1893; it then became the Mercantile Bank of Lancashire, now occupied by Barclays. In 1902 there were two banks on Burnley Road, the Mercantile Bank of Lancashire and the Manchester and County Bank (Barrett 1902, 630). The latter was built in 1901 and is currently the National Westminster Bank.

One of the oldest documented public houses known from Padiham is the George and Dragon, which was in existence by 1812 (LRO PR 2863/4/22). This and the Old Black Bull, along with the Starkies Arms, the Swan and the Kings Arms, formed a cluster of licensed premises around the church and original market area. In 1824 the George and Dragon was one of nine inns and taverns listed in the town, the others being the Black Bull, the Clock Face, the Dun Horse, the Hare and Hounds, the King’s Arms, the Shuttleworth Arms, the Starkie’s Arms and the Swan (Baines 1824). The George and Dragon was not mentioned in 1818, although the Mason’s Arms, the Weaver’s Arms, the Bay (possibly the Dun) Horse and the Brown Cow were listed in addition to the Swan, the Black Bull and the Starkie’s Arms (Rogerson 1818, 124).

In 1829 the public houses listed in a survey of the township were the same as in the 1824 directory with the addition of the New Black Bull (LRO UDPa 89/4). The architecture of the New Black Bull is consistent with a construction date in the 1820s. Worrall’s directory of 1872 details thirteen public houses, whilst four years later Mannex’s directory lists nine public houses and sixteen beerhouses. This indicates that in the 1870s there was approximately one drinking establishment to every 256 inhabitants, a ratio which is very similar to the 1:260 ratio calculated for Blackburn, with its infamous “beery” character, in the early 1890s.

Pubs, inns and hotels

The oldest inn in Padiham is probably the Old Black Bull, which is immediately adjacent to St Leonard’s church on its west side. The earliest surviving fabric in the building is seventeenth century (http://imagesofengland.org.uk), but the building plan, its position and the depth of its foundations in relation to the built up roadway suggest a rebuilding on earlier foundations.
Nonconformist chapels

The nineteenth century witnessed a Christian building boom, in part stimulated by the rise of the New Dissent but mainly fuelled by expanding industrial towns (Newman 2001, 33-6). The earliest Nonconformists to establish themselves in Padiham were the Wesleyans. A meeting house, later converted into two cottages, was built in a vernacular style off West Street in 1758 (Moore 1899, 20). In 1779 it was replaced by a larger structure known as Hall Hill Chapel off North Street. This remained as the main Wesleyan chapel until it was replaced in 1847 by the classically-inspired Wesley Chapel on Chapel Walk (Moore 1899, 179). This was demolished in 1972 (Armstrong 1985, 4). Hall Hill Chapel was initially sold off after the erection of Wesley Chapel, but was repurchased and opened as a mission room in 1883 (Moore 1899, 182). It was demolished in 1955 (Armstrong 1985, 14). In 1871 Cross Bank school-chapel was erected by the Wesleyan Methodists (Moore 1899, 182); rebuilt in 1892, it was demolished in 1991 (BL LJ6Padiham).

The original Wesleyan meeting house site was purchased by the Unitarian Methodists in 1822, and in the following year they opened their meeting house on the site, which came to be known as the Old Nazareth Chapel (Jenkins 1906, 9, 20). In 1874 this was replaced by the New Nazareth Chapel at Knight Hill (Jenkins 1906, 30). The Primitive Methodists opened a chapel in 1883 on Thompson Street (Barrett 1902, 615). The Baptists built their first chapel in the centre of the town off Burnley Road in 1846 (Mannex 1855, 510). This was demolished in 1974 (Armstrong 1985, 39). In 1866 a group ceded from Burnley Road and established the Mount Zion chapel, meeting in the Temperance Assembly Rooms. They acquired their own site for a chapel in the newly expanding settlement area of Padiham Green, where in 1876-7 they built a plain oblong meeting house off Pendle Street (Stockwell nd, 185). Nearby a separate group of Baptists established the Horeb Union Chapel on Victoria Road in 1869 (Barrett 1902, 615). The Congregationalists were not a prominent sect in Padiham; they had only one small chapel, established adjacent to Victoria Mill in 1882 (Barrett 1902, 615).

Anglican and Roman Catholic churches

St Leonard’s church had become ruinous by 1766 and was rebuilt, leaving the tower and the choir as the only medieval fabric (Harland 1858, 843). In 1812 new galleries were added to accommodate an increase in the congregation (LRO PR 2863/2/28 and 29). Within a century of the church rebuild, however, it was both in a dilapidated state and considered to be too small. It was decided to pull down the old church and build an entirely new one (LRO PR 2863/2/24). The recoverable stone from the old church was reused in the foundations of the new, the old chancel window was retained and reinstated, and some unspecified architectural fragments were to be retained (LRO PR 2863/2/25). Otherwise St Leonard’s was completely replaced. The new church was in perpendicular style, and was designed by William Waddington (Pevsner 1969, 186-7).

A small new church, dedicated to St Anne and St Elizabeth, was begun in 1873 to the south of the River Calder at Padiham Green. It was still unfinished in 1911.
Another new church, St Matthew’s, was erected in 1871 (Farrer and Brownbill 1911, 496). This was a ‘temporary’ iron building, situated off the back lane to the properties fronting the west side of Garden Street (Barrett 1902, 615). It was removed between 1912 and 1921 (OS 1:2500 1912 and 1922). The comparative lack of new Anglican churches built in Padiham in the nineteenth century, and the lack of success of those built, may be indicative of the strength of Nonconformity in the town.

The Roman Catholics built St John the Baptist’s church to the south of the town in 1881 (Barrett 1902, 615), replacing an earlier school-chapel of 1863 (Farrer and Brownbill 1911, 512), which was retained as a school. Its position to the south of the newly developing area of Padiham Green within Hapton township suggests that many of the immigrants that populated this new settlement area in the 1870s may have been of Irish origin. This hypothesis is given weight by the twentieth-century situating of the Irish League Club in Padiham Green.

Schools

In 1605 a levy was made on some properties in Padiham to pay for the construction of a schoolhouse (Harland 1858, 164). No such building was erected until 1680, however (Farrer and Brownbill 1911, 496), when a grammar school was built to the rear of St Leonard’s church on land owned by the Shuttleworths. This was still extant and operational in 1824 (Baines). In 1830 it appears to have been replaced by a National School situated between Mill Street and Burnley Road (Glenn 1986, 10). In 1835 the old school may have been the house said to be on land between the churchyard and Back Lane, which was conveyed to the Commission for Building New Churches for the purpose of extending the churchyard (LRO Pa 2863/2). Certainly the old school had gone by the 1840s, seemingly as a consequence of the churchyard extension. The National School still survives. Along with the headmaster’s house, it was built in a seventeenth-century vernacular style, a style that was maintained when it was substantially rebuilt and extended in 1854 (http://imagesofengland.org.uk).

By 1872 there was a rival British School, described in 1876 as being on Burnley Road (Mannex 142). This was presumably the school situated to the south of the Baptist chapel in 1890 (OS 1:2500 1893), and in existence by 1855 (Mannex, 510). There is no specific reference to indicate that this establishment was a Baptist day school. The first Nonconformist denominational day school was opened by the Wesleyans in St Giles Street, but this was found to be too small and a new one was built in 1840 off North Street (Stell 1994, 123). Seven years later the Wesley Chapel was built to its rear (Moore 1899, 181), and the school was rebuilt in 1871 (Moore 1899, 182). In the same year a second Wesleyan day school was opened at the newly-built Cross Bank chapel and school, to the south of the Calder (Moore 1899, 182). The earliest school associated with Padiham Green, however, was the Roman Catholic school-chapel of St John the Baptist, built in 1863 (Farrer and Brownbill 1911, 512). A further school was opened in Padiham Green, close to and presumably associated with St Anne and St Elizabeth’s Anglican church (OS 1:2500 1893b). A technical and art...
school was built in 1900 (Farrer and Brownbill 1911, 492).

**Public buildings**

The earliest building under the control of local government, a functioned fulfilled at the time by the parish, was the workhouse. The first purpose-built workhouse in Padiham was erected in 1832, possibly replacing an earlier conversion of a domestic structure in existence since c1730 (Glenn, April/May 1990, 32-3).

Padiham was late to acquire any municipal buildings; the market hall was not built until after 1912, and a town hall not until 1938. Even so, a number of public buildings housing clubs and institutions were erected in the nineteenth century. In 1845 the Oddfellows Hall was built on the corner of Bank Street, being replaced by larger premises off Church Street in 1876. By 1872 there was a Conservative News and Reading Room on Mill Street, a Liberal Newsroom on Burnley Road, a Temperance Hall on Guy Street and a Trades Hall on Burnley Road (Worrall 190-1). The Liberal Newsroom was the Liberal Club by 1876 (Mannex, 145), situated on the Burnley Road side of the market place in 1890 (OS 1893 1:2500). It was rebuilt on a grand scale after 1890 (OS 1893 1:2500). No Conservative Club is referenced in the trades directories, but their newsroom on Mill Street may have been on the site of the later Constitutional Club, erected in 1890.

**Public utilities**

Padiham’s water supply in the early nineteenth century came from a number of wells. The most significant on the south side of the Calder was Spa Well (Byrne nd), the name of which was preserved in Spa Street and Spa Mill. To the north of the Calder, six wells are marked on the periphery of the town in 1846 (OS 1:10,560 1848). The Local Board took over responsibility for the supply of water in 1874 (Farrer and Brownbill 1911, 492); under their auspices water was piped to the town from small reservoirs on the outskirts.

The town appears to have received main sewers very late compared to other urban areas in Lancashire, and a sewage works was not built until some time between 1891 and 1909 (OS 1:2500 1893b; OS 1:10,560 1909). The sewage works lay on the western edge of the township near Altham Mill. In contrast, gas was supplied by a private company from 1846 (Mannex 1855, 510). The original gasworks, with a single gasometer, was built to the north of Bridge End Mill (OS 1:10,560 1848). A second gasometer was erected in the town in 1853 (Mannex 1855, 510), presumably the one situated south of the Calder in 1891 (OS 1:2500 1893b).
5. STATEMENT OF HISTORIC URBAN CHARACTER AND NATURE AND SIGNIFICANCE OF ARCHAEOLOGICAL RESOURCE

5.1 Surviving plan components

Church and churchyard (Areas 1 & 2)

– St Leonard's Church and churchyard (Area 1)

This is probably the earliest surviving component in Padiham's topography, although the original churchyard did not extend as far to the north as at present. Proposals were mooted in 1802 to extend the churchyard and remove 'nuisances' on the north side of the church (LRO PR 2863/11). The churchyard was extended northwards in 1835, when it seems likely that the former premises of Padiham Grammar School were purchased and demolished.

The present church is stone-built and dates to 1866-9. It is a Grade II Listed Building.

– St John the Baptist's Church and churchyard (Area 2)

Development of this stone-built Roman Catholic compound commenced in the early 1860s with the establishment of a school chapel. Later in the nineteenth century, the church was erected with a further school building.

The site lies to the south of the river Calder, some distance from the historic town centre on the northern bank. It is also situated beyond the area of nineteenth century gridiron-plan terraced houses. Overlooking playing fields to the southwest, it is bordered to the north by Padiham Green Cemetery.

Plate 14: View along Church Street to the town centre and St Leonard’s Church

The buildings themselves are of a varied character, set in rows and of two or three storeys in height. The area is entirely stone-built, although some of the buildings are part-rendered. Four houses at 2-8 Guy Street could well represent former handloom weavers' cottages. The area also includes the former Liberal Club. Some streets feature areas of cobbled surfacing.

Textile industry (Areas 4-7)

– Wyre Street (Area 4)

This varied area is dominated by industrial buildings associated with the cotton industry, many of which have been reused for modern purposes, including accommodation, such as Victoria Mill. The area began to be developed in the early nineteenth century, but expanded greatly towards the River Calder after c1850. Textile mills continued to be established here into the last decades of the nineteenth century, and many have been altered since construction. The Grade II Listed Helms

© Lancashire County Council 2005
Mill, dated 1807, is situated on the sloping and cobbled Factory Lane. The area is largely stone-built, but some brick has been used. Building height ranges from one to four storeys. As well as mills, the area includes a club, a public house, and a playground on the former site of a school. The site of Grove Mill is partly derelict.

– Green Bank (Area 5)
As well as textile mills, the buildings in this area include ancillary works such as foundries and bobbin works. Development of the area began in the 1870s, probably in response to the arrival of the railway. Indeed, it includes the former sites of a goods shed, station and marshalling yards, and incorporates land on both the north and south sides of the former railway line.

The present buildings are of one to three storeys and are built of a mix of stone and brick; some are part-rendered. The area includes a builder’s yard.

– Levant Mill (Area 6)
Late nineteenth-century stone-built weaving sheds in Padiham Green, on the bank of the Green Brook and adjacent to an area of gridiron-plan terraced housing to the west.

– Albion Mill (Area 7)
Early twentieth-century weaving sheds in the southern part of the town, spanning the Green Brook. The brook features two weirs here, at the point where it disappears beneath the mill and where it reappears. The site is presently surrounded by housing, including 1890s or slightly later terraces and later twentieth-century development.

Pre-1850 row houses (Areas 8 & 9)
– West Street (Area 8)
One of the few surviving groups of early nineteenth-century working-class houses in Padiham. This area may have initially developed in a relatively rural location, but had been incorporated into a sprawl of early nineteenth-century industrial workers’ housing by at least 1830. The houses comprise two-up two-down through cottages forming four rows, one of which includes a public house at its east end. Stone-built, the majority of the houses are rendered to the rear.

– Chapel Walk (Area 9)
This area represents a surviving fragment of a formerly much larger area of early nineteenth-century working-class housing, much of which was demolished during twentieth-century slum clearances. Some of the cleared dwellings were back-to-back houses or tenements. Chapel Walk comprises a single row of stone-built through-houses, some of which are rendered, on a sloping street.

Plate 15: Grove Mill, part of the Wyre Street character area

Plate 16: Surviving early nineteenth-century cottages along West Street
Middle-class housing (c1860 to 1914)  (Areas 10 & 11)

– Shuttleworth Street (Area 10)

This early development of nineteenth-century middle-class housing commands fine views across the Calder valley. The houses are of two storeys and are stone-built, although some are rendered. Each has a small front garden, and some houses at the western end feature single-storey bay windows. The street itself and the rear service road are both cobbled. The area includes some old-style lamp-posts.

– Queen Street (Area 11)

This area was developed for middle-class housing between the early nineteenth century and the early twentieth century, and covers much of the western end of the town. The majority of the houses were built in terraces, although a small number are detached and there are three pairs of semi-detached houses. Almost all of the terraces feature small or medium-length front gardens, and most of the houses have single- or double-storey bay windows. The buildings in this area are all of two storeys and are stone-built, with some rendered. One of the detached houses is currently in use as a restaurant whilst a second, the former St Lawrence’s Vicarage, is a children’s home. The area also includes the Grade II Listed Nazareth Unitarian Church. Some of the service roads to the rear of the terraces retain their original cobbled surfaces.

Bye-law terraced housing (Areas 12-25)

– Areas 12, 13, 14, 17 & 25

Small discrete areas of nineteenth-century terraced housing, most of which dates to the middle of the century. The area includes ‘model’-style working-class houses, such as those provided by the Shuttleworths in Gawthorpe Street. Only two short terraces within these five areas feature short front gardens; none of the remaining houses have front gardens of any sort. The houses are stone built, and some in each character area have been rendered.

Although some clearance and redevelopment of adjacent sites has occurred, these areas of terraces form parts of the wider surviving historic townscape, for the most part adjoining other nineteenth-century character areas rather than existing as islands within later developments. Neighbouring types include middle-class housing, pre-1850 row houses, a cemetery, and the commercial centre of the town.

Plate 17: Albert Street; model-style working-class housing

– Grove Lane (Area 15)

A small group of terraces forms an area of ribbon development along Grove Lane, adjoining a much larger area of gridiron-plan streets. Two of the terraces are of higher status houses, featuring bay windows and front gardens of a small to medium length. A small pair of houses with no gardens, post-dating 1890s mapping (OS 1893, 1:2500), infills a space to the rear of a slightly earlier terrace on the road frontage.

– Burnley Road (Area 16)

This small area of ribbon development, running roughly eastwards from the southern end of Padiham Bridge, adjoins a larger area of gridiron-plan terraces to the south (Area 20). The main frontage along Burnley Road includes several shops and two public houses. Very few of the houses have front gardens, although one terrace has bay windows. One row, on Institute
Street, features a decorative stone frieze below first-floor window level. Veevers Street is cobbled and the houses on its south side are very small, with some of a square rather than rectangular plan.

– **Areas 19, 20 & 21**

The extensive areas of terraced housing, laid out in a gridiron pattern of streets, form the largest surviving definable mainly pre-twentieth century plan component in Padiham. Unlike in Blackburn, but similarly to Accrington, very little of this housing has been cleared. It is generally of a high standard for nineteenth-century working-class housing, even though much of it was built without the application of bye-laws. Access to the rear of the terraces is provided by service roads. Many of these have been tarmacked, but some have retained earlier cobbled surfaces. The houses are all stone-built; some in each of the character areas have been rendered.

**Area 19**, to the north of the river, was formerly more extensive. An area of grassed open space immediately to its west was formerly occupied by a mix of terraced housing and industrial buildings, shown on 1890s mapping. Area 19 includes a cobbled front street.

– **Area 22**

This character area lies within a curve of the River Calder, on its south bank, adjacent to one of the town’s two bridges across the river and immediately north of a disused railway line. It includes several residential terraces, none of which feature front gardens, and a row containing some larger buildings with varied uses. These include a police station, a telephone exchange, a public house, and a building that was apparently disused at the time of a site visit in 2002. At the southern end of the row are several houses with long rear gardens stretching to the riverbank. The gardens are accessed from the street frontage via archways.

– **Areas 18, 23 & 24**

These three character areas are all very small; two comprise a single terrace, and the third (**Area 18**) contains a row of four houses and fragments of the two end houses of a second terrace, the remainder of which forms part of an area of ribbon development that stretches beyond the survey area, along the main Burnley Road.

**Area 23**, in the southern part of the survey area, would have been relatively isolated when first built, as the only neighbouring building in the nineteenth century was the adjacent Church of St John the Baptist. A housing development of later post-war date now lies immediately to the east and south of the terrace.

**Area 24** lies between two areas of twentieth-century commercial development, which replaced other terraces and a textile mill.

**Public landscape grounds (Area 26)**

– **Memorial Park (Area 26)**

Memorial Park was created in 1922 and forms part of a continuous area of landscaped grounds, along with the adjacent parish cemetery. Prior to this, the only public open space within the survey area had been provided by the two cemeteries. Situated on the north-west bank of the River Calder, the park lies to the south of an area of middle-class housing. Present features of the park include a war memorial, a playground area and two shelters.

**C19 municipal cemetery (Areas 27 & 28)**

– **Padiham Green Cemetery (Area 27)**

A Nonconformist and Roman Catholic cemetery established south of Padiham Green in 1852 (Farrer and Brownbill 1911, 492). The cemetery contains no built structures other than a small block of public conveniences at the north end. The gravestones are generally modest in size and design, although there are some more ornate examples in the south-west corner. Some of the stones are presently covered over and marked “Danger Unsafe”.

– **Parish Church Cemetery (Area 28)**

As in most expanding urban areas in the mid-nineteenth century, pressure on space
within denomination-specific burial grounds led to the need for an out-of-town cemetery. Padiham was still governed by the parish at the time, so the cemetery remained attached to St Leonard’s Church (situated 450m NE of the cemetery) when it was laid out in 1853 (Mannex 1855, 510).

An arched stone gateway dated 1853 forms the entrance to the cemetery, although a lodge that formerly stood adjacent to it is no longer extant. The only other structure within the cemetery is a small chapel.

**Agricultural (Areas 29-39)**

Seven of the ten areas of agricultural land within Padiham are allotment gardens. None of these covers an extensive area, and they are generally situated towards the edges of the town, adjacent to residential areas. However, two lie closer to the town centre, within an area of open ground on the north bank of the River Calder. One allotment garden is the former site of a nursery, shown on the 1893 map, whilst the others have either not been developed or are shown with one or two small structures on the 1893 map. Further, more extensive, areas of allotment gardens lie beyond the survey area.

Agricultural areas within Padiham also include Workhouse Farm, Lower Slade, and a small area forming the northern tip of the survey area and representing part of a wider expanse of agricultural land to the north and west and to the east, beyond the adjacent housing estate.

Lower Slade also forms part of a wider area of agricultural land, and is situated at the western edge of the survey area. The farm is largely of twentieth century date, although a small building marked ‘Slade’ is shown on the site on the 1844 OS map.

Workhouse Farm incorporates the early 19th century Padiham Workhouse, and is a Grade II Listed Building. Situated at a crossroads on the main A678 Blackburn to Burnley Road and the A6068, close to the railway line, the farm forms the westernmost point of the survey area.

**C20 industrial/commercial (Areas 40-49)**

The largest area of industrial development in Padiham is formed by Shuttleworth Mead Business Park, to the west of the main town, along with a small area adjacent to this but on the east bank of the River Calder. The business park is bordered to the north by the line of a dismantled railway, and to the south by the river. The area east of the river includes a breakers’ yard, a builders’ yard and a household waste disposal centre. A second large twentieth-century industrial area comprises a works and depot at the eastern side of the town, which forms an extension to an earlier industrial area.

A number of smaller industrial and commercial sites lie closer to the centre of the survey area. These include a small garage, areas of works, and two commercial areas separated by a single nineteenth-century terrace. The latter areas lie adjacent to the historic core, and one includes the modern market.

One further area, south of the river, is situated between two areas of nineteenth-century gridiron-plan terraces to the east and west, and two areas of nineteenth-century textile-related industrial buildings to the north and south.

**C20 place of worship (Areas 50 & 51)**

– **Catholic Church of St Philip the Apostle (Area 50)**

The Catholic church occupies a prominent position at the junction of two roads. Overlooking open fields to the west of the town and a school field to the south, the churchyard is bordered by mid-twentieth century housing to the east, on the opposite side of Slade Lane. As well as the church itself, the site includes a small presbytery, a third building to the west of the church, and a car parking area.

– **Kingdom Hall, Grove Lane (Area 51)**

Situated near the town centre, this small character area lies adjacent to a group of 19th century textile mills, on a site that was formerly occupied by terraced houses.
C20 public (Areas 52 & 53)
The two areas of modern public buildings in Padiham lie adjacent to one another and contain several buildings of different public functions. Both are bordered to the west by the River Calder and to the east by the rear of Burnley Road, historically the main thoroughfare through the town. Buildings comprise the council offices and library, the fire engine station, a medical centre and a clinic. The northern area also contains an electricity substation, and a small car park adjacent to the clinic.

C20 recreational (Areas 54-8)
The few modern recreation areas within the defined urban area for Padiham are of a diverse character. The largest open space is formed by Fennyfold Playing Fields in the south-western corner of the survey area, adjacent to the Roman Catholic school. A second character area comprises a small group of structures, possibly pavilions, associated with the Arbories Memorial Sports Ground, which itself lies beyond the survey area.

On the south bank of the River Calder lies an area which includes outdoor facilities and a public baths. Facilities include tennis courts, bowling greens and a playground. To the south-east a small park, Whitegate Park, lies adjacent to an allotment site, within an area of housing estates of various twentieth century dates. It includes a playground. The fifth recreation area lies closer to the historic core of the town, and represents an area of clearance that has become grassed over. On the 1893 map (OS 1:2500), several terraces and part of the site of Victoria Mills are shown within this area.

C20 school or college (Areas 59-63)
Padiham contains a small number of schools, including two nursery schools within twentieth century residential areas south of the river, but does not have a college. Only one school, the Church of England County Primary, lies to the north of the river. This is also in a residential area, and includes a playing field. A second Church of England school, Padiham Green, comprises a modern building adjacent to Saint Anne & Saint Elizabeth Church.

Two further schools, a primary and a secondary, separated by a playing field, form a large character area at the eastern edge of Padiham, adjacent to the grounds of Gawthorpe Hall.

C20 transport (Areas 64-6)
Two small open-air car parks and one of a medium size lie at the edges of the pre-twentieth century commercial area. The largest car park occupies the former site of six terraces, shown on the 1893 OS map. The two smaller sites had both been developed by the mid-nineteenth century (OS 1848) and were cleared after 1893. None of the car parks contains public conveniences or other structures.

Individual housing (1914 to 2003) (Areas 67-9)
The three areas of individual housing all lie at the edges of the survey area. Areas 67 and 68 are small, containing seven and four houses respectively, whilst Area 69 is considerably larger, although still not extensive. Forming the northernmost part of the survey area, the houses in the latter are laid out in two culs-de-sac and along a short length of road which joins the two main roads leading northwards out of Padiham.

Inter- & immediate post-war housing (1914-c1950) (Areas 70-5)
Areas of housing of this type in Padiham generally represent the expansion of earlier residential areas rather than infilling gaps within areas that had already been developed. One small area at the southern edge of the survey area comprises a single terrace of six houses with long rear gardens, which would have been isolated at the time it was built. A second area comprises a geometrical development of...
eight houses and a larger group of
domestic garages.

The remaining character areas of this type form more extensive developments, with
the largest lying to the north of the town centre. Many of the houses here were built
in rows of four or six along avenues, although there are also semi-detached
properties, particularly along the main road, and a small number of detached houses.
This area includes a public house.

Two medium-sized areas adjoin a
development of nineteenth-century terraces in the southern part of the town. One of
these is again laid out in short rows, with semi-detached houses along the main
Burnley Road frontage. The second is laid out in a geometrical pattern; the roads are
straight and almost all of the houses are
set in rows of four. This area also includes
a public house.

Late C20 housing (c1970 to 2003) (Areas 76-87)
Areas of housing of this date are distributed throughout the survey area, to the north
and south of the river. Some represent extensions to earlier twentieth-century housing developments, whilst others have
infilled small undeveloped areas or have replaced earlier structures. Hathaway
Fold, for example, occupies the former site of Jubilee Mill, whilst St James’ Place lies
on the site of a single terrace and the adjacent Waterside Mews has replaced a
weaving shed.

Individual areas range in size, although none are particularly extensive; the
smallest contains only four houses. Two of the larger areas of this character type in
Padiham have been subdivided into smaller character areas according to
individual types of building or layout. Typical layouts include detached houses
situated close together in small, curving culs-de-sac, straight or staggered rows of
three to eight houses, and small blocks of flats. Some semi-detached houses are
also present.

Later post-war housing (c1950 to c1970)
(Areas 88-97)
Post-war housing developments in
Padiham are of varied size and layout, with
some representing extensions to earlier residential areas and others infilling smaller
pockets of land. Several medium-sized estates lie at the edges of the urban area,
one of which extends beyond the survey area towards Burnley. These estates are
layed out as long curving avenues or culs-de-
sac, and the houses within them tends to be of one main type, which may differ
between areas. For example, one area comprises mainly detached houses with a few semi-detached. In another most of the
houses are laid out in short rows, although again some are semi-detached. A third
area is largely made up of detached houses, but also contains a small number built in rows or semi-detached.

Three small areas contain semi-detached houses built with each pair at an angle to
the road. One of these represents an area of cleared nineteenth-century housing. A
further area comprises two rows of houses infilling a small site within a nineteenth-
century gridiron development of terraced houses.

Natural (Area 98)
– River Calder (Area 98)
The curving course of the River Calder cuts across the survey area from east to west, and is crossed by two road bridges within
the town. Between the bridges, the river is joined by a tributary, Green Brook, on its
southern side.

Open ground (Areas 99 & 100)
Padiham contains two areas of informal open ground. Area 99 lies between two
twentieth century housing developments in the southern part of the survey area, and is
crossed from south to north by the Shaw Brook, a tributary of the Green Brook.
Area 100 is situated on the north bank of the River Calder, and is slightly smaller.
Containing some trees, it is shown as
undeveloped land on 19th century mapping. It partly surrounds a smaller area of allotment gardens.

5.2 Building materials

Writing in the “Buildings of England” volume for Lancashire, Alec Clifton-Taylor stated inaccurately that “industrial Lancashire was largely built of brick” (Pevsner 1969, 37). In particular he cited the use of the hard, bright red bricks known as ‘Accrington bloods’. In Padiham the building material for surviving pre-1914 buildings and for known demolished structures (BL photos), is almost universally sandstone. Unlike in many east Lancashire towns, where the domestic structures were stone-built but many commercial, industrial and civic structures were of brick, all classes and types of building in Padiham were predominantly stone-built. In the eighteenth and earlier nineteenth centuries most buildings were constructed using water-shot stone techniques. After about 1850 use of such techniques seems to have declined in Padiham, and from about 1860 roughly hewn rubble blocks appear to have been the favoured mode of stone construction for most domestic accommodation. For at least the frontages of civic buildings and the more expensive houses, ashlared stone was favoured.

The stone was quarried locally from Padiham Quarries, to the north-east of the town centre. On the evidence of its name it is likely that Stone Moor, between Padiham and Hapton, had also provided building stone at some time, although no active quarries are marked there on nineteenth-century maps. Industrial pollution and, in some cases, recent attempts to remove smoke blackening have taken their toll on the stonework of many buildings. The stone blocks are often dished and architectural detailing is frequently crumbling, as for example on the oldest parts of the National School, built in 1830 and 1854. Eroded sand can often be seen lining the foot of a building where it is joined by the pavement.

The principal roofing material by the early nineteenth century was sandstone flags, also locally derived. The Old Black Bull is still roofed with these flags, as is part of the National School. Welsh slate was used later on because it was cheaper and lighter. Today, most roofs are covered with non-locally derived materials such as slate.

5.3 Housing types

In the earlier twentieth century Padiham had a relatively high proportion of earlier nineteenth-century housing forming its working class building stock, particularly to the north of Church Street. The vast majority of this was demolished, however, in 1930s ‘slum’ clearance programmes.

Examples of this housing type survive at the western end of West Street and along Chapel Walk. Built in rows in a generally piecemeal fashion rather than in true
terraces, the houses are low two-storey cottages with little evidence of original adornment and in a vernacular style. Street names such as Double Row indicate the former presence of back-to-backs, although such housing probably formed less than 30% of the housing stock of the early working class district north of Church Street and west of Adamson Street. The main groups were along part of Alma Street, on the west side of St Giles’s Street and between Adamson Street and John Street. An isolated row lay in a rural location at the northern end of Stone Moor in Hapton township (OS 1893 1:2500). Other early nineteenth-century working class dwellings in Padiham consisted of three storey tenements (BL photos); these have also have been cleared (Armstrong 1985, 19).

The majority of pre-twentieth-century houses surviving in Padiham today were built in the later nineteenth century, most of them after c1870. Until 1873, when a Local Board came into being, Padiham was administered through a parish authority which had no control over housing development. The Board, however, was able to influence the character of new housing through the application of minimum standards.

The application of bye-laws to control the quality of housing did not become a widespread phenomenon until after the passing of the Public Health Act of 1875 (Dauntón 1983, 7). Although lacking an urban district authority until 1896, Padiham’s Local Board clearly applied the recommendations of the Act. Indeed, the surviving housing stock makes it clear that good standards in contemporary housing design were being applied to the new houses intended for the labouring classes from at least the 1840s in some cases. Local landlords such as the Shuttleworths of Gawthorpe Hall had architect1-designed two-up two-down through houses built on their behalf. Gawthorpe Street, Bank Street and Moor Lane all have terraced houses built in the 1840s with ‘Jacobethan’ architectural features (http://imagesofengland.org.uk). Another area of ‘model’ working class housing is Albert Street, which post-dates 1846 (OS 1848 1:10,560). The roofline of the terrace is broken at every seventh house by a protruding gable end. Between these, other decorative gabled dormers protrude from the roofline. The variety of Padiham’s later nineteenth century two-up two-down terraced housing is further increased by Garden Street which derives its name from the unusually large front gardens attached to each house, clearly intended to allow the inhabitants to grow their own produce and not as an ornamental feature.

Higher-status terraces were also built in Padiham. These were all clustered at the western end of the town, an area that already contained Padiham’s principal higher status property in the early nineteenth century – the small mansion of Isleshouse, substantially rebuilt c1830 but containing earlier fabric (http://imagesofengland.org.uk). Other middle-class houses were built in the vicinity in the early nineteenth century. These acted as a focus for later nineteenth century middle-class terraces developing along the south side of Church Street and along the Blackburn and Whalley Roads. A small discrete mid-nineteenth-century development of middle-class housing was built at the top of the scarp slope overlooking the River Calder at Shuttleworth Street. Almost all of these houses had at least a small front garden and a bay window (OS 1:2500 1893). Those fronting the Whalley Road also had rear gardens. The later nineteenth century also witnessed in this area the erection of Knight Hill, a substantial detached house, the new vicarage (replacing Parsonage Farm), and some semi-detached villas along Whalley Road.

1 Supposedly Sir Charles Berry.
5.4 Communication networks

Padiham’s initial rise to prominence may have resulted from its position astride routes from Blackburn and Clitheroe to Burnley and as a major bridging point for the River Calder. The maintenance of Padiham Bridge was crucial to the settlement’s success. In 1647 the bridge, in danger of collapse, was repaired at a cost of £10 (Glenn Feb/March 1990, 8). Such costs fell as a burden upon the parish, and it was not until 1754-5 that the bridge became part of the turnpike road from Blackburn via Burnley to Yorkshire (Hindle 2001a, 62; Bennett 1949, 148). Typically of the period this involved merely a transfer of management and maintenance of an existing route to a turnpike trust, and did not involve the construction of a new road (Hindle 2001b 93-5). This was, nevertheless, the earliest turnpike road in east Lancashire, and must have aided the later eighteenth-century development of Padiham. On Yates’s map of 1786 the turnpike is clearly marked as the major route through Padiham, the only other marked through route at the time being the road leading to Sabden and then across Pendle Hill towards Clitheroe (Harley 1967, 41). No direct route to Whalley was marked, and such a route appears not to have existed until the construction of the turnpike from Whalley, an entirely new road, in 1810 (http://lancashire.gov.uk).

The development of Padiham may have been stimulated by the Blackburn to Burnley turnpike road, but it was undoubtedly retarded by the routing of the Leeds and Liverpool Canal to the south of the River Calder, and by the relatively late arrival of the railway. The canal through Hapton, where the nearest wharf to Padiham lay, opened in 1801 (Bennett 1949, 158). However, the stretch from Hapton to Blackburn was not completed until 1810 (Hindle 2001a, 63). Burnley, with its ideal situation for the coal trade (PRO RAIL 846), became one of the most important inland ports on the canal, and this cannot have assisted the development of Padiham.

The railway also initially avoided Padiham, although a station was built in Hapton following the opening of the East Lancashire Railway Company line from Accrington in 1848 (Bennett 1949, 159). This did have a positive effect on the development of Padiham; a number of mills, along with new housing for workers, were constructed in about 1850 (Mannex 1855, 508), without doubt in response to the new railway. Much greater stimulation to development, however, was given by the opening of the Great Harwood Loop line in 1879 (Hindle 2001a, 63), which connected Padiham directly to the railway system. Without this line it is unlikely that the settlement area of Padiham Green and the industrial sites along Green Brook would have developed so extensively.
In 1879 a company was formed to promote the construction of a tramline linking Padiham, Burnley and Nelson. Initially trams were horse-drawn between Padiham and Burnley, but by 1885 an electrified tram service through to Nelson had been initiated (Bennett 1951, 51). The tramline ran only as far as the Liberal Club at the bottom of the Burnley Road shopping area (OS 1:2500 1893).

5.5 Spaces, vistas and panoramas

Late nineteenth-century Padiham had very little public space. As in other growing urban areas, the pressure of an increasing population on space within burial grounds led to the creation of out-of-town cemeteries in the mid-nineteenth century. These remained the only public spaces in Padiham until 1922, when Memorial Park was opened (LRO UDPa 79).

There is no indication that any of Padiham’s streets were laid out to provide vistas of distant points. The town’s situation on a hill overlooking the Calder was frequently remarked upon, however. Mannex described it as “beautifully situated on an eminence, rising from the north bank of the Calder” (1855, 508). The middle classes exploited the topographical advantages of Padiham’s location for their housing areas, as at the western end of town, which formed the highest ground. Houses such as Knight Hill were deliberately situated with regard to the view down across the Calder valley, and houses on the south side of Queen Street faced away from the street frontage to capitalise on the view.

The situation of the centre of Padiham, on a hill overlooking the Calder river valley, allows particularly good views over the industrial area to the north of the Calder and of the Padiham Green and Burnley Road areas south of the Calder. Especially good views can be obtained from Victoria Mill, where some appreciation can be obtained of both the past industrial nature of the town and of the gridiron layout of much of the later nineteenth-century housing development.

5.6 Plan form

Padiham was seemingly a nucleated settlement by the late medieval period. By the early seventeenth century, it appears to have been a settlement based around a central area extending southward from St Leonard’s Church towards the River Calder. There was probably an open market area to the east of the church. By the mid-eighteenth-century the open area had been infilled, and settlement extended southwards along the Burnley Road and westwards along Church Street. Ightenhill Street and Guy Street, to the north of the market area, were also both in existence.

The shape of the early settlement is typical of the organic plan form of a market village, with irregular curving streets entering a market area. During the later eighteenth and early nineteenth centuries the first areas of industrial workers’ housing were laid out to the north of Church Street. These have the characteristic features of high-density piecemeal development, mainly in short rows of cottages or tenements. The plan of the area is irregular with short streets, often curving and at different alignments to each other, in part observing pre-development patterns of land division and rights of way.

The irregularity of the pre-1850 development of Padiham contrasts sharply with developments later in the nineteenth
century. Unlike many towns in east Lancashire, mill location in Padiham was not affected by the course of a canal and was little influenced by railway routes. Instead the mills and works of the town grouped together, initially to the east of the town centre where water for the steam engines could be obtained from a goit taking water from the Calder. Later factories were located along the course of the Green Brook. The workforce for these was housed locally in straight streets of terraced houses laid out for the most part in a gridiron pattern. The newly planned areas of factories and factory workers’ housing extended Padiham to the east and south, in particular leading to the development of Padiham Green.

As with the individual houses themselves, the differences between the pre- and post-1850 developments were in part a reflection of the greater involvement of local government in defining their character. The layouts of the later nineteenth-century developments also represented a response to the need to house greater numbers quickly and to impose a rational, respectable and controllable style of living on the industrial workforce.

5.7 Nature And Significance Of The Archaeological Resource

Areas of below-ground archaeological potential are limited by the presence of later development. In contrast to some other east Lancashire towns such as Blackburn or Burnley, however, the relative lack of twentieth-century development within the medieval core of the settlement may give Padiham a relatively high potential for surviving buried medieval remains. The lack of archaeological investigation in the town to date, however, makes it impossible to assess the nature of any potential below-ground remains.

All of the pre-nineteenth century structures in Padiham are listed. Two seventeenth-century structures, Padiham Green and Stockbridge Farms, survive largely unaltered. Of the rural sites absorbed into the urban area only Schole Bank has been removed, but below-ground evidence for this may have survived. The most significant pre-1850 non-industrial complex which survives but has no form of protection is Workhouse Farm. Dating from 1832, the structure comprises a central block with wings extending to either side of a central yard, the classic form of a workhouse pre-dating the 1834 Poor Law Act (Morrison 1999). Such workhouses rarely survive in such an intact form as the Padiham example. Sadly, the building is currently abandoned and in a dilapidated condition, at risk from neglect and redevelopment.

Padiham retains excellent examples of later nineteenth-century commercial buildings and shop fronts, but late twentieth-century commercial decline in the town has placed them at risk from neglect. Another important building legacy in Padiham is its relatively high level of intact nineteenth-century industrial remains, most of which have no form of protection and may not be suitable for conversion to new uses. A detailed survey of these remains, impractical during the course of the LEUS, could reveal important insights into the town’s industrial development, enabling a better assessment of relative importance and thus assisting in the definition of conservation and research priorities.
The majority of lower-status domestic buildings in Padiham are of late nineteenth-century type. There are some isolated examples of earlier houses, such as the row of cottages adjoining the Hare and Hounds public house on the north side of West Street. These may have been handloom weavers’ cottages, although there is no obvious physical evidence to substantiate this. Even so, they do represent some of the earliest nineteenth-century working-class domestic structures in Padiham, and would merit detailed investigation and protection through listing.

The bulk of Padiham’s early nineteenth-century housing was removed in twentieth-century slum clearance programmes, but the original plan form of the area to the north of Church Street survives. It is likely that below-ground remains of early nineteenth-century back-to-backs and tenement houses survive in this area, especially where subsequent redevelopment has been minimal or cleared areas have been retained as green space. Such areas have high potential for the archaeological study of industrial proto-urban communities, and any future development should be preceded by substantive below-ground archaeological investigations.

Padiham contains very good examples of mid-nineteenth century ‘model’ terraced housing, particularly as provided by the Shuttleworths. These houses are listed and are currently undergoing widespread refurbishment. Padiham provides a good example of the variety of form and appearance that can be found amongst mid- to later nineteenth-century terraced housing, displaying this variety in a relatively small area.
6. DESIGNATIONS

6.1 Listed buildings

There are no Grade I listed buildings within the defined urban area for Padiham, although one building is graded II*. This is Stockbridge House, a mid-seventeenth-century farmhouse in Padiham Green.

There are 27 Grade II listed structures within the survey area. Of these, six are individual or groups of domestic urban dwellings and two are farmhouses. The remaining buildings comprise a range of ecclesiastical, public and commercial structures, but only two are industrial, New Mill (No. 2 Factory Lane) and the engine house to Jubilee Mill. Domestic structures are thus quite well represented, particularly those pre-dating the mid-nineteenth century. Industrial structures are, however, under-represented, especially given the relatively high proportion of surviving early industrial fabric.

6.2 Scheduled monuments

There is one scheduled monument listed within the survey area for Padiham; this is the steam engine formerly situated within the Grade II listed engine house to Jubilee Mill. The engine is no longer in situ, however, having been removed to Masson Mill in Derbyshire, with the permission of English Heritage.

6.3 Conservation areas

The single conservation area within the survey area covers Padiham town centre, and incorporates much of the surviving pre-1850 fabric. The conservation area is well-defined with regard to domestic buildings, but does little to help conserve the important industrial legacy of Padiham beyond the cluster of early structures around Victoria Mill.

6.4 Registered Parks and Gardens

The defined urban area for Padiham contains a small part of one Grade II registered park. Although the park itself lies outside the town, the drive to it from the Burnley Road falls within the survey area.

Plate 23: Jubilee Mill engine house
7. BIBLIOGRAPHY

Abbreviations

BL     Burnley Library
IGS    Institute of Geological Sciences
LCC    Lancashire County Council
LRO    Lancashire Record Office
LUAU   Lancaster University Archaeological Unit
MA     Manchester Archive, Manchester Central Library
OS     Ordnance Survey
PRO    Public Record Office, Kew

Unpublished manuscripts

BL LJ6Padiham   “A milestone in Methodism”, copied article from the Burnley Express 20/3/1992
LRO DDHK 5/1/7  Surveys of Clitheroe, Anderton and Padiham, 1714-1758
LRO PR 2863/9   Petition re licensing of a public house, 1796
LRO PR 2863/11  Details of public meeting to discuss the enlargement of the churchyard, 1802
LRO PR 2863/20  Conveyance of land to enlarge churchyard, 1835
LRO PR 2863/22  Petition against licensee of the George and Dragon, 1812
LRO PR 2863/24  Faculty to rebuild parish church, 1866
LRO PR 2863/25  Specification for new parish church, 1868
LRO PR 2863/27  Notes for a history of Padiham
LRO PR 2863/28-9 Plans of new galleries in the parish church, 1812
LRO UDPa 29/1   Padiham cemetery
LRO UDPa 89/4   A survey of lands, buildings and premises in the township of Padiham, 1825
MA L1/47/3     Padiham rental, 1617
PRO DL 5/33     Details of fairs, 1638
PRO DL 10/420/26 Charter granting permission to hold fairs, 1633

Maps

BL LC14Padiham/Blo Block plan of six houses in Shakespeare Street, 1887
IGS 1979          3rd edn (solid), 1:625,000
LRO DRB 1/146     Tithe award and plan for Padiham, 1839
LRO UDPa 17/25    Plan of proposed improvements in Green Lane, 1876
PRO RAIL 846      Plan of the proposed deviation line of the Leeds and Liverpool Canal from near Colne to Wigan by Robert and William Whitworth, 1792
OS 1848 1:10,560  Sheet 55 1st edn
OS 1909 1:10,560  Sheet 63 NE
OS 1932 1:10,560     Sheet 63 NE
OS 1893 1:2500     Sheet 55.16
OS 1893b 1:2500    Sheet 63.4
OS 1912 1:2500     Sheet 55.16
OS 1922 1:2500     Sheet 55.16

Prints and photographs
BL Aeropictorial Ltd   Aerial photograph of Padiham c 1950
no 25644               Burnley Library collection of photographs
BL photos             Hargreaves collection of photographs
LRO UDPa 89/1

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8. APPENDIX

1 Post-medieval sites shown on Figure 7

For further information on any of the sites listed, please contact Lancashire County Council.

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2 Industrial-era sites shown on Figure 8

NB – EUS numbers denote sites newly identified during the Historic Towns Project that have not yet been assimilated into the SMR.

For further information on any of the sites listed, please contact Lancashire County Council.

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## 3 Listed Buildings shown on Figure 8

For further information on any of the sites listed, please contact Lancashire County Council.

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Fig. 1 Location map of survey area
Fig.2 Padiham survey area with (inset) topography
Lancashire Historic Landscape Characterisation

Figure 3: Historic Landscape Characterisation map of Lancashire
Fig. 4 Detail of Padiham as mapped in 1848
Figure 5: Archaeological Sites Recorded for Padiham
Figure 6: Medieval sites and settlement area in Padiham

**KEY**

- **Survey area**
- **Medieval settlement area**
- **Medieval site**

- 735 - Cross of uncertain date; Padiham churchyard
- 2090 - Earthworks reported at Huntroyd
- 3563 - Former site of White Cross
- 16703 - Isles House; possible site of messuage mentioned in 1507
- 16722 - Early C17 farm on site of mid C13 settlement of Kalgildigrene
- Pad 128 - Site of mill & pond
- Pad 129 - Possible site of manorial corn mill
- Pad 150 - Site of Copthurst, pre-1464 farmhouse
- Pad 151 - Schole Bank; farmstead in existence by 1529

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Figure 7. Post-medieval sites, areas and communication routes in Padiham
Fig 8: Industrial-era sites and communication routes in Padiham

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See Appendix 2 for identification of sites

KEY
- Survey area
- Industrial-era site
- Railway
- Turnpike road
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Figure 9. Historical Urban Development
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Figure 10. Present Historic Townscape Character - HTC types and areas

Survey Area
Agricultural (29-39)
Bye-law terraced housing (12-25)
C19 municipal cemetery (27-28)
C20 industrial/commercial (40-49)
C20 place of worship (50-51)
C20 public (52-53)
C20 recreational (54-58)
C20 school or college (59-63)
C20 transport (64-66)
Church and churchyard (1-2)
Commercial centre (3)
Individual housing (1918-2003) (67-69)
Inter/immediate post-war housing (c1918-50) (70-75)
Late C20 housing (c1970-2003) (76-87)
Later post-war housing (c1950-70) (88-97)
Middle-class housing (c1860-1914) (10-11)
Natural (98)
Open ground (99-100)
Pre-1850 row houses (8-9)
Public landscape grounds (26)
Textile industry (4-7)
Fig 11: Designated sites and areas in Padiham

See Appendix 3 for identification of listed buildings

KEY

- Survey area
- Registered Park - Gawthorpe Hall
- Conservation Area - Town Centre
- Grade II* Listed Building
- Grade II Listed Building
- Scheduled monument PRN 11181

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