

Calderdale Historic Landscape Characterisation Project Final Report

January 2017

Part 4. Settlement Analysis
Volume 2



West Yorkshire Joint Services

West Yorkshire
Archaeology Advisory Service



Historic England

Part 4. Settlement Analysis

Part 4.2 Settlement Gazetteer

Around 35 settlement study areas were produced for each of the five districts of West Yorkshire. They generally represent the district's largest settlements depicted on modern mapping. A few settlement areas may have been chosen because of their historic or archaeological interest, such as settlements with a well preserved ancient historic character. This includes confirmed medieval village cores and settlements with a dispersed rural distribution.

Most of the settlement descriptions are covered by the Settlement Gazetteer section (below) which provides a brief overview of the development of the settlement's historic character using HLC derived information and other resources found close to hand, such as digital historic mapping and literature held within WYAAS archives. Each settlement gazetteer description does not represent the sum total knowledge of the settlement, rather a rapid assessment which demonstrates the usefulness of HLC data. Thematic maps were produced using the zone construction criteria described above which illustrate various historic phases surviving in the current landscape. In some cases, new and original maps were created describing specific features such as industrial sites, extraction sites or rural settlement distribution.

The district's largest settlement are covered in the Complex Core Analysis section (below). These settlement descriptions are more comprehensive. There is an illustrated description of the historic development of the settlement, from the foundations of its historic core to recent development, and also site specific descriptions drawn from a number of authoritative sources. The Complex Core Analysis descriptions provides some available historic mapping and thematic maps created directly using HLC broad and narrow types within specified date ranges.

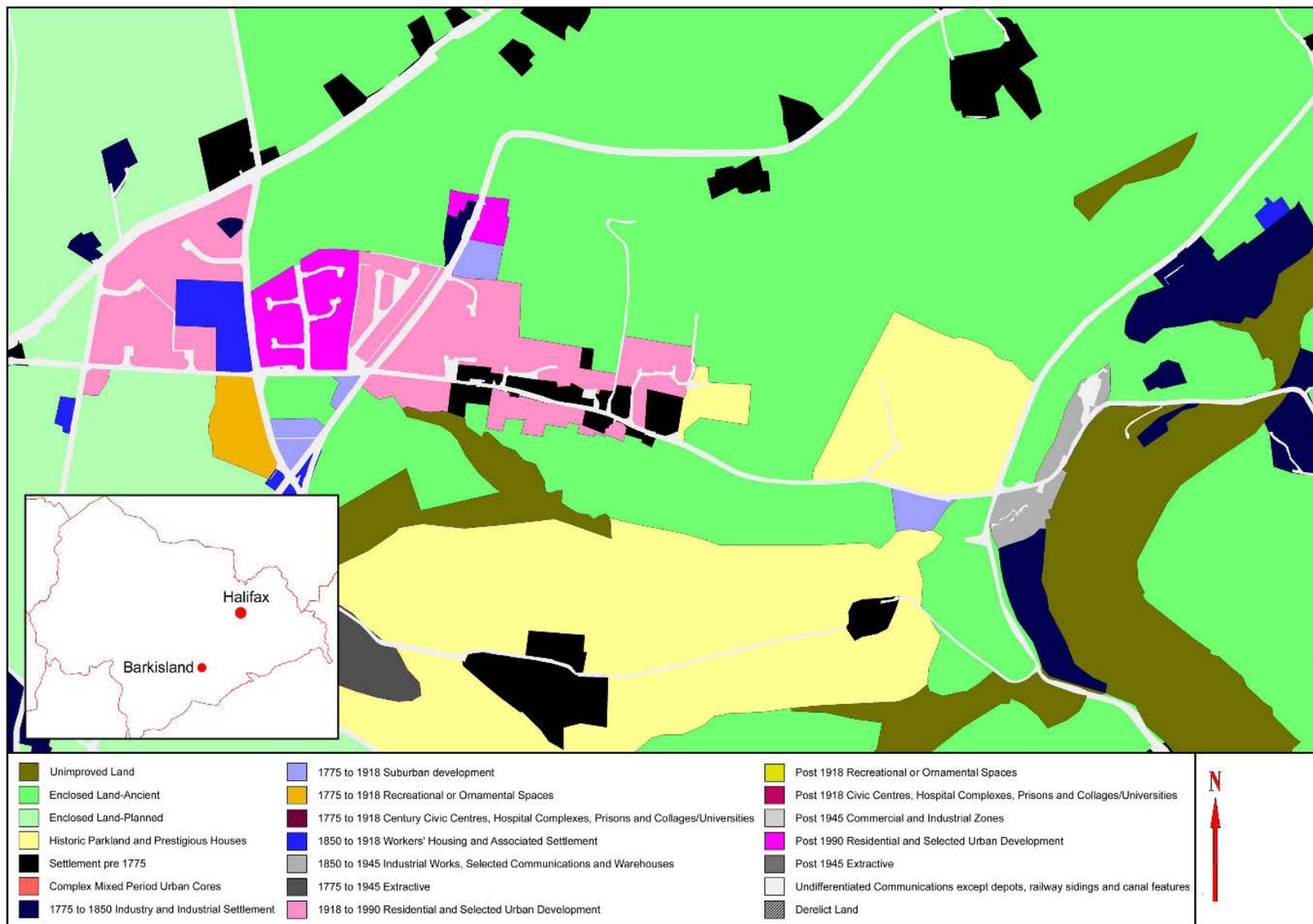
A list of the settlements description chosen for this district and their inclusion in the Complex Core Analysis section or Settlement Gazetteer section is presented below.

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Table 108. List of settlement gazetteer descriptions and complex core analysis reports

4.2.1 Barkisland

Figure 167.
Zone study
area map of
the
Barkisland
locality



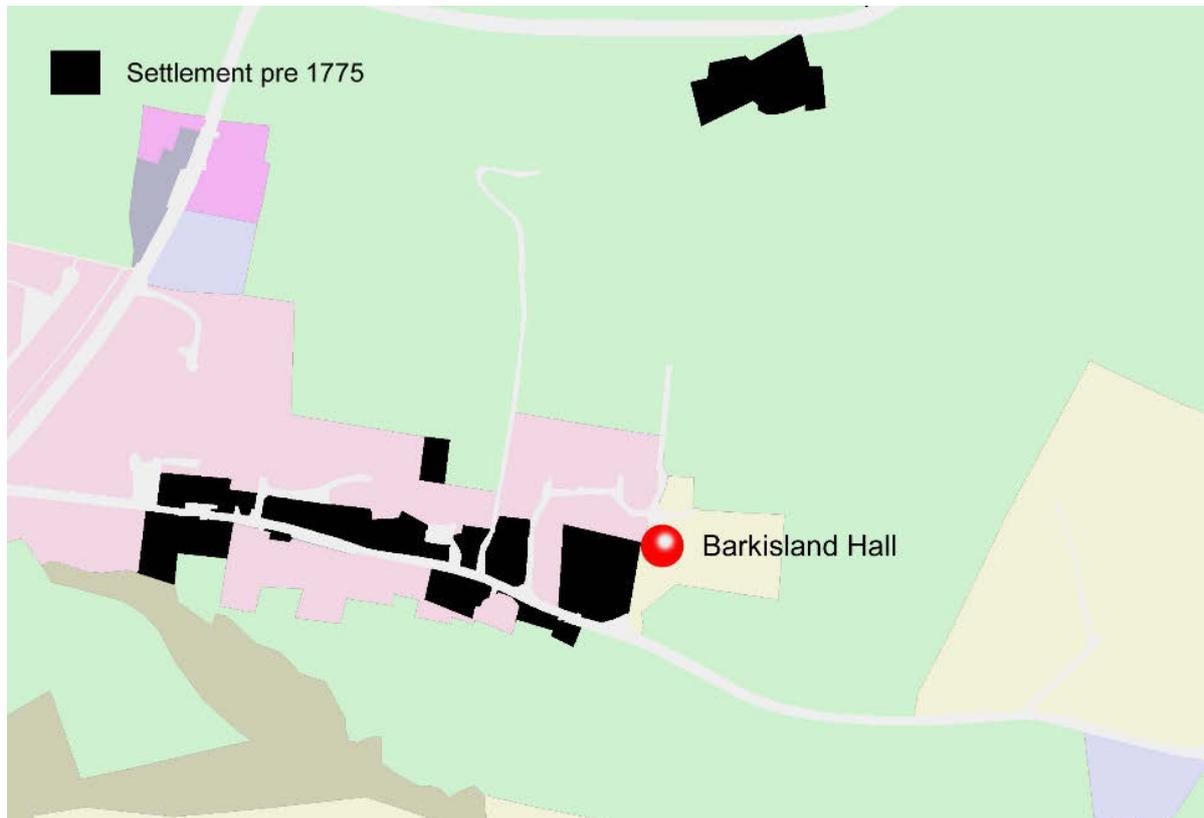
Overview

Barkisland is a rural village situated around 7.5km south west of the Halifax Town core in the Township of Barkisland (250m AOD. OS ref 405567, 419995). Although the village is small it still represents the largest settlement in this township. Barkisland occupies the eastern slopes of a ridge-back of land which connects Ringstone Edge Moor to the south and Norland Moor to the north. The land slopes down to the east of the village to meet Black Brook. The valley is narrow and steep-sided at this point. The valley sides are cut with several deep cloughs which are partially wooded. Barkisland sits above a solid geology of the Millstone Grit Group of rocks.

Historic core

In the mid-19th century Barkisland was a small linear development which ran for around 400m along Stainland Road from Barkisland Hall to the east to the junction of Stoney Butts Lane to the west. Settlement consisted of cottages fronting the road with at least one fold of cottages, a few larger halls and probable farm buildings (HLC_PK 39093). As a place name 'Barkesland' dates back to 1246 with several other references in the later medieval and post medieval periods (Smith, A.H. 1961. Part II. p. 57). The fields to the north of the villages have boundaries which suggests a small area of enclosed strip fields, but this is speculation. The several listed buildings in this area comprise a medieval cross base, four 17th century houses, a possible early 17th century barn and a public house situated in a building dating to 1642. Barkisland Hall is a high status double-pile house which dates to 1638 (HLC_PK 39081). The area also includes cottages and terraces from the 18th and 19th century. The listed buildings demonstrate a continuation of settlement development from at least the early post medieval period with some settlement activity in the middle ages.

Barkisland village is set amongst a large area of historic farm land with a relatively high density of farms. It is these which may have formed the wider community of Barkisland in the middle-ages with the hall providing an administrative and economic centre. The rise of the Yeoman clothier in the late to early post medieval period is a well-documented phenomenon in the Calderdale district and the four 17th century houses in the Barkisland village are testament to this. Many more houses of this type are present in the surrounding



countryside.

Figure 168. Zone map of the Barkisland's historic settlement (not to scale)

Industrial Period development

The landscape of Barkisland village was one of country cottages, farms and halls. It is known that the local halls of the post medieval period organised the production and distribution of woollen produce. The village would have also had native craft industries. A small corn mill of uncertain origins was located in the valley bottom north of Stainland Road (HLC_PK 38556). Some cottages in the village have multi-light mullioned windows which also suggest that domestic textile production was undertaken in the Early Industrial Period. Folds in the surrounding rural areas also demonstrate the same features. There were also several small quarries in the local vicinity.

An industrial zone had developed in the Barkisland area during the Industrial Period and this was situated 700 km to the east in the Black Brook and Hey Clough valley bottoms which

held a whole series of mill, most being of pre mid-19th century date. The valley passed through more than one township along its 7km course from Scammonden to Elland. The mills from south to north (following the course of Black Brook) comprised:

- Intake Mill. Situated in Hey Clough. Woollen. Now below the course of the M62. Not given a separate HLC record
- New Mill. Situated in Hey Clough. Woollen. Disused by 1948. Site derelict. Fragmentary preservation of some features. HLC_PK 38657
- Upper Mill. Fulling. Situated on Black Brook (all subsequent mills are on Black Brook). Now under Scammonden Water reservoir. No separate HLC record
- Middle Mill. Fulling. Now under Scammonden Water reservoir. No separate HLC record
- Old House Mill. Woollen. Disused by 1894. Now under Scammonden Water reservoir. No separate HLC record
- Commercial Mill. Post 1850s. Disused by 1894. Land now scrub. HLC_PK 39219
- Upper Firth House Mill. Woollen. Converted to residences. Partial preservation of industrial features. HLC_PK 4057
- Firth House Mills. Paper and Woollen. Largely extant but subject to residential conversion. HLC_PK 38546
- Dog Lane Mill. Cotton and later Woollen. Partly extant (probable). HLC_PK 38535
- New Mills. Paper. Partly extant (probable). HLC_PK 38535
- Beestones Mill. Woollen. Demolished. HLC_PK 38535
- Barkisland Mill. Probably Woollen. Post c.1850. Extant and subject to residential conversion. HLC_PK 38557
- Barkisland [Corn] Mill. Possibly now lost. Not named in c.1894. HLC_PK 38556
- Bank House Mill. Woollen. Fragmentary survival of 19th century sheds. Area now residential. HLC_PK 38556
- Bowers Mill. Woollen and later cotton. Good survival of 19th century features. HLC_PK 39111
- Upper Gate Head Mill. Wire. Partial survival. Not given a separate HLC record
- Gate Head Mill. Woollen. Appears extant. HLC_PK 38562
- Ellistones Mill. Woollen and later dyeing and finishing. Some preservation of 19th century building footprints. HLC_PK 38749
- Upper Bradley Mill. Woollen and later fulling. Partly extant but semi-derelict. HLC_PK 38592

- Lower Bradley Mill. Paper. Disused by 1948. Possible fragmentary survival. Now a commercial yard. HLC_PK 38598

Mills further down the valley formed the industrial zone around Elland. The whole valley contained a string of mills producing both textiles and paper. Associated with the mills were courses of reservoirs and small groups of terraced houses. Away from the immediate vicinity of the mills the area remained rural in character. Barkisland gained a few terraced houses, a small school and a new church in the latter half of the 19th century.

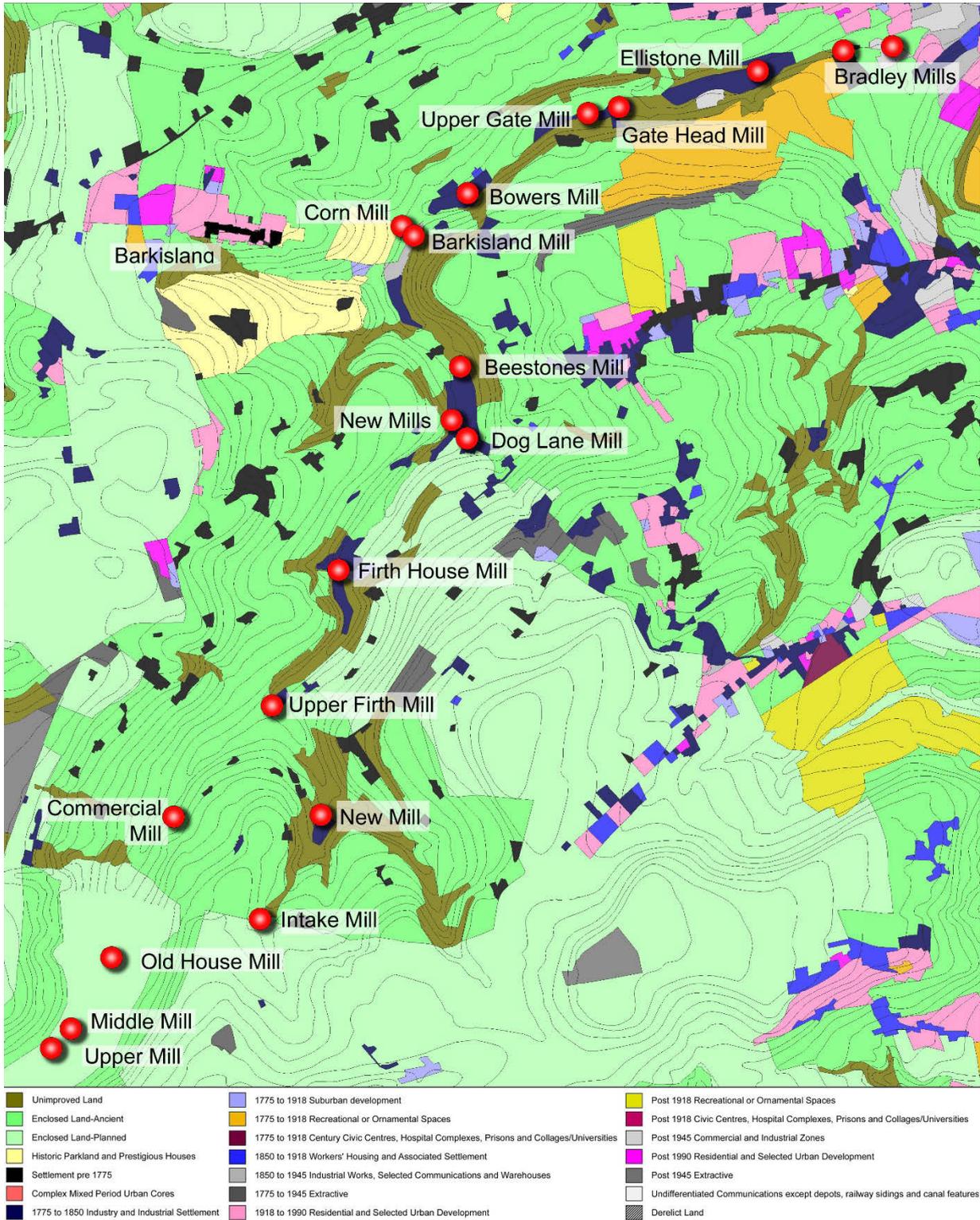


Figure 169. Location of mills in the Black Brook valley (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

20th century and beyond

The village high street retains its historic character with Industrial Period cottages and clear evidence of earlier dwellings. New development is intermittent and occurs large on the southern side of Stainland Road.

20th century residential development is present and this occurs either as individual houses or small estates of post-war houses with a clear zone on the north western end of the village (e.g. HLC_PK 29587 and 29583). They were largely built on undeveloped land, though Sandy Foot replaced earlier terraces in the late 20th century (HLC_PK 39083). The Stonelea estate was built in the 1990s (HLC_PK 29584).

The current condition of the mills is provided in the list above.

Rural hinterland

The earliest settlement of Barkisland occupied the western slopes of the Black Brook valley. Here there is a relatively dense distribution of farms and small irregular fields. Piecemeal enclosure and early assarting is suggested. It is likely, due to the steepness of the valley and its upland isolation, that the area was more wooded in ancient times. South of Barkisland village was Howroyd Park, a private park associated with Howroyd House. It is unlikely that the park is ancient because it contains internal field boundaries. It is more likely associated with the mid-18th remodelling of the houses (HLC_PK 39133).

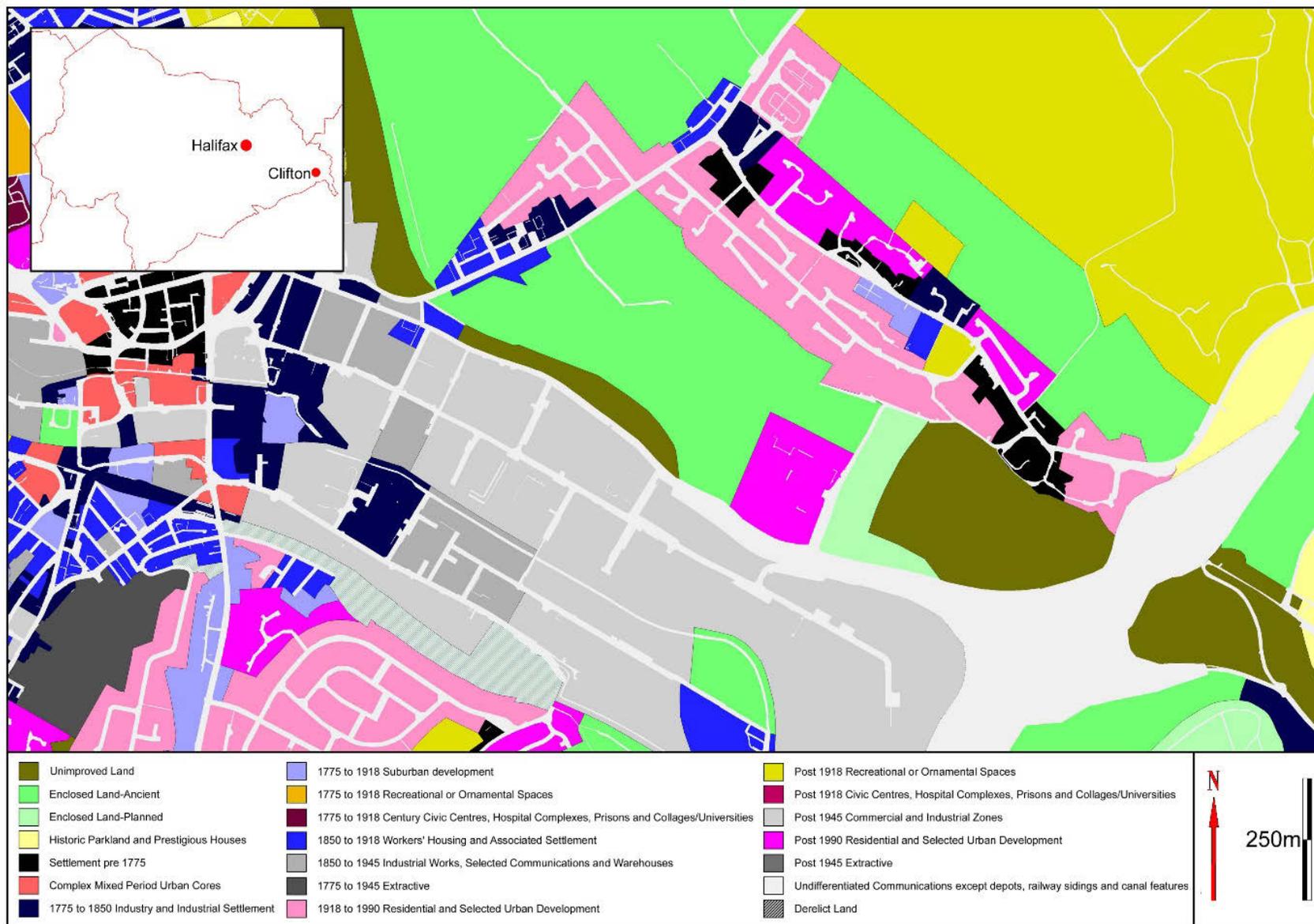
The land rose to the west towards Ringstone Edge Moor to the south and Norland Moor to the north. Ringstone Edge and Norland Moor were only partially enclosed in the 19th century and Norland Moor is still upland common today. The area in between, north of Barkisland, was enclosed by the 19th century with regular fields of surveyed enclosure.

The fields on the valley sides were only partially agglomerated in the 20th century and retain their ancient character. The surveyed fields to the north demonstrate enlargement through agglomeration and some redevelopment with 20th century housing.

The rural hinterland of Barkisland holds many listed farms and halls. Within the confines of the western side of the Black Brook valley area within a 1.5km radius are several Historic England listed farms with buildings of 17th, 18th and 19th century date ranging from hall-houses, to outbuildings and barns. The farms on the enclosed moor tend to be of 18th or early 19th century date and of the laithe house form.

4.2.2 Clifton

Figure 170. Zone study area map of the Clifton locality



Overview

Clifton is a village of medieval origins. Although the setting of Clifton is semi-rural it has become surrounded by a small zone of 20th century houses and is now connected by a strand of continuous development along the Clifton Road to Brighouse. Clifton is situated 7km to the south-east of Halifax in the Township of Clifton (125m AOD. OS ref 416172, 422821). The village is positioned at the top of a steep slope. The land drops away to the south west into the River Calder valley and rises to the north east to the hill of Hartshead Moor Top and Wyke Common. Clifton sits above a solid geology of the Pennine Lower Coal Measure Group of rocks.

Historic core

The historic core of Clifton formed a linear development along Town Gate in the mid-19th century which ran for around 1km. The settlement had more than one focus: the group at the western end near The Black Horse Inn, in the middle near Highley Hall and at the western end around the junction of Clifton Common and Highmoor Lane (HLC_PK 27092, 27097 and 27098). There was some historic settlement in between these locations but it was of a lower density. There other indications that Clifton was a significant settlement in the Middle Ages. "Clyfton(e)" is mentioned in the Domesday Survey of 1086 and at various other times in the later medieval period (Smith. A.H. 1961. Part III. p.3). The agricultural land to the north contained a large area of strip fields. Although these were enclosed by the mid-19th century the strip arrangement is very clear mapping of that time. These fields respected Town Gate. The slopes to the south formed the village common which was also enclosed by the 19th century. These were part of a system of several village open fields which were present on the Hartshead Moor and Wyke Common area associated with other medieval settlements.

Clifton contains relatively few listed building compared to other Calderdale settlements but they do indicate early origins. They comprise (from east to west along the length of Town Gate): The Black Horse Inn which contains mid-16th century timber framing, Highley Hall which is a high status house with attached barn dated to 1632, an early 19th century three-storey weaver's cottage and an early 17th century barn. These buildings indicate development from at least the late medieval period, a rural economy and redevelopment during the early Industrial Period.



Figure 171. Zone map of the Clifton's historic settlement (not to scale)

Industrial Period development

The village's large Yeomens' houses could have been the result of the success of the local textile industry in the late medieval to early post medieval period, as is common in other parts of Calderdale. Clifton also acquired a few cottages during the early industry, some with a domestic workshop function. Many quarries were situated around the village and in the rural hinterland in the mid-19th century suggesting they were of local economic importance. Clifton also had a coal extraction industry. In 1851 there were around eleven pits operating in the Clifton and Hartshead Moor area. The pre c.1850 Clifton Colliery was situated around 700m to the north-west of the village (HLC_PK 27087 and 27084). A second colliery was situated 500m to the north of this. These collieries were initially connected by a gravity railway which led to a wharf on the Calder and Hebble Navigation Canal to the east of Brighouse. The eastern side of the Village contained the post c.1850 Flatts Pit and Hartshead Pit both connected by tramway which in turn were connected to a large network of tramways leading to the Low Moor Iron Works 5.5km to the north (HLC_PK 26702 and 6836).

Although Clifton escaped the large industrial works which impacted on other Calderdale towns and villages, a 19th century industrial zone developed 1km to the south west in the Calder vale bottom along the route of the canal. This was part of a larger zone of industrial development around Brighouse in the Calder valley. Works in the late 19th century included the Woodhouse Iron works, a leather works, a wire works, and glazing and zinc works, a woollen mill, malt kilns and a dye works. Their impact on the Clifton settlement was slight. The village only gained a few cottages, villas and small institutes such as a church and school at around the same time. The character of the core remained rural.

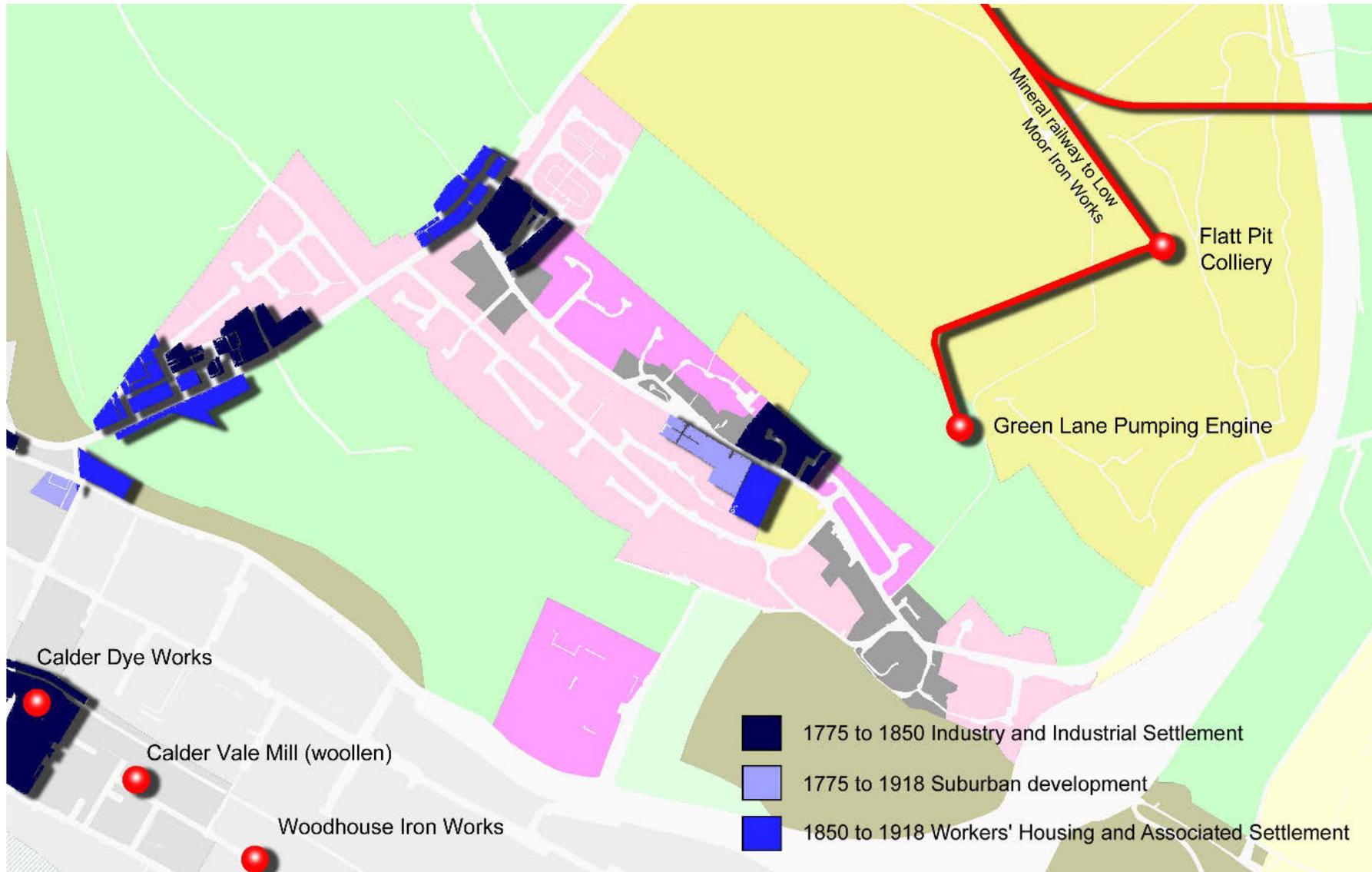


Figure 172. Zone map of the Clifton's Industrial Period (not to scale)

20th century and beyond

Clifton now has a clear zone of 20th century houses which largely occur as new builds on previously undeveloped land or as infill development to either side of Town Gate. A small development was built at the western end of the village in the Interwar period (HLC_PK 27073 and 27099). A large estate was established along the southern side of Town Gate around the 1970s with a second built on Clifton Common [Road] around the same time (HLC_PK 27075 and 27074). Two post 1990 estates occur to the north of Town Gate (HLC_PK 27078 and 27090). The Interwar houses were built by the council and the later housing has a suburban character. The visual historic character of the village is largely domestic with a mix of old buildings from the Industrial and Pre-Industrial Period occurring intermittently with 20th century suburban housing along the length of Town Gate.

The Willow Valley Golf Course was established between 2002 and 2006 in the area of former strip fields and later extraction to the north of the village.

The zone of 19th century industry in the Calder valley is still in mixed industrial and commercial use with piecemeal survival of 19th century industrial buildings. The setting of the village was altered by the construction of Junction 25 of the M62 with associated access roads in 1972 (HLC_PK 21319). The junction occurs at the foot of the hill south of Clifton, though a large cut and a large created to the immediate east.

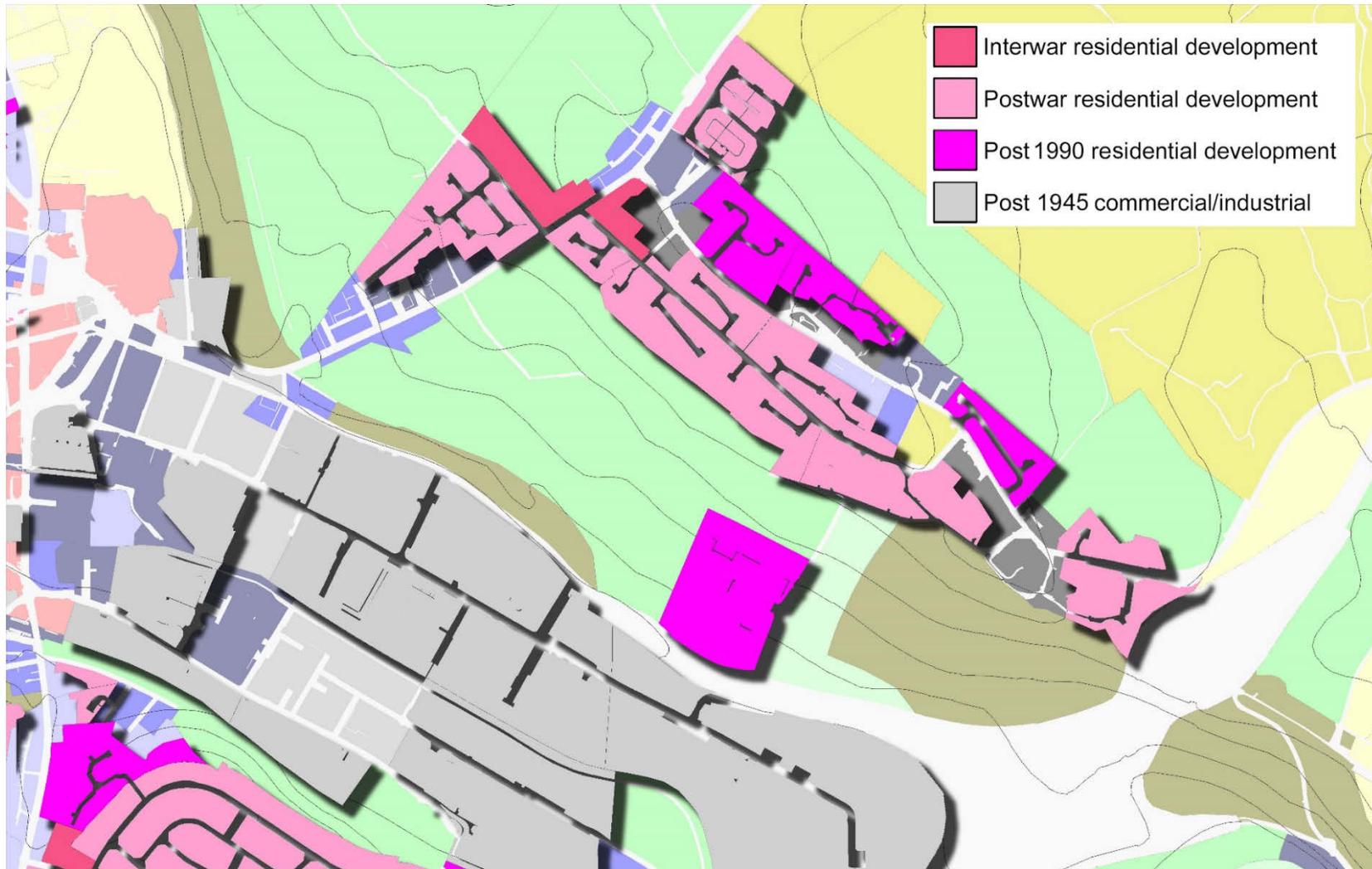


Figure 173. Zone map of Clifton's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

The medieval village of Clifton sits on the western edge of a large area of former open fields and commons associated with several medieval settlements in the area. These include Clifton, Hartshead, Thornhills and Scholes (HLC_PK 2799, 27085 and 9807). The Clifton Hinterland contained a relatively low density of farms which suggest that the village was of central importance in the agricultural landscape. Perhaps the strip field preservation is good because the strip field allotment system endured into the later historic period.

The land to the south west of Clifton above the Calder Valley was named Clifton Common in the mid-19th century which suggests it also had an economic association with the village (HLC_PK 21934). This area was partially wooded to the east with Clifton Wood. Enclosure acts for Clifton date to 1778. Just over 1km to the south east is Kirklees Park associated with Kirklees Hall. Kirklees Hall was originally a nunnery established between 1154 and 1189. The park may have ancient origins (HLC_PK 26906).

The survival of the open fields system to the north of Clifton is fragmentary. 20th century agglomeration, mining and reuses as a golf course have all had an impact. The serpentine boundaries of the former strips and furlongs are still visible in places however. The enclosure on Clifton Common has been partly agglomerated to the south of the area, possibly as part of the motorway construction schemes of the early 19th century. Clifton Wood has been truncated by the motorway.

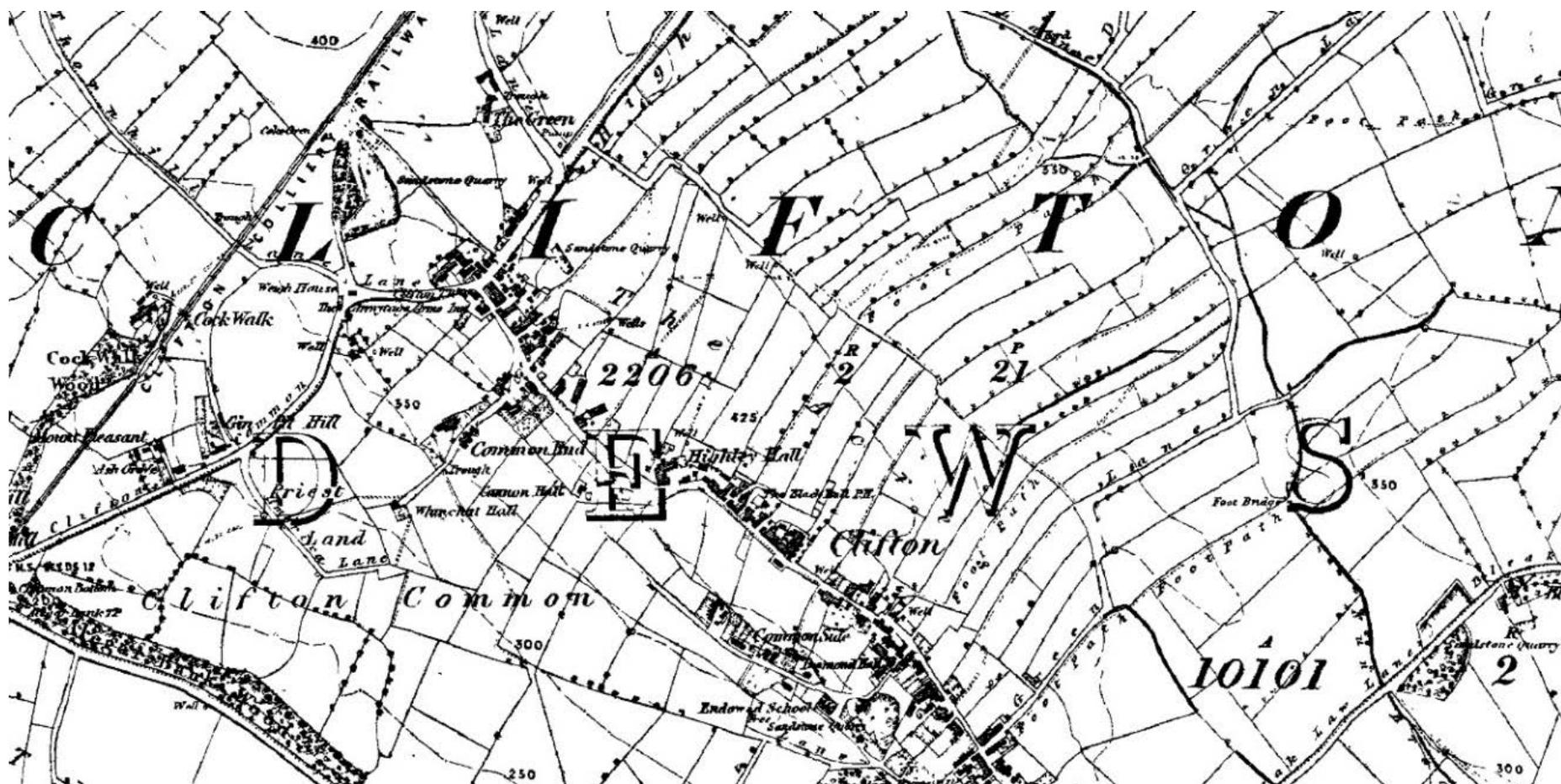
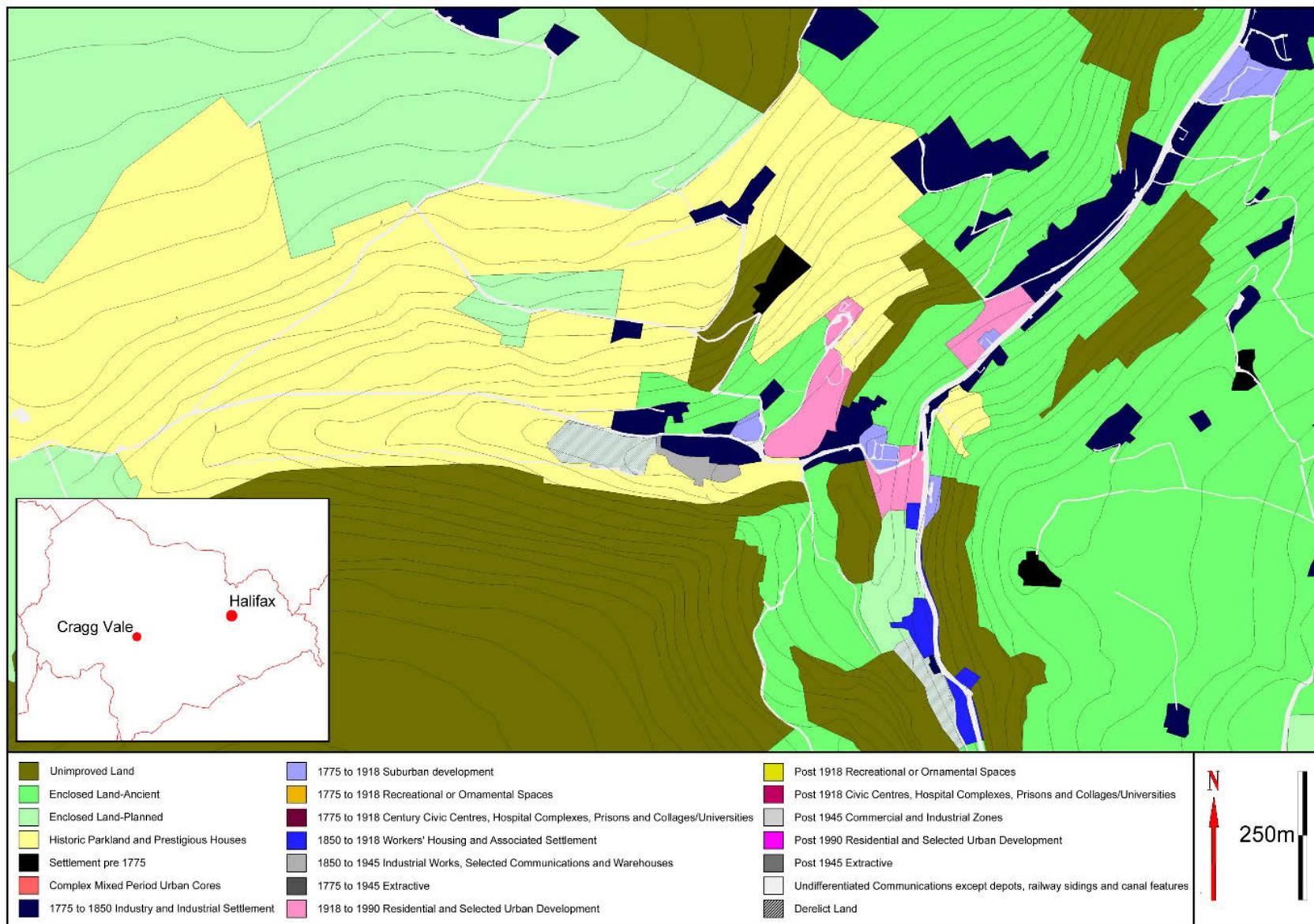


Figure 174. OS 1st edition 6" map of Yorkshire, c.1850. Strip fields north of Clifton village. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

4.2.3 Cragg Vale

Figure 175. Zone study area map of the Cragg Vale locality (with contours)



Overview

Cragg Vale is a small village situated around 9km west of the Halifax Town core in the Township of Sowerby which also extends westwards into the Township of Erringden (143 AOD. OS ref 400062, 423190). Cragg Vale is an isolated rural settlement largely of Industrial Period character situated around the area of the Church of St. John and extending as ribbon development along Black Stone Edge Road. The village is at the bottom of a deep and steep-sided valley which follows Cragg Brook in a south to north direction to meet the River Calder 3km to the north at Mytholmroyd. The village sits at a confluence of Withens Clough and Turvin Clough. Land rises steeply to the south and south-west to meet the Moors of Turley Holes and Great Manshead Hill and then the high open Pennine Moors. To the north-west and east the land also rises steeply to Erringden Moor and Blackwood Common. Here the land is largely enclosed as agricultural land or upland common. The valley of Cragg Vale, both to the north and south contains a mix of woodland and fields. The valley sides are cut with many streams and cloughs. The area sits above a solid geology of the Millstone Grit Group of Rocks.

Historic core

“Cragg” is named in historic records by 1449, the nature of the settlement at this time is unclear (Smith, A.H. 1951. Part II. p.164). Erringden is noted as an important regional Norman deer park. Cragg Vale probably never had an early village in the traditional sense. Perhaps the settlement was always a collection of hill farms until the Industrial Period.

The earliest part of the village is situated around the bridge over Cragg Brook, Church Bank Lane and Rudd Lane. Rudd Lane formerly ran up Withens Clough and over Bald Scout Moor and Studley Pike connecting with lanes on the Todmorden side. Along Turvin Clough, the Cragg Vale Road leading to Blackstone Edge Road ran over Blackstone Edge to Littleborough and Rochdale. This route was described as the Mytholmroyd Bridge Trust Turnpike which dates to 1815, though it may have followed an earlier packhorse route. Cragg Road was probably the only route up the valley bottom in the past. Cragg would have represented the last hamlet before the ascent to the open moor.

The listed buildings within the village comprise an early 19th century weavers' cottage, the Church of St John dating to 1839, a mid-19th century bridge, a 1901 vicarage and a 1906 gate lodge to New Cragg Hall the hall is (slightly earlier). All these buildings date to the Industrial Period. Old Cragg Hall 350m away on the hillside above the village dates to 1617. This is one of several ancient Yeoman's houses positioned on the valley sides.

The listed buildings along Cragg Road include several rows of late 18th to early 19th century weavers' cottages, a Wesleyan Methodist chapel of 1835, an early 19th century factory. There are also two 17th century houses at the Mytholmroyd end of Cragg Road.

A settlement pattern can be speculated from this information. Early economy was rural based with isolated farms engaging in pastoral based agriculture. A hall at Cragg may have acted as a central place. Wealth brought in by textile production led to a boom in the construction of Yeoman's houses who were engaged in textile production and distribution and organised local labour. Settlement at this time was largely on the higher valley sides. Domestic workshops were built in larger numbers during the early Industrial Period in valley side hamlets, along the newly improved Cragg Road and in the developing village of Cragg Vale.

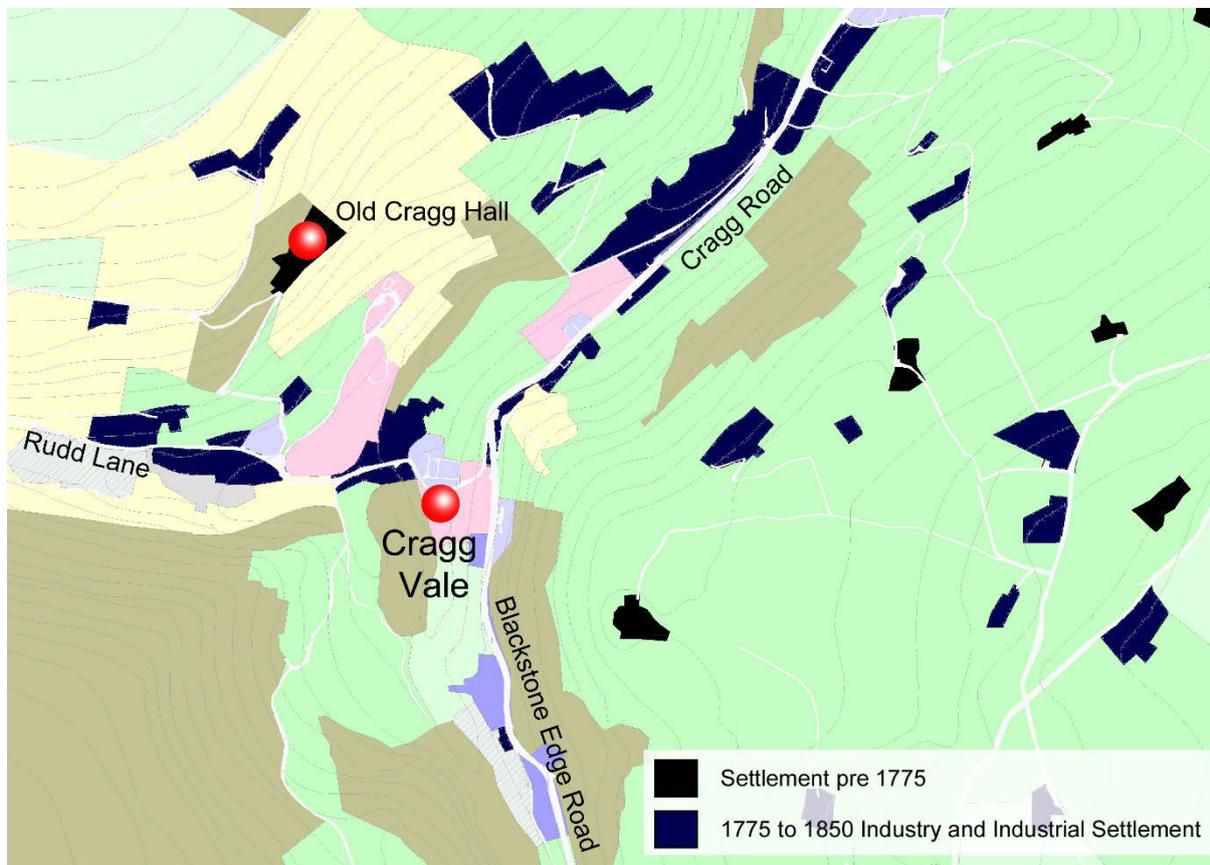


Figure 176. Zone map of the Cragg Vale's historic settlement (not to scale)

Industrial Period development

Industry was probably attracted to Cragg Vale valley because of the abundant supply of water for early water-powered mills and this probably led to the development of settlement along the heavily wooded valley bottoms.

A whole series of mills were established in Cragg Vale. These were (from south to north):

- Turvin Mill. Woollen then cotton and worsted. Pre c.1850. Demolished by 1948. HLC_PK 32365
- Pepper Bank Mill. Cotton. Pre c.1850. Partially redeveloped. HLC_PK 32408
- Marshaw Bridge Mill. Cotton. Pre c.1850. Described ruins on c.1850 mapping. No separate HLC record
- New Mill. Cotton. Pre c.1850. Derelict by the end of the 19th century. HLC_PK 38910
- Rudd Clough Mill. Cotton. Pre c.1850. Partial survival. No separate HLC record
- Castle Mill. Cotton. Pre c.1850. Derelict in the late 20th century. Part of HLC_PK 32395
- Cragg Mill. Cotton. Pre c.1850. Part of HLC_PK 32395
- Lower [Cragg] Mill. Pre c.1850. Cotton. HLC_PK 32396. Derelict in the mid-20th century. HLC_PK 32396

Most of the mill sites remain as derelict land and water management features and some building fabric can still be traced along the course of Cragg Vale.

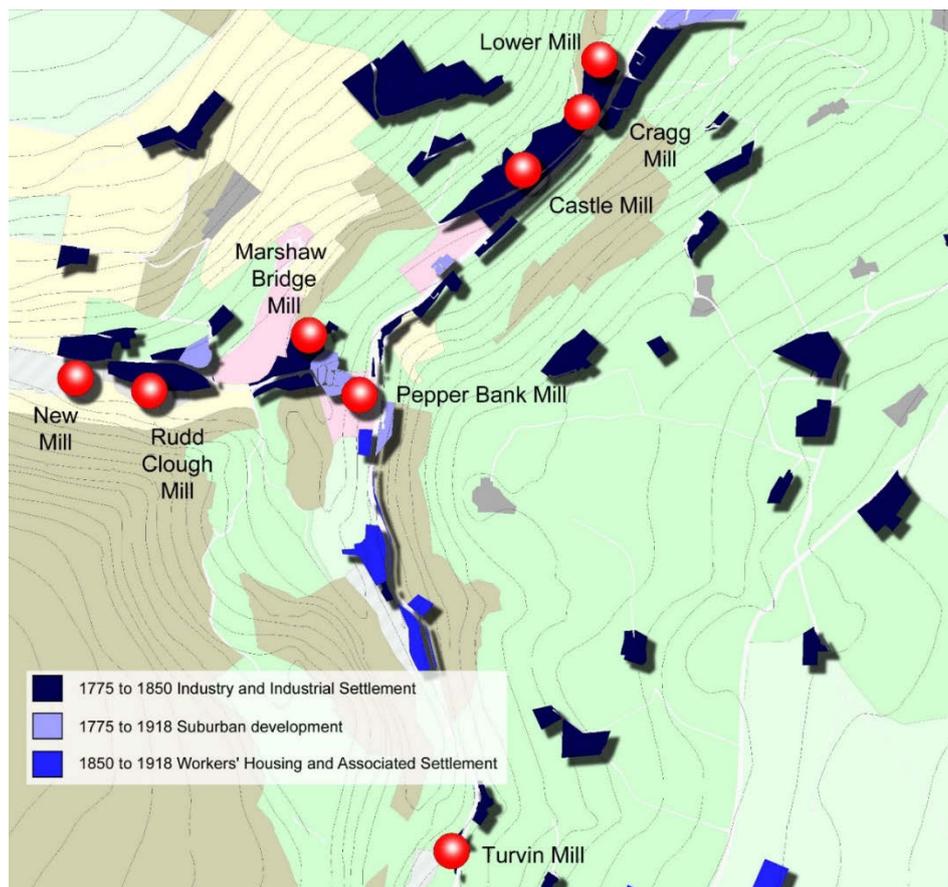


Figure 177. Zone map of the Cragg Vale's later Industrial Period development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological

Cragg Vale further developed as a village in the later Industrial Period. The church was built in 1830 (HLC_PK 32406). The Cragg Junior and Infants' School was built in 1887. Small developments of terraced houses and occasional villas occurred along Cragg Road and in the village (e.g. HLC_PK 32394, 32435, 32401, 32431 and 32427). Cragg Road developed a small commercial core with the occasional shop and a working men's club.

Of particular interest is Cragg Hall which was constructed in the mid to late 19th century to the north of the villa. This was a large villa residence with a small area of private parkland and a formal drive (HLC_PK 32411). The hall and grounds were enlarged around 1909.

20th century and beyond

20th century development is equally small scale with only three small estates in the village. These include a redevelopment of the house and grounds to Cragg Hall in the mid to late 20th century, a small development of mid to late 20th century houses to the south of the village and four detached houses on Cragg Road (HLC_PK 32411, 32408 and 32400).

With the exception of these few small 20th century developments, Cragg Vale hasn't changed much since the 19th century. The residential period industrial period character remains strong with a mix of terraced houses and vernacular cottages, many showing features associated with domestic textile production. The mills are largely demolished, though the sites generally remain undisturbed.

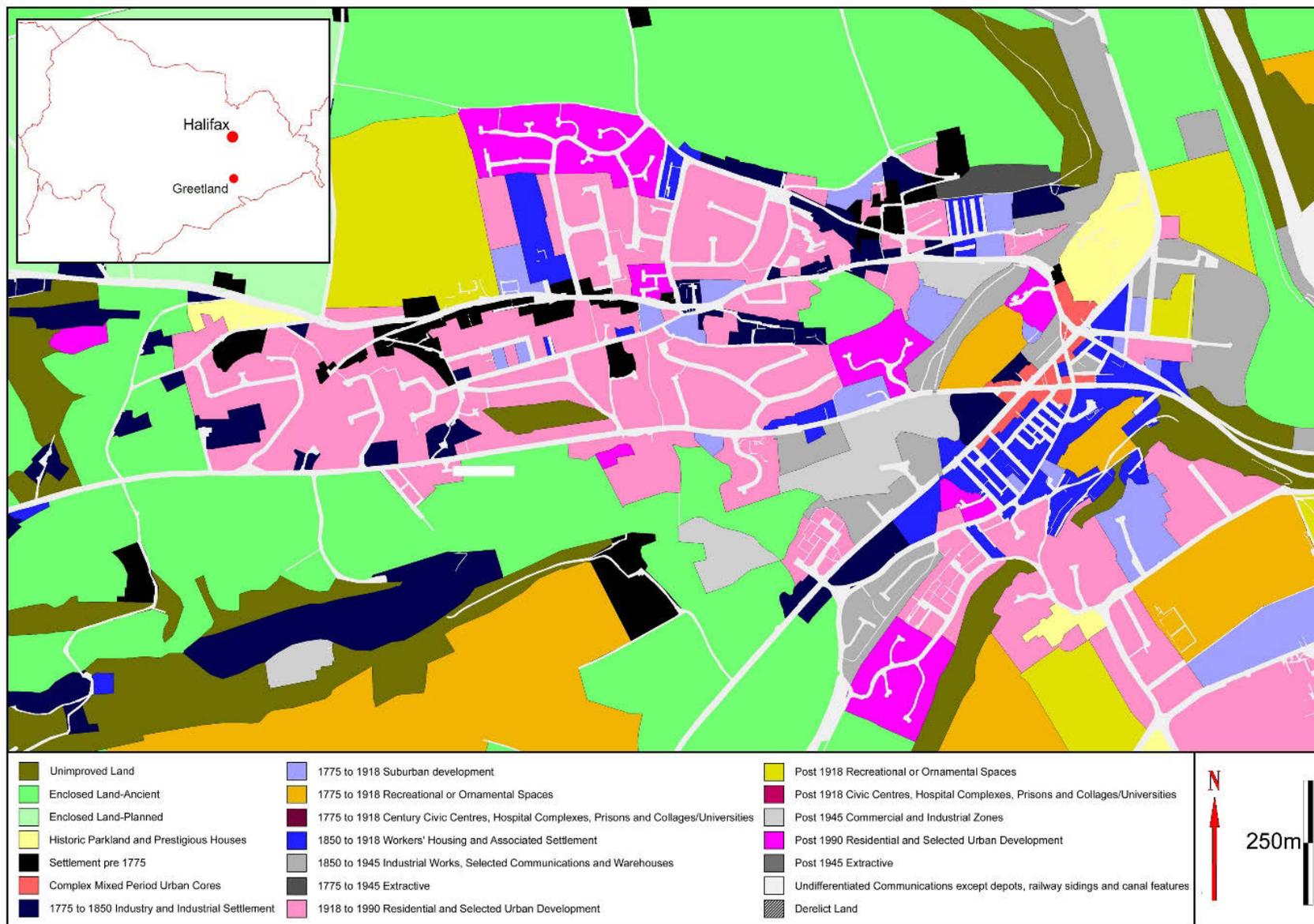
Rural hinterland

Cragg Vale remains rural in character. Historically the valley bottoms and steeper slopes were wooded. Early settlement most likely occurred on the more gentle slopes and on the bands of level land and between slope crest and open moor. This has produced field patterns of piecemeal enclosure and assarts with small irregular fields on the least inhospitable terrain which leads to intake farms and surveyed enclosure with large straight fields at higher elevations. Some intakes may be of early-post medieval date with 17th century farms at these higher elevations. The intakes give way to open moorland. The moors were managed for sheep pasture, grouse shooting in some cases and quarrying. There field boundaries and extents of the woodland survives well from the 19th century. Some woods in this area demonstrate internal field boundaries which suggests changes in land use patterns over time.

There are several listed farms within a 1km radius of Cragg Vale on both sides of the valley these include around seven 17th century farms and Yeoman's houses, 18th and early 19th century farms and several weavers' cottages.

4.2.4 Greetland

Figure 178. Zone study area map of the Greetland locality



Overview

Greetland has become the collective name for what are historically three settlements (from east to west): West Vale, Lindwell and Greetland. Lindwell and Greetland are situated in elevated positions on the valley side to the north of the area and may have medieval origins, probably as small villages or hamlets which became developed with weavers' cottages in the early Industrial Period. West Vale is an entirely later Industrial Period settlement to the south situated in the valley bottom. Greetland is the name given on the sign when entering West Vale. The two early settlements became subsumed by housing development in the 20th century. Greetland and Lindwell are situated on the southern slope-crest of a spur of land which projects eastwards from Norland Moor becoming Greetland Moor. To the north of the settlements is a relatively flat table land which drops to the Calder valley. The land drops steeply to the south to the Black Brook valley system. Greetland (now named Upper Greetland on modern mapping) sits at around 180m AOD (OS ref 408856, 421315). West Vale sits on the southern side of Black Brook on the lower slopes of Ainley Top at around 80m AOD (OS ref 409582, 421131). All are in the Township of Elland cum Greetland. The solid geology consists of the Millstone Group of rocks which becomes Lower Coal Measures to the east towards Ainley Top.

Historic core

Mid-19th century OS mapping depicts settlement clustered along the slopes of the valley above Black Brook. Lindwell was the northern most settlement and may have formed a distinct village or hamlet. The other focus of development was a linear development along Rochdale Road and some of the off-shoot lanes. Settlement began at the eastern end of Rochdale Road around the bridge over the Black Brook. The fold here was named Brow Bridge. A number of other folds were named along the westward route of Rochdale Road: Lindwell, Copley Green, Throstle Nest, Cross Hill, Lane Ends, Greetland Edge (the location of Greetland Chapel) and Brandy Hole (Upper and Lower). Most of these were probably folds of weavers' cottages but earlier origins are possible. Rochdale Road is named the Blackstone Edge Trust Turnpike on mid-19th century mapping as it left the village to the west. It probably had a late 18th or early 19th century date. It may have followed an earlier route as it passed through Upper Greetland, though it is just as likely that there was an earlier arrangement of lanes some with a different alignment. Mid-19th century mapping shows a number of lanes with north-south alignments which were cut by later east-west turnpikes.

An actual village is difficult to identify from available evidence. Lindwell represented the largest and most nucleated of these settlements with the most organic plan (HLC_PK

34583). Greetland may have been a low density cluster of settlements along the hillside (HLC_PK 34639). "Greland" is recorded in the Domesday Survey of 1086 and at other times in the later medieval period (Smith A.H. 1961. Part II. pp. 47-48). Lindwell is first recorded in 1699. What is clear is that the settlement in c.1850 was in an elevated position dispersed along the hill side. Mid-19th century mapping depicts enclosed fields to the north of Lindwell with long serpentine boundaries arranged in furlongs and grouped as a "field", a strong indication of a former open field system. The fields to the south of Lindwell also had a similar pattern though it was less distinct in this area.

With regards to historic buildings in this area, several are listed. One of the largest and most historically important is Clay Hall in the valley bottom to the east of the area. The house was built in c.1650 and has a particularly large aisled barn (HLC_PK 34580). A 17th century house is situated amongst the fold at Brow Bridge (HLC_PK 34749). Lindell has a listed farm house of early 17th century origins (HLC_PK 34584). Rochdale Road, to the east contains two 18th century houses and a pub dating to c.1725 (HLC_PK 34581). Greetland Edge contains the Church of St Peter dating to 1860, further 18th to early 19th century cottages, an early 19th century house (though possibly earlier) and a fine timber framed house of mid-16th century date (HLC_PK 34628, 34639 and 29446). The 16th century house, Sunny Bank, is present 150m to the south of Rochdale Road on Sunnybank Road (HLC_PK 34649). To the west of Greetland Bank is an early 18th century house with a late 17th century barn (part of HLC_PK 34639). There does not seem to be a clear focus of pre-Industrial Period settlement other than with a wide distribution along the side of the hill. The strip fields do suggest a nucleated medieval settlement with shared resources however, though the focus is not clear. Perhaps there was a lost or shrunken medieval village in the Lindwell area?

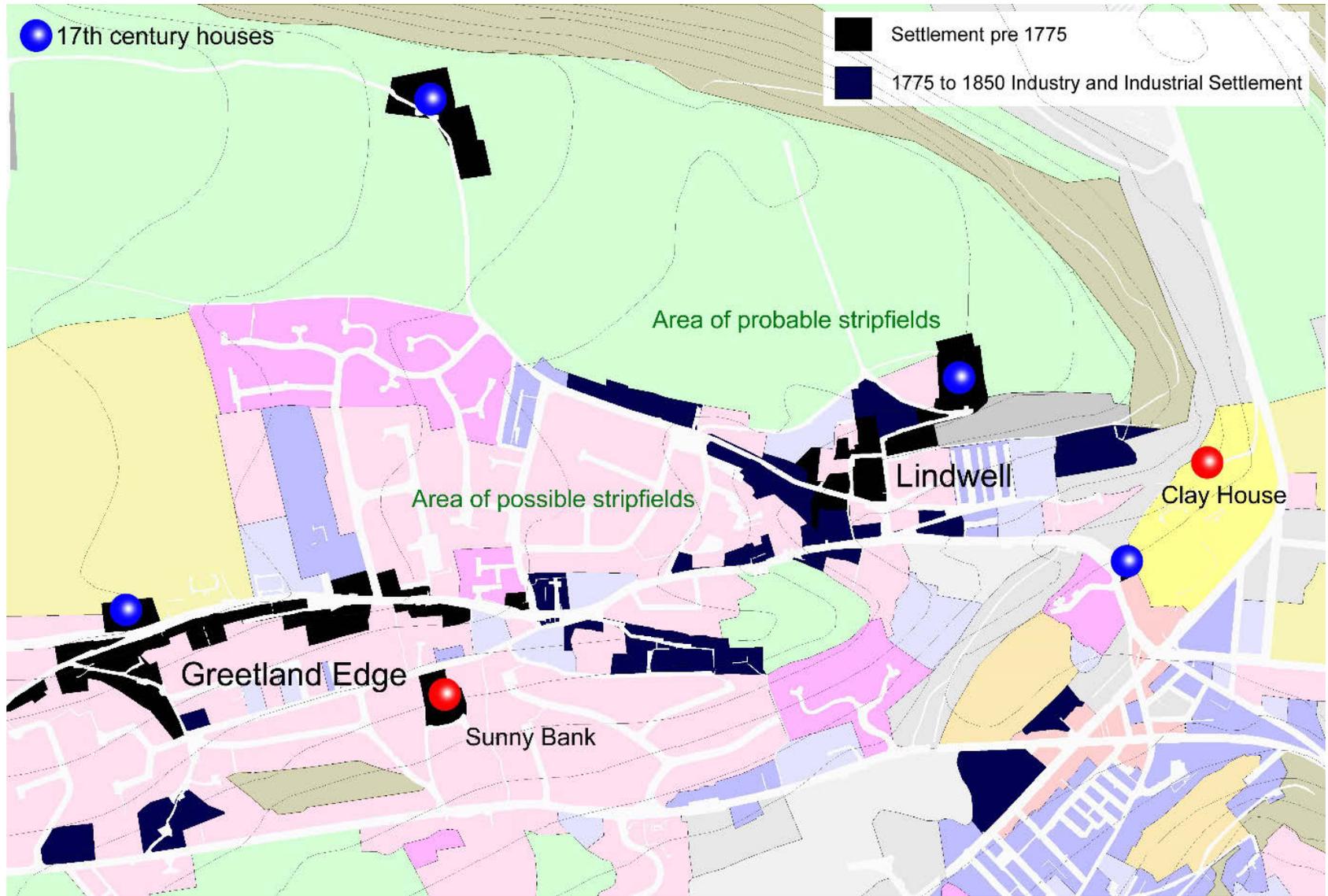


Figure 179. Zone map of the Greetland's historic settlement (not to scale)

Industrial Period development

In the early Industrial Period, domestic textile production took place in the cottages, farms and folds along the hillsides. Black Brook contained a few early water powered mills. Greetland was no exception (e.g. HLC_PK 34581). Mid-19th century mapping was showing the signs of industrialisation of the later Industrial period. Several mills were depicted along the hillside and in the Black Brook valley.

The larger examples on the hillside (from west to east) comprised:

- Scar Bottom Mill. Woollen. Probably pre c.1850. Possible partial survival as residential conversion. HLC_PK 38717
- Saltaire Mill. Probably textile. Post c.1850. Disused by c.1894. Part of HLC_PK 38755
- Brian Royd Mill. Cotton. Pre c.1850. Extant. HLC_PK 34702
- Lower Ellistones Mill. Woollen, later shoddy. Pre c.1850. Demolished. Now housing. HLC_PK 34681
- Woodfield Mill. Woollen and cotton. Post c.1850. Demolished in the 1970s. Now housing. HLC_PK 34705
- Hollins Mill. Woollen. Pre c.1850. Demolished after 2002. New industrial sheds HLC_PK 34600
- Clay House Mill. Woollen. Probably pre c.1850. Demolished. Now housing. HLC_PK 34607

Black Brook also developed as a zone of late 18th and 19th century industry. Listed below from west to east:

- Gate Head Mill. Woollen. Pre c.1850. Probably extant. HLC_PK 38562
- Ellistones Mill. Woollen with dyeing and finishing. Pre c.1850. Possibly partially extant. HLC_PK 38749
- Upper Bradley Mill. Pre c.1850. Fulling. Possibly early. Fragmentary survival. HLC_PK 38592
- Lower Bradley Mill. Pre c.1850. Paper. Post c.1850. Woollen. Demolished. Now a medical centre. HLC_PK 34713
- Spring Field Dye Works. Probably pre c.1850. Fragmentary survival. Currently mixed industrial and commercial use. HLC_PK 34708
- Onecliffe Mill. Woollen. Post c.1850. Probably extant. Currently mixed industrial and commercial use. HLC_PK 34712
- West Vale Mill. Worsted. Post c.1850. Extant. HLC_PK 34734

- Victoria Mill. Woollen. Post c.1850. Extant and in use as retail warehouse. HLC_PK 34733
- Brow Bridge Mill. Woollen. Pre c.1850. Demolished. Now flats. HLC_PK 34736
- Brigg Royd Mill. Woollen. Post c.1850. Demolished. Now a car park. HLC_PK 34747
- Prospect Mill. Worsted. Built 1876. Extant. HLC_PK 34729

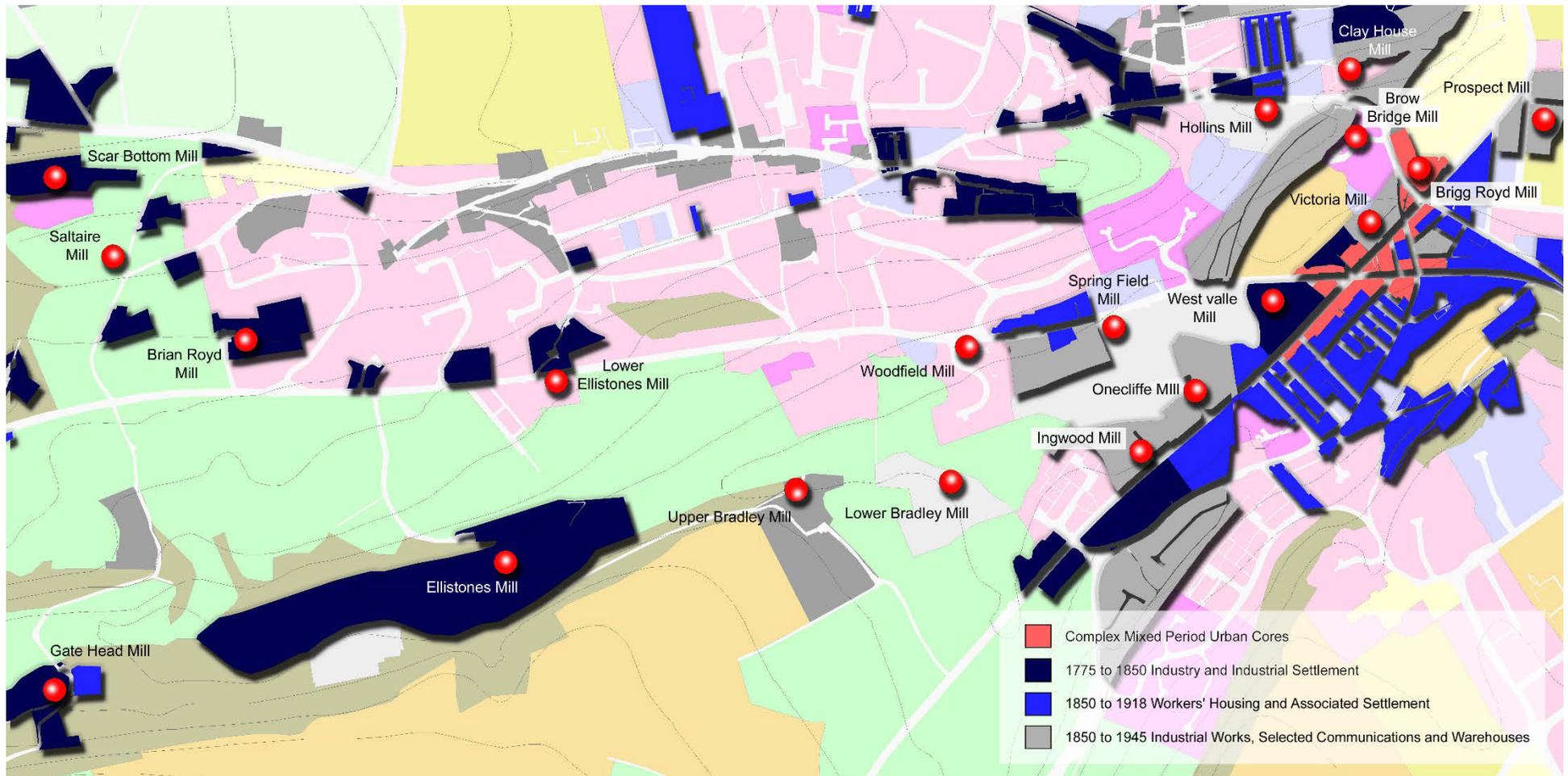


Figure 180. Distribution map of the Greetland's later Industrial Period development including the larger textile mills (not to scale)

Greetland and Lindwell did develop a small amount of settlement during the later industrial period. Several rows of terraced houses were built which tended to follow the earlier arrangement of lanes. The area also gained a few villas. Small institutes were also built, the largest being the Church of St Thomas built in 1860 (HLC_PK 29446). Other developments in this area included two small chapels and a burial ground. Rochdale Road developed a small commercial core. After c.1850, the entire focus of Greetland changed from the hillside to the valley bottom.

West Vale is a small town of almost entirely late industrial period origins. Two of the main streets are turnpikes of 18th and 19th century date. Mid-19th century mapping depicts only one or two terraced rows. This situation had entirely changed by the late 19th century. The area had gained around half a dozen new mills. The industrial presence was dominating. Mills lined the northern side of Stainland Road. The southern side developed as a commercial core (HLC_PK 34717). The railway station had arrived by 1875, situated at the southern end of West Vale (HLC_PK 34737). The station had an associated goods yard. There is a clear zone of terraced houses on the south-western side of Stainland Road in a large grid-iron development (e.g. HLC_PK 34744).

West Vale Primary School and St John's Church were built to the north of the town (HLC_PK 34719 and 34718). The church is grade II listed and dates to 1880. The town's cricket ground was established 400m to the south west on Hullenedge (HLC_PK 28833). The rapidity of construction in the late 19th century suggests that West Vale was a planned industrial town.

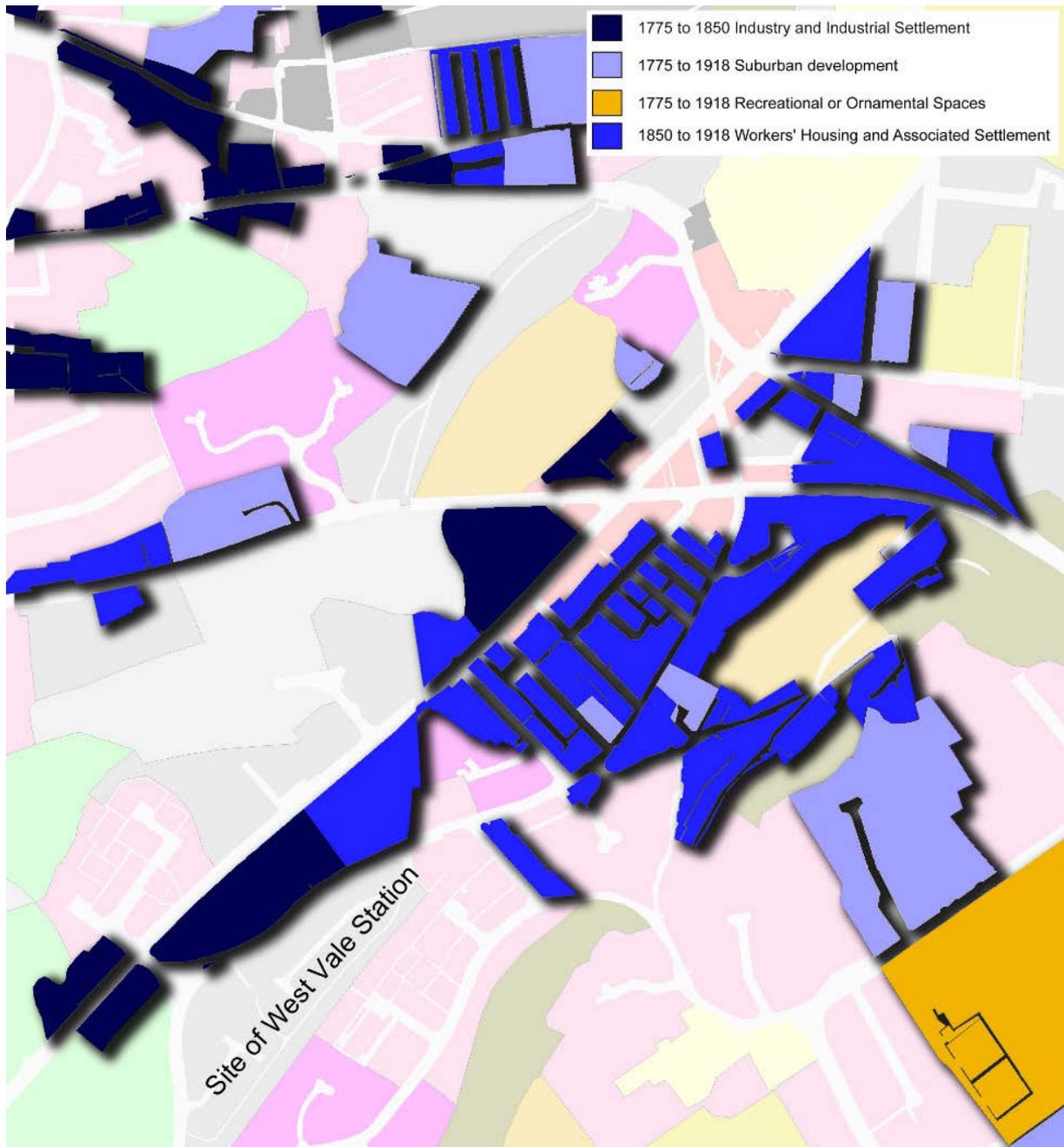


Figure 181. Zone map of West Vale's Industrial Period development (not to scale)

20th century and beyond

The 20th century has been characterised as period of suburban development in Greetland. Most of it has been to the north on the slopes around Greetland Edge on previously undeveloped land subsuming earlier development. It was also a largely post-war occurrence. The one Interwar estate is a small social housing estate which began construction in the c.1930 and finished after the war (HLC_PK 34672). Cherry Tree Drive is a private estate which was built to the north in the 1960s (HLC_PK 29473). Daleside and Templars Close is

probably late 20th century social housing to the west of the area (HLC_PK 34679). To the south, High Meadows was built as a private estate in the c.1970s (HLC_PK 29477). There are also several smaller developments in this area from after 1990. The one large scale post 1990 development is Goldfields Way, a private estate built to the far north of the area (HLC_PK 29444). Bank Field Grange is smaller estate from the 1990s to the south of Greetland Edge (HLC_PK 29476).

Several large estates fall to the south of West Vale on Hullenedge, though these are associated more with the urban expansion of Elland. There are a few smaller estates to the south and west of West Vale. Bryan Avenue was built to the south-east of West Vale between 1908 and 1934 (HLC_PK 34764). Ravenstone drive is a small estate built in the c.1970s and expanded in the 1990s (HLC_PK 29243 and 28840). Green Roy is a medium to large scale cul-de-sac development of short terraced rows and semi-detached house built on the site of West Vale Railway Station which closed in 1959 (HLC_PK 34737).

The Black Brook valley has become a small zone of 20th century industry in the vicinity of West Vale. Black Brook Way is a large scale development of commercial yards with a few small sheds as part of Black Brook Way industrial/business estate built partly on the site of a large 19th century industrial reservoir (HLC_PK 34711). Bradley Mill, Hollins Mill, Spring Field Dye Works and Onecliffe Mill sites now contain modern industrial sheds (HLC_PK 38598, 34600, 34708 and 24712).

The formal gardens to Clay House were taken over by Greetland District Council in the 1920s. Clay House Public Park opened in 1924.

The industrial character of Rochdale Road and West Vale is largely intact with little in the way of modern large scale redevelopment.



Figure 182. Zone map of the Greetland's 20th century to recent urban and industrial development (not to scale)

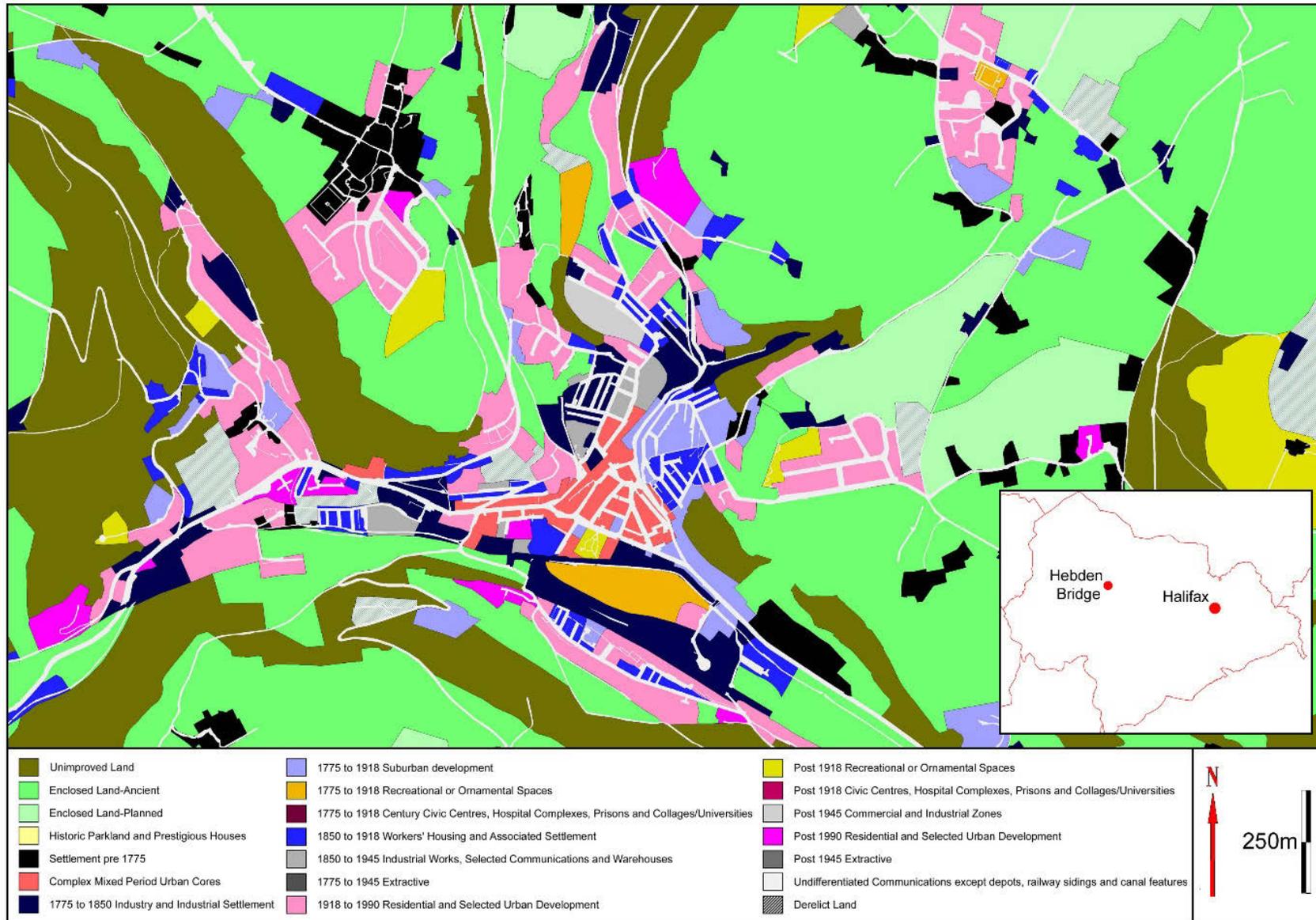
Rural hinterland

On mid-19th century mapping the plateau lands to the north of Lindwell contained what appear to be enclosed strip fields. They may have extended on to the upper valley slopes to the south. The field became more regular at higher elevations to the west as the land gave way to enclosed moor land of Greetland Moor and finally the open moor of Norland. The fields on the valley sides were irregular with the appearance of assarted and/or piecemeal enclosure. The woodland in this area was also more numerous. Most of these boundaries are intact away from 20th century housing, with further enclosure of Norland Moor in the late 19th century. Housing estate perimeters partially preserve earlier boundaries. There has only been one area of agglomeration to the west of Greetland Edge and that was to create playing fields in the post-war period (HLC_PK 29450).

The preservation of farms in the rural hinterland on the north side of Black Brook is also good. Several are listed. Upper Scholes Farm on the table lands to the north is dated to 1694 (HLC_PK 38761). This is the only farm in this area which indicates a late 17th century date for the enclosure of this area. Bryan Royd Hall is large three-storey, double-pile house of early to mid-18th century (HLC_PK 34688). Crawstone Hall, High Trees and Old Bank End area all 17th century Yeomans' houses within 1.8km of Greetland Edge (HLC_PK 38699, 38702 and 38701). There are also three listed buildings on the lower slopes to the southern side of Black Brook. Stubbing Farm and Bradley Mill Farm are modest Yeomans' houses (HLC_PK 38558 and 38592). Bradley Hall is a high status hall built in 1598. It is now the clubhouse to the Bradley Hall Golf Club (HLC_PK 28845).

4.2.5 Hebden Bridge

Figure 183.
 Zone study
 area map of the
 Hebden
 Bridge
 locality



Overview

Hebden Bridge is a rural industrial town with possible medieval origins situated 10.5 km north east of the Halifax Town core in the Township of Wadsworth but extends also into the Heptonstall and Sowerby Townships (95 AOD. OS ref 399245, 427244). Hebden Bridge village sits in a valley bottom position where Hebden Water flows in a north to south direction to meet the River Calder. The valley is narrow and steep-sided at this point. The Calder then flows eastwards along the Calder Valley. The core of the village fills the small triangle of level land at the confluence and then spreads up the valley sides. The land rises south of Hebden Bridge to meet Erringden Moor, to the west to meet Heptonstall Moor and to the east to Midgley Moor. The valley to the north of the town splits northwest and north east into Hebden Water and Crimsworth Dean Beck. Beyond this is Wadsworth Moor. Hebden Bridge sits above a solid Geology of the Millstone Grit Group of Rocks.



Figure 184. View of Hebden Bridge from the south in the Erringden Moor locality. 2009

Historic core

Hebden Bridge's pre-1850 historic settlement core encompassed St George's Bridge, St George's Square, Bridge Gate, Old Gate and West End (HLC_PK 36185). This area contains the most listed historic buildings and has the most organic street plan. Settlement also extended along Commercial Street to the west of the river around Old Gate. The character of this area is strongly vernacular with a domestic and commercial mix. The earliest recorded building is the White Lion Public House which originated as a house dating from 1657 (or possibly replaced a house - Smith, A.H. 1961. Part III. p.188). The word 'Hepden' appears in a document dated 1334 and refers to the stream in the valley. A bridge was recorded in 1339 ('Heptenbryge'). The bridge was vital to the town's development as it was on an important trade route between Halifax and Burnley. There is mention of a manorial corn mill probably dating to the 14th century. This may have been on the site of Bridge Mill (adjacent to the White Lion Public House). There is evidence of post-medieval farms in the town. Other buildings may have been commercial, catering to travellers and commercial traffic.

Listed buildings include the White Lion Public House, a late 17th century house with barn (now a shop), the 1777 Ebenezer chapel, 1830s Bridge Mill, and an early 19th century shop row. From these buildings a rough picture of the town's development can be ascertained. Little is known of medieval settlement, although if present it is likely to have been to the north of the area around Bridge Mill and the White Lion. St George's Bridge may have been the original bridge, with the bridge at West End representing a later addition.

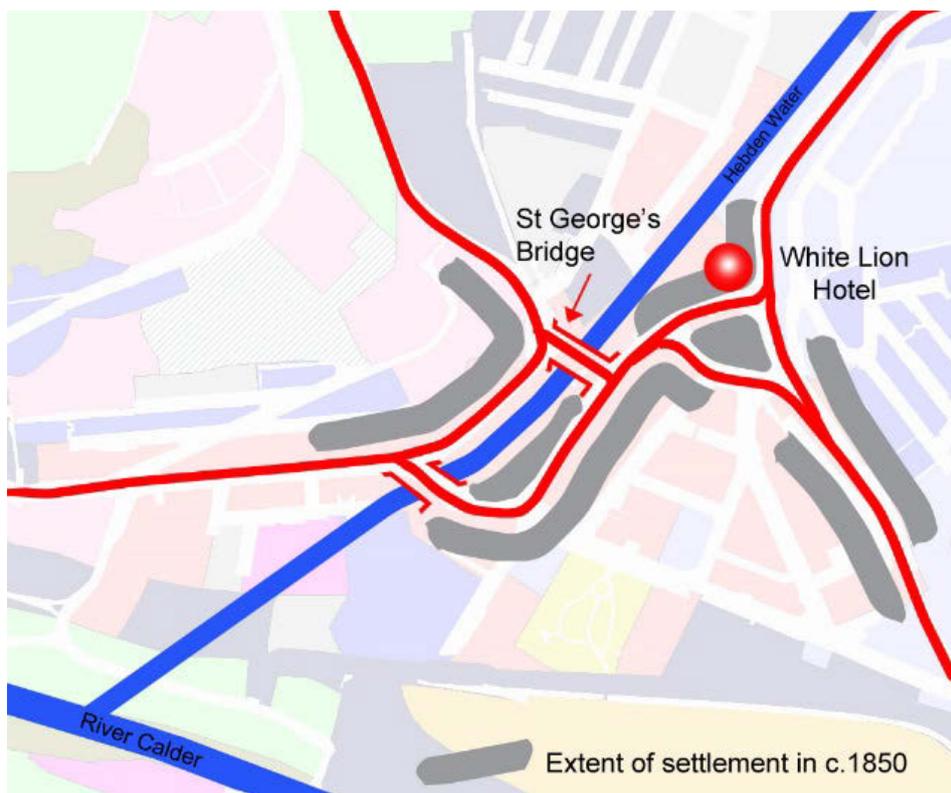


Figure 185. Model of the Hebden Bridge's historic settlement based on 19th century OS mapping (not to scale)

Industrial Period development

A 17th century Yeoman's houses in the village reflects the general rise of the Clothier Farmer in this district. Many high status houses were built up the Calder Valley at this time. It is speculated that 1830s Bridge Mill was constructed on the site of the manorial corn mill. This implies that the village had a native textile industry and a large enough population to justify a corn mill, although this may have also served the medieval village of Heptonstall on the hilltop to the north-west. Other craft industries, such as smithy workshops, within the village were likely in the post medieval period.

The early, pre-mechanised, Industrial Period in combination with improve transport systems, such as turnpikes and the canal brought prosperity to Hebden Bridge and this is reflected in the sudden increase building development in the late 18th and 19th century, with the addition of domestic workshops, terraced houses, warehouses, shops and institutes.

The Rochdale Canal opened in Hebden Bridge in 1798. A wharf area with warehouse developed in the New Road and Machpelah area of the village (HLC_PK 36188). The canal also attached mill development along its sides. Hebden Bridge Railway Station, with goods yard, was opened in 1840 on the Manchester to Normanton railway line. These were contributing factors to the growth of Hebden Bridge as an industrial town.

Two zones of 19th century industrial activity occurred along the Calder valley bottom and to the north of the village along Hebden Water.

The mills along the Calder 1km to either side of Hebden Bridge from west to east comprised:

- Calderside Mill. Cotton and later a dye works. Pre-1850 origins. Demolished and site is derelict. HLC_PK 36022
- Mytholm Mill. Silk and later cotton. 1789 origins. Demolished and site is derelict. HLC_PK 35989
- Bank Foot Mill. Cotton. Pre-1850 origins. Demolished now housing. HLC_PK 36028
- Unnamed dye works. Post-1850 origins. Demolished and site is derelict. HLC_PK 36148
- Waterside Mill. Formerly Bankfoot Mill. Cotton. Pre-1850 origins. Demolished. Now regenerated scrub, HLC_PK 36037
- Calder Mill. Textile mill with weaving sheds. Post-1850 origins. Partially extant but reused. HLC_PK 36149
- Breck Mill. Date unknown. Probably textile. Demolished and now a carpark. Part of HLC_PK 36048

- Hebble End Mill. Probably pre-1850 origins. Probably textile. Demolished. Site now contains a library. HLC_PK 36153
- Salem Mills. Post-1850 origins. Probably textile. Demolished. Site now contains a Cooperative store. HLC_PK 36074
- Unnamed dye works. Post-1850 origins. Probably extant. HLC_PK 36162
- Crossley mill. Possibly pre-1850 origins. Extant. Part of HLC_PK 36188
- Victoria Mill. Post 1850 origins. Cotton. Demolished, area derelict. No separate HLC record
- Hebden Bridge Gas Works. Post 1850 origins. Fragmentary survival. Now a private house. HLC_PK 36379

And along Hebden Water from south to north:

- Bridge Mill. 1830s origins. Textile mill. Extant. Part of HLC_PK 36185
- Hebden Works. Post-1850 origins. Unknown. Extant and in multiple occupancy. HLC_PK 36118
- Nutclough Mill. Pre-1850 origins. Cotton. Extant and listed. HLC_PK 36252
- Hanging Royd Works. Pre-1850 origins. Cotton. Fragmentary survival. Now housing. HLC_PK 36119
- Foster Mill. Pre-1850 origins. Cotton. Partly extant and reused as metal trades site. HLC_PK 36248



Figure 186. Butler's Wharf locality Hebden Bridge. 2009. Canal basin and commercial development along New Road



Figure 187. Distribution of Industrial Period mills and other industrial works in Hebden Bridge. Not to scale.

The Hebden Bridge Core expanded to its current size during the latter half of the 19th century and, apart from piecemeal 20th century redevelopment, has remained static ever since. The Bridge Gate and Lee's Yard area represent the old town with small shops with vernacular features (HLC_PK 36185). Crown Street, Hope Street and Commercial Street is Victorian expansion, again commercial and small scale Street (HC_PK 36197 and 36186). New Street and Market Street developed as the Victorian high street (HLC_PK 36185 and 36039). Development had expanded westwards along Burnley Road to encompass the sub-settlement of Mytholm during this time.

Hebden Bridge developed as a true industrial town with institutes such as chapels and schools. To name a few: Hope Baptist Church is dated to 1857 (HLC_PK 36192). St James's Church was founded in Mytholm in c.1833. The Riverside Junior School was built in the early 20th century (HLC_PK 36127). Calder Holmes Public Park was founded in the late 19th or early 20th century (HLC_PK 36190).

Hebden also developed zones of Industrial Period housing, much of it crowding a Hebden Water valley side position on the winding lanes above the village. The terraced row with under dwelling is an archetypal feature of Hebden Bridge. The western side was more working class with grid-iron developments of terraced houses (e.g. HLC_PK 36091). The eastern side formed a large residential zone which was more suburban, and included terraces (some with under dwellings), town houses and villas (includes HLC_PK 36224, 36228, 36216 and 36201). A zone of 19th century housing also ran along Burnley Road to the east and west of the village (e.g. HLC_PK 36198, 36199, 36048 and 36130). A small zone was present south of the Hebden Railway Station.

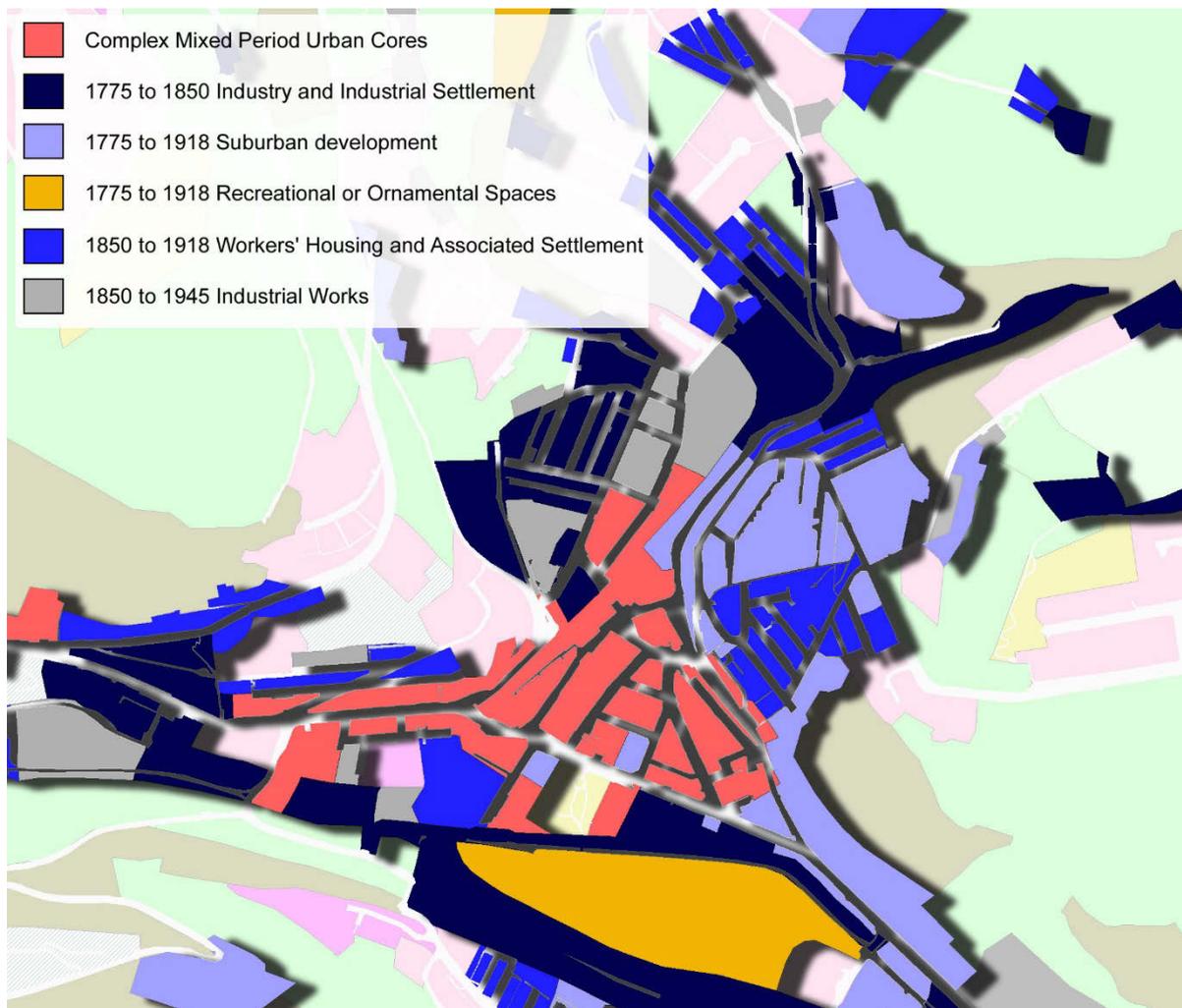


Figure 188. Zone Map of Hebden Bridge's industrial period settlement (not to scale)

20th century and beyond

The Hebden Bridge core developed in a small way during the 20th century. Hebden Bridge Picture House was built on Burnley Road in 1919-21 (HLC_PK 36193). The centre has been subject to some piecemeal redevelopment and re-fronting. From the 1970s, there has been a local authority policy to restore and renovate rather than redevelop. Hebden has retained its Industrial Period character. With regard to 18th and 19th century houses, the western side of Hebden Bridge in the Bridge Lane area was the subject of partial urban clearance in the 1960s. Apart from this, there is good preservation of domestic buildings from the 18th and 19th century.

New developments of 20th century housing occurred on the edges of the Victorian peripheries. Mytholm contains a few small scale estates from the 20th century both within the hamlet and along Burnley Road. This is largely post-war (e.g. HLC_PK 36023, 36027, 35990 and 36147). A second zone of 20th century housing occurs to the north of Hebden Bridge on the valley sides above Hebden Water. There are short rows of Interwar houses

(some named) and a few small developments of post-war houses occurring as mixed housing types including detached houses, short rows, flats and individual houses (e.g. HLC_PK 36104, 36105, 36265, 36275, 36241 and 36247). There is an element of social housing in this area. They occur as redevelopment sites (some industrial redevelopment) and new builds on previously undeveloped land.

Two other zones of post-war housing occur to the east of Hebden Bridge on the Calder Valley Side off Wadsworth Lane (social housing) and south of the Calder on the lower valley side on Palace House Road (HLC_PK 26715, 36370, 36372 and 36375). The latter represents Interwar and post-war social housing built as infill development around established 19th century terraced houses.

Both the Hebden Water and Calder Valley industrial areas of the 19th century continue in use as modern industrial zones. Some historic fabric has been retained and reused.

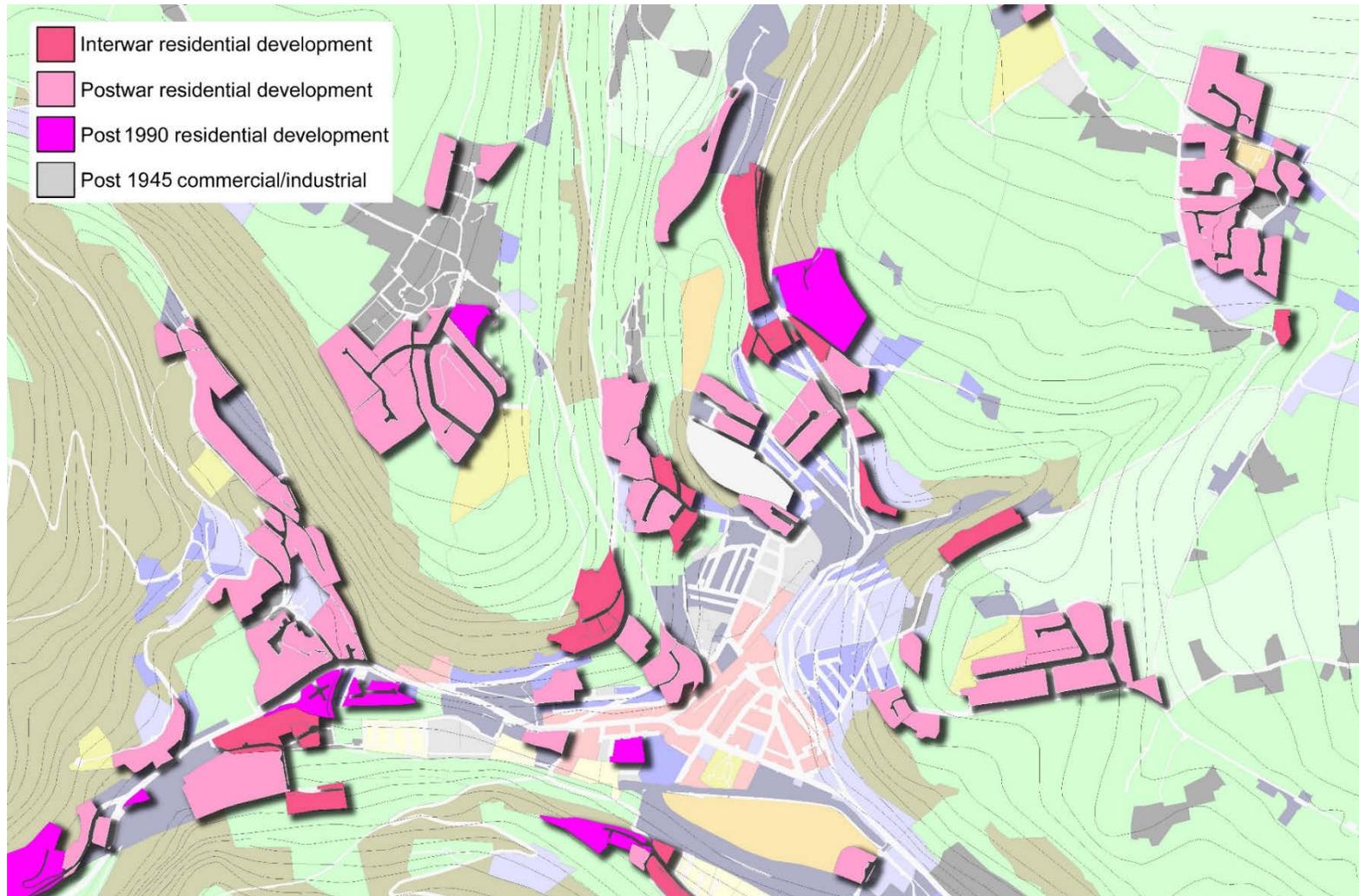


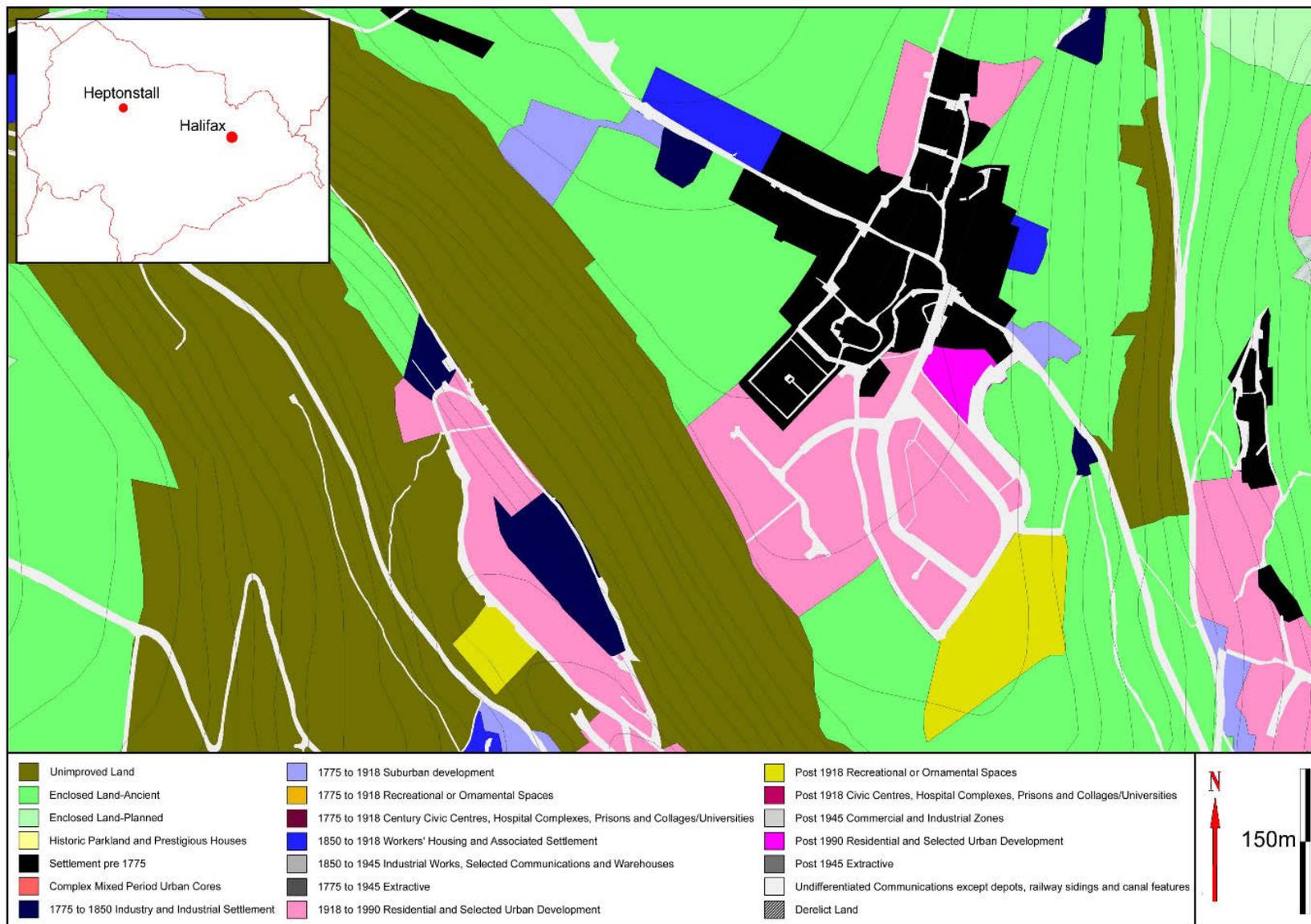
Figure 189. Zone Map of Hebden Bridge's 20th century to recent urban and industrial development (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

Hebden Bridge is situated in a valley bottom location. The land rises steeply on all sides. The slopes are heavily wooded which were occasionally cleared for pasture. The valley bottom contained valley floor meadows which later became zones of industry. The areas of agriculture occur at higher elevations. The geology in Calderdale has produced a step and plateau topography. Farming occurs on the plateau areas below the moor tops. It is in these areas that the earliest settlement occurred. Heptonstall is a village situated on the hill top 1km to the north west of Hebden Bridge (discussed as a separate settlement description). Chiserley is in a similar position 1.2km to the north east. Heptonstall is of confirmed medieval date and Chiserley is a hamlet which contains 17th century houses (HLC_PK 35906 and 36300). The settled hillsides on all sides contain houses of 16th, 17th, 18th and 19th century date. This is an ancient rural landscape with well-preserved boundaries surviving from the 19th century with little agglomeration. Only the later enclosed moorland edges have witnessed abandonment.

4.2.6 Heptonstall

Figure 190.
Zone study
area map of
the
Heptonstall
locality



Overview

Heptonstall is a village with medieval origins situated 11km north west of the Halifax Town core in the Township of Heptonstall (260 AOD. OS ref 398712, 428084). The village is entirely rural in its setting, though has undergone some 20th century residential expansion. It is situated on a hill top position on a spur of land extending south east from Heptonstall Moor. The edge of the moor is situated 2.4km to the north-east of the village. The land drops down sharply to the north east and south to the valleys of the Hebden Water brook and the River Calder. The nearest large settlement is Hebden Bridge 1km away in the valley bottom to the south east. Heptonstall sits on a solid Geology of the Millstone Grit Group of rocks.



Figure 191. View of Heptonstall looking north from Erringden Moor locality. 2009

Historic core

Although not mentioned in the Domesday Survey, Heptonstall is one of the larger and most important medieval settlement in the Calder Valley. As a place name, 'Heptonstall' can be dated back the 1253, the 'stall' element suggesting the earliest settlement functioned as a vaccary or remote cattle ranch associated with the Manor of Wakefield and Lewes Priory (Smith, A.H. 1961. Part II. p.191). The nucleated nature of the settlement suggests that the growth into a village was organic rather than planned. The settlement clusters around the junction of Northgate, Towngate, Church Lane and Heptonstall Road. The surrounding fields demonstrate a long serpentine boundary pattern which is suggestive of strip field farming, a feature commonly associated with medieval villages in England. The settlement was important enough that in c.1260 it received its own church dedicated to St Thomas the Apostle (see HLC_PK 35907). Historic records indicate the presence of a manorial corn mill in Colden Clough 2.2km to the west (HLC_PK 39784). The village's oldest house is Stag Cottage built c.1580. As is common with other settlement in the Calder valley, there was a period of settlement growth in the early post medieval period; hamlets expanded and high status hall-houses were constructed. The fortune was tied in with the boom in the local textile industry. Heptonstall demonstrates several building from this period.

The village contains several listed buildings. The majority are mid-18th to early 19th century loom shops but also cottages, villa houses and agricultural building such as barns. The area includes several listed 16th, 17th and early 18th century high status houses and farms. There is also an historic cloth hall, a listed grammar school of 1771, a Wesleyan Methodist Chapel of c.1764 and a charnel house dated "1779". These buildings stand as testimony to the town's wealth and importance in the early post medieval period and its continued development into the early phases of the industrial revolution. It is likely that Heptonstall was a more important settlement than Hebden Bridge in its historic heyday.

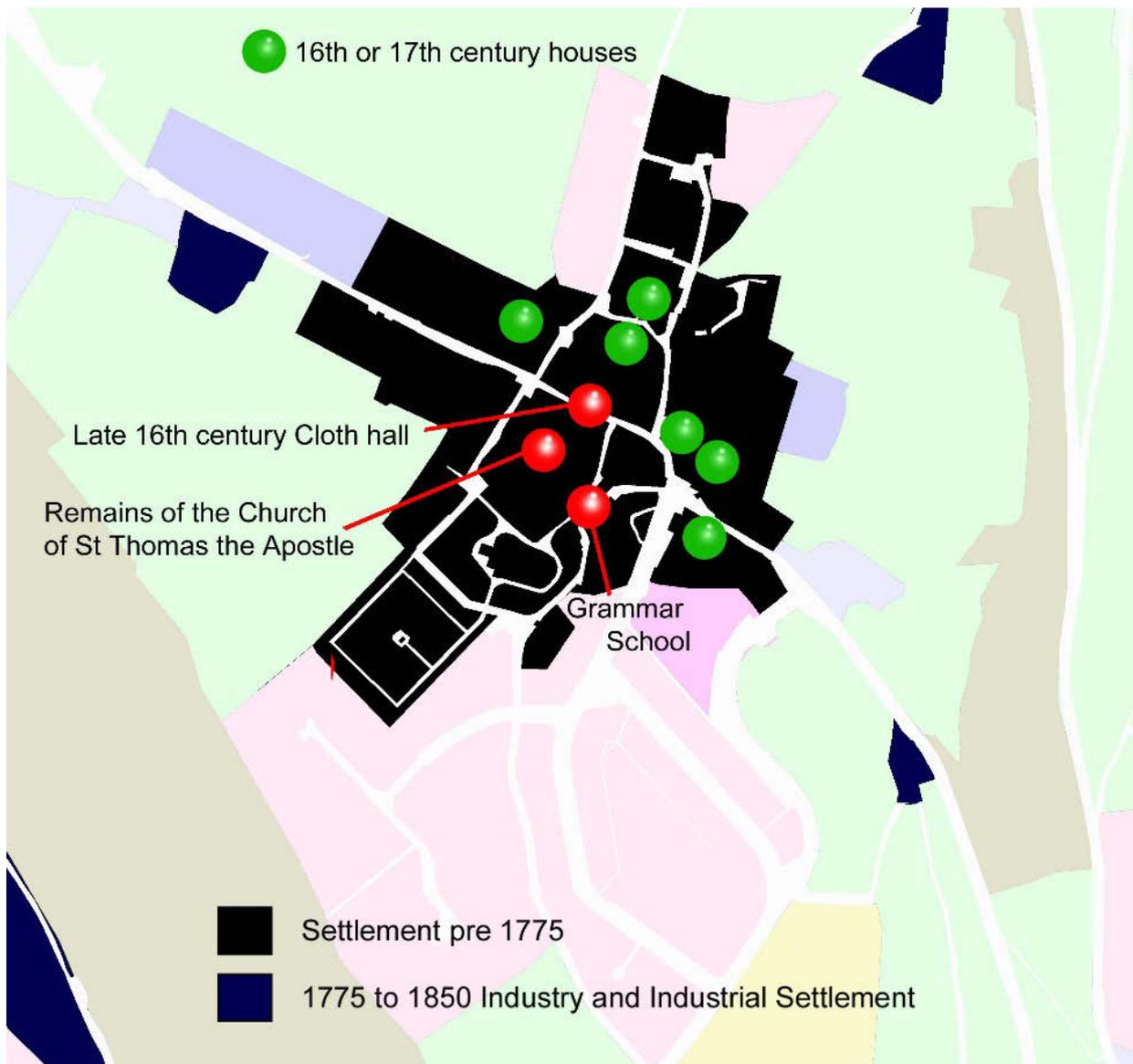


Figure 192. Distribution of Heptonstall's surviving historic buildings (not to scale)

Industrial Period development

The success brought on by domestic textile production continued into the 18th and 19th century. Heptonstall has many loom shops. New developments of loom shops expanded the town west along Smithwell Lane and Northgate as well as in the Towngate area. A few new civic buildings were built such as chapels, schools and the 1850s Church of St Thomas (HLC_PK 35908 and HLC_PK 35909).

In the mid to late 19th century, mechanisation of the textile industry resulted in a shift in the locations of industrial centres from the hills to the valley bottoms. Mills needed to be closer to water supplies and the developing transport systems. Heptonstall remained essentially frozen in time from this point. There was little change in the settlement pattern from mid-19th

century to the late 19th century except for the addition of a few terraces, a few villas and the mid-19th century St. Thomas's Church (HLC_PK 35908).

Beyond quarrying in the rural hinterland, no incipient industry could be identified on 19th century OS mapping in Heptonstall. The industry was entirely cottage based. Industry was occurring on a large scale below in the valleys of the River Calder and Hebden Water. See the settlement description of Hebden Bridge for further details. The closest Mills were in Colden Water Clough with a series of mills starting 1km to the west of Heptonstall. From east to west they were:

- Lower Lumb Mill. Originating from 1802. Cotton spinning. Demolished. Area still contains cottages and fragments of mill fabric. HLC_PK 39791
- Higher Lumb Mill. Pre-1850 origins. Disused by c.1894. Site overgrown. HLC_PK 39786
- Slater Ing Mill. Pre-1850 origins. Cotton. In ruins by 1894. Site overgrown. HLC_PK 39785
- Hudson Mill. Pre-1850 origins. Cotton. Possible site of manorial corn mill. Demolished. Now housing. HLC_PK 39784
- Jack Bridge Mill. Post-1850. Cotton. Demolished. Now housing. HLC_PK 39783

Beyond, the clough crossed fields to the open moor.



Figure 193. Distribution of Mills along Coldern Clough, Heptonstall (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

20th century and beyond

Heptonstall has a remarkably well preserved historic settlement core displaying both post medieval houses and institutes but also loom shops and urban development from the early Industrial period.

The village did develop zones of 20th century housing which occurred on the peripheries of the historic settlement core. The largest development is to the south of the village. There is a post-war estate of possible social housing constructed to the south-east around Southfield [Road] (HLC_PK 29793). The Beckett's Close estate is to the south west and dates to the late 20th century (HLC_PK 35904). These are relatively small scale. A row of detached houses was built off Northgate in the post-war period (HLC_PK 35931). Other modern developments include the occasional detached house, a recreation ground and a development of post 1990 flats. A few houses were also built on the steep lanes leading up to Heptonstall on the valley sides above Hebden Bridge and Mytholm.

Rural hinterland

The valleys sides below Heptonstall were heavily wooded in the 19th century and remain so today; useful for woodland exploitation, quarrying and mills in the clough bottoms. The hill top plateau around Heptonstall and to the east below Heptonstall Moor contains agricultural land of ancient origins. The earliest Heptonstall settlement functioned as a vaccary or a remote cattle ranch associated with the Manor of Wakefield and the medieval priory at Lewes.

The field boundaries to the north and south of the village suggest enclosed strip fields, a feature frequently associated with English medieval villages. This area was largely devoid of farms in the mid-19th century. Perhaps the village still held most of the farms at this point. The area to the west had a relatively large density of rural settlement dispersed amongst the fields. The largest was Slack, situated 700m to the north-west of Heptonstall. This was almost large enough to have been considered a village in its own right, it might eventually have constituted a western extension of the Heptonstall settlement (HLC_PK 39811). Slack contains several listed buildings including three 17th century houses, 18th century farms, a late 18th century corn merchant's house, 18th to early 19th century cottages, a Baptist chapel of 1878 and a Sunday school of 1863. Slack was a linear development situated along a wide lane. The lane further widened towards the western end to become Popples Common. The common widened again as it passed onto Heptonstall Moor. This area was partially enclosed in the mid-19th century. The lanes and field boundaries were in a fan-like arrangement suggest the piecemeal intake of a moorland edge stock funnel. Eastward, the lane eventually led onto Smithwell Lane and then Towngate within Heptonstall.

Widdop Road left Slack to the north-west. This was lined with several houses before it passed over the moors into Lancashire. These included large Yeoman's Houses such as Greenwood Lee of 1712 but which included a 16th century barn (HLC_PK 39273).

On the southern side of Heptonstall Moor above Colden Water is a linear group of houses which formed a string along the valley side; either through accident of topography or because they followed a now lost ancient route. Listed building descriptions indicate that many were of at least 17th century origins.

The enclosure and settlement here is ancient and demonstrates good survival with few houses lost since the 19th century and very little field agglomeration.

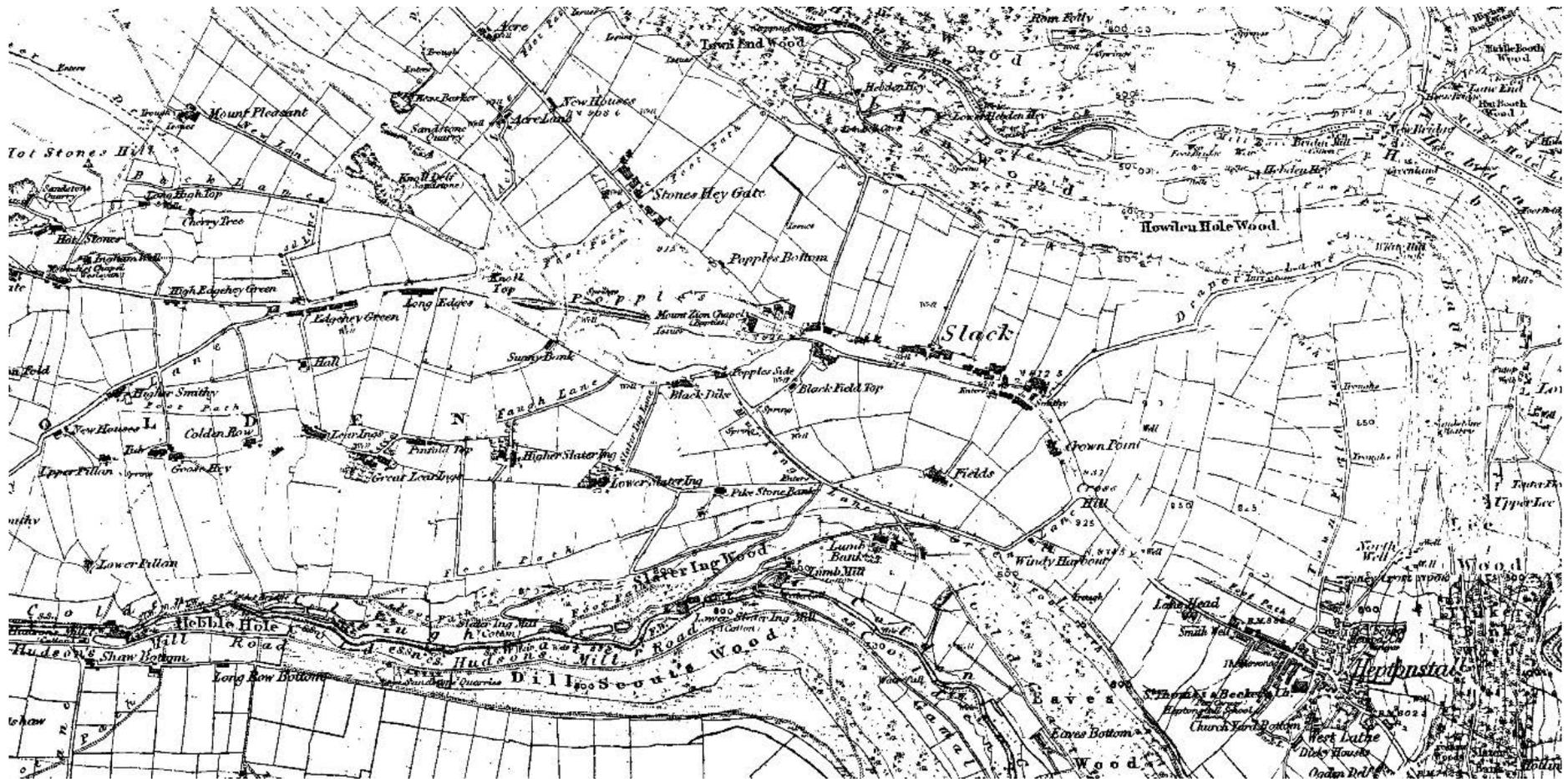
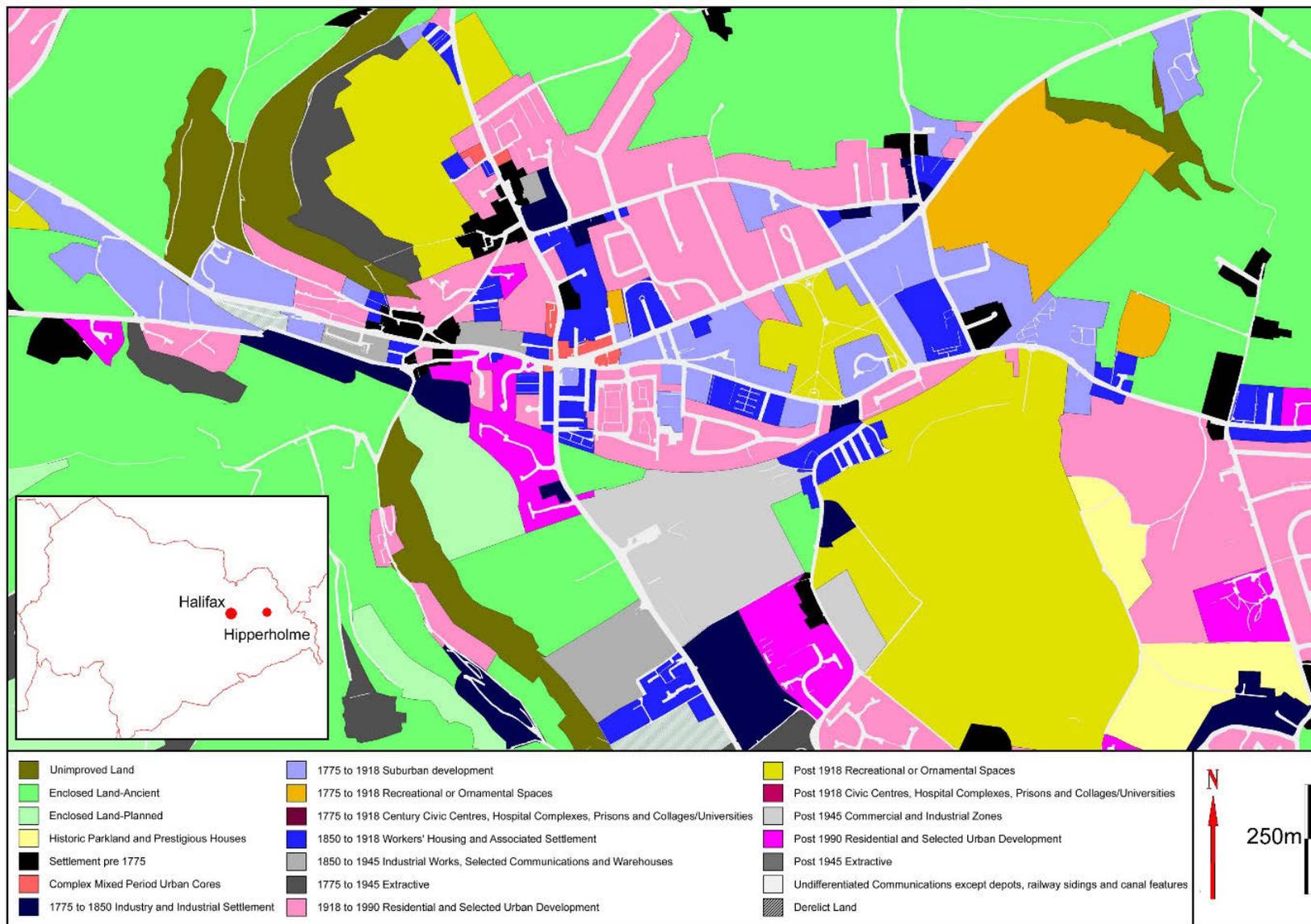


Figure 194. OS 6" 1st edition map of Yorkshire, c.1850 depicting the Slack area of Heptonstall. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

4.2.7 Hipperholme

Figure 195.
Zone study
area map of
the
Hipperholme
locality



Overview

Hipperholme originated as a rural village which became a detached suburb of Brighouse in the 20th century. The village is located 3km to the east of Halifax in the Township of Hipperholme with Brighouse (150 AOD. OS ref 412483, 425510). Hipperholme is situated on a hill top position on the eastern side spur of land which projects southwards from Hunger Hill and Clayton Heights. The land drops sharply to the west into Shibden Dale. The land shelves for around 0.5km to the east before dropping to the Bottom Hall Beck and Wyke Beck valley system. The land gently rises to the north to Stone Chair and the spur drops to the south towards Brighouse and the Calder Valley. The solid geology of the area is the Pennine Lower Coal Measure Group of rocks.

Historic core

Hipperholme is mentioned as 'Huperun' in the 1086 Domesday survey and continued to be mentioned throughout the later medieval period. It was likely to have been a hamlet of local importance during this time. The settlement is located on an important medieval route from Halifax to Wakefield: re Wakefield Gate. Mid-19th century mapping depicts area of fields surrounding the village which are long and sinuous suggesting the presence of a former open field system, a feature associated with medieval villages throughout England. The domestic textile industry was a mainstay of the economy in this part of the Pennines from the medieval period onwards as the relatively large number of Yeoman's houses in the Hipperholme hinterland testify. Hipperholme also benefitted from coal mining and iron working. In 1274, permission is recorded as being granted for coal digging at Hipperholme, early 14th century forges have also been identified in this area (HLC_PK 33931).

The historic core of the early village is likely to have been around Towngate and Denholme Gate: this is the area which has the most organic street pattern and which contains the highest density of historic buildings (HLC_PK 33931). Many are listed and include a late 17th century house, a mid-17th century barn, 18th century houses/cottages and the 1783 Hipperholme Grammar School. The school has its origins in 1529 within the chantry chapel of the nearby village of Coley. In 1648 Matthew Broadley, paymaster to Charles I, endowed a large sum of money to build a school on land donated by Samuel Sunderland of Coley Hall; the school opened its doors on its current site in 1661. The school was rebuilt in 1783. The site expanded and new buildings have been added since 19th century. (HLC_PK 33930).

On mid-19th century OS mapping the settlement of Hipperholme consisted of a linear development along Denholme Gate Road with rear yards containing folds of cottages. The second settlement focus was on Towngate which was more clustered. The Towngate

settlement may have predated that on Denholme Gate as Denholme Gate forms part of the Brighthouse and Denholme Trust Turnpike of 1825-26 (though it may have incorporated an earlier route). The presence of a public house indicates a commercial presence on Denholme Gate Road at this time.

A satellite core was also present at Hipperholme Lane Ends which is 300m to the south west south along Kirk Lane. This consisted of rows of cottages fronting Lane Ends Green (HLC_PK 33985). Another core was present 300m to the south of Denholme clustered round the junction of Brighthouse Road and Leeds Road. This area included the White Hall Public House and later developed as a Victorian commercial core (HLC_PK 33952).



Figure 196. Zone map of the Hipperholme's historic settlement core (not to scale)

Industrial Period development

The village contained no large scale industrial buildings in the mid-19th century. Industry was occurring in the rural hinterland with large scale quarrying. A large quarry was present to the west of the village above Jum Hole Beck and Shibden Dale to the west (e.g. HLC_PK 39003). In addition to delphs, Jum Hole Beck Clough also contained a few coal pits. The scale of the quarry increased in the latter half of the 19th century and new quarries opened to the south of Hipperholme in the Hove Edge area. These were industrial scale extraction sites (e.g. HLC_PK 28628 and 29285). A few of the quarries occupied the pre Crow Nest Park country estate. The first reference to Crow Nest dates from 1592, when it was occupied by the Booth family. Replaced by a large Georgian house and garden, designed by Thomas Bradley for William Walker in 1788. (HLC_PK 39457). Coal pits were also present in this area.

An industrial zone developed to the south west of Hipperholme along Halifax Old Road as it dropped down westwards to Shibden Dale. Industry in the 19th century was mixed. The observed works in this area are listed below (from east to west):

- Hipperholme Tannery. Probably 19th century origins. Currently an industrial site. Possible survival of 19th century building fabric. HLC_PK 33961
- Hipperholme Brewery. Post c.1850 origins. Now housing. HLC_PK 33978
- Hipperholme Mill. Worsted. Post c.1850 origins. Demolished. Land remains undeveloped. No separate HLC record
- Old Dumb Mill. Function unknown. Very small scale. Not named on later 19th century mapping. No separate HLC record
- Shibden Hall Brick and Tile Works. Post c.1850 origins, though the Lister Coal Pit formerly present to the west of the area predates the tile works. No separate HLC record
- Mytholme Mills Cycle Works. Founded as the Mytholme Mill Wire Works before c.1850. HC_PK 3528
- Mytholme Iron works. Post c.1850 origins. Demolished. Site overgrown. No separate HLC record
- Lower Brear Brewery. Building present in c.1850 though not named. These works were situated further north on Leeds Road. Possibly extant though modified. No separate HLC record
- Cinder Hills Brick Works. Post c.1850 origins. Now post 1990s housing. HLC_PK 2389.

It was probably this industry which encouraged the development of Hipperholme in the later 19th century. Hipperholme village gained a few additional rows of terraced houses and a few slightly larger zones of Victorian and Edwardian terraced houses in the Leeds Road area to the south. A small commercial core developed around the Junction of Leeds Road, Brighthouse Road and Halifax with purpose built shops. The junction became the main focus of Victorian development. A school and chapel were also built in this location. In addition to local industry, a second factor which influenced the development of Hipperholme was the introduction of the Hipperholme Railway Station and Lightcliffe Station 1km to the east. Lightcliffe Station had a small goods yard. The line connected Hipperholme and Lightcliffe to Bradford and Halifax. The stations are now closed.

Lightcliffe developed as a villa suburb in the latter half of the 19th century. The railway station must have been a contributing factor. The area previously had a few villas and the occasional fold of cottages. By the end of the 19th century it had become transformed by an estate of large villa houses with big gardens, rows of higher station terraced houses, a school, a new church and cemetery.



Figure 197. Zone map of the Hipperholme's Industrial Period zones (not to scale)

20th century and beyond

Hipperholme expanded further during the 20th century with housing development. This development largely occurred as clear zones to the north and south of Leeds Road to the east of Hipperholme or as smaller estates filling in the areas of undeveloped land between the earlier villa houses of Lightcliffe. There were two notable estates of small detached and semi-detached houses of Interwar date on Bramley Lane to the north west of the village (HLC_PK 28640, 28641 and 28653). Two moderately sized developments occurred further south on Leeds Road and further north off Denholme Gate Road (HLC_PK 28648 and 33943). Post-war housing was on a similar scale with estates occurring to the north and south of Leeds Road. They were predominantly semi-detached houses. The Welburn Avenue Estate to the south of Wakefield Road was probably a social housing estate built in the 1960s (HLC_PK 33968). The trend was for these estates to be built on previously undeveloped land. Three notable developments of post 1990 housing occurred to the south west and south of Hipperholme. A large estate was built on Hove Edge after 2010 on an area of former fields and coal shafts (HLC_PK 33826). A second estate was built south of Halifax Road to the south west of the village also on previously undeveloped land (HLC_PK 33967). Smaller scale rows and individual houses occurred throughout from all periods. Other notable additions from the 20th century include a five hectare public park on Leeds Road established around the Interwar period (HLC_PK 28786). Crow Nest Park Golf Club was established in 1995 on the site of the former Crow Nest House and associated parkland (HLC_PK 26969). A tumble dryer factory was established in 1986, on the site of a former stone works 750m to the south of Hipperholme.

On the opposite side of Leeds Road to the tumble dryer works is a modest sized industrial estate established around the early to mid-20th century (HLC_PK 28630).

The A58 Leeds Road is a busy road that has altered Hipperholme's village like character. Despite this, there is good survival from the Industrial Period. The original core of Hipperholme on Denholme Gate Road and Towngate demonstrate Victorian and Georgian buildings with some preserved fabric from earlier dwellings. The 18th century Grammar School is a dominating feature on Denholme Gate Road. The route along Denholme Gate contains well preserved domestic and commercial buildings from the 18th and 19th century. Towngate still contains a few Georgian cottages but the area has been subjected to 20th century piecemeal urban re-development. The southern end of Kirk Lane around Lane Ends Green is an enclave of Georgian and Victorian houses. The character around the junction of Denholme Gate Road and Leeds Road is Victorian and commercial with rows of small shops. The White Hall Public House stands out as a large building from an earlier period.

Redevelopment has occurred and it occurs mostly on Denholme Gate Road with a late 20th century shop parade and offices.

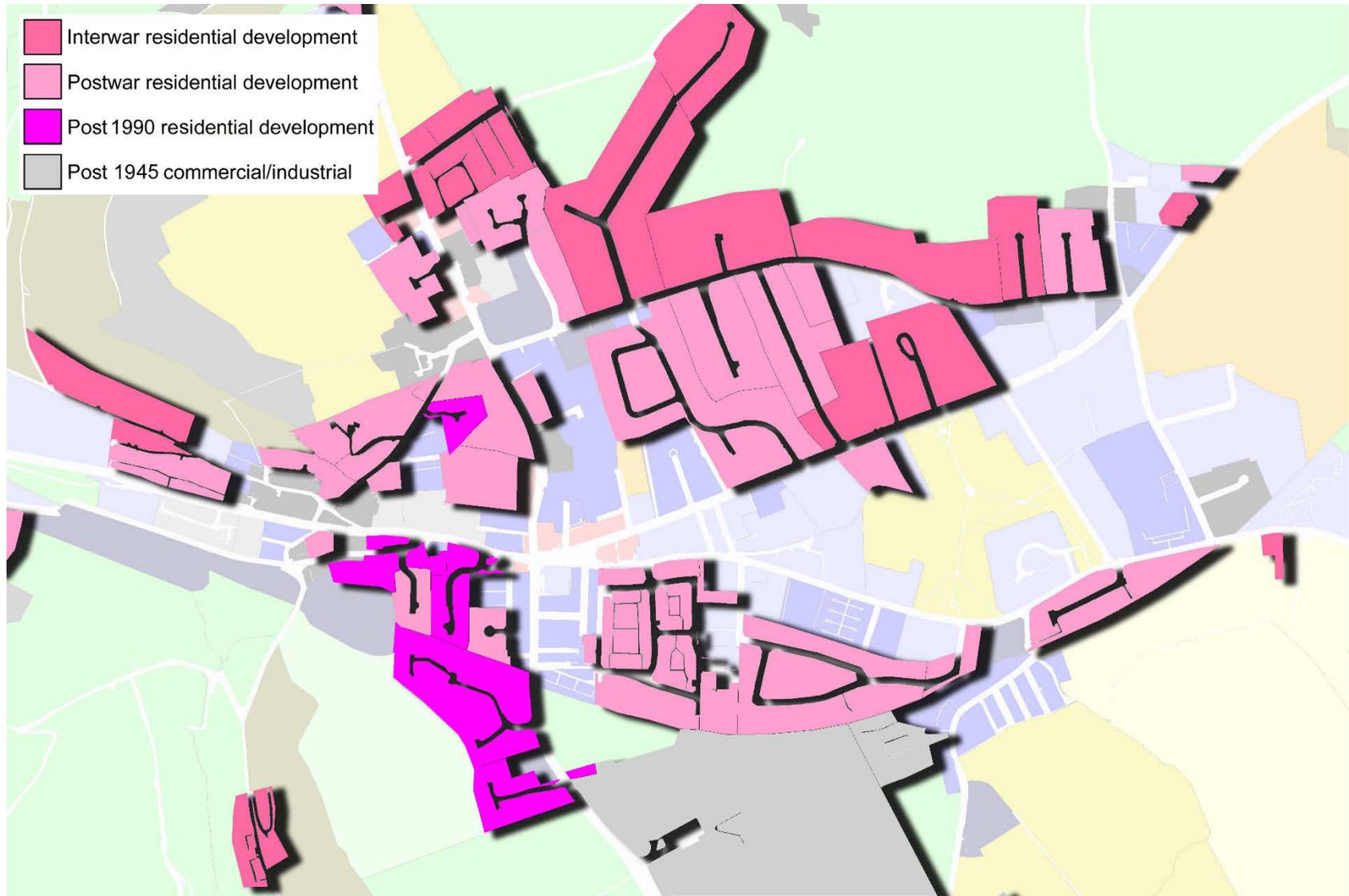


Figure 198. Zone map of the Hipperholme's 20th century to recent urban and industrial development (not to scale)

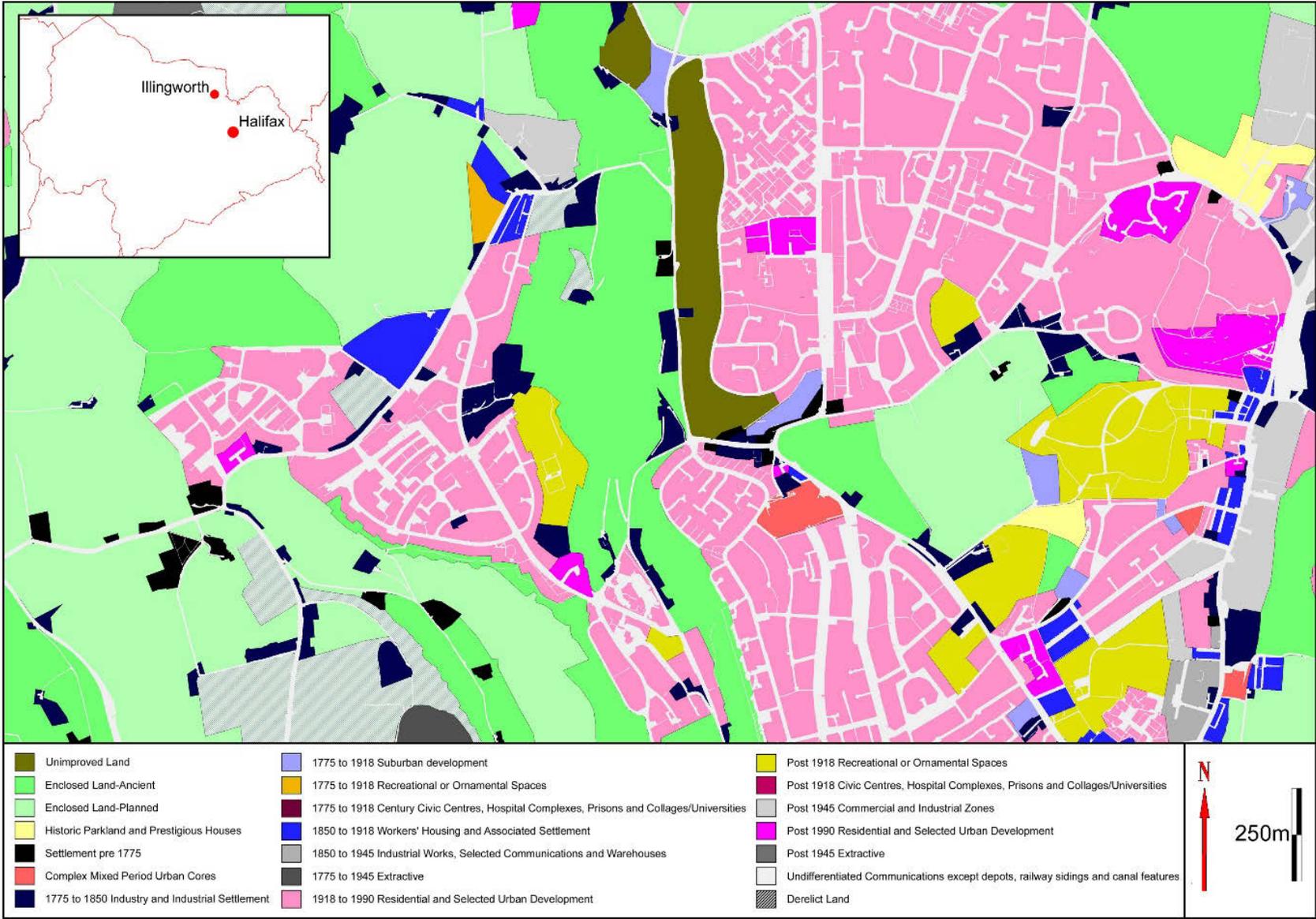
Rural hinterland

The field patterns to the east of Hipperholme suggests the presence of enclosed strip fields which were probably associated with the medieval core of Denholme. These fields have been partly developed with 20th century housing. The area to the north west of the village, Common Wood Head, may have acted as the village common. Both area occupied a relatively gentle hill top area. The land dropped away steeply down towards Shibden Dale which was wooded with piecemeal enclosure and probably assarts. Some land to the west formed part of the Shibden Hall estate. The preservation of land depicted on mid-19th century mapping is good with little agglomeration.

The farmland to the west contained a few farms and folds. Priestley Green is a hamlet situated 1km to the north east of Hipperholme. The settlement contains 17th and 18th century buildings (HLV_PK 38979). Sawood House 750m to the north of Hipperholme is dated to the mid-17th century (HLC_PK 38985). Upper Winter Edge contains a Yeoman's house of mid-17th century date and a mid-18th century farm (HLC_PK 38983). The only house listed in the clough to the west of Hipperholme is a rebuilt Tudor town house removed from the centre of Halifax (recorded with other houses as HLC_PK 3463). The density of houses in the valley is slightly higher than the hill top and it is likely that some farms in this location of 17th century origins or earlier.

4.2.8 Illingworth

Figure 199.
Zone study
area map
of the
Illingworth
locality



Overview

Illingworth originated as a rural village which became a suburb of Halifax in the 20th century. It is situated at the most northern extent of the Halifax urban conurbation but is connected to the Halifax Town centre by continuous urban development. Illingworth is situated 4km to the north-north-west of the Halifax core in the Township of Ovenden (250m AOD. OS ref 406960, 428318). The settlement sits on a spur of hill which projects south-east from Ovenden Moor. This area was also named Ovenden Moor in c.1850, although the actual open moor is present 2km to the north-west. The land drops sharply to the west to the Hebble Brook valley and the settlement of Mixenden. The slope to the east is gentler, dropping to meet Ovenden Brook 1.5km away to the east. The two brooks' confluence is 3km to the south east at Dean Clough. Illingworth village sits above a solid geology of the Millstone Grit Group of rock but enters into the Pennine Lower Coal Measures a few hundred metres to the east.

Historic core

Mid-19th century mapping depicts the village/hamlet of Illingworth on the bend of Wrigley Hill [Road] which consisted of a few houses, a church school and two inns. Wrigley Hill extends northwards onto Keighley Road which was the Keighley and Halifax Trust Turnpike of 1752-53. Old Illingworth is situated at a meeting of lanes which suggests that it might predate the turnpike. Although many of the cottages in the village originated in the early Industrial Period the village includes a 17th century house. The historic core may have had post medieval origins. The name 'Yllinworthe' can be traced to 1276 suggesting an early inception date for settlement (Smith, A.H. Part III. p.114). The settlement may have also had its own corn mill (see below).

It is more likely that larger part of the Illingworth settlement in the Middle Ages was formed from the many farms which were distributed in the surrounding fields and along the networks of lanes. Settlement also extended to the north and south along Keighley Road. The area to the west of Illingworth was later surveyed enclosure of former open moor probably dating the 1814 enclosure act (HLC_PK 27135). The earlier settlement was situated on the valley side to the east of the village and to the west below the Ovenden Moor edge, named Rake Bank in c.1850. Here the fields had a more ancient character. Some settlement in these had ancient origins with medieval and early post medieval farms identified (see below).

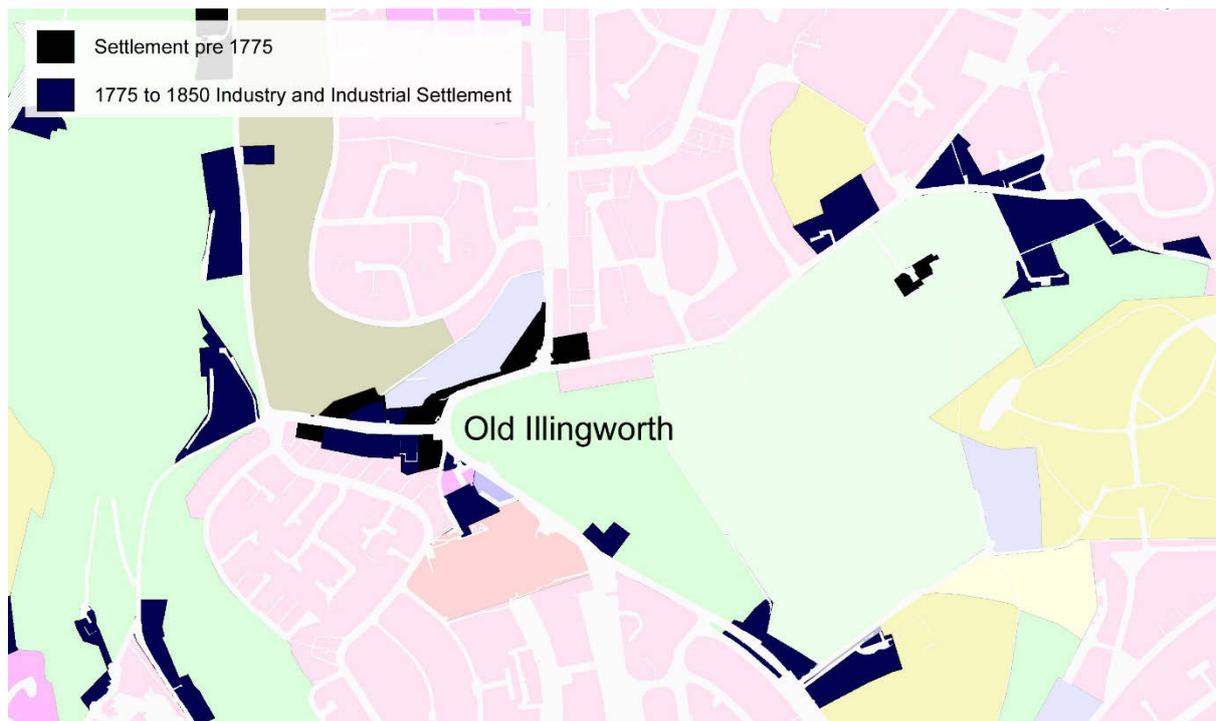


Figure 200. Zone map of the Illingworth's historic settlement core (not to scale)

Industrial Period development

It is likely that Illingworth had native domestic textile and craft industries both within the village and the surrounding countryside, as the district's many Yeomens' houses and later weavers' cottages testify. Mid-19th century mapping depict two industries in the immediate vicinity of the village: a textile mill and large quarry. Illingworth Mill was established on the southern edge of the village in 1800-1814 (HLC_PK 27151). To the south west of the village below Rake Bank was Jumpsles Mill, a small cotton mill which originated as a corn mill of possible 16th or early 17th century date (HLC_PK 39565). The mill was connected by a lane which led up the bank to the Illingworth Village core and may have originally served as the village corn mill. The mill was situated on the southward flowing Hebble Brook which became the focus of early Industrial Period mill development. Shaw Mill (worsted), Mixenden Mill (corn), Heys Mill (worsted), Brook House Mill (worsted) and Bottoms Mill (worsted) were all depicted on mid-19th century OS mapping along the clough to the north of Jumpsles Mill (HLC_PK 40354, 40353, 27212, 27155 and 40212). Mixenden Corn Mill was the manorial corn mill to the Mixenden settlement and was mentioned as early as 1492 (HLC_PK 40353).

Rake Bank was the site of extensive quarrying in the 19th century with quarries extending around 800m along the upper bank edge.

In terms of settlement, the impact of the industrial revolution was slight on Illingworth. Quarrying and the early Industrial Period textile production resulted in the addition of cottages. Illingworth did not develop any larger grid iron developments of terraced houses,

perhaps a few rows in the village, along Keighley Road and in the surrounding countryside. St Mary's Church was built in 1777 (HLC_PK 27209). The village also gained a Sunday school. A few villas were also constructed. The village remained relatively unchanged.

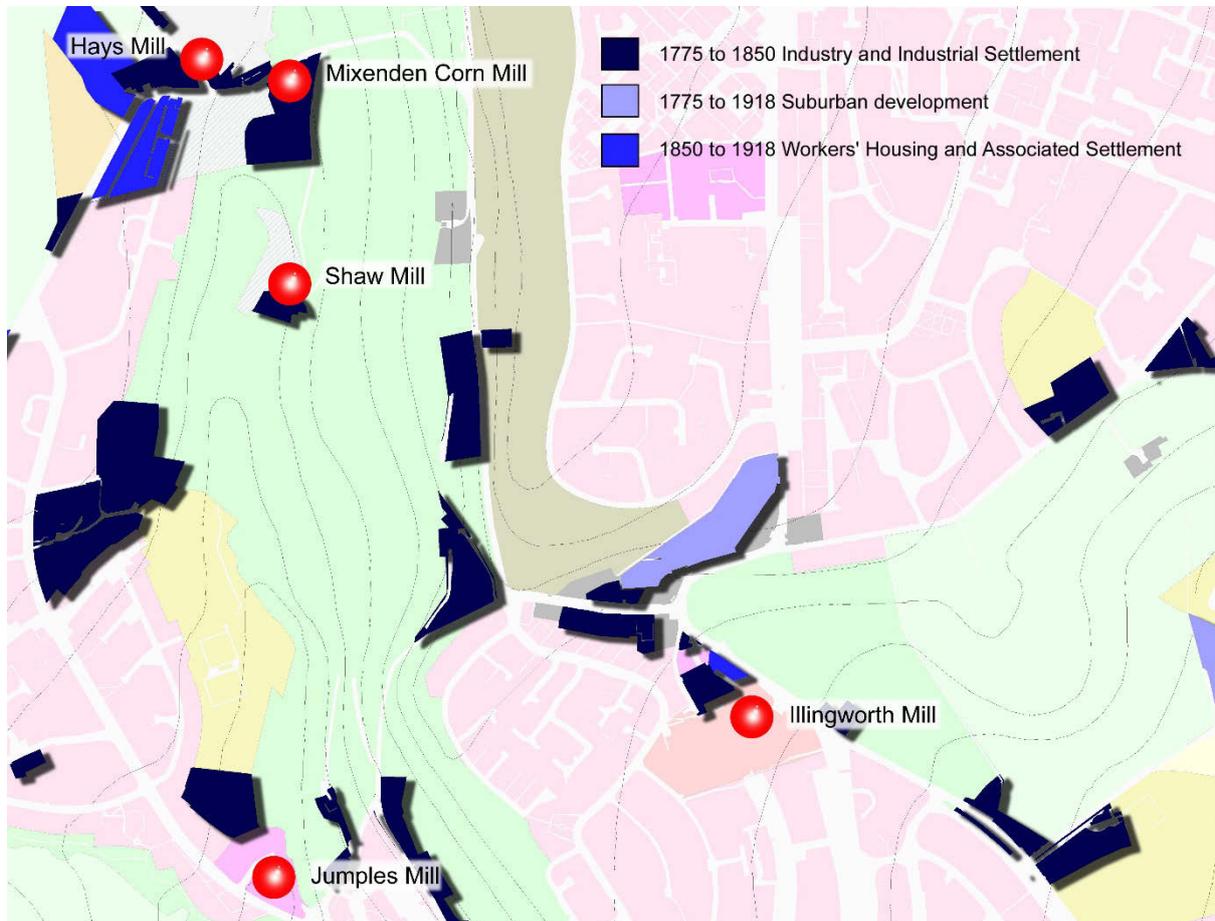


Figure 201. Zone map of the Illingworth's Industrial Period zones (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

20th century and beyond

Illingworth village was subsumed by housing in the 20th century. There are two large zones to the north and south of the village largely occupying previously undeveloped land. The Ovenden Moor Estate is an extensive early post-war social housing estate. In 1946, the Council announced plans to build 1400 houses, schools and other facilities and since the 1950s, Illingworth, Ovenden, and Wheatley have largely been taken over by housing estates (HLC_PK 1642). The estate to the north of the village is named the Illingworth Housing Estate. This is also a large-scale social housing estate, comprising semi-detached houses and terraced blocks, established between 1952 and 1963. It is complete with pubs and clubs, shopping centres and playing fields (HLC_PK 27135). A third estate of note, though

not strictly in Illingworth, is the housing estate 900m west at Mixenden. This too was built in the late 1950s to early 1960s (HLC_PK 27064 and 27066). An additional landscape dominating feature situated to the north east of Illingworth is the Trinity Academy Halifax and The North Halifax Grammar School built in the 1950s or early 1960s as part of the same phase of development (HLC_PK 27136). The Illingworth urban conurbation contains several smaller housing developments from the Interwar, post-war and post-1990 periods. The Interwar examples tend to be on the southern edge of the study area forming a ring of Halifax suburbs around Ovenden Cross (HLC_PK 2626).

The Illingworth village core and ribbon development along Keighley Road retains its Industrial Period character though the setting has radically changed. The hairpin bend of Keighley Road which represents the village core is lined to the west with terraced houses and cottages. The Talbot Inn on the corner has been lost and a supermarket has been built at the southern end of the village. The land to the east remains open countryside at this point but becomes 20th century housing again in both north and south directions.



Figure 202. Photograph of Mixenden housing estate. 2015

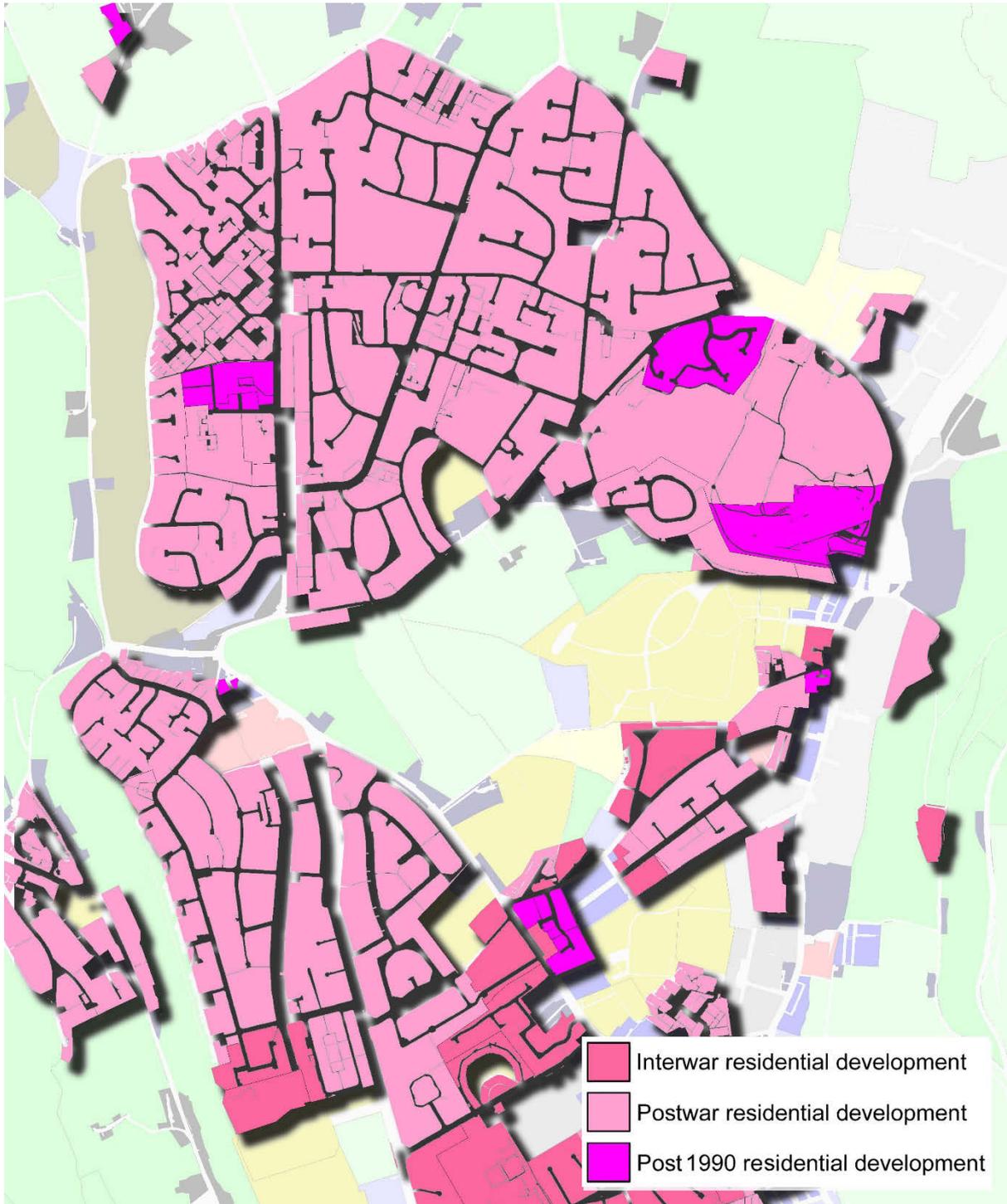


Figure 203. Zone map of the Illingworth's 20th century to recent urban development (not to scale)

Rural hinterland

Illingworth's fields in the 19th century were divided into three parts. Land to the west of Keighley Road on Ovenden Moor was surveyed enclosure probably dating to around 1814. The land further west below Rake Bank near Mixenden was piecemeal enclosure. The land to the east of Keighley Road was piecemeal enclosure with an area of 18th century private

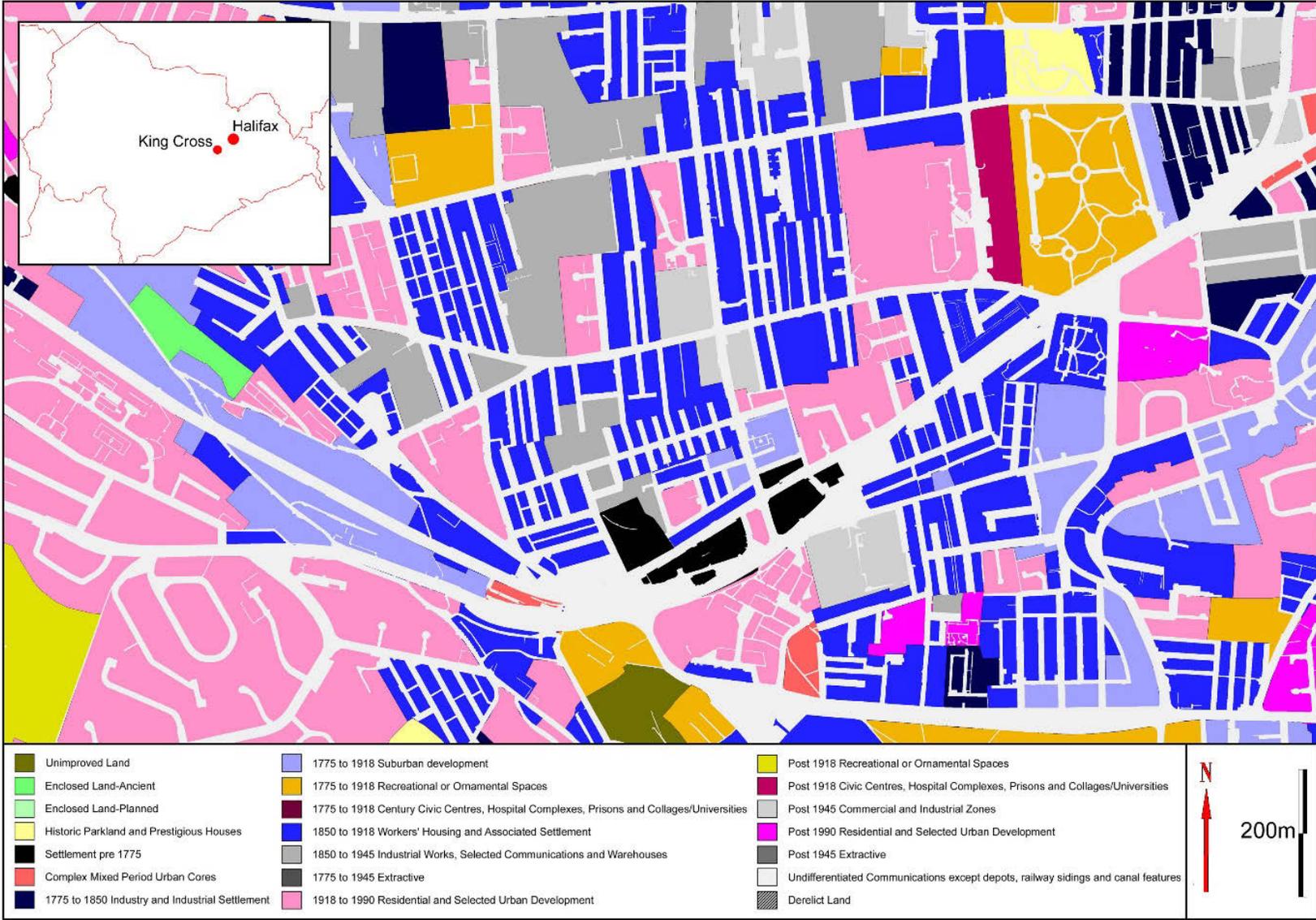
parkland to the south. Where not obscured by modern housing, the preservation of boundaries depicted on 19th century mapping is good with little agglomeration. Where developed, some earlier field boundaries are preserved by current perimeters within the estates. The network of rural lanes with associated settlement is largely intact, though a few farms and rows of cottages have been lost to 20th century development. Others are preserved with 20th century development.

Away from the estates the preservation of farms is also good. Threap Croft 600m east of Illingworth village is grade II listed to the 17th century (HLC_PK 27168). Some farms to the west below Hake Bank date from the 17th and 18th century and include a high status Yeoman's as well as later workshop dwellings (HLC_PK 27211 and 2723). "The Fold" on Mixenden Lane is late medieval in origin (HLC_PK 27234).

Mixenden was a slightly small settlement than Illingworth. It consisted of a fold of houses at the southern end of Hays Lane, Mixenden Green to the 500m north-west and many farms and folds in the surrounding countryside. The presence of a medieval corn mill suggests Mixenden was a settlement of at least local importance in the medieval period. Though it might never have been a village in the traditional sense; rather a collection of farms and possible manor house. Mixenden was in an isolated position at the head of the valley and missed out on the turnpike which ran through Illingworth bringing settlement and inns. A few houses were added during the industrial period in association with the mills along Hebble Brook and the local quarries. The setting of Mixenden was also radically altered by the construction of the Mixenden estate in the post-war period.

4.2.9 King Cross

Figure 204
 Zone study
 area map of
 the King Cross
 locality



Overview

King Cross is an Industrial Period suburb of Halifax situated nearly 2km south west of the Halifax Town centre (170m AOD. OS ref 407764, 424234). The settlement straddles the border of two townships: Halifax and Skircoat. It is uncertain if King Cross had ancient origins. In the mid-19th century it was a detached settlement grown around a meeting of several lanes. By the late 19th century it had become a suburb through continuous development with the Halifax Town core. King Cross sits on the eastward facing mid-elevation slopes below High Road Well Moor which rises to the west. The land slopes down eastward towards Halifax and Savile Park to meet Hebble Brook 2km to the east. The land slopes to the south-west more steeply down to the Calder Valley. King Cross sits above a solid geology of the Millstone Grit Group of rocks.

Historic core

Mid-19th century mapping depicts King Cross situated at a meeting of at least six lanes. They included King Cross Road, Warley Road, Burnley Road, Rochdale Road, Washer Lane, "Gainest" and Haugh Shaw Road. Some routes may have been ancient. Others were more recent. Burnley Road was named the Todmorden Trust Turnpike probably dating 1756-60. King Cross was first recorded as a place name in 1573 (Smith. A.H. 1961. Part III. p.108). "King" was a local surname and cross refers to the remains of a stone cross on the main road to Lancashire. Important roads attracted ribbon development and this could have been the origin of the settlement.

The organic and irregular nature of some of the roads to the east of King Cross suggest that they may have originated as tracks across a common which became formalised in the 18th or 19th century. Indeed, King Cross is situated at the western end of Skircoat Moor which was unenclosed in the middle of the 19th century and did include irregular tracks. Part of King Cross may have originated as a common-side hamlet

In the mid -19th century settlement clustered around the junction but also extended as ribbon development in several directions. By this time King Cross was likely to be a busy junction. Later 19th century mapping more clearly depicts settlement which has an industrial period character with shops and inns fronting King Cross Road with rear yard developments, back-to-back terraced houses, workshops and small institutes. The early history of King Cross is not clear. King Cross was not made a separated parish until 1845 which suggests it was a late settlement. The listed buildings within the King Cross core are all Industrial Period and include the Church of St Paul, the steeple of the former Church of St Paul, an 1877 public house, a villa of 1810 and industrialist mansion of 1845 (HLC_PK 2088 and 2090). There are hints of earlier settlement. On Burnley Road is the rebuilt frontage of a 1654 house now

forming a retaining wall (no separate HLC record). To the east on Haugh Shaw Road is a high status house of 17th century date (no separate HLC record). The hill side above the Calder valley contains several examples of 17th century houses. It could be suggested that the distribution of the settlement of the King Cross area in the pre-industrial period was more rural. The early houses originated as rural settlements which later became subsumed.

Of particular interest to the south west of King Cross is the former Pye Nest House and associated parkland. Pye Nest was built in 1767 for John Edwards, a rich Halifax merchant, sold for development in 1932 and demolished in 1935 (HLC_PK 1922). The area is now housing.

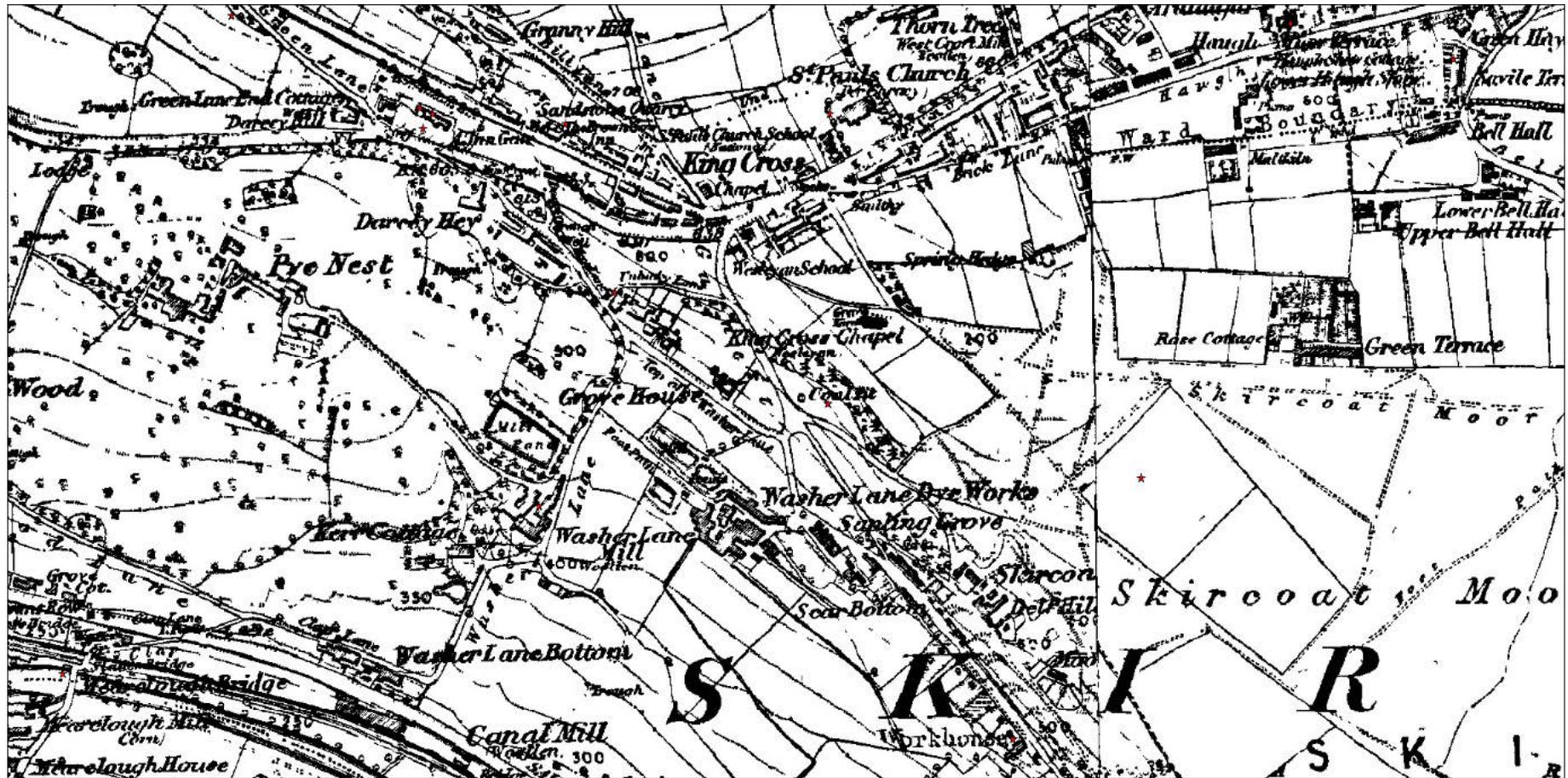


Figure 205. OS 6" 1st edition map. Yorkshire c.1850. Depiction of King Cross and Skircoat Moor and to the south. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

Industrial Period development

The landscape of King Cross had become transformed by the late 19th century. The area to the north and south of King Cross Road had become extensively developed with large scale grid-iron developments of through and back-to-back terraced houses. Terraced house development continued into the Edwardian period. It was during this time that King Cross developed its Victorian commercial character. Intermixed with the terraces were small scale institutes such as St Paul's Church, schools and church halls (HLC_PK 2093, 3526 and 3140). The area even had its own railway goods station, St Paul's station was opened on the GNR Halifax High Level Railway in 1890 and closed to goods traffic in 1960 (HLC_PK 1853).

Amongst the houses were also many mills and industrial works. Prior to the mid-19th century the rural hinterland of King Cross contained mainly cottages, farms and rural villas as part of the expanding Halifax suburb. There were several quarries, a smithy and a malt kiln near to King Cross. Three mills were depicted within half a kilometre. They comprised Washer Lane Mill (woollen) and Washer Land Dye Works to the south (HLC_PK 3308). This area also contained the town's workhouse (no separate HLC record). West Croft Mill (woollen) was situated on King Cross Road to the east of the settlement (HLC_PK 2091). Several more works had been added amongst the terraces by the late 19th century. The largest include:

- Trafalgar Works. Worsted. Now a supermarket. HLC_PK 2061
- High Level Iron Works. Extant. HLC_PK 2082
- Dunkirk Mills. Worsted. Extant. HLC_PK 2097
- Pioneer Iron Works. Extant. HLC_PK 2099
- Halifax Steam Laundry. Extant but disused. HLC_PK 3384
- Kingston Iron Works. Possibly extant. No separate HLC record
- Campbell Gas Engine Works. Now a housing estate. HLC_PK 1826
- Kingston Biscuit Factory. 1930. Extant reused as a business park. HLC_PK 1817

Many more mills were present in a zone to the east around the Halifax Town and to the south along the Calder valley.



Figure 206. Zone map of the King Cross's Industrial Period zones (not to scale)

The People's Park to the east of King Cross was a municipal park which opened in 1857 (HLC_PK 2650). Originally the park provided for quiet enjoyment of the scenery and for walking, and all meetings, games and dancing were forbidden. The area attracted villas, higher status terraces and a development of prestigious almshouses (e.g. HLC_PK 1860, 2652 and 2068). This area was at the northern edge of a large development of villas which was being constructed in the Skircoat Green area of Halifax. Skircoat Moor was renamed Savile Park by 1866 (HLC_PK 1971). This too was part of the villa suburb development of Skircoat Green. The Crossley and Porter Orphan Home and School was built at the western end of Skircoat Moor in 1864 (HLC_PK 1969). It later became the Crossley Heath Grammar School.

The land to the east of the villas went on to become a pre-1850 zone of terraced houses and suburbs associated with the early Industrial Period Halifax town core.

20th century and beyond

The current character of King Cross is one of a Victorian high street. Terraced rows give way to shops. Some of the houses have a pre-1850 character which verges on the vernacular tradition. The 19th century character is disturbed largely by the traffic and inappropriate shopfronts. King Cross remains a lively commercial core.

20th century development in the King Cross area has been one of small scale residential infill development and some replacement of earlier terraced houses and industrial works with modern development. The situation to the north of King Cross is complicated and development/redevelopment seems to have occurred on a piecemeal basis. Road widening and redevelopment schemes of the late 20th century to the south of King Cross have removed yard developments and back-to-back terraced houses leaving a modern housing estate and a sprawling road junction. Trafalgar Works was replaced in the late 20th century with a supermarket. St Paul's Station now contains a garage and modern houses. A few of the villas to the west have been lost. The surviving villas have had their setting changed by residential infill development. The Joseph Crossley Almshouses survive. People's Park appears intact with many of its 19th century park features. Some of the surrounding villa-park development also survives preserving the 19th century character. Savile Park has avoided redevelopment and the Victorian Houses lining the northern edge of the park appear intact.

Larger scale new build occurred to the west of King Cross in the Rochdale Road and Burnley Road area. A development of private villas was built along Plane Tree Nest Road and Green Lane from the Interwar period (HLC_PK 3366). Various 20th century small to medium scale developments lined Warley Road (e.g. HLC_PK 2095). Pye Nest with

associated parkland and the surrounding fields became redeveloped in the post-war period with large scale housing of Interwar and early post-war date (e.g. HLC_PK 1922). The house has been lost. The park perimeters partly survive.

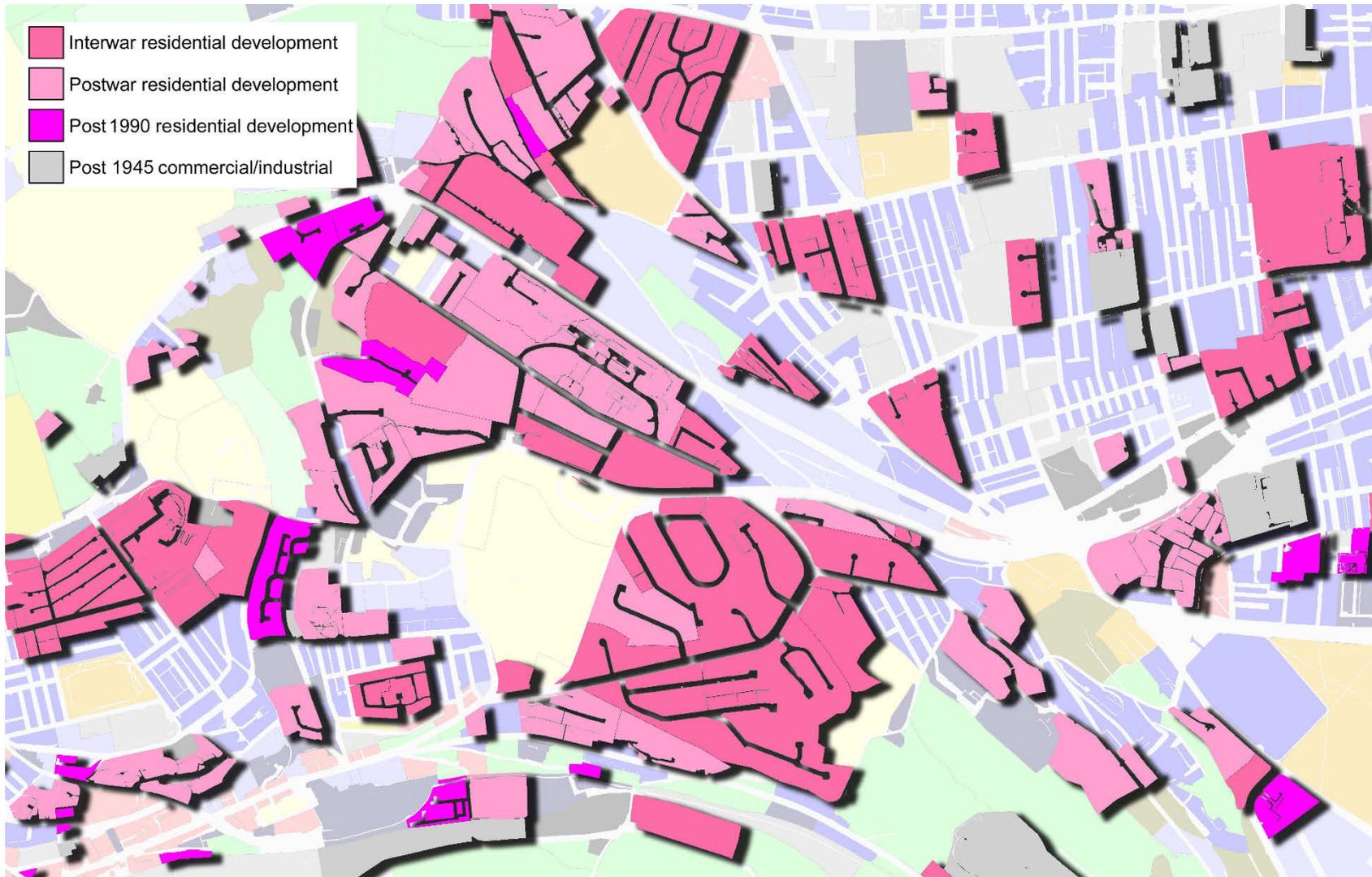


Figure 207. Zone map of the King Cross's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

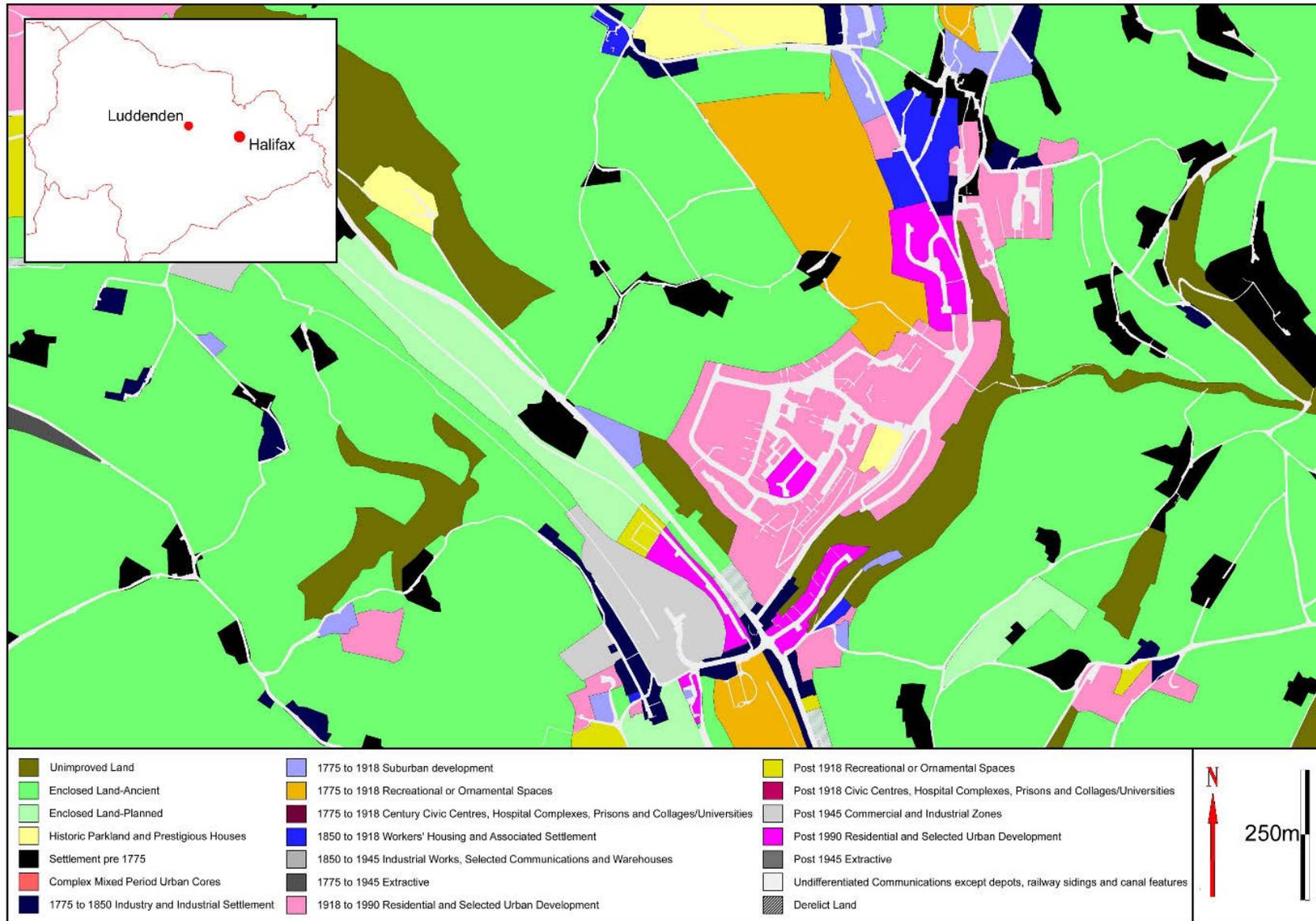
The fields to the north of King Cross in the mid-20th century had an unusual semi-regular form with a north south co-axial alignment. Their nature is not clear. The fields became more regular to the north-west approaching Highroad Well Moor. The moor was partly unclosed as common in the mid-19th century. The high ground to the edge of the common has entirely been built over with urban development, industrial works and the West End Golf Club of 1906 (HLC_PK 26968). The moor top is now playing fields and agricultural land. Pre-1850 settlement could not be readily identified amongst the mass of later development. The occasional house or row of cottages may survive.

South of King Cross on the slopes above the River Calder demonstrate ancient rural settlement on the winding lanes which cross the hillside. Old Hall on Washer Lane is dated to 1690 and may be even older. Scarr Cottage on Scarr Bottom Road dates to the 17th century. Wood Hall is a high status Yeoman's House on Woodhosue Lane dating to 1689 (HLC_PK 3439). The quarries on the escarpment edge of Skircoat Moor (Delf Hill) attracted a fold vernacular cottages which survive in part amongst piecemeal 20th century housing development.

The agricultural and unimproved land depicted on the hill side only exhibits partial survival. Scar Wood to the south west is largely extant. The fields in the middle now form part of the late 20th century Lloyds Banking Group offices (HLC_PK 1930) and Pye Nest Park to the north-west has become a housing estate on the edge of Sowerby Bridge.

4.2.10 Luddenden and Luddenden Foot

Figure 208.
 Zone study area map of the
 Luddenden and
 Luddenden
 Foot
 locality



Overview

Mid-19th century mapping depicts two distinct settlements in the lower Luddenden Dean valley; Luddenden and Luddenden Foot. Luddenden village is situated to the north of the area at a confluence of Luddenden Brook and an unnamed brook which flows down the valley side from the east. Luddenden Brook flows 1km south to meet the River Calder. Luddenden Foot sits where Luddenden Dean opens out into the Calder Valley. These are two distinct settlements which became connected by a continuous development of housing in the 20th century. Luddenden village is the older of the two settlements and is probably of early origins. Luddenden Foot is an Industrial Period linear development along Burnley Road.

Luddenden Foot sits in a valley bottom location. The land rises steeply on three sides to meet Midgley Moor to the west, Warley Moor to the north and Highroad Well Moor to the east. The valley in the position of Luddenden is “Y” shaped and runs southwards towards the Calder. The village is positioned 5.3 km to the west of Halifax straddling the Townships of Warley to the east and Midgley to the west (100m AOD. OS ref 404174, 425997). Luddenden sits above the Millstone Grit Group of rocks.

Historic core

The hills around Luddenden is one of the richest in the country in terms of 17th century Yeoman's houses, a result of the successes of the early woollen industry. Luddenden may have acted as a commercial and social centre for the wider community of halls, later farms and cottages which were contained in the Luddenden Dean valley system. The village was also in an important position on the packhorse routes from Bradford to Halifax which met in the village centre. The routes crossed a stone bridge in the village centre dating to 1518. These factors probably contributed to the growth of Luddenden village in the post medieval period of expansion which affected other parts of Calderdale.

The settlement may have existed prior to this. “Luddingdene” is mentioned in historic documents as early as 1284-1325 and several other times in the later medieval period (Smith. A.H. 1961. Part III. p.132-133). The early historic core of the village is found around High Street, St Mary’s Church, Church Hill and Box House (HLC_PK 31942). The lanes in the village core are sprawling and organic influenced by topography. The original Church of St Mary’s was built in the mid-16th century. Box House, Old Lane, is 17th century but contains the timber framing of an earlier building. Other 17th century buildings include the Lord Nelson Inn (1634) and The Coach House. The corn mill to the south of the village was recorded in 1633 (HLC_PK 31931). There are also many Georgian and early Victorian buildings in the village, particularly domestic workshops which stand as testament to the area’s importance in domestic textile production in the early Industrial Period. Several buildings in Luddenden have Historic England listed building status.

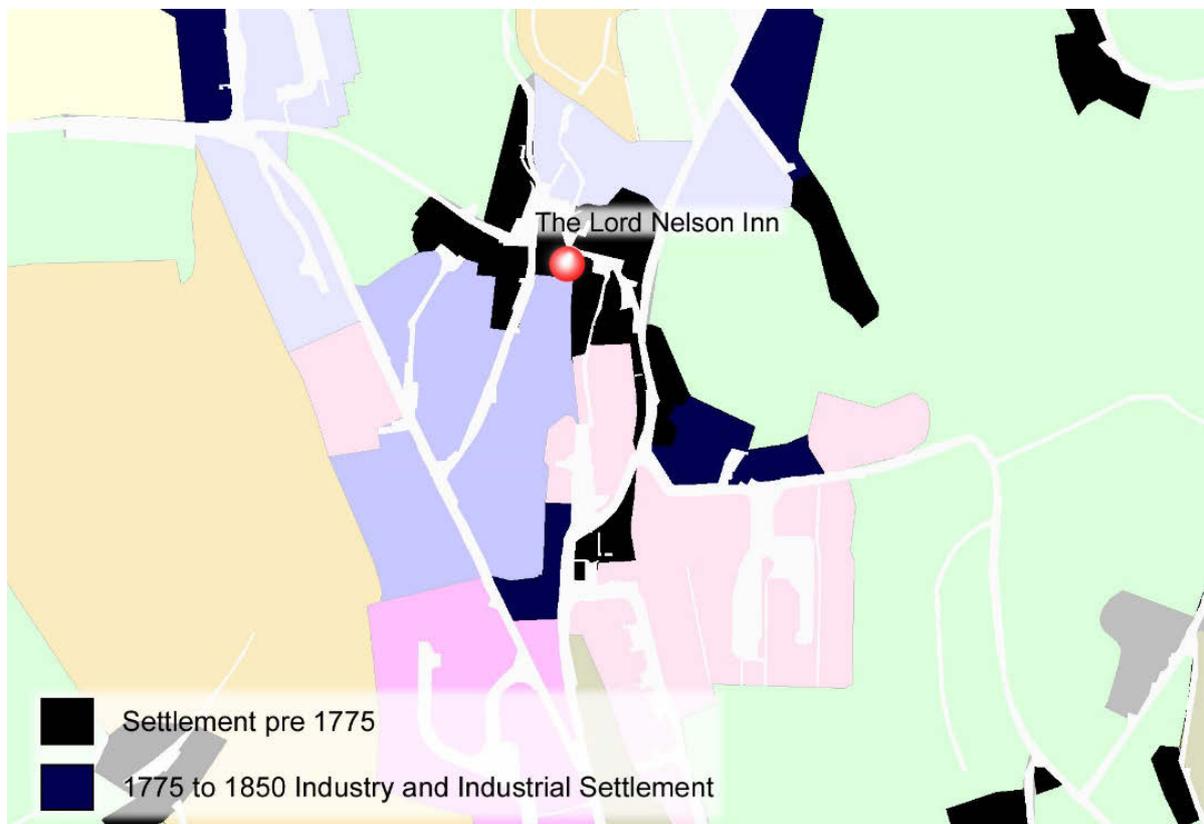


Figure 209. Zone map of the Luddenden area’s historic settlement core (not to scale)

Industrial Period development

The region's many Yeomens' houses and later weavers' cottages in Calderdale are well known and stand as testament to the success of the pre-mechanised textile industry in this region. Growth brought schools and chapels which are also evident in Luddenden. The village would also have contained small workshops and sandstone quarrying was prevalent throughout the surrounding countryside. Luddenden was showing the signs of industrialisation on mid-19th century mapping. Luddenden [Corn] Mills was present to the south of the village, though this mill had a predecessor which dated back to 1633 (HLC_PK 31931). Two mills were also present to the north of the village along Luddenden Brook (from south to north): Peel House Mill (worsted) and Dean Mill (paper), (HLC_PK 31964 and 31967). These are now derelict but the areas remain undeveloped and building fabric and water management features can still be identified. Oats Royd was positioned on the western valley side of Luddenden Dean 500m to the north-west of the village (HLC_PK 26823). This mill expanded in the 19th century and is extant. An additional mill was added to the valley side to the west of Luddenden in the latter half of the 19th century. This was Pepper Hill Mills which was a worsted mill, now demolished (HLC_PK 31943). Luddenden did not see the massive expansion which affected other Calderdale villages and towns. A few terraced rows were built around the village or were specific to particular mills. A small folds of workers' houses with a school developed at the southern end of High Street, several villas were built around the villages and rural hinterland and a cemetery was created to the north of the village (HLC_PK 31834). Luddenden essentially remained a rural community.

It was during the Industrial Period that Luddenden Foot came into being as a settlement. It is largely a ribbon development along Burnley Road with a second nucleation to the west of the village around the former railway station (HLC_PK 31906). If a village was present here before the Industrial Period its focus would have been entirely different, perhaps along an east-west route across the valley rather than the north south route of Burnley Road which runs along the Calder valley. Burnley Road was named as the Todmorden Trust Turnpike in c.1850. The turnpike probably dated to 1759 to 60. The Calder and Hebble Navigation Canal was introduced around 1798 and Luddenden Foot station opened around 1840. A small wharf developed alongside the canal and some of the mills had canal-side loading bays. The railway station had a small area of sidings. These factors, together with the ready supply of water from Luddenden Brook and the River Calder probably influenced the development of Industrial Period settlement in this location. A small commercial core developed on Burnley Road, the village even had a chapel, a small library and local brewery.

In the immediate vicinity of Luddenden Foot in c.1850 were Luddenden Foot Mill (Woollen and corn) and Boy Mills (woollen) (HLC_PK 31902 and 31912). These mills have been demolished and the Luddenden Foot Mill site has been redeveloped with houses. Delph Mills (woollen) was added to the immediate north of the village in the mid to late 19th century (HLC_PK 31916). This too is demolished. A zone of mills developed to the south of Luddenden Foot between the canal and turnpike, which ran in a parallel proximity at this point. They comprised Denholme Mill (woollen) and an unnamed woollen mill (HLC_PK 30675 and 30674). Denholme Mill is reused as a shop. The other mill is demolished. Copper house is a pre-1850 woollen mill which was a large mill built 800 south of Luddenden Foot (HLC_PK 31898). The works are partially extant and reused as an industrial site. The Luddenden Foot Gas Works were established to the west of Cooper House Mill in the same period. Topographic restriction prevent the construction of grid-iron developments of terraced houses. Terraces did line Burnley Road and also occur as individual rows on the hillside to the west and along Luddenden Dean to the east. Other features added during the mid to late 19th century were St. Mary's Church on the hillside to the west, a cricket ground established on former valley floor meadows to the south of Luddenden Foot and a large Congregational chapel on Burnley Road in the Copper House Mills area.

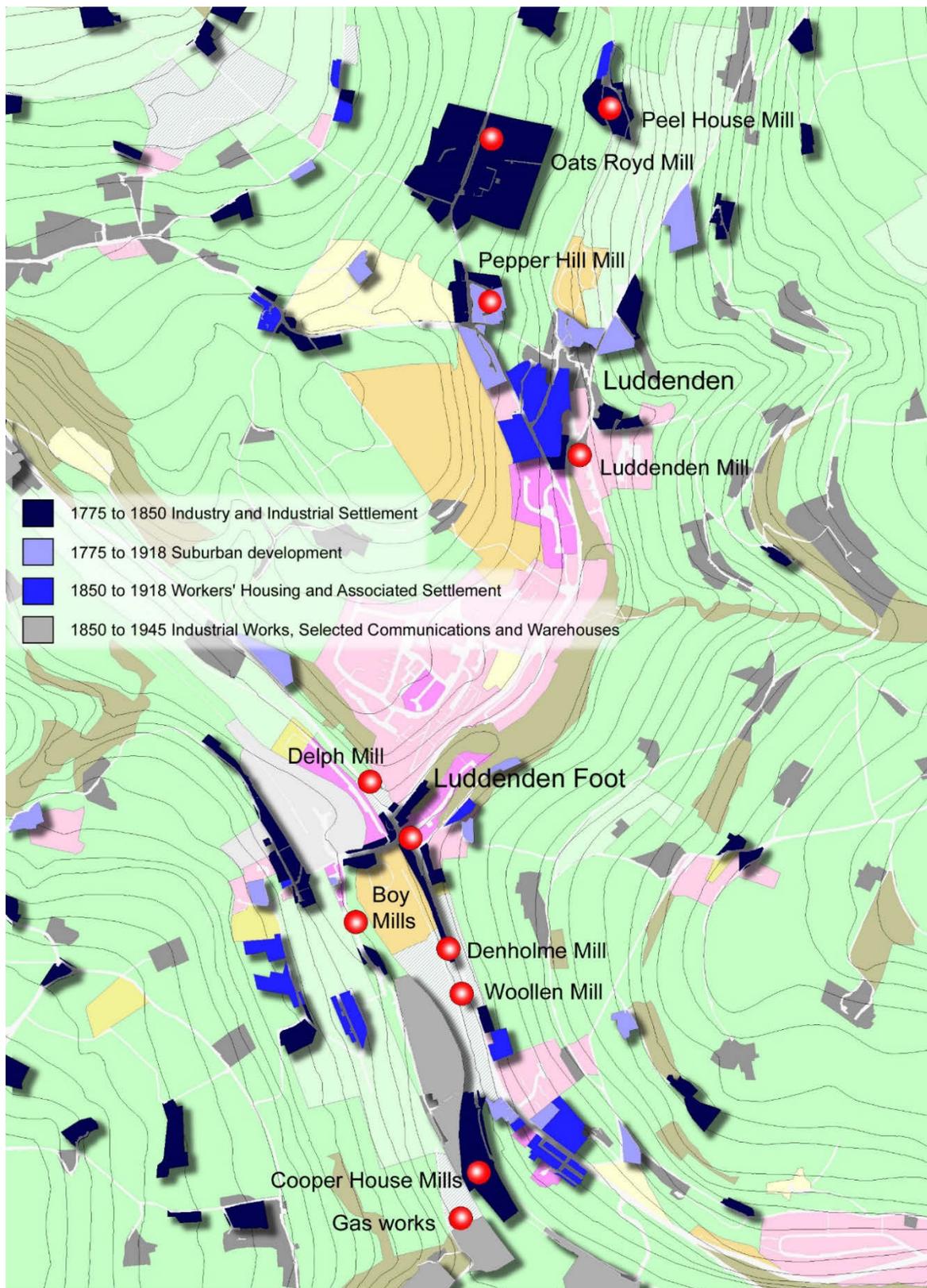


Figure 210. Zone map of the Luddenden area's Industrial Period zones (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey.

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20th century and beyond

The impact of the 20th century is direct and obvious. The large Luddenden Dean Housing Estate was built on the hillside to the west of Luddenden Lane which connects Luddenden to Luddenden Foot (HLC_PK 31924). This was post-war social housing in the neighbourhood-unit style with shop parades and schools. Luddenden Lane became the focus of smaller scale and piecemeal development in the same period. Three small but significant developments occurred to the immediate south of Luddenden. Two were mid to late 20th century (HLC_PK 31929 and 31930) and other is post 1990 (HLC_PK 31926). The Luddenden Mill site was redeveloped.

Development in Luddenden Foot is small scale and largely post 1990. Mill Stream Drive was built on the site of Luddenden Foot Mills after 2006 (HLC_PK 31902). A second development occurred to the north of Luddenden Foot between the river and the canal around 2002 on the site of late 19th century industrial sheds (HLC_PK 31914). Copperfields is a mid-20th century cul-de-sac development built 500m to the south of Luddenden Foot (HLC_PK 30657). The railway station goods yard became developed with a small industrial park around the 1980s and the former meadow to the south of Luddenden Park now contains mid to late 20th century commercial yards (HLC_PK 31901 and 31911).

Both settlements have retained much of their historic character. The core of Luddenden is an altering mix of vernacular cottages, domestic workshops, small terraces and a few 17th century buildings. The core is village-like in its character. The Victorian zones also survive with only the occasion detached house or bungalow making an encroachment.

The core of Luddenden Foot around the junction of Burnley Road and Station Road is firmly Victorian and largely commercial. The grain is interrupted by the post 1990 redevelopment mentioned above. One mill and a few rows of terraces survive eastwards along Burnley Road. Many terraces were here demolished in the 20th century, the land left derelict. Station Road forms a second small preserved core with a few terraces, a pub and an early 20th century institute.

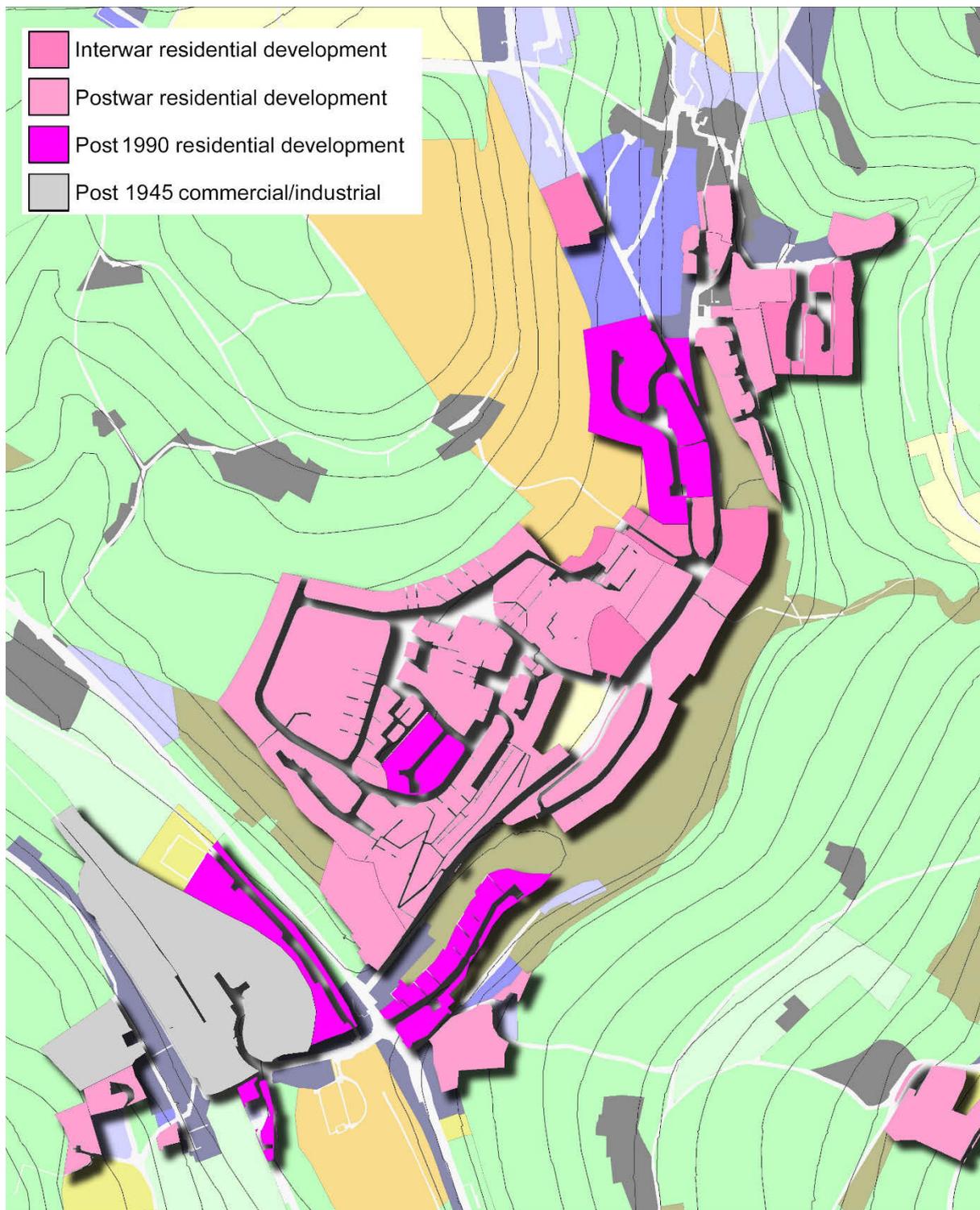


Figure 211. Zone map of Luddenden's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

Luddenden Dean is a steep sided valley cut by several cloughs. Mid-19th century mapping shows the slopes occupied by a relatively high density of farms and halls siting amongst piecemeal enclosure and assarts. The valley sides are crossed by a network of steep lanes. The land gave way at higher elevations to later intake farms, surveyed enclosure and the moor tops. The steep elevation allowed a few ancient woods to survive. The field boundaries depicted on mid-19th century mapping are largely intact with little agglomeration or reorganisation.

Many houses in this valley are high status and of ancient origins. One of the largest is Kershaw House 600m to the south of Luddenden on Luddenden Lane. This house is a large Historic England grade I listed hall of early to mid-17th century date built by an important local family, the Murgatroyds (HLC_31921). Other examples of HE listed 17th century rural houses within 500m of Luddenden include White Birch Farm, Hartley Royd Farm, Upper Stubbing, Peel House and Greave House (HLC-PK 31798, 31797, 31796, 31793 and 31962). Many more of a similar date exist further afield or are not listed.

The valley sides to the west of Luddenden Foot also contain a significant number of farms with 16th century origins including Hand Carr Farm, Lower Hathershelf, Raw End Farm, *etc.* (HLC_PK 32128, 32126 and 32171).

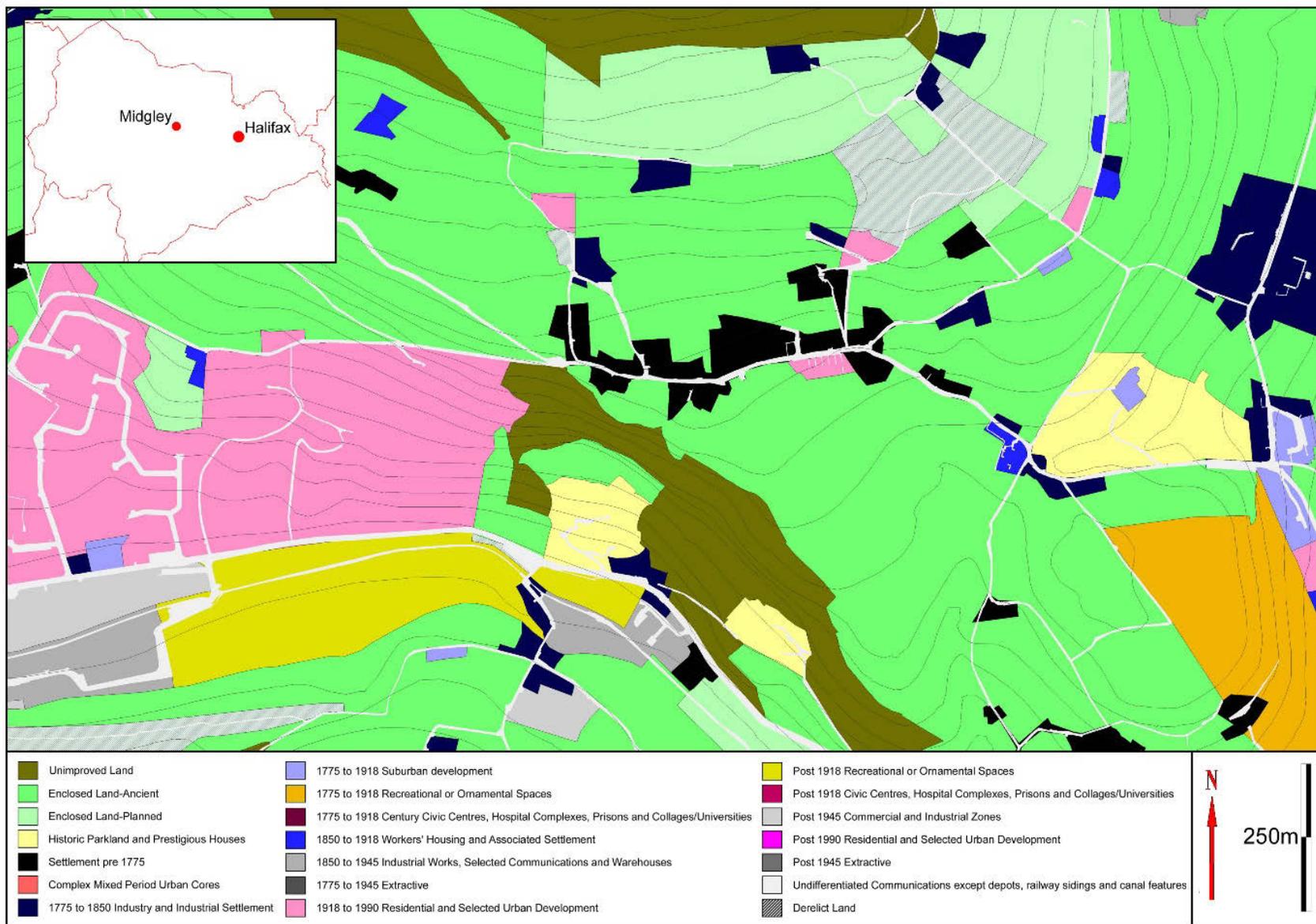
Also of note is the settlement of Midgley which occupies a hill top position 1km to the north-west of Luddenden Foot. This is an important village of local importance with probably medieval origins (HLC_PK 31949). Midgley is the subject of a separate HLC Settlement Gazetteer description.



Figure 212. The weavers' hamlet of Lower Saltonstall contains a 16th century core with early Industrial Period weavers' cottages

4.2.11 Midgley

Figure 213. Zone study area map of the Midgley locality (with contours)



Overview

Midgley is a small rural village situated 6.25km to the north-west of the Halifax Town centre in the Township of Midgley (215m AOD. OS ref 403122, 426417). Although Midgley is a small settlement now, it was of local importance in medieval times. Its position is entirely rural, though urban conurbation of Mytholmroyd had encroached only 750m to the west. Midgley is on a hillside shelf-plateau position on a spur of land projecting south east from the unenclosed Midgley Moor 600m to the north. The land falls away steeply below the plateau to the south towards the Calder valley and to the north-east and east to Luddenden Dean. Midgley sits above a solid geology of the Millstone Grit group of rock.

Historic core

Midgley has its origins in the medieval period or earlier. "Micleie" was one of the nine townships of the Manor of Wakefield described in the Domesday Survey of 1086. Other documentary evidence dates "Migglelay" to 1235 (Smith, A.H. 1961. Part II. p.132). The old town of Midgley with its associated settled rural landscape is probably one of the oldest and probably more significant settlements in this area. There are hints in the landscape of the medieval origins of the settlement, long narrow fields ran perpendicular to Town Gate on 19th century mapping. The historic core of the village runs along one street, Town Gate, for around 500m (HLC_PK 31949). The width of the street was in c.1850 irregular. The western end of the lane contains the most buildings dating to the 17th century; it can be suggested that this area represents the oldest part of Midgley. The linear nature of the settlement and the presence of several farms along this street suggest a village of later medieval date. The name "Town Gate" is also suggestive of medieval origins. There are a number of listed buildings in the village. These include a 17th century timber framed barn, houses dating from the early 17th century; and also 18th to 19th century cottages, houses, barns and farms. These all date from the period of prosperity in the Calder Valley brought on by the woollen industry from the early post medieval period onwards.

Midgley was part of a wider settled landscape which consisted of a relatively high density of halls and farms, some of which have equally ancient origins.

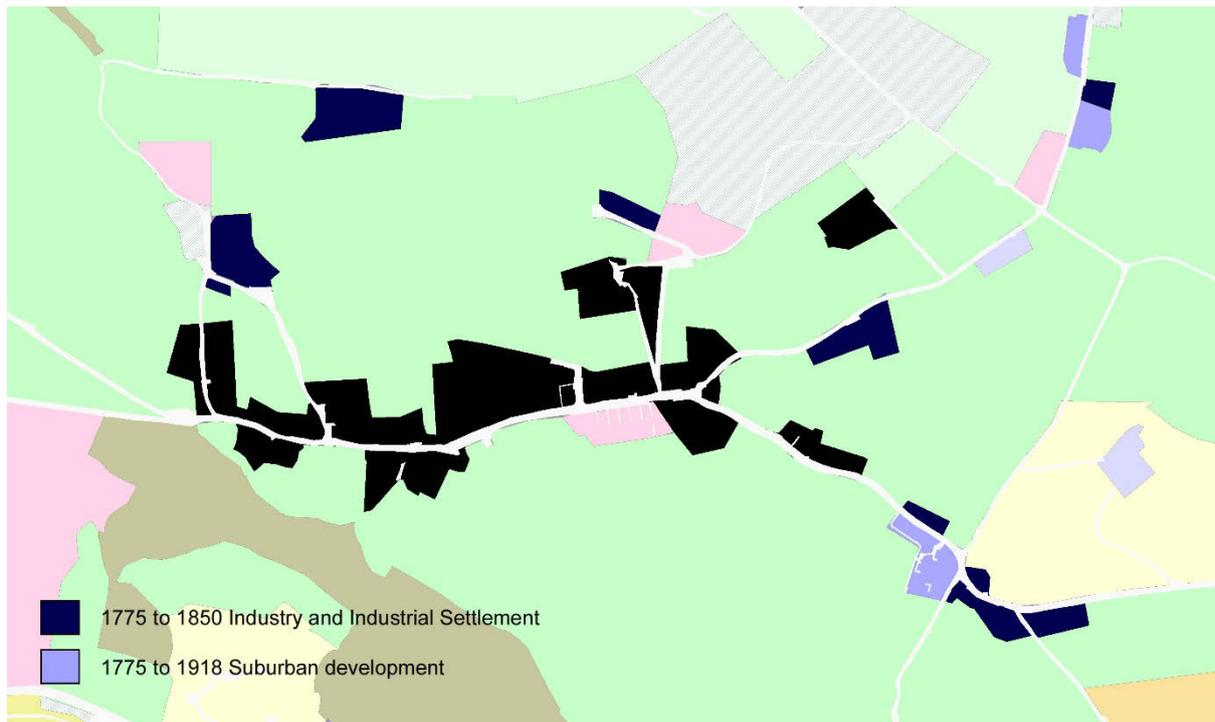


Figure 214. Zone map of the Midgley's historic settlement (not to scale)

Industrial Period development

Beyond craft workshops and the many weavers' cottages both in the village and surrounding country side, Midgley village contained no large industrial works. The nearest mill was the pre c.1850 Brearley Lower Mill (cotton and later woollen) situated 550m to the south west in the valley below (HLC_PK 31989). Although closest, the geographic relation was more distant. Oats Royd Mill (woollen) was positioned 830m to the east at a similar elevation and on the same hill. It may have had an influence on Midgley, though the village of Luddenden was in closer proximity. It seems that with the introduction of powered industry, textile production moved from the loom shops of the valley sides into the valley bottoms. With the exception of a few Victorian terraced rows and an industrial society coop, Midgley became fossilised in the Early Industrial period. Many terraced rows and the village school were built in the rural peripheries away from the village.

Perhaps of greater significance were the large scale quarries in the vicinity. A few small quarries were present on mid-19th century mapping. The scale had increased by the late 19th century with enlarged quarries and new quarries. The largest were the Foster Clough Delphs on the edge of Midgley Moor around 850m to the north-west (no separate HLC record). A second large quarry was present at Tray Royd 500m to the north-west of Midgley (HLC_PK 26775). Quarrying was an integral part of the rural economy.

20th century and beyond

The building footprints depicted on late 19th century mapping appear largely extant on current mapping. The only real addition from the 20th century is Pleasant View and Yew Trees Croft, two small scale post-war housing developments (HLC_PK 31950). Midgley and the local vicinity also contain a few private detached houses from the 20th century.

The near-by town of Mytholmroyd developed a large zone of post-war housing which falls within 750m of Midgley. Although they dominate Mytholmroyd, the geographic separation makes the impact on Midgley slight.

Midgley retains a strong 18th and 19th century historic and rural character. High Street contains a mix of historic farms, agricultural sheds, vernacular cottages, loom shops, an industrial society coop, a few Victorian terraced houses and a chapel. The small post-war housing estate intrudes upon the eastern end of the settlement. The historic integrity becomes stronger at the centre and western end of Town Gate. It is here the 17th century element becomes more apparent.

Rural hinterland

The village of Midgley occupies a plateau position between the steep slopes of the valley sides to the south and east and Midgley Moor to the north. The morphology of the fields adjacent to the village is long and narrow in places indicating enclosed strip fields. Away from the village is piecemeal enclosure and possible assarts. The steeper parts of the valley sides are wooded. The enclosures along the moorland edge are intake farms, some of possible early post medieval date. There are hints of stock funnels on the moorland edge, such as Frank Lane and Far Lane to the north-west of Midgley, which imply the moorland commons were of economic importance to Midgley in terms of stock grazing. The two listed farms Upper Han Royd and Lower Han Royd with land adjacent to the moorland edge to the north west of Midgley are 18th century laithe houses but contain 17th century elements (HLC_PK 26789 and 26790).

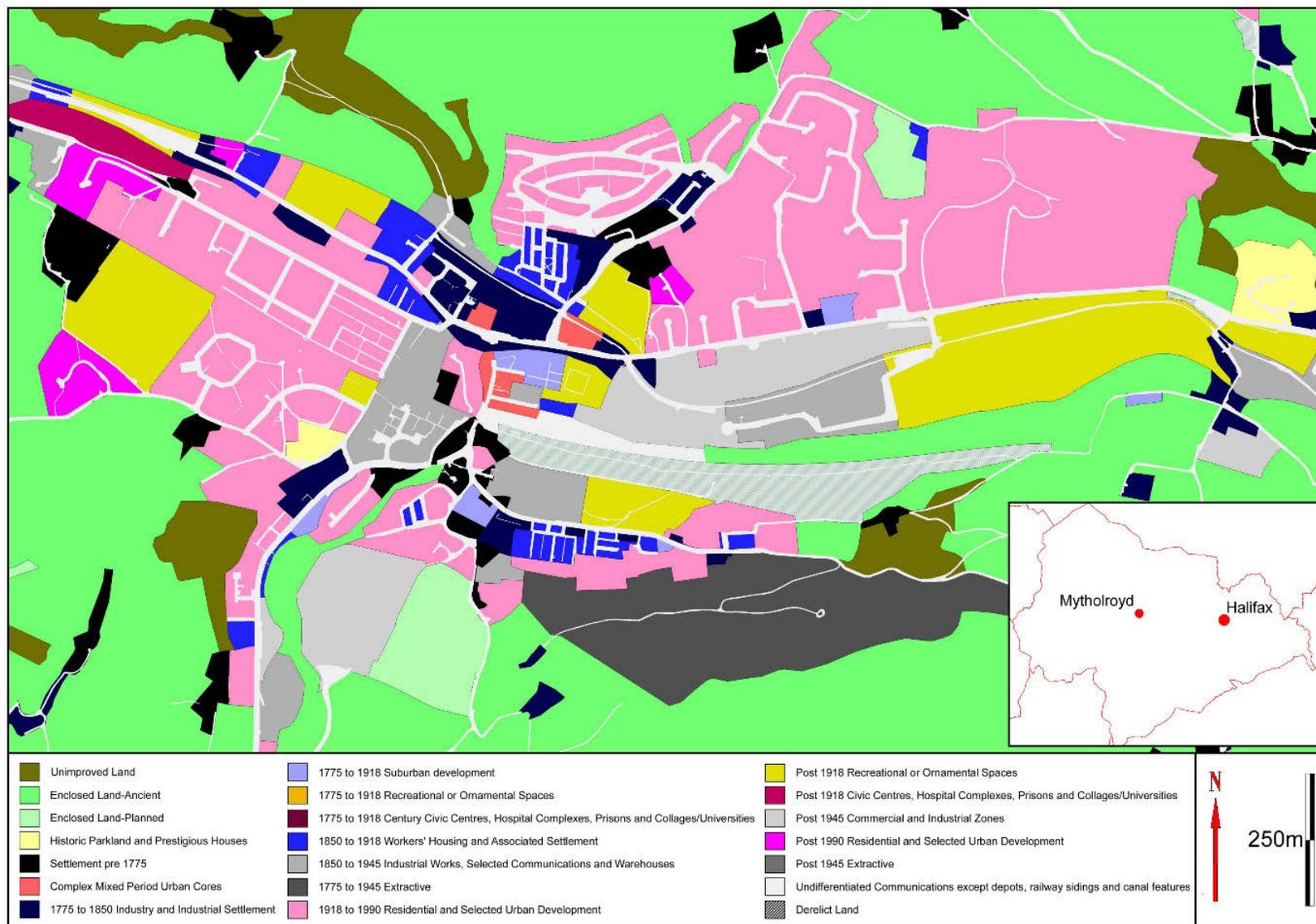
On the valley side below Midgley 900m to the south west is the Ewood Hall Estate. The first Ewood Hall was built in this area sometime after 1471. The hall was ransacked after the Battle of Adwalton Moor in 1643. A stone near the front door was dated 1656. Sometime in the 18th or 19th century the surrounding fields were turned into private parkland. Although the hall was demolished in the early 1970s, a few of the 19th century estate buildings survive as well as the character of the private park (HLC_PK 26794).

Second important country house is Brearley Hall located on the valley sides 500m to the south of Midgley. This is a large and important gentry house dating to the late 16th which encased an earlier timber-framed building (HLC_PK 31980).

The field boundaries, woodland extent and distribution of farms has changed little since the 19th century with almost no agglomeration of fields or loss of settlement. There are several other listed farms of 17th and 18th century date within a 1km radius of Midgley, both distributed in the surrounding fields and along the lanes.

4.2.12 Mytholmroyd

Figure 215.
 Zone study
 area map of
 the
 Mytholmroyd
 locality



Overview

Mytholmroyd is a small town in a rural setting. The settlement is probably of medieval origins. Mytholmroyd became further developed in the Industrial Period and during the 20th century with large housing estates. The town is situated 8km to the west of Halifax Town core and straddles four Townships: Wadsworth, Warley, Sowerby and Erringden (90m AOD. OS ref 401272, 425930). Mytholmroyd is situated in a valley bottom location with later development sprawling up the hillside to the north. The old part of Mytholmroyd sits at a confluence of the River Colne and Cragg Brook. The Colne runs from north-west to south-east. Cragg Brook flows down a deep valley to the south. The land rises steeply in all other directions. To the north is Midgley Moor from which flows the Foster Clough beck. Erringden Moor is present to the south-west and Blackwood Common is present to the south-east. Erringden Moor and Midgley Moor are high unenclosed moor. Blackwood Common was largely enclosed by the 19th century. Elsewhere the rural land supports a largely pastoral based economy. Mytholmroyd sits above a solid Geology of the Millstone Grit Group of Rocks.

Historic core

The early settlement core of Mytholmroyd is difficult to assess from available mapping. Mytholmroyd sits in a crossroads position. Settlement extends in all directions along the main roads. Midgley Road and Cragg Road extend to the north and south. Burnley Road runs east and west. Burnley Road was named the Todmorden Trust Turnpike on mid-19th century mapping dating probably to the mid-18th century, although this may have followed an earlier route. The original alignment of the settlement may have been north-south with Mytholmroyd situated at a bridge over the Colne on an important early packhorse route to Lancashire. Settlement along Burnley Road comprised development entirely from the Industrial Period.

The part of Mytholmroyd with the most nucleated and ancient character is situated to the south of the Colne around the junction of New Road (formerly Chapel Lane) and Cragg Road (HLC_PK 32060). Here the street layout and house grouping is more organic. "Elfetburgh" is mentioned in historic records in 1326 and "Mithomrode" in 1286 to 1323 (Smith, A.H. 1961. Part III. P.159). The character is largely Industrial Period in this area, though Mytholmroyd Farm House gives a clue to the possible nature of the early settlement. The current house is Historic England Grade II* listed and dates early to mid-17th century but preserves evidence of a late medieval timber framed building. The New Road area contains other listed buildings comprising two cottages of early 18th century date (late Yeomans' houses), a row of weavers' cottages and a Methodist chapel of 1825 (HLC_PK 32074,

32072 and 32059). Elphabrough Hall is also a listed (HLC_PK 32049). The 17th century hall is situated 180m to the north of New Road to the west of Cragg Road. It is likely that this part of Mytholmroyd was at least a hamlet in the late medieval to early post medieval period. The Yeomans' houses suggest some wealth generated from local textile production and the weavers' cottages representing further growth during the Early Industrial Period.

The listed building in the Burnley road area comprise the 1684 bridge over the Calder and the late 18th Dusty Miller Public House with attached barn (HLC_PK 32025).

The fold of White Lee is present on Midgley Road climbing northward out of the village. The fold contains seven listed buildings which comprise an early 17th century house, an 18th century laithe house, an 18th century barn and 18th century cottages (HLC_PK 32008). The two areas were probably detached from each other prior to the Industrial Period. As such White Lee may be considered a rural fold rather than part of the village core.



Figure 216. Zone map of the Mytholmroyd's historic settlement (not to scale)



Figure 217. Mytholmroyd Farm House. 2009

Industrial Period development

Evidence of Mytholmroyd's involvement in the post medieval textile industry is present in the large number of high status Yeomans' houses and weavers' cottages found in the village and rural hinterland. Three other factors encouraged the development of Mytholmroyd as an industrial town: a ready supply of water, the introduction of the Rochdale Canal around 1798 and the construction of Mytholmroyd Railway Station with goods yard in 1847. These factors contributed to the construction of mills and other industrial works in and around Mytholmroyd in the 19th century with the Calder and Cragg Brook valleys becoming zones of 19th century industry. These are listed below (see map below for positions):

- Hawks Clough Mill. Cotton. Pre-1850 origins. Housing after 2009. HLC_PK 32037
- Westfield Mills. Cotton. Pre-1850 origins. Flats after 2003. HLC_PK 32022
- Mytholmroyd Mill. Cotton. Pre1850 origins. Medical complex after 2003. HLC_PK 32023
- Hoo Hole Dye Works. Formerly a pre-1850 corn mill. Dye works by c.1894. Dye works appear extant. HLC_PK 32095

- Scar Bottom Mill. Cotton and later oil. Pre-1850 origins. Houses by the late 19th century. HLC_PK 32082
- Bulcoats Mill. Probably a textile mill. Possibly pre-1850 origins. Now part of the Orchard Business Park. Possible survival of earlier fabric. HLC_PK 32063
- Redacre Dye Works. Post-1850 origins. Converted to flats. HLC_PK 32019
- Mount Pleasant Mill. Pre-1850 origins. Woollen mill and later cotton. Reused as joiner's workshop. HLC_PK 32012
- White Lee Mill. Post-1850. Woollen but may have replaced a tanning yard. Now post 2004 houses. HLC_PK 32006
- Clough Bottom Mill. Cotton. Post 1850. Shop and carpark after 1980. HLC_PK 32028
- Green Hill Mill. Woollen. Post-1850. Now part of the Greenhill Industrial Estate. Possible survival of 19th century fabric. HLC_PK 32000.

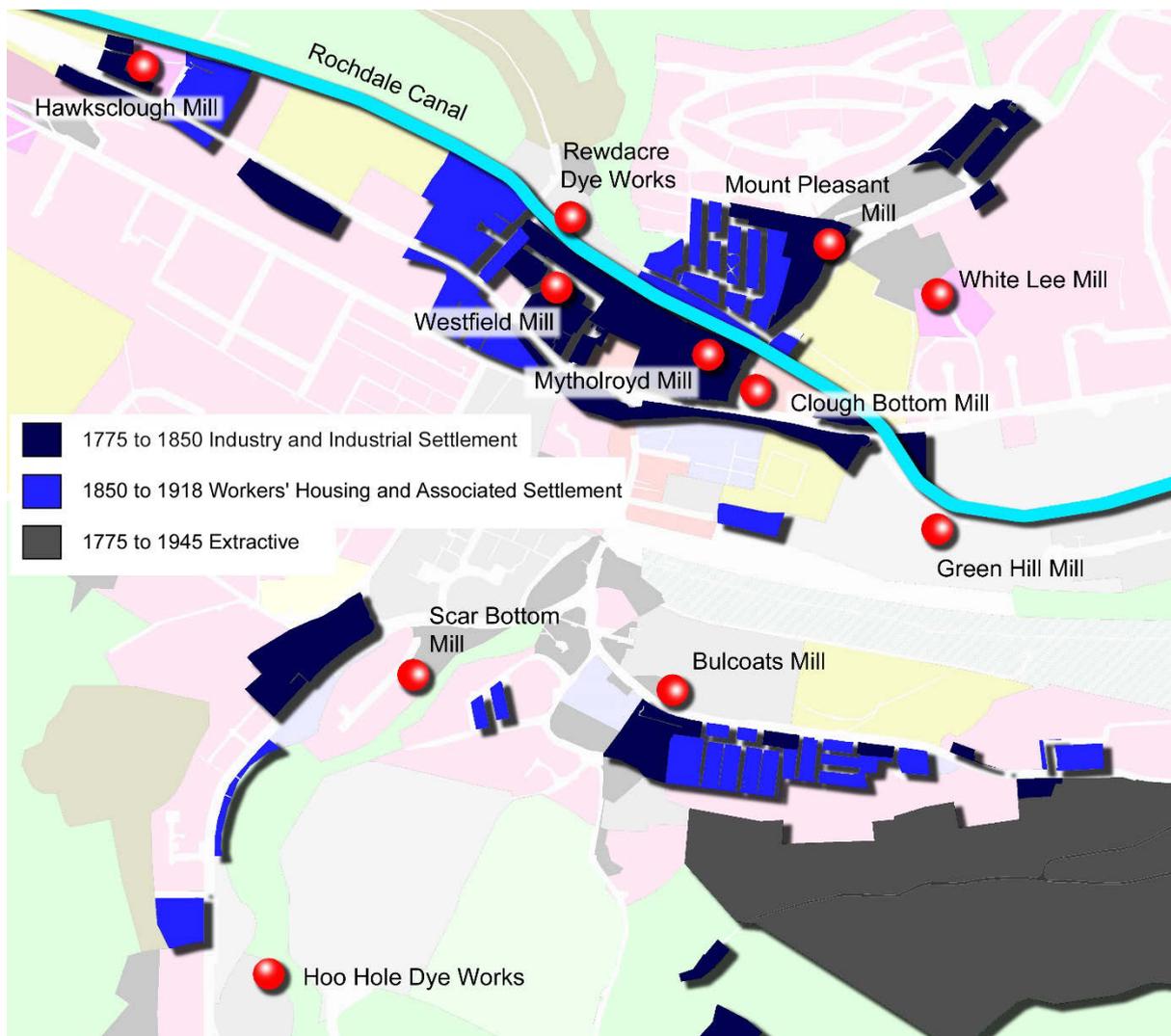


Figure 218. Zone map of the Mytholmroyd's later Industrial Period development (not to scale)

A second large scale 19th century industry in the Mytholmroyd vicinity was quarrying. Hathershelf Scout Wood contained large scale quarries 700m to the south east on Scout Road which were active during the 19th century (HLC_PK 32320).

Mytholmroyd developed a few small zones of later Industrial Period houses. These occurred in two places: on Burnley Road and Scout Road to the south. Burnley Road developed a few formal rows of terraced houses (HLC_PK 32027). There is a mix of Victorian and Vernacular styles. A small grid iron development of late Victorian to Edwardian terraces was built to the north of Burnley Road in the Albert Street area (HLC_PK 32017). Calder Grove was built to the west of Mytholmroyd off Burnley Road in the Edwardian period. The Scout Road area to the south-east of Mytholm Road also acquired a small grid-iron development of houses (HLC_PK 32066). The Caldene Avenue to the south west gained a few rows of terraced houses in the early 20th century.

Other late 19th century features include the development of Burnley Road and Church Lane as small commercial cores, the Burnley Road School and the construction of St Michael's Church in 1848 (HLC_PK 32032 and 32026).

20th century and beyond

The rural land on the edges of Mytholmroyd were transformed in the 20th century by large scale housing development probably as a result of council development policies in the Interwar and post-war periods. The Interwar development occurred in two zones. The largest zone was the Nest Estate to the south west of Mytholmroyd which was built with a geometric arrangement of streets (HLC_PK 29790). The Caldene Avenue area further west contains Interwar semi-detached houses with a few terraces and bungalows occurring (HLC_PK 32045). Other development in this area was smaller in scale occurring to the east of Cragg Road and in the Scout Road area. An additional small estate of Interwar semi-detached houses was built to the east of Mytholmroyd on Burnley Road (HLC_PK 32004)

The largest estates in Mytholmroyd were built in the post-war period on the hillside to the north of the town. The West Banks Fields Estate was built around the early 1950s as social housing. The estate expanded eastwards in the 1960s (HLC_PK 26725 and 26793). Calder High School was built probably as part of the same phase of development around the 1950s (HLC_PK 32005).

The Green Hill Industrial Estate was established on the Calder valley floor to the west of Mytholmroyd around the 1950s around the site of Bulcoats Mill (HLC_PK 32052). This area went on to become developed as a larger zone of industry in the latter half of the 20th century with the construction of the Moderna and Caldene Business Park around the 1980s

(HLC_PK 32001). The meadows to the immediate east became a cricket ground in early 20th century and is still a sports field today (HLC_PK 31998).

Today Burnley is a busy main road, though its Industrial Period origins can be readily identified. New Road is a small and well preserved Victorian commercial core. The character becomes more village-like and vernacular on the approach to the junction of Cragg Road and Scout Road. The village green marks the site of demolished cottages.

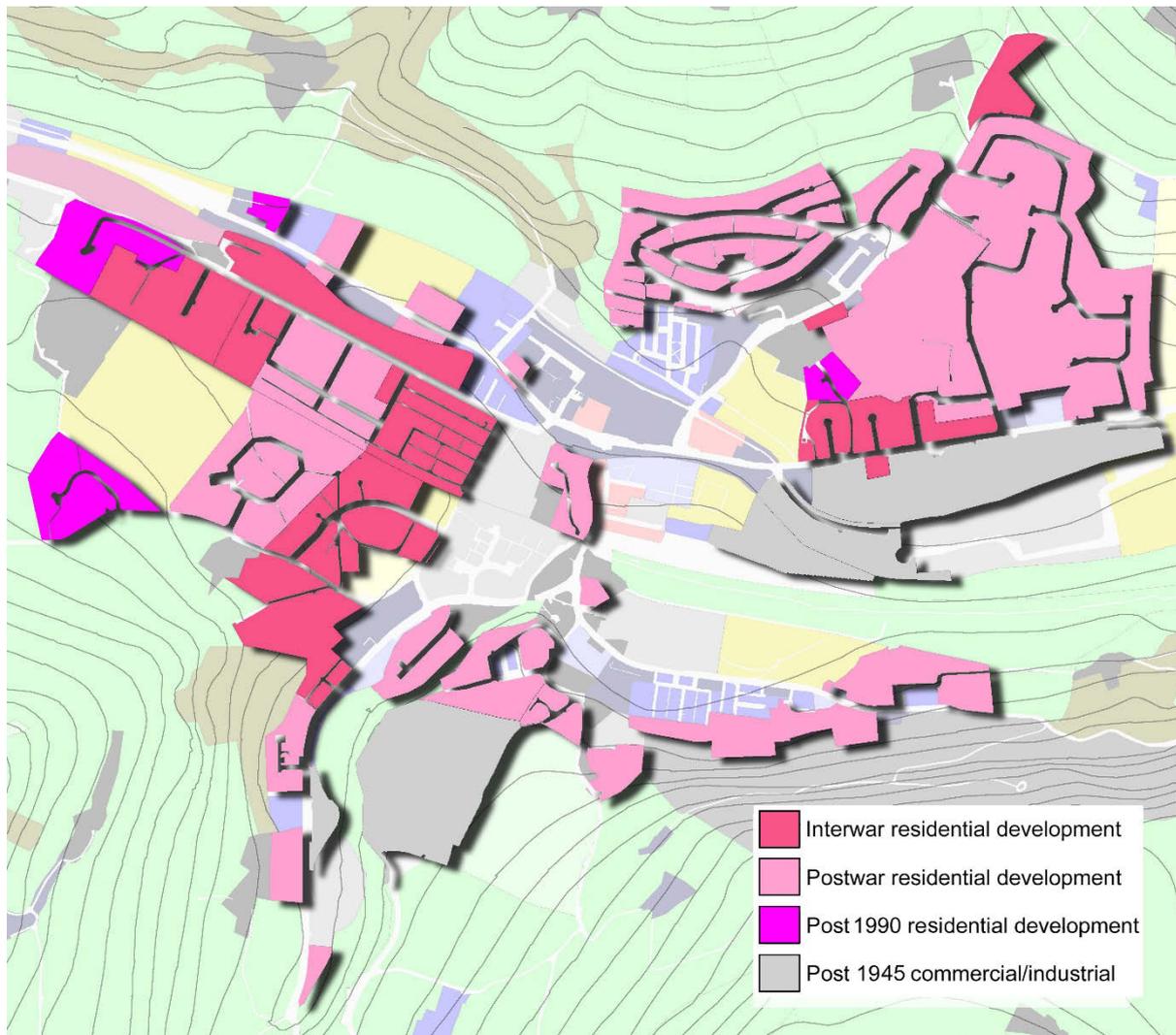


Figure 219. Zone map of the Mytholmroyd's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

The land in this area forms the pattern of valley floor meadows, woodland and piecemeal enclosure on the valley sides rising to become intakes and surveyed enclosure before meeting open moorland and upland common. Of particular interest in this part of the Calder

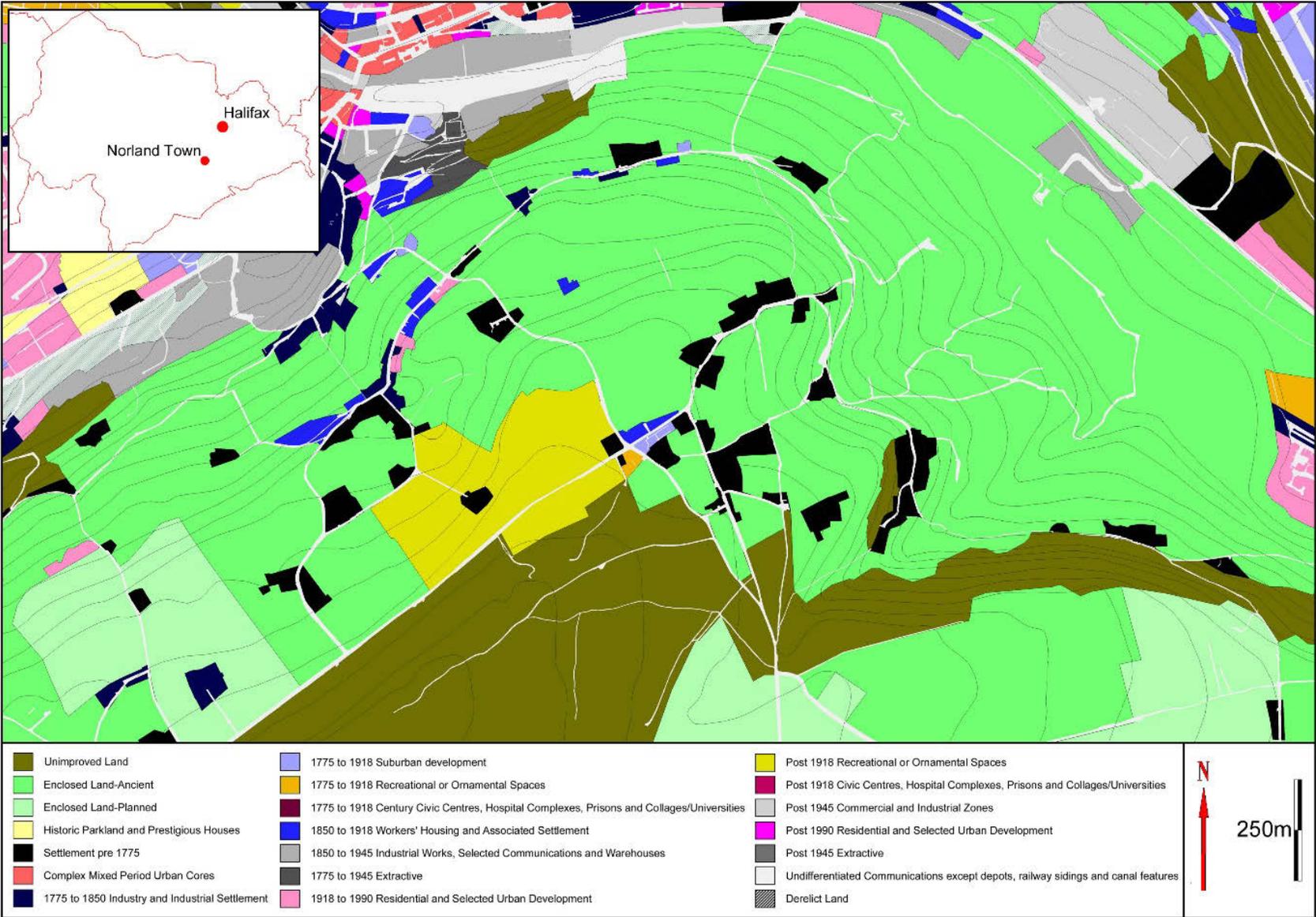
valley is the Sowerby Ramble. This is an unusually long and narrow extension of the historic Sowerby township boundary extending for nearly six and a half miles westward along the Calder Valley in a strip of land between the foot of the southern slopes of the valley side and the River Calder. The historic significance is that it represents the boundaries of an historic deer park. The land was formerly fenced off in 1449 from the Forest of Sowerbyshire (which later became Erringden) as a deer and wild animal hunting park and has remained in the Sowerby Township ever since.

Several houses of 17th century origins were identified within the town. The rural hinterland contains many more. It could be said that the greater part of the population of Mytholmroyd lived in the countryside during the medieval and post medieval period. The settlements occurred at mid-elevation on the more gentle slopes below the moors and above the steep valley sides. Land pressure in the 18th and 19th century forced people to cultivate less-productive land on the moorland edges resulting in intakes and surveyed enclosure in these locations. Some of the intake farms in the Calder valley may be earlier, dating to the early post medieval period.

Many houses of 17th century date were identified within 1km of Mytholmroyd to the north and South of the Calder. Great Stubb 850m to the north-west is a high status Yeoman's house of early 17th century date (HLC_PK 29765). Several houses in this area share a similar status, reflecting increased wealth in the post medieval period leading to a period of rebuild. Also identified were many farms and weavers' cottages in the 18th and early 19th century date.

4.2.13 Norland Town

Figure 220.
 Zone study area map of the Norland Town locality



Overview

Norland Town is a rural village on the northern edge of Norland Moor overlooking Sowerby Bridge. It is situated 3.5km south west of the Halifax Town core in the Township of Norland (225m AOD. OS ref 406756, 422786). Norland Town is a moorland edge settlement on the northern side of the Norland Moor which is present to the immediate south west. The moor remains partly unenclosed today as an area of upland common. The rural hinterland of Norland occupies a strip of land between slope-crest and moorland edge. The land drops away steeply to the north and west into the Calder valley 800m away and 160m below Norland Town. Norland is a low density settlement dispersed along several lanes. Norland sits above a solid geology of the Millstone Grit Group of rocks.

Historic core

The most nucleated area of Norland Town occurs on Norland Town Road over a length of about 350m. This area contains three Listed buildings and they are all fairly high status Yeoman's houses dating to the 16th or 17th century. They include Norland Town House, Old Hall Cottage and Fallingworth Hall (HLC_PK 18217).

Norland Town is a settlement possibly of significant antiquity. The name first appears in 1246 and it is likely there was a hamlet here at this time. There are also several place name references within the township from the 13th and early 14th century (Smith, A.H. 1961. Part III. p.54). Some fields around Norland Town have long serpentine boundaries which strongly resemble enclosed strip fields, a feature associated with medieval village settlement in England. This concentration of late and early post medieval halls and farms in such a relatively compact area supports the historic origins of this settlement and is perhaps a continuity from an earlier period. The settlement also contains later post medieval and early Industrial Period buildings with farms and cottages.

It could be that Norland Town Road represented a village core in the medieval period. The linear field system to the north certainly respect this lane. The wider settlement was probably the halls, farms and cottages in the rural hinterland. Many were situated on or leading off Spark House Lane which led as a continuous route to London Road and Pickwood Lane. This was a long curved road which skirted Norland hill from north to south.

The plateau on which Norland sits contains a relatively high density of rural settlement most of which date to the 17th, and in one case, 16th century. There are around 19 within a 1km radius of Norland Town Road. In addition, all the 17th century houses are moderate to high status Yeoman's houses. Houses of this nature were more than just domiciles for rural Calderdale's middle classes, they functioned as farms with associated barns, dairies and

workshops. They also contained loom shops and warehouses for the production and distribution of wool cloth. The post medieval period saw a rise of the Yeoman Farmer and a boom in country houses construction largely as a result of the success of the local textile industry.

Calderdale contains many of these houses but Norland Town represents a particularly high concentration in a good state of preservation. These are listed below, the numbers refer to a key in figure 221 below:

1. Longley Hall Farm. 17th century with 18th century alterations. HLC_PK 31628
2. Nether Longley. 17th century with 18th century alterations. HLC_PK 31627
3. Hullen Edge Farm. Dated 1677. 18th and 19th century extensions. HLC_PK 31626
4. Middle Harper Royd. Dated 1687. Sub divided in the early 19th century. HLC_PK 31624
5. Shaw Farm. Now Ryburn Golf Course Club House. 17th century though much altered. HLC_PK 31623
6. Lane Ends. Dated 1628. Contemporary barn. HLC_PK 31636
7. Sowerby Croft Farm. 16th century origins. Largely 17th century with alterations. HLC_PK 31632
8. Heath Hall. Mid-17th century. HLC_PK 31688
9. Lower Spark House. Dated 1677 though sub-divided in the 19th century. HLC_PK 31638
10. Fallingworth Hall. Early to mid-17th century. Possibly 1616. Part of the Norland historic settlement core record. HLC_PK 31670
11. Norland Hall. Dated 1690. HLC_PK 3335
12. Lower Old Hall. Dated 1643. Part of the Norland historic settlement core record. HLC_PK 31670
13. Norland Town House. 16th century core refaced in the 17th century. Of several builds. Part of the Norland historic settlement core record. HLC_PK 31670
14. Upper Wat Ing. Dated 1638 and 1668. Possibly originated as an earlier half-timbered house. No separate HLC record. Images of England reference: 339253
15. Lower Wat Ing. Mid-17th century of several builds with 18th century alterations. No separate HLC record. Images of England reference: 339254
16. Pickwood House. 17th century refronted in the mid to late 19th century. HLC_PK 31648
17. Moor Farm. Probably 17th with 18th century refenestration. Area also contained a small rural 19th chemical works. HLC_PK 31649

18. Binn Royd Farm. Early 17th century with later 17th century additions. No separate HLC record. Images of England reference: 339426
19. Tinker Hey. Late 17th century. HLC_PK 31702

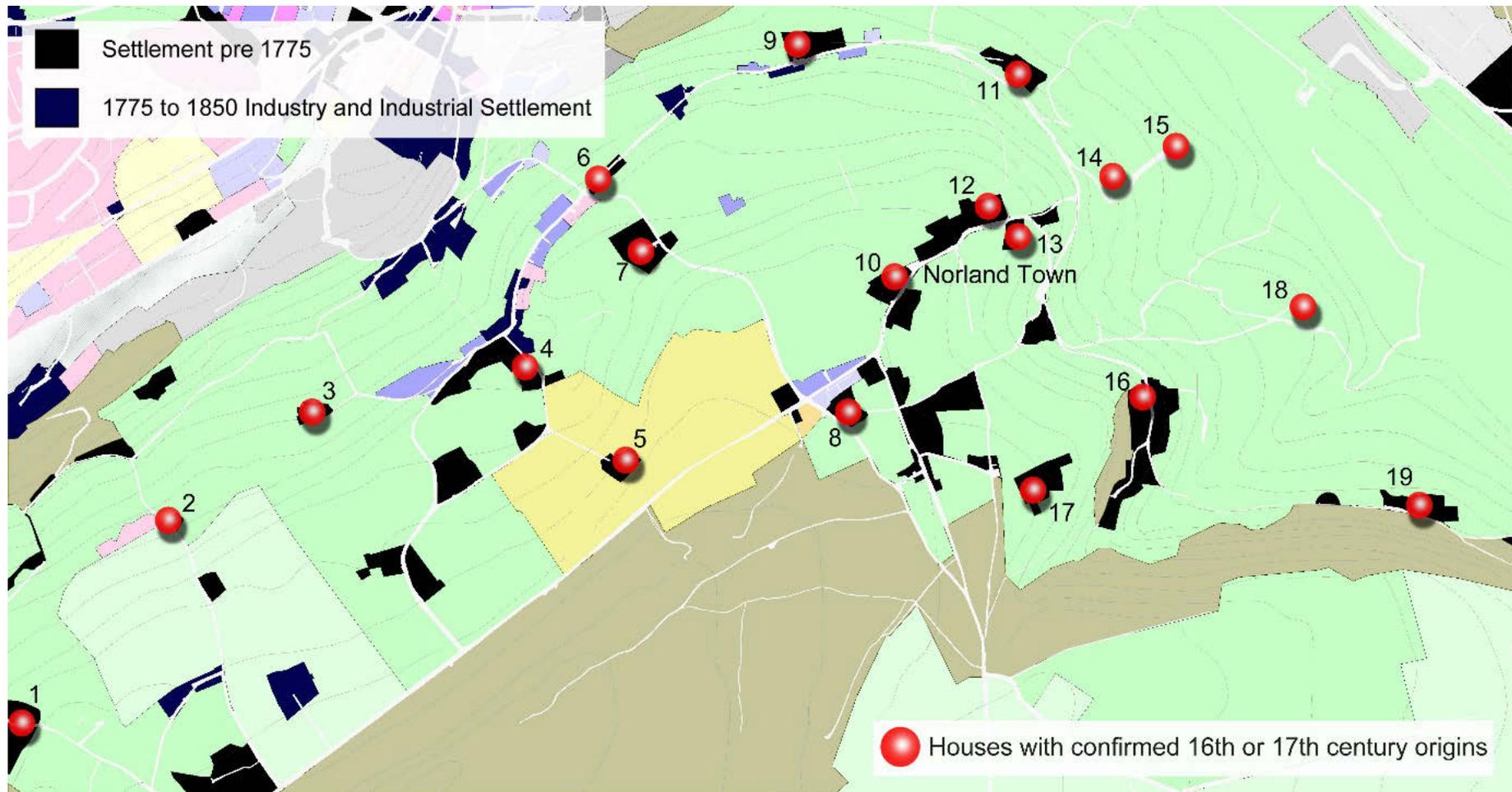


Figure 221. Zone map of the Norland Town's historic settlement and distribution of 17th century houses (not to scale)

Industrial Period development

A relatively large industrial area had formed around Sowerby Bridge by the mid-19th century along the Calder Valley. Although only 1.3km away it was geographically detached from Norland Town. The only industry on the hill top was a small chemical works 500m to the south of Norland Town and this was disused by c.1894. There were many loom shops in and around Norland Town which suggests a strong local domestic textile industry. Norland Moor Common was the scene of some large scale sandstone quarrying and this may have been the cause for some of the Industrial Period cottages around Norland.

The Industrial Period development in Norland is largely confined to a few individual rows of terraced houses on the lower slopes of Norland Moor above Sowerby Bridge in the Scar Head and Harper Royd Lane area (e.g. HLC_PK 31735, 31736, 31663, 31746, *etc.*). The associations are not clear. They may have represented housing development associated with the industry in Sowerby Bridge. A few scattered farms and barns also date from this period (e.g. HLC_PK 31567). Norland Town also received a new village school in the later Victorian period (HLC_PK 31671). St Luke's Church south of Norland Town was built in the mid to late 19th century (HLC_PK 31683).

Norland Town remained relatively unchanged during this time.

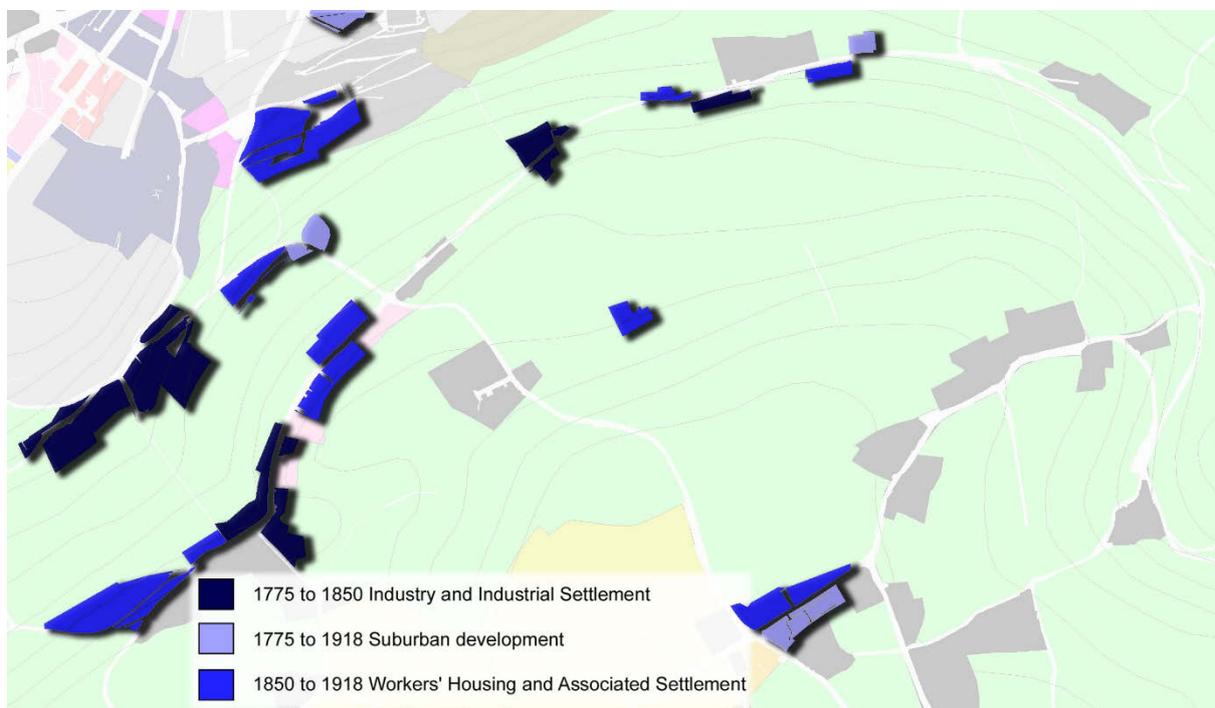


Figure 222. Zone map of the Norland Town's later Industrial Period development (not to scale)

20th century and beyond

As stated above, Norland represents a good survival of houses dating from the early post medieval period from a time of great building expansion. The later Industrial Period largely impacted on the skirts of Norland Moor. The 19th century building footprints in and around Norland Town are mostly extant. 20th century development is almost non-existent.

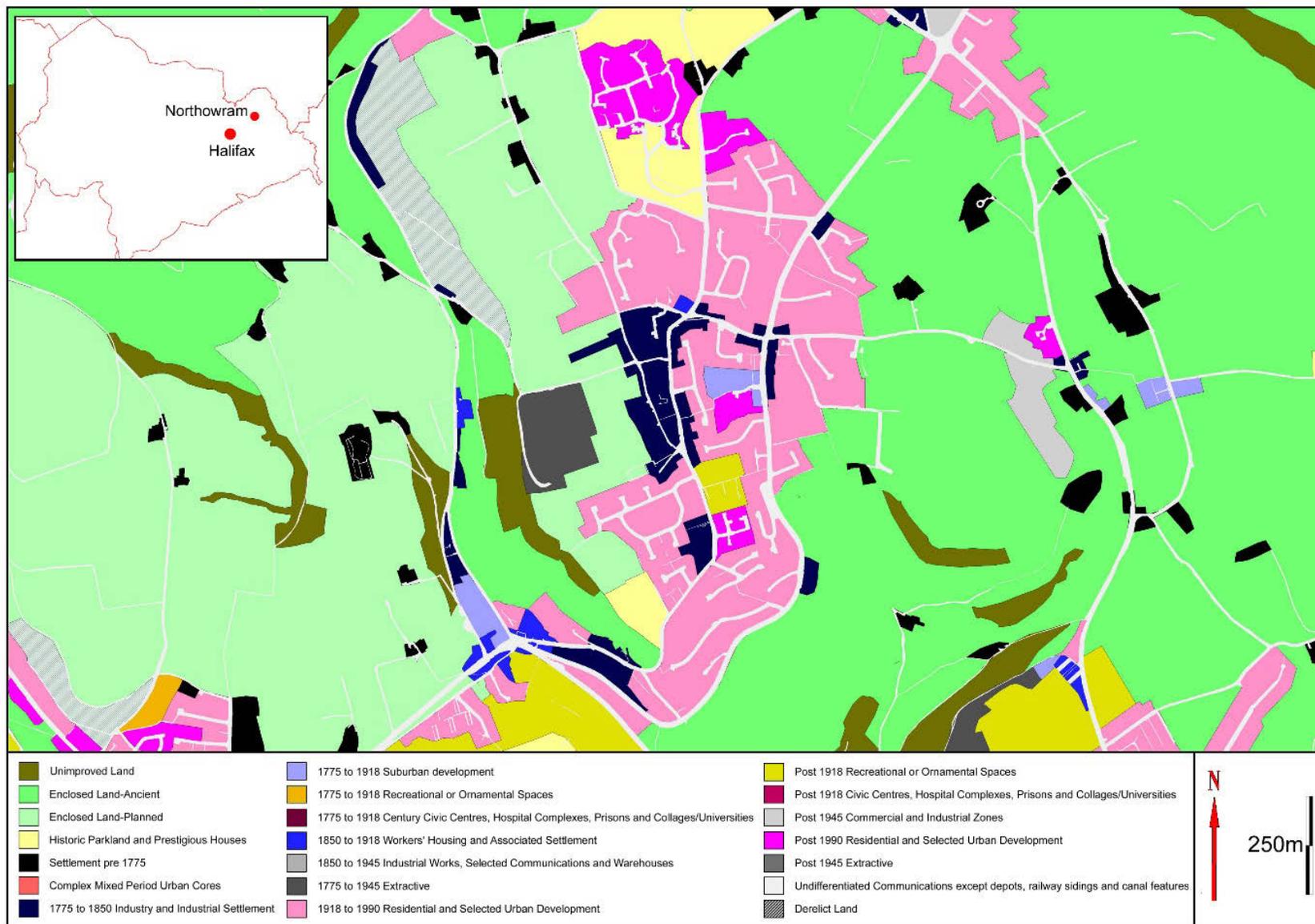
The only significant change was the introduction of the Ryburn Golf Club between 1908 and 1931.

Rural hinterland

The fields close to the village hint at strip fields. Elsewhere there is piecemeal enclosure extending to the edge of the moor. Some of the moorland common trackways are preserved as lanes and field boundaries at the moor's northern tip. One or two of the farms to the west of the area demonstrate more regular boundaries relating to possible 18th or 19th century surveyed enclosure or even field reorganisation. A large area of Norland Moor was enclosed to the south of the moor before 1850. This area is historically known as Vicar's Lot and Black Pasture. The only place where the fields around Norland Town have been agglomerated is on the golf course. Elsewhere the preservation of 19th century field boundaries is good, remarkably good in places. The moorland is still open heath and the woodland of the valley side demonstrated little change to their boundaries.

4.2.14 Northowram

Figure 223.
Zone study area map of
the
Northowram
locality



Overview

Northowram is a rural settlement of ancient origins which became a detached suburb of Halifax and Brighouse in the 20th century. The village sits in a hilltop position on a slightly projecting spur of land on the south western side of Hunger Hill. The land drops steeply 400m to the west to Shibden Dale. The Jum Hole Beck clough is present below the village to the south east. Elsewhere the land remains elevated either rising to the north to Hunger Hill or dropping 1.7km to the east to the Coley Beck and Wyke Beck valley system. Northowram is situated 2.8km to the northeast of the Halifax Town core in the township of Northowram (230m AOD. OS ref 411214, 427091). Northowram sits above a solid geology of the Pennine Lower Coal Measures group of rocks.

Historic core

“Ufrun” is described in the Domesday Survey of 1086 but this may have referred to settlement in the wider district. Later medieval names include “Huueru” in 1166, “Northuuerum” in 1202 and “Northowrome” in 1358 (Smith. A. H. 1961. Part III. p.96-97). Northowram Hall was mentioned in 1274. Quarrying was first recorded in 1379, with “Slate stone” being extracted for roofing. The nearest parish church was in Halifax until 1530 when Coley Church was built to serve Shelf, Northowram and Hipperholme (Calderdale Council. 2011).

The medieval core can be ascertained from the mid-19th century 1st edition OS 6” map as running along Town Gate in the centre of the village (HLC_PK 2822 and 3468). This area was the most developed in c.1850 with the highest concentration of houses which ran in an almost continuous length for around 400m from the junction of Lydgate to the north to Heywood Close to the south. Town Gate has a north-south alignment. Later 19th century OS mapping more clearly depicts cottages and other buildings, including early back-to-back terraced houses, fronting Town Gate. To either side, but predominantly on the western side of Town Gate, were folds of cottages and probable workshops. Northowram represents the centre of a much wider community distributed in the surrounding countryside. The fields to the east of Town Gate in the 19th century were long and narrow, some with serpentine boundaries which hint of enclosed medieval strip fields.

Northowram was probably situated on an important medieval trade route which led north east from Halifax now named “Hough”. This was superseded by the Godley Lane Head Trust Turnpike in 1824-25, now named Bradford Road. This road ran parallel to Towngate and bypassed the village providing a more reliable route to Bradford. The turnpike attracted settlement and to some extent changed the focus of the village.

The village contains a number of Listed buildings which reflect post medieval development: Northowram Hall is a large country houses of c.1700 formerly set amongst private parkland. The hall was built 500m to the north of the village core (HLC_PK 2339). The Listed buildings in the Town Gate area comprise five or possibly six 17th century houses, 18th and early 19th century weavers' cottages, the Northowram United Reform Church of 1836 which contains a reset date stone of 1688 and the Church of St Mathew dated to 1911 (HLC_PK 2380). Most Listed building in around Towngate fall within HLC_PK 2822 and 3468. One of the most prominent 17th century houses is now the Shoulder of Mutton Public House. The large number of 17th century houses and later weavers' cottages suggest a successful local textile industry in the pre-Industrial Period with further development in the early Industrial Period.

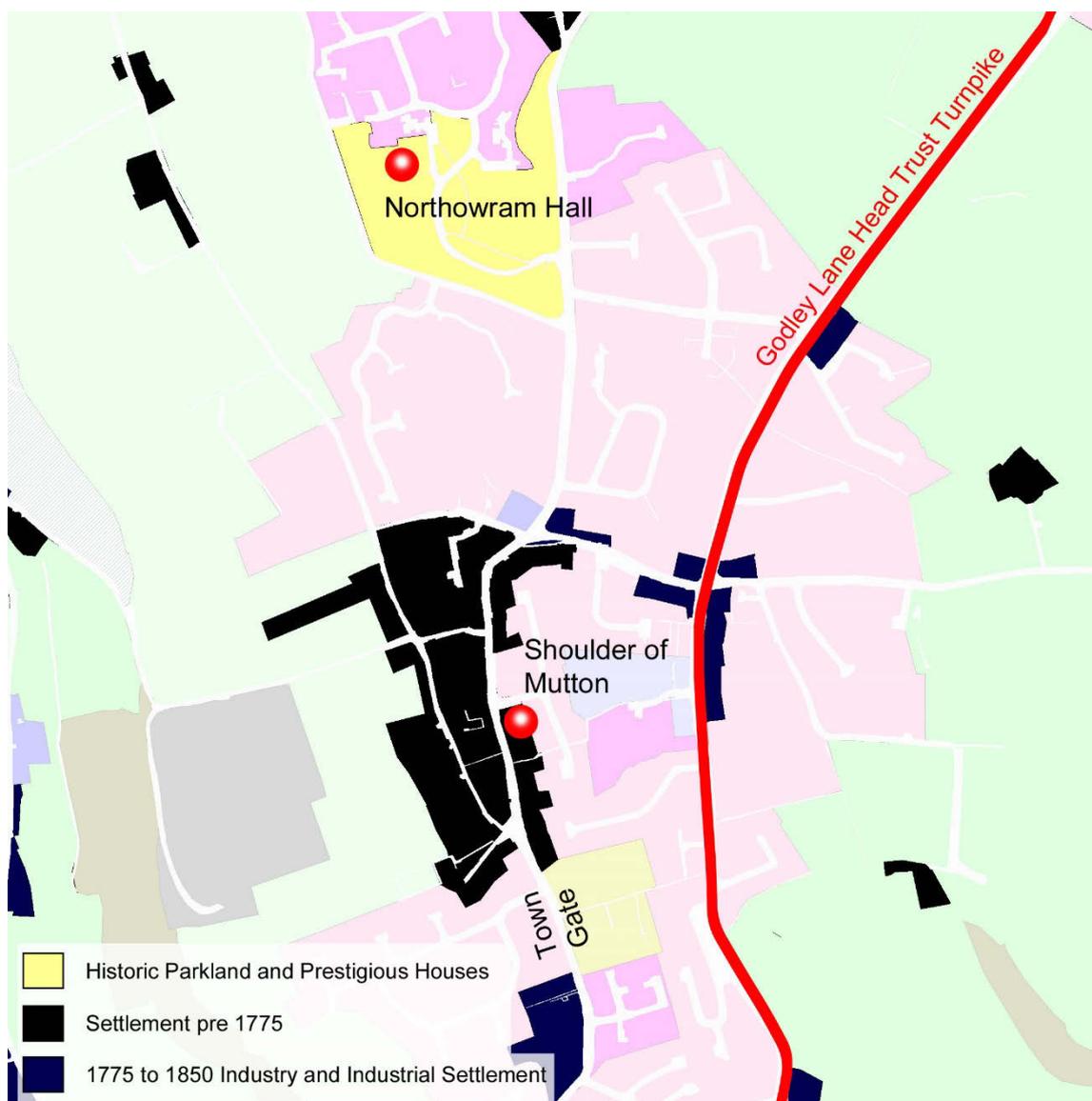


Figure 224. Zone map of the Northowram's historic settlement (not to scale)

Industrial Period development

Extraction was by far the most prominent industry in the mid-19th century with many quarries present on the hilltop surrounding Northowram. Some of the most prominent include Clough Hole Delph to the immediate east of the village and Top o' th' Hill Delph to the west (HLC_PK 2383 and 2520. Not all quarries were recorded as HLC records). Quarrying was certainly influential in the growth of Northowram during the early Industrial Period. Domestic textile production was the probably other greatest factor. There are hints of other small scale industries. Windmill Hill was a place name to the south of the village. A smithy was described on Bradford Road. A number of small collieries were present in the Jum Hole Beck clough and Shibden Dale. The nearest was Quarry House Colliery around 500m to the south east of the village on Bradford Road (no separate HLC record). A few metres below this was a small malt house (HLC_PK 2595). The only large mills recorded within 1km were the Salter Lee Mill (woollen) to the west in Shibden Dale and the Lumbrook Mill Dye Works to the east (HLC_PK 2457 and 39015). The latter is probably the most significant being situated on the same hill top only 600m away.

Northowram did not change much between the mid-19th and late 19th century. New quarries were created, others went out of use or expanded. The western ground to Northowram were quarried. Crown Brewery was added, built on Bradford Road at the junction of Lydgate (no separate HLC record). Lumbrook Mill expanded and had then gone out of use by c.1894. The extent of the settlement remained stationary with only few new houses and terraced rows. The extent and distribution of village institutes also remained largely static.

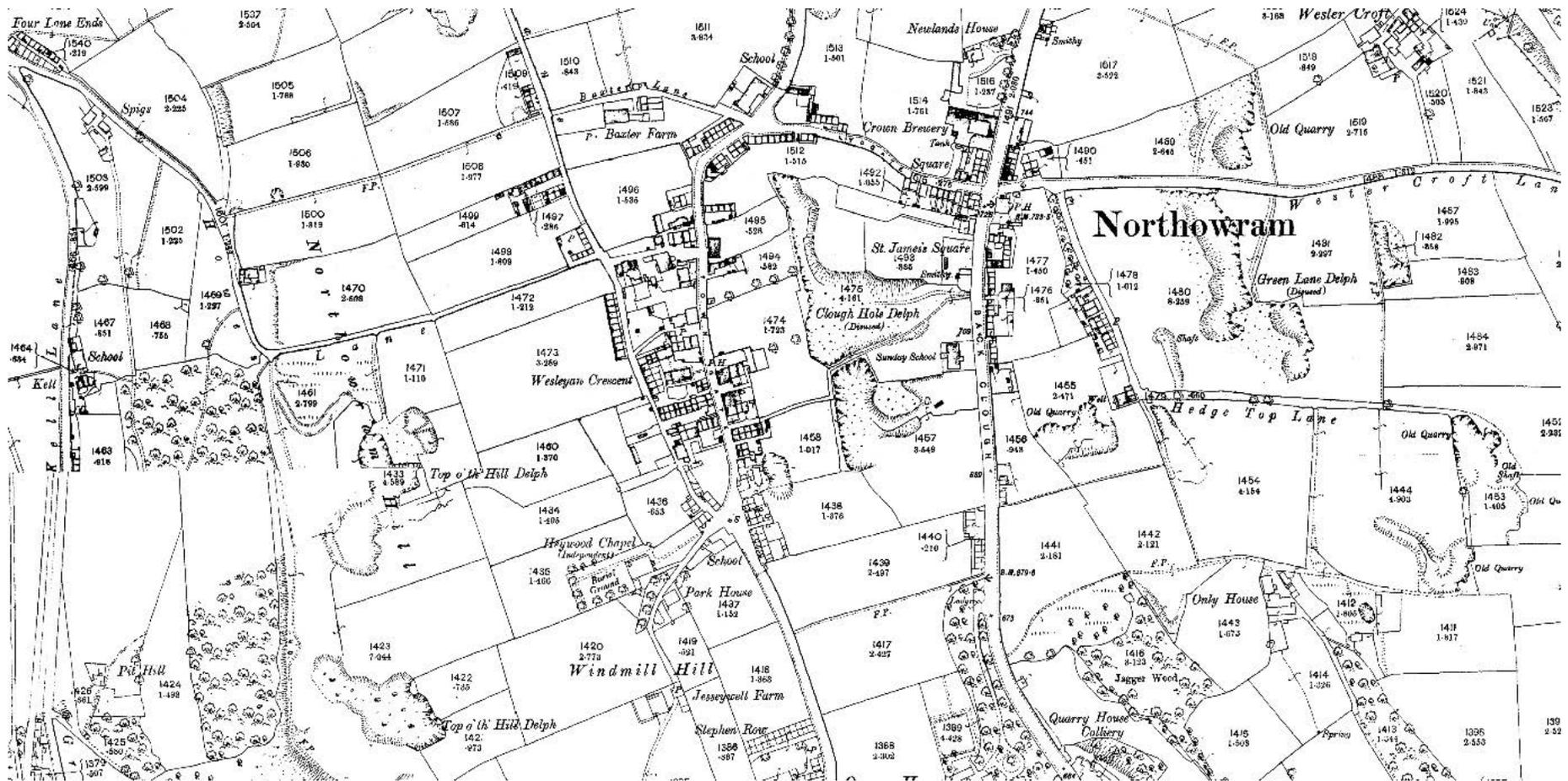


Figure 225. Northowram village core c.1894. OS 25" 1st edition map, Yorkshire. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

20th century and beyond

Housing has made the greatest post Industrial Period impact on the historic landscape of Northowram. The village now contains a large zone of houses to the north, east and south.

Housing from the Interwar period from a small zone of semi-detached houses and 1920s terraced houses to the south occurs as ribbon development along Bradford Road on its climb up to the village (HLC_PK 2604). A small hospital was built in the grounds to Northowram Hall in the late 1920 to 30s (HLC_PK 2332).

The zones around the village are largely 1950s or 60s and include the Windmill Estate and the Marldon Road estate (HLC_PK 2323 and 2323). To the north and east were several medium scale developments which include the Oakland Avenue estate and the Newlands Estate (HLC_PK 2352 and 2330). The character is private rather than social housing. The Northowram Primary School was also built round this time (HLC_PK 2345). Two small cul-de-sacs of post 1990 houses occur around the village core. A larger post 1990 development is in the Northowram Hall area to the north. The grounds of the hall have been partly redeveloped on the site of the hospital (HLC_PK 2332).

Most, if not all of the quarries are disused, though they still have a significant landscape presence. Lumbrook Mill is still an industrial site though most of the sheds have been replaced with modern units.

The Industrial Period character of Town Gate survives with good integrity. There is a mix of predominantly vernacular cottages and houses with a few terraces and a strong presence of 17th century architecture. There is a small commercial element near the Shoulder of Mutton, though the shop fronts appear inserted. Modern residential development does have a presence though this is intermittent and piecemeal. The character quickly changes to the south of Town Gate into 20th century housing. Upper Lane leads northward from the southern end of Town Gate. This also contains rows of cottages and terraced houses. Bradford Road, from the south, demonstrates occasion rows of vernacular cottages with a strong element of 20th century housing. The Industrial Period character, with cottages, terraces and houses becomes stronger approaching the junction to Lydgate. This area contains institutes and a small shop from the early 20th century. There are two modern commercial sheds on Bradford Road to the north of the Lydgate junction after which the character becomes 20th century and residential again.

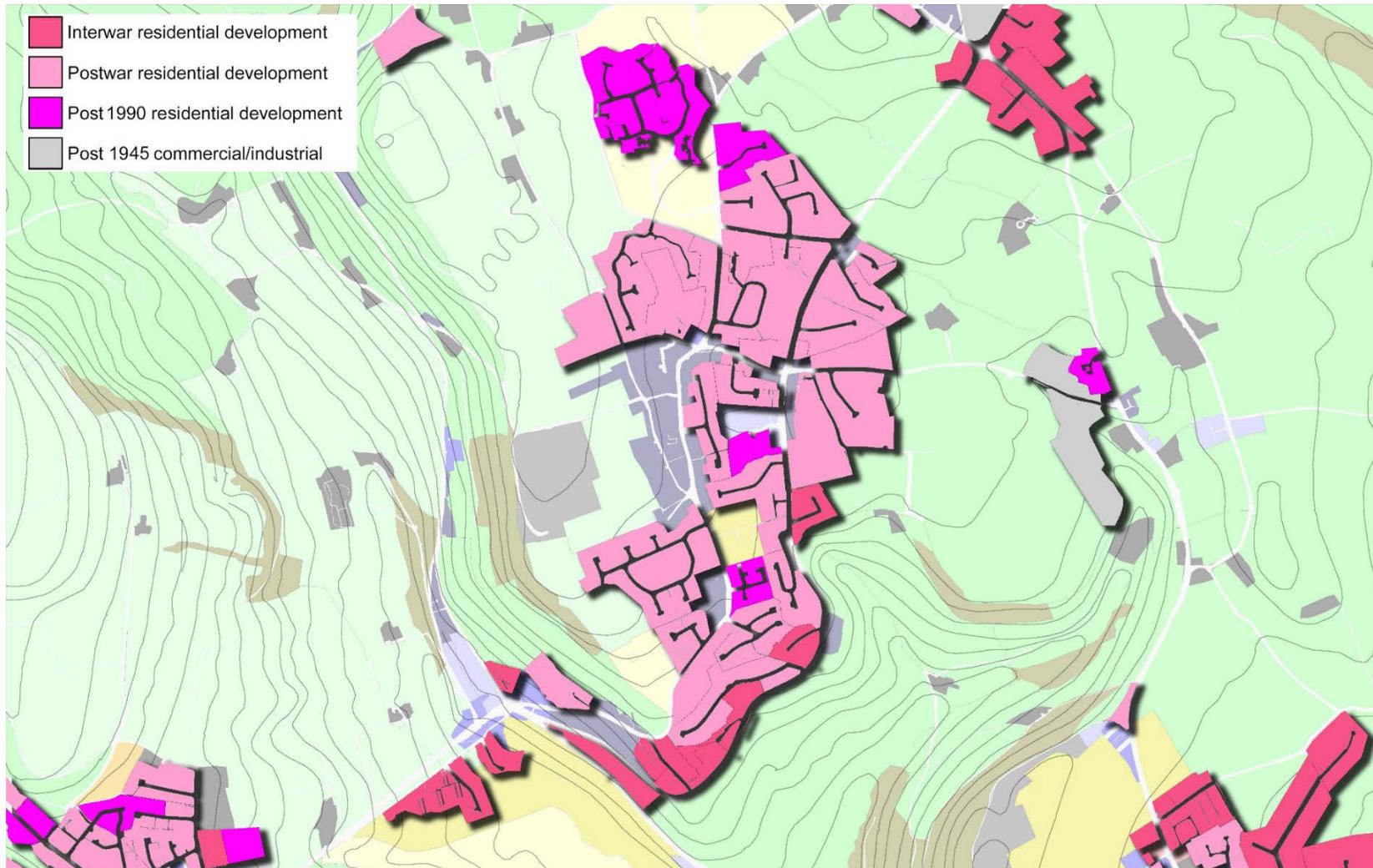


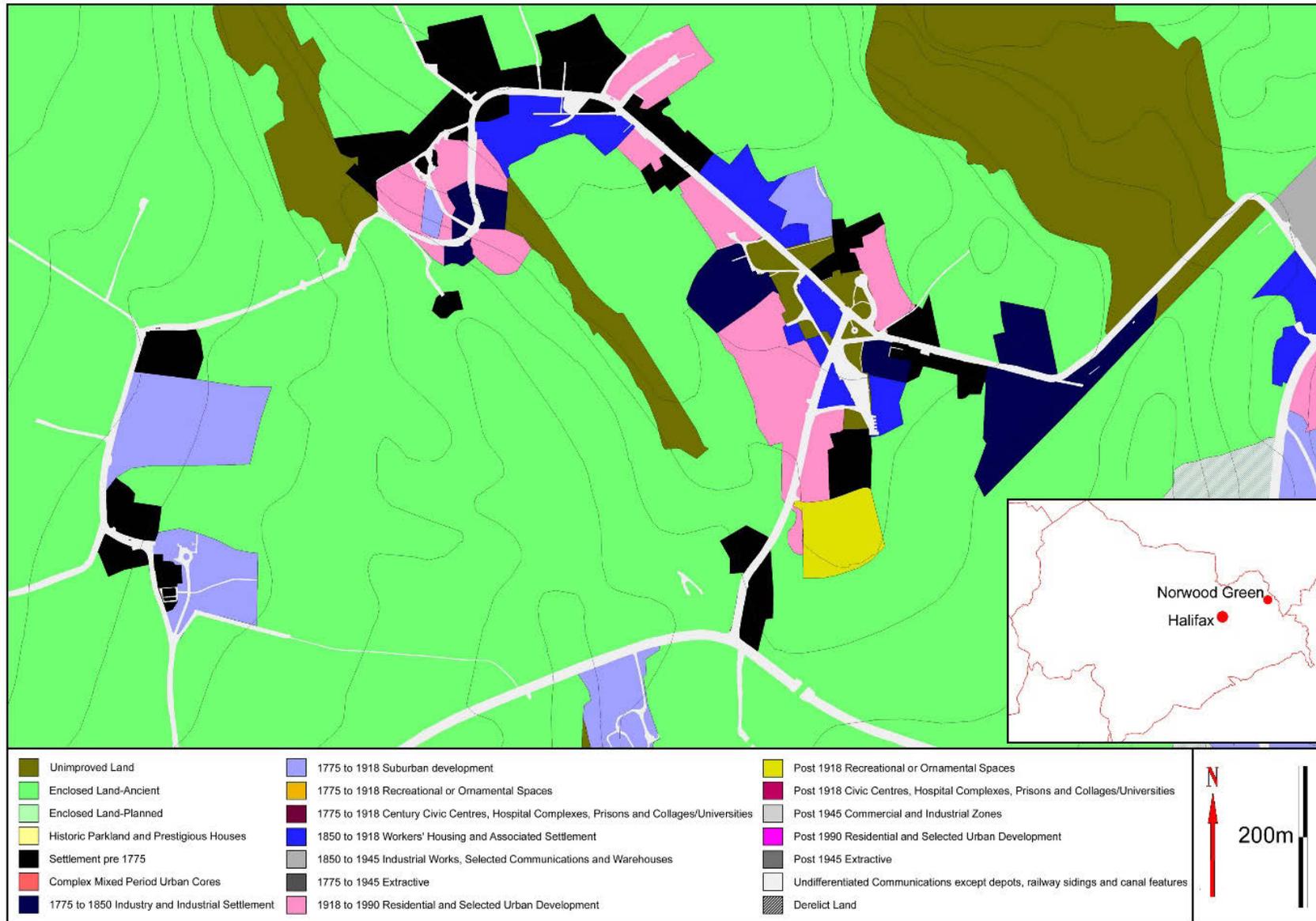
Figure 226. Zone map of Northowram's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

Northowram sits on a plateau and was originally surrounded by fields on all sides. In the immediate vicinity of the village it is only to the west that agricultural land survives and this has been affected by historic quarrying. The fields to the east of the village are small and sinuous suggesting strip fields. Those to the west are more regular and larger, although the east-west alignment is the same. This area is known as Black Hill suggesting former moorland. Enclosure acts for Northowram date to 1778 and 1780. The fields to the north of Black Hill the fields are more irregular. A few farms in this area have a confirmed 17th century date, though these geographically relate more to Shibden Dale than Northowram. The valleys of Shibden Dale and Jum Hole Beck contains a mix of woodland and small irregular fields representing piecemeal enclosure of assarts. Where not developed or affected by quarrying, the survival of fields boundaries depicted in the 19th century is good.

4.2.15 Norwood Green

Figure 227.
Zone study
area map of the
Norwood
Green
locality



Overview

Norwood Green is a small rural settlement with potentially ancient origins which attracted a small amount of suburban development in the 20th century, though it retains its village-like character. Norwood Green is situated around 5km to the northeast of the Halifax Town centre in the Township of Hipperholme with Brighthouse (168m AOD. OS ref 413752, 427050). Norwood Green sits at the southern end of a spur of land which projects north-south from Shelf Moor into the Wyke Beck valley system. Royds Hall Beck flow into Wyke Beck to the north-east and Coley Beck to the south-west. A detached hamlet named Priestly Green is present 800m to the south west.

Historic core

Mid-19th century mapping depicts Norwood Green as a broken linear development around a long "C" shaped green. The green varied in width with two distinct open areas crossed by irregular paths both in the northern and southern areas of the village. The origins of the green are unclear. It could be that the fields to the west between the green and the Rookes Wood escarpment was a small moorland common before enclosure. Norwood Green might have been the remnants of a much larger village common.

Pre c.1850 settlement in the northern half of Norwood Green concentrates mainly on the north side of Village Street and Norwood Green Hill (HLC_PK 36527). The green in the 19th century was becoming developed with cottages. The pattern of lanes, now and in 1854, is one of several lanes crossing the former green in an organic manner. This suggests that they originated as informal tracks crossing the former common before enclosure which later became fossilised by development. The surviving pre-20th century character probably represents a mix of Georgian and Victorian buildings with a good representation of earlier buildings types. The area includes four Grade II Listed buildings which include Thorn Tree Farm of c.1620, a late 17th century barn, the Old White Bear Inn which was a former mid-18th century house and early 19th century cottages. Only the Old White Bear Inn fronts the main street. This mix of buildings suggests a continued development of the settlement from at least the post medieval period and probably earlier. There are strong indications in the 19th century field boundary patterns of enclosed strip fields, a feature associated with medieval village settlements. As a place name 'Norwde' is recorded as early as 1274 with the '-grene' element noted from 1590 (Smith, A.H. 1961. Part III. p.83) (HLC_PK 36527, 36519 and 36523). Norwood Green may have also had a corn mill from at least the mid-16th century situated at Coley Mill in the Coley Beck valley 350m to the south west (HLC_PK 38982).

The southern half of the green shares a similar irregular lane pattern. The historic settlement in this area is also confirmed by its listed buildings. The earliest is a late 15th century timber framed open hall (Hill End Farm. HLC_PK 36536). The area also contains a high status Yeoman's house, Upper Rookes Hall dating to 1589 (HLC_PK 36547) and an early 19th century farm house (HLC_PK 36547 and 36543). 300m south west of the lower green is a 17th century house and barn, Rookes Hall.

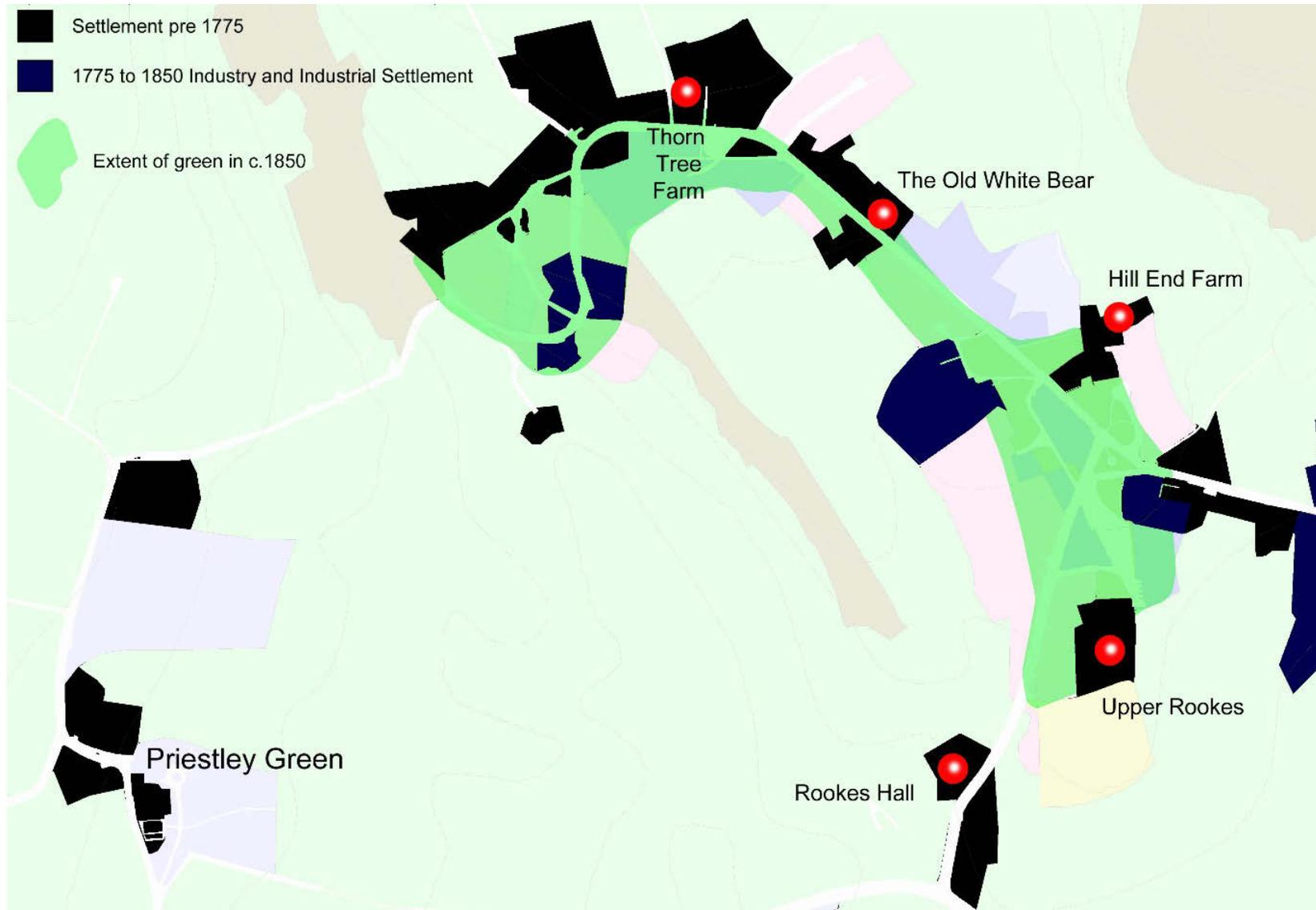


Figure 228.
Zone map of
the Norwood
Green's
historic
settlement
(not to scale)

Industrial Period development

It is likely that the economic main-stay of Norwood Green in the Industrial Period was agriculture and coal mining. The village contains several farms and barns. The surrounding fields were filled with many coal pits. There were no named collieries in c.1850 and most pits occurred individually, though some had associated coke ovens. There were two mills, Coley Mill (see above) and Norwood Green Mill which was a "card" mill in c.1850 and described as a woollen and worsted mill in c.1895. The mill expanded during the latter half of the 19th century (HLC_PK 38982 and 36545). The mass of coal pits appeared to be absent on later 19th century mapping. A single colliery to the east of the village, Flathers Pit which was connected by a tramway to the Rookes Pit and the Wyke Dye Works 600m to the south east and ultimately the Low Moor Iron Works 2km to the north which was consuming coal from most of the collieries in the area (HLC_PK 29336, 24729 and 23126).

The other innovation in the 19th century was the introduction of the Wyke Railway Station which opened by 1850 (HLC_PK 36544).

Norwood Green expanded slightly with the construction of a few terraced rows, one or two small institutes and villa mainly on the area of the former greens, otherwise the village remained unchanged.

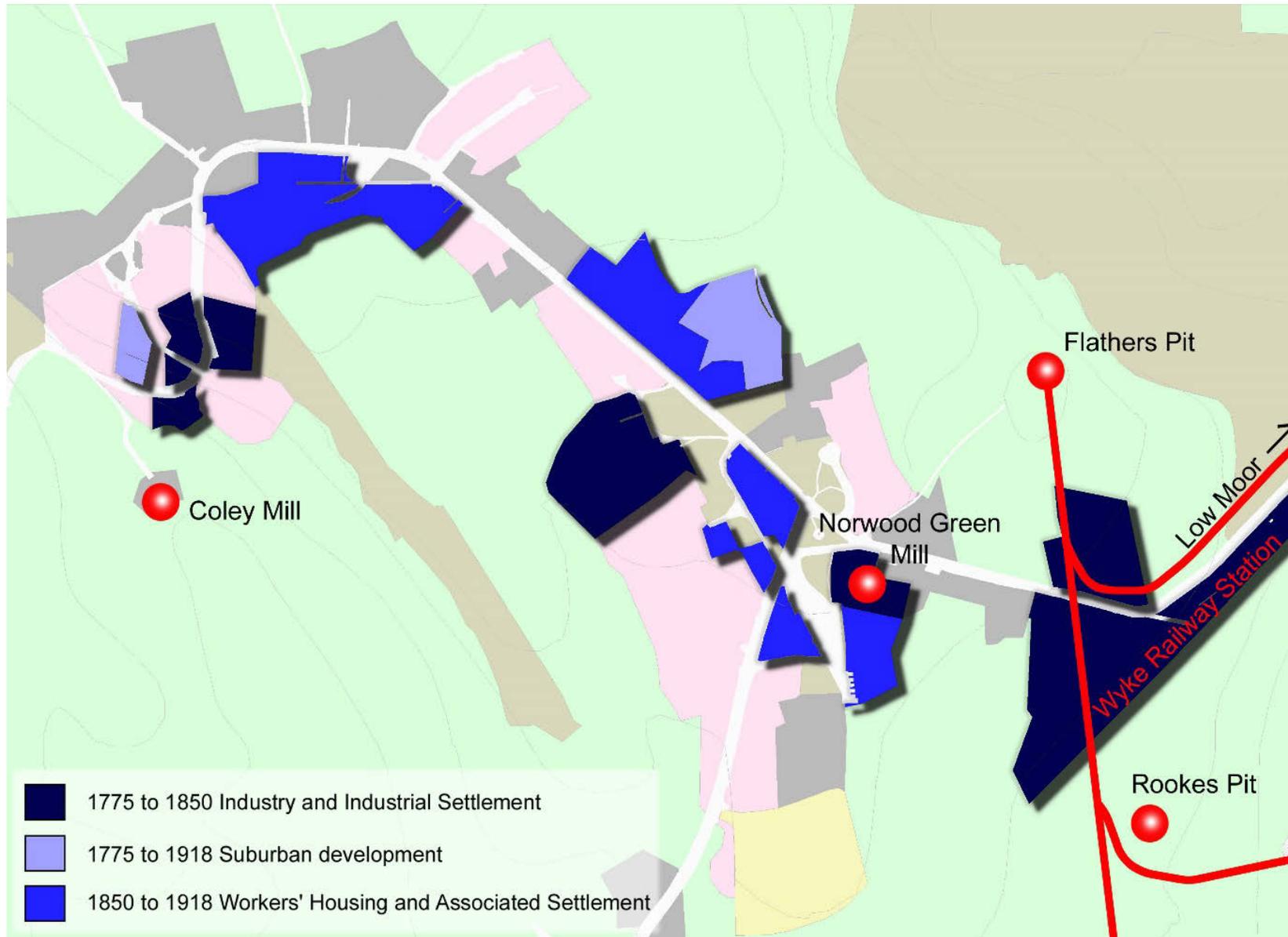


Figure 229.
Zone map of the Norwood Green's later Industrial Period development (not to scale)

20th century and beyond

20th century development in Norwood Green is largely residential and small scale. Norwood Green is 600m away from the nearest trunk road and is geographically separated by a valley and woods. 20th century housing has filled in the spaces between earlier developments and tends to be piecemeal in construction. The largest is in the southern green area to the south. This is private post-war housing (HLC_PK 36489). A second area of inter- and early post-war private housing is present in the Queens Road area to the northwest (HLC_PK 36516). A small cul-de-sac of private houses was built to the northeast around the early to mid-20th century (HLC_PK 29559). Other houses tend to be individual builds.

Norwood Green Mill appears extant, though is likely adapted from modern use (HLC_PK 36545).

Today Norwood Green has retained its village-like character with a mix of cottages Victorian terraces, the occasional villa and modern houses. The modern houses have a suburban character. The green is most evident to the south of the village (HLC_PK 36490). Here it survives with a few of the tracks depicted in the 19th century formalised as modern paths. The modern houses have a firm, though not dominant, presence. Traveling north along Village Street, the buildings around the Old White Bear Inn in have a more vernacular historic character. Later development is piecemeal and intermittent. The northern green area has become developed with Victorian and 20th century houses. Further the character becomes more suburban and 20th century with a few Victorian houses being evident (HLC_PK 36516).

Rural hinterland

Norwood Green sits on a projection of land bounded by wooded cloughs on two sides, North wood and Royds Hall Great Wood with the Wyke Beck Valley to the south. It is joined to Shelf Moor by a narrow neck of land. The field to the west of the village were long and narrow and may represent enclosed medieval strip fields. Elsewhere the fields have a more piecemeal character. The fields around Norwood Green became partly agglomerated in the 20th century. The boundaries to the woods have only migrated slightly and the distribution of historic farms is well preserved.

Coley Hall is situated 800m west of Norwood Green is perhaps of the greatest historic significance in this area. This is a Historic England Grade II* Listed building. It is a high status late 17th century house which was fronted as a villa in the second quarter of the 18th century. The group also contains a late 17th century farm house with attached barn. The hall may have acted as a medieval manorial centre. Samuel Sunderland of Coley Hall donated

land for the building of Hipperholme Grammar School which opened in 1661 (HLC_PK 33930). St John's Church 400m to the west of Coley Hall at the head of the lane leading to the houses was built in 1816 to serve several parishes in the area (HLC_PK 29265).

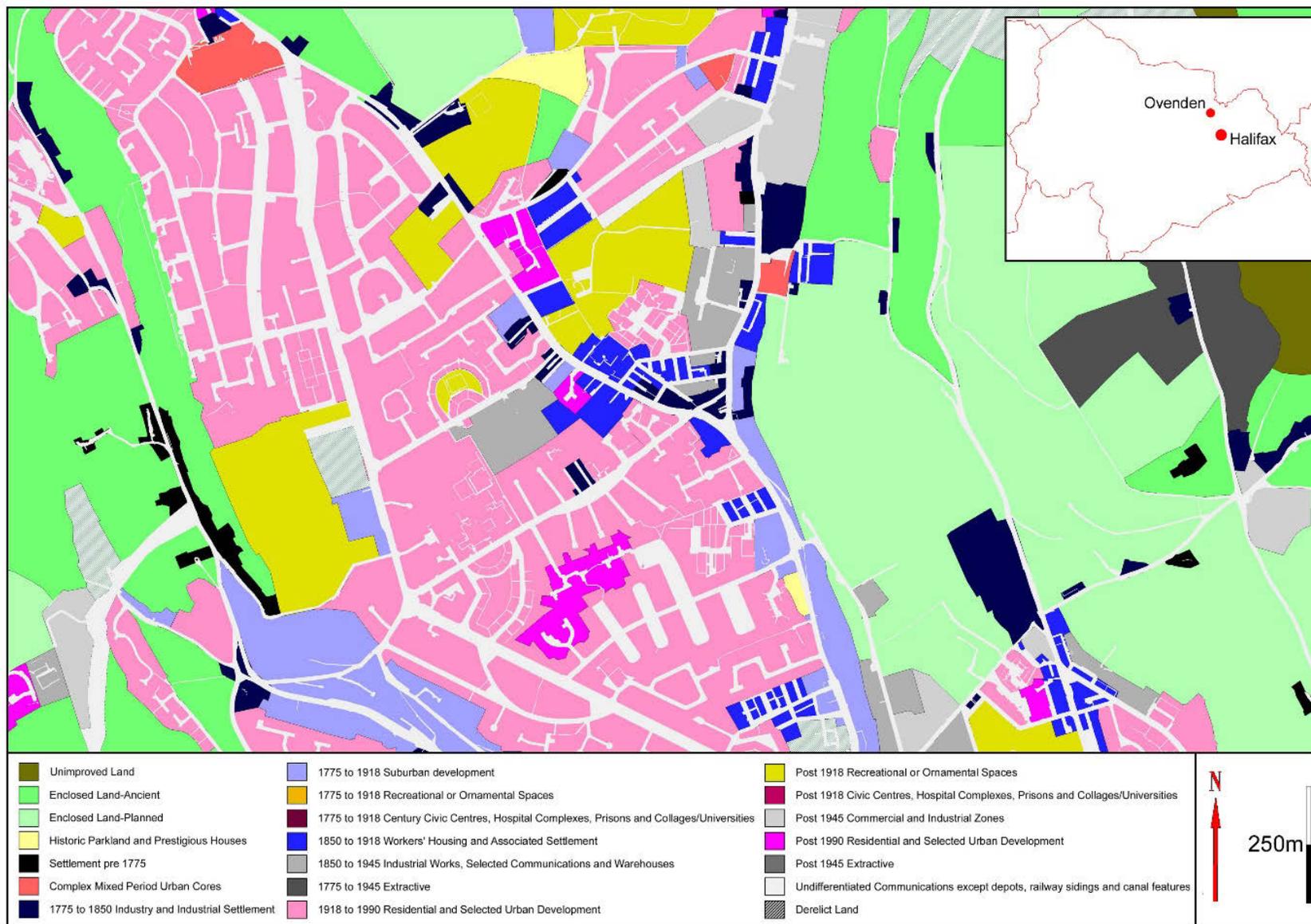
Priestly Green was depicted as a small hamlet in c.1850. One house in the group, Sister's House, has been dated to 1630. The area also contains a row of late 18th century cottages. The settlement may be of possible significant antiquity. 'Presteley' as a place name is mentioned as early as 1275 to 1298. (HLC_PK 38979).

There are five HE Listed farms in fields to the north of Norwood Green all with a 17th century or earlier date. Three are contained in a group of houses named Riding Hill and Low Bentley (HLC_PK 36642). The earliest is a house with a late medieval timber-framed interior belonging to the second half of the 15th century encased in stone in 1661, the others are houses dating from the early to mid-17th century. The group also contains a row of c.1800 cottages. Jack Royd and Dean House are around 1km to the north and are both 17th century (HLC_PK 28930 and 28812).

A similar arrangement of ancient houses exists on the hill top to the east of Royds Hall Great Wood with ancient piecemeal enclosure and high status Yeomans' houses.

4.2.16 Ovenden

Figure 230.
Zone study
area map of
the
Ovenden
locality



Overview

Ovenden is a settlement with potentially ancient origins, though an ancient core is hard to define. The village developed as an Industrial Period hamlet and later became subsumed by the urban sprawl of Halifax. The settlement is located 2.5km to the northwest of the Halifax Town core in the Township of Ovenden (90m AOD. OS ref 408053, 427391). The historic core is essentially a linear development on the north-south Ovenden Road which splits in the north of the settlement onto Keighley Road to the west and Shay Lane to the east in an area historically known as Ovenden Cross. Ovenden Road and Shay Lane run along the Ovenden Brook Valley. The valley runs north to meet Swilling Hill and south into Dean Clough to the immediate north of Halifax. The land rises to the west of Ovenden to become the former Ovenden Moor, now largely developed. On the eastern side of Ovenden Brook valley above Booth Bank is Snales Moor. Ovenden sits above a solid geology of the Millstone Grit Group of rocks to the west which becomes Pennine Lower Coal Measures to the east.

Historic core

Mid-19th century mapping depicts Ovenden as a broken linear development along Ovenden Road which ran for around 1km. Where the road split to become Keighley Road and Shay Lane there was a nucleation of buildings named Ovenden Cross (HLC_PK 3508). This area contained yard developments and early terraces; the character was organic rather than planned. There was also a chapel and a smithy. A second nucleation occurred in the vicinity of Ovenden Hall along Ovenden Road. The hall is a Historic England Grade II* Listed high status Yeoman's houses of late 17th century date (HLC_PK 2627). Here too were yard developments and also an inn. The character in both areas was one of a developing early Industrial Period town. The presence of a medieval core can only be speculated. There are hints in the surrounding fields of enclosed medieval strips running perpendicular to Ovenden Road in the area of the hall, though this cannot be confirmed. Ovenden was first recorded in historic records in 1219 (Smith, A.H. 1961. Part III. p.113). This may have referred to an early hall or village. A second Listed building is a stone house 230m to the south of the hall dating to 1709, though this has earlier vernacular features (HLC_PK 3523). The Ovenden Cross area contains only two Listed buildings: a United Reform Church of 1837 and a Methodist chapel of 1859.

In balance, it might be suggested that the hall area represents a medieval historic core. There is also the possibility that Ovenden Road leading to Shay Lane represented an ancient route to the hamlet of Holdsworth or Netherton 1.6km to the north, both of which contain 17th century houses. Shay Lane also contains a house of 17th century date 500m

north of Ovenden Cross (HLC_PK 36495). Ovenden Hall may have been one of many early houses along this route. The character was becoming firmly industrial by the 19th century.

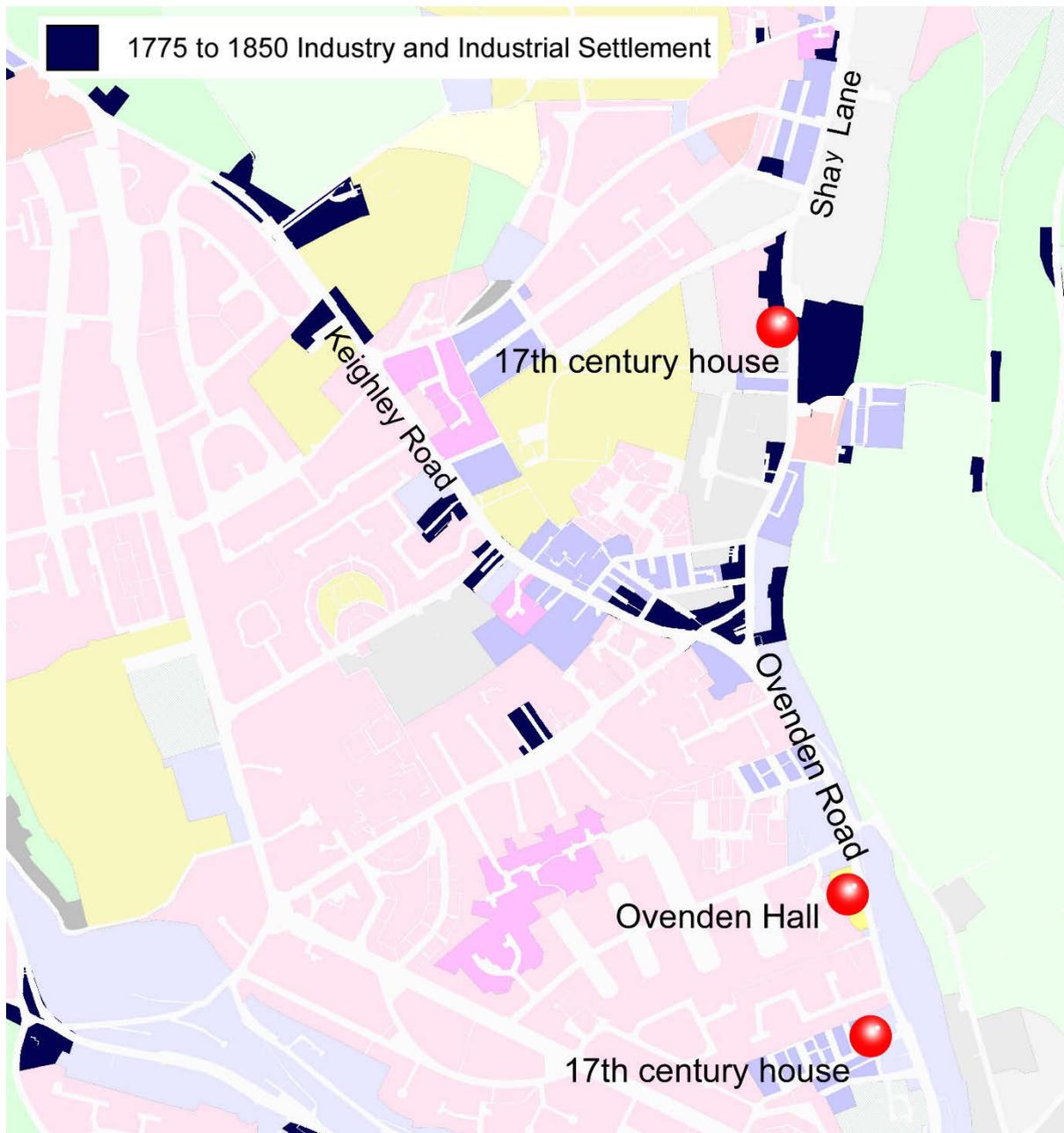


Figure 231. Zone map of the Ovenden's historic settlement (not to scale)

Industrial Period development

There are many weavers' cottages in and around the Ovenden settlement core which stand as evidence to Ovenden's involvement in the textile industry during the early Industrial Period. The several Yeoman's houses probably relate to an earlier phase of industrial development. A blacksmith's workshop, a small foundry and small scale quarrying were also evident in mid-19th century mapping. The eastern side of Ovenden Brook fell within the Pennine Lower Coal Measures. This area contained mines shafts, possible brickworks

(place name evidence) and a small pottery in the mid-19th century. There were also several mills. Some on the high ground around the village and many along Ovenden Brook. The industrial works depicted on mid and late 19th century mapping are listed below (from north to south):

- Nether-ton Mill. Woollen. Pre-1850. Partial extant. Site reused for modern industry. HLC_PK 36469
- Holme Field Mill. Woollen. Pre-1850. Extant. HLC_PK 36468
- Howan's Pottery. Later fire clay works. Pre-1850. Fragmentary survival. HLC_PK 40636
- Un-named mill. Cotton, later wool combing. Pre-1850. Possibly extant but altered. HLC_PK 36497
- Shay Lane Mill. Built by Watts Wrigley for silk-spinning, later worsted. Pre-1850. Extant though site adapted for engineering works. HLC_PK 40633
- Forest Mill. Worsted. Post-1850. Demolished in the early 20th century. Now housing. HLC_PK 1653. Area also contained a small pre-1850 foundry
- Prospect Mill. Pre-1850. Woollen and later worsted. Demolished late 20th century. Now housing. HLC_PK 1709
- Grove Mills. Cotton and later woollen. Pre-1850. Demolished in the post-war period. Now housing. HLC_PK 1678
- Ladyship Mill. Worsted. Post-1850. Appears extant and in multiple occupancy. HLC_PK 2199

The mills further south belong to the industrial zone of Dean Clough.

Ovenden Railway Station, opposite Ovenden Hall, opened around 1881 on the Halifax and Ovenden Junction Railway. It closed in 1955 (probably extant. No separate HLC record). The station was probably only for passenger services as it contained no sidings or goods sheds. Holmfield Station 1.4km further north held several sidings and goods sheds and was probably built to serve local industry. The station was opened by the Great Northern Railway in 1878 as the terminus of the line from Queensbury. It became a through station with the opening of the line to Halifax in 1879. The station closed to passengers in 1955 with goods facilities remaining until 1960. (HLC_PK 27246). The station was connected via a branch line to goods yards in Pellon around 2km to the south.

Ovenden developed small zones of grid-iron developments of Victorian and Edwardian terraced houses though none of any large scale. Ovenden Road and the northern continuations were the focus of development, with short streets running off the main roads. Two plots were present in the Ovenden Hall area (HLC_PK 1680 and 1669). Ovenden

Cross became the main focus for development (e.g. HLC_PK 1685). This area also included the mid to late 19th century school (HLC_PK 1682). Shay Lane contained a linear development of terraced rows with a few small grid-iron plots (HLC_PK 40632, 36451 and 36452). Keighley Road around Ovenden Cross probably developed as a small commercial core around this time with terraced rows of shops. In addition to terraces, a few villas were also built in the Ovenden area largely along Ovenden Road. One of the largest villas was Watkinson Hall built by the Constable of Ovenden, John Watkinson, around the mid-18th century (HLC_PK 27170). The hall also had a small private park. By the end of the 19th century Ovenden was an industrial town in a rural setting connected to Halifax by almost continuous development along Ovenden Road, the historic core was to become subsumed by urban development in the 20th century.

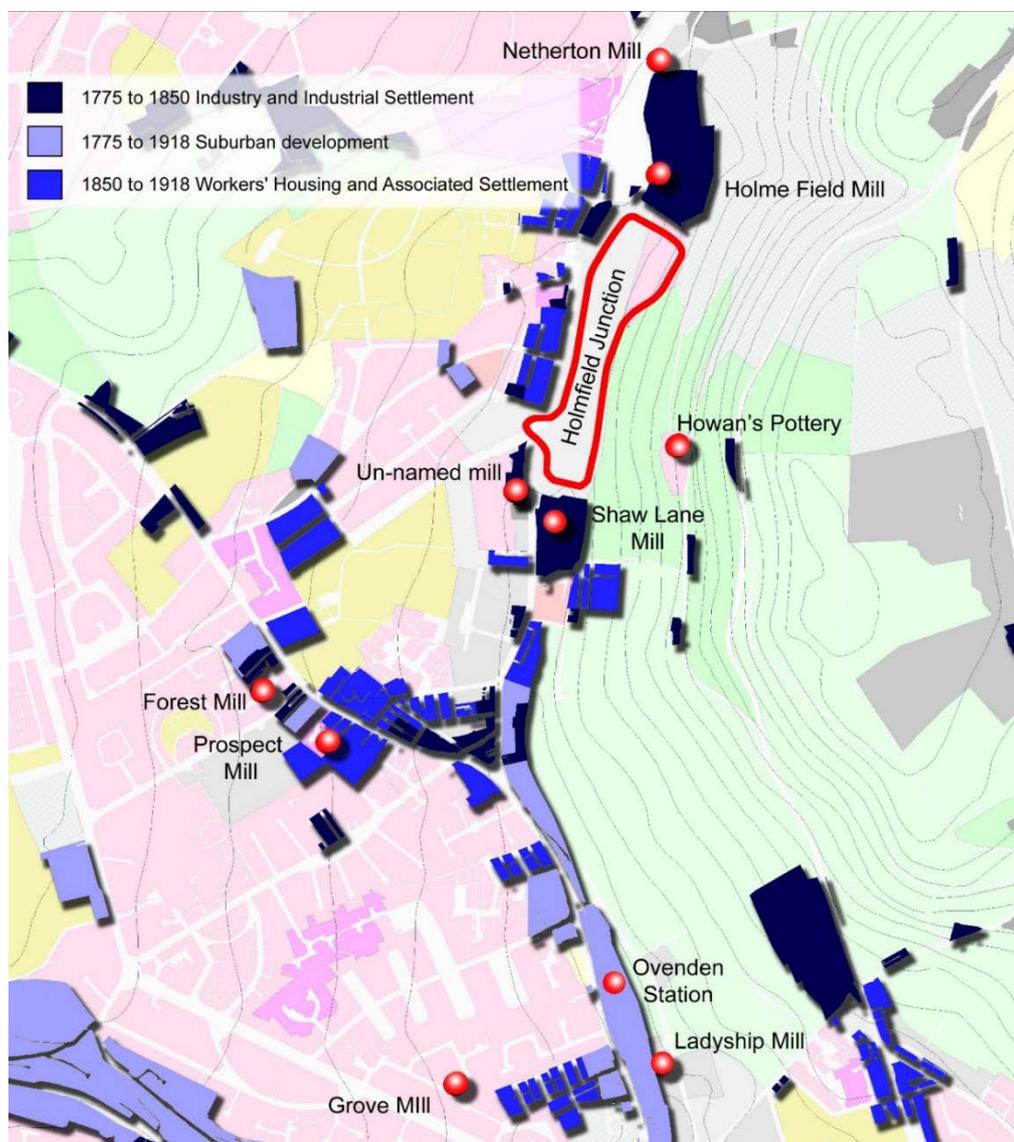


Figure 232. Zone map of the Ovenden's later Industrial Period development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological

20th century and beyond

The eastern side of Ovenden is now a large zone of 20th century housing with associated features. Much of the housing in the southern half of this (nearer to Halifax) zone is Interwar. The Ovenden Way Estate is probable social housing from around the early 1930s (HLC_PK 1673). Other smaller estates of this period were noted around Nursery Lane, Club Lane and Moor Lane (HLC_PK 1665, 1653 and 2626). The 1930s Ridings School and St Malachy's RC School were also built in this area (HLC_PK 1661 and 1647). This area also contains a few post-war housing developments (HLC_PK 1679 and 1678). Denfield Square is a development in this area which replaced part of the 1930s estate in the mid to late 1990s (HLC_PK 1711). There is a strong element of social housing in this area and most estates were built on previously undeveloped land.

The housing to the north (furthest away from Halifax) is mostly post-war. The Ovenden Moor Estate is an extensive estate built immediately after the Second World War to the east of Keighley Road. In 1946, the Council announced plans to build 1400 houses, schools and other facilities in and around Ovenden and since the 1950s Illingworth, Ovenden, and Wheatley have largely been taken over by housing estates (HLC_PK 1642). The area to the west of Keighley Road became developed with medium scale Interwar and post-war housing estates and playing fields (e.g. HLC_PK 27245, 27172 and 27169). The Halifax RUFC was founded in this area in 1928 (HLC_PK 27179).

Of particular interest is the public park to the north of the area established around the 1980s (HLC_PK 27174). The site was a former military camp. It originated Divisional Company Headquarters from 1937 to 1940. Demolished occurred sometime between 1975 and 1980. Although all buildings were removed in the 1970s, the road scheme of the camp is still evident.

Shay Lane is still a zone of industry with a mixture of 19th century mills, early and mid-20th century industrial works and modern industrial estates. The Valley Business Park is a large estate established between 1989 and 1996 on the site of Holmfield Junction (HLC_PK 27246). The Holmfield Industrial Estate at the northern end of Shay Lane was established as an industrial area probably in the 1950s or 1960s (HLC_PK 36476). One or two historic mill also survive in this area reused with modern purpose including Holmfield Mills and Netherton Mills (both in HLC_PK 36468). Holmfield Works to the south of the area was established around the 1920s (HLC_PK 40634). Calderdale Business Park to the west of Keighley road originated as a 1930s iron foundry which was split into business units around the 1980s

(HLC_PK 1658). The industrial zone along Ovenden Brook continues to the south of Ovenden into Dean Clough (HLC_PK 2196 and 2196).



Figure 233. Zone map of the Ovenden's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

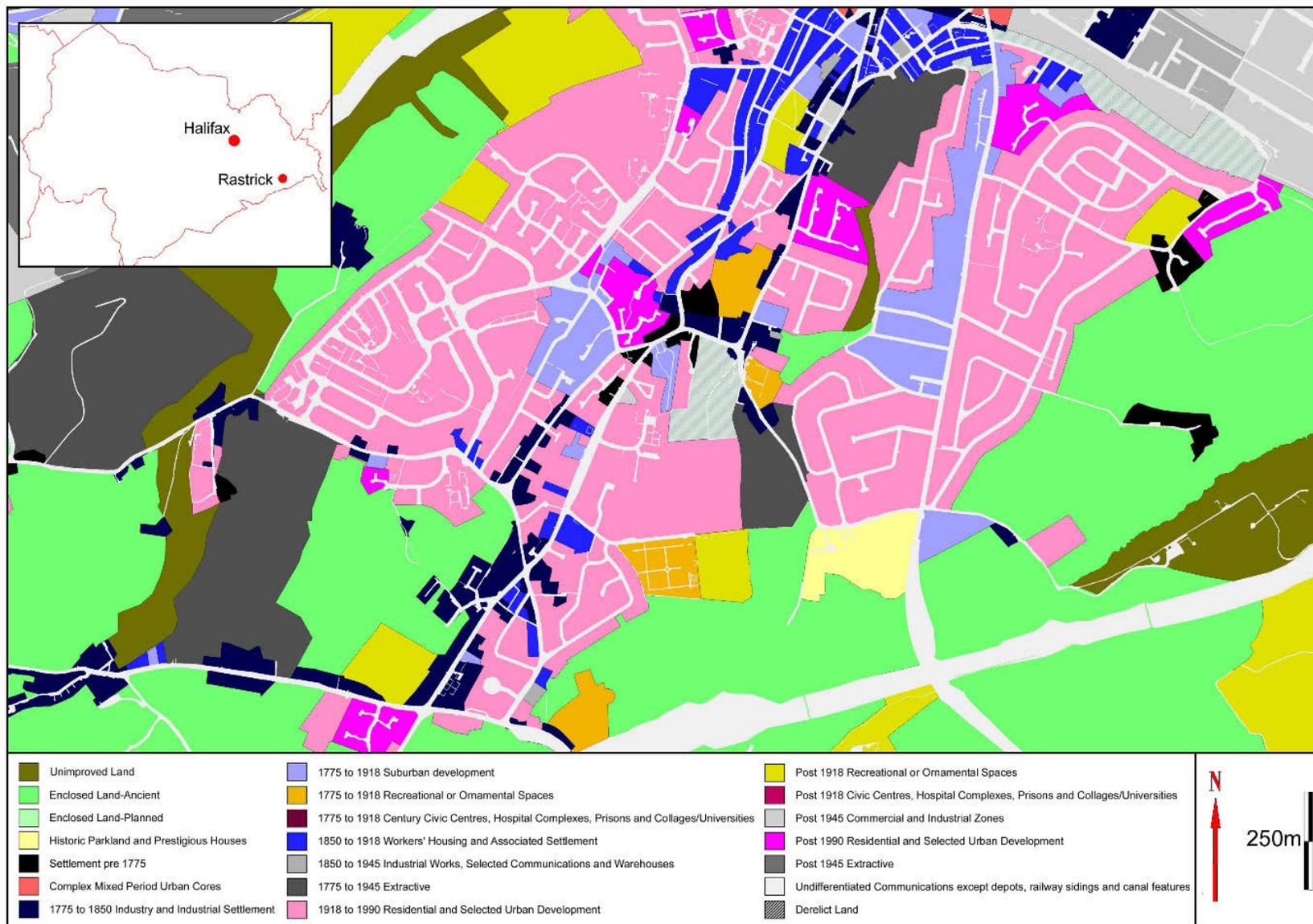
A few of the fields around Ovenden Hall vaguely resembled enclosed strip fields on mid-19th century mapping, otherwise the area to the east of Ovenden Road on the bank below Swales Moor contained piecemeal enclosure. This land is still largely in pastoral use though some agglomeration has occurred. The area contains a few pre-1850 hillside farms and a

small fold named Booth Bank (HLC_PK 40637, 40635 and 2511). The area to the west of Ovenden Road and Keighley Road in the mid-19th century was historically name Ovenden Moor, particularly to the north of the area. The large size and regularity of the fields suggests that this area contained surveyed enclosure. Ovenden Moor is now developed with 20th century housing. A few farms and cottages appear extant amongst the later development.

A hamlet name Wheatley was present 900m to the south west of Ovenden Cross (HLC_PK 3483). It appear to be an industrial period hamlet, though earlier origins cannot be ruled out. "Queteleyhirst" is mentioned as place name in 1307 (Smith. A.H. 1961. Part 3. 117). The hamlet is largely demolished now and the area contains two modern houses. A few cottages survive to the immediate south (HLC_PK 3481). The hamlet contains at least one house of 17th century date (Images of England reference number: 338667. No separate HLC record). The hillside around Wheatley contained a relatively high number of pre-1850 houses and small irregular fields of potentially ancient origins. The area of land to the north of Ovenden was similarly of ancient origins with small irregular fields. At least one house, Threap Croft is dated to the 17th century (HLC_PK 27168). Others can be anticipated. This area has lost many of its field boundaries. It is also the site of the Ovenden Rugby Ground, some 20th century housing and the former barracks.

4.2.17 Rastrick

Figure 234.
Zone study area map of the Rastrick locality



Overview

Rastrick originated as a village of ancient origins which became connected to Brighouse in the 19th century by continuous development along Tofts Grove and Rowtrees Lane. It is now a residential conurbation of Brighouse. Rastrick is located 6km south east of the Halifax Town core in the Township of Rastrick (120 AOD. OS ref 413901, 421657). The settlement sits on a north facing slope below the heights of Fixby Park 1.5 km to the south. The land drops to the north and west to meet the River Calder 1.3km away. To the immediate east of Rastrick is an un-named beck in a shallow clough. Further east is a steep bank which is situated below Toothill. Rastrick sits above a solid geology of the Pennine Lower Coal Measure Group of rocks.

Historic core

Mid-19th century mapping depicts Rastrick detached from Brighouse as a rural settlement. The area where the settlement was most dense and organic in its form was around the meeting of several lanes: Thornhill Road, Church Street, Ogden Lane, Crowtrees Lane and Jumble Drive (HLC_PK 34212). This area also has the highest concentration of Listed buildings, some of which attest to its ancient origin. They comprise an altered timber-framed house of 16th century origins, an 1800 house, the Church of St Mathew dated to 1796 and early 19th century vernacular cottages. Listed buildings outside the immediate settlement core consist of further 18th century cottages, comprise a late 18th century house with stables and an early 19th century gate lodge to Rastrick House (now lost in area to the immediate northwest).

“Rastric” was recorded in the Domesday survey of 1086 and several other times in the later medieval period (Smith. A.H. 1961. Part III. p.38). The Poll Tax Records of 1379 records 15 houses in Rastrick (HLC_PK 34212). Another indication of the ancient origins of Rastrick is the presence of an 10th or 11th century cross base in the yard to St. Mathew’s Church (HLC_PK 34193). There are also fragments of a contemporary stone monolith bearing a Christian motif set into the wall of a private house 160m to the south. Rastrick was in the chapelry of Hipperholme, and at the end of the 14C became a chapelry of Halifax Parish. The chapel was closed in 1547 and was used as a barn from 1578 before being restored and enlarged by the Church of England in 1605 [no further information available]. The current church was built in 1796.

The area may have also had associated strip fields or linear crofts which were suggested most strongly in the area to the immediate west of the church and possibly to the west of Rastrick on mid-19th century mapping. Rastrick Common was named to the north east at this time.

Rastrick changed from being an agricultural community to an industrial one in the 19th century. The population grew from 2053 in 1801 to 3917 in 1851 and 9357 in 1901. It is from the later Industrial Period that the majority settlement's listed buildings include early 19th century cottages and a large early 19th century house suggesting a major development of the village at this time.

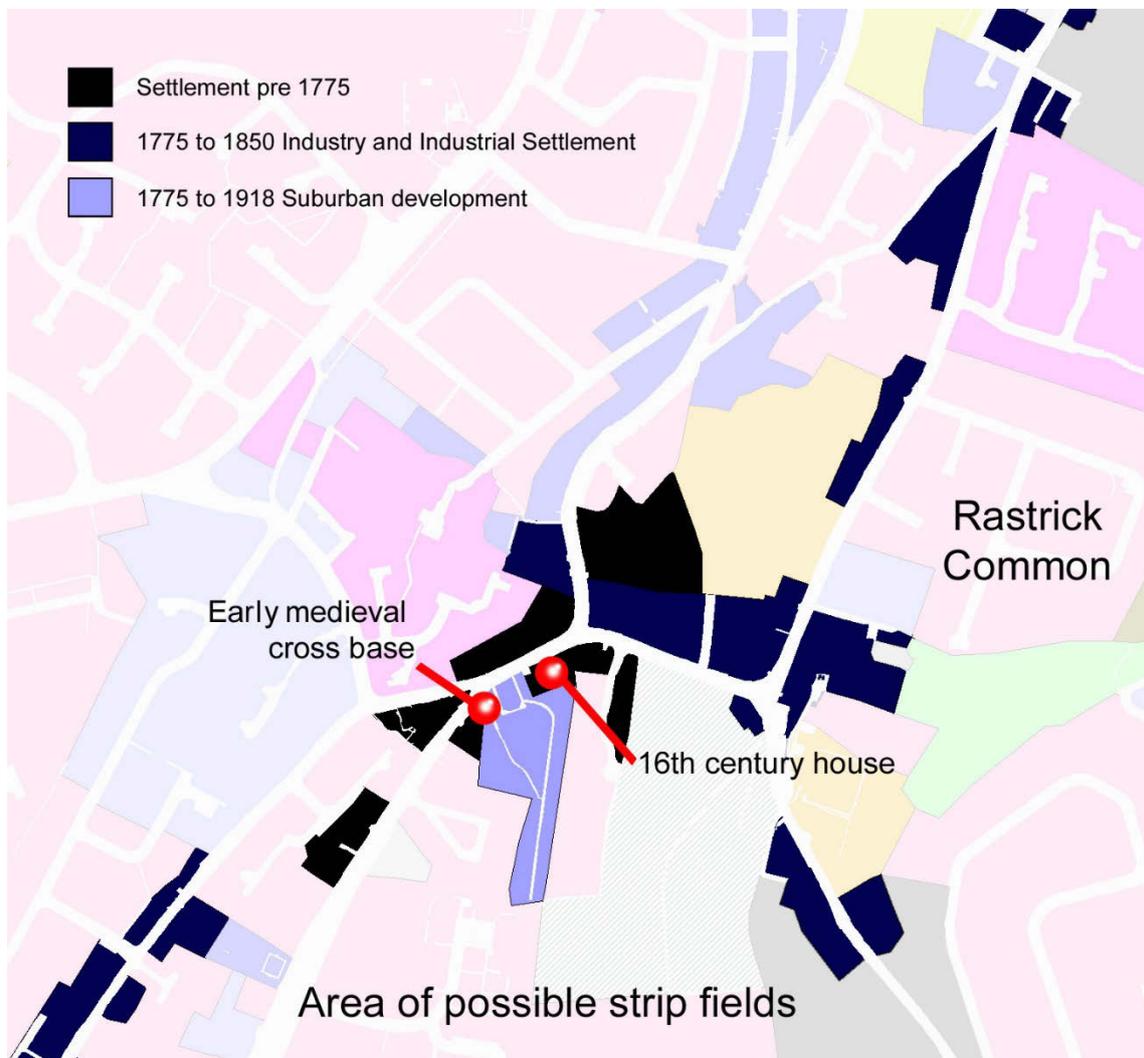


Figure 235. Zone map of the Rastrick's historic settlement (not to scale)

Industrial Period development

Mid-19th century mapping depicts Rastrick as having a largely suburban character rather than industrial. The main street may have had a commercial element if the presence of a post office and the George Inn on contemporary mapping is any indication. The commercial element probably developed in the latter half of the 19th century because there is now a short stretch of shops along Crow Trees Lane which has a firm Victorian commercial character. Two schools were also added probably during the 19th century.

The northern part of the village became developed with several villa-style houses forming a zone along Rastrick Common [Road] and Thornhill Road (e.g. HLC_PK 34241 and 34221). In addition to a few town houses around the core, three large named villas were present to the south of the village: Rastrick House, Holly Bank and Crow Trees (HLC_PK 26807, 26821 and 34274): only Holly Bank survives. The others have been replaced by a housing estate in the 20th century and their parks have been also been developed.

Rastrick was connected by almost continuous development to a few rural folds which by this time contained early Industrial Period vernacular cottages and domestic workshops. Ogden Lane which ran from the village core had cottages (HLC_PK 34216). This lane led to the fold of Top o' th' Hill to the immediate east (HLC_PK 34202 and 34203). A linear development of cottages with a Moravian Chapel, National School and public houses was present to the north of the village on Rastrick Common (HLC_PK 34235 and 34236). Tofts Grove [Lane] and Crowtrees Lane to the south of Rastrick contains linear developments of 18th and 19th century cottage. Although Crow Trees Lane is now the busier road, Tofts Grove contains the highest development of vernacular cottages suggesting that this was once of greater importance and perhaps an earlier route. A pinfold and stocks were also indicated on Tofts Grove in the mid-19th century. Both road lead to Delf Hill (HLC_PK 34295). This is a well preserved industrial period hamlet which retains many vernacular cottages.

By the late 19th century, Rastrick had become connected to Brighthouse by continuous development of predominantly terraced houses which largely occurred as ribbon developments of back-to-back terraces along Thorn Hill Road and Rastrick Common (e.g. HLC_PK 27166 and 34160). This development was probably the result of the spread of Brighthouse rather than the redevelopment of Rastrick. The new terraces on Rastrick Common mixed with earlier vernacular cottages. The Brook Street area between Rastrick and Brighthouse was created as a mid to late 19th century terraced grid-iron development (HLC_PK 34159).

The village had large two mills in c.1850. Rosemary Hill was present on Rastrick Common (HLC_PK 34184). This was a relatively large and complex woollen mill. The mill was demolished in the late 20th century and replaced by suburban housing. Crow Trees Mill was another woollen Mill formerly present to the south of Rastrick on Crow Trees Lane (HLC_PK 34278). This too was replaced by housing in the 20th century. The village may have contained a few smaller mills and workshops such as the Carr Green Dye works in Toothill which consisted of a small group of sheds in the 19th century, the site is now redeveloped as a school (HLC_PK 27108).

Perhaps of greater importance to Rastrick were the many sandstone quarries present in the rural hinterland. A large quarry was present to the immediate south of the village in c.1850 (HLC_PK 28856). This now contains 1970s low-rise flats. Three large quarries and several smaller quarries were present to the south west in the Delf Hill and Elland Lower Edge area (HLC_PK 37592, 38890 and 27182). Five Acre Delph was the largest in this area. This went on to become even larger in the 20th century and is still active (HLC_PK 37592 and 37591). The Top o' th' Hill area also gained a few quarries in the latter half of the 19th century (HLC_PK 38885). The northern half of Rastrick Common was lost in the mid to late 19th century by the creation of the Brighouse Brick and Tile works (HLC_PK 27112). The area contained clay pits and kilns. The site is now a late 20th century industrial works.

Two other notable late 19th to early 20th century features are the Rastrick Cemetery and the Rastrick Cricket Ground., both to the south of the village in the Delf Hill area (HLC_PK 27107 and 27175).

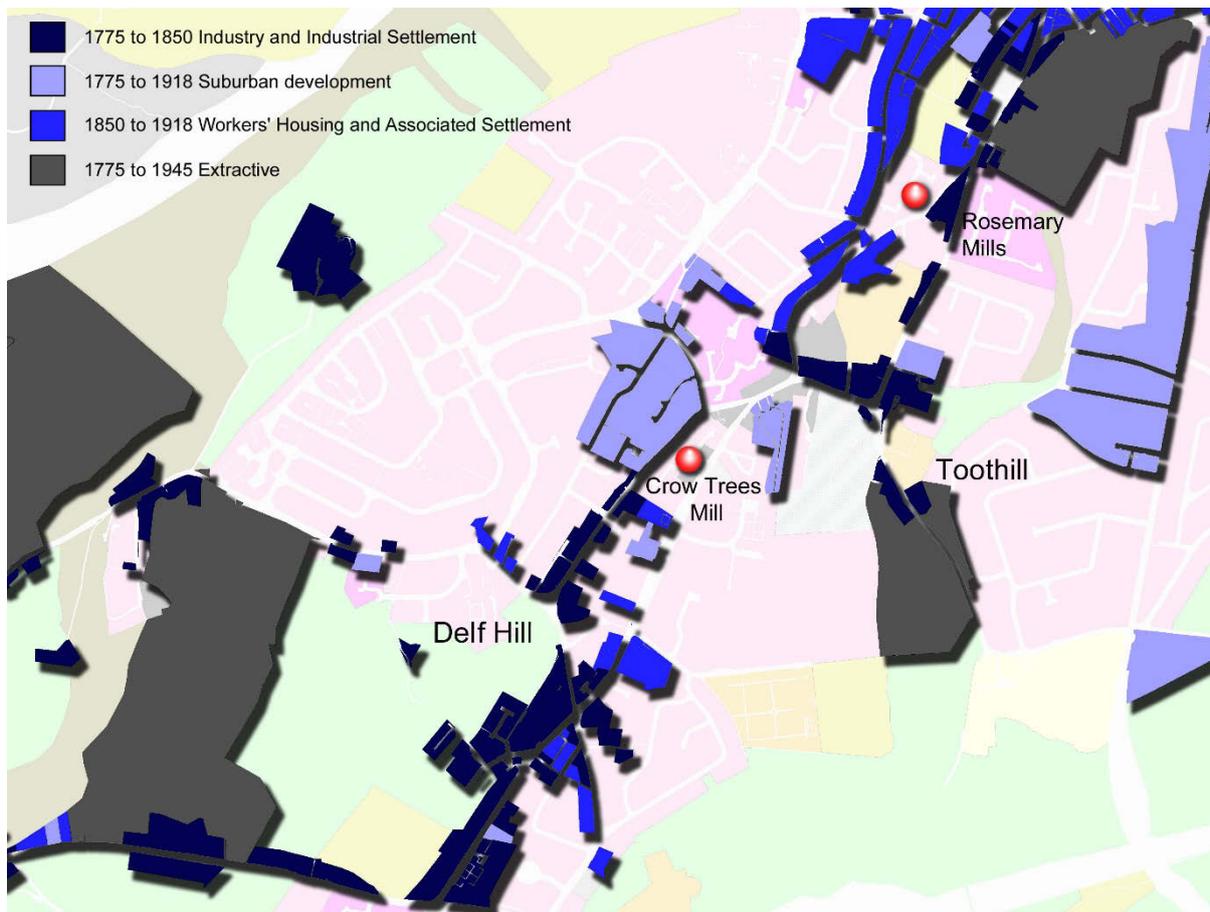


Figure 236. Zone map of the Rastrick's later Industrial Period development (not to scale)

20th century and beyond

Rastrick village core and much of the ribbon development approaching Rastrick retains its Industrial Period character. A new chapel replaced a 19th century school on Church Street

and a few 20th century houses were built on Crow Trees Lane just south of the village core. Otherwise, the village remains a mix of 18th and 19th century cottages, villas, shops, small institutes and terraced houses. Both mills have been replaced with modern houses. The greatest development has been in the rural hinterland. Rastrick is now an urban conurbation of Brighthouse through the construction of large scale 20th century housing. Most of it is post-war.

The Interwar development is small scale. There are two rows of semi-detached houses on Crow Trees Lane to the south of Rastrick (HLC_PK 34292). To the north is a small estate of semi-detached houses off Thornhill Road and a development of semi-detached houses on short terraced rows on Rastrick Common (HLC_PK 27110).

The Field Lane Estate in the late 1960s to 70s was built largely on former agricultural land to the north west of Rastrick (HLC_PK 26812). This was a large scale planned estate of social housing which included associated features such schools and play parks. The largest school is the Rastrick High School built in the late 1970s to early 1980s.

The Delf Hill also saw post-war residential development. These were largely semi-detached houses of the Interwar and post-war period (e.g. HLC_PK 27105 and 27104). Carr Green Primary School was built to the north east of Delph Hill around the 1960s on the site of a quarry (HLC_PK 27108).

Post 1990 development is infrequent and small to medium scale. Two notable examples are The Orchard estate to the north of Rastrick and Badger Hill to the south of Delf Hill (HLC_PK 34192 and 27183).

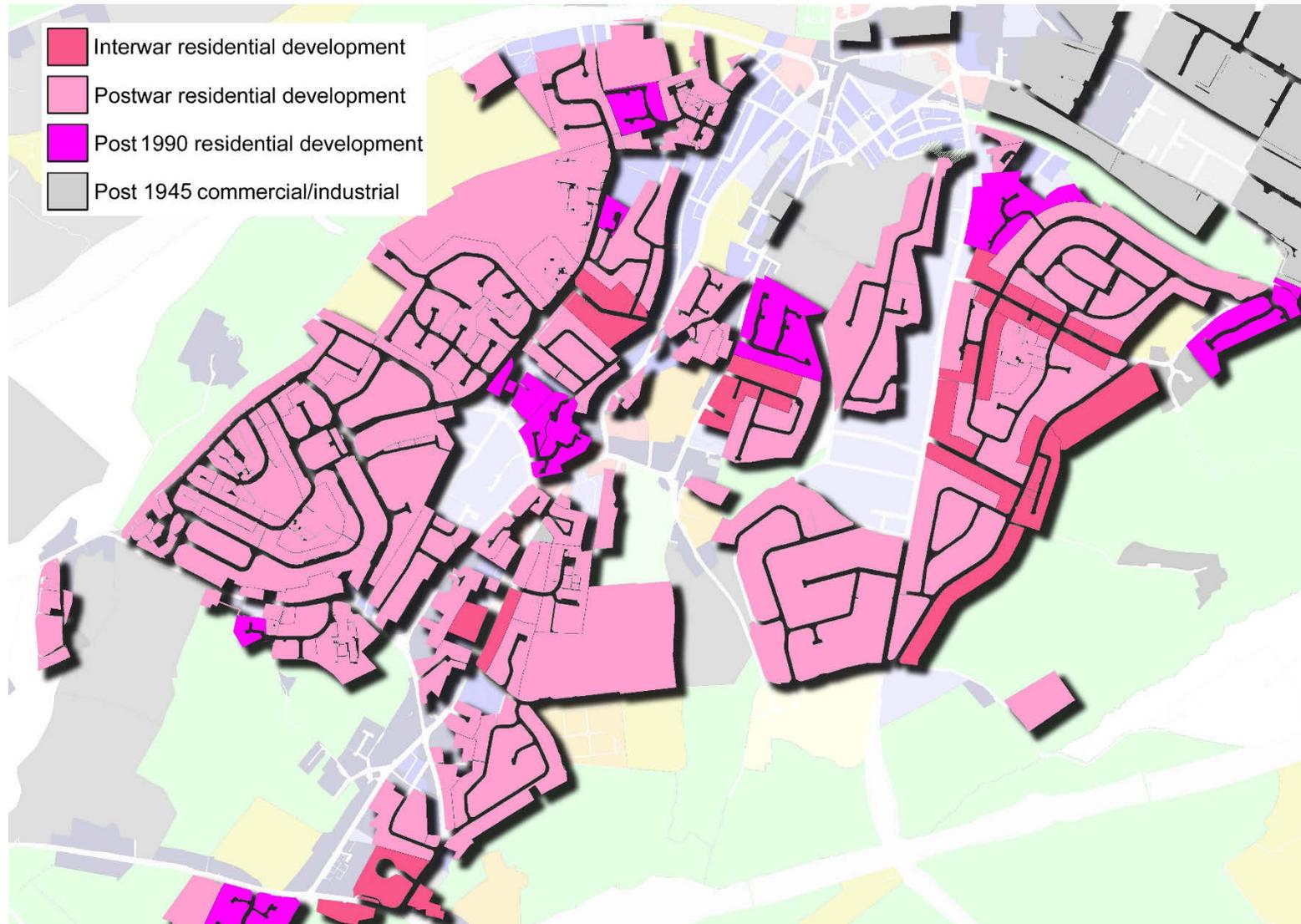


Figure 237. Zone map of the Rastrick's 20th century to recent urban and industrial development (not to scale)

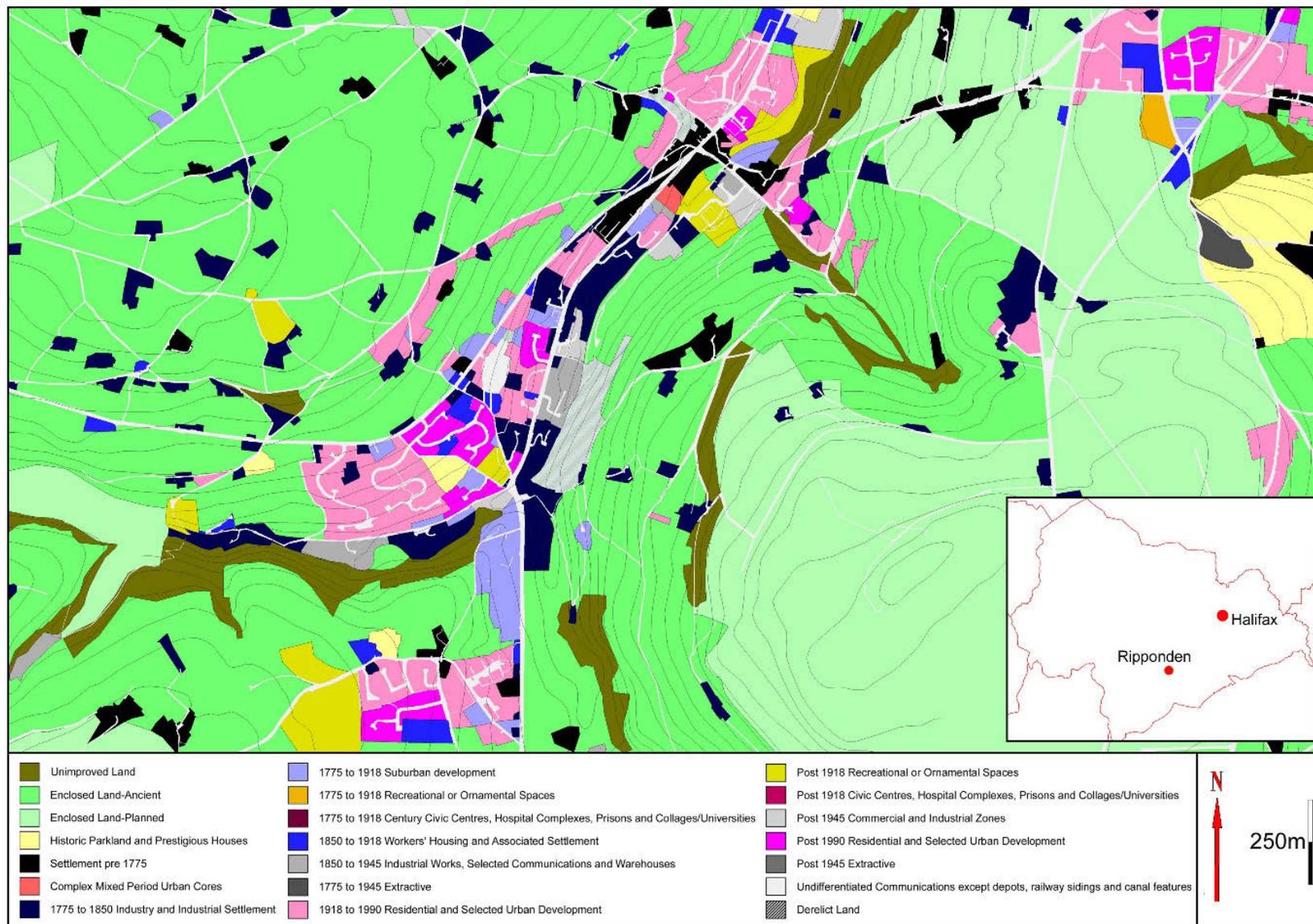
Rural hinterland

There are hints in the field boundary patterns of enclosed medieval strip fields to the south-east and south-west of Rastrick on mid-19th century OS mapping though this is speculation. Otherwise the fields in this area could be considered piecemeal enclosure. Rastrick Common was present to the north-east. This area had been enclosed by c.1850. The distribution of farms in these areas was low density which suggests that Rastrick and Delf Hill may have contained some the area's farms in historic times.

The nearest detached rural settlement is Toothill to the 650m to the south-east (HLC_PK 34282). A building was first recorded at Toothill Hall in the 16th Century though the settlement may be earlier. The Toothill family is recorded as early as the 1300s and 'de Totehill' was mentioned in a court roll of 1272. This area is geographically detached from Rastrick being in a more elevated position above Toothill Bank. To the west of Rastrick in another geographically detached area on the crest-slope above the River Calder are Elland Edge and Boothroyd Farm. Elland Edge contains two Listed buildings of early 18th and early 19th century date (HLC_PK 37594 and 37593). Boothroyd was present in c.1850 (HLC_PK 38881).

4.2.18 Ripponden

Figure 238.
Zone study
area map of
the
Ripponden
locality



Overview

Ripponden is a rural village of potentially ancient origins which became developed as small town in the Industrial Period and a small detached rural suburb in the 20th century. Ripponden is situated in an isolated rural position and is the last village at the western end of the Ryburn valley. Ripponden is situated 7.5km south-east of the Halifax Town core (150m AOD. OS ref 403973, 419810). The village straddles the Township boundary of Soyland to the north and Barkisland to the south. Today Ripponden occurs largely as a linear development along Halifax Road and Rochdale Road (a continuation) which runs in a roughly east-west direction along the Ryburn valley bottom. The earlier village may have had a different alignment (see below). The valley is steep-sided and deep at this point. The road rises to the west as it climbs along Booth Dean Clough and then over the high moor of Blackstone Edge. Here the land is bleak and open. To the north-west the valley descends towards Sowerby Bridge where it meets the River Calder 4.5km to the north-east. The land rises steeply to the lower slopes of the Great Manshead Hill to the north-west and Ringstone Edge Moor to the south-east. Ripponden sits above a solid geology of the Millstone Grit Group of rocks.

Historic core

The early historic core of Ripponden probably formed around a packhorse bridge over the River Ryburn, it is in this area there is the highest concentration of historic buildings. The core corresponds with Priest Lane, Old Bridge, Old Bank and Ripponden Old Bank to the south of the Ryburn and Royd Lane and Back Lane which leads to Ripponden Old Lane to the north (HLC_PK 32890 and 32917).

Today Halifax Road which runs northeast-south west is the main focus of the village. This road was named the Blackstone Edge Trust Turnpike in c.1850. The turnpike probably dates to around 1815. Halifax Road became the focus of Industrial Period settlement. Prior to this Ripponden Old Lane further north led to Blackstone Edge. The original village core probably had a north-south alignment occurring on both sides of the River Ryburn along Priest Lane and the Old Bridge leading to Ripponden Old Bank. The original bridge was built in the mid-18th century replacing a stone bridge of 1533 (Images of England UID 407744). The lanes here have an organic character and contain the highest density of historic buildings.

With regard to Historic England Listed Buildings within the village core: the grade II Listed Old Bridge Inn contains 16th century timbers. This area also includes at least one early 17th century house. Other buildings include the Ripponden Old Bridge, Elland Road Bridge; a 19th century barn; and 18th and early 19th century cottages.

Elland Road Bridge is situated to the immediate south of Ripponden Old Bridge and originates in 1772. The Bridge connects to Ripponden New Bank to the east. This road, which completely bypassed the early village, was probably contemporary with the bridge as part of the same development.

The area contains several indications that Ripponden is ancient. As a place name, 'Riburneden' is recorded in 1307 (Smith, A.H. 1961. Part III. p.65). The current parish church of St Bartholomew was built in 1868 but a font discovered during excavations between The Old Bridge Inn and the church is 16th century and may have come from an earlier church dating back to 1464. A Royal charter to build a church was granted in the 1400s. The church may have formed the parish centre for several rural settlements in the area. The chapel was rebuilt in 1610 and renewed in 1737. The earliest record of the Old Bridge Inn dates from 1307. Ripponden was possibly a small commercial core on an important trade route in the middle ages. The valley bottom position makes the possibility of arable farming questionable and there appears to be no evidence of strip-field farming found in other local medieval settlements. Much of the settlement of the Ripponden area was probably in the rural hinterland which contains a relatively high density of farms and folds, many of 17th century date or earlier.



Figure 239. Zone map of the Ripponden's historic settlement (not to scale)

Industrial Period development

Ripponden developed its own cottage industries, largely based on weaving, during the late 17th and early 18th centuries. The Ryburn provided the power for watermills that assisted the growth of mechanised industry. The Ryburn and tributary brooks developed as a zone of industry during the later Industrial period. They are listed below (from west to east):

- Hazelgrove Mill. Pre-1850. Probably cotton. Demolished with surviving water features. HLC_PK 39254
- Soyland Mill. Post-1850. Paper. Demolished. Now housing. HLC_PK 33022
- Upper and Lower Swift Place. Pre-1850. Fulling. Possible partial survival. HLC_PK 33020
- Ryburn Mills. Post-1850. Cotton. Demolished in the late 20th century. Now housing. HLC_PK 33016
- Stones Mill. Pre-1850. Cotton. Possible partial survival. Now housing. HLC_PK 33006
- Rishworth Mills. 1836. Cotton. Extant. HLC_PK 39632
- Slithero Mill. Pre-1850. Possible late 18th century origins. Woollen and later paper. Extant and reused. HLC_PK 33413
- Lower Dyson Mill. Pre c-1850. Cotton and Woollen. Partly demolished now housing. HLC_PK 32934
- Dyson Lane Mill. Pre-1850. Cotton. Fragmentary survival. Area contains later terraced row. HLC_PK 32963
- Commercial Mills. Post-1850. Cotton.
- Hollins Mill'. Pre-1850. Unknown small mill. Possible early water powered mill. Later phases extant. Now an industrial park. HLC_PK 32929. Demolished. Now housing. HLC_PK 32931
- Small Lees Mill. Pre-1850. Cotton. Extant as apartments. HLC_PK 32922
- Ripponden Mill. Pre-1850. Cotton. Demolished in the late 20th century. Now playing fields. HLC_PK 33325
- Chapel Field Mill. Post 1850. Cotton. Partially extant. Later works fully extant. HLC_PK 33330
- Victoria Mill. Post-1850. Demolished in the late 20th century. Now a business park. HLC_PK 32849

The railway reached Ripponden by 1878 (HLC_PK 33338). The Ripponden Railway Station was the on Lancashire and Yorkshire Railway. The area included sidings and goods station sheds. It closed to passenger services in 1929; goods traffic ceased in 1953. The Railway

terminated 1km to the west at the nearby hamlet of Rishworth which also featured a goods yard (HLC_PK 33392).

It was probably during the Industrial Period that The Halifax/Rochdale Road area of the village became developed as a commercial core. This length of street contains 19th century terraced rows of buildings in Victorian and vernacular styles with shops to the ground floor with accommodation above (HLC_PK 32917). The area also contains a public house. With the industrial settlement came 18th and 19th century institutes. St Bartholomew's Church is probably the largest (HLC_PK 32915). Ripponden contains several small chapels and village schools.

Ripponden developed a few terraced houses during the industrial period. These largely occurred to the west of the area on Rochdale Road and Oldham Road. Development never became larger than a few rows. None of the large grid-iron developed seen in other parts of Calderdale were present. The development was piecemeal, linear and relatively low density. A few villas were also constructed around this time with a similar distribution. The associates of the houses were local and probably connected to individual mills.

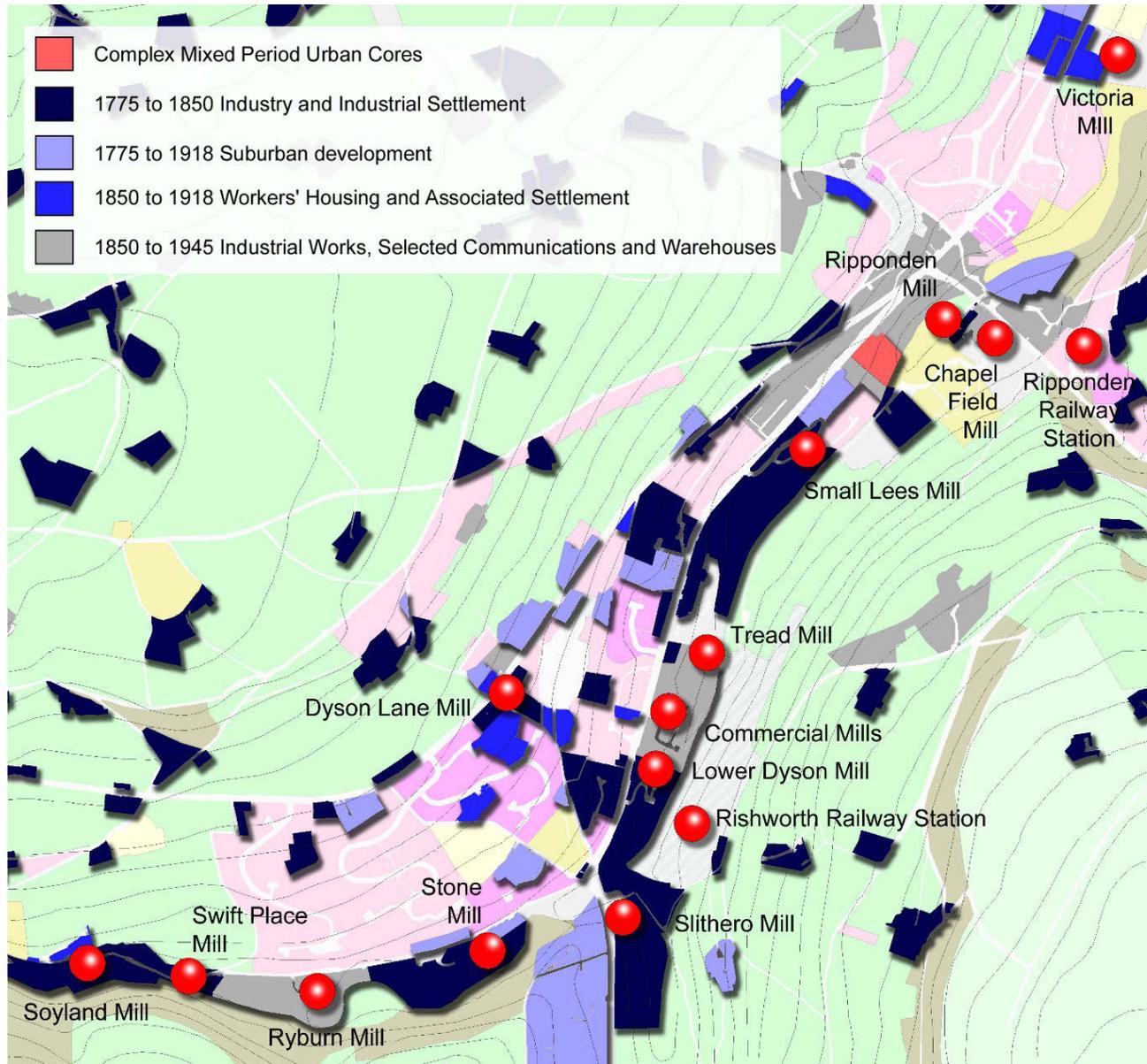


Figure 240. Zone map of Ripponden's later Industrial Period development with 18th and 19th century mill distribution (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

The hamlet of Rishworth to the south-west requires mentioning. The Rishworth area gained a few mills in the 18th and 19th century and a few cottages, terraces and houses. The area even had a Baptist Chapel with Sunday school and a hotel. Of special interest is Rishworth School (HLC_PK 33502). The school was a private school founded in 1825 incorporating an earlier house. The school expanded in the 20th and 21st century to become a modern private school.

20th century and beyond

20th century residential development is small scale and piecemeal situated largely on the edges of the village. The two largest developments occur at the north-east and south-west ends of the village. The development to the east were low rise flats built around the 1970s probably as social housing (HLC_PK 32861). Rylands Park was built around the 1990s as a small private estate (HLC_PK 32991). A linear development along Nursery Lane on the northern valley sides consisted of a few named houses of the 1970s and 80s. Ripponden New Bank [Road] also acquired a small suburb of c.1970s houses (HLC_PK 33341). There were several other individual houses and small cul-de-sacs in the vicinity of the village.

One or two of the former industrial sites along the Ryburn valley became redeveloped as modern works or trading estates such as The Meadow Croft Lane Estate built on the site of Victorian Mill to the east of Ripponden (HLC_PK 32849). Again these are small scale and piecemeal with no large zones.

Ripponden retains good coherence of its Industrial Period character with strong representation of earlier character types.

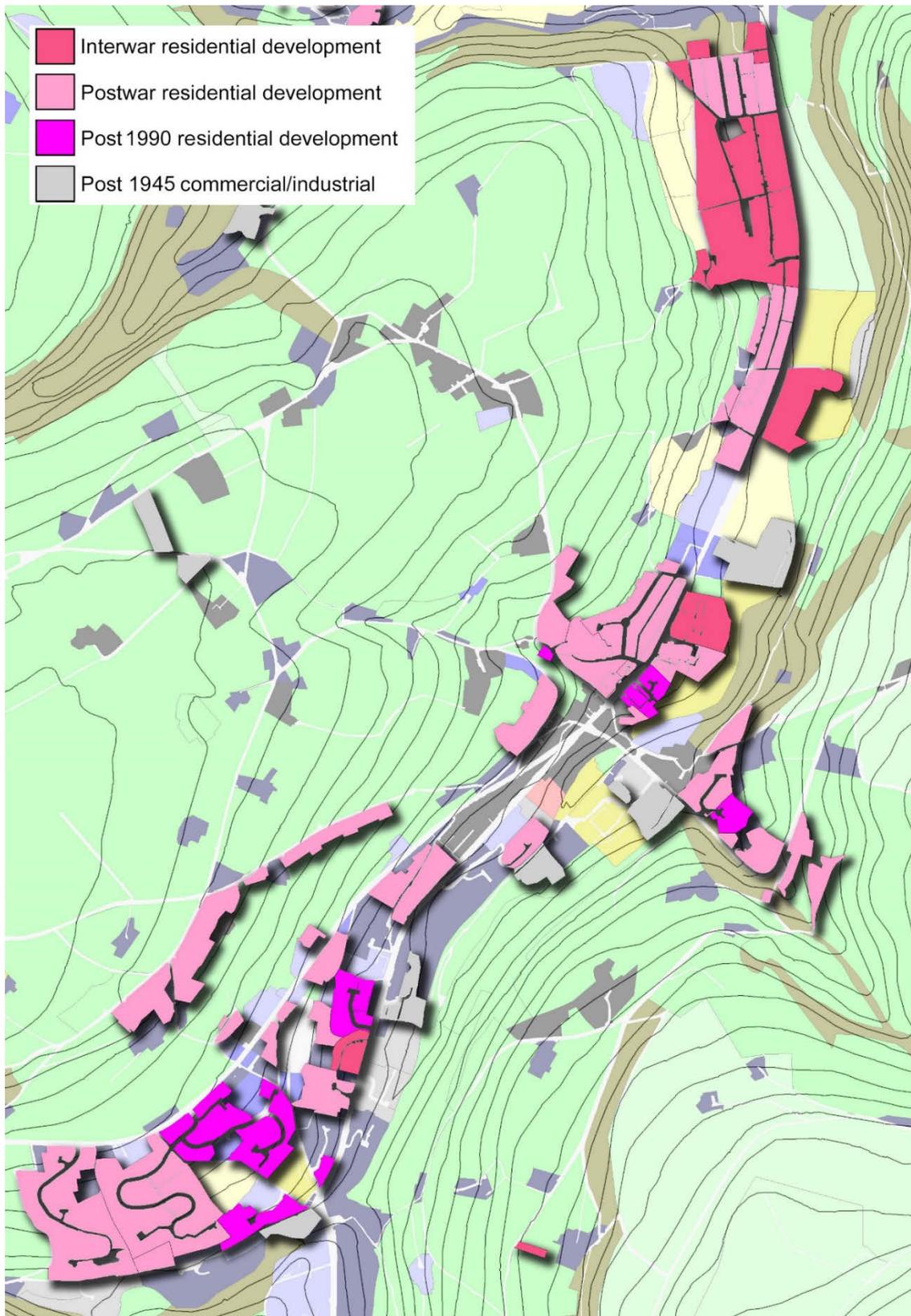


Figure 241. Zone map of Ripponden's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

The Greater part of the settlement occurred in the rural hinterland of Ripponden as a distribution of farms, cottages and folds. The valley bottom was generally too wet and narrow and the valley sides too steep and wooded. The field pattern where the land is conducive to farming is generally one of piecemeal enclosure or assarts and intermittent wooded cloughs rising to become intakes and surveyed enclosure closer to the moorland edge. Intake farms are generally later, around the 18th or 19th century, though this is not always the case. The fields in the more ancient areas generally demonstrate good survival of field boundaries with little agglomeration. The survival of farms and cottages depicted on mid-19th century mapping is also good. Closer to the moorland edge there has been some abandonment of fields and farms, though the boundaries and farm sites lie undisturbed. The hillside areas both to the north and south of the Ryburn valley is crossed by an irregular network of small lanes all of which provide access to the many farms.

The area has a relatively high density of rural settlement. Some of the folds in this area could count as villages in their own right with associated school, chapels and mills, such as the clough side settlement of Mill Bank 1.6km to the north of Ripponden (HLC_PK 32684). There are a number of notable rural settlements within 1km of Ripponden. Soyland Town to the north of Ripponden probably originated in the 13th century or earlier and may have been surrounded by strip fields (HLC_PK 33150). The settlement contains a prestigious country house: Making Place Hall built around 1706. There are numerous historic farms in the rural hinterland of Ripponden. Several are high status Yeoman's houses dating to the 17th century, such as Lower Moor Farm to the north of Ripponden or Rishworth Hall to the south (HLC_PK 33157 and 33518). The area also contains 18th and 19th century farms with cottages and domestic workshops. The ancient route westwards along the high Ryburn Valley was also the focus for a number of historic buildings including farms dating from the 17th century and one or two inns. This is an ancient, long-settled and well preserved landscape.

4.2.19 Salterhebble

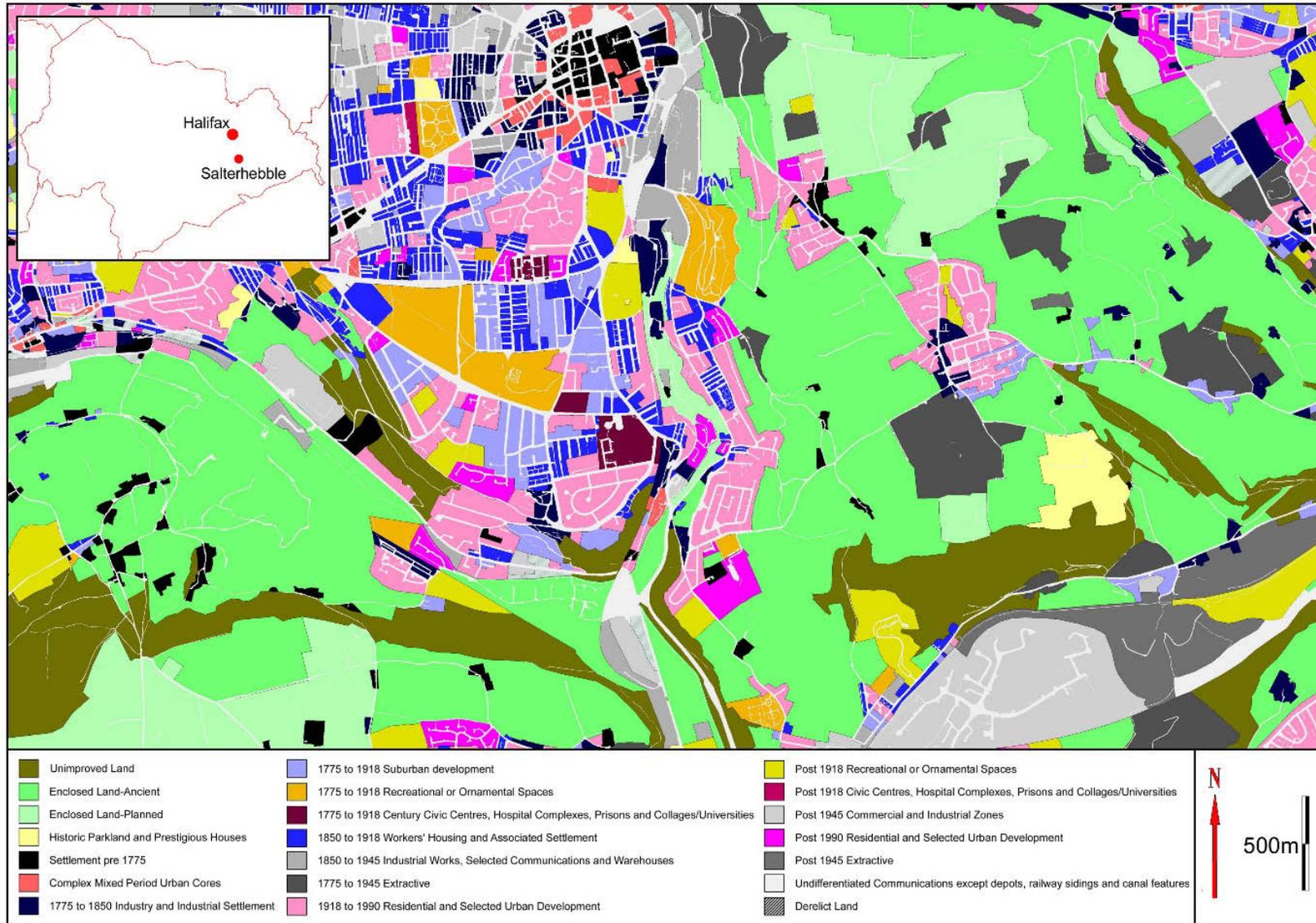


Figure 242.
Zone study
area map of
the
Salterhebble
locality

Overview

This area was included in the in the gazetteer descriptions not because it represents a particular settlement, rather it an example of a 19th century industrial zone which incorporates Industrial Period canal and rail transport. Salterhebble was a fold of predominantly Industrial Period cottages situated at roughly midpoint between Halifax to the north and the Salterhebble Canal Basin to the south in the Hebble Brook Valley. The valley is steep sided and runs north south. The land rises to the east to the hill top of Southowram and to the west to the former Skircoat Moor. The valley continues northwards past Halifax Town and Dean Clough and continues as Ovenden Brook below the moors around Illingworth. The Hebble Brook exits the valley into the River Calder 700m to the south. The valley is located to the immediate south of Halifax Town and straddles the Townships of Skircoat and Southowram (100m AOD.OS ref 40974, 423088). It sits above a solid Geology of the Millstone Grit Group of Rocks which becomes the Pennine Lower Coal Measures to the east.

Historic core

There was a discernible core at Salterhebble and this was situated on a hillside location at the bend in Huddersfield Road near the junction to Chapel Lane. 19th century mapping depicts what appears to be an early Industrial Period settlement with yard developments of cottages, two inns, a chapel and a small school (HLC_PK 3162). Whether this originated as a pre-Industrial Period settlement is questionable. The valley does contain several buildings of confirmed late or early post medieval dates. Bank House 500m to the south of Salterhebble is a late medieval hall remodelled in the 17th century (HLC_PK 35101). To the immediate east of Salterhebble is Rockery House, a high status Yeoman's house of 17th century date (HLC_PK 3166). Backhold Hall is another high status 17th century house 300m further west of Rockery House (HLC_PK 2882). The Shears Inn 1km to the north originated as a coaching inn in the 17th century and is situated on an ancient crossing point on the Hebble. Ancient settlement is present in the Salterhebble valley, though it appears to be scattered rather than nucleated. Halifax only 2km to the north may have provided the central place.

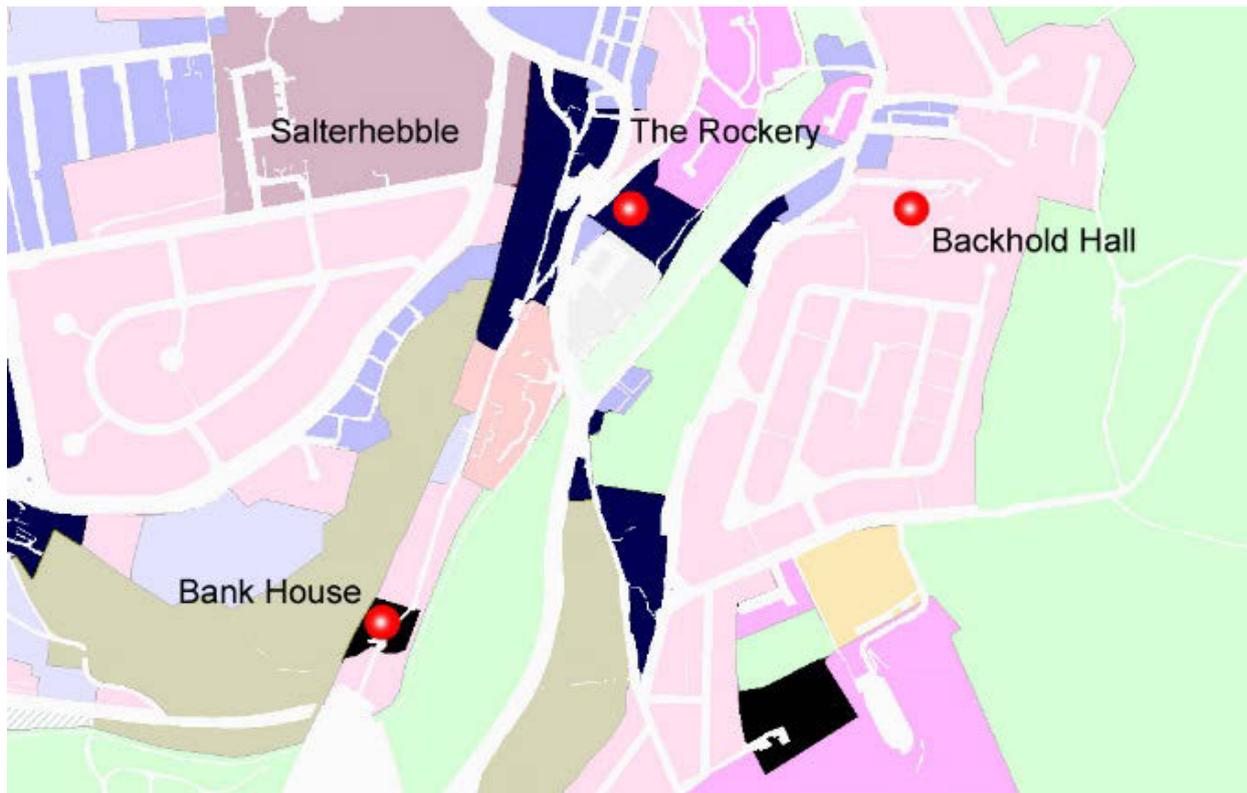


Figure 243. Zone map of the Salterhebble's historic settlement (not to scale)

Industrial Period development

One of the main interests in this area is the Industrial Period development. The Hebble Brook would have been a focus of industrial development from before the Industrial Period as a supply of water and power. The valley also provided the easiest route into Halifax for the Halifax Branch of the Calder and Hebble Canal. The Calder and Hebble Canal was completed in 1770. The Halifax Branch opened in 1828. It climbed for around 2.7km from the wharf at the head of the Hebble and terminated in a canal basin near the centre of Halifax to the immediate east of Halifax Railway Station. The canal closed in 1942. It now only navigable for around 400m as far as Huddersfield Road where the basin survives (HLC_PK 3172). There are no HLC records for the canal north of this point, though it is described in this description as an explanation for the many mills and along its route.

It is likely that some of the early Industrial Period cottages in the Hebble valley had a function as domestic textile workshops. The restrictions of the valley meant that larger contiguous developments could not be built: rather terraces and the few small villas occurred as piecemeal developments of individual rows associated with specific industrial sites. The Salterhebble settlement probably represented the largest group. A second slightly smaller core developed at Exley to the south of Salterhebble (HLC_PK 35105 and 35106). Few of these early cottages which lined the valley sides survive. Salterhebble has also been greatly reduced in number. The more level areas at the tops of the valley (to both sides in Siddal

and Skircoat Green) did become areas of large scale terraced house development in the later Victorian and Edwardian period. Here are several grid-iron developments of through and back-to-back terraced houses. These areas also include small shops, chapels and schools (e.g. HLC_PK 2269, 2268, 1954 and 3500). These demonstrate better survival, although at least one development has been replaced by modern houses (HLC_PK 2268). The municipal Stone Royd Cemetery was also opened to the north of the area in 1861 (HLC_PK 2274)

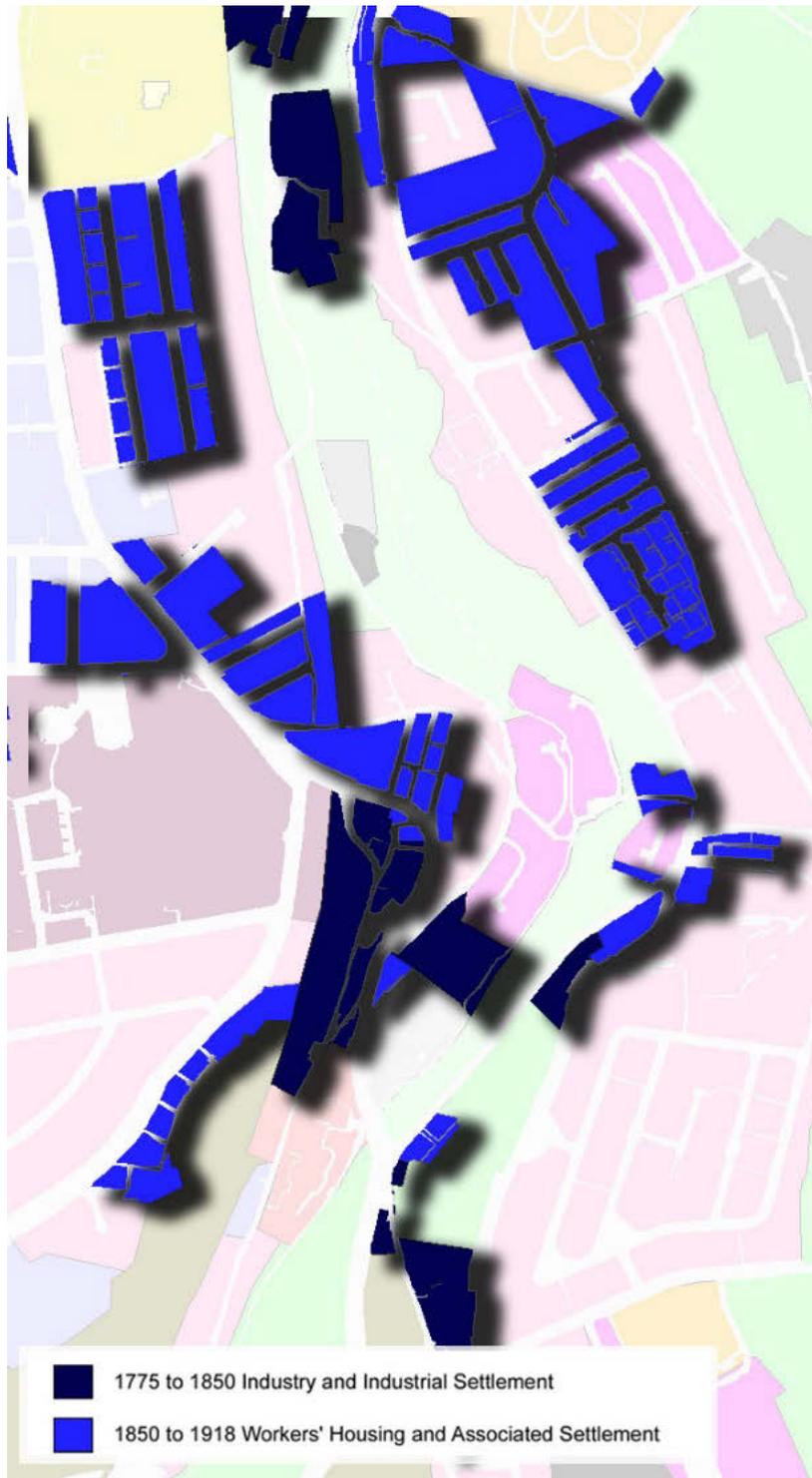


Figure 244. Zone map of Salterhebble's Industrial Period development (not to scale)

Halifax Railway Station opened in 1844 by the Manchester and Leeds Railway as the terminus of a branch off their main line from Manchester to Normanton. The current station building dates to 1855 (HLC_PK 2686). With the station came a substantial goods yard with a second goods station built to the immediate south, Shaw Syke Station (HLC_PK 2680).

The valley attracted several industrial sites during the mid to late 19th century. A list of the industrial features, as depicted on mid to late 19th century mapping is presented below (from south to north):

1. Copley Dye works. Post-1850. Partial survival. Site in commercial use. HLC_PK 35047
2. North Dean Chemical Works. Post-1850. Now part of the Copley Sewage Works. HLC_PK 29298
3. Halifax Corporation Sewage Works. Post 1850. Extant though modified. HLC_PK 29408
4. Un-named cotton mill. Post 1850. Fragmentary survival. Now a pub car park. HLC_PK 3171
5. Bottoms Mill. Pre-1850. Woollen. Possibly extant. No separate HLC record.
6. Farrah Mill. Pre-1850. Originally a corn mill. Later a dye works. Possibly extant and reused. Part of HLC_PK 3177
7. Chemical works. Post-1850. Possibly extant and reused. Part of HLC_PK 3177
8. Boys Mill. Pre-1850. Woollen. Extant. Now forms Phoebe Lane Industrial Estate. HLC_PK 3179
9. Gas Works. Post-1850. Fragmentary survival. Now part of HLC_PK 3180
10. Shaw Lane Mills. 1830. Worsted. Extant and subdivided into industrial units. HLC_PK 3180
11. Halifax Corporation Gasometers. Post 1850. Gas holders lost. Site still a gas works. HLC_PK 3206
12. Unnamed mills. Possibly pre c.1850. Probably textile. Part of HLC_PK 3180
13. Atlas Carpet Works. Post 1850. Site possibly founded as the Shaw Hill Chemical Works. Possibly extant. HLC_PK 3189
14. Halifax Corporation "Goux" Yard. Post 1850. Now industrial works. No separate HLC record
15. Stoney Royd Mills. Post-1850. Probably textile. Partly reused as a food factory. Part of HLC_PK 3201

16. Un-named mill. Post-1850. Probably textile. Demolished now a chemical works. Part of HLC_PK 3201
17. Old Brick Kiln. Post-1850. Now housing. Not listed separately.
18. Waterside Works. Possibly pre-1850. Use unclear. Demolished. Now a depot. Part of HLC_PK 3201
19. Un-named dye works. Date unclear. Now sheds. Possibly pre-1850. Demolished. Part of HLC_PK 3197
20. Albion Mills. Pre-1850. Carpet manufacturer. Partly extant and reused as a food factory (possible). Part of HLC_PK 3201
21. Iron works. Post-1850. Demolished. Now sheds. Part of HLC_PK 3201
22. Bailey Hall Mill. Probably pre-1850. Partly extant and reused as a food factory (probable). Part of HLC_PK 3201
23. Clarke Bridge Mill. Probably pre-1850. Demolished as retail warehouse. HLC_PK 2688

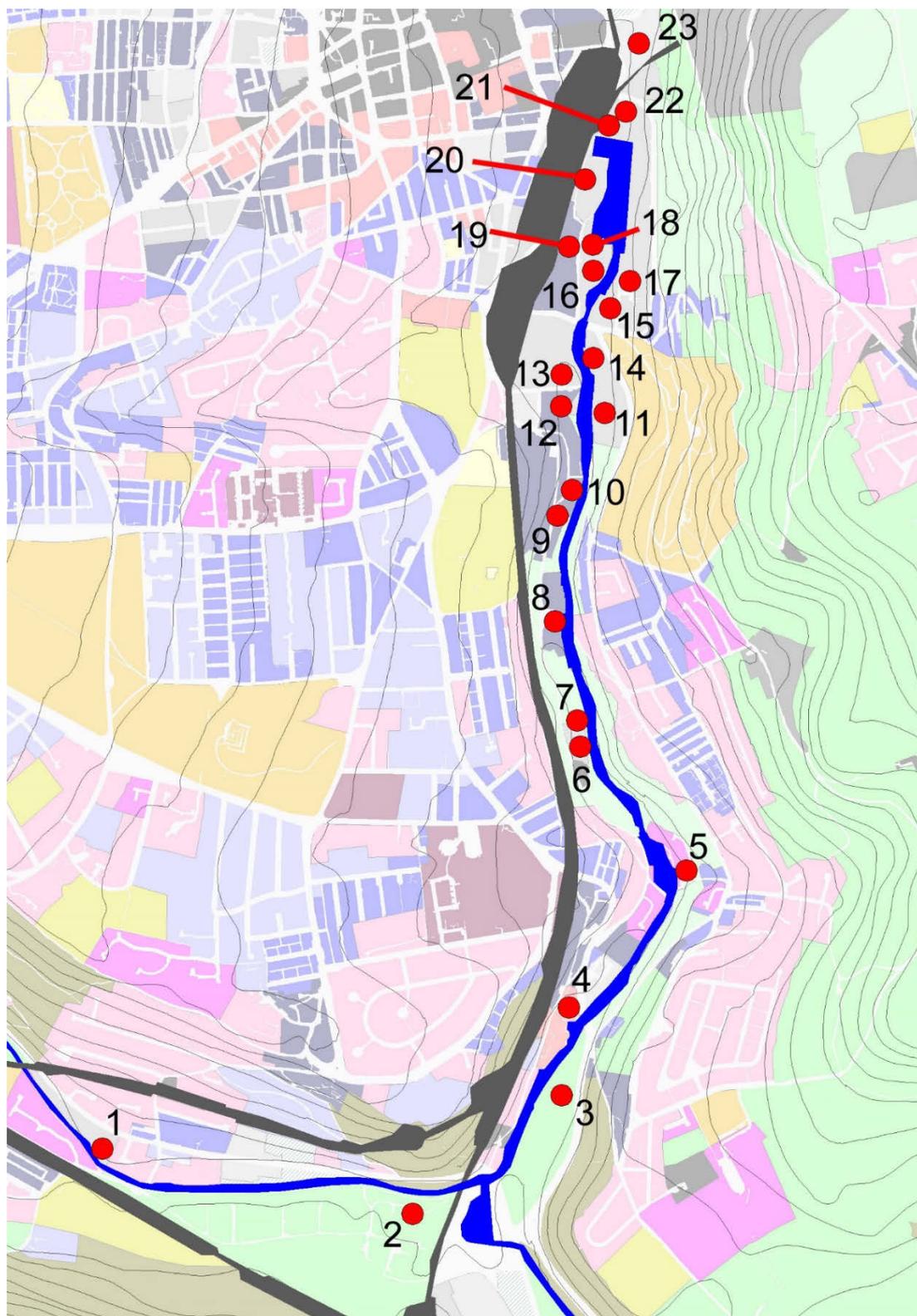


Figure 245. Distribution of industrial works along the Halifax Branch of the Salterhebble Canal (not to scale). Canal, wharfs and basins in blue. Railway and goods yards in grey. For key to numbers see text. Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey

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20th century and beyond

20th century housing development has occurred mainly on the valleys tops in Exley and Salterhebble where there are several medium scale estates of Interwar and post-war housing. There is a strong element of social housing particularly in the Siddal area (e.g. HLC_PK 2270, 2271, 2270 and 3499). Of the post 1990 development, a small to medium scale estate was built adjacent to Rookery House in the valley bottom replacing former works (HLC_PK 2897). Two more were built on the valley sides in Siddal (HLC_PK 2888 and 2273).

Two notable 20th century additions in the Skircoat area are the Shay Sports Stadium built around the 1920s and the Spring Hall playing fields established around the same time (HLC_PK 2673 and 1962). The Elmwood Bus Garage was built between the two sports ground in the late 1930s (HLC_PK 3182).

Development in the Hebble valley has been one of industrial and commercial reuse or redevelopment. Several mill and other works in this location have survived through reuse and several have Listed Building designation. Details of the conditions of the mills is provided in the list of industrial sites above.

The Bailey Hall factory in the northern part of the area is the one of the largest modern works. It partially reuses a late 19th century woollen mill building, which in turn seems to have replaced earlier, probably late 18th century works which was probably water powered (HLC_PK 3201). Halifax Goods Station is partly reused as the Eureka! Children's Museum built in the early 1990s and Shaw Syke Station survives but is disused (HLC_PK 2684 and 2680)

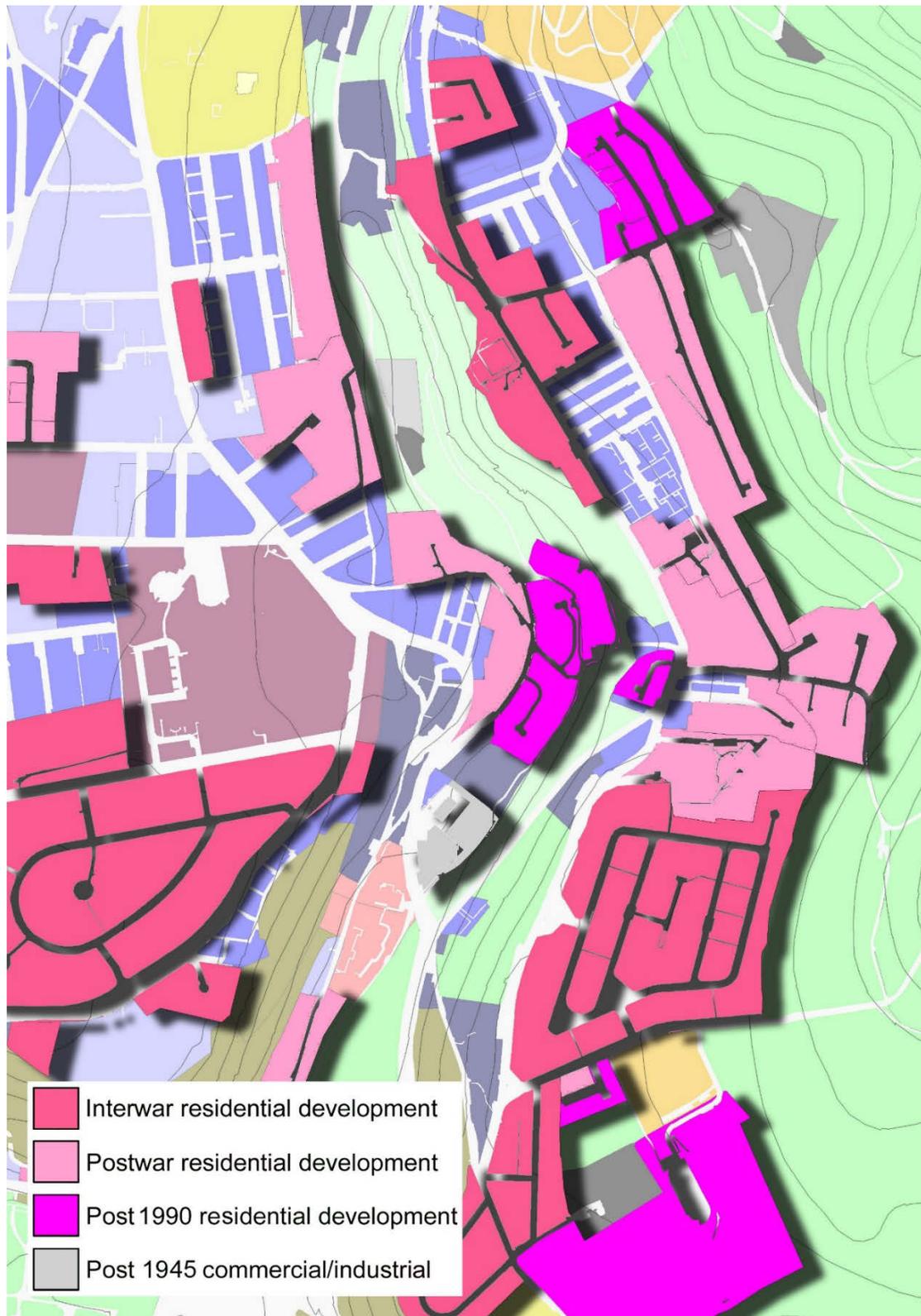
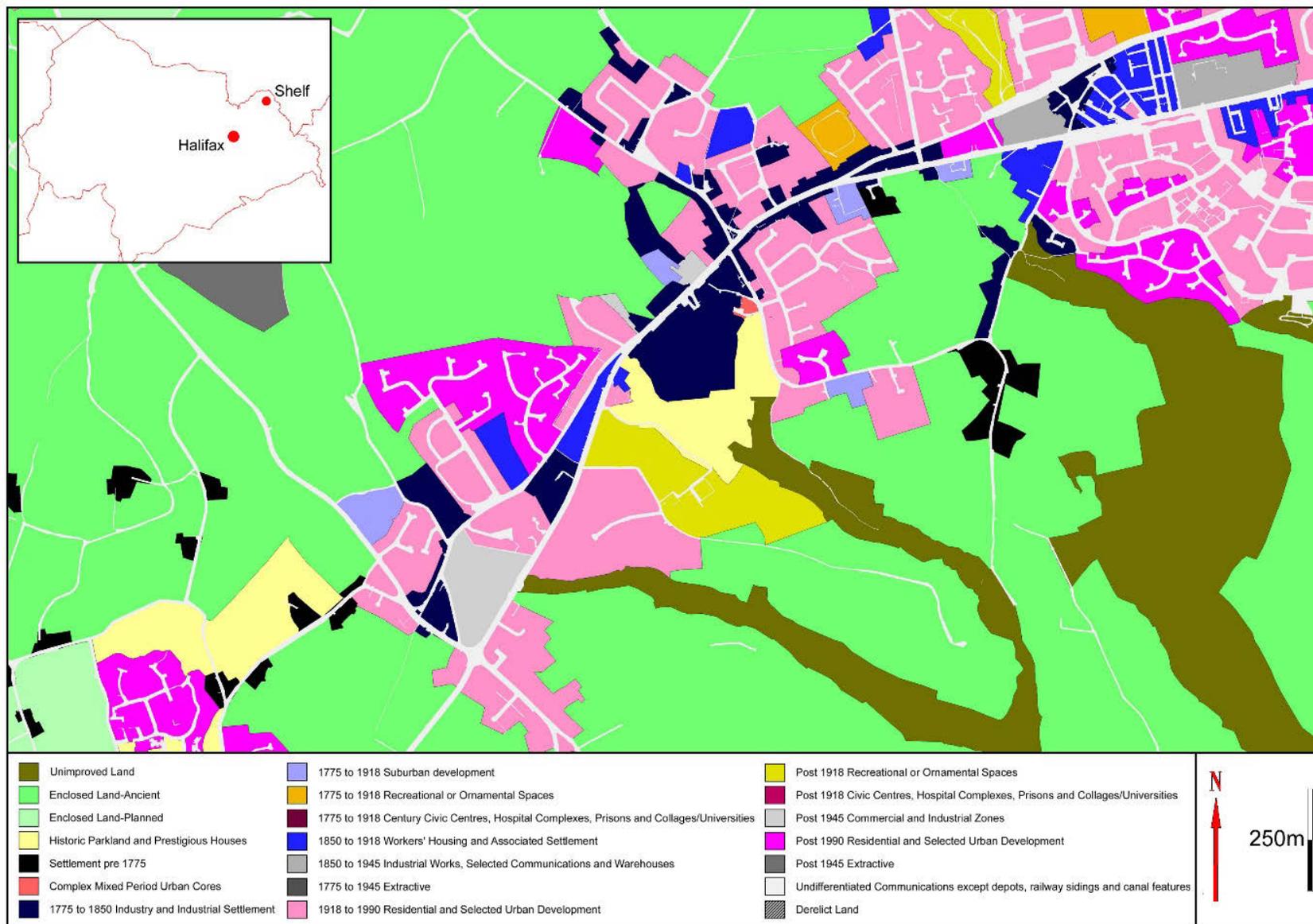


Figure 246. Zone map of Salterhebble's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

4.2.20 Shelf

Figure 247.
Zone study
area map of
the Shelf
locality



Overview

Shelf originated as a village of potentially ancient origins which developed as a small town in the Industrial Period. Although Shelf is in the district of Calderdale, it is now connected to Bradford through continuous development. Shelf is situated on the southern slopes of Shelf Moor which had been entirely enclosed by the 19th century. The settlement sits at the neck of a long hill which projects south east from Shelf Moor bounded by two wooded cloughs: Royd Hall Beck to the north-east and Coley Beck to the South-west. The two becks meet at Bailiff Bridge 4.3km to the south east. Shelf is situated 5km north-east of the Halifax Town core in the Township of Shelf (240m AOD. OS ref 412497, 428829). The settlement sits above a solid geology of the Pennine Lower Coal Measure Group of rocks.

Historic core

Mid-19th century OS mapping depicts Shelf as a linear development of medium density which ran for around 1km along Witchfield Hill leading to Wade House Road from the junction of Carr House Road in the north-east to the junction of Shelf Hall Lane in the south-west (HLC_PK 36563). Settlement also extended for a short distance along lanes leading from the main street to the north and south. There is little on the mapping to suggest that Shelf had ancient origins. The land to the north was enclosed moor; perhaps a former common? To the south was piecemeal enclosure with farms of ancient origins. The village contained all the features which can be expected in a developing Industrial Period settlement: cottages, chapels, public houses, *etc.* The village also contained a few mills and other works.

The settlement however does have ancient origins. "Scelf" is named in the Domesday Survey and a various other times, with a variety of spellings throughout the later medieval period (Smith .A.H. 1961. Part III. p.85). Shelf Hall was named at the western end of the Village on Wade house Road on mid-19th century mapping. Shelf Hall was built on the site of Shelf Old Hall, which was rebuilt in stone in 1629 on the site of a fifteenth century aisled timber house. The hall was demolished in 1958. The area now contains a village hall (HLC_PK 29218). The medieval place names occurrences may refer to a hall with dispersed settlement rather than a village

Shelf contains a number of listed buildings which give an indication of Shelf's development at least from the early post medieval period. High House is a 17th century farm house on Carr House Road to the east of the village (HLC_PK 36634). It is likely that this was originally detached from the village core, part of the dispersed settlement of ancient farms on land to the south. All other listed buildings relate to Industrial Period development and include cottages, early 19th century houses, a Methodist church of 1853 and the former mid-

19th century gate lodge to Wade Houses (now lost. No separate HLC record). There are one or two buildings depicted on later 19th century mapping with building footprints which hint at early origins, including an inn and various houses though this is entirely speculation. Royd Hall Corn Mill was located 400m to the south of Carr House Road in the Royd Hall Beck valley (no separate HLC record). It is possible that this served as the village corn mill in ancient times. The mill was lost by the late 19th century.

On the whole, Shelf's character is largely Industrial Period with Georgian and Victorian cottages, terraces and villa houses. Little can be ascertained, given available resources, of Shelf's early historic landscape history. By the mid-19th century Shelf had developed local industry which included Shelf Windmill built in 1789 (now lost. HLC_PK 26833), many coal pits, an iron works and textile mills.

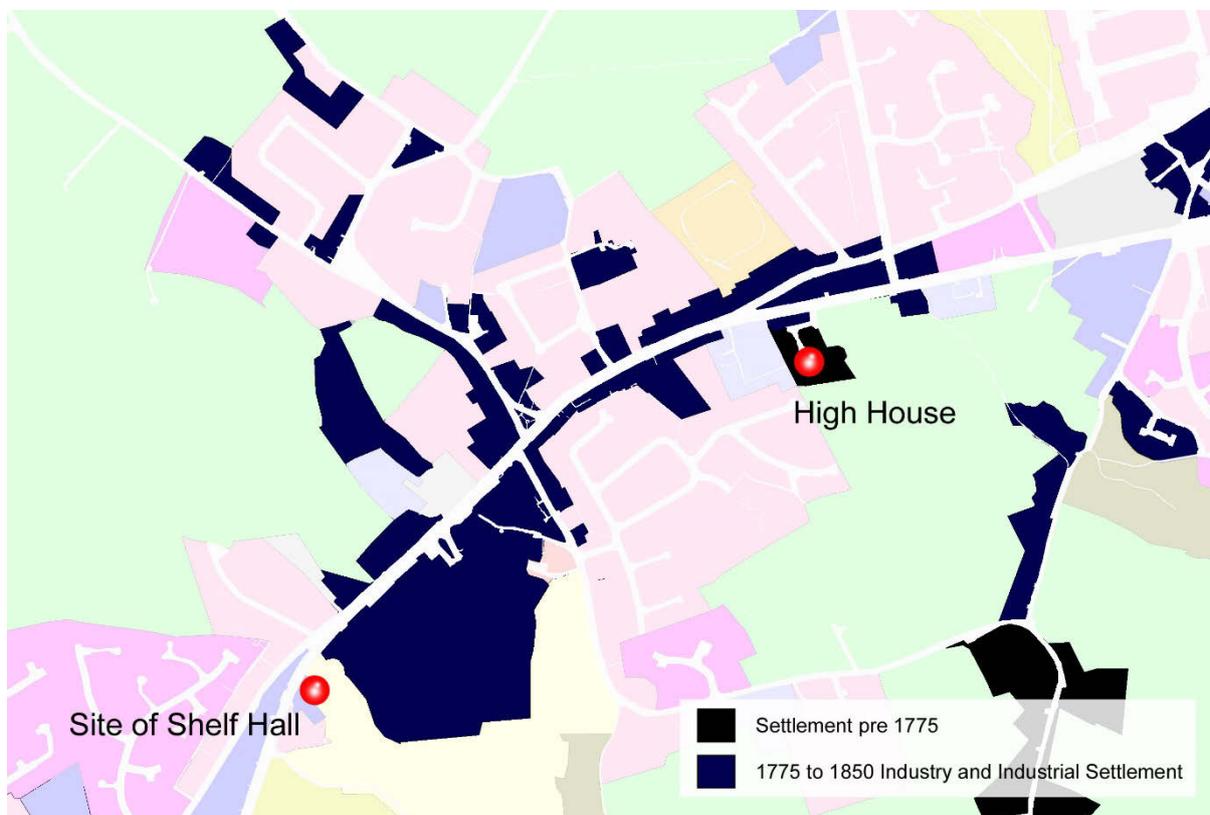


Figure 248. Zone map of the Shelf's historic settlement (not to scale)

Industrial Period development

Coal mining and iron stone extraction was prominent in Shelf during the mid-19th century and coal pits surrounded the village on all sides. Part of Shelf Moor became named Coal Pit Hills; this was a large open area of bell pits and spoil tips and many individual pits in adjacent fields (HLC_PK 20973). A local few pits also had associated coke ovens. Two of the larger coal pits to the east of the village were connected by tramway to Low Moor Iron Works (via Wibsey) 3km to the east. The colliery closest to the village has its own iron works

by 1794 (Shelf Iron Works. HLC_PK 28507). It was probably industrial extraction activities from the 18th century which attracted much of the settlement seen on mid-19th century mapping. The area contains many cottages of this period including single storey cottages typical of the Bradford mining and quarrying areas. Good examples can be found on Shelf Moor Road to the northwest in an area of vernacular cottages historical known as Cheap Side (HLC_PK 36572, 36621. *etc.*).

Shelf contained a number of other industrial sites, which largely had textile associations, in the village and surrounding countryside. These are listed below from (west to east):

- Shelf Dye Works. Pre-1850. Large scale. Lost by c.1894. Now a housing estate. HLC_PK 29180
- Clough Mill. Post-1850. Worsted. Only a chimney survives. Now a late 20th century industrial estate. HLC_PK 28918
- Victoria Mills. Pre-1850. Woollen. Now modern industrial units. HLC_PK 28711
- Grove Mill. Pre-1850. Woollen. Site now occupied by modern sheds. Possible fragmentary survival. HLC_PK 36611
- Blackshaw Beck Chemical Works. Post-1850. Established on site of coal pits. Possibly extant and reused. HLC_PK 23359
- Shelf Iron Works. Area included colliery. Lost by c.1894. Now a housing estate. HLC_PK 23359

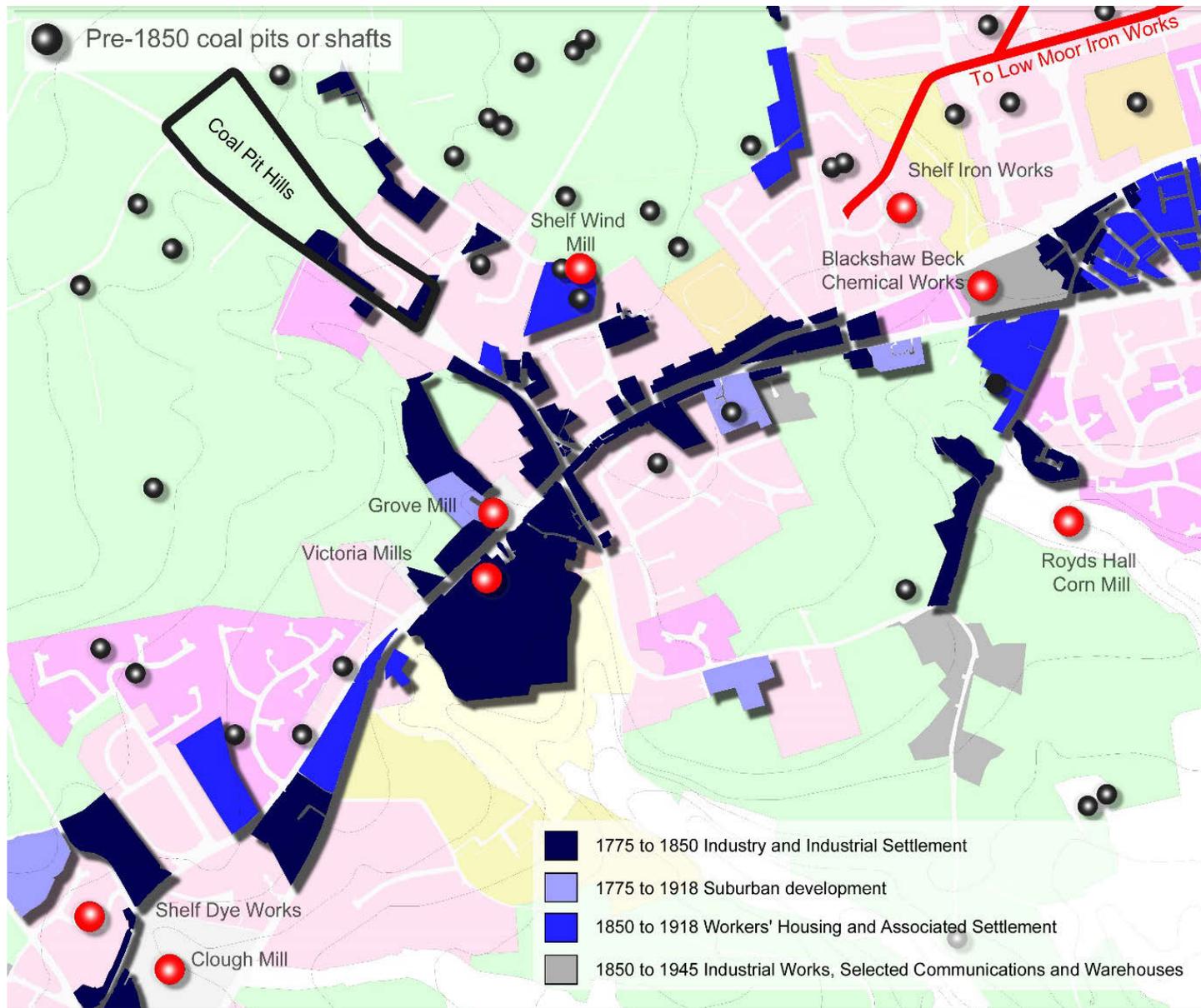


Figure 249. Zone map of the Shelf's later Industrial Period development (not to scale)

Shelf did not develop the large zones of workers' housing associated with other industrial towns in Bradford and Calderdale. What did occur was largely ribbon development along the main route through the village or alongside roads such as Brow Lane or Shelf Moor Road. Development expanded earlier Industrial Period housing in a piecemeal fashion (e.g. HLC_PK 29159 and 29160). The only grid-iron development occurred to the east of the area in the Beck Hill area (HLC_PK 23361). The village gained a few small institutes, such as schools and churches. Witchfield Hill developed a small commercial core of small Victorian shops. Of significance was the introduction of the tram from Bradford (via Ordsal) in the late 19th century. The tram line terminated at Shelf Hall. This provided a direct link for passengers to the Bradford commercial core and probably encouraged suburban development in Shelf resulting in the construction of a few terraced rows and villas.

Another significant 19th century addition was Shelf New Hall. This was a high status hall-house set in private parkland constructed to the immediate south of Shelf Hall. The hall was built in 1861. It was demolished in 1951 and the grounds became Shelf Hall Park (HLC_PK 29551).

20th century and beyond

Shelf is now connected to Bradford by continuous development of predominantly large scale housing estates. The largest in this area is the Interwar Buttershaw Estate. The estate was built during the 1950s, to house residents from old back-to-back terraced houses of Bradford (HLC_PK23178). A private estate, Fenwick Drive, was built to the south of the Buttershaw Estate in the 1950s (HLC_PK 22906).

The estates around Shelf were smaller in scale. Two modest sized Interwar developments were present to the west of the village off Halifax Road (HLC_PK 28926 and 29260). Two slightly larger post-war developments occurred to the east on both sides of Shelf village: Burnside Avenue to the north and Greenacres. They dated from the 1950s and 60s (HLC_PK 36555 and 28713). A post 1990 estates also was built to the north west of the village (HLC_PK 284980). The 20th century development largely occurred on previously undeveloped land.

Northowram Hospital was present in the western half of the area from the 1930s. It originated as a 1930s isolation hospital, which closed in 2001. The hospital was built within the grounds of Northowram Hall. Part of the hospital site was redeveloped with housing after 1990, the park demonstrates partial survival (HLC_PK 2332 and 39023).

The village core demonstrates a fair survival of Industrial Period development with piecemeal representation of vernacular terraced houses, industry from various periods and some 20th century development.

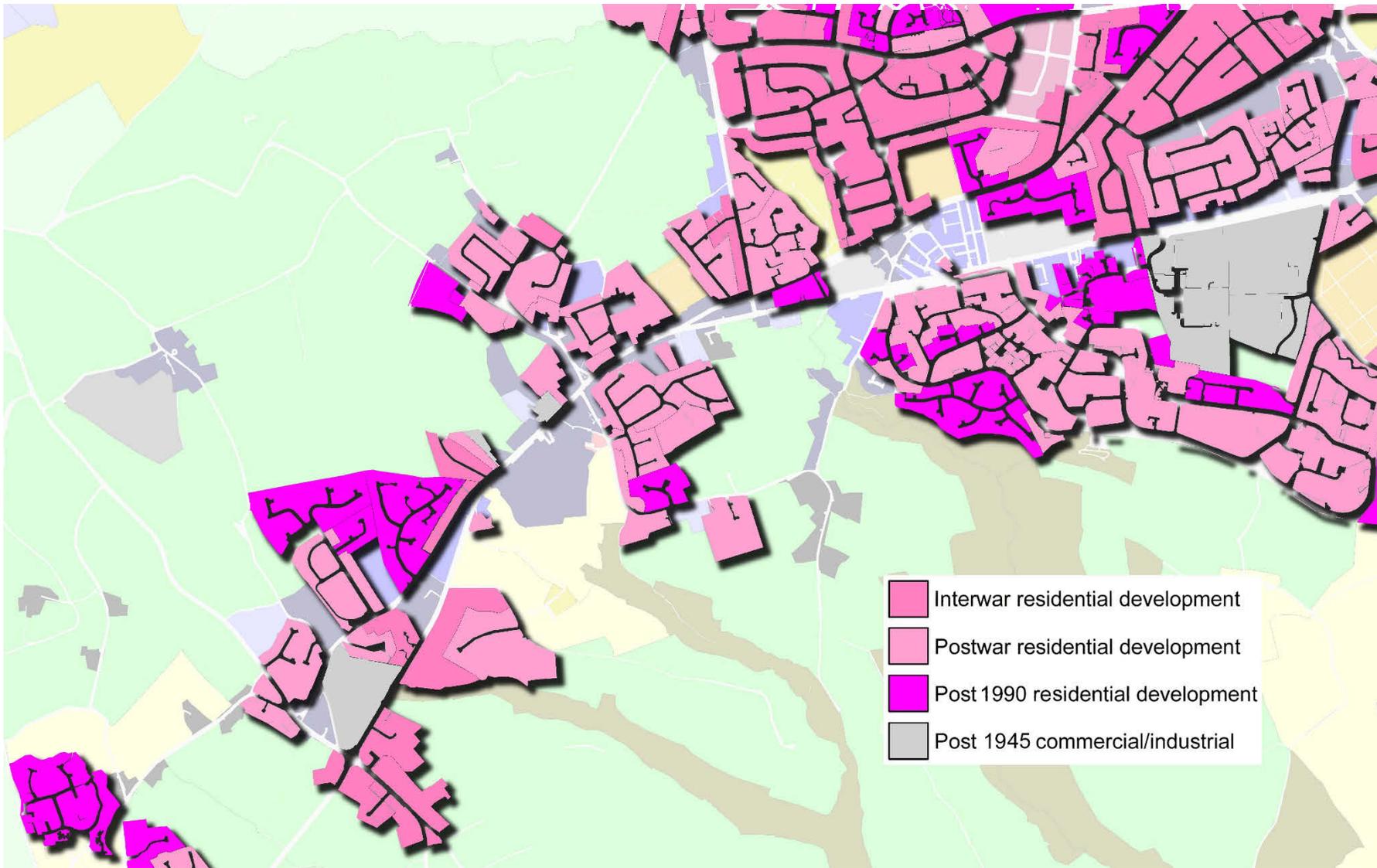


Figure 250. Zone map of the Shelf's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

The area to the north of the village was named Shelf Moor in c.1850, although it had been enclosed by this time. Some of the enclosure may have predated Parliamentary enclosure of the 18th and 19th century. Many fields in this area are small and irregular. 18th and 19th century farms are likely in this area. Farms with earlier foundations are also possible. The fields in this area became agglomerated in the 20th century with around 50% boundary loss. One or two farms were also lost. Abandonment may have been related to the widespread extraction which occurred in this area.

The land to the south of the Shelf has a much more ancient character with several historic farms. There is little agglomeration and the preservation of historic farms is also good. The land slopes to the south and is cut by two cloughs: Royd Hall Beck and Coley Beck. The elevated areas of land contain small irregular fields. Many, if not most, farms in this area are Yeomans' houses dating to the 17th century. Examples include the hamlet of Bentley which includes a 15th century half-timbered house, Royds Hall of 1640, Dene house of early 17th century date and Coley Hall of 17th century date, although Coley may have been a hamlet in the medieval period (HLC_PK 36642, 23061, 28930 and 29264). This area of Shelf is a well preserved and geographically isolated landscape of medieval to early post medieval date.

4.2.21 Shibden Dale

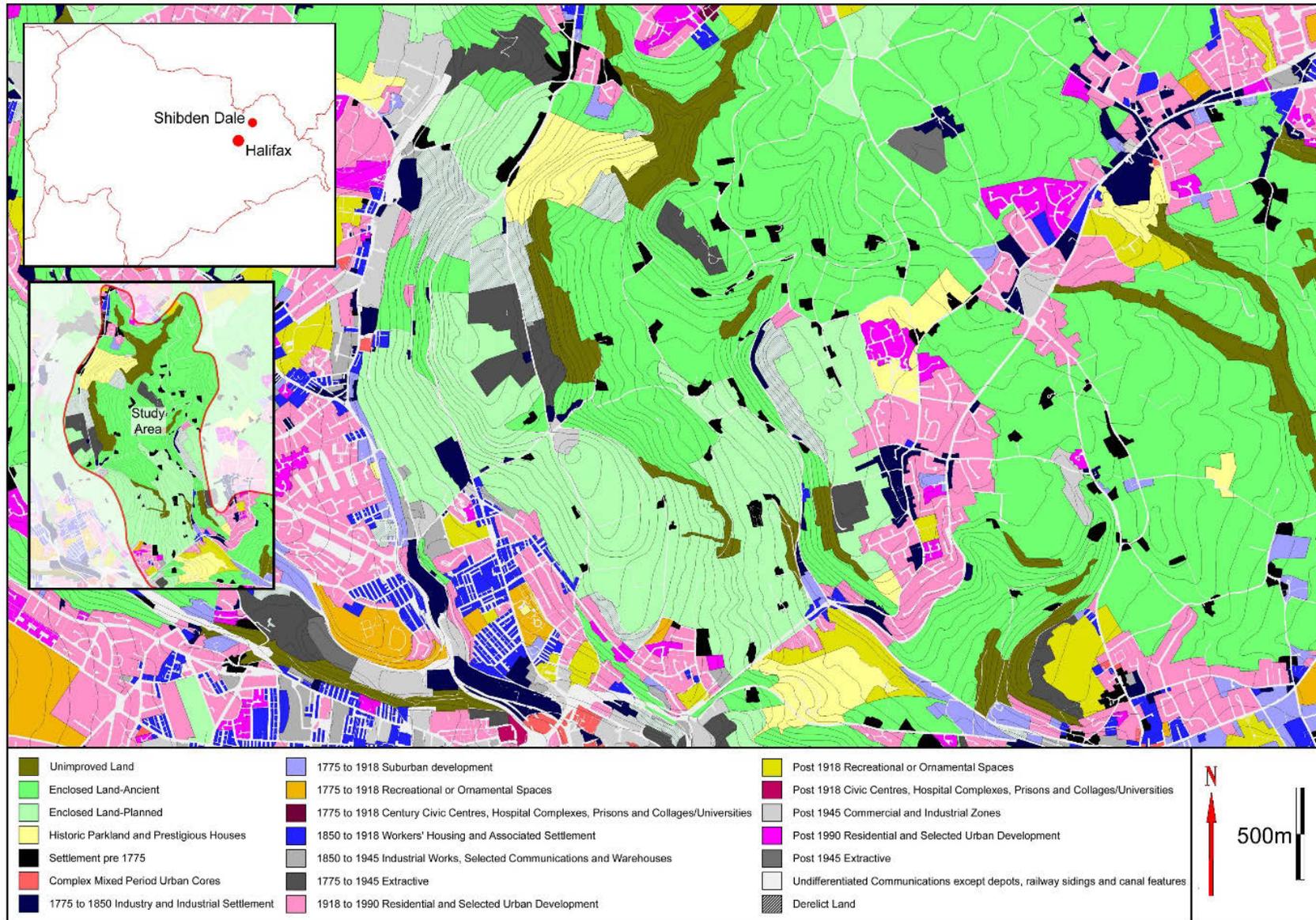


Figure 251.
Zone study area map
of the
Shibden
Dale
locality

Overview

This area was included as a Settlement Gazetteer description not because it represents a town or village, rather it is a well preserved rural landscape with a good surviving range of dispersed historic farms, halls and cottages. Shibden Dale is situated in the Township of Northowram (140m AOD at the lowest point in the study area. OS ref 41060, 42681). Although Shibden Dale is only 1.5km east of the Halifax town centre it is geographically isolated by the hills of Swales Moor and Southowram and has largely escaped development during the Industrial Period or the 20th century. Shibden Dale is a long, narrow valley which runs in a north-south direction for around 8km from Shibden Head Queensbury in the north to Brookfoot near Brighouse to the south where Red Beck meets the River Calder. This settlement description is concerned only with the northern half of the valley above Shibden Hall. Shibden Brook runs down the northern half of the valley. This becomes Red Brook below Shibden Hall. The valley is steep-sided and gorge-like in places which has helped to preserve its isolation. The land rises on three sides to Scarlet Heights and Queensbury to the north, Swales Moor to the west and Hunger Hills to the east. Shibden sits above a solid geology of the Pennine Lower Coal Measure Group of rocks.



Figure 252. View of Shibden Dale looking north from Corporal Lane. 2015

Historic core

Shibden Dale has no historic core as such, only historic sites. It probably represents a former medieval landscape of hall and scattered farms. The valley would have been more heavily wooded in the past and still contains many woods on the steeper valley sides and in the cloughs. Where cleared, the fields are small, piecemeal and ancient in character and probably represent assarts. Above the slope crests of the valley the fields on the former moors have a more regular surveyed appearance.

The area contains several listed buildings listed below which give an indication of the development of the area (from north to south):

- Lower Fold Farm Houses. 17th century. Altered and divided in the 18th or early 19th century HLC_PK 24938
- Lower Lime House. 17th century. Rendered. Some later additions. HLC_PK 2622
- Adder Gate Farmhouse. Dated 1700. HLC_PK 39033
- Lower North Royd. Dated 1699. HLC_PK 39040
- Scout Hall Farm. Dated 1694. HLC_PK 2468
- Scout Hall. Late 17th century large English Renaissance house. Extant but semi-derelict. HLC_PK 2468
- Lee House. Late 18th century hall-villa. HLC_PK 2466
- Dam Head. 17th century though may contain remnants of a late medieval open hall. HLC_PK 2445.
- Marsh Hall. Dated 1626, HLC_PK 39046
- Spa House. Dated to c.1840. Former Bath House built in association with the Horley Green Mineral Springs. Not listed separately. Images of England UID 447621
- Field House. Villa-house dated 1713. HLC_PK 2462
- Staup's House. Dated 1664. Substantial stone house. Not listed separately. Images of England UID 437393
- Shibden Hall. Late medieval high status hall. HLC_PK 2358

Shibden was an area of some importance in the medieval period with the presence of Shibden Hall. Shibden Hall is medieval but was altered in late 16th century and again in the second quarter of the 19th century. It was originally a timber-framed building with two storey cross-wings. Dam Head also contained medieval fabric which demonstrates a continuity of domestic settlement from the Middle Ages into the early post medieval period. Most of the listed houses date from the 17th century, a period of prosperity associated with the area's commercial success in local textile production. The gentrification of Shibden Dale is

represented by Scout Hall. The hall is a formal English Renaissance hall built in 1681 for John Mitchell (1659–1696), who had inherited great wealth as a silk merchant. The hall is on Historic England's Buildings at Risk Register. There may have been an attempt to create a park in the valley below Scout Hall. Upper Shibden Hall was built on Shibden Head in 1800. This was a large villa-style house set in private parkland. The hall is now derelict though the park and associated structures survive (HLC_PLK 24468).

Most of the settlement in Shibden Dale predates 1850. It is likely that some of the non-listed farms and houses in the Shibden Dale have similarly early origins. One or two early farms have also been lost, such as Water Scout on the western side of the valley and Hanging Royd to the north. The sites lie undisturbed.



Figure 253. Zone map of the Shibden Dale's historic settlement (not to scale). The listed buildings are indicated by blue dots Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Industrial Period development

The greatest impact of the industrial period in Shibden Dale is from quarrying. The valley contains several large quarries which were depicted on mapping of c.1850. These quarries expanded during the latter half of the 19th century and into the early 20th century to become industrial in scale. They occurred most frequently on the tops of the slopes to all sides of the valley. Notable examples are Upper Pule Quarry to the west and Bare Head Quarry to the east (HLC_PK 2616 and 39035). These are landscape-dominating features because of their elevated position. The slopes below the quarries are frequently covered in spoil tips. The dale also contained a few mine shafts, though no collieries of any great scale were identified.

This area of Shibden Dale north of Shibden Hall contained only three identifiable mills, all pre 1850: Salter Lee Mill (woollen) was present to the south of the area, with Shibden Mill (woollen) and Dam Head Mill (woollen) to the centre (HLC_PK 2457 and 2445). All were small scale and all were situated on Shibden Brook. Shibden Mill may have originated as a manorial corn mill first mentioned in 1308.

The Queensbury Sewage Works was a fairly large scale site constructed to the north of the Dale around 1900 (HLC_PK 24467). The works have been abandoned and the land has reverted to rough scrub.

Industrial period settlement is low density and widely dispersed in Shibden Dale. It consists largely of piecemeal developments of vernacular cottages and slightly later short terraced rows. Kell Lane leading to Brow Lane on the eastern side of the valley contains perhaps the largest 19th century terraced house development and this is a ribbon development of several rows, occasional houses and cottages (e.g. HLC_PK 2482, 2485 and 2486). The Salterlee Primary School is situated at the southern end of Kell Lane (HLC_PK 2487). The upper end of Lee Lane on the western side of the valley contains a small fold named Upper Pule. These are vernacular cottages of late 18th to early 19th century date (HLC_PK 2624). A fold named Stump Cross also developed to the south of the area on Godley Lane. This area contains a pre-1850 inn (on a main route from Bradford to Halifax), a few vernacular cottages and late 19th to early 20th century terraced houses (HLC_PK 2608 and 2525).

Aside from the scars left by extraction, the impact of the Industrial Period was slight in Shibden Dale. Only a few houses were built and not many farms were lost. No new roads were added. The field boundaries and extent of woodland depicted on mid-19th century mapping appears largely extant on current maps.

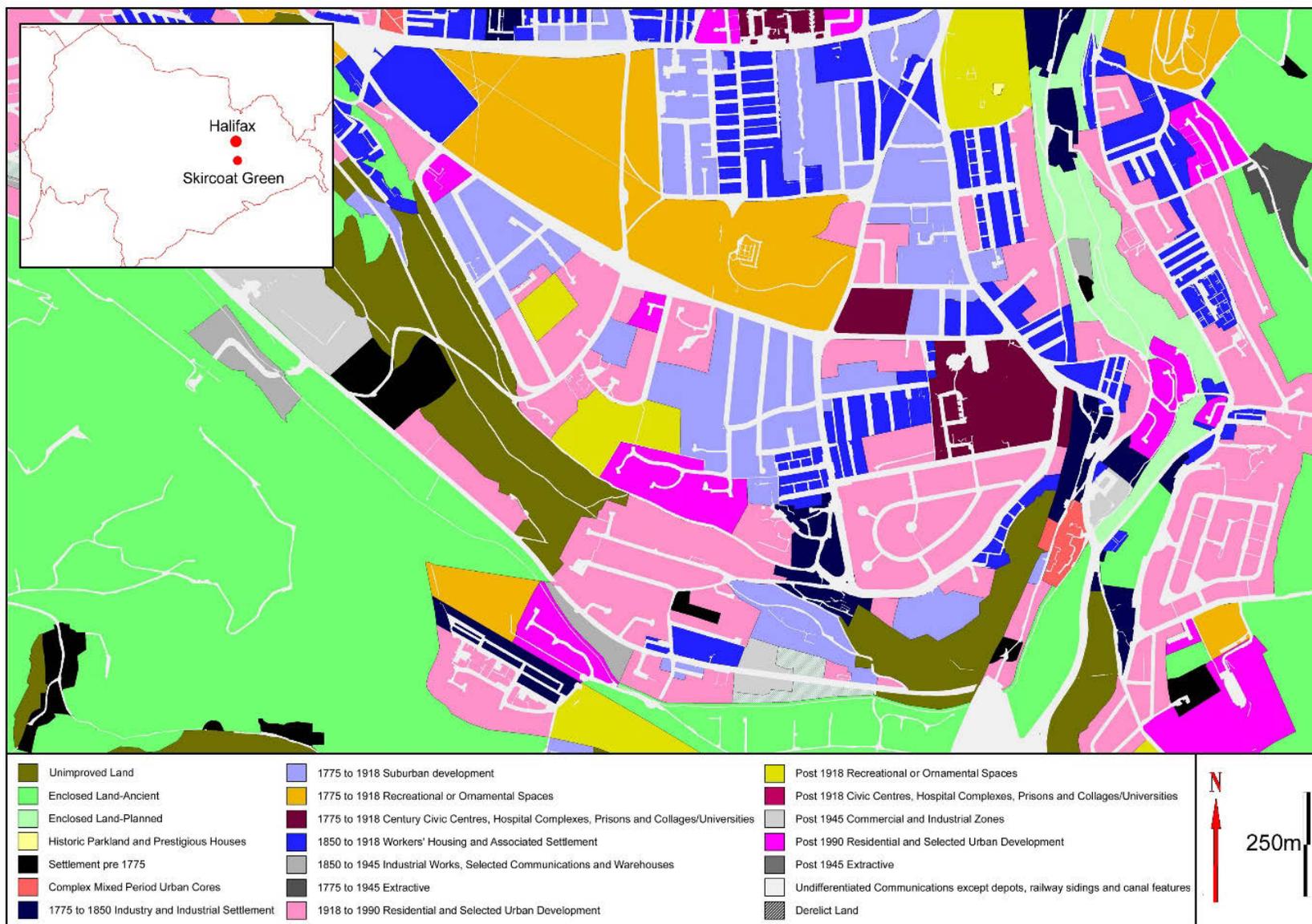
20th century and beyond

The only significant 20th century development has been at Stump Cross in the Shibden Hall area. The area contains a few small estate developments of predominantly early 20th century suburban houses. The earliest is a group of detached and semi-detached houses on Staup's Lane (HLC_PK 2608). Interwar houses occurred in small developments of detached houses, semi-detached houses and short terraced rows running off Godley Lane, including Shibden Grange Drive, Red Beck Road, Kings Wood Green and Park Terrace (HLC_PK 2373, 2609, 2514 and 2355).

Shibden Hall Park became a public park in 1926 and the hall a museum in 1934 (HLC_PK 2363).

4.2.22 Skircoat Green

Figure 254.
Zone study
area map of
the Skircoat
Green
locality



Overview

Skircoat Green originated as a rural hamlet perhaps of early Industrial Period origins which became a large villa suburb of Halifax in the latter half of the 19th century and further developed as suburb in the 20th century. Skircoat is situated in an elevated position on a south-east projection of land below Skircoat Moor. The land rises to the north-west towards Halifax Town and ultimately to High Road Well Moor to the north-west. Skircoat sits on a relatively level area of land which drops away steeply as an escarpment to the east towards the Hebble Brook valley and to the south west into the Calder Valley. The confluence of the two rivers is 750m below the Skircoat Green core. Skircoat is situated 2.5km to the south of the Halifax Town core in the Township of Skircoat (130m AOD. OS ref 409128, 422832). The area sits above a solid geology of the Millstone Grit Group of rocks.

Historic core

Skircoat Green is almost fully urbanised to today, a result of the mid to late 19th century and to a lesser degree by 20th century suburban expansion of the Halifax Town core. Beyond providing a place name, this expansion has little to do with the original historic core of Skircoat Green. The early hamlet was situated at the southern end of Skircoat Green Road, the route of which is preserved by later development. The settlement was an irregular cluster of cottages and early terraced houses in yard developments which clustered around three sides of a small green (HLC_PK 3503). It then extended to the immediate south along winding lanes around Copley Lane on the escarpment slopes above the Calder. The appearance was one of an early Industrial Period settlement clustered around an area of former common. An examination of the buildings reveal late 18th to early 19th century weavers' cottages, early 19th and later century terraced houses and a few single-storey cottages (Google Street View. 2016). There was also a public house.

Although the surviving historic core is Industrial Period, Skircoat Green has ancient buildings at its core. Waske Hall and Dean Houses are two houses of 17th century date which sit on the eastern side of the green. Both are Historic England Grade II Listed buildings. The two houses were built adjacent to each other which suggest that in the early post medieval period there was some nucleation of settlement occurring here. This was part of a wider landscape of piecemeal enclosure, wooded banks and moor. The fields immediately next to Skircoat Green area linear and slightly serpentine in places which suggest a small medieval open field system, though this is speculation. Otherwise piecemeal enclosure is suggested for this area. To the north-west was Skircoat Moor: a large area of common crossed by irregular paths. The two historic houses of Skircoat Green were part of a wider settlement distribution of farms and halls. The grade II listed Rockery House is 17th century and is

situated 700m to the east on the Hebble Brook. Bank House is a late medieval open hall 400m to the south-east of the escarpment below Skircoat Green (HLC_PK 35101). Wood Hall is dated to 1689 and is situated 1km to the west of Skircoat Green on the hill side above the Calder. Royd Farm also survives 800m to the north-west of the hamlet (no separate HLC record). The early Industrial Period development of Skircoat Green merely expanded an already existing ancient settlement with a rural distribution.

The signs of later development were already present in the mid-19th century. Villas were being constructed along Skircoat Green Road.

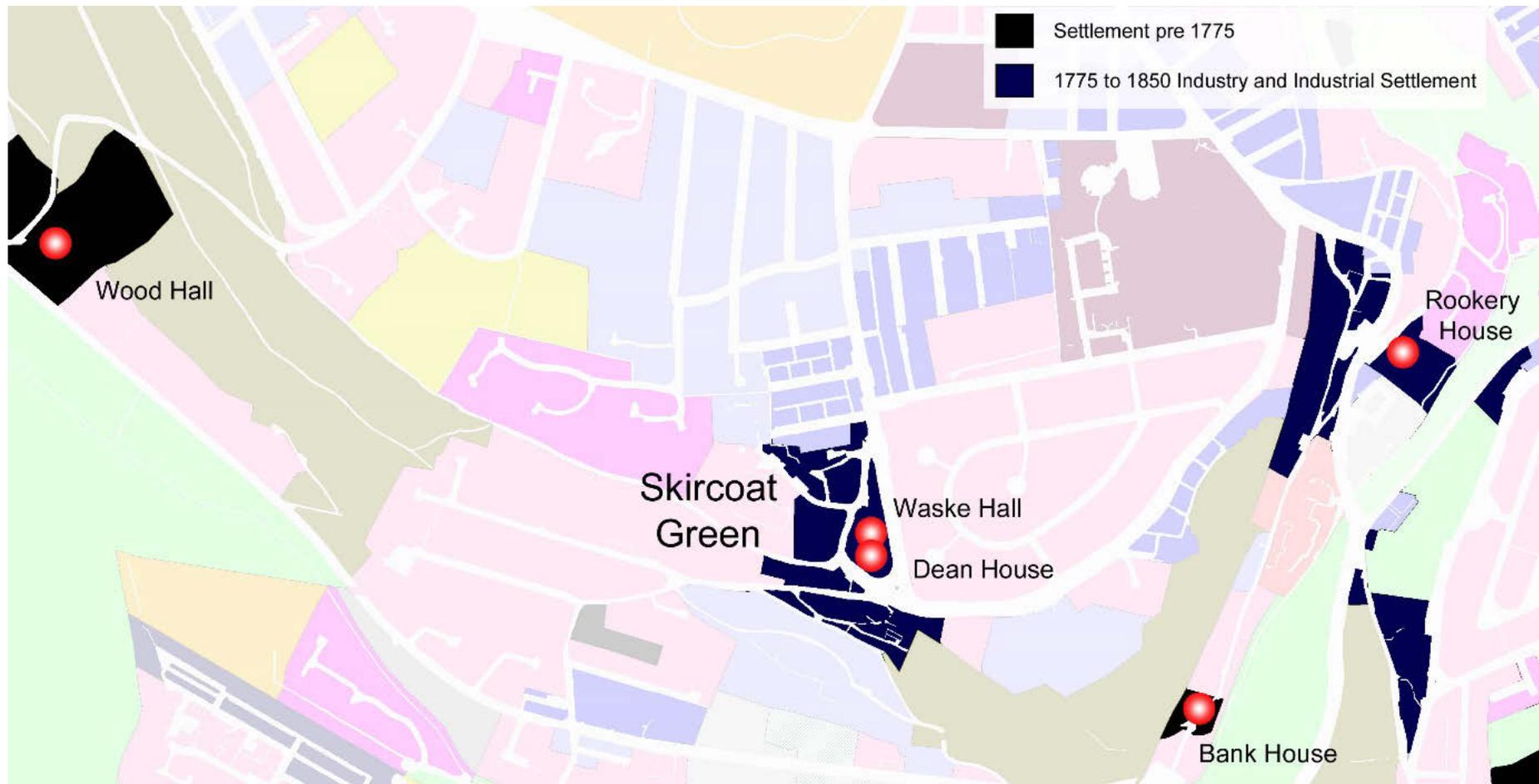


Figure 255. Zone map of the Skircoat Green's historic settlement (not to scale)

Industrial Period development

Skircoat had become transformed by the late 19th century and the character was firmly residential and suburban. This was a high status suburb of Halifax, the consistency of status and building types suggests that this was a planned development. Skircoat Common was preserved as Savile Park, the boundaries and former common trackways are intact in the park layout. The park was established in 1866 from the sale of the land, which was at the time used as common grazing land, by landowner Captain Henry Savile of Rufford Abbey to the Halifax Corporation for the nominal sum of £100 (HLC_PK 1971). The park became the focus of villa and higher status terraced houses development which surrounded its triangular perimeter.

Many villas were large and prestigious houses with park-like gardens. One of the largest was Manor Heath situated to the eastern end of the park. The park and house date from 1852. The house and grounds were bought by the Halifax Corporation in 1929. The hall is now demolished, though the parkland remains (HLC_PK 1973). The larger houses were located to the south of the park. These houses were set in grounds with perimeters delimited by the earlier field patterns. Development was smaller in scale to the north and east of the park. Here development was confined to building plots which contained groups of smaller villas and grid-iron developments of terraced houses. Free School Lane was created for the development of terraces which overlooked the park to the north (HLC_PK 2004). These plots also respected earlier field boundaries which, being close to the moor-edge, were already grid-like. The preservation of earlier field patterns suggest that the land was sold to developers on a field-plot basis. Various mechanisms in building these houses were at work. Some were probably constructed by private individuals, others as commercial concerns; others were built as cooperatives. Heath Villas is an example of an early gated-community. The area was divided into lots and provided with a central serpentine road by 1853, the first houses having been built by 1858 and the estate was completed by 1896 (HLC_PK 1965). The plots were regular but the houses were individual which implies some kind of committee-consent with regard to building styles.

Skircoat also became the location for some high status Victorian institutes. Crossley Heath School was built in 1864 by John Hogg as an orphan home and school at the western end of the park (HLC_PK 1969). A small sanatorium was to the immediate south (HLC_PK 2055). The Abbots Ladies' Home was built at the eastern end of the park. It is a late 1870s development semi-detached cottages and bungalows built in a Tudor style, arranged around a central 'village green' surrounded by a serpentine driveway. Originally conceived as almshouses for single or widowed ladies who had fallen on hard times, and paid for by

£60,000 left by John Abbott in his will (HLC_PK 1949). A Free Grammar School was built amongst the grid-iron plots to the north of the area (HLC_PK 1966). The grammar school was established in 1585, and the core of the original buildings seems to survive in the north eastern corner of the area, with the main building to the west being mid-late 19th century additions. Calderdale Hospital is a late Industrial Period addition. The hospital had its origins as the Halifax Poor Law Union Hospital. Between 1914 and 1920 it became St Luke's Military Hospital, then from 1930 onwards, after poor law unions were abolished, it was taken over by Halifax County Borough and became St Luke's Hospital. It became part of the NHS in 1948 (HLC_PK 1942).

Industry is entirely absent from Skircoat. The nearest zones are in the Hebble and Calder Valleys.

The historic core of Skircoat remained intact and All Saints' Church was added to the west of the hamlet in 1858 (HLC_PK 35049).

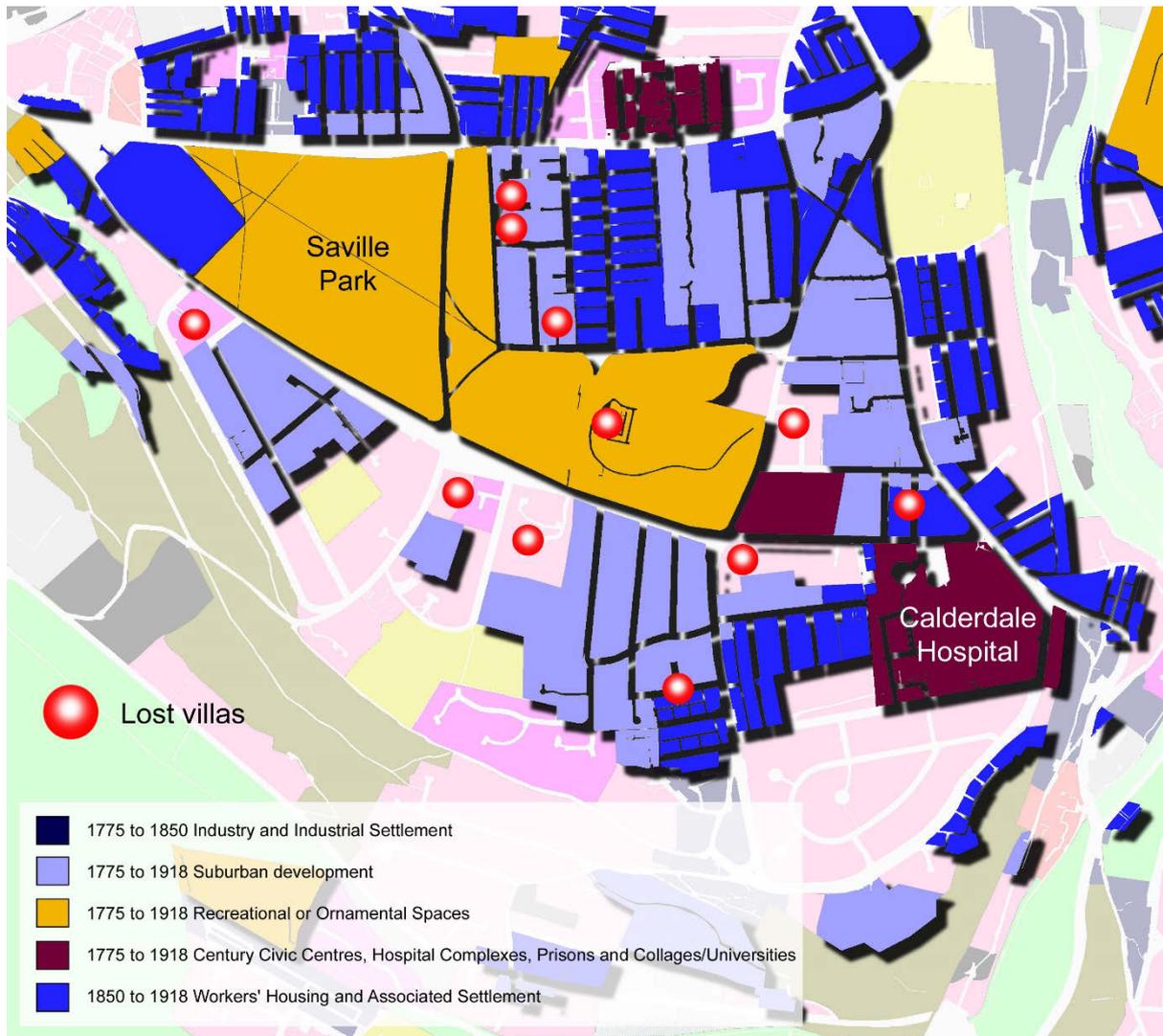


Figure 256. Zone map of the Skircoat Green's later Industrial Period development (not to scale)

20th century and beyond

Most 20th century and more recent development is to the south of Skircoat. It largely consists of private housing estates dating to the Interwar and post-war period. The largest estate is to the east of Skircoat Green and dates to the mid to late 1930s (HLC_PK 1933). Other development is small scale and occurs either filling in the gaps between earlier villas or as residential redevelopment or infill development.

The 20th century has been destructive to Skircoat's suburban landscape. At least eleven villas have been lost and their grounds subject to largely residential redevelopment. The southern part of the area has lost most of its high status late 19th century houses. Although the houses are lost, the grain of the villa development, at least, has been preserved. The northern part of the area survives with better integrity. The developed with have survived

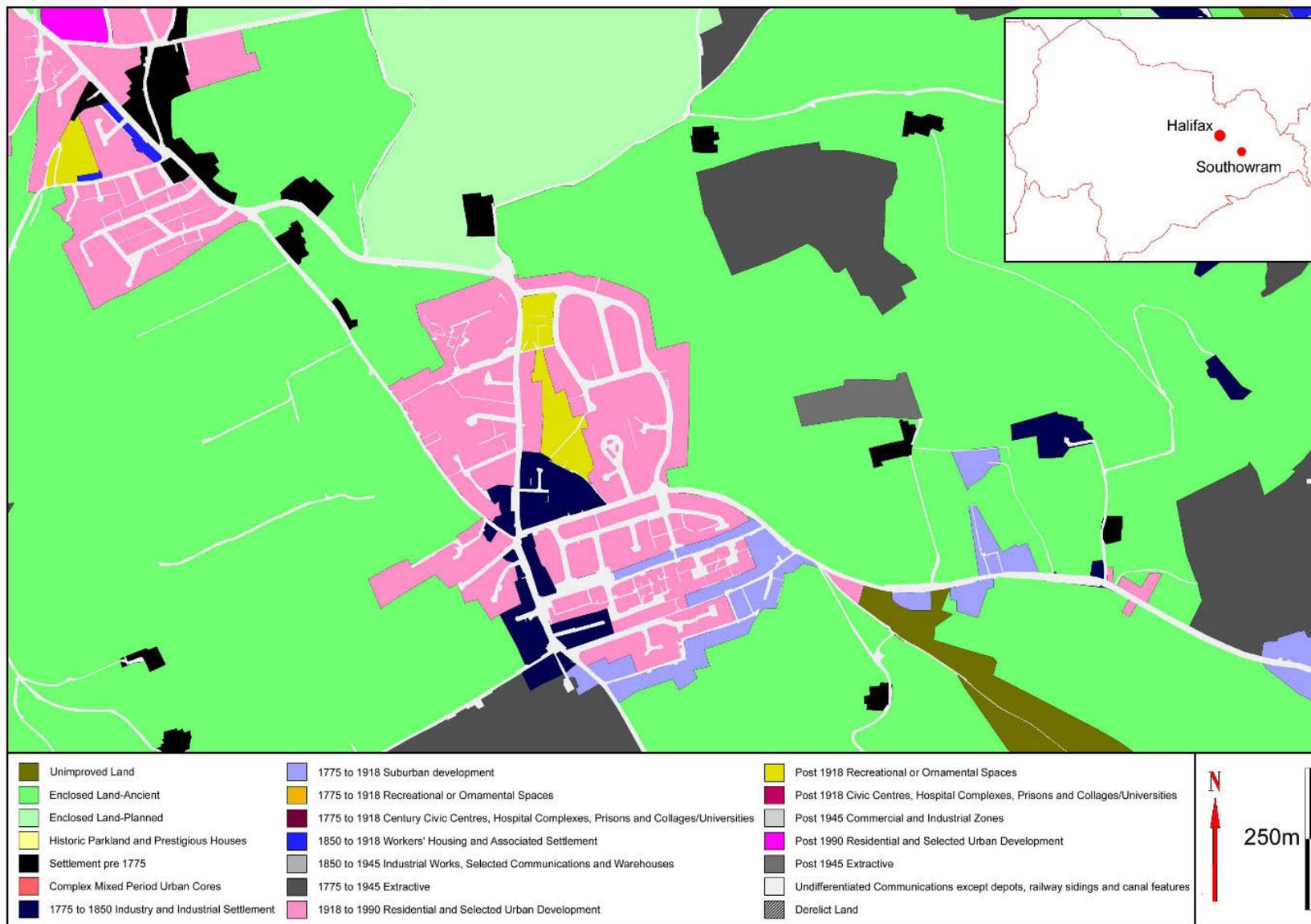
have been recognised for their important and several buildings in this area have Historic England Listed Building status, either individually or for their group value.



Figure 257. Zone map of the Skircoat Green's 20th century to recent urban and industrial development (not to scale)

4.2.23 Southowram

Figure 258.
 Zone study
 area map of
 the
 Southowram
 locality



Overview

Southowram is a rural village situated 2.5km south-east of the Halifax Town core in the Township of Southowram (220m AOD. OS ref 411198, 423671). Southowram is potentially of medieval origins. While the immediate setting has been altered by 20th century residential and industrial development the position remains rural. The village is situated on a hilltop which is connected by a ridge of land to Swales Moor to the north. The land drops steeply on all other sides. To the west is the Hebble Brook valley, the Calder valley is to the south and Red Brook in Shibden Dale is to the east. Southowram is situated above a solid geology of the Pennine Lower Coal Measure Group of rocks which becomes the Millstone Grit to the west in the Hebble valley

Historic core

Mid-19th century OS mapping depict the historic core of Southowram as a broken linear development along Towngate with two irregular clusters of building at the north and south ends around the junctions of Cain Lane and Ashday Lane (HLC_PK 3491).

The village only has two Historic England Listed Buildings and these are both chapels of 19th century date. The absence of buildings with a pre-industrial period date makes assessing the ancient character of the settlement difficult. No.3 Towngate was identified by the writer as being of potential 17th (or earlier) origins though this cannot be confirmed within the current limitations of the HLC project. It is a house with single cross-wing plan and rear aisle or outshut with long proportioned windows which meet the eaves on the first floor. The character of the village today is largely Industrial Period with a mix of vernacular cottages and Victorian terraces mixing intermittently with a few contemporary shops and 20th century houses

There are other indications that Southowram is old. "Oure" is mentioned in the Domesday Survey of 1086 and, with various spellings, several other times in the later medieval period (Smith. A.H. 1961. Part III. p.89). A few other settlements in the vicinity of Southowram are also mentioned in medieval documents (Ashday, Backold and Bairstow *etc.*). The Anglican church of St Anne's situated 800m to the east of the village replaced an earlier chapel associated with a manor houses which was issued a licence to enable Mass in 1440 (HLC_PK 38814) . 19th century OS mapping puts the old St Anne's Chapel 850m to the south-east in the fold of "Chapel A Brie" (HLC_PK 38845). The location of the manor is not clear given available evidence. It is possibly Ashday Hall 450m to the south of the church (HLC_PK 38823). It may have been positioned adjacent to the chapel in the near-by fold. Mid-19th century mapping depicts this area as much more developed. Either way, the manor would have been detached from the village. Another indication that Southowram was a

village in the Middle Ages are the fields depicted surrounding Southowram on mid-19th century OS mapping. Some have the linear and sinuous appearance of enclosed medieval strip fields.

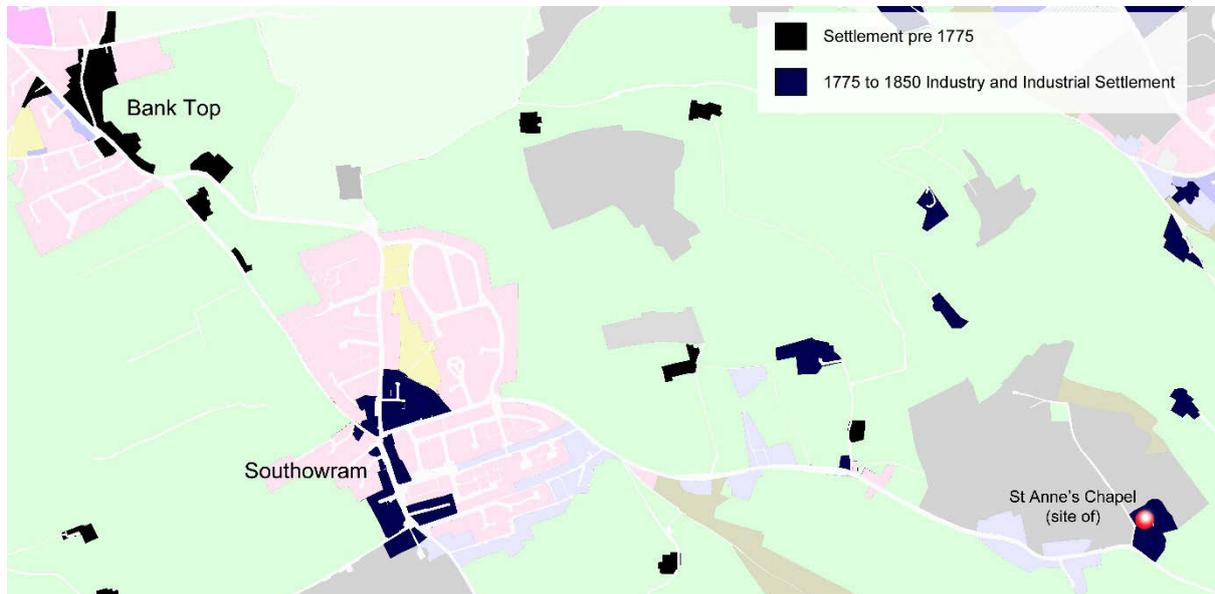


Figure 259. Zone map of the Southowram's historic settlement (not to scale)

Industrial Period development

Southowram was showing the signs of industrialisation in the 19th century. A few vernacular cottages had been constructed by this time. Some clustered around either end of Towngate and some in rows, particularly to the east along Cain Lane, New Street and South View. The developments tended to follow the earlier strip field alignment. The houses on New Street have largely been lost (HLC_PK 3491 and 3493). A few of the near-by farms and folds were also being developed with vernacular cottages at this time such as Bank Top and Upper Marsh 1km to the north-west.

Beyond probable small scale industries in the village and local cottages and farms, no large structures associated with the textile industry or the metal trades could be identified on 19th century mapping. The source of local employment in the Industrial Period was quarrying and mining. The hilltop of Southowram contained many delfs in the mid-19th century of all scales, both adjacent to the village and the surrounding countryside. The largest quarry adjacent to the village in c.1850 was Woodcroft Quarry (HLC_PK 2319). Shaking Delf was positioned 900m to the north-east of the village (HLC_PK 2567). Cromwell Bottom Delf and Brier Top Delf 1.9km to the east were large quarries even by later Industrial Period standards (HLC_PK 29273). These are four of the larger quarries depicted amongst many. The smaller quarries in this area may not have received separate HLC records. A few coal pits were identified 900m to the west of the village around the bank at Siddal Top. This area

also contained the White Gate Brick Works (HLC_PK 2854). It is likely that the village's cottages, chapels, schools and commercial buildings largely served a community involved in the extraction industries.

The situation by the end of the 19th century had not apparently changed much. There were still no confirmed mills on the hilltop, a few more terraced houses, shops and small institutes were added to the village (e.g. the village school is HLC_PK 2314). Baker Royd House 900m to the east of the village had its own gasometer which suggests some kind of industry, though the exact nature could not be ascertained (HLC_PK 38812). The brick works had expanded to become the Cinder Hills Brick Works. The quarries expanded, increases in number and became better organised. Milking Hill Quarry was a particularly large quarry situated to the immediate south of the village. It had tramways connecting the quarry face to the spoil tips.



Figure 260. Zone map of Southowram's later Industrial Period development (not to scale)

20th century and beyond

Southowram and Bank Top now contain large 20th century estates. Both have fairly large estates from the Interwar period. In Southowram, these include the Rustic Avenue and Fairfax Estates which began in the 1930s and predominantly contain semi-detached houses (HLC_PK 2307 and 2313). The Sunway Estate was built at Bank Top around the same time (HLC_PK 2287). The Sunway Estate may contain an element of social housing. The Charles Avenue Estate was built to the east of Southowram in the 1960s (HLC_PK 2309). The New

Street Estate was built in the 1970s (HLC_PK 2308). Southowram gained a modern primary school in the early 1990s to the north of the village (HLC_PK 2312).

The Marshall West Lane Works continued to extract stone on the site of the Milking Hill Quarry from the 1970s (HLC_PK 2306). The Cinder Hill Fire Clay Works went out of use in the late 20th century though the works buildings remain in a derelict condition (HLC_PK Cinder Hill Fire Clay Works). The Brookfoot Works quarry remains active to the east of Southowram and has developed into a large site with sheds (HLC_PK 29273). The Ash Grove Works was established in the late 19th to early 20th century as a fireclay works. The works are situated to the south of Southowram in Binns Wood overlooking the River Calder. The land previously held the pre c.1850 Binns Bottom Colliery and the Rawson Arms Public House (HLC_PK 38964).

The core of Southowram now contains a mix of Industrial Period buildings and 20th century houses.



Figure 261. Zone map of Southowram's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

Mid-19th century mapping depicts Southowram surrounded by fields. Those to the east of the village most clearly demonstrate the strip-form associated with the medieval village open field system. Elsewhere the land could be considered piecemeal enclosure. Where the land drops towards the valleys to the west, south and east, the fields become more piecemeal in nature with a few large areas of ancient woodland. One notable feature was Ashday Park to the south of the village (HLC_PK 38830). The exact age of the park is not clear, though it is most likely associated with the 18th or 19th century phases of Ashday Hall. The park was subject to quarrying on a medium to large scale in the 19th and 20th century. The quarries became disused by 1948 and the land reverted to fields. The survival of field boundaries depicted on 19th century mapping in this area is generally good. As are the woodland boundaries and distribution of historic farms. There are one or two areas of agglomeration, particularly to the west of the village in the Highfield area.

The rural hinterland contains several listed buildings. To the west of Southowram is Park Nook, a fold of mainly 18th century cottages, though no.1 Park Nook may be earlier (HLC_PK 2545). Exley Hall 1.8km to the south west is a farm of 17th century origins. Exley may be a settlement of medieval date (HLC_PK 29406). Sunny Bank Farm 1km to the north-east of the village originated as a late 15th century timber framed hall-house (Not listed separately. Images of England UID 338906). Ivy House to the west of Sunny Bank is mid-18th century built against a 17th century barn (HLC_PK 2563). Law Farm House 600m to the north of Southowram possibly dates to 1618 (HLC_PK 2570). High Field Farm to the west dates to 1677 though may have earlier origins (HLC_PK 2558). To the east and south of the village, Cross Platts Farm is early to mid-17th century and Ashday Hall dates from 1738 but may have earlier origins (HLC_PK 38813 and 38823). This is a largely well preserved ancient landscape affected by Industrial Period extraction. 20th century development is largely confined to the Southowram conurbation or within specific industrial sites.

4.2.24 Sowerby

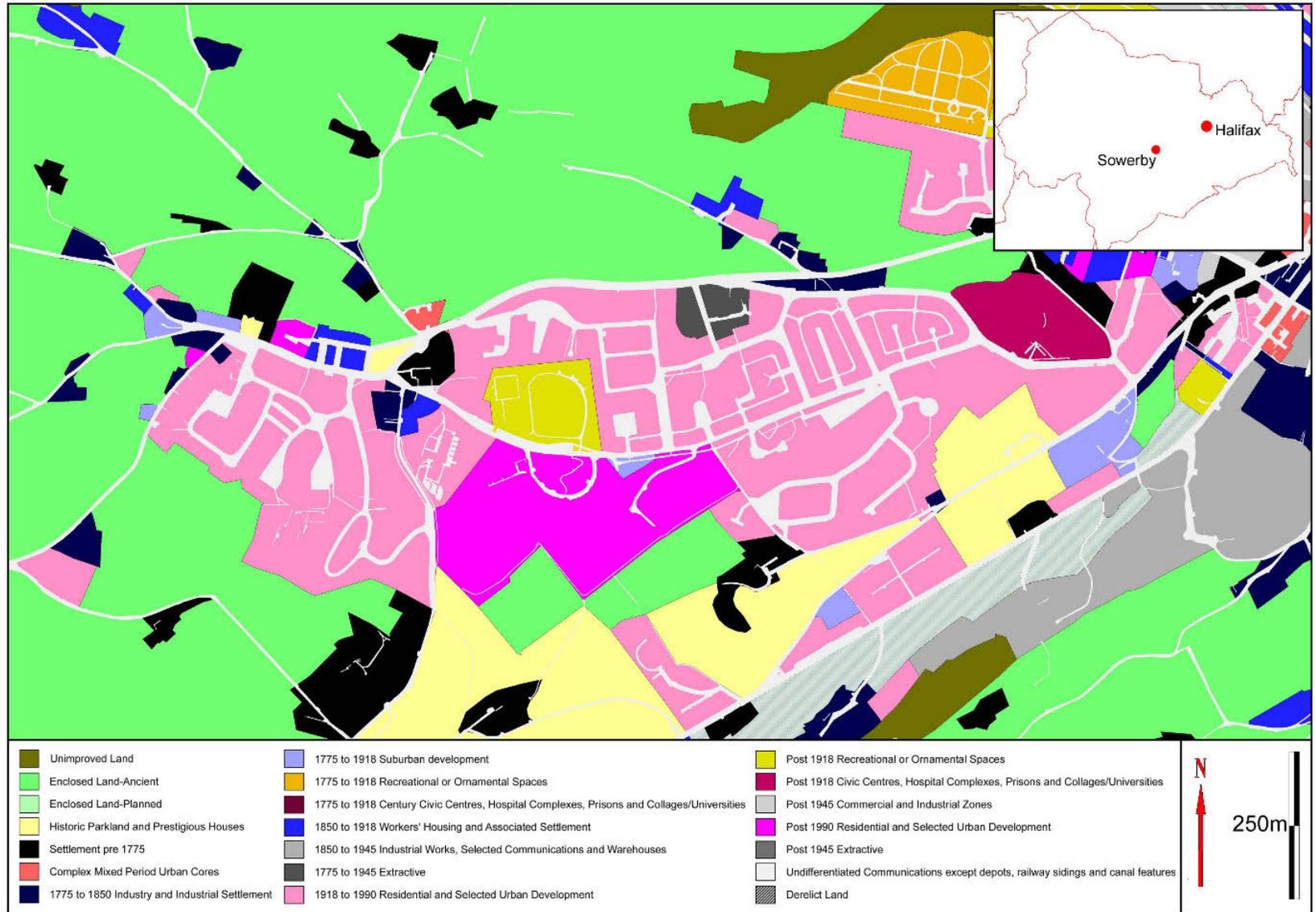


Figure 262.
Zone study
area map of
the Sowerby
locality

Overview

Sowerby is a village of probable medieval origins which was superseded as a settlement by Sowerby Bridge 1.9km to the east in the 18th and 19th century. It was originally a rural village but it is now connected to Sowerby Bridge by continuous 20th century residential development. Sowerby is situated on a relatively level area of land on a spur of land projecting north-east from Great Manshead Hill. Manshead Hill becomes open moor around 3.5km from the village. The spur of land is formed by the confluence of the River Calder and River Ryburn which meet at Sowerby Bridge. The valley sides are steep at this point. The village is situated 5.5km to the south-west of Sowerby in the Township of Sowerby (150m AOD. OS ref 404077, 423226). Sowerby sits above a solid geology of the Millstone Grit Group of rocks.

Historic core

Mid-19th century OS mapping depicts Sowerby as a village with a linear plan which ran on both sides of Town Gate for around 350m from the junction of Dob Lane to the West to the junction of Stocks Lane to the east. This was a well-developed settlement at this time. The eastern end of the village had an endowed grammar school and St Peter's Church dating to 1763-66. This may have replaced an earlier church mentioned in records of 1572. The western end had a Congregational chapel and a Wesleyan Methodist chapel.

It is likely that Sowerby was a developed village in the middle ages of at least local if not regional importance. "Sorebi" is mentioned in the Domesday Survey of 1086 and at several other times, with various spellings, in the later medieval period (Smith, A.H. 1961. Part III. p.144). The town also contains what is believed to be the scheduled earthworks of a small Norman castle to the north (HLC_PK 32291). The fields surrounding Sowerby show hints of enclosed strip fields, a feature associated with medieval villages. These were most clear on OS mapping of c.1850 to the south and east of the village.

The historic character of Sowerby has been severely eroded by 20th century development. Almost all the historic buildings to the south of Town Gate were replaced in the post-war period by social housing. This area previously contained houses and cottages fronting Town Gate. It is likely that some buildings in the group were of ancient origins. The HLC Project notes a 17th century house and an aisled hall of 16th century date formerly present in this area (HLC_PK 40727). The northern side of Town Gate has also been affected by 20th century development, although a few historic buildings survive with Listed Building designations. These include No.60 Town Gate which is of 16th century which originated as a timber-framed building. Sowerby Hall is a high status Yeoman's house dating to 1646, and Nos.52 and 54 Town Gate originated as one house dating to 1662. Listed buildings also

include vernacular cottages of 18th century date. The listed buildings suggest three things. Continued development from at least the post medieval period, wealth in the 16th and 17th century and redevelopment during the early Industrial Period.



Figure 263. Extent of the settlement of Sowerby at the end of the 19th century (OS 25" 1st edition, c.1894. Not to scale)

Industrial Period development

It is likely that Sowerby had an incipient textile industry from at least the post medieval period judging by the Yeomans' houses and folds of weavers' cottages around the village. No mills or large workshops were identified within the village. There were a few local quarries but these remained small scale. Swamp Cottage 850m to the north-west originated as a small water powered mill of c.1800 date (HLC_PK 32192). The nearest large mill, Brock Well Mill (woollen) was 700m to the south east. Both the River Calder and the Ryburn formed an industrial corridor on their approach to Sowerby Bridge which was the area's largest location of industry and commerce (see the Calderdale HLC report settlement for Sowerby Bridge). These zones were geographically separated from Sowerby. Sowerby village gained a few short terraced rows, and additional chapel and a village school, but the effect of the later Industrial Period was slight. The terraces were largely built at the eastern end of the village in the Queen Street and Dean Lane area. The area to the south on the hillside above the river Ryburn gained a few villas with private parkland from the early Industrial Period (e.g. 18th century Haugh End House. HLC_PK 31507). A few farms were also remodelled as house estates. For example: The Breck 600m to the south of the village originated as a 17th century farm but was extensively remodelled in the 18th and 19th century within an area of private parkland (HLC_PK 32578).

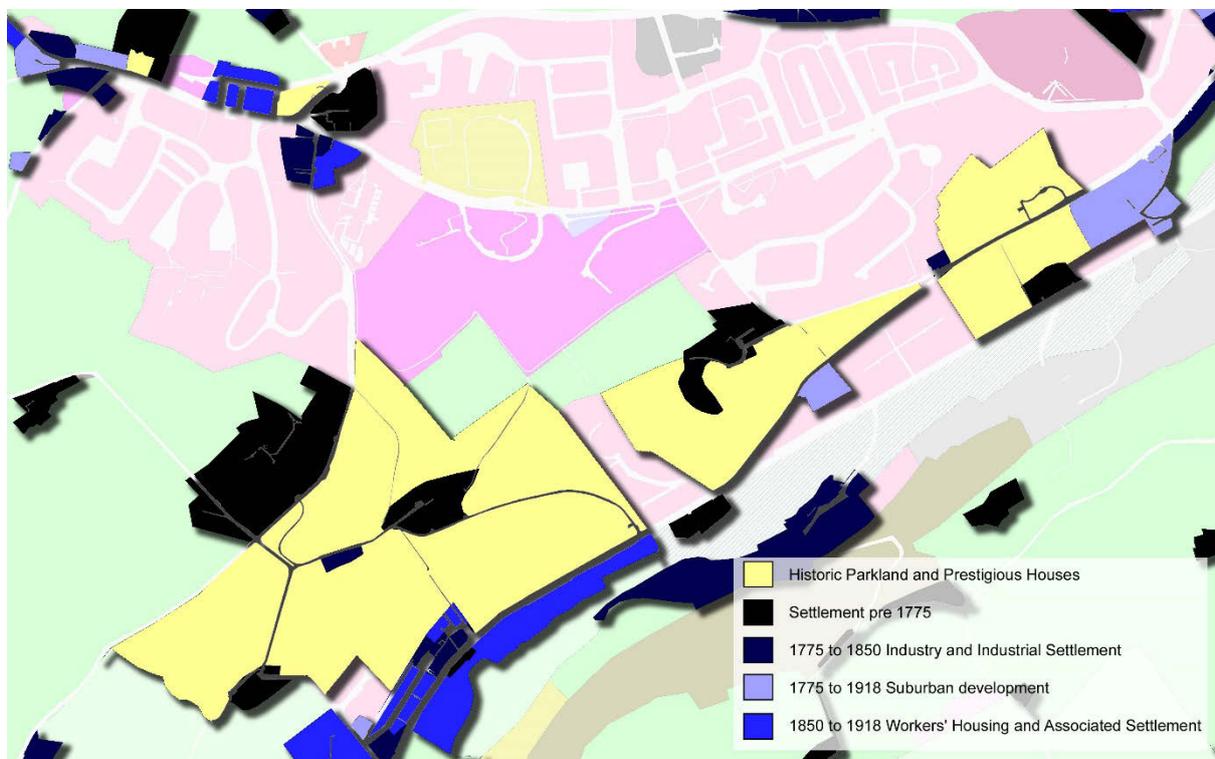


Figure 264. Zone map of Sowerby's industrial period development (not to scale)

20th century and beyond

Sowerby is now connected to Sowerby Bridge through continuous development of largely housing estates. The process began in the 1920 or 30s with the construction of the Tillotson Avenue development (HLC_PK 29597). It was around the 1950s that the south side of Town Gate was demolished to make way for a social housing development. Post-war development continued along the entire length of St Peter's Road from the village to Sowerby Bridge. Estates of social housing and semi-detached houses are represented (HLC_PK 29796, 29598, *etc.*).

Two other locally important introductions in the 20th century were the Sowerby Tennis and Bowling Club and Cricket Ground established between 1908 and 1931 and the Sowerby Village Primary School of the post-war period (HLC_PK 32544 and 32541).

Post 1990 development residential is small scale with only one small cul-de-sac of detached houses and one or two individual houses (HLC_PK 32290). To the east of Sowerby the Ryburn Valley High School opened in February 1959 as Ryburn County Secondary Modern School. A new school was constructed here after 2004 (HLC_PK 32540).

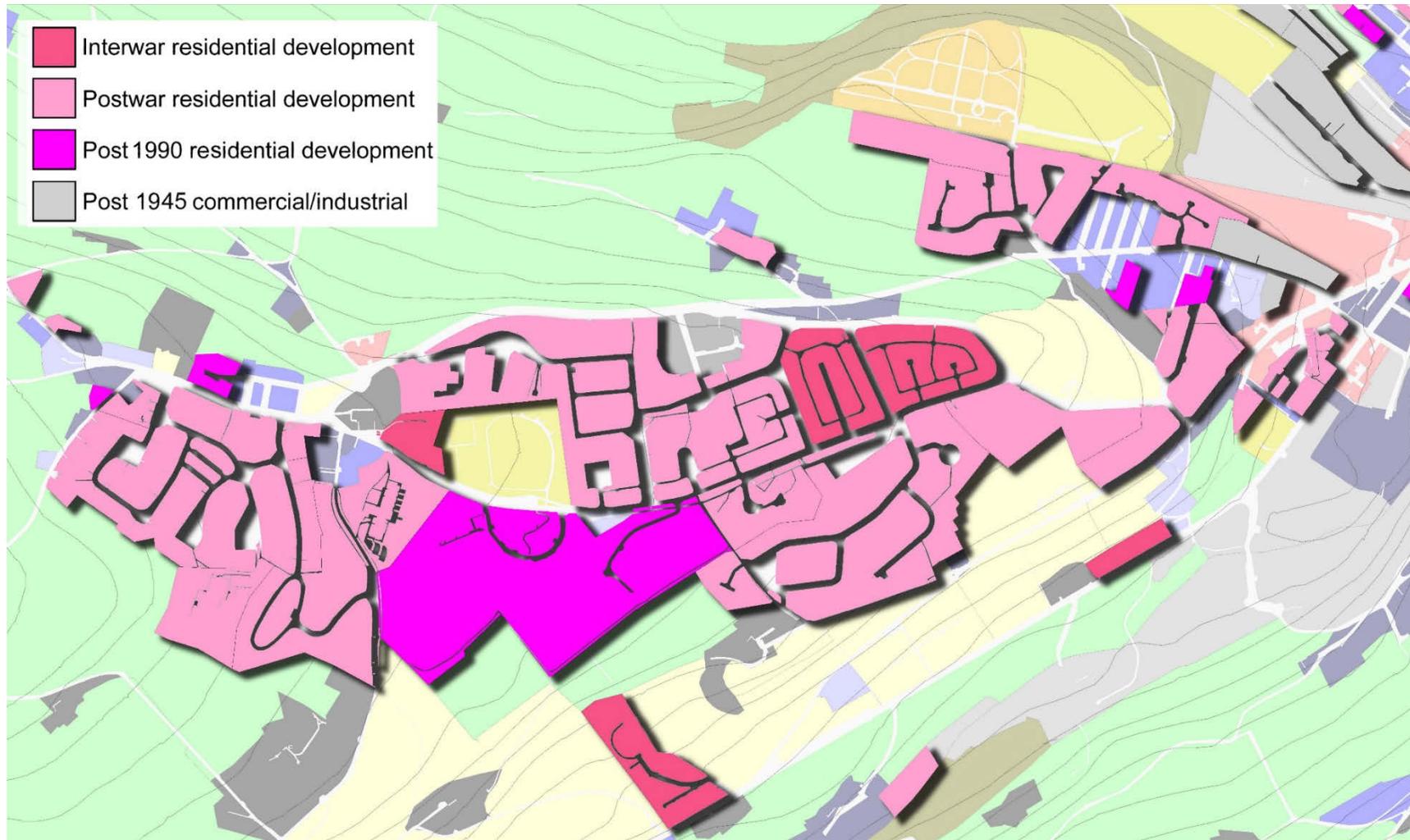


Figure 265. Zone map of Sowerby's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

Sowerby was surrounded by fields in the mid-19th century. The fields to the south and in other areas hint of a large medieval open fields system. Elsewhere, away from the village and on the valley slopes, there was piecemeal enclosed agricultural land. The piecemeal enclosure gave way to surveyed enclosure and intakes as the land rose to the west towards Long Edge Moor and Sowerby Moor which were enclosed by this time before finally meeting the open moor of Great Manshead Hill. The field boundaries, where not developed with housing, demonstrate good survival from the 19th century, as does the distribution of farms. There is little agglomeration and any field reorganisation largely occurred before c.1850.

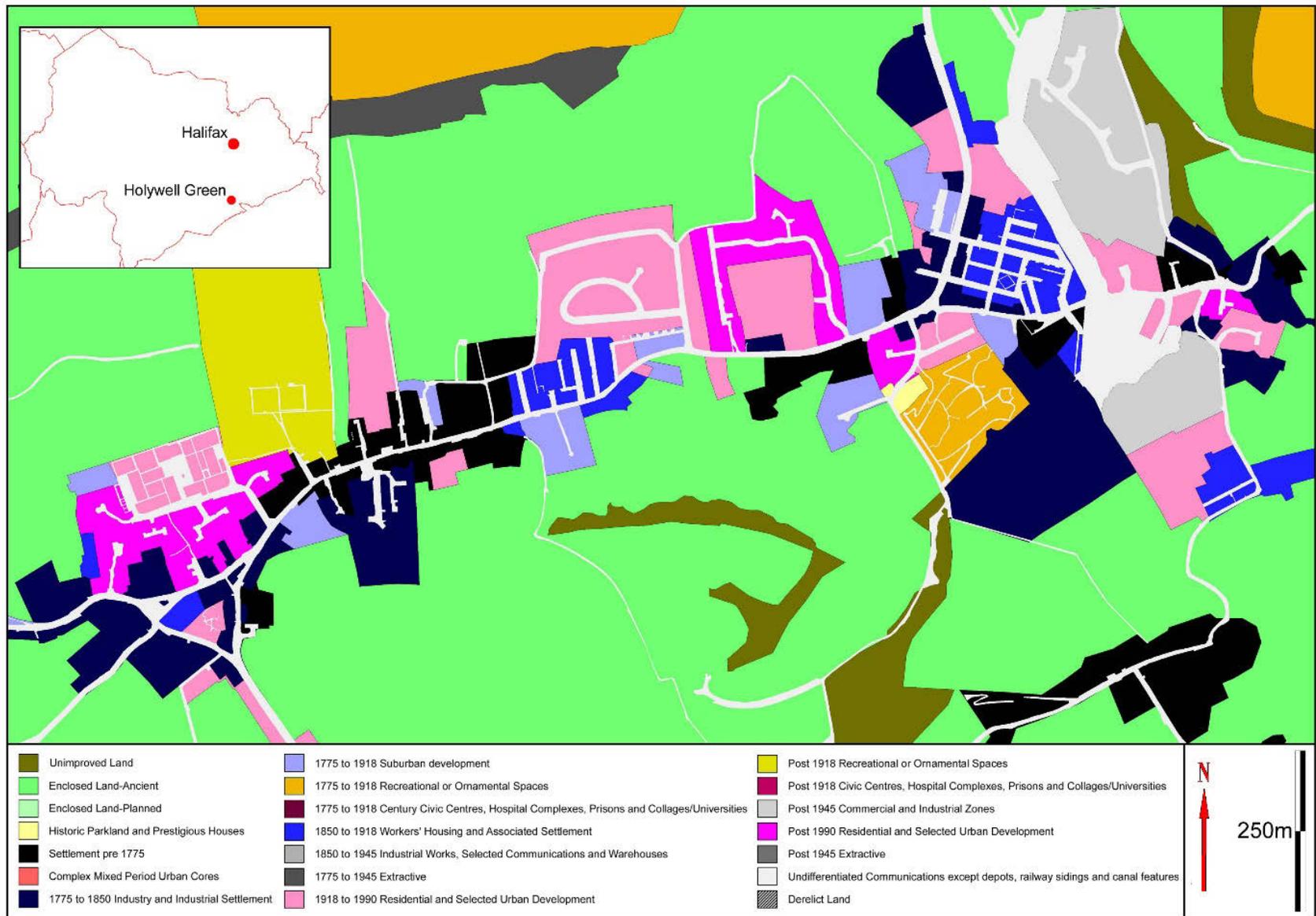
The fields contain a relatively high density of farms many of which are listed. Many date from the 17th century or earlier. Within 1km of the village there are around twelve of 17th century or earlier date. Wood Lane Hall dated to 1649 to the north of Sowerby is one of the more prestigious (HLC_PK 32309). Field House Old Hall to the south is dated to the early 17th century and is a three storey hall-house (HLC_PK 32576). Adjacent to Field House Old Hall is the Palladian style Field house which also has high status. Examples of important post medieval hall-houses in this area are numerous. Many of the listed buildings in the Sowerby area are farms and cottages dating to the 18th and early 19th century.



Figure 266. Lower Hathershelf Hall. Sowerby. 2009. 17th century hall house

4.2.25 Stainland and Holywell Green

Figure 267. Zone study area map of the Stainland and Holywell Green locality



Overview

The settlement of this area is in two parts. Stainland is a village with medieval origins. Holywell Green is a smaller village situated around 1.2km to the north east of Stainland. In the 19th century they were two separate settlements but have now become joined by continuous development along Stainland Road. Although rural in its setting, 20th century development could make Stainland a detached suburb of Elland to the east. The settlement is situated on a spur of hill projecting north-eastwards from Wholstone Moor and Pole Moor. Stainland village occupies the higher position. Stainland Road drops in a north-easterly direction down to the lower settlement of Holywell Green. The hill rise to the north above Stainland village to Eaves Top and drops down to the southeast to Holywell Brook. Stainland is situated around 6km south of the Halifax Town core in the Township of Stainland (230m AOD. OS ref 407704, 419,363). The solid geology of the area is in two parts. The Millstone Grit Group of rocks are present to the north with the Pennine Lower Coal Measures to the south.

Historic core

Settlement along Stainland Road had three focal points in the mid-19th century. Stainland Village to the west which was situated around a green formed by the meeting of four lanes, the Town Ing Mill area which was a linear development along Stainland Road and Holywell Green to the east, a nucleated settlement formed around the junction of Stainland Road and Station Road. Stainland and the Town Ings area of Stainland Road probably represent the earliest settlement core (HLC_PK 34928 and 34902).

As a settlement, Stainland can trace its origins back to “Stanland” in the Domesday Survey of 1086 (Smith, A.H. 1961. Part III. p.49). There are multiple references to the town from the 13th century onwards. Running to the north and occasionally to the south of Stainland Road are the long narrow field boundaries which are characteristic of strip-fields associated with medieval settlement in England. There are several listed or recorded structures within this area which give insight to the town’s development. The earliest is a medieval stone cross. One of the earliest buildings is the medieval timber framed barn associated with Ellistones Farm. Ellistones Farm dates to the early to mid-17th century. There are several other buildings dating to the 17th and 18th century in Stainland. The Manor House is a large house dating to 1703. There are also several late 18th to early 19th century workshops, cottages, houses and a shop which reflect growth at this time due to the flourishing textile industry.

Although largely industrial in character, Holywell Green may have also had early foundations. Holywell Green Farm, Burnal Bank Farm and Broad Carr Cottages are dated

to the mid-17th century (HLC_PK 34866, 34827 and 34902). Holywell Green derives its name from a well which lies in a field to the south-east of the settlement (HLC_PK 34874). A second religious site was present 900m to the south of Holywell Green: the site of medieval chapel and holy well and possibly the site of medieval settlement. The name St Helen's Hill is derived from St Helen's Chapel and St Helen's Well.

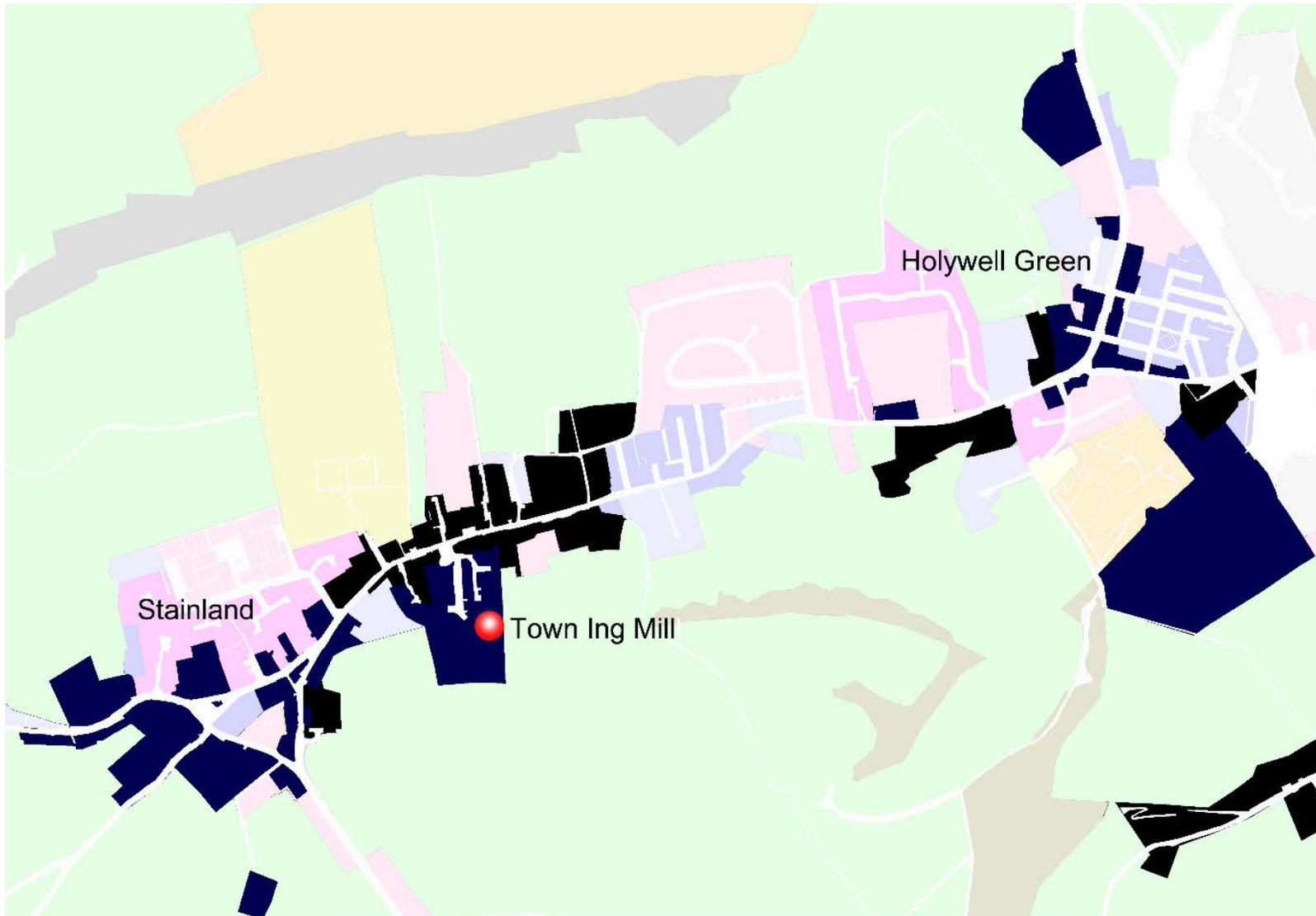


Figure 268. Zone map of the Stainland and Holywell Green's historic settlement core (not to scale)

Industrial Period development

The area contains a number of 17th century high status houses which suggest wealth in the post medieval period derived from woollen production. A second boom occurred in the early Industrial Period of the late 18th century. This area is known for its weavers' cottages. By the mid-19th century two industries were prevalent in the Stainland area, extraction and the textile industry. Although no large collieries were identified around Stainland there were several coal pits and many quarries. A notable quarry is the pre-1850 Eaves Top Quarry situated 500m north of the village (HLC_PK 38591). Stainland contained a number of mills (from east to west):

- Rawroyd Mill. Woollen. Pre-1850. Fragmentary survival. Now a business park. HLC_PK 38660
- Springwood Mills. Woollen. Post-1850. Fragmentary survival. Now a modern corn mill. HLC_PK 34839
- Burrwood Mill. Woollen. Pre-1850. Extant. HLC_PK 34846
- Greave Mill. Woollen. Pre-1850. Demolished. Now a housing estate. HLC_PK 34825
- Brook Mill. Woollen. Pre-1850. Demolished. Now a housing estate. HLC_PK 34824
- Brookroyd Mills. Pre-1850. This was one of the largest mills in the area which was served by its own railway siding. Founded as a water powered scribbling mill in the 1790s. Piecemeal survival of 19th century fabric. HLC_PK 34820
- Town Ings Mill. Woollen. Pre-1850. Partly extant. Converted to flats. HLC_PK 34958

With the exception of Ing Mill which was situated on the lower edge of Stainland village. The mills formed a zone at the Holywell Green end of the settlement along Holywell Brook. A second industrial zone was present to the north west of Stainland in the next valley system to the north. See the Barkisland settlement description for further information.

The railway was introduced to Holywell Green in around 1875. The station had a goods yard and a small branch line into Brookroyd Mill.

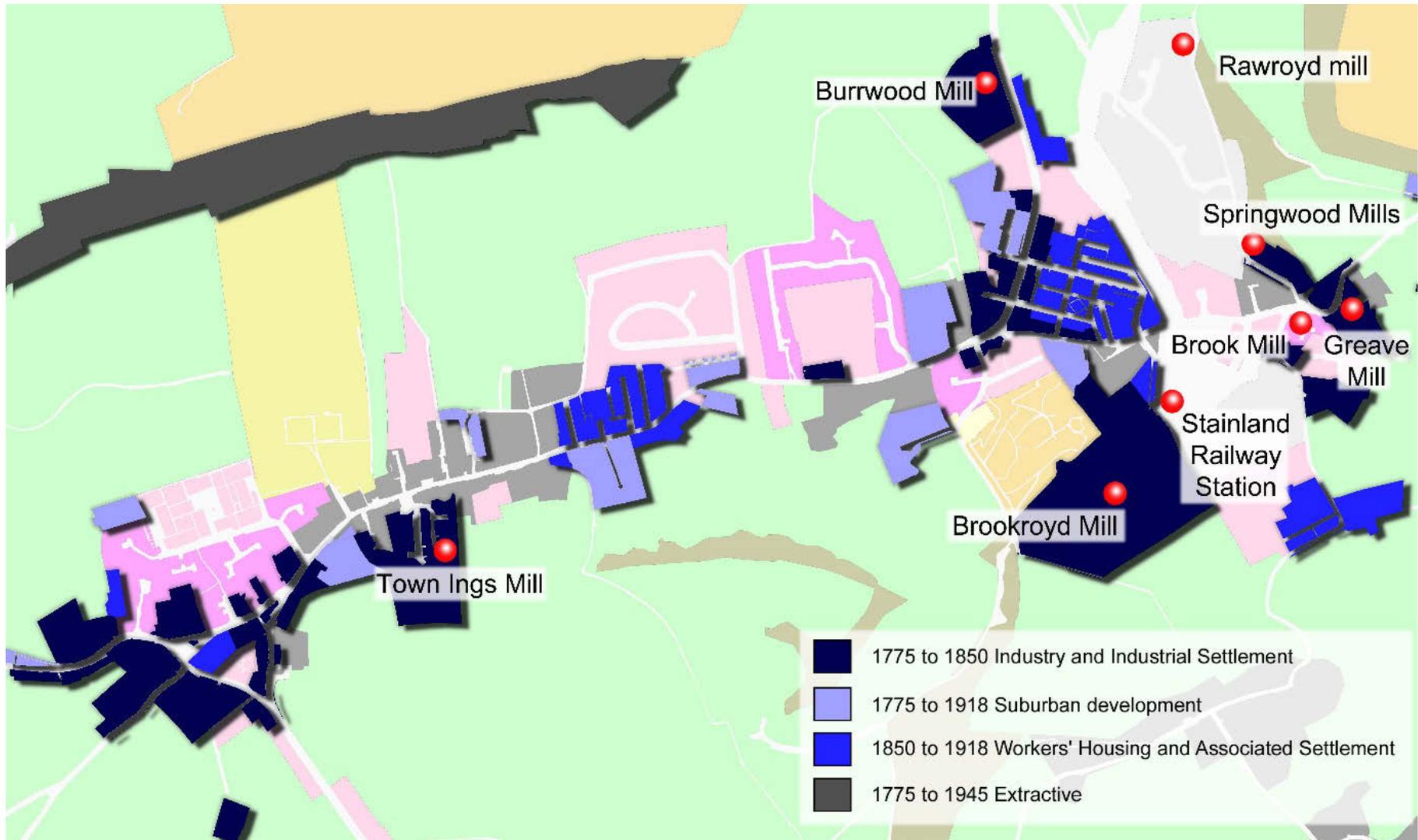


Figure 269. Zone map of the Stainland and Holywell Green's (not to scale)

Industrial Period zones (not to scale)

Stainland and Holywell Green developed as a small industrial town during the 19th century. Two or three small zones of Victorian and Edwardian terraced houses were built both around Holywell Green and Stainland (e.g. HLC_PK 34871, 34830 and 34918). A few villas were also constructed, though largely on a piecemeal and individual basis. By the late 19th century Stainland and Holywell Green was almost continuous development. Holywell Green and Stainland both had Mechanics' Institutes. Schools and chapels were also built at this time. Stainland Road at Holywell Green developed as a small commercial core.

Of note is the former Brooklands Hall which was situated in a park-like landscape adjacent to Brooklands Mill. Brooklands House built by Samuel Shaw, who owned Brookroyd Mills in around 1870. The house was demolished in the 1930s when the associated Mill business went into liquidation. The gardens survive as a public park to the immediate south (HLC_PK 34872).

20th century and beyond

Stainland acquired a few new estates in the 20th century. These tend to be small scale compared to other parts of Calderdale. There are two distinct zones, in former fields to the north of the Stainland and around Holywell Green to the north and south. Interwar, post-war and post-1990 estates are represented (e.g. HLC_PK 29592, 29595 and 34950). The 20th century estates north of Stainland village demonstrate an element of social housing.

The area of former textile mills to the east of Holywell Green is still in industrial use. The Springwood Business Park and Brookwoods Industrial Estate consists of several medium scale sheds of late 20th century date (HLC_PK 38660). Previous development includes Rawroyd Mill (woollen) and a row of terraces to the north and a probable industrial reservoir to the south. The Stainland Works is a large scale chemical works which reuses the Brookroyd Mill sites. The current works was established in the c.1980s (HLC_PK 34820 and HLC_PK 34822).

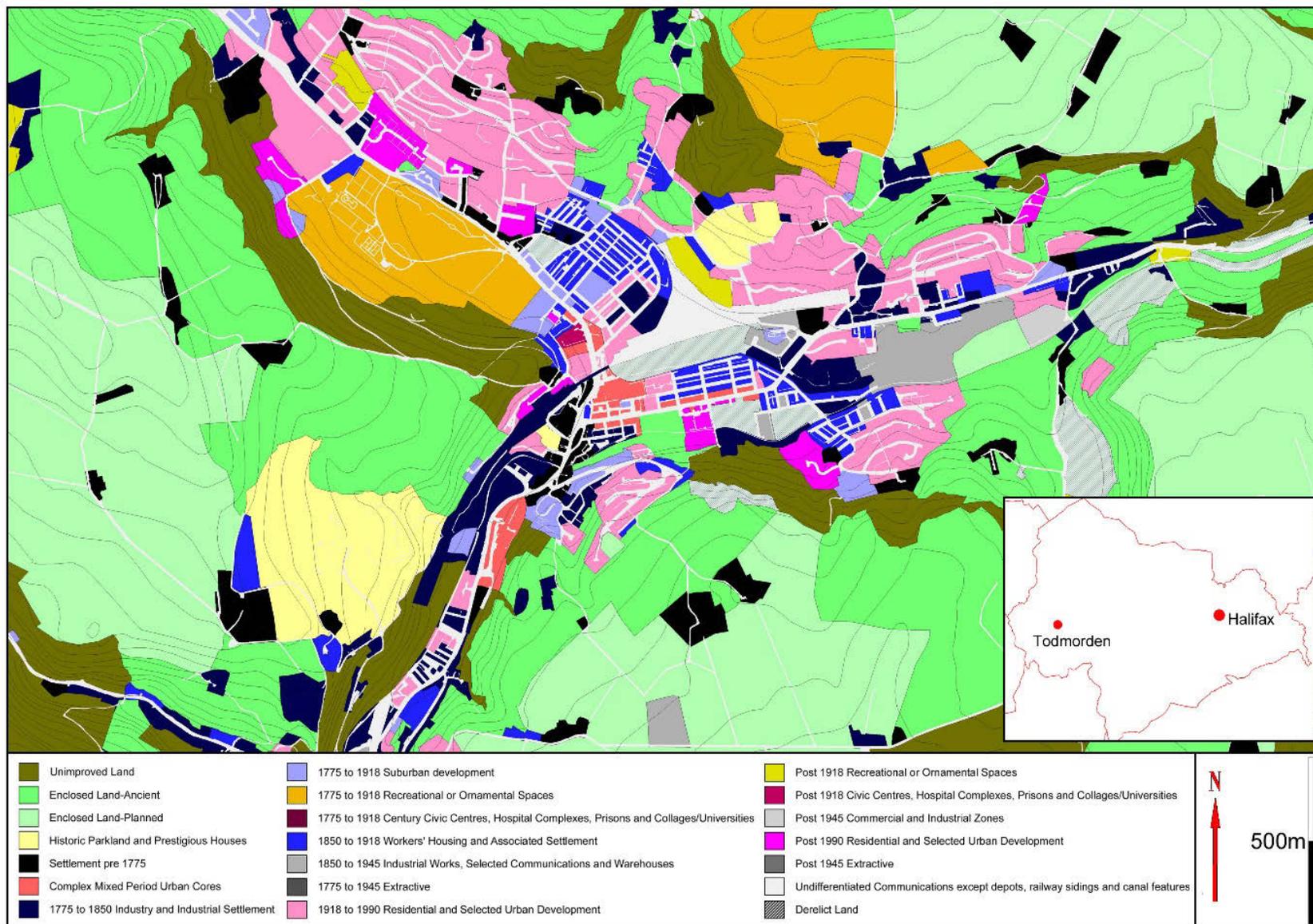
Holywell Green still has a strong Industrial Period character with terraces, villas, village institutes and shops lining Stainland Road. Modern development along the road is small scale and piecemeal. 20th century houses intrude upon the 19th century character of Station Road. The character of Stainland Road westwards out of Holywell Green is residential with a mix of vernacular cottages, terraced houses, villas, earlier farms or halls and the occasional modern development. The views to the south of the road overlook pasture, farms and woodland. The integrity of the Industrial Period character survives well along the length of Stainland Road.

Rural hinterland

Fields depicted on mid-19th century mapping survive well in the modern landscape with little agglomeration or reorganisation. Mapping of 1850 depicts what appear to be enclosed strip fields to the north of Stainland and piecemeal enclosure or assarts on the valley sides to the south. The fields to the north of the village contain no farms which suggest that all the farms associated with this area were contained within the village. The valley sides south of Stainland and Holywell green contained several farms with the occasional fold and hamlet. Jagger Green and Old Lindley are the most notable. Jagger Green contains a hall of 17th century date (HLC_PK 38234). Old Lindley contains a stone encased 15th century timber framed hall-house and possible strip fields (HLC_PK 38235). New Yard Farm 500m south-west of Stainland is of late 17th century origins (HLC_PK 38539). Stainland Road continues south out of the village and climbs the hill to Outland. There are a number of cottages and folds along its route including the hamlet of Sowood Green around 900m south of Stainland. Although Sowood may contain early building fabric it is predominantly from the early Industrial Period.

4.2.26 Todmorden

Figure 270.
Zone study
area map of
the
Todmorden
locality



Overview

Todmorden probably originated as a hamlet of ancient origins which developed into a town during the Industrial Period. The town continued to expand, particularly with housing and further industry during the 20th century. Todmorden is situated 15km to the west of the Halifax Town core (125m AOD. OS ref 393697, 424249). The town straddles three Townships: Stansfield, Langfield and Todmorden and Walsden (listed clockwise from the north). Todmorden is in a valley bottom location on the River Calder valley which runs from west to east at its confluence with the Walsden Water which comes from the south. The Calder and Walsden Water valley sides rise steeply to quickly meet open moorland. Langfield Common and Studley Pike is present to the south east, Shore Moor and Inchfield Moor is present to the west and Stanfield Moor to the north. The hill and moorland landscape dominates the rural setting of Todmorden. The town sits above a solid geology of the Millstone Grit Group of rocks.



Figure 271. View towards Todmorden looking north from Langfield Common. 2009

Historic core

The historic settlement of Todmorden may have its origins in the medieval period. Although not described in the Domesday survey of 1086 (Smith, A.H. 1961. Part III. p.174). Near-by Stansfield receives a mention. Stansfield Hall is a house of 1640 positioned on the hillside above Todmorden, it may have had a medieval predecessor (HLC_PK 35341). If this is the case, then the lack of a village or hamlet in this location suggests that settlement was low-density spread along the valley side. 'Tottmerden' (Totta's Valley) is first mentioned as early as 1246. The early history of Todmorden is difficult to trace but there is evidence to suggest there was a settlement from the middle ages. Within the core are several buildings with early origins. St Mary's Church originated as a chapel of ease built after c.1476 (HLC_PK 35407). Todmorden Old Hall (HLC_PK 35415) is early 17th century but contains the remains of a timber-framed building of c.1500. The presence of a church and hall together in the same location implies the presence of some kind of nucleated settlement at this time. The location, at a meeting of roads and on the crossing point of the River Calder would support this supposition. Todmorden would have provided a centre for communication routes (roads and pack horse trails) and for commerce. The Rise Lane, Water Street, Hall Street and Fielden Square area of Todmorden possibly represents the oldest part of the historic core of Todmorden with the highest concentration of listed buildings and with the most organic street pattern (HLC_PK 35414). Development in adjacent areas has a more regular grid-iron layout or occurs as linear development. Todmorden Old Hall and St Mary's Church both occur in this vicinity. Other nearby listed buildings include a late 17th century house, an endowed school of 1713, a mid-18th century public house, a late 18th century shop and public house, early 19th century shops, a railway hotel built c.1840 and an 1870s Masonic Hall. The listed buildings demonstrate continuous occupation from the medieval period.

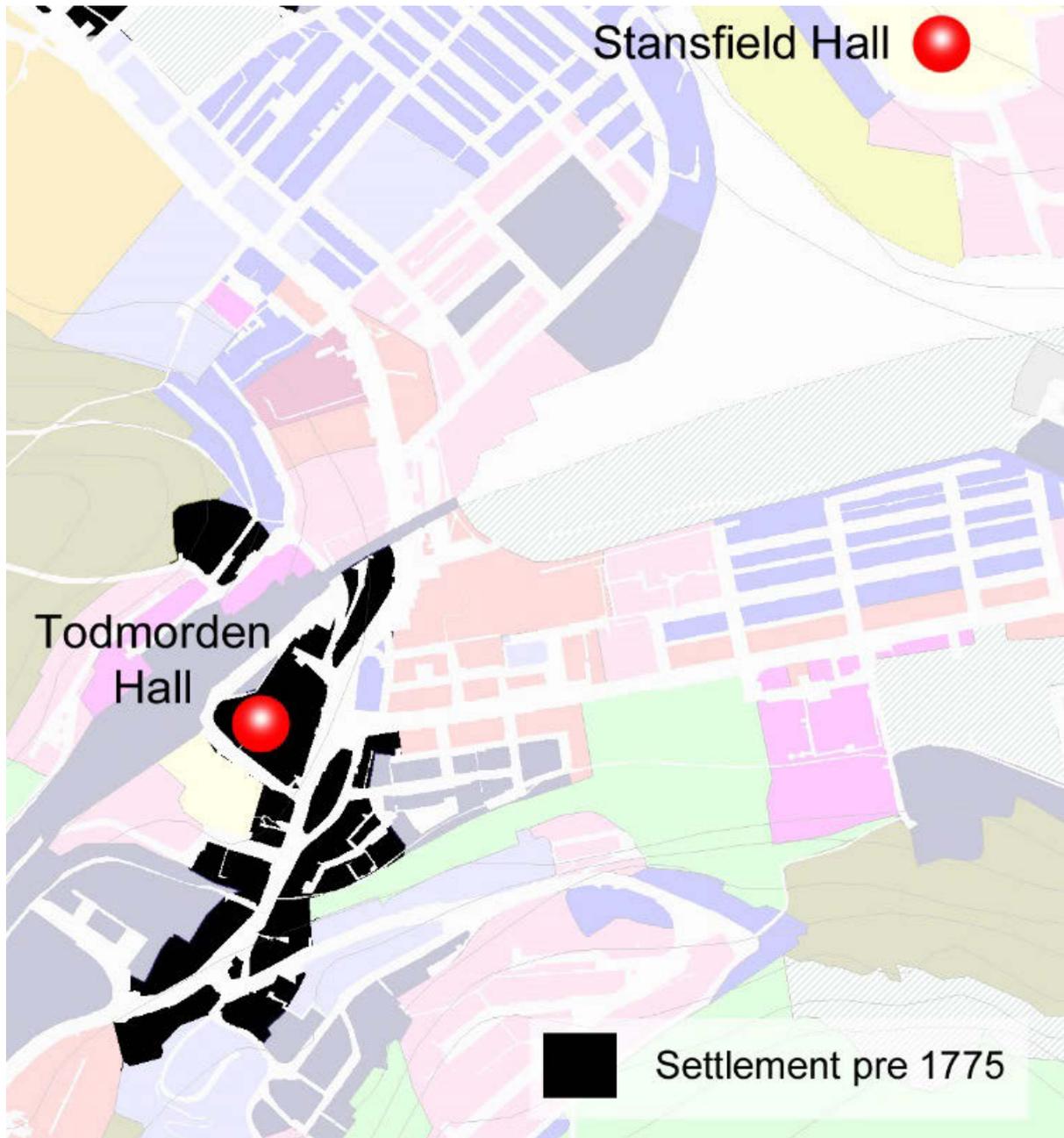


Figure 272. Zone map of the Todmorden's historic settlement (not to scale)

Industrial Period development

Todmorden expanded with the completion of the canal in 1804 and the introduction of the railway in 1849. The transport revolution played a major part in the local industrial revolution. The local geography was also conducive to industrial growth by providing a ready supply of raw materials, water and water-power for early domestic and mechanised industry. The town boomed from this point onwards with the construction of workshops, mills, warehouses, houses, shops, public institutes and civic buildings.

Initially textile production was domestic based. The large number of Yeomans' houses in Calderdale stand as testament to the success of this process in the post medieval period. Domestic textile production continued into the 18th century. By this time production was taking place in specially constructed or converted cottages which provided accommodation and workshops. Such cottages in this area are characterised by having long multi-mullioned windows to the first floor. These developed into the larger and purpose built loom shop. These were multi-storey cottages connected on the top floor by a continuous loft where the work was undertaken. Much of this development occurred in the many folds and hamlets in the surrounding countryside and also within Todmorden on a larger scale. An examination of the rear of the properties fronting Halifax Road (from Dale Street) reveals several properties with loom shop windows (HLC_PK 35418). The Salford and Bankside area became an area of dense yard developments in the late 18th and early 19th century. Other vernacular cottages from this period can also be found extending as ribbon development along Rochdale Road and Burnley Road (HLC_PK 35416 and 35436). The development on Rochdale Road merged with the hamlets of Wadsworth, Shade and Gauxholm to the south during the early Industrial Period. A few of the early Industrial Period investor families went on to become successful mill owners in the early 19th century.

One of the most important families in Todmorden was the Fielden family. In 1782 Joshua Fielden, of Edge End Farm, began spinning with hand jennies in some converted cottages at Laneside (HLC_PK 35466). In 1784 he acquired a leasehold property at Laneside, together with a spring of water in Swineshead Clough probably to develop the small water-powered mill from which the Waterside complex grew (HLC_PK 35446). His five sons built up the firm as partners, especially after the opening of the Rochdale Canal in 1804. In 1829 the Fieldens installed at Waterside the first power looms to be recorded in the Upper Calder Valley. By 1832, the Fielden enterprise was a major one with 39,048 spindles, 684 power looms and more than 1,000 dependent hand loom weavers producing around 2,000 pieces of cloth each week (Calderdale Council. 2007).

The coming of the canal encouraged canal side industry and saw the construction of several mills along its valley bottom routes. Its route through Todmorden saw canal-side loading into the mills and warehouse. Gauxholme had a purpose built canal basin with associated warehouse (HLC_PK 35487). A hamlet developed around the basin at Gauxholme.

In addition to the many quarries, smithy workshops, rope walks, brick kilns, *etc.* which were present in the town, Todmorden contained several large industrial works of 19th century date. These were mainly cotton mills, though iron works and other industrial features are also represented. The larger examples are listed below (from west to east. Number refer to figure 272 below):

1. Smithy Holme Mill. Cotton. Pre c.1850. Extant and reused as a care homed. HLC_PK 35522
2. Knowl Wood Mill. Cotton. Pre c.1850. Demolished. Now a detached house. HLC_PK 35511
3. Watty Mill. Corn. Pre c.1850. Partially extant and in residential use. HLC_PK 35506
4. Dancroft Mill. Pre c.1850. Weaving shed survives. Area in industrial use. HLC_PK 35491
5. Rock Spring Brewery. Originally a pre c.1850 cotton mill. Demolished. Now a detached house. HLC_PK 35486
6. Gauxholme Mill. Cotton. Post c.1850. Extant but altered. HLC_PK 35489.
7. Shade Mill. Date and function unclear. Present by c.1894. No separate HLC record
8. Waterside Mill. Cotton. Pre c.1850. Demolished. Now a supermarket. HLC_PK 35446
9. Salford Mill. Probably textile. Area contained a few workshops. Part of HLC_PK 35450
10. Victoria Iron Works. Probably pre c.1850. Fragmentary survive with modern industrial reuse of site. HLC_PK 35447
11. Ridge Foot Mill. Cotton. Pre c.1850. Replaced by a medical centre in 1938. HLC_PK 35437
12. Vale Mill. Cotton. Pre.c1850. Extant. Probably in multiple occupancy and/or disused. Part of HLC_PK 35355
13. Carr Mill. Cotton. Possibly pre c.1850. Demolished. Part of HLC_PK 35355
14. Crow Carr Ings. Pre.c1850. Extant. Probably in multiple occupancy and/or disused. Part of HLC_PK 35355
15. Adam Royd Mill. Cotton. Post c.1850. Demolished and area left undeveloped. HLC_PK 35294
16. Harley Mill. Cotton. Pre c.1850. Fragmentary survival. HLC_PK 35315
17. Ferny Mill. Cotton. Post c.1850. Demolished. Now houses. HLC_PK 35290
18. Malt Kiln. Demolished. Date unclear. Now separate HLC record
19. Scaitcliffe Mill (corn). Pre c.1850. Possibly early. Main mill appears demolished. Fragmentary survival of other features. HLC_PK 35474
20. Lineholme Mill. Cotton. Pre c.1850. Demolished. Now a small commercial park. HLC_PK 35196
21. Canteen Shed. Cotton. Post c.1850. Fragmentary survival possible. Now modern industrial sheds. HLC_PK 35194
22. Malt house. Date unclear. Probably demolished. HLC_PK 35203
23. Robinwood Mill. Cotton. Pre c.1850. Extant and grade II listed. HLC_PK 35195

24. Naylor Mill. Pre c.1850. In ruins by c.1894. Now contains detached house. HLC_PK 35326
25. Barewise Mill. Cotton. Pre c.1850. In ruins by c.1894. Now terraced houses. HLC_PK 35875
26. Hole Bottom Mill. Cotton. Pre c.1850. Possible fragmentary survival. Now detached houses HLC_PK 35330
27. Albion Mill. Cotton. Pre c.1850. Demolished now a supermarket. HLC_PK 35431
28. Canal Street Works. Machinery. Post c.1850. Demolished in 2006. Part of HLC_PK 35426
29. Anchor Mill. Probably cotton. Post c.1850. Demolished in 2006. Part of HLC_PK 35426
30. Der Street Mill. Cotton. Post c.1850. Extant but modernised. HLC_PK 35809
31. Derdale Mill. Cotton. Post c.1850. Demolished between 2003 and 2006. HLC_PK 35808
32. Sandholme Mill. Cotton. Pre c.1850. Probably extant. HLC_PK 35806
33. Stansfield Mill. Corn. Pre c.1850. Possibly early. Demolished. Now post-war flats. HLC_PK 35811
34. Cotton weaving shed. Pre c.1850. Demolished. Now houses. Part of HLC_PK 35852
35. Phoenix Foundry. Post c.1850. Demolished. Now waste land. HLC_PK 35840
36. Gas Works. Post c.1850. Demolished. Now waste land. HLC_PK 35840

The railway had a massive impact on Todmorden's historic landscape. Being an elevated position, it crossed a viaduct which dominates the town centre. The railway station was built by the Manchester and Leeds Railway Company and opened in March 1841 when the final portion of the main line between Manchester and Normanton through Summit Tunnel was completed (HLC_PK35404). The station had sidings and a railway warehouse HLC_PK 35404 and 35449). The Stansfield Railway Junction is a large railway junction covering over five hectares. It dominates the hillside to the north-east of the town (HLC_PK 35364).

The arrival of the railway transformed Todmorden from a rural settlement to one of the most important towns in the Calder Valley by contributing to the general prosperity. Todmorden grew rapidly during the 19th century. The current Todmorden Market hall was opened in December of 1879 replacing one of 1802 when the first market opened in the White Hart Fold area. Halifax Road, Water Street and Rochdale Road developed as commercial cores in the later Industrial Period with the construction of shops, hotels, public houses, cooperative warehouses, commercial chambers and banks (HLC_PK 35418 and 35414). Christ Church opened in 1832 (HLC_PK 35403). The Endowed School was rebuilt in 1851

(Calderdale Council. 2007). The construction of Todmorden's prestigious Town Hall was completed in 1875 (HLC_PK 35410).

Nearly 700 houses were built between 1876 and 1886 (Calderdale Council. 2007). The pattern of terraced house development changed from folds and yard developments to larger grid-iron developments. Todmorden demonstrates several of these dating from the 19th to early 20th century. Some of the larger developments include those around Cambridge Street to the east of Todmorden, Summerfield Road also to the east, the Byrom Street area off Burnley Road to the west, Beaumont Street and Pine Road further west along Burnley Road (HLC_PK 35422, 35776, 35219, 35207). There were many individual rows both within the town and on the surrounding hillsides. Todmorden also gained a few villas. Many were in the country side, though a few were present in the town, such as North View on Rochdale Road (HLC_PK 35425). The area around Christ Church along Burnley Road developed as a small zone of villas and higher status terraced houses (HLC_PK 35321). The Todmorden area contains a few large 19th century country estates. Dodroyd Castle on the hillside to the west of the town. This is a country house set in private parkland built between 1866-9 by John Gibson for John and Ruth Fielden (HLC-PK 35471). Centre Vale house was built off Burnley Road before c.1850. The hall is now demolished and the private park become a public park in 1915 (HLC_PK 35358 and 35359). The mid-19th century was also the time when Stansfield Hall to the north of Todmorden was remodelled (HLC_PK 35341).

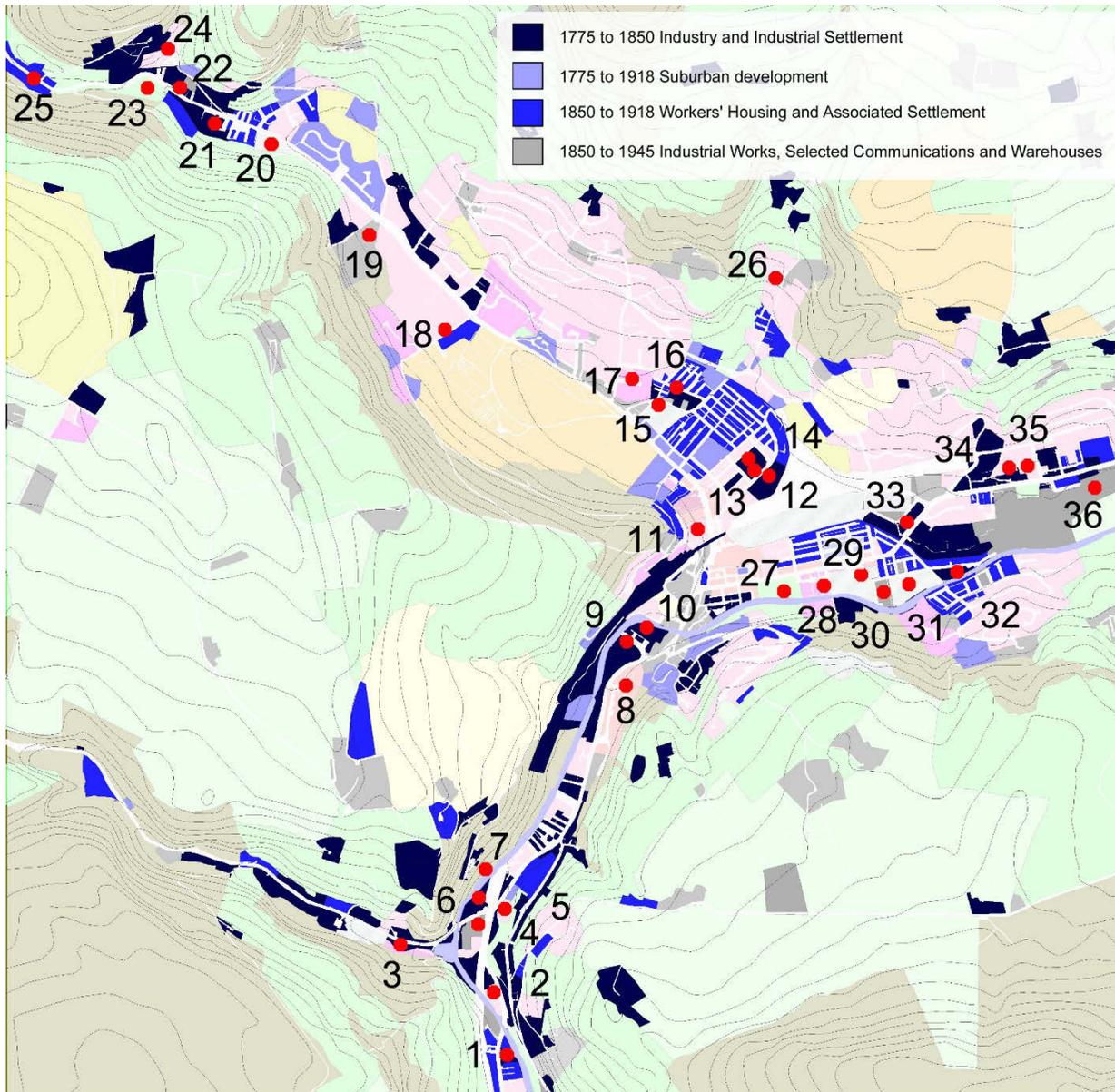


Figure 273. Zone map of the Todmorden's later Industrial Period development with large industrial works distribution (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

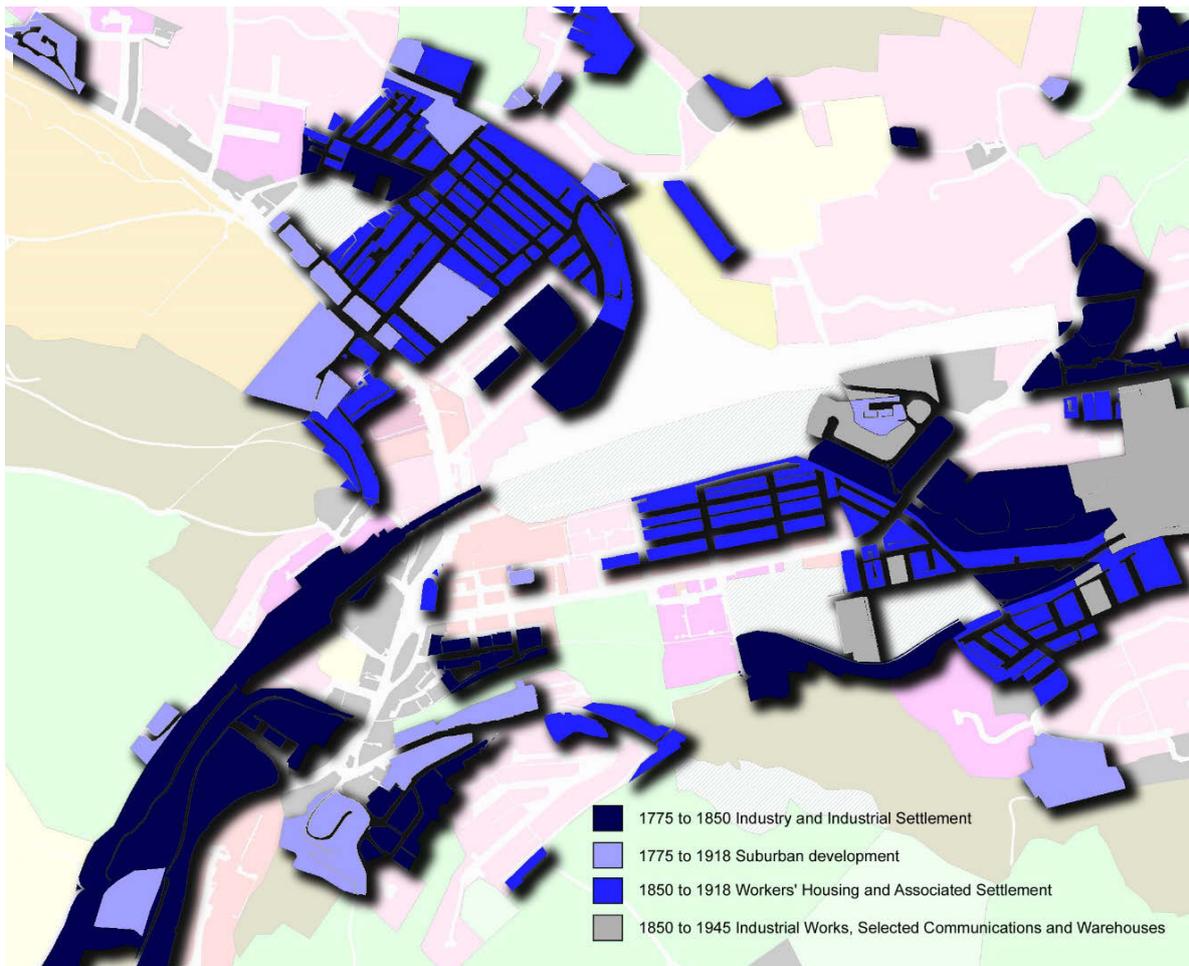


Figure 274. Zone map of the Todmorden's later Industrial Period development (not to scale)

20th century and beyond

Todmorden contains several large 20th century housing estates. The largest is to the west of the town off Burnley Road. Development in this area began in the Interwar period with the social housing development around Oak Avenue (HLC_PK 35208). This represents the largest contiguous Interwar development. Interwar estates occurring in other areas are small scale and piecemeal. This area also contains the c.1930s Todmorden Grammar School (HLC_PK 35206). Further west is the Ashenhurst Road Estate. This is a post-war extension of the social housing development of Oak Avenue (HLC_PK 35205). On the opposite side of Burnley Road is Todmorden High School which is a large comprehensive school built between 1956 and 1963 (HLC_PK 35360). Another significant development in the Burnley Road part of Todmorden is the Centre Vale Park which opened in 1915 in the grounds of Centre Vale House (HLC_PK 35359).

On the Halifax side of Todmorden is one small Interwar estate (High Croft Road. HLC_PK 35368). There are three relatively large post-war developments: a prestigious development of named detached houses in the Stone Cross Road area, a post-war development of social

housing around Tennyson Avenue and a late 20th century private development south of the Calder around Kinhurst Lane (HLC_PK 35345, 35799 and 35773). 20th century commercial redevelopment has occurred on a piecemeal basis along Halifax Road and Rochdale Road. Todmorden now has a Lidl Supermarket built on the site of Albion Mill (HLC_PK 35431). Morrison's Supermarket on Rochdale Road replaced Waterside Mill (HLC_PK 35446). Several industrial works were demolished to the south of Halifax Road in the late 20th to early 21st century, probably pending redevelopment.

The commercial core of Todmorden still retains much of its Industrial Period commercial character as does the more vernacular areas around Water Street, Rochdale Road and Burnley Road. Todmorden has largely escaped any substantial post-war redevelopment with the exception of the loss of a few terraces and industrial buildings. The mill-town historic landscape character survives with good cohesion.

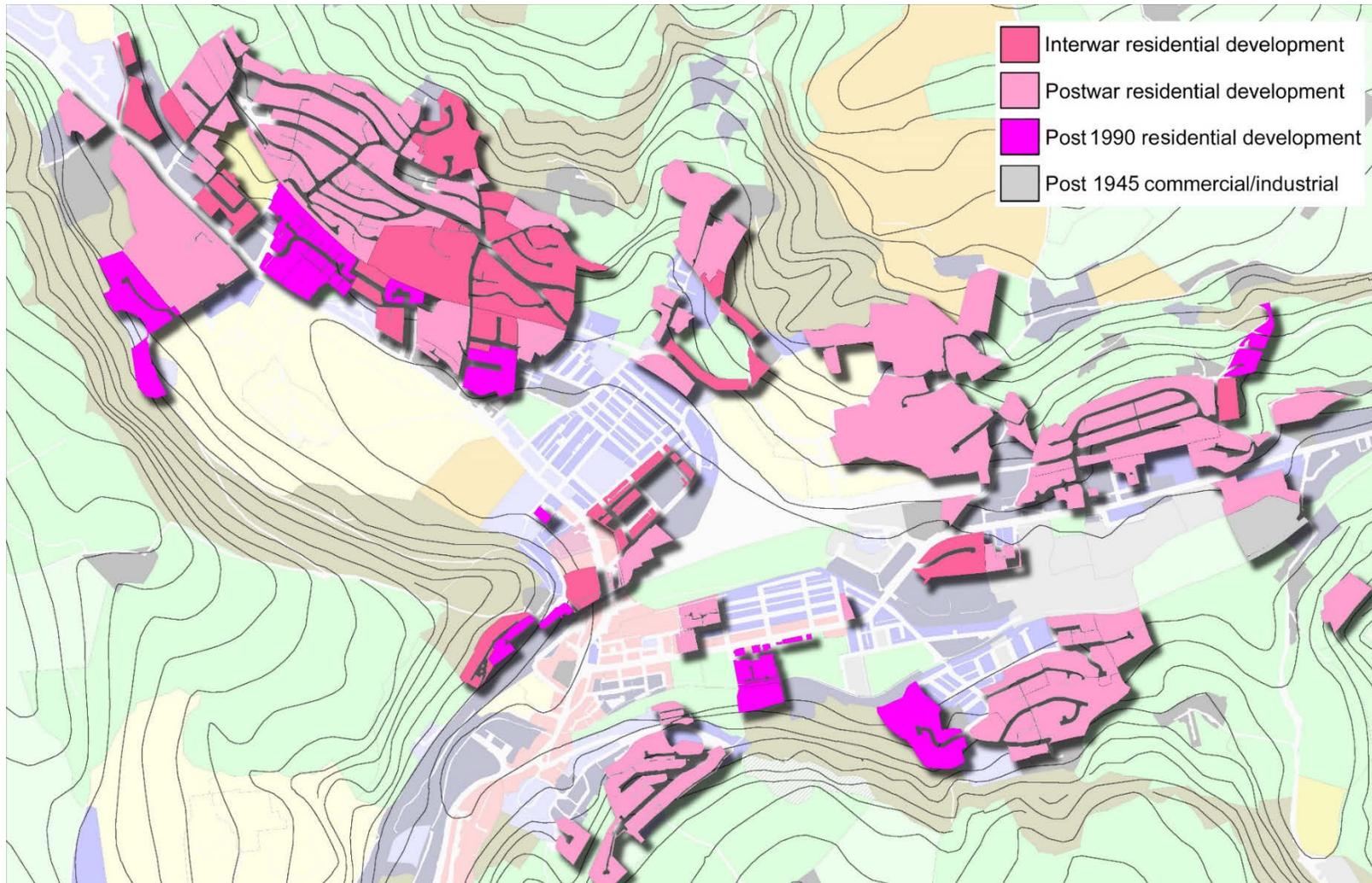


Figure 275. Zone map of the Todmorden's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

In ancient times the valleys around Todmorden would have been heavily wooded. Ancient settlement and associated farming landscape would have been situated on the more level areas between the slope crests and open moor. The settlement of Todmorden probably occurred because it was at a crossing point of the Calder. Other valley bottom settlement tend to have more of an industrial period character. A standard field boundary pattern can be identified, with assarts on the slopes, then piecemeal enclosure leading to intakes and open moorland with increasing elevation. This pattern can certainly be seen around Todmorden.

In the area of hillside area conducive to farming many settlements with ancient origins have been identified. There are a few notable hamlets. Lumbutts and Mankinholes 2km to the south-east of Todmorden contain 16th, 17th and 18th century houses and may demonstrate small areas of medieval strip fields (HLC_PK 35938 and 35947). Cross Stone is a hamlet with potentially ancient origins which is distributed as low density settlement along lanes on the hill side above Todmorden to the north (HLC_PK 39651).

The hillsides to all sides of Todmorden contain numerous farms with confirmed post medieval to early industrial period dates. Yeomans' Houses, historic farms, laithe-house farms, weavers' cottages, loom shops and barns are represented in a relatively high density. The tendency for the higher farms to be later, though this is not always the case.

The survival of fields boundaries, woodland boundaries and distribution of farms depicted on mid-19th century mapping is good. Most farm abandonment, particularly at higher elevation occurred before or at the beginning of the 20th century.

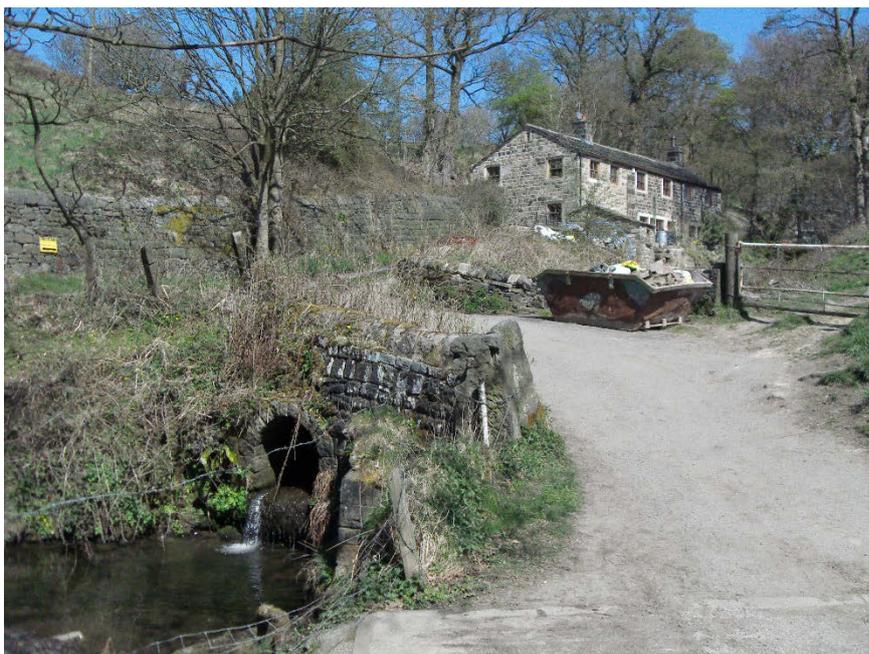
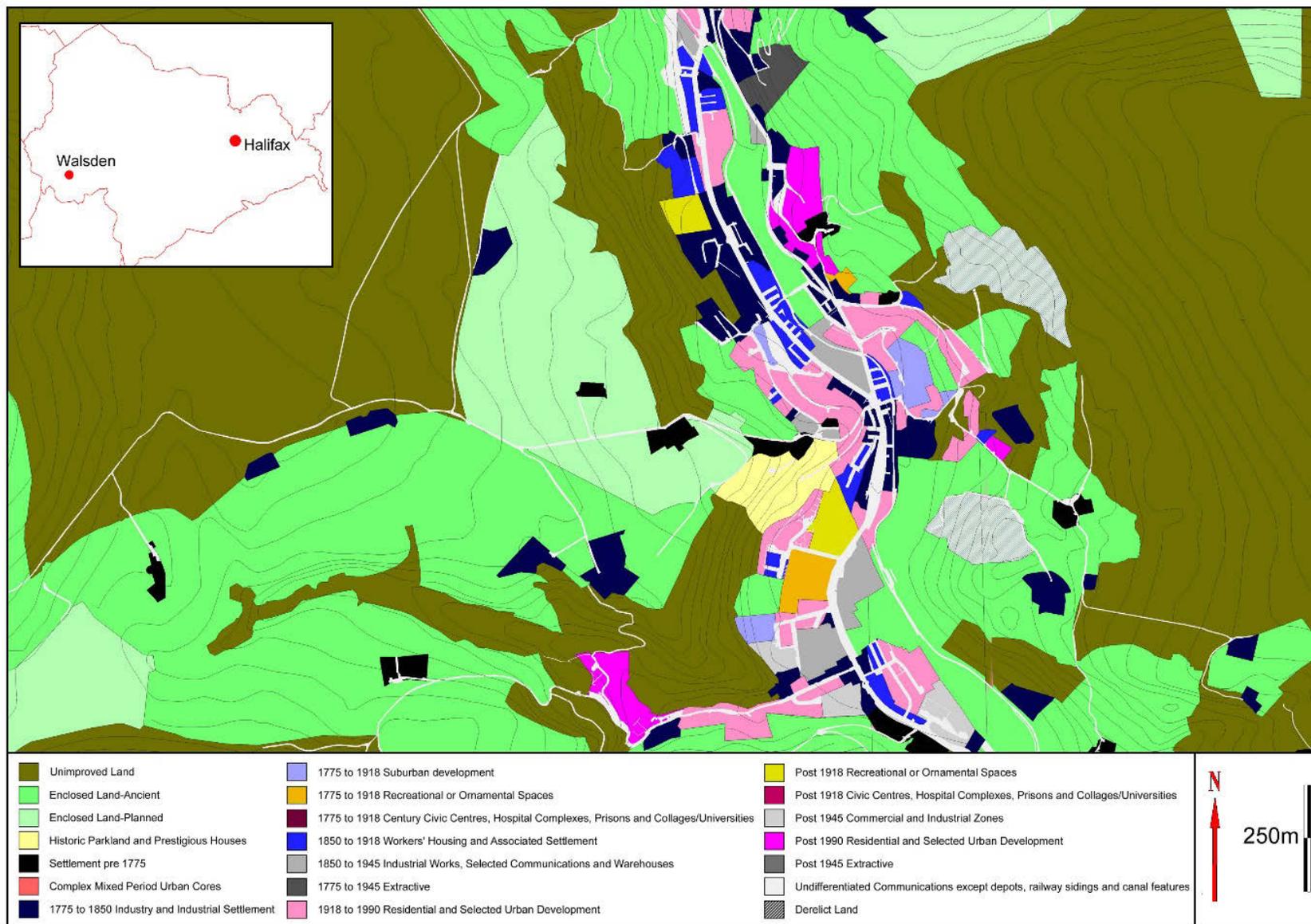


Figure 276. Late 18th to early 19th century cottages. Hole Bottom. Todmorden. 2009

4.2.27 Walsden

Figure 277.
Zone study
area map of
the
Walsden
locality



Overview

Walsden is an isolated industrial village settlement situated 16km to the west of the Halifax Town core in the Township of Todmorden and Walsden (150m AOD. OS ref 393212, 422208). Walsden is the last town before the border to Greater Manchester 2.5km to the south. Walsden is situated in a deep valley down which runs Walsden Water. The brook has a south to north direction at this point. Walsden Water meets the River Calder in Todmorden 2km to the north. The land rises steeply to meet Inchfield Moor to the west and Walsden Moor to the east. The valley floor rises towards Summit near the Manchester Border before dropping again towards Rochdale. Walsden sits above a solid Geology of the Millstone Grit Group of rocks.

Historic core

Walsden may not have an ancient village core. Much of the development in the 19th century occurs as ribbon development along Rochdale Road. This was named the Todmorden Trust Turnpike on mid-19th century mapping. The turnpike is probably of late 18th to early 19th century date, though parts of it may follow an earlier route. Ancient routes probably took a more winding route along the valley sides connecting the various farms and folds. Walsden was not a prominent place name on mid-19th century mapping, though historic records refer to Walsden in 1235 (Smith, A.H. 1961. Part III. p.186).

It is likely that settlement in this part of the valley was low density and distributed along the valley sides. Some nucleation may have occurred. A fold developed around Inchfield Farm 400m to the south of Walsden Railway Station on the western side of the valley. The fold contains a cruck-framed house of mid-16th century date, a stone house of 1631 and an early 19th century laithe house (HLC_PK 35601, 35595 and 35602). Mid-19th century mapping also describes a hall and corn mill. Other listed building in the Inchfield area consisted predominantly of 18th to early 19th century cottages including a loom shop. A second fold named Hollins Bottom was present on the eastern side of the valley around 200m to the east of Walsden Station. This was situated on Hollins Road which may represent an earlier route along the valley. Early settlement here consisted of low density ribbon development along Hollins Road with further settlement along lanes leading up into the valley sides. Hollins Bottom was a nucleation around a meeting of four lanes which included the Hollins Inn (HLC_PK 35535). This area held the local church, St Peter's which was built in c.1875. There was also an infants' school in this vicinity (HLC_PK 35537). Listed buildings in this area include a house, two laithe houses and cottages of the early 18th century (HLC_PK 35716 and 357180).

The landscape around Walsden is not particularly conducive to farming settlement. The valleys are steep sided and wooded and gave way quickly to open moor. Assart-like enclosure and woodland is present on the valley sides with large intake farms against the moorland edge. The farms on the hillsides are generally mid-17th to 18th century.

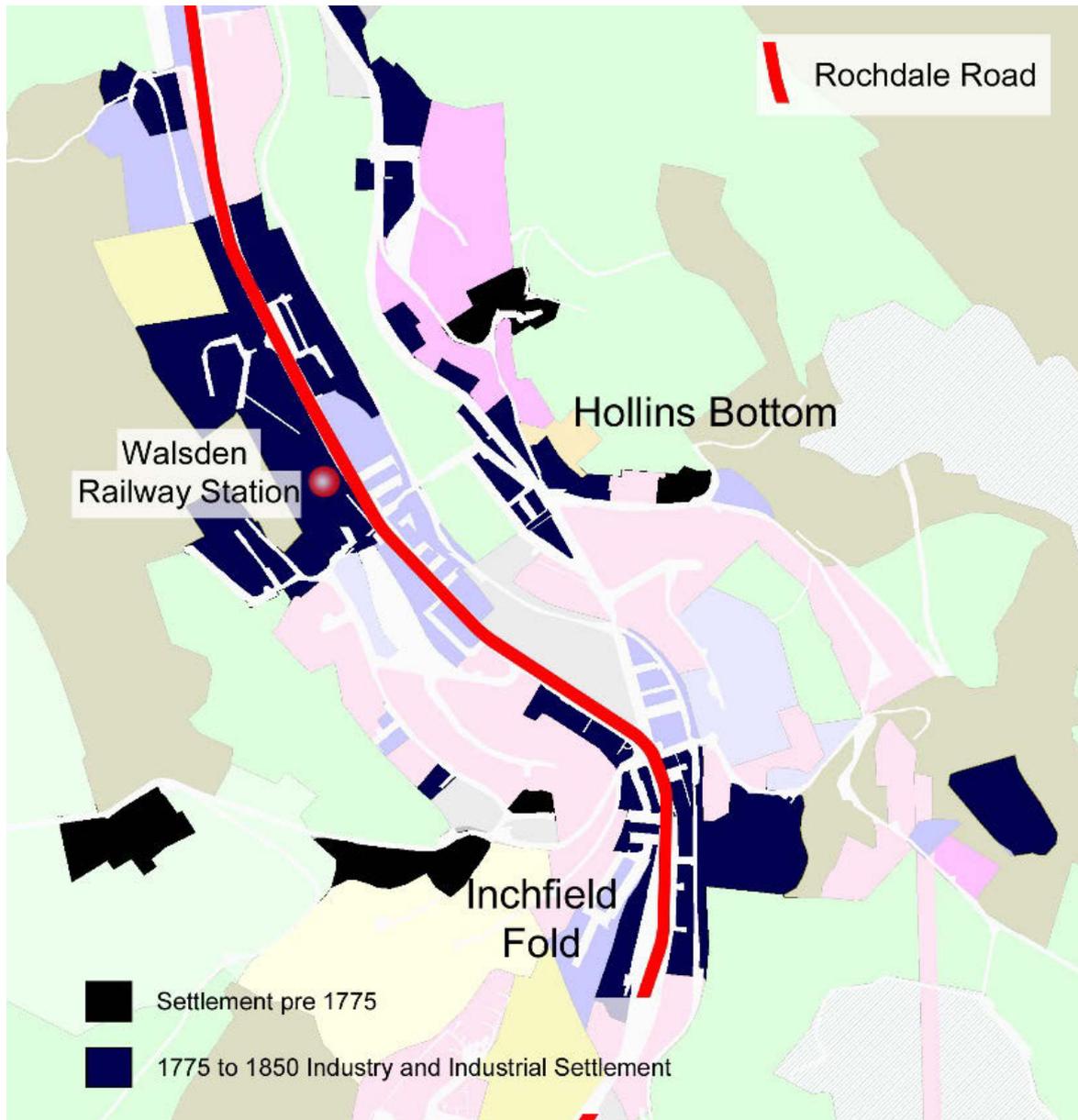


Figure 278. Zone map of the Walsden's historic settlement (not to scale)

Industrial Period development

Walsden probably developed a domestic textile industry in the early Industrial Period. Listed cottages on Square Road to the south of the village have rows of multi-light mullioned windows associated with weavers' cottages (part of HLC_PK 35589). Others would have been plentiful in the village and the surrounding folds and farms.

The Rochdale Canal arrived around 1798 and Walsden Railway Station with goods yard by 1841. These two factors connected Walsden to Manchester and Halifax and allowed local industry to prosper. Later 19th century mapping shows a much more developed town with rows and small grid-iron developments of terraced houses, a new school and an additional chapel. Rochdale Road became the focus of development, although a small group of terraces was also constructed at Hollins Bottom (e.g. HLC_PK 35608, 35589 and 35535). Rochdale Road also acquired a few shops. Walsden had become an industrial village (or small town).

The valley, from Walsden to Todmorden became a 19th century industrial zone. Ramsden Clough, 600m to the south west also acquired a few industrial works. A list of some of the larger mills and workshops is provided below (from south to north):

- Springfield Mill. Pre c.1850. Cotton. Demolished. Now houses. Part of HLC_PK 21139
- Ramsden Mill. Cotton. Pre c.1850. Demolished. Now houses. Part of HLC_PK 21139
- Strines Mill. Log cutting in c.1894. Probably pre c.1850. Demolished. HLC_PK 35684
- Jubilee Mill. Probably textile. Late 19th to early 20th century. Extant. Part of HLC_PK 35636
- Bottoms Mill. Cotton. Post c.1850. Extant. Part of HLC_PK 35636
- Sun Vale Chemical Works. Formerly pre c.1850 Sun Vale Roller Works. Demolished. Now modern industry. HLC_PK 35671
- Danroyd Shed. Cotton. Possibly demolished. Now post-war works. HLC_PK 35706
- Birks Mill. Cotton. Established 1799. Extant. HLC_PK 39099
- Hollins Mill. Cotton. Built 1856 to 58, Extant. HLC_PK 35540
- Alma Mill. Cotton. Post c.1850. Demolished in the late 20th century. Derelict? HLC_PK 35533
- Unnamed Mill. Probably textile. Post c.1850. Demolished. Now a school. Part of HLC_PK 35533
- Clough Mill. Cotton. Pre c.1850. Demolished now recent housing. HLC_PK 35726

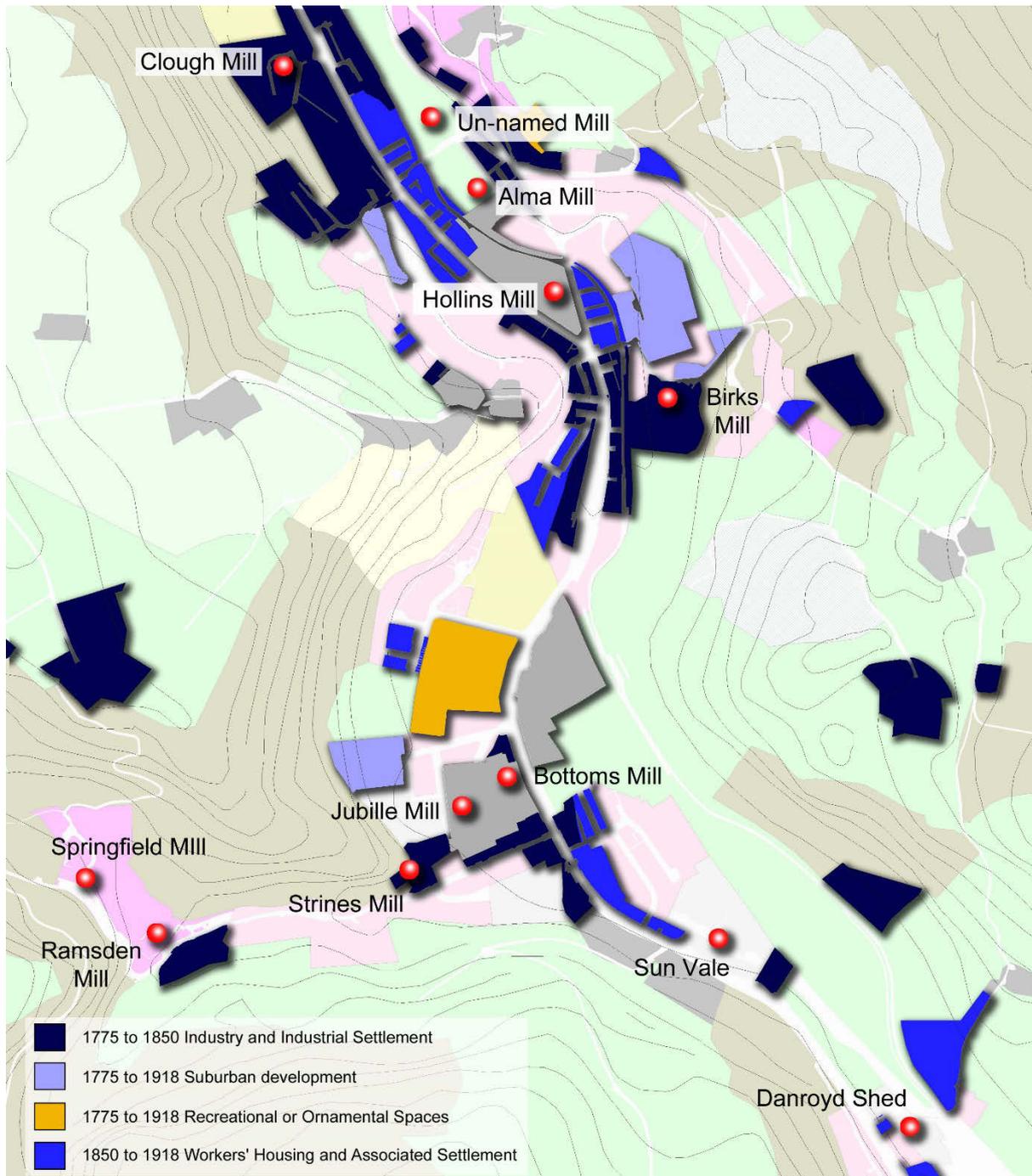


Figure 279. Zone map of the Walsden's later Industrial Period development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

20th century and beyond

20th century development has been relatively small scale and largely residential. A zone formed around the centre of Walsden and to the south around Ramsden Clough.

The largest Interwar estate is present in the valley bottom at the eastern end of Ramsden Clough. It is a 1.5 hectare cul-de-sac of short terraced rows and semi-detached houses (HLC_PK 35657). A few terraced rows are present on Heather bank to the east near Hollins Bottom (HLC_PK 35548). Other Interwar development represent individual rows or houses. The largest post-war estates is Winterbutlee Road which is late 20th century and consists of semi-detached houses in a cul-de-sac near Inchfield Fold (HLC_PK 35591). Hollins Meadow is on the opposite side of the valley of c.1980s date (HLC_PK 35542). A row of c.1960s detached houses runs along Ramsden Wood Road in Ramsden Clough and Ramsden Mill is now a post 1990 estate (HLC_PK 35651 and 21139).

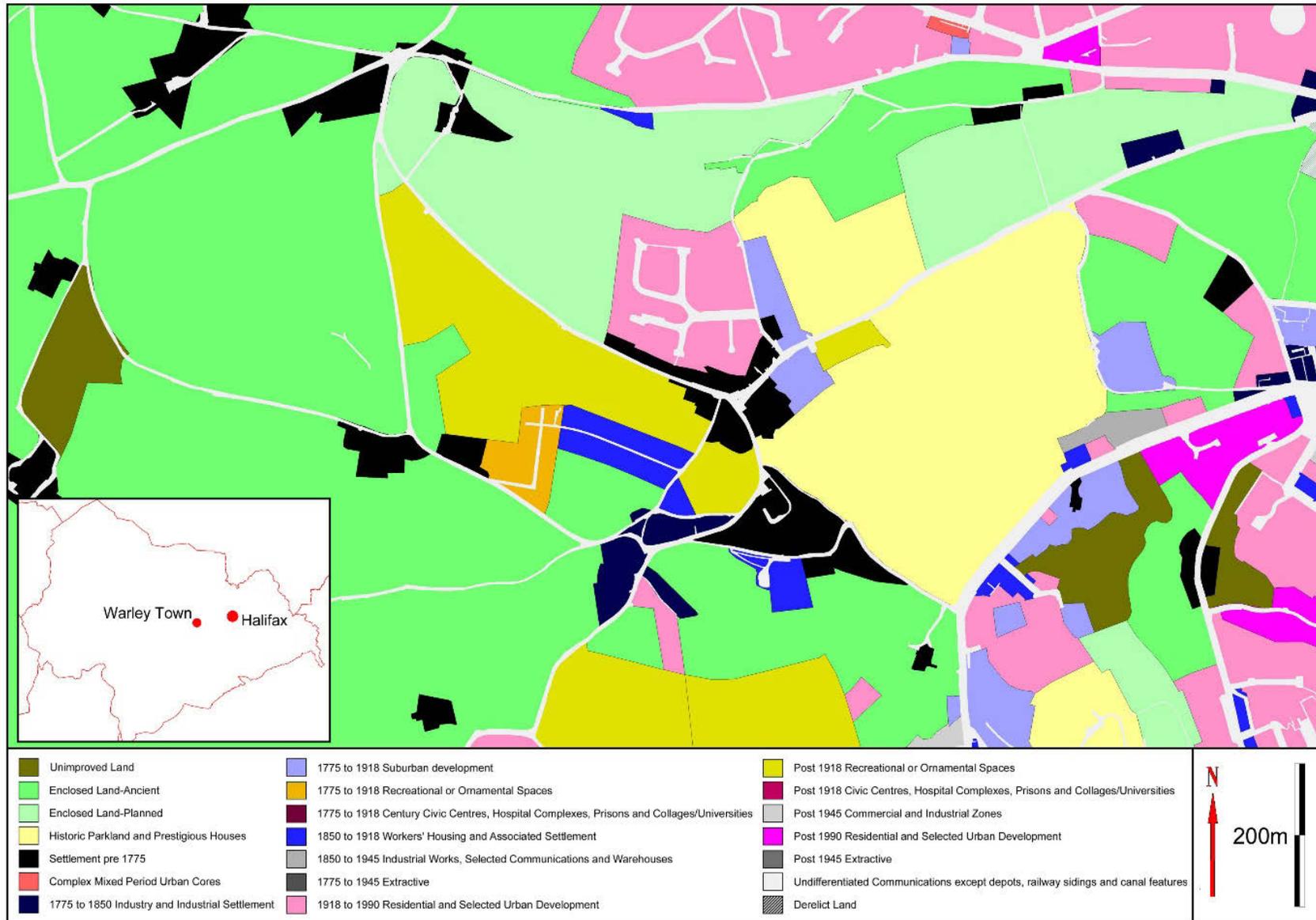
Walsden retains much of its later industrial period character. Terraces still line Rochdale Road and surviving mills are a dominant presence. The character is disturbed only by the occasional 20th century house of small scale commercial unit.

Rural Hinterland

The valleys are steep sided in this location. They exhibited a mixture of woodland and irregular field boundaries with distinct perimeters which resemble assarts. The geographical restrictions allowed for meadows only within a very limited topographical range. Most of the field boundaries and woodland boundaries are extant from the 19th century with very little agglomeration. There has been some abandonment of fields and farms during the early 20th century on the moorland edges. The hillside to the east contain a number of listed farms of mid-17th to 18th century date. Middle Bottomley is a mid-17th century farm with attached barn (HLC_PK 38734). Dean Royd Farm is late 17th century (HLC_PK 39098). North Hollingworth Farm is also late 17th century (HLC_PK 39097). Listed farms to the western side of the valley also include houses of 17th or early 18th century origins such as Lower Alleshcoles, North Ramsden and Heys Farm (HLC_PK 38744, 38704 and 38681). The settlements of this side tend to be later intake farms.

4.2.28 Warley Town

Figure 280.
Zone study area map of the Warley Town locality



Overview

Warley Town is a small rural village of potentially ancient origins. 20th century development has been relatively small scale. Despite its rural setting the urban sprawl of Halifax is only 400m away to the north and east. Warley is situated 3.7km west of the Halifax Town core in the Township of Warley (230m AOD. OS ref 405753, 424820). The village sits on a shelf of land on the mid-height southern slopes of Highroad Well Moor 1km to the north. This is a low moor which was largely enclosed by the mid-19th century. The land drops steeply 500m to the south of the village into the Calder valley around Sowerby Bridge. The slope to the north gradually increases in steepness as it rises up to the moor top. Warley sits above a solid geology of the Millstone Grit Group of Rocks.

Historic core

“Werlafeslei” is mentioned in the Domesday Survey of 1086 and at several other times, with various spellings, throughout the later medieval period (Smith, A.H. 1961. Part III. p.122). Warley is one of 23 townships of the parish of Halifax recorded in the Domesday survey of 1086. Warley itself was one modest sized settlement amongst a wider landscape of folds, halls, farms and cottages that existed in this Township during the medieval period, although potential former strip fields in the surrounding area hint at a village here.

The village was arranged around a central triangular green with a single layer of development on all sides. Settlement also extended as a short ribbon development along Warley Town Lane and Stock Lane. A second focus of the village was present 120m to the south in the Cliff Hill Lane and Binns Hill Lane area (HLC_PK 31403 and 31426).

At least one building from the early post medieval period has been identified, this is the grade II listed Warley Grange, a 17th century traditional stone built hall house situated in the centre of the village. Other listed buildings include the Old Congregational Church with a reset date stone of 1705 and Cliff Hill House, a substantial Neo-Classical house set in its own grounds to the south on Cliff Hill Lane.

Other properties of interest include the Maypole Inn which may contain earlier building fabric.

The consolidation of the Cliff Hill estate into a major land holding and the establishment of the Congregational chapel in the 18th century led to the development of a village core in this area. Cottages were built for agricultural and domestic textile-production workers as well as larger houses for the more wealthy.

The overwhelming character of the village is Georgian with a mix of workers' cottages and higher status houses. The settlement today strongly retains its 18th century historic

character. One of the reasons that Warley avoided development in the 19th century could be because of the construction of the Todmorden Trust turnpike dating probably to 1759 to 60. The village was effectively by-passed in favour of a valley bottom route.

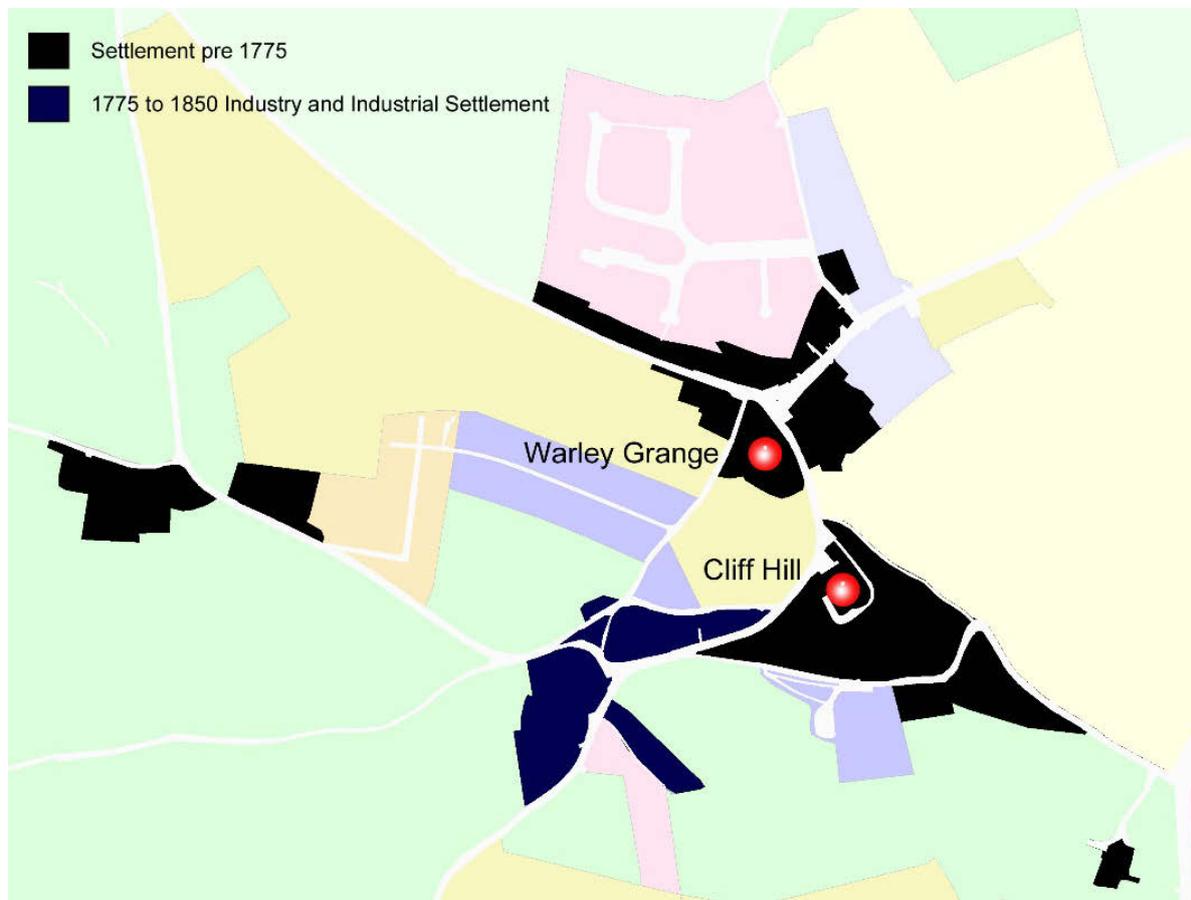


Figure 281. Zone map of the Warley Town's historic settlement (not to scale)

Industrial Period development

19th century mapping describes no industry within Warley Town. The nearest works is the Albion Brewery 500m to the east on Burnley Road (HLC_PK 31316). It is likely that Warley Town and the local folds had an incipient cottage industry. A few cottages in the village have multi-light windows typical of local weavers' cottages (HLC_PK 31403). Cliff Hill Lane, Holye Green and Binns Hill certainly had small loom shops as do folds in other parts of the Township (HLC_PK 40712 and 31426). For example, Westfield Head and Winterburn Hill is a linear fold with farms, large barn, a pub and weavers' cottages situated 400m to the west of Warley Town (HLC_PK 31866). Many of these rural folds may have had an earlier house at their core. Warley Town may have started as a similar settlement before its growth during the early industrial period.

Other notable introductions to Warley town during the Industrial Period include the 18th century chapel and a village.

Warley Town developed as a villa suburb in the Industrial period with a few notable houses. Cliff Hill, mentioned above, was built in the 18th century (HLC_PK 31426). Warley House with large area of associated parkland to the immediate east of Warley Town was built in 1769. It passed through a number of hands before it was finally donated to the Royal Halifax Infirmary with the hope that the mansion could be turned into a convalescent home. All applications by the Infirmary to utilise the building were never forthcoming. The main grounds were sold off as grazing land, leaving Warley House and the central garden to become derelict. In 1964 the house and outbuildings were finally demolished. The gardens were restored by a trust in 1994 (HLC_PK 31332). Fern Hill is a pre c.1850 model farm 500m to the east of Warley Town (HLC_PK 31863). Field House 400m to the south is a double pile house with barn of a similar date and function (HLC_PK 31295).

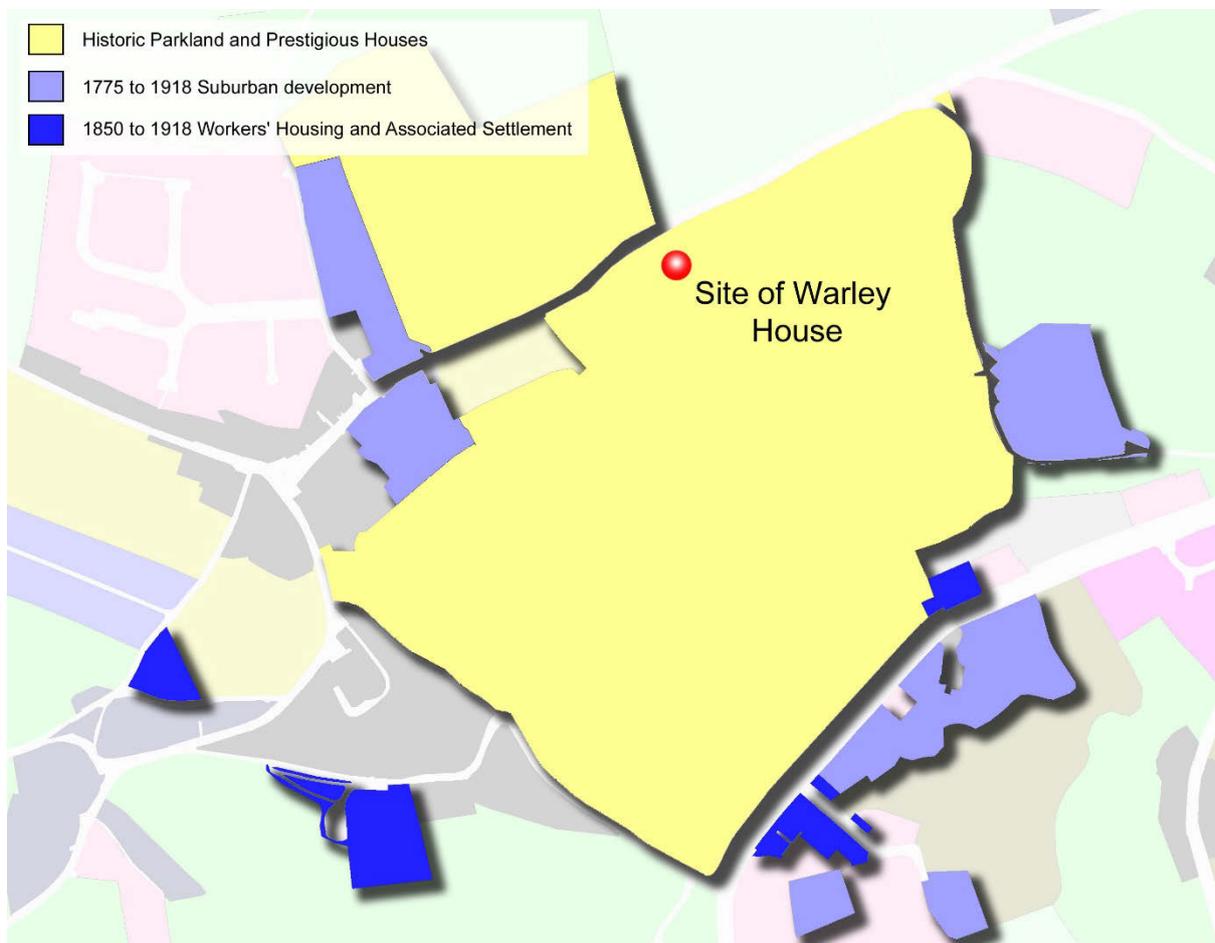


Figure 282. Zone map of the Warley Town's later Industrial Period development (not to scale)

20th century and beyond

20th century development is straight forward. There is a small development of around three detached houses built to the east of the village in the very early 20th century (HLC_PK 31402 and 31405). Holme Drive is a cul-de-sac of short terraced rows and a few semi-detached houses built around 1930 to the immediate north of the village (HLC_PK 31385). Guildway and Warley Dene is a development of private houses built in the 1970s (HLC_PK 31386).

Also, a football pitch and cricket ground were established to the south of the village in the post-war period (HLC_PLK 31410 and 31414). Warley Cemetery was established in the mid to late 19th century as a small burial ground 250m to the south west of the village. It was expanded to its current size by c.1931 (HLC_PK 31406).

Despite the local 20th century development and encroaching urban spread of Halifax, Warley Town retains the character a rural village. Warley Town Lane consists predominantly of early 19th century vernacular cottages with a few later terraced houses. They only line the northern side of the lane. The southern side remains open to fields. There is also nothing to disturb the Industrial Period character on Stock Lane either, only here the character is more 19th century-suburban with a few higher status residences.

Rural hinterland

There are vague hints of enclosed strip fields depicted on mid-19th century OS mapping. The long sinuous boundaries are most clear to the south of Binns Hill. Elsewhere the fields could be either piecemeal or former open fields. To the north as the land rises towards Highroad Well Moor the lanes become sprawling and irregular at Four Lane Ends meeting like the centre of a web. There are hints here that these may have been common-land edge trackways that became formalised at the time of enclosure. The enclosure in this area consists of small irregular fields which implies that the enclosure of this area of moor was piecemeal and predates the parliamentary enclosure of the 18th and 19th century. The preservation of fields boundaries depicted in the mid-19th century is good. There was some agglomeration to the west of Warley Town, particularly with the creation of sports pitches.

There are several houses with a confirmed 16th or 17th century date within 1km of Warley Town. Willow Hall 800m to the east is a high status Yeoman's House of 17th century date (HLC_PK 31245). Warley Edge Farm Houses originated 1633 (though largely rebuilt in 1903). It is situated in an elevated position 600m to the north east of the village (HLC_PK 31812). Warley Close, 300m to the west of Warley Edge Farm is also 17th century (HLC_PK 31812). Newland House and 1 to 3 Workhouse Lane to the north west of Warley Town are also in elevated positions and both date from the 17th century (HLC_PK 40709 and 31802).

Late 16th or 17th century houses at lower elevations are also plentiful within 1km of Warley Town. They include Westfield Farm House, Warley Wood House, and Hoyle House (HLC_PK 31806, 34103 and 31811). These are a small sample of the many early post medieval Yeomans' houses found in Calderdale.

4.3 Complex Urban Core Analysis

4.3.1 Brighthouse

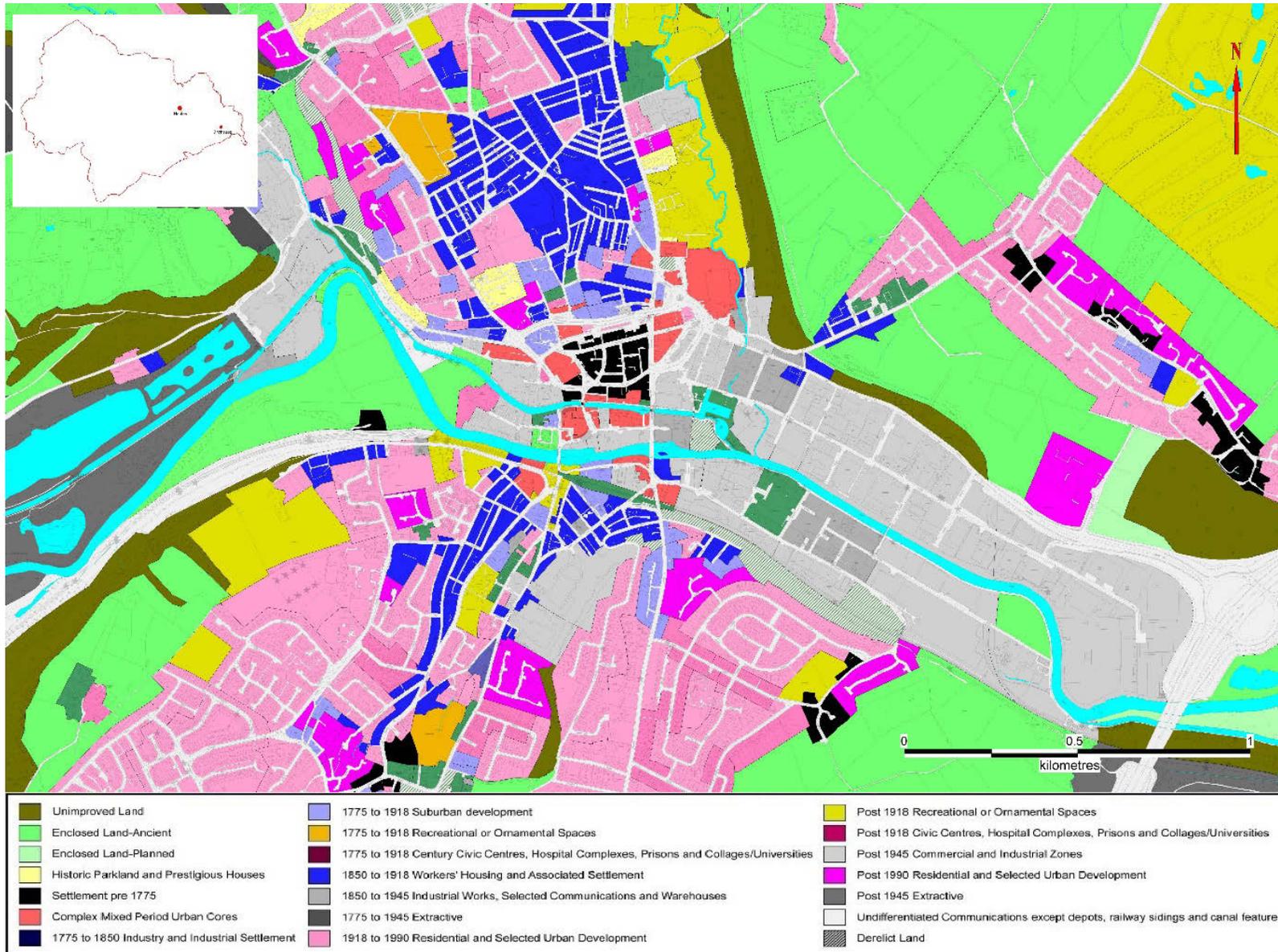


Figure 283. Study area zone map of the Brighouse locality

Brighouse is situated approximately 6km southeast of Halifax. The United Kingdom Census 2001 gave the Brighouse / Rastrick subdivision of the West Yorkshire Urban Area a population of 32,360. The Brighouse ward of Calderdale Council gave a population of 11,195 at the 2011 Census. Brighouse was historically part of the township of Hipperholme with Brighouse in the large ancient parish of Halifax. The township became a civil parish in 1866, but was abolished in 1894 and divided: Brighouse became a Municipal Borough (and civil parish), Hipperholme became an urban district and Norwood Green and Coley became a civil parish in Halifax Rural District. The borough was expanded in 1915 when Rastrick was absorbed, and in 1937 when Clifton CP, Hipperholme UD, Norwood Green and Coley CP and part of Southowram UD were added. Brighouse borough and civil parish was abolished in 1974 when it became part of Calderdale Metropolitan Borough.

The solid geology of the Brighouse area comprises the near-horizontally bedded Elland Flags of the Lower Coal Measures. The rockhead underlies the valley flanks to both the north and south, whilst the base of the east to west Calder Valley is floored by alluvium to an unknown depth. Immediately to the south of the town centre, the river has exposed the Coal Measures in a low cliff, which extends between Rastrick and Brighouse Bridges.

Historic Core

It is impossible to say when a settlement first developed at Brighouse, although there is ample evidence for prehistoric and Roman occupation in the district. Cremation urns containing burnt human remains, from prehistoric burials, have been found at Castle Hill, Rastrick, and a Roman coin hoards were discovered at Hove Edge in the 18th century and at Lightfoot in the 19th century. The line of a major Roman trans-Pennine road is believed to cross the Calder at Snake Hill to the east of Huddersfield Bridge.

In the Norman period, the area suffered for resisting the Normans' progress in the North but throughout the medieval era, life became more settled and local institutions became established.

Rastrick, rather than Brighouse, is recorded in the Domesday Survey of 1086. Documented as *Rastric* the name probably evolved from Old Norse *rost*, a resting place, and Old English *ric*, a narrow strip or track, denoting 'a road with a resting place'. It is not until the 13th century that we have the first documentary reference to Brighouse itself, recorded as *Brig(g)huses* in 1240, *Briggehouse* in 1309 and *Broghouse* in 1397. The placename is probably derived from *brycg* and *hus* meaning 'houses by the bridge' (Smith 1961). The

settlement appears to have taken its name from an early crossing point over the River Calder.

Brighouse formed part of the Manor of Wakefield, an extensive landholding given to the Warenne family soon after the Norman Conquest. The twice-yearly courts baron and tourns were first held in Rastrick, but in the later Middle Ages manorial meetings were centred at Brighouse (Faull and Moorhouse 1981). Manor court rolls indicate a manorial corn mill existed at Brighouse from at least the 12th century (Mitchell 1953). The site of Sugden's Corn Mill immediately northeast of Rastrick Bridge is probably the site of the medieval corn mill known as Rastrick Mill, Brighouse Mill and later Upper Mill. The court rolls also provide evidence of the mill ownership, tenants, and associated feature and structures. It was divided into three parts, the earliest known record of this division dating to 1363. In 1570 John Lacye was granted three parts of the mill as well as buildings, lands covered with water, the pool, gotes, and watercourse of the mill (clay 1926). The site of the mill is recorded on a number of 18th century maps (the Smeaton map of 1757, and Jefferys' map of 1775). On these plans, the mill is situated on the north side of a manmade/natural island or small gravel bar. A Trade Directory of 1845 records Thomas Sutcliffe as a corn miller and fuller of Upper Mills, suggesting the redevelopment or rebuilding of the earlier corn mill. The Ordnance Survey map of 1849-50 (1854) also records Brighouse Mill as a corn and fulling mill; this mill appears to have been rebuilt and enlarged when the mill became incorporated into Thomas Sugden's business after the retirement of the previous Mill owner Thomas Sutcliffe. Thomas Sugden by 1877 had become a corn merchant, miller, and malster of a number of mills, including Perseverance Mill, Brooke's Mill and Brighouse Mill (Kelly 1877). Brighouse Flour Mill was gutted by fire in 1895 but was rebuilt and back in production within just over a year (Brighouse and District Historical Society 1994). The present stone-built offices facing Mill Royd Street consists of a central arched entrance with offices to each side. The six storey silos for wheat storage were built in the 1960s after a fire in 1963 (Brighouse and District Historical Society 1994).

Documentary evidence indicates a bridge existed at Brighouse in the 13th century (Mitchell 1953). The present Rastrick Bridge, spanning the River Calder at Brighouse, probably dates to the mid-18th century, although remains of an earlier bridge survive on the downstream side of the southern arch, where four mason's marks have been observed; similar to those found on Elland Bridge, built c.1616 (Heginbottom 1987). The structure consists of three segmental arches and two piers with cut waters and offsets. A wooden bridge stood on this site prior to 1270 which, according to manor court rolls was repaired or rebuilt over a period of time (Mitchell 1953). In 1514 three trees were given for its repair (Hanson 1920), whilst

the whole bridge was swept away during a flood in 1615 (Mitchell 1953). A decayed wooden bridge is documented in 1654 (Hepworth 1885). This was the only bridge here until the present Brighthouse Bridge was erected c.270m downstream in 1823. This bridge was constructed as part of the Halifax and Huddersfield Turnpike Act of 1823; tolls were abolished on the bridge in 1875 and extensive widening work was undertaken in 1905 and 1999 (both of these latter dates being commemorated in dedication stones on the bridge).

Confusingly, the Ordnance Survey plans indicate that this was known as 'Rastrick Bridge' in 1850, then 'Brighthouse Bridge' between 1888-1914, then reverting back to 'Rastrick Bridge' after 1931. The physical setting of the bridge appears to have been dictated by the original approach from the south along 'Bridge End', which descends the flank of a natural valley which opens into the Calder Valley. However, to both east and west of this point the slopes above the river are very much steeper. The bridge would have provided access to the manorial mill for settlements south of the river as well as to the manor court meetings (Faull and Moorhouse 1981); and also provided the river crossing for the north-south routeway extending between the larger medieval settlements of Huddersfield and Bradford.

Manorial records also documented a fulling mill, built around 1478-1520, which was situated on the north bank of the River Calder, downstream from the Huddersfield Road Bridge. The mill was known as the Lower Mill or collectively, with the corn mill, as Brighthouse Mills. In 1595 the court records specify there were two water mills called Brighthouse Mills, one a corn mill, and another a fulling mill, with a parcel of land adjoining (Clay 1926). In 1478 John Andrews and Nicholas Bamforthe were granted the land by the widow of John Thornhill of Fixby on condition that they constructed two fulling mills. These appear to have been built in the early sixteenth century, becoming the property of the Armytage family in 1571, in whose ownership they remained for more than 200 years (Mitchell 1953, 21). The mills were sold by the Lord of the Manor in 1816 to the Calder and Hebble Navigation Company. Described as fulling and scribbling mills in the sale particulars, the mills comprised of three water wheels, seven double fulling stocks, three double and one single driver for fulling of cloth, seventy inches of cards for scribbling and carding wool, and eight blocks for working wire. Associated buildings in the sale included Rouse's cottage, the Miller's house, as well as the mill yard and garth. By 1871 the premises had gone out of use as Low Mill no longer appeared in the Commercial section of the trades directory. The plan dated 1884 indicates that the buildings were still standing at that time. However, by the 1893 Ordnance Survey map it can be seen that the premises had changed shape and scale (Gibson 2012). By 1908 George Healey and Sons were trading at Low Mills as wire manufacturers. The company seems to have continued trading from Low Mills until a flood in the 1960s (Bull 2016). The former wireworks,

dated to between 1887 and 1893, still stands but is in a derelict condition. Land to the immediate north of the Low Mill was developed in the mid to late 19th century to form Mill Royd Mills (see section below).

From the 14th Century, the Brighouse district was made up of the townships of Hipprum cum Brighouse, Hartshead cum Clifton, Rastrick and Southowram. A certain amount of industrial development took place in this period, though the more significant growth came in Early Modern times with the rise of the woollen industry. At this time, what became the town of Brighouse was relatively unimportant and much less significant than its 'partner' Hipprum (Hipperholme).

It is suggested from cartographic evidence that two foci of early settlement were established at Brighouse by the early post-medieval period. The earliest 'core' of the town lay in the area of the present junction of Briggate and Commercial Street in a well-drained location just above the alluvial floodplain, and immediately overlooked from the north by the manor house and church. The second focus was located approximately 250m to the south and appears to have comprised a linear development which probably extended along both sides of the early north-south routeway. This was probably related to the proximity of the early river crossing and the mill site. Although this second focus may have originated in the medieval period, only the bridge and mill are certainly known to have existed at that time.

Early Industrial Period Development

It was not until the beginnings of the Industrial Revolution that Brighouse could be considered to be anything more than a hamlet – there is little evidence to show that between the end of the 16th and the mid-18th century, the settlement had grown to any significance. Mitchell, a local historian, states '... Brighouse is essentially a child of the Industrial Revolution' (Mitchell 1953). This is justifiable, for the area in the middle of the 18th century the area was '... still a mere collection of townships on the hills above the riverside, was unimportant and small' (Mitchell 1953). A 1799 map of the central area shows only sixty houses and a corn mill (Horsfall Turner, 1893).



Figure 284. 112 to 116 Commercial Street, Brighouse. Possible late 18th to early 19th century housing, converted into shops (year taken 2008). © Copyright Humphrey Bolton and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/722426

The core of the town is around Briggate, Commercial Street, Market Street and Bethel Street - the pattern of these streets and building plots are suggestive of an organic development, representing the earliest town streets. Furthermore, the earliest street names are associated with former corn mills and date to the 16th century. For the historic core, there is little surviving physical evidence from this early period. A row of cottages (now shops) fronts on to Commercial Street. Numbers 112 to 116 have mullioned windows and a pyramidal roof suggestive of 18th century date (NGR 414430, 422870).

Although textile production occurred in Brighouse in the late 17th and early 18th centuries, it was largely as a 'cottage' industry. For instance, Barke notes that for one part of Brighouse (District X – located to the immediate south of Rastrick village); '... where 72% of the employed population were engaged in textiles, it seems likely that a great many of them would be employed in the domestic industry as there were few textile factories in or near the area.' (Barke 1976, 137). Furthermore, 'In the early 1800s fancy waistcoatings and

trouserings was one of the chief trades of the Rastrick manufacturers; the bulk of the work was done in the homes of the workers, and manufacturers gave out the weaving from their warehouses.' ((Brighouse Echo, 1st June 1894). This domestic basis seems to have persisted up until the mid-19th century, for in Rastrick district the power loom had not come into general use by 1850 and up to 1860, Helm (a Rastrick firm) gave out all their weaving to hand-loom weavers (Barke 1976, 137).

It wasn't until the exploitation of water-power and improved transport, leading to the construction of ever larger textile mills, which led to a population shift away from the hillsides; '... this movement into the valley bottoms emphasised what the canals had started, the migration of manufacturing industry from the early hillside locations into new towns on the banks of the canals and at the road bridges' (Rastrick, 1970).

The cartographic evidence suggests two chronological phases of industrial growth. The first of these was a slow development over a period of about 100 years, which followed on from the construction of the Calder Navigation by James Smeaton in 1759; the Brighouse cut bypassing the two mill weirs by use of a single lock. This growth was probably initially attracted by the proximity of the 'Navigation' to the main north-south routeway and two existing water-powered mills. In 1786, the 'North Cut' was extended westwards up the Calder Valley, leaving the probable west end of Smeaton's canal. Surviving canal features include the site of two canal basins connecting the north cut of the Calder and Hebble Navigation. The original Low Basin dates from 1786, the new Top basin constructed prior to 1850. Two canal locks associated with the low basin, c.1786, are Grade II Listed structures. Immediately southeast of the Low Basin a canal building known as Old Lock House dates to the early 19th century and is a Grade II Listed Building. The sale plans of 1816 and 1819 indicate the pressures of embryonic urban/industrial development within the area. Rows of cottages followed the route of the canal as it progressed westward, a few of which survive (HLC_PK 33639 - Grade II Nos. 7 to 21 Brighouse Wood Row – Late 18th century row of cottages. Hammer-dressed stone, with stone slate roofs).

North of Brighouse centre lay an area of relatively undeveloped land until the mid-1830s. Only the 17th century Bonegate Hall, Slead Hall (built 1718 – see HLC_PK 26984), Slead House (Late 18th century - see HLC_PK 33724) and a few scattered farms existed prior to 1790, though two 'out of town' industrial areas were coming into being at that date. Slead Syke Mill (wool textiles) was built around 1790, the much older corn mill at Brookfoot was rebuilt in 1805 to produce wool cloth and Brookfoot Dye Works came into being in 1807. At

Thornhill Briggs there were two cotton mills by the beginning to the 19th century (see Thornhill Mill and Thornhill Dye Works below).

New turnpike roads helped to open up north Brighouse. The Huddersfield to Low Moor Road was established in 1823, and the Brighouse and Denholmegate Turnpike opened three years later, linking at Hipperholme. North Brighouse also benefitted from the new Elland and Obelisk Turnpike of 1815, passing through Brookfoot, leading onto Halifax and beyond into Lancashire. The area gained a new Parish Church in 1831 (Grade II Listed Church of St Martin - HLC_PK 28525), funded by the 'Million Pound Act' which created churches in newly expanding areas. In 1835 a National School was built nearby, which still functions as the Brighouse Further Education Centre for the town (Grade II Listed, formerly St Martin's Secondary Modern School – HLC_PK 33561). By this period the central area of the town was becoming full and outward expansion would have to start quite soon.

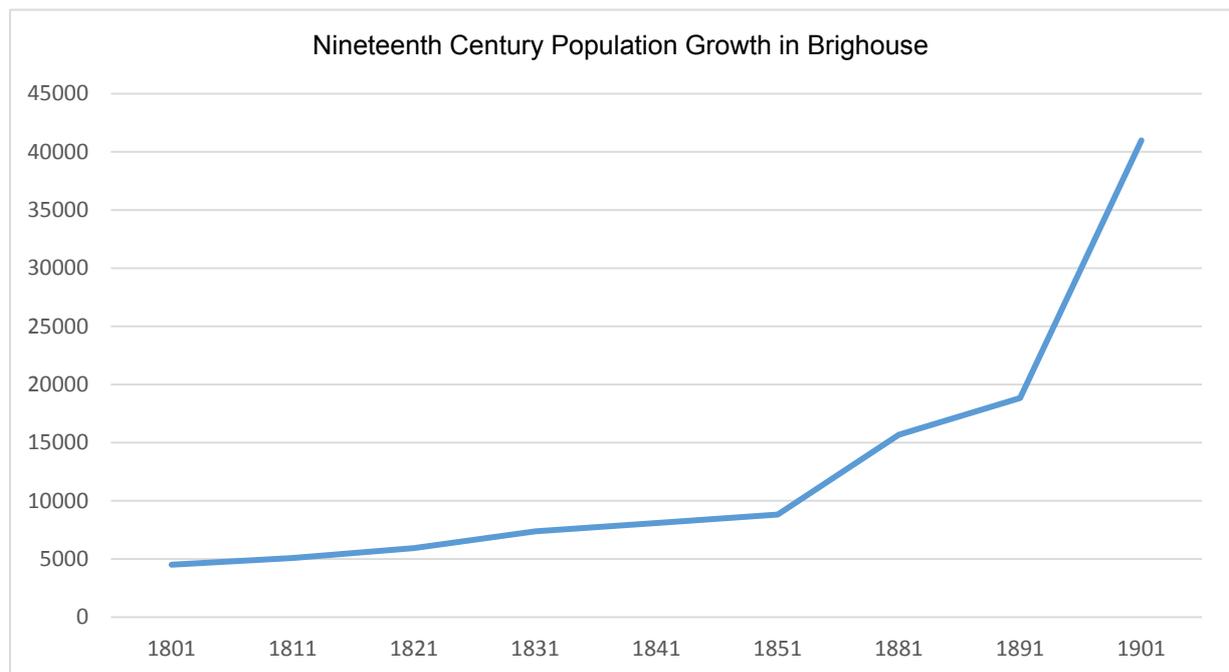


Figure 285. St Martin's Church, Brighouse © Copyright Alexander P Kapp and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/1868895

To the north of historic core, a number of detached mill owners' houses appeared in the 1830s. Camm House was built by the owner of a cotton mill in Thornhill Briggs, the private parkland of which later became Brighouse's main park (in 1935). A map of 1836 shows the

existence of the first courtyard housing off lower Bonegate Road, though the major developments there would not start for another 30 years (Brighouse Township Map, 1836). To the northwest, John Brooke built a large house called The Rydings about 1841 (now the Library – HLC_PK 28523) with grounds adjoining the new vicarage which had been built near the Parish Church in 1840. Across the Denholmegate Turnpike from the Rydings, Stoneleigh was built by the owner of a Dyestuffs and Chemical company at Brookfoot. Above those houses the Albion Inn was built in 1853 and the present Post Office in 1854. By 1856, Lane Head was no longer just the head of the old Wood Lane from Brookfoot – it was the focus of an area which would later be an intensive housing development.

From a population of approximately 4,500 in 1801 the population doubled by the middle of the century and had more than doubled again by 1901 (Barke 1976, 136). The main driver was, as mentioned, the textile industry. Brighouse in 1851 was emerging as an important manufacturing centre, with textiles and associated industries being the major employer. In fact 42% of the employed population were engaged in some branch of the textiles



manufacture.

Figure 286. Population growth in Brighouse in the 19th century. GB Historical GIS / University of Portsmouth. Brighouse SubD through time / Population Statistics / Total Population, A Vision of Britain through Time.

www.visionofbritain.org.uk/unit/10554378/cube/TOT_POP

However, Mitchell notes that Brighouse was less specialised than other West Riding towns for, in addition to the woollen and worsted industries, cotton and silk were also present; ‘... there was a tendency towards a multiplicity of trades. The woollen industry ceased to be pre-eminent. Cotton spinning made its appearance in 1792. In 1843 the silk industry was introduced into the town. The effect was that the 19th century Brighouse was dominated by the three textile branches of wool, cotton and silk, and other trades like wire drawing, card clothing manufacture and engineering began to grow.’ (Mitchell 1953). By 1870 there were sixteen companies in cotton and seven silk businesses in the town. Equally important was the development and expansion of other industries serving, or allied to, the textile mills. These included carpet manufacture, dyeing, chemical manufacture, soap manufacture¹, boilermakers, the wire industry, tanners, iron-founders, general engineers and valve manufacturers.

Surviving buildings of this date include a former corn Mill, Perseverance Mill, situated to the west of Huddersfield Road, which dates to 1831/2 and is a Grade II Listed structure. Another former (unlisted) 1830s corn mill is situated on Atlas Mill Road (HLC_PK 33713). It is a medium scale mill with linear plan and range of smaller ancillary buildings. The 19th century building footprints appear largely extant on current mapping although a change of use and modification is likely.

To the north of Brighouse, east of Bradford Road, is the site of Thornhill Briggs Mill and Thornhill Briggs Dye Works (now occupied by St Peg Mills – see HLC_PK 34065). Thornhill Briggs Mill was built around 1797 by Joseph Cartledge. Large scale expansion occurred in the late 19th to early 20th century. The mills persisted into the late 20th century. The current character is a mix of modern medium to large scale industrial sheds and 19th century mill buildings. Several 19th century ranges have been demolished. It is safe to speculate that some mill fabric has been retained from the early 19th century.

To the northwest of Brighouse is the site of Slead Syke Mill (HLC_PK 33659), which was built 1790 by John Holland, and was one of the first mills in the district to produce worsted cloth (Bull 2016). The mill was renamed Slead Mills by 1889. It was enlarged by 1914, with an adjoining dye works (Valley Dye Works) to the immediate south. The mill consists of a 3-storey spinning mill of 14 by 4 bays, with an attached engine house. A weaving shed of 10 bays was added in the early 20th century. Renamed the Springvale Works in the mid-20th

¹ The late 1930s Ritz Ballroom (HLC_PK 33544), on the junction of Bonegate Road and Upper Bonegate, is located on the site of the former Bonegate Soap Works, which is depicted on the 1st Edition Ordnance Survey map of 1849-50 (1854). The soap works appears to have been established in the early 19th century and demolished before 1937. A detached villa house (HLC_PK 33556) immediately north dates to the early 19th century, and may have been a factory owners’ house.

century. Appears extant but with added late 20th century warehouse sheds added. Extent of survival is unclear from available resources.

A little further south is the mill complex at Brookfoot Mills (HLC_PK 33668). Site of a corn mill by 1661, when Brookefoote Milne was occupied by Bridgett Scolefielde. In 1805, it was bought by John Clay and William Earnshaw (Clay & Earnshaw Ltd). An announcement of April 1808, advertising the lease of the new corn mill, described the mill as steam powered and 63ft (19m) x 33ft (10m), and 4 storeys high. Around 1860, they felt the mill was too small, and they pulled down the old mill and built a new one – Brookfoot Mill – for the production of woollen cloth. Brook, Hadfield & Company became the first occupants and were there when it burnt to the ground on 18th November 1863. In 1865, the Mill – Brookfoot Mill - was rebuilt. The property consisted of two buildings at right angles to each other. There was a small fire at the Mill on 22nd November 1866, caused by friction in the machinery. It was quickly extinguished by the workers, resulting in £120 damage. One of the buildings was destroyed by fire in 18th April 1867. At the time, the property was owned by Samuel Leppington and occupied by Woodhouse Brothers. This left the building which is still there [2016].

To the northeast of the town centre is the site of Little John Mill (HLC_PK 33680). Little John Mill was a two-storey woollen fulling, scribbling and carding mill built by John Clegg in 1785. It was erected on land known as Ganger Ing and leased for 84 years from 1786. It was popularly known as Clegg's Mill and was driven by Clifton Beck. Around 1808, Samuel Pollard used it as a corn mill. An extra storey was added. In 1828, it was extended and used for wire drawing by Solomon & Frederick Pitchforth. The mill was attacked during the Plug Riots of August 1842. Robert Newton and James Burrow began silk working here in 1843, but by 1854 it had been converted back to cotton and wire production. By the 1880s, the building was used by George Healey and Sons for wire production. Wire production continues through to the present day, the building being used by J.W. Lister Ltd. The current buildings appear to date to the late 19th century, with later 20th century additions and alterations. However, some fabric of the 18th century mill could survive.

Phoenix Mill (Cotton), which is depicted on the 1st Edition Ordnance Survey map of 1849-50 (1854). Built in 1841 by Thomas Blackburn. The property was on both sides of Phoenix Street. Only that on the east side remains. Wilkin Royd House (HLC_PK 28607), associated with the mill still stands (currently a fast-food outlet). It has Venetian Windows and is a similar design to Stott's Arms.

Former textile and industrial buildings of note include a complex of mills to the east of Huddersfield Road - a group of individually owned mills which were bought by Samuel Baines in 1849. Mills included the Victoria Mill, Prince Albert Mill and Canal Mill. Victoria Mill (Silk and Cotton) was built by James and Henry Noble in the early 19th century (Bull 2016). Thomas Blackburn moved here in the 1830s, followed by Reverend Benjamin Firth (1842) and Robert Newton (until 1848). The mill was bought by Samuel Baines in 1849. Baines created a block of buildings extending eastwards from Huddersfield Road to Wharf Street. A row of cottages, built on Mill lane in 1852, formed the northern side of the block. Baines also constructed Britannia Mills in the area. Victoria Mill was rented to Burrow and Monk for silk spinning in 1850. It continued to be used for textile manufacture until the early 20th century (Barke 1975). Part of the mill was destroyed by fire in 1959. The lower section of the mill continued in use until it was demolished to make way for a supermarket which now occupies the site (HLC_PK 28606).

For the mid-19th century historic core, centred on Market Street, retail and handicrafts were the major employers. The historic core included the emerging commercial centre, and already by the mid-19th century the consumer demands of the new industrial workers had led to the development of considerable retail facilities (White's 1853 Leeds and the Clothing Districts of Yorkshire).

The only other areas where textiles (whether organised on a factory or domestic basis) did not dominate as a major employer were those which included old village centres, with their higher proportions of employment in retail trade or handicrafts, or alternatively, those which included mining or quarrying opportunities (Barke 1976, 137).

An interesting point emerges from the mapping – the apparent lack of social segregation within early to mid-19th century Brighouse. Unlike many West Riding towns (Leeds, Bradford and Halifax) ‘... the professional and gentry show little tendency to be isolated from the mass of working people’ (Barke 1976, 138). Indeed, it appears that they are most strongly concentrated in the town centre and its immediate environs. This contrasts with the typology of 19th century urban development as suggested by Lawton for large cities where middle-class decentralisation was emphasised as a characteristic feature of evolving urban structure (Lawton 1972). As Burke notes; ‘...this emphasises the newly emergent industrial nature of the town in 1851, and suggests that there may have been important differences in the timing of middle-class suburbanisation in the 19th century between towns of different sizes and different rates of industrialisation.’ (Burke, 1976, 138-9).

Late 19th Century Industrial Growth

The second phase of industrial development was much more rapid and is clearly demonstrated by a comparison of the Ordnance Survey maps of 1849-50 and 1888. This was almost certainly generated by the opening in 1854 of Brighouse Station on the Bradford and Halifax Railway (Mitchell 1953). A combination of good communications and plentiful water supply (for steam engine condenser and boiler feed water) were essential prerequisites for heavy industry, and by 1888 the Alexandra Silk Mill, the Calder Bridge Cotton Mill, the Mill Royd Maltkiln and the Amber Foundry had been established: the first three fronting onto the newly laid-out Mill Royd Street.

Kelly's Post Office Directory of the West Riding of Yorkshire, 1861 Description for the town of Brighouse states:

‘the town has in late years increased in importance owing to its manufacture of woollen, worsted, silk and cotton, extensive flour and corn mills, malting, wire mills and machine making.’

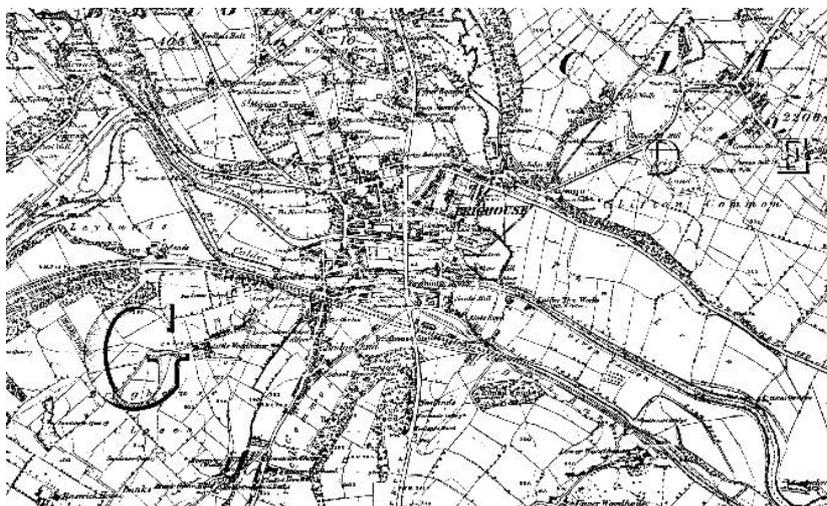


Figure 287. Comparison between the Ordnance Survey 1st Edition map of 1849-50 and the 2nd Edition map of 1888© and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

As mentioned above, the historic core had been largely transformed into a commercial (and civic) core by the mid-19th century. Virtually nothing of the pre-19th century historic core survives - the surviving character is a mix of Georgian and Victorian commercial and institutional buildings, some of which are Listed Buildings. Many buildings have been lost through 1960s and 70s clearance, and 1980s road development (Ludenscheid Link).

One of the earliest buildings to survive is a Grade II Listed printing works, originally the Bethel Chapel, built in 1811. Grade II Listed Numbers 1 and 1A Church Street date to the 19th century, built as the Thornhill Arms, they have been converted into housing. Grade II Listed Stott's Arms Public House (HLC_PK 28607) was built in the early to mid-19th century, constructed in locally sourced hammer-dressed stone with a stone slate roof. Numbers 2 to 6 Bethel Street are Grade II Listed Buildings. The block includes the former Town Hall, built in 1868, now the Civic Hall. The present Town Hall situated on the north side of Thornton Square is a Grade II Listed structure. Originally built as Municipal Offices in 1887 on the site of a three storey maltkiln demolished in 1885. The gable of the drying kiln, which can be seen in the 1819 Hipperholme-cum-Brighthouse sale plan, bore a date of 1693 and the initials 'ISL' (Raistrick 1968). Grade II Listed Barclays Bank, No.21 Briggate, dates to 1875. It stands on the site of the Old Mansion House whose garden fronted onto Briggate/Thornton Square (Brighthouse Civic Trust). Park Methodist Church which opened in 1878 is also Grade II Listed.

Unlisted buildings of note include Thornton Square, which stands on the site of former shops/offices, known as Holroyd's Buildings, built by W. Holroyd around 1854. In turn, Holroyd's Buildings were constructed on the site of an earlier group of housing. Bought by the Council in 1909 Holroyd's Buildings were demolished in 1914 to create Thornton Square (Raistrick 1968). The present Anchor Inn, situated on the southwest corner of Anchor Bridge, stands on the site of an earlier inn, of the same name, believed to have been built around 1768. Remains of the earlier inn allegedly survive in the cellar (Brighthouse and District Historical Society). On Ludenscheid Link is St Joseph's Church, Parish hall and Spiritualist Centre. A complex of religious institutes associated with St Joseph's RC Chapel dating to the mid to late 19th century (1864). The present Church was opened in 1889. The presbytery is contemporary. The Spiritualist Centre is situated in the former parish hall.

There have been regular phases of modernisation, including early 20th century and post Second World War clearance and redevelopment, which has removed many older buildings. The Black Bull Hotel built in 1740 once stood within a row of buildings which extended northwards along the western side of Briggate towards Commercial Street. A 1980s supermarket and car park now stands on the site of these buildings. The present market, constructed in 1991 on the northeast corner of Anchor Bridge, occupies the site of former 18th century buildings.

The house known as "Daisy Croft" was allegedly built in 1570, standing to the south of Queen Anne's Square. It became the Bull Ball Inn and was one of the main hostelries in the town, being later occupied by the Hoyle family. Graffiti with dates of 1748 and 1750 were etched on window panes. In the early 19th century, this part of Briggate had become known as "Daisy Croft", and the 1849-50 Ordnance Survey map suggests that they may have been a tenter croft located to the northwest. The house was demolished in 1952 (Brighthouse and District Historic Society), but a photograph in Raistrick (1969) suggests that it comprised a stone-built hall with two cross-wings, in a classic H-plan, with a substantial chimneystack at the north end. Its appearance could suggest a late 16th or 17th century origin.

Queen Anne's Square was situated within the area of the existing Assembly Rooms. The west side of the square, presently a car park, ran parallel to Bridge Road, while the eastern side faced Briggate with a row of 1 and 2 storey cottages and shops abutting the Anchor Inn. Photographic evidence suggests these had mullioned windows and were stone-built, with low chimneystacks, suggesting a 17th or early 18th century construction (Raistrick 1968). Briggate was widened here in 1903 (Mitchell 1976), and the northern part of the Square was demolished in 1905, with the Assembly Rooms being built here and opened in 1906. The southern portion of buildings at Queen Anne's Square became the "Bow Window" restaurant in 1854 and continued in use until demolition in 1959 (Brighthouse and District Historical Society 1994). A photograph would suggest that this particular building was of late 18th or early 19th century origin; although the building immediately to the rear (No.2 Back Daisy Street) appeared much earlier.

The site of the Alexandra Silk Mill (HLC_PK 33697), first recorded in 1888, no structures are shown on this site in the mid-19th century. The mill, five storeys high, burnt down in 1903. Only the lower floors were reconstructed and re-used (Mitchell 1976) A larger building, recorded as 'Works', was situated on this site in 1959, becoming a 'Warehouse' by 1972. The building has since been demolished, with the area presently an enclosed concrete yard.

Owler Ings Mill was originally a small mill built in 1862 at the side of the canal by Thomas Ormerod. A larger four storey mill (cotton and silk spinning) was built on Owler Ings Road in 1865, which was damaged by fire in 1921. A mill by this name continued on this site until at



least 1975. The site of Spring Bank Mill (Silk) is situated on the southern side of Owler Ings Road. No buildings are recorded on this site in 1849, but by 1854 a mill had been built. The mill is recorded as a silk mill in 1888, but was recorded as disused by 1905 (Ordnance Survey map of 1905). It is recorded as Spring Bank Mill (soap and oil), in 1922 and 1933, it was respectively known as Works and Spring Bank Works in 1959 and 1975. Demolished post-1975, the site is now a car park.

Figure 288. Mill Royd Mill, Brighouse. Former textile mill dating to 1878, now apartments. The plaque on the bridge reads 'Brighouse Bridge / widened 1905'. © Copyright Humphrey Bolton and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/55892

Mill Royd Mill (HLC_PK 33694), to the east of Huddersfield Road, originally a cotton mill and later used as a wool warehouse, was built about 1874 (Brighouse and District Historical

Society). The mill extended immediately east of the road towards Wharfe Street (Ordnance Survey 1893). Previously the site of Jonathan Stott's cotton spinning mill built in 1857, and formerly land associated with Low Mill fulling mill (see above). Mills on this site were destroyed by fires in 1867 and 1874 (Brighouse Civic Trust 1990). The present building dates to 1878 and is seven storeys high with fourteen bays, and has a frontage on to the canal. It was still in use by Cullingworth & Sons Limited until 2001, and was popularly known as Cullingworth's Mill. In 2003, there were proposals by Richard Binks to convert the mill into residential property with 134 apartments – to be known as Millroyd Island on account of its location between the River Calder and the Calder and Hebble Navigation. When sales opened in autumn 2003, it was claimed that 100 flats were sold in 4 hours – before work had even started. The conversion was completed in 2004 (Bull 2016).

Atlas Mill was built in 1862 for Thomas Blackburn of Phoenix Mill. It was a five-storey mill, 120ft (37m) long by 60ft (18m) wide. It was designed by Edward Bull, with James Dyson being involved in the construction. It was damaged by fire in 1873 and again in 1898. In 1909, a purpose-built roller-skating rink – lit by electricity – was constructed on the site of the former Atlas Mill – and was known as the Atlas Mill Rink. The rink was designed by Edwin Taylor & Son. Boxing matches were also held. In 1911, James Farnell Bunce took over and converted the place into a cinema with skating between the film shows. For legal reasons, this Palace Rink was forced to stop showing films and had to revert to a skating rink. The rink was bought by Brighouse Empire Limited, and opened as the Empire Theatre in 1917. Films were shown with skating in the intermission. The Empire closed after a year and fell into disrepair and the site was cleared by the end of World War I. By 1933 the building has become a warehouse (Ordnance Survey 1933). The structure is not recorded in 1975, the land a designated caravan park by this date (Ordnance Survey 1975).

Broadholme Mill, to the immediate west of the Atlas Mill site, was also established in the 1860s by Thomas Blackburn. It was a five-storey mill with extensions of 2 and three storeys. It was destroyed by fire in January 1932. Part of the 1860s mill survives, but the majority of the mill complex dates to the 1960s (currently an electrical engineers manufacturing control centres and switchboards).

Towards the southeast of Brighouse, a number of industrial buildings were established on a plot of land between River Calder and Birds Royd Lane. These included the Calder Dyeworks (by 1854), the Princess Mill and the Prince of Wales Mill (HLC_PK 34104). Prince of Wales Mill was established by Ormerod Brothers Ltd in the 1870s. It was owned by Foulds & Ridings Limited (silk manufacturers) on 20th April 1984 when it was damaged by

fire. The current character is commercial/light industrial, most of the sheds are modern with only partial preservation of earlier fabric, particularly to the west of the area (Royd House). Further along Birds Royd Lane, leading onto River Street, are a number of buildings associated with heavy metal trades (iron and brass foundries) - Victoria Iron Works, Rastrick Gas Works and the Woodhouse Works. The Victoria Iron Works (HLC_PK 27229) was founded in the mid-1860s. Although much of the original complex has been demolished, some fabric remains. This includes small blocks of workers back-to-back housing on Providence Place and Woodland Square, constructed in the 1860s-70s, and a former Methodist Chapel on Mission Street. The heavy metal industrial character of the area is continued in the mid to late 20th century Calder Wire Works, Tower Works and Birds Royd Works. The Woodhouse Works was a brass and iron works established by Joseph Blakeborough and Sons Ltd from 1875. The site is now occupied by a 1990s distribution centre for Hallmark Cards (HLCPK 27223).

Across the River Calder, lies the site of George Street Mills which was established in the 1860s (HLC_PK 34154). The scale of mill was significantly reduced in the mid-20th century, a mill body survived at this time but a change of use is likely. Area now contains a small to medium scale shed and a commercial yard (distribution). The last remaining mill body was demolished between 2002 and 2006. Immediately north is a group of industrial buildings associated with the wire making industry, including the Clifton Bridge Works, Kirklees Steel Works, the Robin Hood Works and the Leopold Wire Works (HLC_PK 29282). The majority of buildings were established here in the 1880s-90s. There is good survival of industrial buildings. There is also a small block of back-to-back housing associated with the former works complex (HLC_PK 29283).

The period 1860 to 1895 the area north of Brighouse centre was systematically developed for housing, with much of that taking place in the thirty years between 1865 and 1895. Though the emphasis was on house building, shops, chapels, pubs, clubs, the library and schools were provided within the new communities.

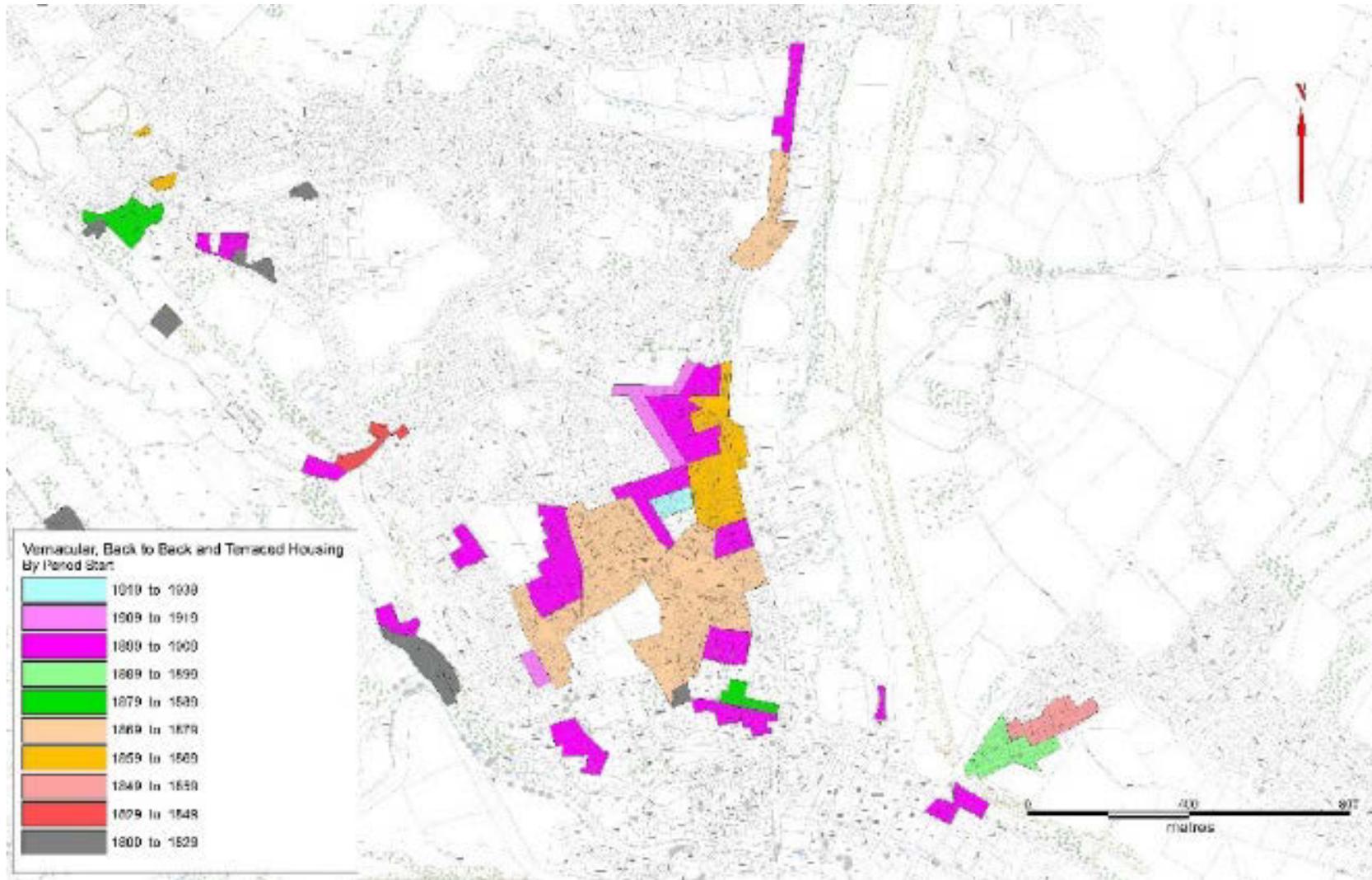


Figure 289. Vernacular Cottages, Back-to-back and Terraced Housing in Northern Brighouse. HLC thematic map (aerial photograph © Copyright GoogleEarth)

Many entrepreneurs were involved and many types of house were built, ranging from back-to-back terraces and through-terraces, which all varied in size and well as type. The majority were built as houses for 'the working classes', often close to the industries that employed them. Few had gardens and sanitary provisions were initially somewhat rudimentary (shared in some cases). All seem to have been provided with running cold water and most had town gas supplies.

However, unless one was wealthy enough to own a riding horse and/or carriage, the only means of travelling into work was on foot, so the middle class also needed to be within walking distance of work and some houses for them are found in this area also. Development started on three fronts – up the Bonegate hillside, along Bradford Road, and beyond Lane Head.



Figure 290. Bonegate Court, Brighouse. Late 19th century terraced workers' housing, with early to mid-19th century court housing to rear. © Copyright Betty Longbottom and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/1376425

Bonegate Road was paved in 1862, permitting access in preparation for development. The first court housing on the east side had already been built, but builders moved in higher up

the improved road on land owned by Martin Manley, whose name is perpetuated in Manley Street. The street bears the date 1878 part way along. Manley's estate was sold in 1875 and this released more land for building, with houses built either side of Bonegate Road. Developers included the Co-operative Society - The Crescent, off Bonegate, built in 1880, and the long rows of terraced houses that were built in the mid-1890s in Rayner Road and in adjacent Harriet Street, are fine examples. The terraces are particularly interesting because of the way that they are stepped to accommodate the steeply sloping site. Each house was provided with a water closet but it was still outside the main property. Co-op housing had also been built at the same time as the store at Bailiff Bridge in 1876. Here, twelve back-to-back houses were erected at right angles to the main road. Other branch stores often had



one or two houses attached, usually for staff use.

Figure 291. Manley Street, Brighouse. Terraced workers' housing built c.1878. © Copyright Betty Longbottom and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/3400284

Typically, building work started on sites closest to the town and worked outwards. But this was not always the case, as some landowners were more ready to sell, or develop the land

themselves, whilst others held back. As a consequence, Kimberly Street (with a datestone 1899 under its former name of Bonegate Place) is over twenty years later than Manley Street, but downhill of it and closer to the town. Just above Manley Street, development seems to have stopped for a while, leaving an open space between there and Waring Green.

Waring Green stood at the junction of the improved Bonegate Road with the old Brookfoot to Thornhill Briggs routeway. A corner shop on the junction has a datestone of 1864. Just above, a large area of land, formerly part of the Granny Hall estate owned by Mr Mark Blackburn, was put up for sale in 1870 (Brighouse Echo, 16th June 2000). Soon after, several streets were built on both sides of Bonegate Road. These linked up to a pre-existing late 18th century farm and cottages at Spring Gardens (HLC_PK 27036).

Above Waring Green, the first street east of Bonegate Road, and parallel to it, is Marion Street, dated at fairly regular intervals along its length, showing that building work spanned the years 1881-87. Waring Green continued to grow as a separate community with a Co-operative store built at the road junction in 1875 (demolished in the 1970s), and a Congregational Chapel near the same junction in 1878. The latter became the Sunday



school when a new Chapel was built in 1902 and is now the Community Centre.

Figure 292. Woodvale Office Park. The photo shows refurbished old buildings, which first appeared on the 6" map of c.1895 as Woodvale Mill (a cotton mill on the 1907 map). © Copyright Humphrey Bolton and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/258257

As outward development gained pace, the present pattern of terraces at right-angles to Bradford Road was created between 1875 and 1888. Their names tell much about the developers of the area – for example, Hardy and Gathorne Streets perpetuate the names of a director of the Low Moor Iron Company. Industrial Street was built by the Co-operative Society. Oddfellows Street was financed by the Friendly Society of that name in 1888.

At Thornhill Briggs, house-builders were no doubt encouraged by the construction of Woodvale Silk Mills in 1880 by Richard Kershaw. These covered just over 2ha and employed nearly 700 operatives. The main 'A' mill (behind the present police station) was just over 90m long and four storeys high. The main 'A' building burnt down in 1985, but subsidiary buildings, including the former offices, still stand (converted into commercial offices). Larger houses were built at the end of each street facing onto the main road. They are all slightly different, but obviously built for a rather wealthier clientele.

In the 1880s, development on the north-eastern side was creeping up the slope towards Waring Green with the building of Barber Street, Vale Street and Anvil Street. The latter two bear datestones of 1883 and 1888. Again there are some larger type, double-fronted houses, notably in Vale Street. The area was served by St Andrew's School built in 1884 (demolished 1972 and now the site of modern housing).

Towards the northwest the land was owned by Sir Gillery Pigott, Baron of the Court of Exchequer and owner of Ashday Hall in Southowram. He started developing his land at Lane Head in 1863-65, building hundreds of terraced houses and shops. A chapel was added in 1864. One street was named after the family – one after his wife Frances and another after his daughter Catherine. Pigott died in 1875, and his widow mortgaged the estate heavily. Nevertheless, the area continued to be developed right through to the early 1890s – as can be seen from datestones on several rows.

The Crown Hotel is contemporary with these houses having been built in 1878. Crown Street is interesting in that the houses are built in blocks with notably different detailing on each block. This whole development, stretching from Waterloo Road to Garden Road, appears to

have been built on a rolling programme over about thirty years. Pigott's plan involved all streets crossing at right angles except for Lightcliffe Road. On the opposite side of Lightcliffe Road are houses of similar period built on land released by the Blackburn estate sale of 1870/1.

Elsewhere in this northwestern part of Brighouse are a few much larger mid to late Victorian gentlemen's premises (Brighouse Wood Lane). This emphasises the points made earlier that everyone needed to live within walking distance of their works and, to a lesser extent, a continuing lack of social segregation noted in the early to mid-19th century town. 'Woodbank' is hidden from view at the end of a long drive and was the home of G.F. Sugden, a local flour milling family. 'Elmroyd' was the onetime home of Theodore Ormerod, wine and spirit merchant in Briggate. In 1921, the house was bought by the Dyers Club and remained there until the 1980s. It was then sold off and the land around it became a housing complex.

20th Century and Beyond

By 1895 the area across the north side of central Brighouse was almost solid housing, most of it having been built in the previous thirty years. The only exception was the south side of Waterloo Road, which was allotments and a football field. By 1913 the latter was owned by Brookes Ltd of Lightcliffe, who had plans to build a 'Garden City' there, but the advent of World War One caused those plans to be dropped (Mitchell 1976). Immediately north, the Garden Road Recreation Ground was bought by the town in 1895 for £2,800 when the Pigott estate started to be sold off (Mitchell 1976).

Small plots of housing land remained and these were infilled between 1895 and 1910. Terraced housing was built on Churchfields Lane after 1900, with Kersley Cottages, just below the end of Churchfields Lane, dated to 1902. Below the Parish Church and the 1835 school, a new Girls' Grammar school was built close to the town centre in 1909.

The Halifax Corporation built a tram route into Brighouse via Bonegate Road in 1903. St Peg Mill was built at Thornhill Briggs in 1909 (on the site of the earlier Thornhill Dye Works), adding to employment opportunities in that sector, and Thornhill Briggs Club was built in 1906 to meet men's social needs there.

The Rydings and its grounds were bought for the town by public subscription in 1897 to celebrate the Diamond Jubilee of Queen Victoria, and it opened as a free library in 1898. The former stables operated as a fire station. An Art Gallery extension was added in 1907. Across Halifax Road, an empty plot of land was filled with good quality terraced housing built

in 1895. These were designed by Miles Sharp, a local architect. The Lightcliffe Road developments ended at Garden House, near the Bonegate Road and Garden Road junction, which bears a 1901 datestone.

The Grade II Listed Bethel Methodist Church and Sunday School on Gooder Street (HLC_PK 33543) was built in 1905. Designed by John Wills and Son, it is a sandstone 'brick', ashlar dressed Methodist church in Arts and Crafts Perpendicular, incorporating Sunday School on east side.

As mentioned earlier, there have been regular phases of modernisation, including early 20th century and post Second World War clearance and redevelopment, which has removed many older buildings. Included in this is the development of Ludenscheid Link – a link road constructed around 1984. Prior to construction, this was an area of mixed character – with rows of shops, workshops (including a malthouse), yard developments of terraced houses, and detached villas and gardens.

Large and medium-scale Interwar and early post-Second World War housing estate and semi-detached housing development has occurred to the north and east of Brighouse, with infill estates between Brighouse and Rastrick to the south of the River Calder.

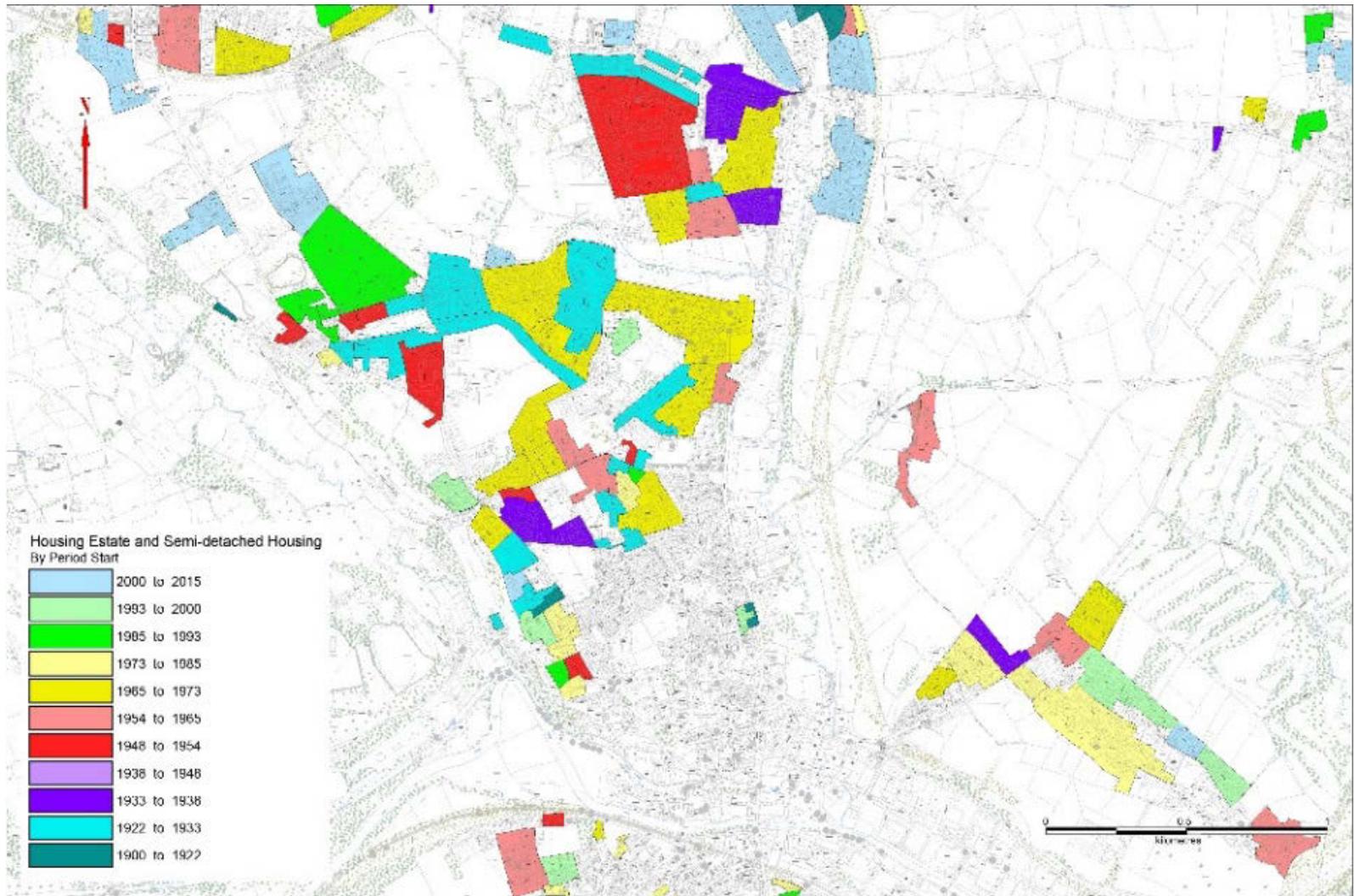


Figure 293.
Housing Estate
and Semi-
detached Housing
Development to
the north of
Brighouse. HLC
thematic zone map

To the immediate north of the town centre, housing estates and semi-detached housing are generally small to medium-scale developments, dating predominantly to the Interwar period (HLC_PK 27203, 33652, 33653, 33657, 33746 and 33749). Larger-scale Interwar semi-detached housing and estates can be found in broad east to west aligned band to the north of Well House Lane (HLC_PK 26909, 26914, 26915, 26974, 33749 and 33764). Another area of Interwar housing development is centred on Bailiff Bridge (HLC_PK 26672, 29315, 26666, 26668, 26669, 28527 and 28528). Post-Second World War development has occurred in the northwest at Hove Edge (HLC_PK 33755, 33768 and 33812), and as a large-scale geometric housing estate to the extreme north in the Bailiff Bridge area (HLC_PK 26593). Modern estates and semi-detached housing dating to the period 1965 to 1975 can



be found through the area, particularly west of Bradford Road and along Well House Lane.

Figure 294. Aerial view of Armytage Industrial Estate © Copyright GoogleEarth

20th century industrial and commercial development is largely confined to continued expansion to the southeast of Brighouse, between Wakefield Road and the River Calder (either side of Armytage Road). The Armytage Industrial Estate (HLC_PK 21316 and 21317) was established here in the 1970s, with further large-scale warehouses added by the late 1980s. A plot of former valley floor meadows called The Lees (Ordnance Survey 1854). Further industrial sheds have been built at Heywoods Industrial Park (to the south of the Calder between Birds Royd Lane and Dick Bank) on land formerly railway sidings (HLC_PK 27220).

4.3.2 Elland

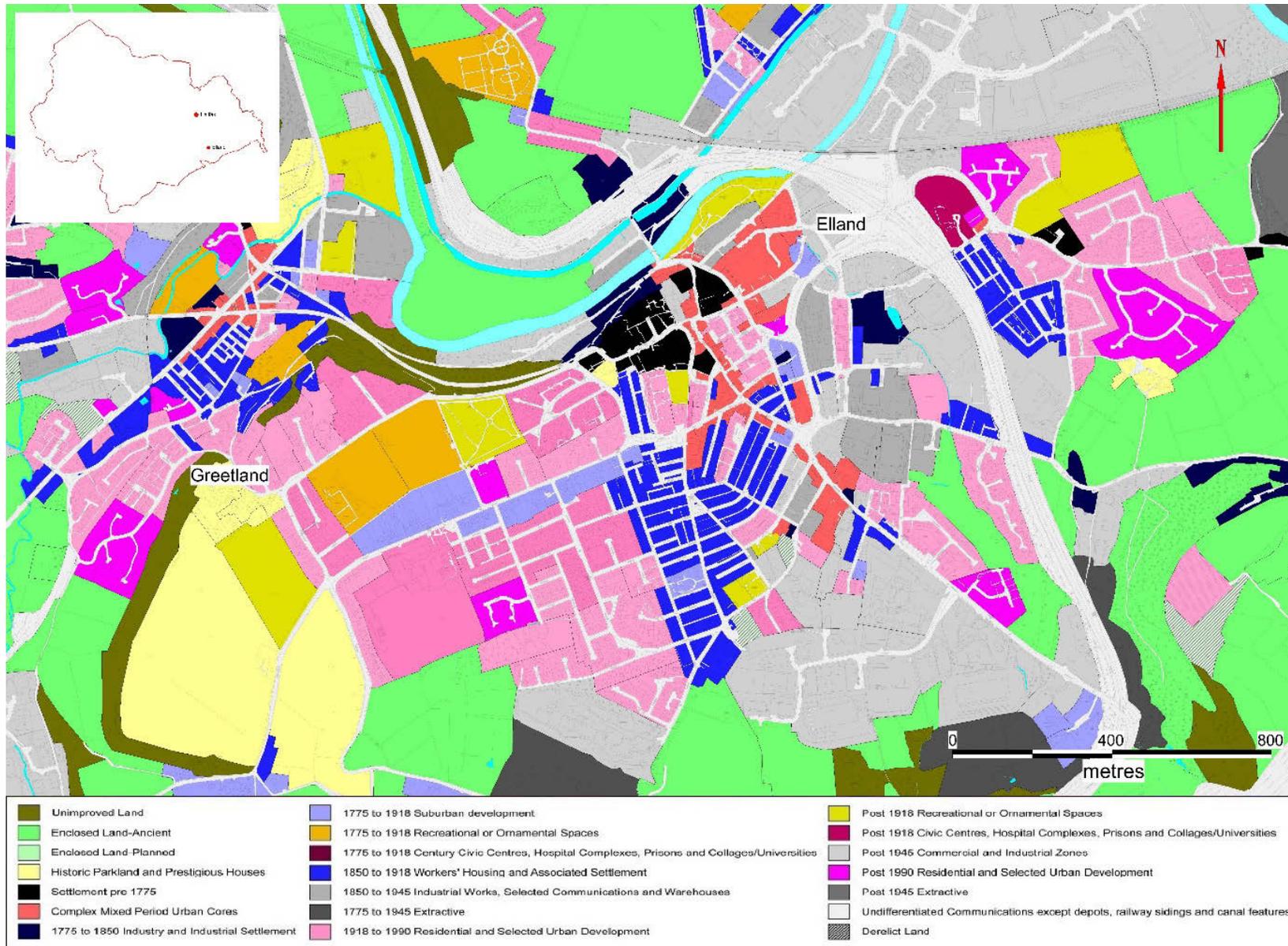


Figure 295.
Study area
zone map of
the Elland
locality

Elland is located about 4km to the southeast of Halifax. It is a traditional Yorkshire market and mill town which developed around a crossing point on the River Calder. The main part of Elland is located on a hill above the river and canal. Industrial buildings on Saddleworth Road have a dramatic backdrop of stone cliff edges. There are ever present views of the surrounding wooded hillsides and glimpses of views between buildings from many parts of the town core.

The majority of Elland stands upon Millstone Grits of the Upper Carboniferous. The Millstone Grit extends from the north bank of the River Calder towards Elland and South End. West Vale and the east side of Briggate are its respective western and eastern bounds. To the east are mudstones, siltstones and sandstones of the Pennine Lower Coal Measures. Alluvium deposits are situated on the banks of the River Calder, while to the southeast there is a band of undifferentiated river gravels.

Historically the wider area had an abundance of good stone which was used in the local construction industry. A variety of different types of sandstone have been quarried for building stone, flagstones and roofing materials. The main beds used were the Rough Rock beds and the Elland Flags from the Lower Coal Measures. Demand for stone increased greatly between 1860 and 1900 when many residential terraces were built in the town. Elland also has some brick houses built later due to the presence in the area of clay and brick works.

Historic Core

There is no known evidence of prehistoric activity within Elland town centre and sparse remains of Roman coins have been found elsewhere at Elland Old Hall and northeast of Elland. There are some possible routes from Elland to Greetland to Ainley Top which may have had an early influence on Elland becoming a convergence of routes.

Elland is recorded in the Domesday Book of 1086. The place-name probably derived from the Anglo-Saxon element *ea* meaning water and – *land* meaning dwelling (Rinder and Moody, 1983). Smith notes that *ea-land* means ‘land by the river’ and that 6 out of the 9 townships which formed the Chapelry of Elland, comprised land as the final element (Smith, 1961, 43).

Domesday notes that prior to 1066 land was held by one thegn, Gamall (Faull and Stinson, 1986, 9W, 142). Prior to the Conquest, Elland was believed to be under the jurisdiction of Dewsbury Church, which extended westwards along the Calder Valley, from Wakefield to Stansfield (Faull and Moorhouse, 1981, Vol. 4). *Ellant* is mentioned as having three

carucates of taxable land, which was sufficient for two ploughs. Woodland pasture was three furlongs long and three wide. The value of land prior to 1066 was 20s, but became waste after the Conquest (Faull and Stinson, 1986, 9W, 142).

The adjacent townships (vills) of Elland cum Greetland and Southowram were a part of the large estate granted to Ilbert de Lacy after the Conquest. They formed a separate part of the Honour of Pontefract entirely surrounded by the territory of the extensive manor of Wakefield. Both vills were inherited in the first half of the 12th century by Hugh de Eland who was very likely a direct descendant of Gamall (Clay 1924).

The origins of the Grade I Listed St Mary's Church (HLC_PK 34349) is obscure, but it was probably founded by the de Laci family c.1180 as a chapel of ease to the church of Halifax (Rinder and Moody, 1983, guide no. 11). The earliest documentary evidence dates to 1205 where a 'chapel of *Ealand*' is recorded in the Register of the archiepiscopal see of York. In 1260 Sir Walter de Ealand 'the Chaplain of *Ealand*' was witness to a local deed (Rinder c.1987, 14). It is thought that the chapel was constructed by Kirkstall Abbey masons, as features in the chancel arch, part of which dates to the late 12th century, are similar to those found in the abbey. The form of the chapel is uncertain, but probably comprised a simple nave and small chancel. The chancel arch was rebuilt and widened in the later medieval period (Greenwood and Greenwood, 1954, 24). A Norman bell-cote above the chancel arch is one of only seven which survive in the country (Rinder and Moody, 1983, guide no.11). Side chapels, dating from the 13th century, stand at each side of the chancel. St Nicolas' chapel was endowed as a chantry by the Thornhill family, a vault under the chapel containing the remains of some of his family. The chapel of St John the Baptist became a chantry chapel after the death of a member of the Savile family in 1398.

Structural alterations to the church took place in the 15th century, including the eastward extension of the chancel, the rebuilding of the side chapels, construction of a vestry, and the church tower on the site of the earlier tower (Greenwood and Greenwood 1954, 18). Alterations in the 17th and 18th centuries included the rebuilding of the south porch in 1696, and the opening of a north door in 1727. Between 1725 and 1805 galleries were erected on four sides of the church, yet these were removed during the mid-19th century - the galleries were no longer required because of a reduced congregation, the formation of Nonconformist chapels and the building of other churches in the vicinity.

A cross and the chapel of St Mary, which stood at the junction of Northgate, Southgate, Westgate, and Church Street, formed the nucleus of early settlement. The traditional street-

name of 'The Cross' derived from the site of the cross. It is believed that the cross was a preaching cross, which may have been associated with the *parochia* of Dewsbury Minster (Greenwood and Greenwood, 1954, 15). Houses subsequently radiated from this area, in linear fashion, along the sides of these streets. These streets also formed part of the Halifax, Huddersfield, Rochdale and Leeds routes.

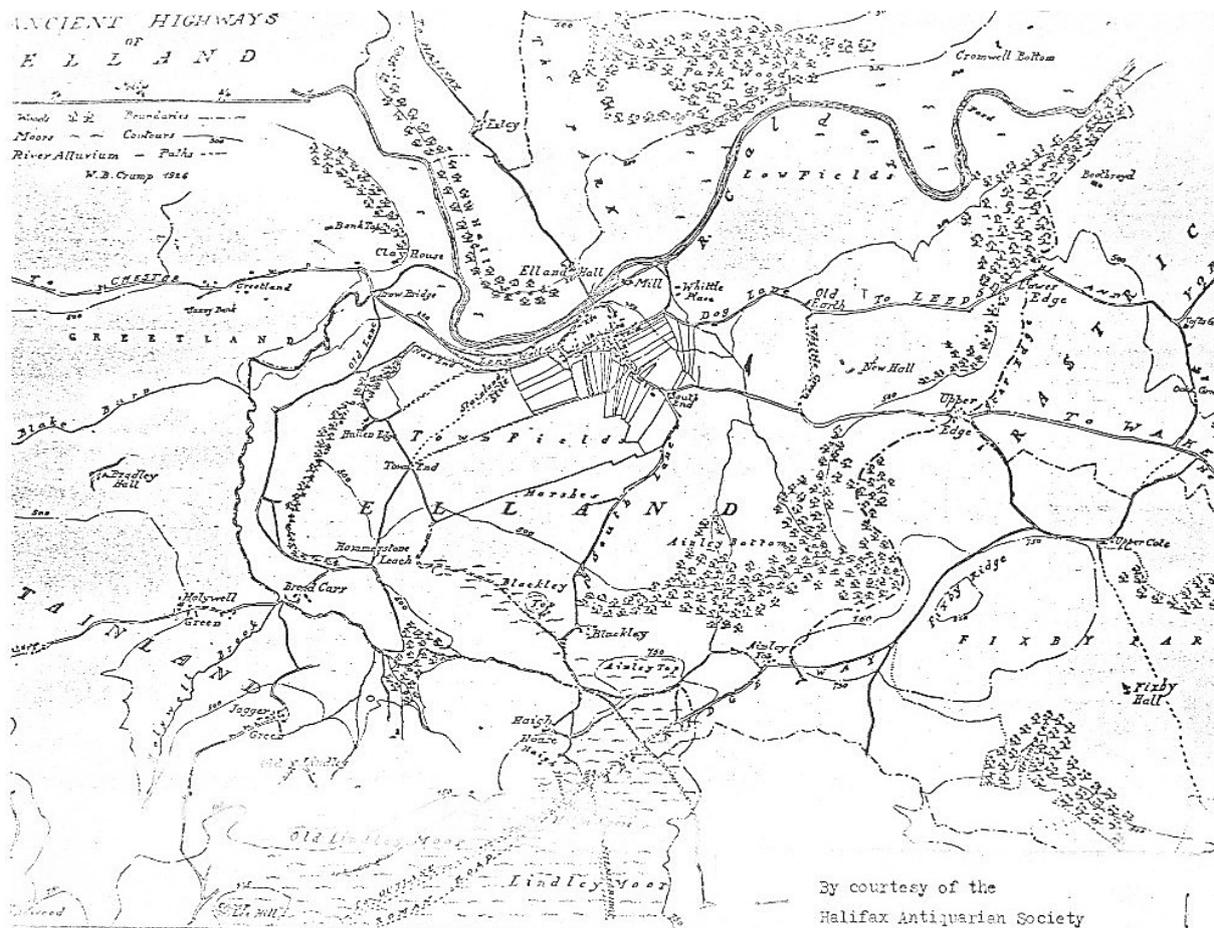


Figure 296. Ancient Highways of Elland (Crump, W. 1926)

The Town Fields were situated to the west of Southgate and were known as *Highest Town Fields*, *Middlemost Townfield* and *Lowest Town Field*. Areas within the field were named *Upper Shutt* and *Lower Shutt* (Mann 1750). Elland retained its medieval field system and Town Fields until the late 18th to early 19th centuries (Crump 1926, 71). The Reverend Thomas Twining in 1776, noted that meadows were situated before the town and along the river banks. The hillsides were covered by extensive thick woodland, 'larger woods that I saw anywhere else' (Hamerton and Clay, 1901, 65). Crumps' map of 1926 depicts the Town Fields, as well as probable crofts to the rear of dwellings, to the south and northeast of the town.

Documented structures in this period include the Chapel of St Mary, mentioned in 1205, a water mill, a bridge over the Calder and the manor house. A corn mill is mentioned in a feud between the Elland and Beaumont families in 1354 (Rinder c.1987, 10). The mill mostly likely stood on the mill site recorded on Saxton's map of 1597, on the south bank of the River Calder, to the east of the present Elland Bridge. The mill stood within an enclosure known as *Braunce Crofte* (Saxton, 1597).

Early references to a bridge over the Calder include a place called 'Brigode' (on the road to the bridge) in 1199. The earliest known specific evidence dates to 1316 when documents record a 'William at the Bridge of Elland'. Bequests of wills of the Savile family in the 15th and 16th centuries refer to the repair or rebuilding of the bridge. It wasn't until 1579 that a permanent stone bridge was built, largely with funds raised from wool traders. A new County bridge was completed in 1617, widened in 1797 and 1809, extended in 1813 and widened again in 1897. A medieval/post-medieval bridge abutment was identified during building work in August 1995 which related to the bridge mapped out in 1579.

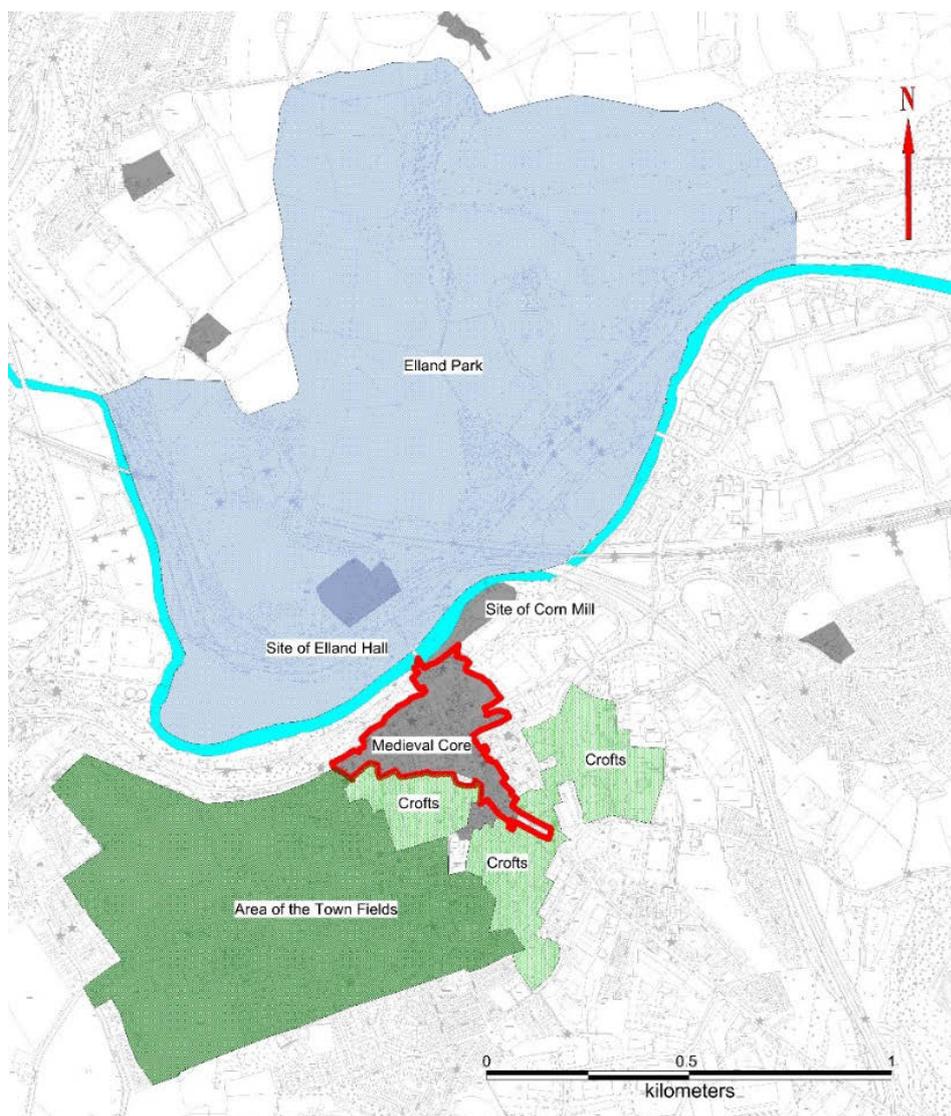


Figure 297. Medieval Elland, depicting the medieval core of Elland, Elland Hall and Park, the site of the corn mill, probable crofts and the Town Fields

The Eland family continued in possession and were established in their manor house on the site of Elland Hall by the late 13th century. It is quite possible that the house perpetuated the site of an earlier manor although no conclusive archaeological or historical proof of this has been found. The hall was pulled down in 1976 to make way for the Elland Bypass. The site of Elland Hall lay on the north bank of the Calder immediately opposite the town of Elland but actually within the township of Southowram. This is shown by the consistent enumeration of the site under the heading of Southowram in all contemporary records up to the mid-17th century with only one exception - an undated list of farms (1635-1655) where it appears under Elland (D Lib Sav, Part I, No. 259). There was a sudden change in 1663 when it ceased to be listed in the rentals under Southowram and appeared consistently thereafter under Elland (D Lib Sav, Part I, No. 263). It is possible that there was a formal change in the township boundary at this time although no record of such a change has been found. The boundary of Elland, which formerly lay on the River Calder, was moved northwards to take in both Elland Hall and the park which surrounded it. This area had been surveyed by Saxton in 1597.

Elland Park was of medieval origin and Hugh de Eland was granted free warren in his demesnes there in 1304 (Calderdale Charter Rolls 3, p.46). The greater part of the park was held along with the hall by all the tenants up to the modern period. The principal elements of this area north of the river were the Long Lee, a long narrow strip of meadow between the park and the river, reminiscent of those similar meadows found at Sowerby Ramble and Rothwell Haigh (Michelmore 1981a, 489); the Crawbothom which was listed separately from the park by the late 16th century; the West Park which is not named on Saxton's map but which almost certainly comprised the area between the Long Lee and the boundary shown just north of the Halifax-Elland road, and which included Elland Hall. The remaining area shown on Saxton's map was simply referred to as the Park. These lands formed an integral part of the estate held by successive tenants of Elland Hall and were exploited both for farming and for supplies of coal and timber.

Sir John de Eland was the most famous of the Eland family. He was very prosperous, attended the Court and was probably a friend of Edward the Second. He was also Lord of the manor of Elland, Rochdale, Tankersley, Foulridge, Hinchfield and Brighouse, and later High Sheriff of Yorkshire in 1340-41. In 1317 Edward the Second granted him a Royal Charter with the right to hold weekly markets and annual fairs – an important development in terms of the prosperity and growth of Elland, which appears at this time to have been wealthier and more important than nearby Halifax (Crump, 1926, 69). The poll tax record of

1379 noted that Elland paid a total of 45s 4d tax in comparison to 12s 8d paid by Halifax. By 1379 Elland had an estimated population of 188 inhabitants, 61 of whom paid the Lay Subsidy tax, including John Savile (knight) who paid 20s (Rinder c.1987, 29)². Elland's growth was also partly due to cloth making, its prosperity reflected in the refurbishing, or the construction, of a number of large dwellings in the town or vicinity (Hamerton and Clay, 1901, 138). Two merchants, three *websters* (weavers), a *Talour* (taylor), a *fferror* (smith), and a carpenter, are recorded in the Elland Poll Tax.

The Lord of the Manor of Eland changed to Sir John Savile after the Elands were killed in the Elland Feud, leaving only a daughter Isobel, who Sir John Savile married. Dwellings existed in the vicinity of the church. A Savile Chartulary, dated April 1409, notes that Alice de Barewick of Eland held a house and garden on the south side of Elland Church. Thomas de Eland had entailed the house to his sister Alice in 1349 (WYHER PRN 4861). A charity school at Elland is documented in 1567, but the location of the school is unknown (Rinder c.1987, 52).

A number of 17th century buildings survive within Elland, including a house in Dobson's Yard to the west of the church (HLC_PK 34350). The adjacent Rose and Crown Inn, Northgate, similarly dates to this period, or possibly earlier. On the western side of Elland, the Fleece (HLC_PK 34485), a former house traditionally known as the Great House contains a datestone of 1610. To the south of the church the Municipal Offices on Southgate, a former residence, date to the 17th century (HLC_PK 34357). Number 7 Timber Street (HLC_PK 34353) has a door lintel in a surviving 17th century bay, is inscribed with the date of 1675.

The extent of this stone building work in the town at this time gives an indication of how prosperous Elland was becoming due, in part, to the growth of the textile trade (Rinder c.1987, 29). New buildings included Danesbury House in Timber Street, demolished in 1881. A building known as the White House had the date 1614 inscribed on a mantelpiece (Rinder c.1987, 40). Marshall Hall situated near Spa Mills, Elland Lane, was built or rebuilt in 1621, and South House, on Southgate, was constructed in 1680 (Rinder c.1987, 30).

One hundred and forty six inhabitants in Elland cum Greetland paid the Hearth Tax of 1672. Of this, over half paid tax for one hearth (66) and 33 on two hearths. Fifteen inhabitants paid tax on 3 hearths, whilst 23 were taxed on 4 or 5 hearths. Seven people resided in larger buildings or inns that contained 6, or 7 hearths (Ripon Historical Society, 1992, 19-20).

² Rinder does not provide an explanation of how the estimated population figures were calculated.

John Warburton, mapmaker, who visited the area in 1719, noted that there was a market cross, a charity school, one fair, but no market place (Rinder c.1987, 34). A toll taken by the lord of the manor's steward in 1775 noted that the two fairs, granted by Edward the Second, still took place, but the market had decreased in size due to the great increase in trade at Halifax (Watson 1775, 164-5). A visitor to Elland in 1776, the Reverend Thomas Twining, described the church and town as 'hanging upon the hill, with cottages, & c. quite down to the water's side'. Not impressed by the town, he also noted that Elland was 'dirty and promised nothing' (Hamerton and Clay, 1901, 65).

The Act for the Rochdale to Halifax and Elland turnpike was passed in 1735. This route was one of the earliest turnpikes in the country and milestones were set up at every statute mile of the road in 1765 (Priestly, 1952, 95). Other turnpike routes included the Leeds to Elland route in 1740/41. The road from Elland to Wakefield, was turnpiked as the Elland and Dewsbury Trust in 1759 (Crump 1926, 32). A new turnpike road which followed the canal from Elland to Brighouse was built in 1814/14 (Rinder c.1987, 39).

Christopher Saxton's map of 1597 and Jefferys' map of 1775 show the route from Elland to Halifax passing through Elland Park. In 1776/77 the Halifax and Huddersfield Turnpike road, built by Metcalfe of Knaresborough, bypassed the route through the park, with the new route running southwards from Salter Hebble along the western side of the park and Wood Bottom, towards Elland Bridge (Rinder c.1987, 39).

In order to improve navigation of the Calder a cut was made, from West Vale to Elland weir, by John Smeaton around 1757. A wharf and a toll house were built to collect wharf fees in 1804 (Rinder c.1987, 41). By 1808 the 'cut' had been extended and later the whole canal was completed. A wharf was built and the bridge was extended in 1813. The moorings by the staith where barges emptied their coal for the (now defunct) Elland and Greetland Gas Works can still be seen. Wharf House was built c.1820 when the canal was at the peak of its trade (HLC_PK 34521). Wharf Offices - Grade II Listed Offices, formerly porters lodge. Regularly coursed stone with hipped stone slate roof. Single storey structure of rectangular plan. Built as part of a planned wharf. One of a series of Calder and Hebble Navigation Company cottages built between 1770 and 1834 (Workers' Housing in West Yorkshire 1750 - 1920, RCHME, 1986).

The construction of the canal and turnpikes in the 18th century stimulated trade and industry, and increased the town's importance as a thoroughfare (Crump, 1926, 71). However, despite its prosperity, it is believed that the restrictions of the manorial system imposed upon

Elland hindered the development of the town: in 1750 most of the development that formed Elland was at that time concentrated around The Cross, Northgate, Southgate, Westgate and Church Street. According to Jefferys' map of 1775 settlement had continued along these roads, with buildings also situated on Saddleworth Road near Elland Bridge, and to the north of Westgate.

Buildings near the church in this period included Glebe House, situated at the southwest corner of the church. An 'Elizabethan' type of building, of unknown function, with a cross on the façade subsequently became The Ring O' Bells inn. The building was demolished around 1835 when the land on which it stood was given by the Earl of Mexborough for the extension of the church graveyard (Greenwood and Greenwood, 1954, 43). Other inns adjacent to the church included the Rose and Crown and the Red Lion. Many of the buildings on Church Street and Westgate were placed with gables facing the street frontage, with barns or other buildings in crofts to the rear (Mann 1750; Rinder and Moody 1983).

New Streets such as New Street and Brooksbank were built from around 1790 to accommodate the population growth. The streets encroached upon the Town Fields and followed the alignment of the former strip field system. By 1763 there were 239 families in Elland cum Greetland, and 252 houses, including 23 which stood empty. In 1775 there were 355 families and 384 houses (Rinder c.1987, 35).

Nonconformity was introduced from the mid-17th century. The Independents were one of the earliest nonconformist groups to preach at Elland – documents record meetings held from 1650, and in 1689 a house on Westgate was endowed for religious worship, which became known as the Dissenting Meeting House. A Presbyterian Church was built on Langdale Street in 1756, which later became the Unitarian Church (Rinder c.1987, 55-56). This chapel was demolished in 1860 to make way for residential development, a new chapel being built in 1861 on Huddersfield Road. It was subsequently used by the Salvation Army, then as a warehouse (Rinder c.1987, 55 and 56). A Methodist Society was founded in 1761, with a Wesley Chapel built in 1807 in Dog Lane. In 1772 a Baptist Chapel was constructed in Jepson Lane (Rinder c.1987, 56).

Joseph Brooksbank established a school for 40 poor children in 1712, which was known as the Brooksbank School. It occupied two cottages in Westgate, and continued on this site until new premises were built in the mid-19th century. Grace Ramsden, in her will of 1734, bequeathed money for a school house to instruct 24 poor boys from the township of Elland. The school, situated in Northgate to the rear of the church, was inaugurated in 1741. The

school, with an enclosed walled yard, had been built on a plot of land purchased in 1740 which adjoined the north side of the church. It became known locally as ‘Back o’ Church School’ and by which time it had moved away from its original aims to become an independent school before its closure in 1966 (Rinder c.1987, 53-54). In 1718 Francis Thornhill bequeathed money for the education of 10 poor girls. The first school met at Westgate, but by 1721 the pupils were taught in a room ‘at the back of Grace Ramsden’s School’ (Rinder c.1987, 53). The school continued at this site until 1874 when the girls were moved to the National School (Rinder c.1987, 53).

Industrial Period Development

The canal began to lose importance with the coming of the Railway. A railway line linking Manchester and Leeds was built in 1839 and that passed through Elland. In 1840 the local tradesmen met at the Savile Arms and following this meeting and their endeavours a railway station was built in 1842. This aided the development of local trade and helped businesses to flourish. In that same year the station was used for the despatch of Plug Rioters arrested on Skircoat Moor. Later stations were built in 1865 and 1894 but the last station closed to passengers in 1962.

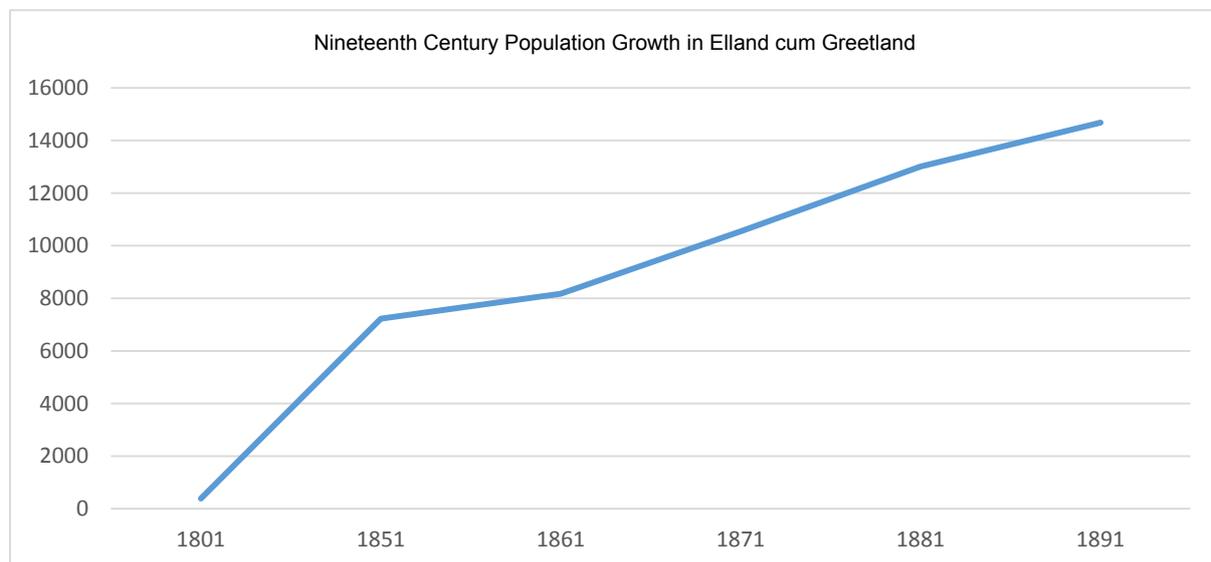


Figure 298. Nineteenth century population growth in Elland cum Greetland. Source: A Vision of Britain Through Time www.visionofbritain.org.uk/unit/10420167/cube/TOT_POP

Elland was described as a ‘quaint village in 1829’, with three drapers’ shops, one jeweller’s shop, a pawn shop and a toy shop. Only three mills existed in Elland in this period, the main industry of hand-loom weaving being carried out in cottages. Northgate, Southgate,

Westgate and Eastgate remained the principal streets, with the additional streets of Castlegate, New Street and Timber Street. Buildings within the town comprised large old houses, cottages and barns with high pitched roofs (Hamerton and Clay 1901, 30, 71-72). A surviving weavers' cottage can be found at the junction of South Lane and Frances Street (HLC_PK 34450). The population of the township in 1801-3, including Greetland, totalled 385 inhabitants, rising to 7,225 in 1851. By 1861, the population had risen to 8,173 reaching 14,679 by 1891 (Kelly & Co. 1861, 268; Rinder c.1987, 43).

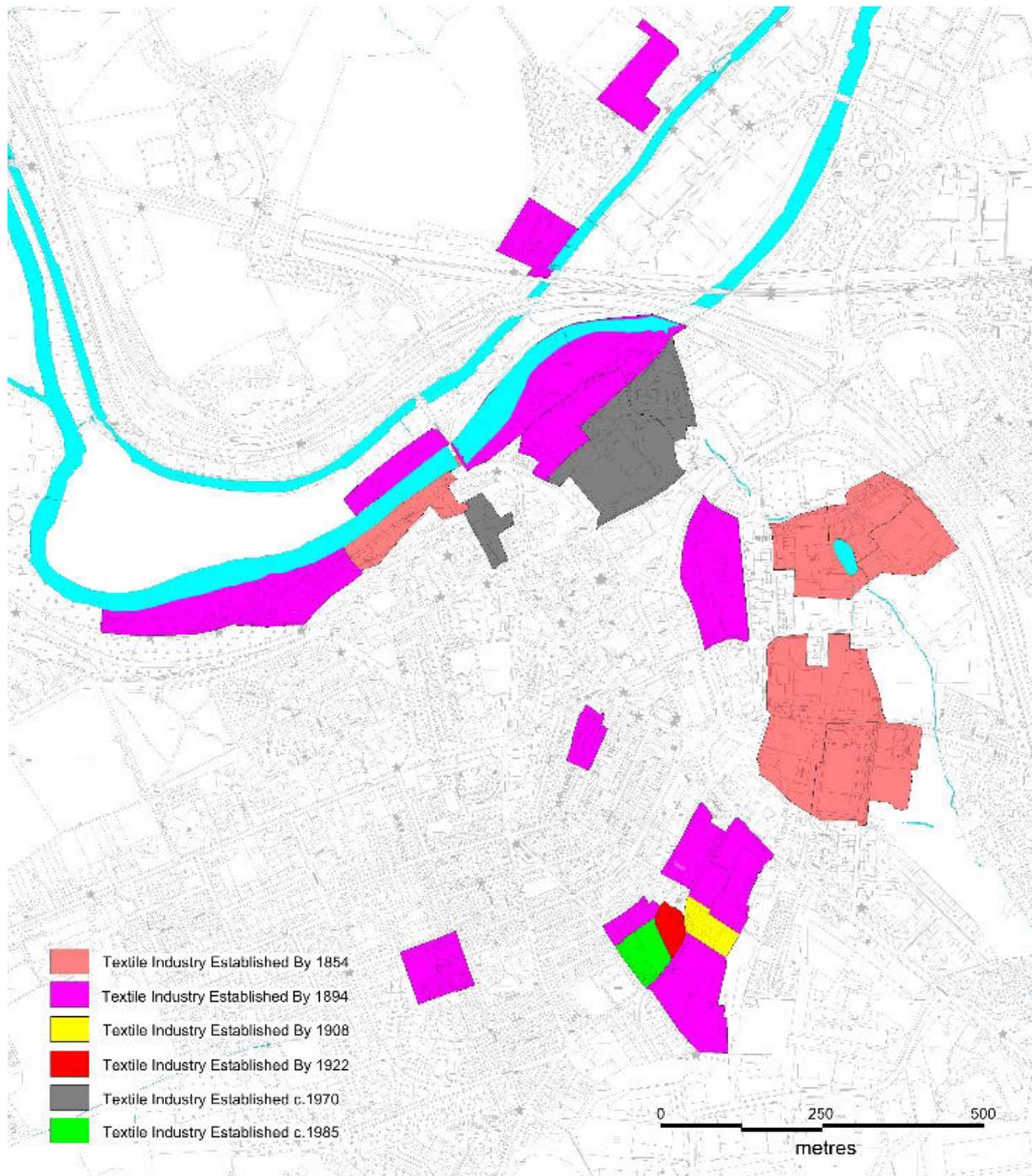


Figure 299. Textile Industry in Elland HLC thematic map by period of origin

The increases in population were mainly due to the textile industry. By this period there were numerous woollen, worsted, and cotton manufacturers in the area, with associated trades such as dyeing and card makers. In 1835, 290 people worked in the mills at Elland, but were outnumbered by the cottage handloom weavers who resided in streets such as New Street, Brooksbank Street and South Lane (Pacey 1964, 1.10; Rinder c.1987, 35). It was not until the mid-19th century that handloom weaving began to decline due to technical developments and the construction of large mills to house the textile process (Pacey 1964, 1.10). In the mid-19th century there were five woollen mills in Elland: Exchange Mill (Woollen), Grove Mill (Woollen, Cotton and Corn), Marshall Hall Mill (Woollen), Spa Well Mill (Woollen) and Kiln End Mill (Woollen).

Grade II Listed Exchange Mill (HLC_PK 34507) may have apparently served as an early Cloth Hall. Kiln End Mill, named after a former malt kiln, was the first mill in Elland to install a steam engine in 1794/5 (Rinder and Moody, 1983, guide no. 35; Ordnance Survey 1st Edition map of 1854). The small to medium scale Spa Well Mill was present by c.1850 (HLC_PK 34370 and 34371). This had become the Perseverance Brass Works by c.1894. The Medium to large scale Perseverance Works (woollen and cotton) were added to the northwest and by c.1908 the brass works had been expanded. The remaining mill, Silk Mill, to the west of the area was developed during the early 20th century. The multi-storey mills appear extant but in a modified state, with residential refurbishment and new buildings. The single storey brass works may still be in industrial use.



Figure 300. Exchange Mill ©
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www.geograph.org.uk/photo/251255

To the east of the town are the sites of Marshall Hall Mills and Grove Mills (HLC_PK 34418 and 34366). Marshall Grove Mills is depicted on the OS 1st Edition mapping of 1854. A reservoir, tenters and probable terrace housing were present at this time. The mill developed and enlarged in the later 19th and early 20th century. There is significant survival of building footprints and building fabric from the 19th century. One range has been lost. A short row of terraces (now a pub) and early warehouse building may also survive to the north of the area. A change of use of the site is likely and there are a few new sheds. Nothing much of Grove Mills survives – the area is now a late 20th century large scale industrial or commercial shed as part of a larger estate development in adjacent areas.

Other industries in 1861 included iron foundries and brick and tile works (Kelly & Co. 1861, 268-9). On South Lane are the Woodman Works (HLC_PK 28858). Currently a mixed industrial and commercial works established during the second half of the twentieth century on the site of Elland Pipe Works. The Elland Pipe Works was established between 1894 and 1908; a re-use of an earlier brickworks building, of which some fabric remains. Immediately south of the Woodman Works is the site of the Blackley Brickworks. This was in operation from the mid to late 19th century, through to 1985. The site is now being redeveloped for housing (HLC_PK 38510).

The gas works at Gas House Lane were constructed in 1837 at a cost of £6,500, and built on the site of former maltkilns. Coal for the gas was transported by means of the canal, and a nearby staith was built for unloading the coal (Rinder c.1987, 46).

Prior to the supply from Halifax Reservoir, water had been obtained from wells in New Street, Spa Well (Dewsbury Road), South End and elsewhere in the town. Between 1852 and 1894 the Local Board of Health established services for water and sewerage. The sewage works were constructed in 1886/7 (Rinder c.1987, 62).

The Sunderland Estate was auctioned in May 1879 which provided the opportunity for tradesmen and workers to purchase property (Rinder c.1987, 50). The estate had included land/property in South Lane, South End, Southgate, Spa Well Lane, and The Cross. Land also became available for development with the sale of the Savile estates in 1922 and 1932 – the 1932 auction related mainly to wealthier properties in Hullen Edge Road, Victoria Road and Savile Road, Southgate and Highfield House in Exley Lane (Rinder c.1987, 71).

Ordnance Survey maps of 1854, 1893 and 1933 record the progressive development of the town. Apart from the infill of land to the rear of properties, and New Street, which had encroached into the Town Fields, Elland in 1854 had mainly retained its layout as depicted on Jefferys' map of 1775.

By 1893 more development had occurred within the Town Fields to the west of Southgate. Similarly, industrial development and workers' housing had been built to the east of Briggate and Huddersfield Road. Further expansion to the west and east had taken place by the 1930s, but the town had remained a compact settlement. A variety of industries were situated on the periphery of the town including iron works, woollen and cotton mills, brassworks and dye works. By 1894 a number of textile mills were situated along the river bank including Smithies' Mills and Crossley's Mills. Textile mills had also appeared to the south of the town, including a tightly-knit cluster of mills on South Lane (Albert Mill, Brooks Mill, Pendleton Mill and Smithfield Mill) and Albion Mill on nearby James Street. This area retains much of the original 19th century fabric, with surviving mill buildings at Pendleton Mill (four storeys), Brooks Mill (four storeys) and Albion Mill (two storey, eight bay mill or warehouse), but have recently been converted into mixed industrial and commercial use (see HLC_PK 34454, 34447, 34449 and 34442). Smithfield Mill was demolished in the late 20th century; the area is now a large commercial yard. Nearby Norton Mills on Norton Street was demolished in the late 20th century and the plot is now a small housing development. However, Norton House, a probably mill owners' house to the north, survives (HLC_PK 29232).



Figure 301.
Broad Lea
Mill, later
Gannex Mill
photographed
in 2010 prior
to demolition
© Tim
Paterson
(www.gehs.org.uk/Do%20you%20remember/gannex_mill.htm)

Another 'lost mill' includes Broad Lea Mill (HLC_PK 34371). Broad Lea Mills was established in the mid to late 19th century (it is depicted on the OS 2nd Edition map of 1893). It was later renamed the Gannex Mill, which operated up until the late 1990s. The mill became famous through the textile tycoon Joseph Kagan. He produced the famous Gannex raincoats, which was favoured by former Labour Prime Minister Harold Wilson. It was demolished between 2009 and 2011; the area has recently been redeveloped as commercial warehousing.

The Methodist New Connexion, which formed in 1796, built Bethseda Chapel in 1824, at the junction of Victoria Road with Jepson Lane (HLC_PK 28881). The minister's house and a caretaker's house were situated at the side of the church. The chapel was enlarged in 1863 and a Sunday school erected in 1866, which was extended in 1878. The original chapel was demolished in 1880 and a new chapel built on the same site, but with a different orientation. In 1855 the Wesleyan Reformers built the Central Hall near Southgate. They left this building in 1891 and moved to a new Wesleyan Chapel (HLC_PK 34407) in Langdale Street (Rinder c.1987, 56). A splinter group, known as the Band of Hope, formed the Methodist Free Church in a room at Cocker's Mill in Huddersfield Road (Rinder c.1987, 57). This group eventually built a church known as the Temperance Street Methodist Church, which closed in 1962. The building was taken over by the Cartwheel Youth Club (Rinder c.1987, 77). The Ranters, Thumpers and Secularists who eventually became the Primitive Methodists, built a Zion Chapel in Catherine Street in 1879 (Rinder c.1987, 57). This chapel closed for services in 1965; the building was later used by an engineering firm (Rinder c.1987, 57). The Providence Congregational chapel and schoolroom (HLC_PK 34373) were erected by the Congregationalists in 1823. The building faced Huddersfield Road and was situated on land known as *The Croft*. In 1882 a foundation stone was laid for a new church, and the old church was converted into a schoolroom.

A National School south of Westgate was built in 1846 by public subscription. The school, a two-storey building, accommodated 127 pupils, the upper storey accommodating the girls. An extension was built in 1871. The school was damaged by fire in 1942, but the 1871 extension survived and was incorporated into a new school building (Rinder c.1987, 54). Grace Ramsden's School was renovated in 1891, the roof lifted and the room height increased. These works were paid for by Mary Steele in memory of her father. Miss Steele, in 1903, also purchased land adjoining the school and abutting Northgate for the purpose of a playground. The land had contained a number of derelict cottages which were demolished and cleared.

A new school, replacing the earlier Brooksbank School, was built in Westgate in 1894. The school was known as 'The Grammar School at Elland founded by Joseph Brooksbank' and comprised two storeys with one large room to each floor. This school was subsequently amalgamated with a girl's school to form a new school in 1911 situated on Victoria Road (Rinder c.1987, 53). The school was known as Elland Grammar School in 1933 and the Brooksbank School by 1983 (HLC_PK 28836).

The mid to late 19th century saw the construction of a number of civic, recreational and commercial buildings. Population growth created a demand for banking facilities. The Halifax Permanent Building Society and Halifax Equitable Building Society were respectively opened in 1861 and 1873. The West Yorkshire Bank was established in 1866 and the National Provincial and Union of London Bank in 1893. The Yorkshire and Lancashire Bank and the Yorkshire Penny Bank were established in 1883 and 1896. The Grade II Listed Britannia Buildings (HLC_PK 34409) on Briggate is included in this group – a former bank built in 1893 by E.W. Johnson of Southport for the Halifax and Huddersfield Banking Company. It is prominently sited at the head of Elland Bridge.

Council meetings were held at South House after the forming of the Urban District Council in 1895 (HLC_PK 34357). An Elizabethan wing at the side of South House was demolished and a new frontage facing Southgate created. A shield bearing the Savile Coat of Arms was placed on the frontage.

South End is dominated by the Town Hall (HLC_PK 34356), which was built in the Palladian style, and opened in 1888 by Sir John Savile. The clock was presented by Lewis Mackrell in memory of his father James and was inaugurated in 1909. The Town Hall was never a town hall because Elland never attained borough status. The Town Hall, rather than the council offices, was used for entertainment such as concerts, dancing, billiards and a cinema (Rinder c.1987, 70).

20th century and beyond

By the end of the 19th century and the beginning of the 20th century there was further demand for housing for both workers and their employers. Wood Street was planned in 1882. Albert Street was built in 1896, and the Langdale Estate between 1869 and 1880 (Rinder c.1987, 49). Many workers were housed by their employers who built company terraced housing such as Melrose Terrace in 1901, and Coronation Street in 1903 (Rinder and Moody 1983, guide no. 31; Rinder c.1987, 70). Victoria Avenue was erected between

1920 and 1922, and Park Avenue between 1925 and 1927 (Elland UDC 1968, 20). Wealthier inhabitants, including mill owners, built property in Victoria Road and Hullen Edge Road between 1905 and 1925 (Rinder c.1987, 70).



Figure 302. Terraced housing on Savile Road. © Copyright Humphrey Bolton and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/91668

The Victoria Swimming Baths, Town Hall Street, were built in 1901 (HLC_PK 34357). The baths, 23m long and 8m wide, also comprised additional slipper baths and vapour baths (Elland UDC 1961, 22). A drinking fountain on the outer wall facing Huddersfield Road, was constructed in memory of a Boer War hero called Joshua Hemingway (Rinder c.1987, 70).

In 1903 a new Anglo-Catholic church, All Saints' Church (HLC_PK 28883), was built on Savile Road on land given by Lord Savile to accommodate the rising population to the southwest of the town (Hamerton and Clay 1901, 111; Rinder c.1987, 73). The church, designed by architect C.H. Fellow in the medieval style, cost about £15,000 to build, and was consecrated in July 1912. A Sunday school and Cloister Garth were added in 1922 (Rinder c.1987, 73).

Electricity was introduced in 1903 with a sub-station situated at Low Fields. This was replaced by another sub-station at Timber Street after 1912. In 1955 a new station was constructed near the original site at Low Fields (Rinder c.1987, 70). As a consequence, the first tramways were electrified and ran to Huddersfield and Halifax. Buildings were demolished to make way for tram routes, including one at the junction of Victoria Road and Southgate. The Baptist Chapel in Jepson Lane was demolished for road widening: the stone being used to extend the Rising Sun Inn. Tramlines continued to be laid up to 1914 and possibly later. The trams to Huddersfield were replaced by trolley buses in 1939, which continued to be used until 1968 (Rinder c.1987, 74).

Housing in the 20th century had increased along the Huddersfield Road, Elland Lane, towards Lower Edge and Hullen Edge. Continued housing development to the west of Victoria Road has effectively merged Elland with the separate historic settlement of Greetland.

In 1961 Elland was described as 'flourishing', and industries included the manufacture of woollen and worsted goods, rayon, cotton spinning, dyeing mills, iron foundries and fireclay works (Elland UDC 1961, 13 and 16).



Figure 303. Recent housing development along Huddersfield Road. Viewed from the steep hillside above the A629 Elland Bypass. The red houses are in the Rosemount Avenue Estate (established between 1945 and 1953 – see HLC_PK 28872) and the pale ones in the more recent Caldercroft (established 1979 to 1984 – see HLC_PK 28865). In between is a

field of rough pasture, traversed by an 'informal' footpath. To the extreme top right is the former Broad Lea Mill (HLC_PK 34371) which was demolished after this photograph was taken (c.2006).

Redevelopment of the town centre and immediate area commenced in 1963 involving around 16 hectares of land bounded by Briggate, Huddersfield Road, Southgate, Victoria Road, Jepson Lane and Gog Hill. The scheme envisaged residential accommodation and improved facilities, including c.585 new dwellings, car parks, and a reduction in shops (Elland UDC 1968, 20). Properties, mostly back-to-back and terraced housing, were demolished from Westgate to Victoria Road, including New Street and Brooksbank Street. The Rectory in Westgate was also demolished and the main shopping area moved from The Cross, Northgate and Westgate, to Southgate and Victoria Road (Rinder c.1987, 78). In 1967 the first stage of development within the town core was completed, and included blocks of flats (Talbot House – HLC_PK 29580 and Towngate House – HLC_PK 34484), Elland Church of England School (HLC_PK 34481), St Patrick's Church (HLC_PK 34466) and homes for the elderly (Elland UDC 1968, 20).

Large scale demolition also occurred in Southgate in this period, where dwellings, inns and commercial premises were demolished to make way for flats and maisonettes (HLC_PK 34354). In 1964 it was noted that not many buildings of architectural merit remained in Southgate. The east side of Southgate prior to the redevelopment had comprised long, narrow plots, with alleys between, the gable ends of the houses facing the street. These houses, two of which were traced to the 16th century and three to the 17th century, were believed to stand on the site of earlier dwellings (Pacey 1964, 1.11 and 1.12).

A bypass to the M62 Motorway, avoiding Elland town centre, was constructed in 1978. In 1976, in advance of the construction works, Riverside Mill and Elland Hall were demolished (Rinder c.1987, 79). Archaeological recording of the hall was carried out during the demolition period (see HLC_PK 34537).

Late 20th century large-scale mixed industrial and commercial sites have been developed along Huddersfield Road at Ainley Bottom (on the site of the former Rosemount Iron Works – see HLC_PK 28859 and 28860) and to the north at Low Fields, on the site of Elland Power Station (HLC_PK 29196 to 29199). Construction of the power station began in 1951, and it officially opened in 1961. It closed in 1991, and was demolished in 1996.

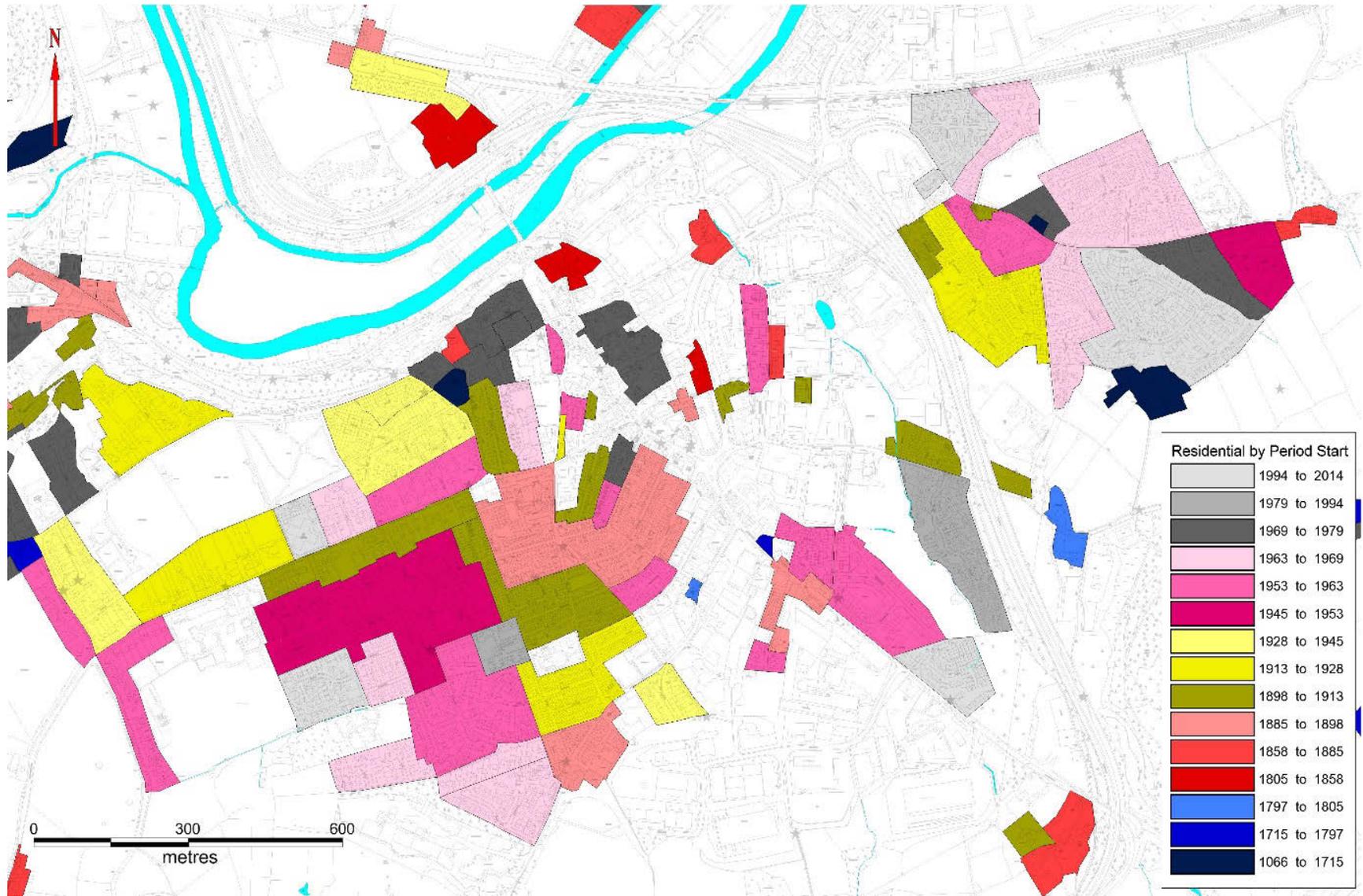


Figure 304. Elland Residential Character thematic map by Period Start

4.3.3 Halifax



| | | |
|---|---|---|
| Unimproved Land | 1775 to 1918 Suburban development | Post 1918 Recreational or Ornamental Spaces |
| Enclosed Land-Ancient | 1775 to 1918 Recreational or Ornamental Spaces | Post 1918 Civic Centres, Hospital Complexes, Prisons and Collages/Universities |
| Enclosed Land-Planned | 1775 to 1918 Century Civic Centres, Hospital Complexes, Prisons and Collages/Universities | Post 1945 Commercial and Industrial Zones |
| Historic Parkland and Prestigious Houses | 1850 to 1918 Workers' Housing and Associated Settlement | Post 1990 Residential and Selected Urban Development |
| Settlement pre 1775 | 1850 to 1945 Industrial Works, Selected Communications and Warehouses | Post 1945 Extractive |
| Complex Mixed Period Urban Cores | 1775 to 1945 Extractive | Undifferentiated Communications except depots, railway sidings and canal features |
| 1775 to 1850 Industry and Industrial Settlement | 1918 to 1990 Residential and Selected Urban Development | Derelict Land |

Figure 305. Zone study area map of the Halifax locality

Overview

Halifax is located in the south-eastern corner of the moorland region called the South Pennines. It is located 10km southwest of Bradford, and about the same distance northwest of Huddersfield. The town lies within the Hebble Brook river valley, with the route of the modern water course running northeast to south. The valley along the Hebble Brook lies at a height of approximately 130m Above Ordnance Datum (AOD). From here it flows in an easterly direction and then turns through 90 degrees to flow in a southerly direction, the land falling away gradually to approximately 100m AOD. To the east of the Hebble Brook, the land rises steeply to reach 260m AOD forming Beacon Hill. The land rises more gradually in a westerly and north-westerly direction to reach a height of 190m AOD, while to the north of Hebble Brook, it rises to approximately 185m AOD.

The solid geology is recorded as Rough Rock sandstone, overlain by river gravels and alluvium. The higher ground to the east of the town comprises Pennine Lower Coal Measures. The overlying soils are unclassified, although around Halifax they are recorded as being a combination of Rivington 1, Rivington 2 and East Keswick Association (Soil Survey of England and Wales, 1983).

The ancient parish of Halifax was divided into a large number of civil parishes in the 19th century. In Halifax, a body of improvement commissioners or town trustees was created between 1762 and 1823, and the town became a borough constituency under the Great Reform Act of 1832 (Hargreaves 2003). Halifax was incorporated as a municipal borough in 1848 under the Municipal Corporations Act 1835, and, with the passing of the Local Government Act 1888, became a county borough in 1889. Since 1974, Halifax has been the administrative centre of the Metropolitan Borough of Calderdale, once a part of the metropolitan county of West Yorkshire.

In 2004 Calderdale had a population of 192,405, of which 82,500 live in the Halifax urban area. The main ethnic group in Halifax is White (87%), followed by Pakistani (10%). Over 90% of people aged 16–74 were employed, mostly full-time. 64% of residents had qualifications. Halifax is home to a large South Asian community mainly of British Pakistanis from the Kashmir region. The majority of the community lives in the west central Halifax region of the town, which was previously home to immigrant Irish communities who have since moved to the outer suburbs. The Illingworth / Mixenden areas, in contrast to west central Halifax's ethnic diversity, consists mostly of white, indigenous Protestant residents. In the 2001 census, 5% stated they were Muslim, 16.3% of no religion, and 63.8% of Christian

background. 12.8% did not disclose their religion. The population density of the Halifax urban area is 530/km².

Historic Core

There are signs of people being present in the area from prehistoric times, but the date of permanent settlement is difficult to pinpoint with any accuracy. Prehistoric and Roman evidence within the town of Halifax is very limited, although numerous sites have been identified in the surrounding upland areas (Hargreaves 2002). Recorded prehistoric finds consist of an assemblage of worked flint, thought to be of Mesolithic date, recovered from Gaol Lane during archaeological excavations of medieval buildings in the 1970s³, and an Iron Age coin of which few details are known.⁴

Roman finds comprise three coins, all found to the east of the town in the 19th and early 20th centuries.⁵ Despite earlier suppositions to the contrary, no Roman routeways have been confirmed within Halifax (Hargreaves 2003, 8).

There is no known evidence for human activity in Halifax during the post-Roman or Anglo-Saxon period. This paucity is in keeping with that seen throughout West Yorkshire, although documentary sources reveal that by the late 5th century much of West and South Yorkshire formed the kingdom of Elmet. Elmet was conquered by the Kingdom of Northumbria in the early 7th century and it held control until the 9th century when the area fell under Danish Control. By the 10th century, it was held by earls appointed by the King of Wessex (Faull and Moorhouse 1981). It has been suggested that there may have been a hermitage on the banks of the Hebble dedicated to Saint John the Baptist from the 7th century mission of Paulinus to the North or possibly a later Saxon church linked with the Anglian parish of Dewsbury, but both theories remain conjectural.

The Medieval Period (11th to 15th century)

Even after 1066, evidence is sparse, and there is no reference to a church or priest at Halifax in the Domesday Book, and while it has been suggested that the settlement was omitted in error, there is no evidence to support the presence of an Anglo-Saxon settlement

³ An archaeological investigation was undertaken in 1972 by J.A. Gilks on behalf of the West Riding Archaeological Research Committee at Nos. 22-24 Wade Street (Webster and Cherry 1973, 172).

⁴ An Iron Age coin is recorded as being found somewhere in Halifax (Benson 1914, 107). It is not known where in Halifax it was found or who currently possesses it.

⁵ A coin depicting Emperor Augustus and dating to 27BC to AD14 was found in a conduit for a water pipe in Halifax Parish Church (Halifax Antiquarian Society 1912, 85). A brass coin of Victorinus dated to AD265-7 was found somewhere along the footpath known as Bailey Hall bank in 1851 (Halifax Antiquarian Society 1912, 85). A sestertius of Lucilla dated to AD 164-169 was found somewhere on Beacon Hill in 1929.

here (Bretton 1967, 73-91; Hargreaves 2003, 10-13). However, the gift between 1078 and 1081 by the second Earl of Warenne, lord of the manor of Wakefield, of the rents and dues of the sub-manor of Halifax-cum-Heptonstall to the Benedictine Priory of Lewes, founded by his father, is documented, and it appears likely that the Cluniac monks had constructed a church at Halifax by the early 12th century (Hargreaves 2003, 11). The priory continued to hold the manor until dissolution in the mid-16th century.

Prior to the later 13th century, the Warenne's principal seat in Wakefield formed the centre of administration of the manor, but from 1274 onwards records reveal that territorial affairs within Halifax-cum-Heptonstall were dealt with in sessions held at the Moot Hall (Hargreaves 2002). The courts held at the Moot Hall are noteworthy in local legend for their use of *infangthief* which allowed for the trial and execution of thieves apprehended in the parish, and the earliest reference to the use of a gibbet is in 1286. The de Warenne family held the manor of Wakefield until the 14th century, after which it reverted back to the crown (Hargreaves 2003).

The origins of the place name Halifax is far from clear. It has been suggested that it derives from the Old English for 'holy hair' (*halig-feax*) or 'holy flax field' (*halig flex-leah*), although the latter is probably a misspelling. If the meaning of the place name does not include 'holy', it is not clear to what it may be referring as the place name clearly existed prior to it being granted to Lewes Priory. An alternative suggestion is that it derives from the Old English for 'nook of land' (*halh*) and that *feax* could also be interpreted as 'coarse grass', resulting in 'an area of coarse grass in the nook of the land', which relates well with the topographic location (Smith 1961, 104-106).



Figure 306. Church of St John the Baptist

st (Halifax Minster). © Copyright Alexander P Kapp and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/1025598

While no maps detailing the layout of the medieval settlement of Halifax are known to exist, the morphology of the town can be inferred using archaeological evidence, documentary sources and later cartographic material. The present church (Church of St John the Baptist –

HLC_PK 18217) is 15th century in date⁶, although some earlier architectural features appear to have been either preserved or re-used in its build, suggesting that the earlier church occupied the same site. Fragments of an Anglo-Norman Church are clearly discernible in the distinctive carved chevron stonework incorporated into a late-13th century rebuilding after the appointment of the first Vicar of Halifax, Ingelard Tubard, in 1274.⁷ Surviving Early English lancet windows have been attributed to this phase of rebuilding.

The settlement gradually established itself from the focal point of the church and throughout the medieval period it slowly gained importance as a centre for local and ecclesiastical affairs, and later as a manufacture and trading centre for the cloth industry. A short distance from the church is the medieval crossing of the Hebble Brook known as Clark Bridge, which formed the principal route eastwards from the town up Beacon Hill towards Wakefield. Known as Wakefield Gate, this routeway continued westwards through the town and on towards the Upper Calder valley, later to be fossilised within the town as Woolshops, Old Market and Crown Street. A Poll tax return from 1379 lists taxes collected from 22 individuals, and taking into account those who would not appear on the subsidy roll, such as children, Trigg (1947, 42) estimates a total population in Halifax would be around 90. A rental document dated 1439 lists 32 houses, along with a cottage, shop and a fulling mill, suggesting that some 300 people lived here by this date (Trigg 1947).

A second possible focus for a medieval settlement is thought to have been at Hadley Hill, to the northwest of the medieval core of Halifax in Northowram Township. This supposition is based on place name evidence (Smith 1961, 98-99).

The sites of the Moot Hall⁸ and Mulcture Hall⁹, among the earliest recorded buildings in Halifax, were positioned in close proximity to the Church, supporting the notion that this

⁶ Church of St John the Baptist. Grade I Listed Church. The present church was begun in the early 15th century by Vicar Wilkinson, as a result of a bequest by Vicar King in 1438. It reflected the growing prosperity of Halifax as a result of increasing trade. A south-west tower was intended, but was eventually built at the west corner instead: begun in 1449, it was finally completed in 1482. The nave and chancel with its clerestory was completed in c.1480, and a clerestory was added to the south aisle of the nave in 1505. In around 1530, the south porch was added. The font cover dates to the 15th century, possibly pre-Henry VII judging by its decorative scheme, and the west window also dates from the later 15th century. Two chapels were added by 1535. A major restoration took place in 1878-9, funded by local manufacturer Edward Akroyd of Bowling Dyke Mills in the town, and led by Dean Pigon, vicar of the church. He employed Sir George Gilbert Scott to oversee the restoration, and on the death of Sir George his son John Oldrid Scott continued the work. It was made into a Minster church in 2009.

⁷ The earliest known church was established close to the main bridging point of the Hebble Brook in around 1120 AD by the Priory of Lewes, although it was not appointed its own vicar until 1274. Before 1274, absentee rectors had administered the church (Hargreaves 2003, 19).

⁸ The Moot Hall was established next to the church in the 13th century. It was established by the Earls of Surrey as an administration centre for the sub-manor of Halifax-cum-Heptonstall and it was used for a range of administration purposes, including as a court house and a general meeting hall. It was a timber framed building which was later rendered in stone. The building was demolished in the 1950s and the site is now a small park and car park.

⁹ The Mulcture Hall was located approximately 100m to the north of the church. A 'mulcture' was a measure of flour of corn and the building was used for collecting tolls that were due to the lord of the manor in exchange for use of the manorial corn mill. The Mulcture Hall was rebuilt in the 17th century and in the mid-19th century, was converted into a Model Lodging House. It was demolished in 1938 (WYAS 1990).

formed the primary and administrative focus for the settlement. The manorial corn mill also lay near Clark Bridge, while a fulling mill was sited to the north, near to the site of the present North Bridge. This is also thought to be the site of the early market. It would appear the early settlement extended away to the west of the church along the route of Wakefield Gate up hill, towards Cow Green, and remains of 13th and 14th century houses were identified along Gaol lane and Wade Street in the 1970s.¹⁰ Expansion could only really occur in this direction given the physical constraints of the local topography.

A bridge across the Hebble Brook has been in use at the site of the current Clark Bridge since the early medieval period, and possibly even before. It forms part of the route of Wakefield Gate which ran from Wakefield into the Upper Pennine region and was the main route into the settlement until the North Bridge was built.

The routeway now known as Northgate and Southgate were probably also established in the medieval period and provided access to common fields surrounding the settlement. The common fields were known as Northfield and Sydelynge, both lying to the northwest of the settlement, Neytherfield. Which lay to the north and east, while Southfield and Blakelegynge lay to the south (Hargreaves 2003, 23). The common fields began to be gradually enclosed from the 15th century onwards (Betteridge 1978).

There is evidence of local involvement in the textile industry in the 11th and 12th centuries¹¹, but some of the earliest references to the cloth industry in the area are to be found in the 13th century court rolls of the manor of Wakefield, which mention many people employed in the textile trade (Heaton 1920, 5). Surnames recorded in court rolls from 1274 include a Lyster (dyer), a Milner and a Harper, suggesting some of the activities being undertaken here (Trigg 1947). A description of the town in 1439 includes a reference to a shop, but by 1467 the population included four tailors, three butchers, two glovers, two smiths, a mercer, weaver and cobbler, along with seventeen tradesmen (Hargreaves 2003). A description of the settlement from the later 15th or early 16th century by John Waterhouse describes it as a “few straggling tenements built of wood, wattles and thatch, near to the bank of the crystal river, stretching at irregular distances from the bridge to Kirkgate on the north side of the church-yard, then to Lord’s Mill, the Moot-Hall and Vicarage” (Trigg 1947).

¹⁰ The remains of nine buildings associated with 13th and 14th century pottery was identified along Gaol Lane and Wade Street during archaeological investigations undertaken in advance of the development of the post office building in the early 1970s. The route of Gaol Lane and Wade Street broadly follow the line of Wakefield Gate and therefore represent the extension of the medieval settlement alongside this principal routeway. An archaeological investigation was undertaken in 1972 by J.A. Gilks on behalf of the West Riding Archaeological Research Committee at Nos. 22-24 Wade Street (Webster and Cherry 1973, 172).

¹¹ A medieval grave cover in the south porch of Halifax Minster is dated 1150, depicting a pair of cropper’s shears, provides the earliest evidence for the textile industry in Calderdale (Hargreaves 2003)

Jennings refers to the fact that the amount of cloth produced locally during this early period in the town's history was modest across the parish and low ranking within the county of Yorkshire as a whole (Jennings 1992, 41). By the middle of the 15th century the principal cloth making areas were the West Country, East Anglia and Yorkshire. Within Yorkshire a fundamental change was taking place, which saw the decline of York and the east of Yorkshire as wool and cloth producers and the increasing importance of Halifax and other towns in the west of the county. George Sheeran has examined the rise of Halifax in comparison to other medieval towns in Yorkshire and how it came to such prominence in the west of the county, alongside both Leeds and Wakefield, noting that "... Halifax, a place which had only grown into a town by perhaps the 15th century, developed far more sophisticated markets and buildings for the sale of cloth than any other town in the county including York." (Sheeran 1998, 114)

From the late 15th century Halifax produced more cloth than any other parish in the West Riding, a position it would retain for over three centuries. The area had managed to gain a major concession in the Halifax Act of 1555, which allowed the trading of wool by middlemen, something proscribed by a statute of 1552, a privilege which it held, much to the annoyance of other textile producing areas, for thirty years (James 1968, 613-14).

The 16th and 17th centuries

The manorial system established in the medieval period continued with little change throughout the 16th century, with the majority of inhabitants renting land as copyholders. The court continued to sit regularly at the Moot Hall and primarily dealt with civil suits lodged by tenants. The manor continued to control the use of the corn and fulling mills, and established cloth markets from which traders were obliged to sell their wares, with a tax levied on each piece sold. Fines were imposed on anyone caught trading from their own home (Betteridge 1978). The textile market was centred on Woolshops and in the early 16th century, goods were sold from booths situated along here. In the later 16th century, however, these were replaced by cloth halls built by the Waterhouse family (Betteridge 1978). Perhaps as a response to an increase in cloth production and trade, the location of the market seems to have been relocated to the west, possibly demarked by the position of a supposed market cross, towards the junction of Northgate and Southgate.¹² The focus of livestock trade was probably west of this near to the area known as Bull Green and Cow Green, while the northern end of Southgate still bears the name Corn Market.

¹² The site of a possible medieval wayside cross has been identified on Winding Road, to the north of the church. This may lend support to the notion that this routeway was established in the medieval period.

A parish register of 1566 records some 520 households, accommodating an estimated 2,500 householders. By the 1580s this is believed to have risen to around 3,000, and by 1658 to 4,000. A major stimulus for this increase is believed to have been the growth of the textile manufacture and, in part, the increased population comprised people from other manufacturing centres, such as Beverley, York and Ripon (Betteridge 1978). Of the people recorded in the town at this time, most were involved in the cloth trade. A study of wills drawn up in the 1690s shows that around 90% were either directly or indirectly involved with the industry (Betteridge 1978). In the 16th and early 17th century, the majority were described as clothiers, with fewer described as yeomen, although by the mid-17th century the latter seemed to have outnumbered the former. Textile manufacture was undertaken within the home and often done to supplement the main income from agriculture. The main type of textile produced was kerseys; a cheap, coarse narrow worsted cloth, woven from long wools (Hargreaves 2003). Other occupations recorded at this time include shoemakers, tanners, glovers, butchers, lawyers and doctors, although labourers were known to have made up approximately 50% of the working population (Betteridge 1978).

It is suggested from Saxton's survey of Yorkshire in 1577 that the settlement of Halifax was sufficiently large and well established in contrast to others in the surrounding area by the later 16th century as its name appears larger than those surrounding it. The urban morphology of the town during the late 16th to early 17th century, however, is again based largely on written evidence due to lack of contemporary detailed cartographic material. It would appear that during this period the settlement had expanded very little beyond its later 15th century limits, although some new housing was being built on the higher ground at Gibbet Street, Kings Cross Street and Bull Green.

Documentary sources record the use of a common town drain known as the 'Bourom' by this time. This was probably a natural watercourse and its source was possibly at or near Barum Top. This watercourse would have originally run through the centre of the settlement towards the Hebble Brook (Betteridge 1978).

During the period before the Reformation the church was central to the economic life of the nation, being a provider of education and welfare, arbiter in certain legal matters and a promoter of art and architecture. Alongside these functions the Parish Church of St. John the Baptist in Halifax was also the centre of much of the cultural life of the area, including the town's fair, held on the feast of St. John the Baptist, the 21st June. In the late medieval period it was by far the largest building in the town and probably the only one constructed entirely out of stone. Later many of the town's early timber buildings were clad in stone. The

parish church was an important indicator of the town's increasing wealth and importance and for many years served as a centre of both spiritual sustenance and the more worldly pursuit of leisure (Sheeran 1998, 65-77). The Reformation and the Puritanism of the period that followed were to play an important part in the process of divorcing the church from significant elements of the cultural life of the people. With the establishment of the Church of England elements associated with the pre-Reformation church were removed. By the 18th century newspaper advertisements confirm that concerts of what are invariably described as sacred music were performed in the church and an entrance fee charged. The fair that celebrated the church's patron saint's feast day gradually became distanced from the church grounds, until in the 19th century it was removed from the town centre. In this early period the other central establishments in the leisure life of the town were the inns and alehouses, a survey of 1735 listed no fewer than twenty (Betteridge 1979, 81-103).

The rising prosperity of the town resulted in a gradual increase in the enfranchisement of the occupants during the 17th century with many being granted the freehold of land and properties in the town. The manorial system established in the medieval period gradually diminished in the early post-medieval period as the number of copyholders decreased, and consequently the requirements of the manorial courts declines (Betteridge 1978; Hargreaves 2003).

Enclosure of the fields, which began in the 15th century, continued to occur in a piecemeal fashion throughout the 16th and 17th centuries. This, coupled with the aforementioned rise in the occupants achieving freehold status, provides evidence for the increased independence and prosperity of the town (Betteridge 1978). Documentary resources show a rise in private larger residences being built, often on the outskirts of the town, although a hearth tax of 1664 records the second highest number of poor quality non-taxable houses within the parish (Hargreaves 2003).



Figure 307. No.1 Woolshops This building, formerly numbers 3-5, is located at on the corner of Woolshops and Market Street. This is the last remaining timber framed building in Halifax, as so is listed grade II*. © Copyright Phil Champion and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/1665905

Very few remains of this date have been identified in Halifax. Grade II* Listed No.1 Woolshops¹³ (within HLC_PK 2704) is thought to be a late 16th to 17th century structure, while Ball Green and Ball Green Cottage¹⁴ (within HLC_PK 3279) are 17th century dwellings. Grade II Listed Nos.2 and 4 Kings Cross Street (HLC_PK 2792) date to the late 18th to 19th century, but are thought to contain fabric of Hopwood House, a farmstead built in the 17th century (Chamberlin 2008).¹⁵ In 1645 a gibbet was built on the north side of Gibbet Street, located on the outskirts of the medieval and early post-medieval settlement¹⁶ (within HLC_PK 2644). The population of Halifax would have increased substantially on market days with people travelling to the town to both buy and sell goods. The town is also

¹³ No. 1 Woolshops, Grade II* Listed Café, formerly 2 dwellings, late 16th to early 17th century. Random coursed dressed stone, timber framed with herring bone bracing to the upper floors on the south and west sides, stone slate roofs. The house has a date stone of 1670 on a pilaster, but more probably has its origins earlier in the late 16th to early 17th century.

¹⁴ Ball Green and Ball Green Cottage. Grade II Listed house, now house and cottage and one bay an outbuilding, c.1600, rear dated 1634, but rebuilt 19th century.

¹⁵ Nos. 2 and 4 Kings Cross Street. Grade II Listed. Late 18th to early 19th century. Irregular, 2-storeyed, stone range with mutule eaves cornice to stone roof and pediment to east and to south projection.

¹⁶ The remains of the stone base are thought to be of mid-17th century date and has been designated as both a Scheduled Ancient Monument and as a Grade II Listed Building.

located along the main route from Wakefield towards Lancashire. There were undoubtedly many inns and hotels established in the town during the medieval and early post-medieval periods, although like many of the other earlier structures, these have been cleared away during subsequent redevelopment of the town. Just two dated to the 17th century have survived; The Old Cock Hotel¹⁷ and the Union Cross Inn¹⁸ (both within HLC_PK 2699). Both lie close to the focus of the market centre and are Grade II Listed.

The former Heath Grammar School (now Heath Training and Development Centre) contains material dating to the late 16th century (HLC_PK 1966). The school is designed in an impressive Elizabethan style in direct reference to the original grammar school founded by a charter signed by Elizabeth I in 1585, combined with detailing which emulates the regionally distinctive 17th century wealthy yeoman houses of Calderdale. The original 'apple and pear' rose-window from the building is preserved in the north gable wall of the 1878-9 drill shed and is likely to be the oldest known example of a Halifax rose-window.

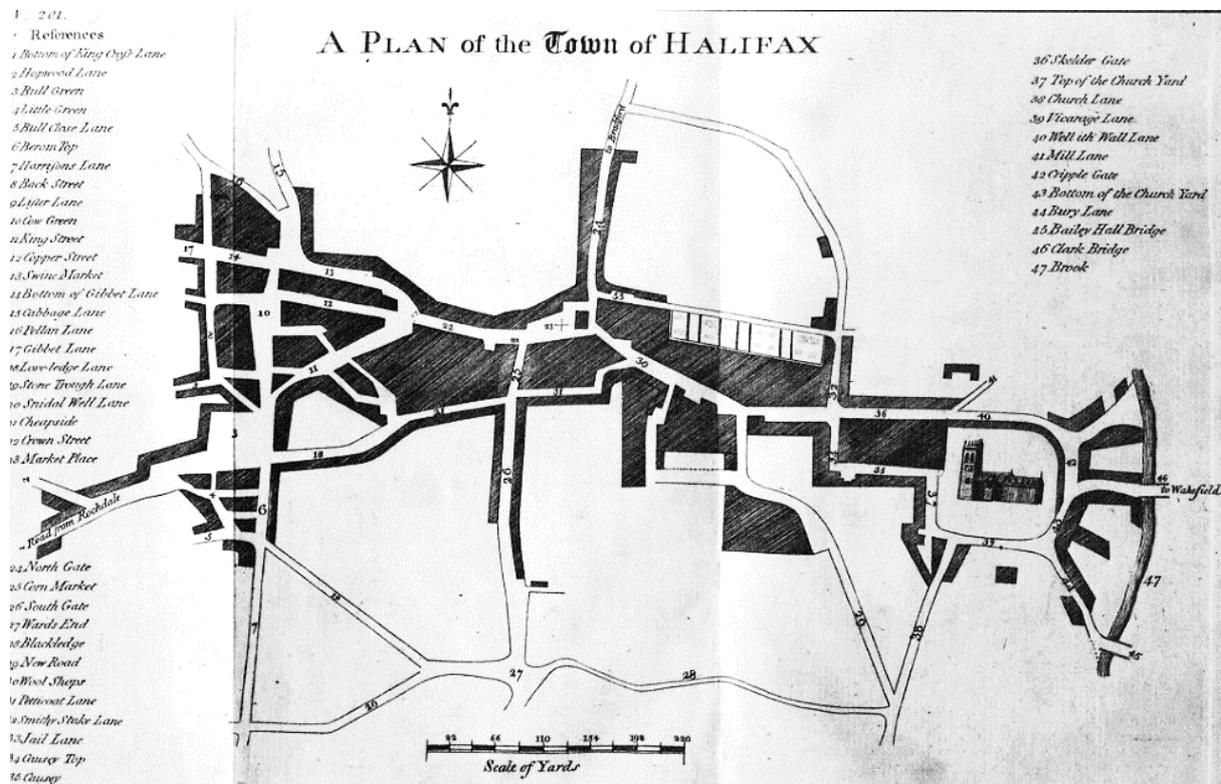
A paper mill was established alongside the Hebble Brook at North Bridge by 1708. The site was occupied for many years by Mr Scipio Dyson. The site was later occupied by a range of industries, including wire drawing, dyeing, bobbin turning and spindle making. The works were cleared in 1873 and replaced by the North Bridge Station Goods Yard. The site now comprises a car park. It was recorded by the Halifax Archaeological Society Industrial Heritage Group (HASIHG) in 1994.

Industrial Period Development in the 18th century

¹⁷ Grade II Listed Old Cock Inn. Early 17th century, very much altered. 3-storeyed stone building (now painted and rendered) with gables to stone roof. Some mullioned windows remain. Interior retains large early 17th century room on 2nd floor with 10-light mullioned and transomed window to south. Three quarter height moulded panelling (partly altered) and elaborate chimney-piece with carving and marquetry decoration partly in crude perspective. Plaster enrichment over with arms supported by lion and unicorn etc. Chamfered beams to ceiling but later decoration. Upper part of stair 17th century lower part 18th century.

¹⁸ Grade II Listed Union Cross Inn. Probably 17th century with 18th to early 19th century rear additions. Refronted in 20th century. Old part of stone (partly painted). 3 storeys, Eaves to re-slatted roof. 6-light mullioned window to each upper storey above rear of carriage arch.

By the 18th century, the open fields surrounding the town had been enclosed by private agreement and the majority of lands held by the manor had been sold off. The administration of the town was controlled in the main by the local gentry and professional class. The



manorial court was replaced by a board of town trustees, whose main role was to see to the administration of local affairs, such as the water supply and law and order; these affairs were conducted from the Moot Hall. The rise in population and urban development in the latter part of the 18th century resulted in an increase in the work load of the town trustees. As a solution they obtained statutory powers which allowed for the creation of bodies of commissioners or trustees charged with particular tasks, such as the improvement of roads or water supply (Hargreaves 2003).

Figure 308. Early plan of Halifax which was commissioned by John Watson gives an outline of the town before the Piece Hall was built. There is little detail but it highlights some of the earlier streets such as Skelder Gate and Smithy Stake Lane. A Plan of the Town of Halifax, original scale 5 chains: 1" [1759] (in John Watson, The history and antiquities of the parish of Halifax, London, 1775). © Calderdale Libraries

By the early 17th century, the settlement of Halifax appears to have extended very little beyond its medieval layout. A plan drawn by Crump in 1926 based on a description of the

town by Warburton shows the settlement running in an east to west axis along the line of Woolshops and Crown Street between the Church in the east and Cow Green in the west, and extending along Northgate and Southgate (Crump 1926). The morphology of the settlement at this time is corroborated by Watson's Plan of 1759, which suggests some expansion of the settlement to the south of Woolshops/Crown Street and north-south to the west of Cow Green and Bull Green.

Jefferys' plan of 1775 and Moore's plan of 1797 suggests further expansion southwards, with development within the area formerly occupied by the common field systems. It also suggests expansion at the western end of the settlement. The cartographic evidence indicates a gradual increase in the size of the settlement throughout the 18th century, mainly in a southerly and westerly direction.

The 18th century saw the continuous growth of the settlement and population, albeit on a smaller scale compared to other urban centres in the region, such as Leeds and Bradford. Growth was perhaps limited here due to the comparative inaccessibility of the settlement due to its topographical location – any development to the east of the church would have been restricted given the steep climb immediately beyond Clark Bridge up to Beacon Hill.

The topography was also becoming a hindrance for the transportation of goods in and out of the settlement, and the 18th century saw the development of a network of turnpike roads designed to improve links into the town. In 1734 a trust was established to build a road across the Pennines from Rochdale to Elland and Halifax. By the end of the 1740s there was a growing network of turnpike roads, although the road along the Calder Valley to Littleborough to the south of Todmorden and Burnley to the north was not finished until 1761 (Jennings 1992, 103). In 1774 a new North Bridge was built replacing the previous one at this location. The construction of roads continued into the early 19th century, such as the Leeds – Whitehall road, opened in 1826 (Hargreaves 2003, 79).

The population of Halifax in 1764 is estimated at 6,000, a rise of some 2,000 since the previous century. While such an increase is in keeping with that seen throughout the parish, the growth was comparatively slower than at other emerging urban industrial centres in the region, such as Leeds (Hargreaves 2003).



Figure 309. John Moore's 'Town and Township of Halifax' from 1797. Source: Calderdale Local Studies and Reference Library, ref HT13 © Calderdale Libraries

The Calder had been made navigable up to Sowerby Bridge by 1774 and in 1794 an Act of Parliament was passed to construct a canal from Sowerby Bridge to connect to the Bridgewater canal. It was completed in 1804 and proved to be successful, as its route was less circuitous than the Leeds – Liverpool canal and more efficient than the Huddersfield narrow canal, which opened in 1811. The canal did not just provide transport for goods to be taken out of the area but also allowed goods and cheaper coal to be brought in (Jennings 1992, 113-15). It was finally extended to Bailey Hall in Halifax, opening in 1828. Previously goods had to be brought into Halifax from Sowerby Bridge or Salterhebble, a distance from either place of about two miles (Hargreaves 2003, 82).

The cartographic evidence shows the continuous, gradual expansion of the town throughout the 18th century, although very few of the buildings established at this time are known to have survived. Of those designated as Listed Buildings, most represent the remains of the larger private residences built for the gentry.

The social structure of the town had changed significantly since the medieval period with the rise of a wealthy gentry class, many of whom were making their living from the cloth industry, and they were increasingly taking control of the day-to-day running of the town. Up to the end of the 17th century the parish had acquired some fine houses, which reflected the wealth of the clothiers, merchants and manufacturers who had prospered through the cloth trade. These were complemented by substantial homes built in the 18th century, designed by architects of local and national repute such as John Carr. Elegant Georgian mansions such as Clare Hall (1764), Hope Hall (1765), Hopwood Hall (early 18th century), Holly House (mid-18th century), Well Head (later 18th century) and Somerset House (1766) signalled the emergence of a narrow band of upper status mercantile households on the outer perimeter of the central business district. Some of the buildings probably represent the dwellings of the middle class, such as West House, Nos. 2 and 4 West Parade, and those along Savile Road. Many others established at this time have been demolished, such as Well Head House built in 1767 for the Waterhouse family and Northgate House, built for the Listers in 1744. Well Head House was built after 1767 for John and Elizabeth Waterhouse and it comprised a five-bay building with low two-bay wings. It was situated within a twenty-acre park. The house remained in the family until 1916. It was abandoned in the late 1960s and eventually demolished in 1976 (Waterson and Meadows 1998, 57). Northgate House was built in 1744 and is described as a three-storey manorial building accompanied by a series of outhouses arranged around a western courtyard. Gardens fronted onto what was then Northgate Lane to the east and extended north towards New Road, later renamed North Parade. By 1828, the house had been converted into a hotel by the owner, Miss A Lister of

Shibden Hall, and then a substantial annex was developed to the north side of the premises, which was used as a hall or casino. In 1856 the casino was converted into the Royal Colosseum entertainment house and in 1860 it was used as a meeting hall by the Halifax Temperance Society. Between 1879 and 1896, this part of the building was used by the auctioneer William Holdsworth as a sale room, and by 1912 it opened as a cinema and remained in use until it was converted into offices in 1940s by the then hotel owners, Messrs Samuel Webster & Sons. The hotel itself remained in use until it and the adjacent building was sold to Halifax Corporation in 1957. Both were demolished in 1958 as part of the road widening programme undertaken here (EDAS 1999). Belle Vue (formerly Listed as Hopwood Lane Public Library) property was built in the late 18th to early 19th century as a private residence for Sir Frank Crossley, and substantially remodelled in 1856-7 mimicking a later 17th/early 18th-century French style. The remodelling was undertaken at the same time as the neighbouring People's Park was being established. The Halifax Corporation purchased the property in 1889 and it opened as a public library in 1890 (Hargreaves 2003). It is now known as Crossley House and is has been divided up into separate units for occupation. It is Grade II* Listed.¹⁹

There are few 18th century working class dwellings within the historic core of Halifax, with the majority of the remaining dwellings lying on the western and southern fringes of the town. In the town itself, Nos. 6, 8, 10 and 12 Blackwell formed a range of four cottages, three built of stone, with the remainder was built from brick. The stone-built structures are assumed to be of mid-18th century date, with the brick-built property representing an early 19th-century addition. Only numbers 6 and 10 are recorded as extant (Thornborrow, n.d.).

The pre-eminence of Halifax as a cloth marketing centre received its most striking expression in the Piece Hall (1779), which opened as certain aspects of the domestic era were already drawing to a close.

¹⁹ Belle Vue. Grade II* House Listed 1856-7. By G H Stokes incorporating smaller earlier 19th century house. Built as a private residence for (Sir) Frank Crossley. Stone mansion in later 17th to early 18th century French style. 2 main storeys.



Figure 310. The Piece Hall, Square Chapel and the spire of the Square Church, taken from Beacon Hill © Copyright Phil Champion and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/1370531

The Piece Hall (HLC_PK 2693) represents an important addition to the Halifax townscape, built as a cloth hall to replace the Blackwell Cloth Hall which was unable to accommodate all the traders. The site in Talbot Close was offered for free by the land owner and merchant John Caygill. It is a three storey building, divided up into small retail units, constructed around and opening onto a large open courtyard. Access to Piece Hall was provided by three entrances, to the north, south and west. By the mid-19th century many factories had established their own warehouses and showrooms in order to sell their goods and occupation of the Piece Hall dwindled. In 1868, it was used as the towns' wholesale fish, fruit and vegetable market. Since 1976, it has been used as an art gallery, with antiques and craft shops occupying many of the lower storey units. Open air markets were held regularly in the courtyard (Dunn 1981). It is currently closed to the public for redevelopment, due to be completed in 2016.

The Piece Hall opened during 1779 when woollen and worsted manufacturing was still largely carried out by the domestic system. Exceptions were fulling, a method of cleaning the

cloth, and the gig mills, where the nap was raised on fabrics. But the opening of the Piece Hall also coincided with the increasing mechanization of the textile industry. The putting out of domestic work from the area extended as far as Ribblesdale and north Yorkshire and local manufacturers and merchants had developed “a very sophisticated and extensive correspondence with houses in London and abroad.” (Smail 1994, 57). The industry developed so that both manufacturers and merchants were by the mid-18th century working alongside each other and: “The fortunes that these merchants could accumulate were spectacular ... on a par with the money made by Halifax’s manufacturers.” (Smail 1994, 57) The local industry had changed from one where independent clothiers were central to the success of the trade, to one where large scale manufacturers and merchants were dominant (Smail 1994, 57). The area saw water powered mills introduced in the late 18th century, around the time the cloth hall in Halifax opened; this was to fundamentally alter the trade, moving it from a home based industry to one that was increasingly factory based. By 1800 there were something like thirty two cotton spinning and five worsted mills in the Calder Valley. The greater number of cotton mills at this time was due to the woollen and worsted industry being slower to automate its processes, in part due to technological problems (Jennings 1992, 107-08).

Three public houses or inns built in the 18th century have been identified within the town core. The Ring O’ Bells, located near the Church of St John the Baptist, is thought to have been built around 1720, although it is thought to contain 13th century masonry in its cellar. The Sportsman Inn, located in Crown Street, was built in the early 18th century. Lewins Public House, located in Bull Green, is assumed to be of 18th century date although it has been extensively altered over time.

The 18th and early 19th centuries saw an increase in the number of religious houses in many urban centres, which reflected both an increase in the population and a diversion of systems of beliefs. By the end of the 18th century, Halifax had become an important centre for the Methodist organisation, while Nonconformist organisations as a whole, including the Baptists and Congregationalists, were particularly popular with artisans, shopkeepers and women. Three ecclesiastical structures established within the township during the 18th century survive and are designated as Listed Buildings. The Friends Meeting House (within HLC_PK 2794) was established for the Quaker Movement in 1743, while the Square Chapel (HLC_PK 3252) was built in 1772 (currently an arts centre). The increased population also resulted in the establishment of Holy Trinity Church (HLC_PK 3520) located on Harrison Road and built between 1795 and 1798, to serve Protestants occupants of the town. The building was converted in the 1980s to office use.

The Lilly Lane Baths, along with the Piece Hall, represent early attempts to improve the town and to attract more visitors, and investors, to it. The baths comprised a large complex of buildings including both indoor and outdoor pools and a pleasure garden. It was opened in the 1790s. The aim was to emulate the bath houses established in Buxton and Matlock. Unfortunately, its location on the Hebble Brook placed it close to industrial developments in the town, which affected the available water supply and the site closed in the 1850s.

No buildings associated with industrial activity are recorded in the town. This is not unusual as those areas favoured for industrial activity, such as the Hebble Brook, continued to be heavily exploited in the later 19th and 20th centuries, with the removal of any elements of earlier activity. One such area is around North Bridge where a ropewalk and paper mill was established in the 18th century.

Industrial Period Development in the 19th Century

The 19th century is characterised by a marked increase in the population by the prospect of employment as factories developed here. The sporadic phases of development in the earlier periods had left the town with an irregular street pattern and throughout the 19th century the town was gradually remodelled and 'improved'. The developments undertaken during the 19th century shaped the layout of the modern town. Some of these developments were philanthropic in nature, particularly those undertaken by the Crossley's, such as the establishment of the 'People's Park', although many were instigated by the Halifax Corporation.

There were a number of landowners in Halifax by the 19th century who formed the local gentry. It was this elite who controlled the administration of the town's affairs, and continued to dominate after the town was incorporated into a Municipal Borough in 1848. The council responsibilities grew throughout the century to include supplying and maintaining the parks, libraries, public baths, and the markets (Betteridge 1978; Hargreaves 2003).

The cartographic evidence reveals a steady increase in the size of the settlement throughout the earlier part of the 19th century, mainly in a southerly and westerly direction as before, with a smaller separate focus appearing around North Bridge. From the mid-19th century onwards that development really began to expand significantly, particularly along the line of the railway, and northwards along the Hebble Brook.

The coming of the railway represented the last major improvement to regional transportation links during the period. The line between Manchester and Leeds opened in 1841 and was

the first trans-Pennine link. Travellers to Halifax initially changed at Sowerby Bridge and continued their journey by carriage, until a single track was laid to the town, opening in 1844 and later extended to Bradford (Hargreaves 2003, 81). The local rail network was improved in the late 19th century with new stations and lines being constructed that served growing local communities in the Ovenden, Pellon and King Cross areas of the town. Improved rail links to the capital were also sought in the 1890s by extending the Midland Railway into the town and building a new station near to the Wards End area, but in spite of intense lobbying this failed (Hargreaves 2003, 81). A surviving railway building – The Great Northern Shed – Grade II Listed.²⁰

The local transport network was further improved in 1898 with the introduction of trams operated by the local council. They linked nearby communities with the popular retail centre that Halifax had become, drawing people in not just to shop but also to visit the increasing number of theatres and later cinemas. Trams continued to be central to local transport until they were withdrawn in the late 1930s in favour of buses.

Steam power was introduced late into the area, probably due to the abundance of fast flowing streams, which allowed water powered technology to be exploited. However there were problems associated with water power: drought or flooding could stop production and the mills were often situated in places which were difficult to access. Nevertheless, the Calder Valley industry was to remain largely water powered in the early 19th century; by 1833 the Factories Enquiries Commission noted that of twenty eight mills, eighteen used water power, seven steam power, with the remaining three utilizing both. There followed rapid growth in the area's textile industry in the period 1833-6, succeeded by a depression up to the mid-1840s. The years 1850-61 in contrast were generally seen as prosperous, with many new textile mills constructed, the majority located on the Hebble Brook and at Dean Clough. Once established, the steam powered textile factories spread rapidly however, and by 1850 there were 24 mills in the town (Hargreaves 2003).

From the 1850s onwards there appears to have been concerted efforts to improve the town. Road systems were improved and the layout of the town formalised. Crossley Street and Princess Street were laid out and the Town Hall built here in 1863 (HLC_PK 2699).²¹ The Crossley family were responsible for many of these improvements, including the

²⁰ The Great Northern railway engine shed was built in 1885 for the Lancashire and Yorkshire and Great Northern Railway companies, after Shaw Syke Station was converted into a goods yard. It is Grade II listed.

²¹ Halifax Town Hall, opened in 1863 and designed by Sir Charles Barry, is designated at Grade II*. The Town Hall's external exuberance, enlivened by John Thomas's sculpture, reflects the confidence of Halifax in the middle of the C19, flourishing on the proceeds of the wool industry

development of the People's Park, and the developments along Crossley Street and Princess Street (Sunderland 1942).

The wealthier occupants tended to live on the outskirts of the town, most in the Skircoat area, but many of their properties became subsumed into the town as it expanded. The most numerous of the buildings established in the late 18th to mid-19th century were low grade terraced buildings, built in close proximity to each other and close to the factories, in order to house the workers.

The population of Halifax increased from 8,866 in 1801 to 25,161 in 1851 and in excess of 50,000 by the end of the century. Rapid industrialisation was accompanied by dramatic demographic expansion, and by the middle of the century the population of Halifax had risen to over 25,000. Much of the urban growth during this period comprised a process of 'infilling', involving the intensification of the central built-up area and resulting in the creation of a series of congested commercial, industrial and residential courtyards or 'folds'.

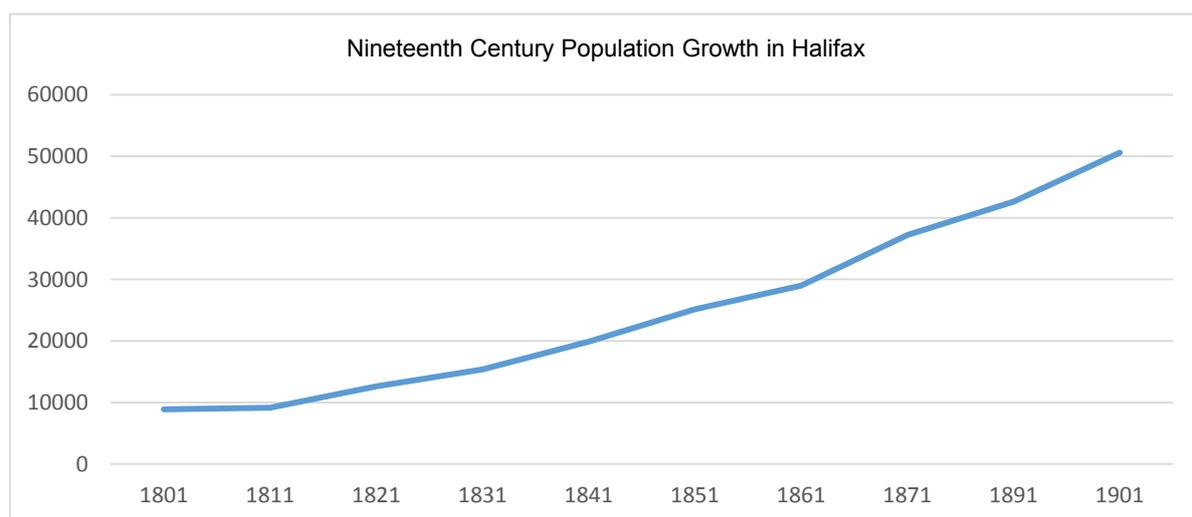


Figure 311. Population growth in Halifax in the 19th century. Source: Population Abstracts – Parliamentary Papers 1801 – 1901

This development was accompanied and followed by progressive expansion from the central urban nucleus - initially to the West and the North - creating a Halifax 'conurbation' which led to the municipal annexation of adjacent territory in Northowram and Southowram townships. The appalling living and working conditions within these expanding mill towns initially went unheeded, and the new textile factories stood side by side with back-to-back slums along the congested valley floors, whilst terraces clung precariously to the steep hillsides. In Halifax, cellar dwellings and open sewers presented an ever-increasing challenge to the newly created borough authority. The booming Pennine town paid little attention initially to basic public amenities, and in 1843 was described as a 'mass of little, miserable, ill-looking streets, jumbled together in chaotic confusion' (Hargreaves 2003, 124).

However, by the 1850s a number of paternalistic employers had emerged, the Akroyds and Crossleys in Halifax, the Fieldens in Todmorden, and Titus Salt in Bradford. They were part of a wider movement in the West Riding that ensured that at least some local mills were seen to be offering decent working conditions. Often seen as acts of philanthropy, it is now accepted that the building of workers housing is not only a good way improve your standing in the community but providing rented housing tied to a job is a very good way to encourage a loyal workforce. In Halifax the situation appears to have been a little different. Halifax has three such 'workers' villages – Copley and Akroydon, established by Colonel Edward Akroyd in the 1840s to 1860s, and West Hill Park, established by John Crossley between 1863 and 1868.

The village of Copley is situated adjacent to the River Calder off Wakefield Road, on the southern outskirts of Halifax. Although there has been a settlement at Copley since the 17th century, much the settlement at Copley dates to the mid-19th century. Copley is a 'model estate' of the 1840s, built by Edward Akroyd who was one of the first industrialists to create a company village, putting into practice ideas of housing reform in fashion at the time. Copley was one of these developments, serving as an example for successors such as Akroydon and Saltaire. Akroyd inherited the family business at Copley in 1844 and immediately rebuilt the mill. Housing and shops were built in 1849 and a Sunday School, library, canteen and further houses followed. St Stephen's Church, an outstanding Victorian building, was erected in 1863. Most of the buildings were designed by W.H. Crossland, a local architect, under the influence of Sir George Gilbert Scott. Some of Copley has now been lost, the mill being demolished in 1974 and the Sunday School in 1980 to make way for new housing. However, the houses, shops and church still exist, together with a bridge and a toll house from the earlier 19th century (Calderdale Council Town Planning Department 1992).

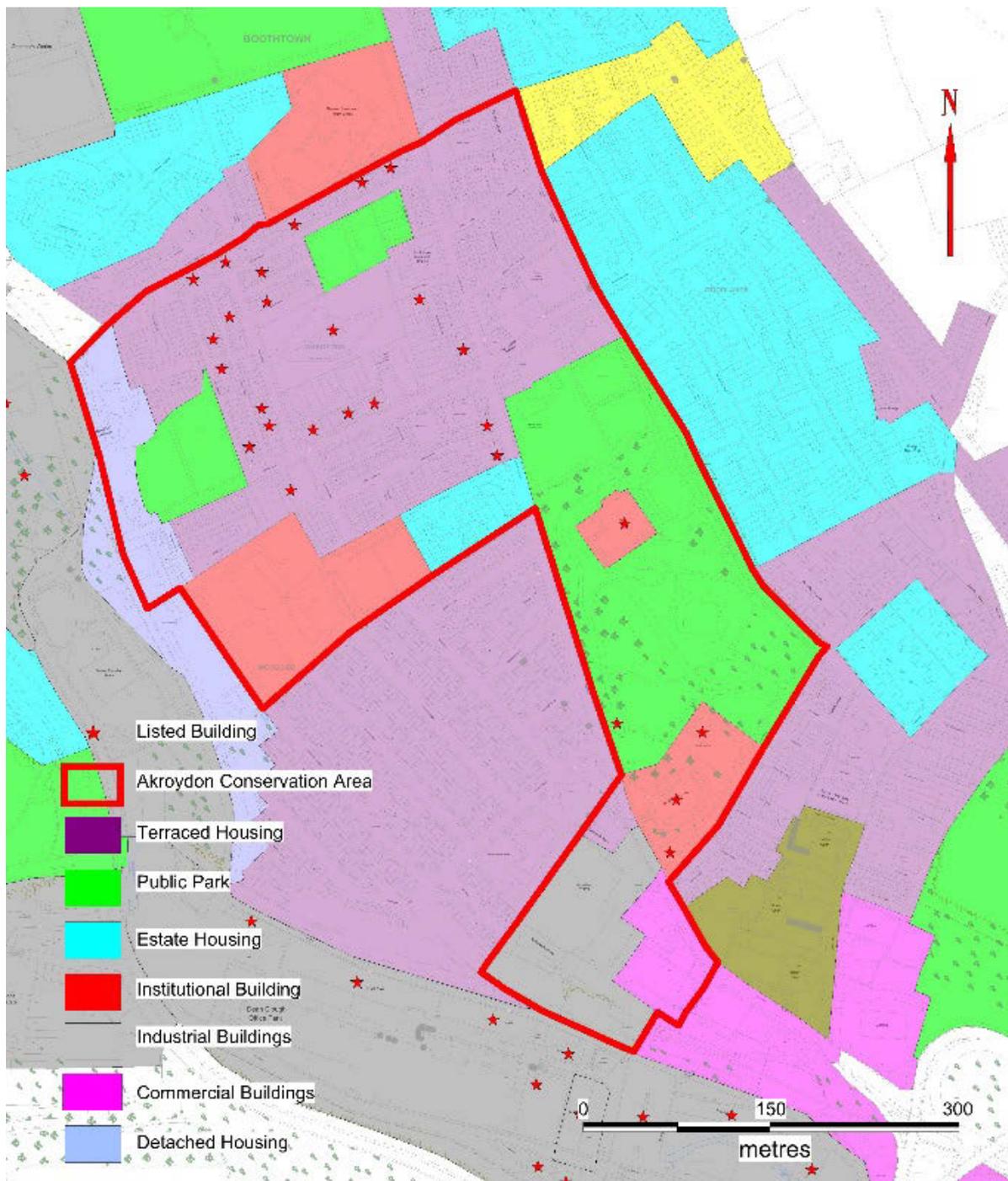


Figure 312. Akroydon Conservation Area HLC thematic map

Akroydon is a 'model village' on the northern outskirts of Halifax, less than one mile away from the town centre (designated a Conservation Area in 1976 – see HLC_PK 3472). The village was built in conjunction with the Halifax Permanent Benefit Building Society. Once again, plans were obtained from Sir George Gilbert Scott, and W.H. Crossland was employed as acting architect. Crossland's scheme was for a large green park surrounded by two rows of terraced houses on all four sides. In March 1861, the contractor commenced

operations, first building two blocks of eighteen houses in all, followed by four blocks, containing thirty-one houses. Akroydon was originally intended as a development of 350 houses but only 92 houses were built (a number of which are Grade II Listed). Reports in the Builder Magazine at the time commented that although these houses looked superior from the outside, the arrangement inside was no different to speculatively built houses in the area. Unlike most similar developments the houses at Akroydon were for sale rather than rent. Although Akroyd's aim was to provide affordable housing for the working classes the final cost of the houses was beyond most of the mills workers. The many changes to the original design suggests that this was not a wholly successful project. In addition to the village, Akroyd paid for and built All Souls Church, one of the finest Victorian churches in the county (HLC_PK 2176). He also built Bankfield Mansion as his own residence, but after acquiring large estates in Suffolk, he gave it to the people of Halifax - it is now Bankfield Museum (HLC_PK 2171), with the former private gardens forming Akroyd Park (HLC_PK 2172). Akroyd's Mills also survive (now Bankfield and Richmond Works – see HLC_PK 2432), being simple typical mill buildings of the period (Calderdale Council Town Planning



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Figure 313. Akroydon, Boothtown Road © Copyright Betty Longbottom and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/606472

West Hill Park was built between 1863 and 1868 (see HLC_PK 2244 and 2648). This area of workers housing was built by John Crossley carpet manufacturer and owner of Dean Clough Mills. 185 houses in Tudor and Gothic styles were built, centred on Park Congregational Church (HLC_PK 3517). Several streets were named after 17th century Puritans and Nonconformists, such as Cromwell, Gladstone, Hampden, Heywood and Milton. Like Akroydon this development was intended to provide affordable housing for a wide range of social classes. In common with Akroydon the final cost of these houses placed them out of the reach of all but the middle class and upper working class.

19th Century Industrial Heritage

From the middle of the 19th century an important change was that Halifax began to develop as a more broadly based industrial town. Textiles remained the dominant industry, with around half the workforce women, and by the 1870s around a third of the town's total workforce were employed in the industry. But by the 1890s textiles were hit by foreign competition and tariffs, and concerns began to be expressed both locally and nationally for the future of the local industry. Whilst the traditional textile industry faced uncertain times new industries such as machine tools grew from being a support service to textile mills into an independent industry manufacturing a wide range of equipment, including lathes, planers and radial drills, which were exported worldwide. Carpet manufacturing, brewing, wire drawing and confectionery were just some of the other local industries (Hargreaves 2003, 129-134). This growth of the industrial base saw a corresponding increase in the population. The latter part of the 19th century saw Halifax become something of a boom town, even as textiles began a long decline.

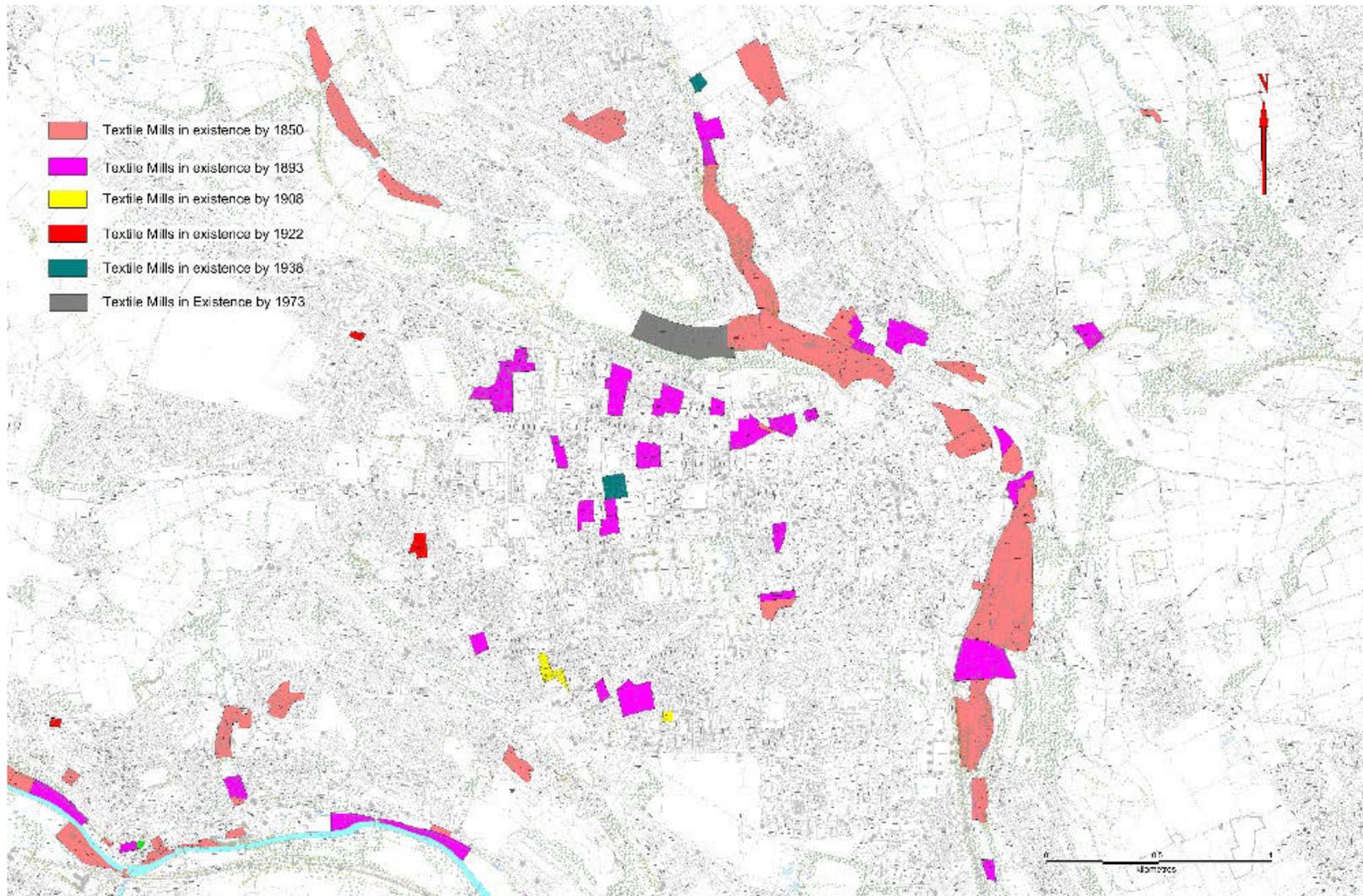


Figure 314. Textile Mills in Halifax. HLC thematic map. The majority of pre-1850 mills are located along the Hebble Brook and Dean Clough, with later 19th century steam-powered mills sited throughout the town, away from the watercourses.

A great many buildings associated with industrial activity were established throughout the town during the 19th century. Many were located in close proximity to the transport links, such as the railway, and many established warehouses around the station. Textile mills along the Hebble Brook and Dean Clough were altered and enlarged, whilst steam-powered new mills, were established throughout the town. After the decline of textile manufacturing in the mid to late 20th century, many buildings were abandoned and eventually demolished, although many have been preserved and have been found alternative uses.

A group of industrial buildings located at North Bridge, including Bridge Street Mill²², were demolished to make way for the extension to the railway line and a goods yard.

Martin's Mills, located on Pellon Lane, appears by 1894 (Ordnance Survey 1:2500 map of 1894), although it may have been built as early as the 1870s. It comprises a six-storey spinning mill, boiler house and warehouse. A building recording and structural watching brief was undertaken by ASYWAS in 2007 prior to the redevelopment of the building (Swann 2008).

By far the most impressive group of surviving industrial buildings are the surviving parts of Dean Clough Mills, located at the north end of the town. A worsted spinning mill was established on this site in 1792 and in 1802 brothers John and Thomas Crossley took on the lease of the Dean Clough Mill. When the lease expired in 1822, John Crossley continued at the site on his own and on his death in 1837, the company was continued by three of his sons, trading under the name of John Crossley and Sons (Hargreaves 2003). The site continued to be used for carpet manufacturing until the early 1980s. The site is now used for a combination of commercial and entertainment purposes.

²² Bridge Street Mill was built around 1833 for John Farrar. It was later occupied by John Bairstow and used as a worsted spinning mill until it was demolished in 1875 prior to the construction of the North Bridge Station Goods Yard. The site is now occupied by a Leisure Centre. It was recorded by the HASIHG in 1995.



Figure 315. Dean Clough Mill 'A' Mill © Copyright Alan Longbottom and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/826739

The earliest extant mill on the site is the 'A' Mill, built in 1841 as a spinning mill for carpet manufacture. The 'B' Mill was built in 1844, adjoining 'A' Mill to the west. The two mills were originally known as 'Centre Mills, 1 and 2', but renamed in 1855 with their current letters. Other buildings followed. The A and B Mills are listed together, and are Grade II. The former Axminster Shed which formed part of the Dean Clough Mills Site, was constructed in 1853 and adjoined the east side of the 'C' Mill. A Historic Building Survey was undertaken prior to its demolition in 2002 (Structural Perspectives 2002). The 'D' Mill was built in 1854 in the north-west corner of the site and is thought to be the first designed by Roger Ives, a local architect who worked frequently for the Crossley family. The 'D' Mill was also the first building to use fireproof construction. In its earliest form, it appears to have lacked cart entrances or a steam engine, suggesting that it was initially used as a warehouse, although both elements were subsequently added when the building was extended and remodelled in 1872. In 1888, an extra storey was added making this a four-storey structure, and further extensions were added in the later 19th and early 20th century. It is Grade II listed. In 1857, the 'E' Mill was constructed, replacing the original 1792 mill. It was designed by Roger Ives, who was also responsible for other buildings on this site. It is Grade II Listed. The 'F' Mill was

completed in 1858 and, like others within the site, was designed by Roger Ives. As with the earlier 'A' and 'B' Mills to which it was attached, 'F' Mill was excavated out of the valley side overlooking the weaving sheds that had been built over the former mill dam to the south. It is six storeys high. The 'F' Mill Annex, located to the west of 'F' Mill, predates this, being in existence by 1855 and serving as a boiler house attached to a weaving shed to the south, with the upper floors used for warehousing. A warehouse was added to the west in the later 19th century. Both of these were originally lower, with extra storeys added in 1904 after a fire. They are also Grade II listed. 'G' Mill was built by 1867 and represents one the later spinning mills to be established here, replacing earlier structures which formerly occupied this area. 'K' mill was built as a warehouse and opened in 1891 after a goods railway line was established running through the site. Subsidiary former stores, stables and workshops are also included in this designation. They are Grade II listed.

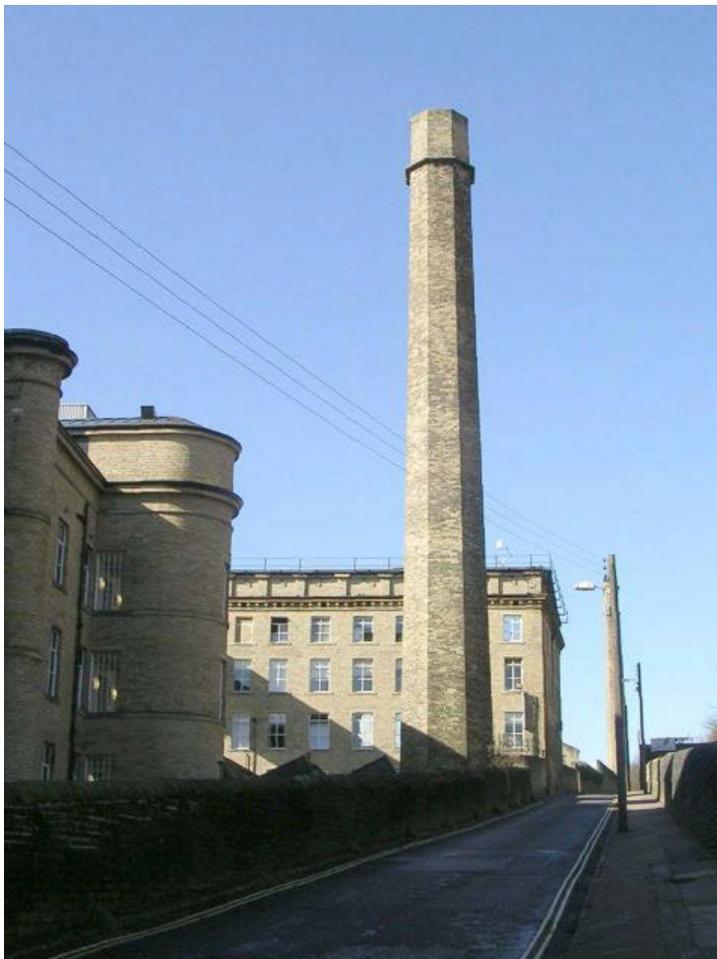


Figure 316. Bowling Dyke Mill Chimney - Dean Clough © Copyright Betty Longbottom and licensed for reuse under this Creative Commons Licence www.geograph.org.uk/photo/713985

The Bowling Dyke Mill was built in 1849 for James Akroyd and Sons as a replacement after the previous mill burnt down in 1847. James Akroyd and Sons were worsted manufacturers established by 1815 and along with the Bowling Dyke Mill they occupied a number of buildings in Halifax. The building was extended in 1851 and in the late 20th century it became

part of the Dean Clough complex. It is Grade II listed.

Garden Street Mill was built in 1832 by brothers George and John Haigh, woollen and cotton merchants. The original mill was six storeys high, including lower ground and attic. The site was remodelled in the 1870s after it was acquired by John Crossley and Sons, and in the

1890s it was converted into a wool store. In 1919 it was occupied by two firms, Crossley and Sons Ltd, and Ackroyd and Ashworth. The mill was sold to an engineering and joiners business in 1973 and many of the surrounding buildings demolished. The mill building itself was damaged by fire in 1996. A building recording was undertaken in January 2002 by Ed Dennison Archaeological Services (EDAS 2003). The building is Grade II listed.

Stone Dam worsted mill was built in 1836 for William Huntriss and was subsequently extended in 1870. It has since been converted into a warehouse. It is Grade II listed.

Wellington Mills were built in 1852 for Samuel Cunliffe Lister originally as a steam-powered four-storeyed mill with a basement some seventeen bays in length. Also associated with this was a single-storeyed shed, a combined wash house and warehouse, and a combined office and dwelling house. It was powered by Engine House 1. It functioned first as a woolcombing works but changed to silk spinning and weaving in the 1860s. Lister and Co. quit the site after a fire in 1873 and the site was subsequently purchased by Clayton, Marsden, Holden and Co. Ltd who ran the complex as a silk spinners in 1875. The site has much altered since, with many of the original buildings demolished, particularly during a major phase of refurbishment in the late 1920s (Giles and Goodall 1992, 206).

Park Mill, located in Foundry Street, was built in 1831 and was used a woollen and worsted mill. It was damaged by fire in 1887 and replaced by the Halifax Corporation Electricity Works from 1894. It was recorded by the HASIHG in 1995.

The Bailey Hall Mill was built in 1879 by the Halifax Flour Society Ltd. The site was formerly occupied by a worsted mill. In 1916, it was acquired by the Cooperative Wholesale Society, and then by Paton and Baldwin in 1922 for the manufacturing of kitting wools. By 1951, it was used for confectionary manufacturing. It is Grade II listed.

The 'G' Mill, Bailey Hall Mills was built in 1863 and is the second mill to be built on this site. It was constructed by the Halifax Flour Society and sold to John and William Baldwin, worsted spinners, in 1884. In the 1950s, it was occupied by J. Mackintosh and Sons Ltd and used for the manufacture of toffee (Halifax Antiquarian Society 1993).

Shaw Lodge Mill (HLC_PK 3180) was established in the 1820s, although much of the present fabric is dated to the mid-19th century (Grade II* Listed). The firm of John Holdsworth & Company was founded in 1822 by John Holdsworth, whose family were already woollen textile manufacturers and merchants in Shibden then in Halifax. They

specialised in worsted cloth, produced by hand loom weavers, but developments in mechanised spinning led in 1822 to John Holdsworth establishing his first spinning mill to join a growing number of worsted spinning mills in Halifax. The location of this is uncertain, but by 1825 he was purchasing land at Shaw Lodge and his first mill on the site is dated to 1830. This the extant 'No 1 Mill' on the present site. Continuing prosperity led to the construction of the 7-storey warehouse to the north of No 3 Mill in 1862, and the separate office block with adjoining stable in 1865. A workshop and shed at the north end of the site, and a tower and timekeepers' office at the northern end of the weaving sheds were added in 1876. Since then, alterations to the buildings have included the loss of the No 2 Mill and the southern end of No 1 Mill, the reconstruction of the stables, extensions to the engine house and boiler house, and the reroofing of most of the weaving sheds and mills. The firm continues to operate up to 2006, having survived the demise of most woollen manufacturing in the country, specializing in the production of moquette for the bus and coach trade. The site is due to be redeveloped.

Immediately 100m south of Shaw Lodge Mill is Phoebe Mill which was established in the 1870s. It now forms part of the Phoebe Lane Industrial Park (HLC_PK 3179).

Riding Hall Mill, also known as Clark Bridge Mill and Beehive Mill, was built in the 1880s and comprised an eight-storey building. It was modified periodically until the 1950s. It has now been demolished and the site redeveloped. Prior to redevelopment, an archaeological desk-based assessment was undertaken by MAP Archaeological Consultancy which identified the potential for the remains of earlier structures on the site based on cartographic evidence, possibly dating to the medieval period given the proximity of this site to St John the Baptist Church. A watching brief was undertaken by MAP Archaeological Consultancy between January and May 2002 in the western end of the site during topsoil stripping and the excavation of service trenches. This identified deposits associated with the 20th-century expansion of Riding Hall Mill which were seen to extend to a depth of between 1.5m and 2m below the modern ground surface. No pre-20th-century remains were identified during the investigations (MAP Archaeological Consultancy 2002).

Bank Bottom Mill was built before 1845 and was used as a foundry machine makers and wood grinders. It was demolished in the early 1900s and the site was subsequently occupied by the Halifax Gasworks. It was recorded by the HASIHG in 1995.

A block of three four-storey high warehouses were built in 1870s at the corner of Mulcture Hall Road and King Street. They were converted into a hotel in the 1960s.

The Borough Leather Works, located on Lower Wade Street, was established by 1894 and was occupied by Wilson Brothers Tanners, Curriers and Strapping manufacturers. The site was later occupied by a scrap-metal works.

19th Century Residential and Commercial Development

The majority of the dwellings designated as Listed Buildings within the study area were constructed in the 19th century, with most dating to the middle part of the century. They are typically stone-built houses of two to three storey height, some as detached or semi-detached villas (such as Nos. 1-12 Park Road - HLC_PK 2649)²³, while others form terraces. In the main they represent buildings originally occupied by the middle to upper classes, although this group does include the Joseph Crossley's Almshouses and the Francis Crossley's Almshouses, as well as the large mansion originally known as Belle Vue and occupied by Frank Crossley (see above - HLC_PK 2751).

Beneath the middle to upper classes, were a more modest business to professional class residing on the manor house estates in and around Skircoat and parts of Northowram, and in the superior terraced housing in the vicinity of People's Park.

²³ Nos. 1 to 12 Park Road. Mid/late 19th century. Six pairs of substantial stone houses. Nos 1 to 4 and 9 to 12 are 2 storeys.

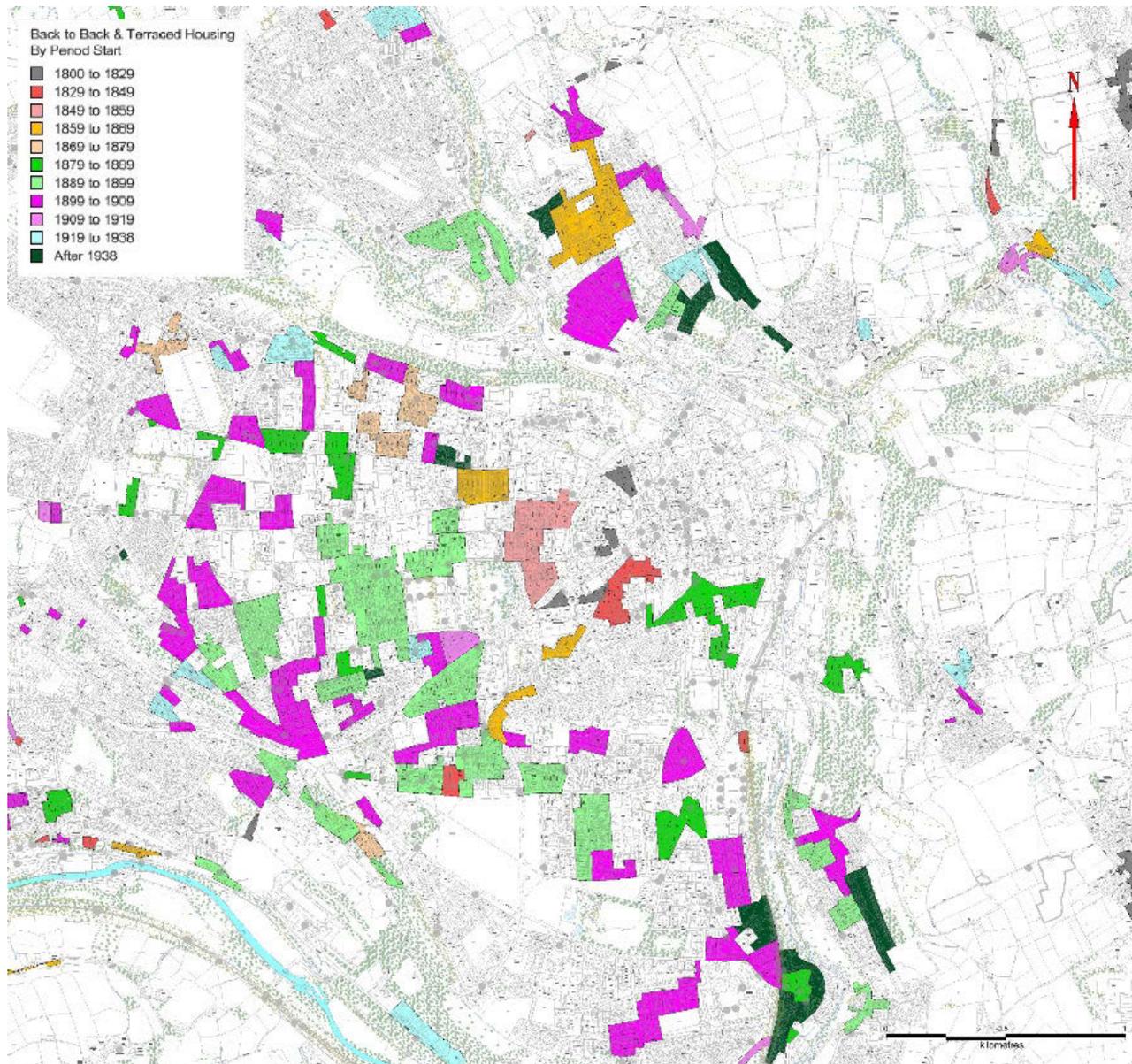


Figure 317. Back-to-back and terraced housing HLC thematic map by Period Start

Then there were a lower middle class, occupying more basic terraced housing at Kings Cross, along Queen's Road, on Lee Bank, Lee Mount and Claremount (Hargreaves 1999). The majority of houses were established by local industrialists (factory owners), entrepreneurs and Building Societies, constructed on land bought from, and sometimes developed by, local landowners. Plans for construction were approved by the Town Council - between 1867 and 1871 the Town Council approved plans for no fewer than 2,571 houses in Halifax and part of Skircoat. The numbers fell away a little for the next ten years when a total of 2,480 were approved. Then, during years of poor trade between 1882 and 1886, only 640 were approved. There was an upsurge again between 1897 and 1901, when 1,823 plans for houses were approved (Webster 1986).

Finally came manual workers, inhabiting numerous back-to-back houses, often situated close to the factories they worked in, or the slums, which by the end of the 19th century were concentrated around the parish church, at Cross Fields, Chapeltown, on Foundry Street and at the junction of West Parade and King Street (Webster 1986; Hargreaves 1999). The majority of these were demolished during slum clearance and redevelopment in the 1970s.

As manufacturing and residential areas expanded in the second half of the 19th century, there was also a growth in financial services. Banking had developed in the 18th century, with many of the private banks in the area founded by textile merchants and manufacturers. For example, the Swaine Brothers had been involved in both worsted manufacturing and banking from around 1779 (Rule 1992, 25). In the 19th century a number of local banks expanded and the Yorkshire Penny Bank was established in 1871. The building society movement within the town also grew until Halifax had both the first and second largest societies in the country, which later merged to become the Halifax Building Society (Hargreaves 2003, 135-39).

The improved prosperity and outlook of the town by the later 19th century, along with the improved transport links, resulted in its growth as a retail centre. The majority of the commercial and retail buildings deemed to be of historic significance are located in Crossley Street, Crown Street, Princess Street and Silver Street, in the northern end of the modern city centre close to the Town Hall. They all comprise stone-built buildings many of four storeys in height. All were built during the same phase of development, funded by the Crossley family in the mid-19th century. Also worthy of note within this group is the Old Arcade and Borough Market (HLC_PK 2699).

The establishment of public buildings is a physical demonstration of the development of the administration of the town, culminating in the establishment of the town council in the middle of the century (the Town Hall was opened in 1863). The responsibilities of the town council

increased during the later 19th century to include the provision of public baths, libraries and a police force. While the Harrison Library and the Public Baths both predate this reform, they would have been administered by the council by the later 19th century.

The People's Park was opened in 1857 and many of its original features have been designated as Grade II listed buildings (HLC_PK 2650). It was established by Sir Francis Crossley as part of attempts to improve the appearance of the town as well as providing the masses with a recreational space. It was established immediately to the south of Crossley's private mansion, then known as Belle Vue, and the later West Hill park workers' housing scheme mentioned above. The park is a classic example of the Romantic movement in English land scape design feature a serpentine pond and generously furnished with ornamentation, culminating in the Great Terrace, with its Roman Statues, pavilion and statue of Sir Francis himself. Responsibility for the maintenance of the park was undertaken by the Halifax Corporation in the later 19th century.

In 1841, the Halifax General Cemetery Company opened the Lister Lane Cemetery (HLC_PK 278) in an attempt to address the problems of overcrowding in the existing burial grounds. The use of this cemetery decreased though after the larger Stony Royds Cemetery (HLC_PK 2274) was opened by the Halifax Corporation in 1862. The Lister Lane Cemetery was closed for burials in the 1960s. The Stony Royds cemetery was established on the site of the Stony Royd estate, built for Christopher Rawson in around 1764. The cemetery is some 6.5 hectares in size and its design incorporated many of the features of the earlier private estate. A total of three chapels were built on the site, of which only one survives (as of 2003). During the early 20th century, the Stony Royd Mansion, located at the western side of the cemetery, was used as the Borough Fever Hospital. It was demolished in the later 20th century. Both cemeteries are designated Registered Park and Gardens.

St Mary's Roman Catholic Church is located on the corner of Gibbet Street and Clarence Street, was originally built in 1839, rebuilt in 1864 and extended in 1924 (within HLC_PK 2648). The Serbian Orthodox Church dedicated to St. John the Baptist, in the Boothtown area, formerly the Mount Carmel Methodist Chapel, was acquired in 1956 and after extensive refurbishment was opened in the 1965 by the town's Serbian community. In 2015 the church celebrated its Golden Jubilee. The currently mothballed mid-Victorian All Souls Church (HLC_PK 2176)²⁴ by Sir George Gilbert Scott standing part way up Haley Hill to the north of the main town centre is now vested in the Historic Churches Preservation Trust. Its 236-foot (72 m) spire and white Magnesian limestone exterior stand as a very personal statement in 13th-century French style of the mill owner Colonel Edward Akroyd, who paid

²⁴ Church of All Souls. Grade I Listed Church. 1856. By Sir George Gilbert Scott. Exceptionally fine, large, stone, cruciform building in 13th to 14th Century style.

solely for its construction as the centre-piece of a purpose-built model village ("Akroydon"). All Souls' boasts an unusually complete sequence of windows by the leading artists of the 1850s, including William Wailes, John Hardman and Clayton & Bell. The large organ by Forster & Andrews inserted in 1868, ten years after the building was completed, is currently unplayable and many of its surviving parts are in storage awaiting restoration. The tower houses a ring of eight bells. The Church of St Jude in Savile Park, designed by local architect William Swinden Barber in 1888, is easily identified by the four large pinnacles on its tower. The spire of the Square Church (HLC_PK 3262), not far from the Minster at the bottom of the town, paid for by the carpet manufacturing Crossley family, is all that remains of the Gothic Congregational church built by Joseph James in 1856–58 as a rival design to All Souls', Haley Hill. The building was closed in 1969 and arsonists caused severe damage to the building two years later leading to its partial demolition.

20th Century Development

In contrast, the inter-war years saw mixed fortunes for local industry, with periods of severe difficulties. Nevertheless, the town, with its wide industrial base, avoided the worst of the depression, unlike some single industry communities in the north of England. Textiles saw a drop in the number of people employed, but along with machine tools still remained one of the biggest employers. The service sector continued to grow and made up some of the losses from other industries. The coming of the Second World War saw many textile firms going over to war work (Hargreaves 2003, 192-3). The town had thus developed and maintained a diverse economy, although after 1918 the population had not grown, in fact it had started to fall, albeit slightly.

The area did not share in the new industries of the 1930s, based on the growth of consumer electrical goods (Hargreaves 2003, 135-39). Other industries established here by the end of the 19th century flourished, such as carpet manufacturing, engineering and confectionary. From the 1950s the town continued to decline as a manufacturing centre, with services becoming more important. In 1951, 71% were employed in manufacturing with 25% in service industry; by 1991 this had changed to 38% and 58% respectively (Noble and Burkitt 2007, 145-57).

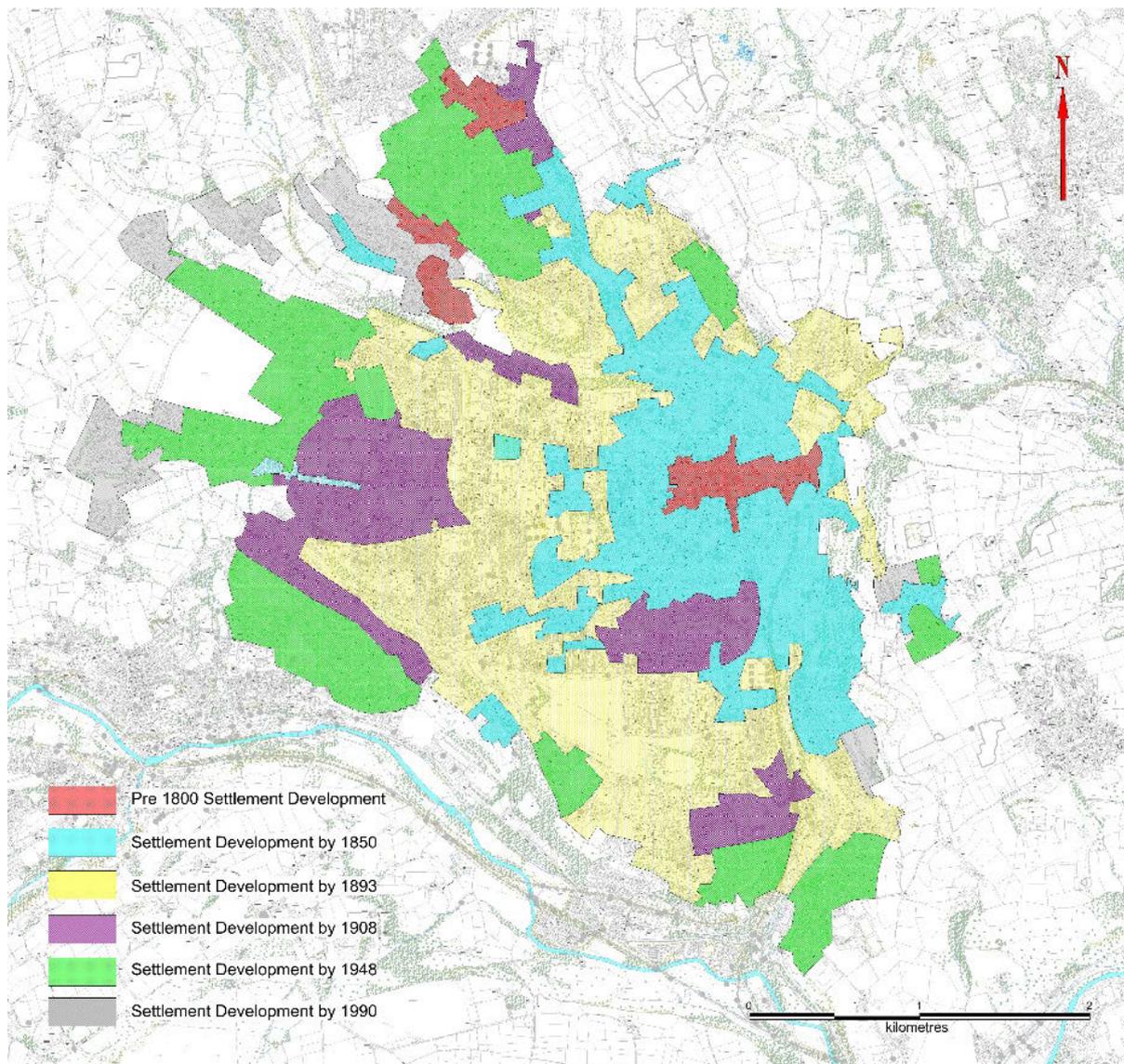


Figure 318. Halifax – ‘broadbrush’ settlement development HLC plan from 1800 to 1990, showing the general westwards, and to some extent northwards, southwards, expansion of the town.

The town has continued to be developed and redeveloped throughout the 20th century and has merged the immediately outlying settlements to the north, south and west. The evolution of municipal housing policies, within the framework of new government legislation during the Interwar years had the greatest impact on working-class living standards. In 1921 there was a higher percentage of families living in overcrowded conditions in Halifax (13.2%) and Huddersfield (13.6%) than in Bradford (10.7%) and Leeds (12.0%). By 1931, the percentage had fallen in Huddersfield to 7.8%, Bradford to 6.9% and Leeds to 8.2%, leaving Halifax with the highest percentage of overcrowding at 10.0% (Hargreaves 1999). The first schemes under post-war Housing Acts in Halifax were for 36 houses at Spring Hall Lane and 26

houses at Healthy Lane. By 1939, a total of 1,029 council houses had been erected, with two to five bedrooms, but also some pioneering old people's bungalows, flats and maisonettes, all vastly superior to previous working-class housing (Hargreaves 1999).

The role of local government in the provision of housing underwent further changes during the second half of the 20th century. In 1954 Halifax had the highest proportion of back-to-back houses in the Calder Valley (Hargreaves 1999). By 1970, slum clearance was at a rate of 700-800 houses a year. By 1972 over 6,000 council houses had been built since 1945 on large new estates encompassing the northeast of the town at Mixenden, Illingworth and Ovenden.

West Central Halifax has older stone terraced houses which have stood the test of time and are still standing, while North Halifax has many ex-council houses built in the 50s and 60's of varying standards; in recent years many houses in North Halifax have been demolished due to their uninhabitable conditions. A notable example of this is the Jumpsles block of flats, which lay empty for over 15 years before finally being condemned and razed to the ground. Abbey Park, an award winning development in the 1960s was demolished in the late 90s because the houses were unfit to live in.

The remodelling the town centre and the clearing of the slum areas continued, culminating with a large programme of redevelopment in the 1970s. Despite the continuous work of the local authority to improve the town, it was described by Nicklaus Pevsner, who visited the town in the 1950s, as being heavily polluted and lacking any evidence for town planning, while an official report from 1966 concluded that Halifax had more derelict land than elsewhere in the Calder valley.

In the 1970s, a major programme of redevelopment began in the town centre in order to improve its appearance and to accentuate its historical architecture. As part of this redevelopment, many of the areas of slums were cleared away and abandoned factories demolished. Roads continued to be widened to accommodate the increased use of motor cars. Business and retail premises replaced many of the cleared areas, demonstrating the increased importance of these occupations, particularly the finance sector (Hargreaves 2003).

The vested interests of market traders and town retailers in the post-war years and the timely development of a strong conservationist lobby in Halifax from the 1970s succeeded in preventing the wholesale redevelopment of the town along the lines experienced in other

West Yorkshire towns and cities. The unique built environment of Halifax reveals its fascinating urban history. The Civic Trust report of 1984 recognised, in the surviving built environment of Halifax are 'several towns overlaid'. Major features of the late medieval and early modern town have survived, including one of the finest parish churches in West Yorkshire, and the line of the medieval track to the town, from Wakefield to Woolshops. Also evident are outstanding features of the Georgian market town, with fine houses, chapels and commercial buildings. It is completed by a 20th century financial sector with an array of banks, building societies and insurance companies extending along Commercial Street, Blackwall and Ward's End. It also has the largest privately financed mill regeneration scheme in Europe at Dean Clough (Hargreaves 1999).

4.3.4 Sowerby Bridge

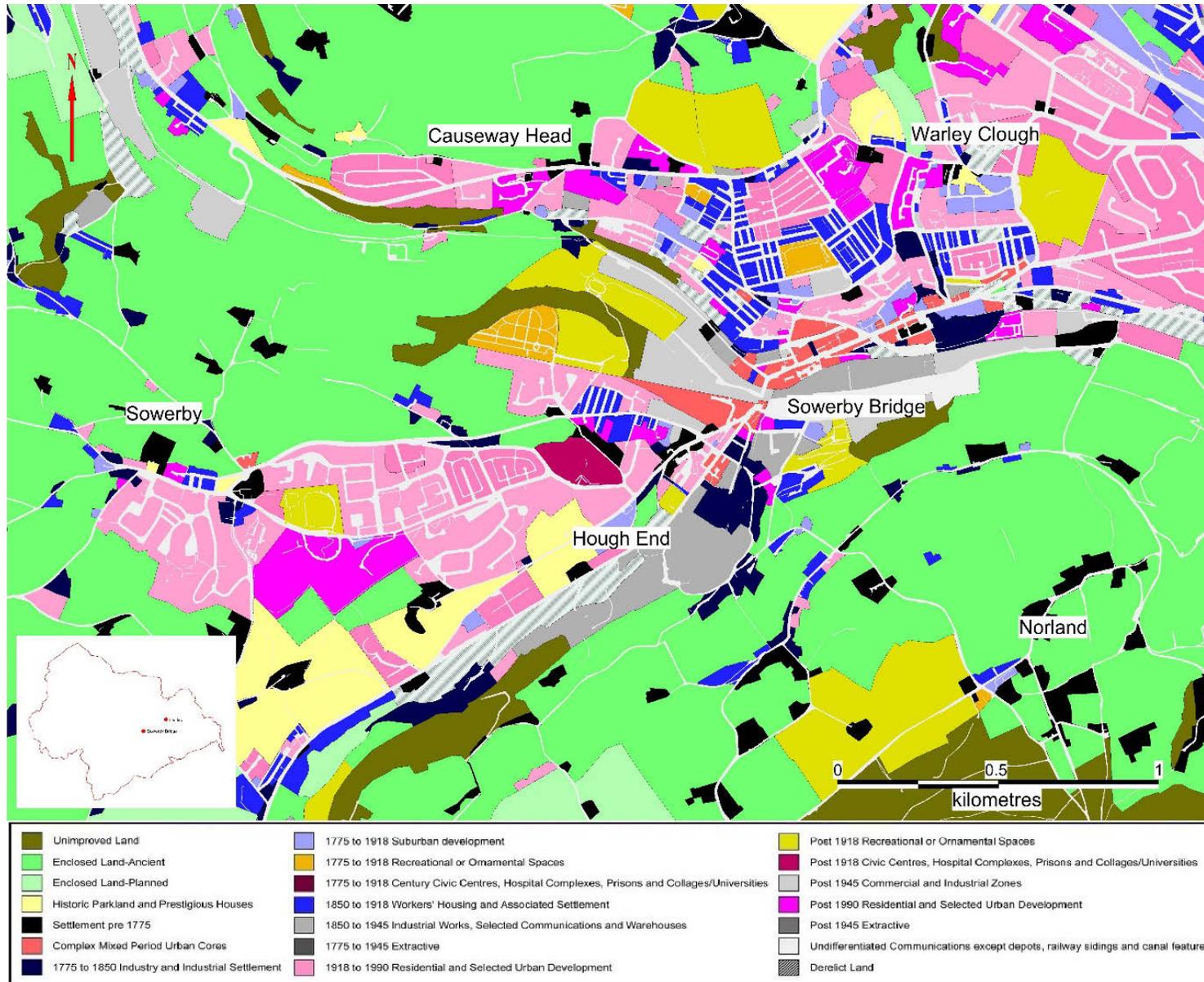


Figure 319. Study area zone map of the Sowerby Bridge locality

Overview

Sowerby Bridge (NGR 405,900 423,520) is situated about 4km southwest of Halifax town centre. It is at the confluence of the east to west running River Calder and north to south running River Ryburn. The name Sowerby Bridge references its situation as a crossing point over the River Calder to the older settlement at Sowerby (NGR 403,990 423,280). The core of the settlement fills the small triangle of level land at the confluence (at c.80m OD) and then spreads up the valley sides. It is contiguous with the village of Sowerby to the west (c.210m OD) and to the east has merged with the western suburbs of the City of Halifax, in the vicinity of Pye Nest (c.180m OD). The Calder Valley at this point is fairly broad with a shallow U-Shape, while the Ryburn valley is a relatively steep sided, flat-bottomed V-Shape. To the west the land rises gradually towards Crow Hill at c.380m OD. Either side of the Ryburn Valley, the land rises steeply near Upper Butterworth End in the east (c.280m OD) and Lumb Hill in the west (c.210m OD). To the north of the River Calder, the land rises to Warley Common, with a high point at Tower Hill (c.330m). Sowerby Bridge sits above a solid Geology of the Millstone Grit Group of Rocks.

Administratively, Sowerby Bridge was governed by a Local Board from 1856 until the Urban District Council was formed in 1895. The Parish of Sowerby Bridge, formed in 1869 from the Parish of Halifax, was made up of portions of 4 historic townships, Skircoat, Warley, Sowerby and Norland, dating back to Medieval times. In 1926, it joined Sowerby District Council and the name was changed to Sowerby Urban District Council. In 1937, the name Sowerby Bridge was reinstated, when the urban district of Luddendenfoot and Norland parish were added. In 1939, further expansion occurred with the addition of part of the urban district of Midgley. Sowerby Bridge was incorporated into Calderdale Metropolitan Borough Council in 1974.

Historic Core

The name "Sowerby" is probably derived from the Old Norse "Saur-by" meaning "farmstead on sour ground" (Smith 1961). "Sorebi" is recorded as one of the nine Berewics of the manor of Wakefield in the Domesday survey of 1086. After the Norman Conquest Sowerby, along with the Manor of Wakefield, was granted to William, Earl of Warren, and the established Saxon hamlet was destined to become a residence to which Norman barons repaired when they hunted in the extensive "Forrest of Sowerbyshire". Records show that the landowners (the Manor of Wakefield/Honour of Pontefract) of the Calder Valley had discouraged settlement to maintain the Erringdene and Sowerby hunting grounds of deer and boar (Gee,

1991). Sowerby eventually became a small manor in itself and as such was claimed by the crown upon the death of John de Warren in 1322, in the reign of Edward II.

At Castle Hill, Sowerby (NGR 404,000 423,320) there are remains of a motte castle thought to have belonged to the Earls of Warren. The earthwork remains are well preserved and a rare surviving example of this type of monument in West Yorkshire. The name Castle Hill has been used to describe the site since 1309 (Scheduled Ancient Monument 1016946). The rather fine 17th century Sowerby Hall may well sit in the site of the bailey of the castle and may well be a replacement for an earlier Hall. The mound and any bailey enclosure can never have been very strong and the mound probably just functioned to show the knightly status of the sites owner.

The oldest Court Rolls of the Manor of Wakefield tell us that Manorial Courts were held at Sowerby up to the year 1274, when that usage was removed to Wakefield and other more populous areas.

An early wooden bridge replacing the ford over the River Calder is mentioned in records of 1314. Later in the reign of Henry VIII a stone bridge of seven arches was built in 1517, paid for by subscription from people carrying goods to and from Lancashire. By 1580, water-driven corn mills could be found at Asquith Bottom (the site of later Edleston's Mill) and Watson Mill in Sowerby. In 1738 it is reported there were 13 water wheels in Sowerby Bridge, serving woolen factories, engineering works, printers and bookbinders.

There is evidence of corn mills, water wheels, goits and dams along the Calder and Ryburn as early as 1180. However, the earlier settlements in the area were more commonly on the hillsides and lower hill-tops, in such places as Sowerby, Norland and Midgley, between the high moorlands and valley bottoms - the land in the valley bottoms was considered worthless, being marshy and insect ridden. The nearby village of Sowerby was a medieval centre of textile production, the climate and geography of the area making arable farming difficult and domestically based cloth making a necessary activity.

From early beginnings Sowerby was identified with the trade of woollen cloth. References to the fulling of cloth and weavers in Sowerby are frequent – by the late 1290's a possible fulling mill had been built where the paths from Sowerby and Warley crossed the rivers Calder and Ryburn. However, the first reliable reference to a fulling mill at Sowerby Bridge is from 1526. The reference in question concerns an endowment of land for the building of a chapel, the site of which is stated to be between the fulling mill on the east and Sowerby Bridge on the west (the site of the present Greenups Mill – see HLC 30987). H.P. Kendall,

who had written extensively on Sowerby Bridge²⁵, believed the origin of the settlement here dated from the latter years of the reign of Elizabeth I, prior to which the area was primarily pastoral in character. The village, which grew up around the mill, became Sowerby Bridge. Other hillside settlements had fulling mills close by which became separate villages. The fulling mill close to Heptonstall became Hebden Bridge, and the fulling mill near Rastrick became Brighouse.

In-migration into the Sowerby Bridge area occurred in the sixteenth century. Seeking new sources of revenue, the constraints to settlement (mentioned above) were relaxed by the landowners and open land became available for in-migrants to rent. The initial in-migrants were poor and established farms, concentrating on small-scale corn production and the rearing of sheep on the remote moor tops. Since farmhouses were scattered, corn mills were dispersed close to streams, to serve small groups of farmers (Porter, 1993). Constrained by geology and climate, and the low incomes of farming activities, the farmers sought activities which would supplement their incomes and which could be undertaken indoors. In response farmers turned to the spinning wheel and loom.

Gradually, during the sixteenth and seventeenth century the domestic manufacture of textiles grew among small farmers. The process represented a clear division of labour. Females would separate the woollen fibres (scribbling) by carding and slubbing, and then spin the wool into a yarn. In their spare time, away from farming activities, males would then weave the yarn into cloth. Farmhouses became half farm/half textile workshop.

As the domestic system of textile production gradually developed, "entrepreneurs" began to control the domestic system of production and a class of clothiers developed. Enterprising individuals increased cloth production by employing scribblers, spinners and weavers to undertake work elsewhere. These activities were carried out in rows of cottages which were exclusively built for weaving and spinning. Many of the rows had a continuous shared workshop on the top floor where spinning and weaving was undertaken. This "upper-floor" domestic textile production was also evident in 'folds', squares of cottages with a continuous top floor workshop where scribbling, spinning and weaving would take place. The distinguishing feature of these cottages was the predominance of weaving windows to increase natural light. With the development of the congregation of the weavers and spinners cottages, hamlets and villages were established on moor edges close to hillside farms, where gently sloping land was formed by millstone grit ledges.

²⁵ HP Kendall (1915). Sowerby Bridge and Stirk Bridge. Halifax Antiquarian Society (1915), pp.65-75

The final stage of cloth production, fulling, would be undertaken in the nearby fulling mills. The fulling of woven cloth involved the pounding of soapy water to scour, clean and thicken the cloth. The onset of the Tudor period marked a surge forward in the construction of new fulling mills – the sites chosen were often the streams below weaving villages, close to an existing bridge, or promoting the building of a new one, and ideally, at the junction of two tributary valleys from which the miller could count upon drawing their customers from three or four hillsides. Similarly, there was an early fulling mill established at the confluence of the River Ryburn and Lumb Clough in the early 1600s (now the site of Kebroyd Mills – see HLC 32796). In 1758 it is reported there were 13 water wheels in Sowerby Bridge, with water supplying both fulling and corn milling.

Between 1780 and 1825, the demand for new sources of power led to the development of small water-powered mills in the high tributary valleys, known locally as "cloughs", close to fast flowing streams where sources of water were plentiful. It was in these locations that the fulling mills and corn mills had previously been established (Giles and Goodhall, 1992).

Initially, the small water powered mills specialised upon particular stages of the production of cloth. Areas of cotton production focused upon carding and scribbling, worsted areas upon spinning and woollen areas upon scribbling, carding and fulling (Jennings, 1992). The remaining parts of the process of textile production were undertaken outside the mill in the domestic sphere. In order to reduce movement of unfinished material, small stone cottages containing large numbers of mullion windows (for light) were built around the small water-powered mills. Hamlets and villages therefore developed in the higher tributary valleys (e.g. at Warley Clough), comprising rows of small stone cottages and small water powered mills. These settlements are still highly visible in many of the contemporary rural landscapes of the Calder Valley.

“... among the manufacturers houses are likewise scattered an infinite number of cottages or small dwellings, in which dwell the workmen which are employed, the women and children of whom, are always busy carding, spinning, &. so that no hands being unemploy'd, all can gain their bread, even from the youngest to the antient; hardly anything above four years old, but its hands are sufficient to itself.”

Daniel Defoe: “A tour thro’ the whole island of Great Britain, divided into circuits or journies” c.1725 (London: JM Dent and Co., 1927)

Industrial Period Development

It was not until the beginnings of the Industrial Revolution that Sowerby Bridge could be considered to be anything more than a hamlet – there is little evidence to show that between the end of the sixteenth and the later 18th century the settlement in the valley bottom had grown to any significance, and certainly the general impression would seem to be that the hill-top townships of Sowerby and Warley continued to dominate it. In the 1834 edition of Piggott's Directory of the woollen clothing district, the entry for Sowerby Bridge is prefaced by the following statement:...

“Nearly the whole of the place may be said to have arisen within the last forty years, for previous to that period there were only a few scattered houses, some of which were called Sowerby Bridge houses and the others the Old Causey or Causeway.”

It was the exploitation of water power, leading to the construction of ever larger textile mills, which led to a population shift away from the hillsides. The mills in Sowerby Bridge occupied a prime position in Upper Calderdale, and by 1758 were operating as fulling and raising mills. Families who previously operated a home-based production process could not compete with large-scale manufacturing and were forced into employment in the water-powered mills. The first fully integrated woollen mill complex in Yorkshire was established at Sowerby Bridge by the Greenup family between 1778 and 1792, on the site of the earlier fulling mill (mentioned above).

It was further rapid developments in transport and communications during the 18th and 19th centuries which really contributed to the growth of Sowerby Bridge as an industrial centre. The first stretch of turnpike in West Yorkshire, and one of the earliest in the country, led from Rochdale to Sowerby Bridge. The turnpike roads were a system of toll paying routes but their improved quality ensured a much faster means of transportation.

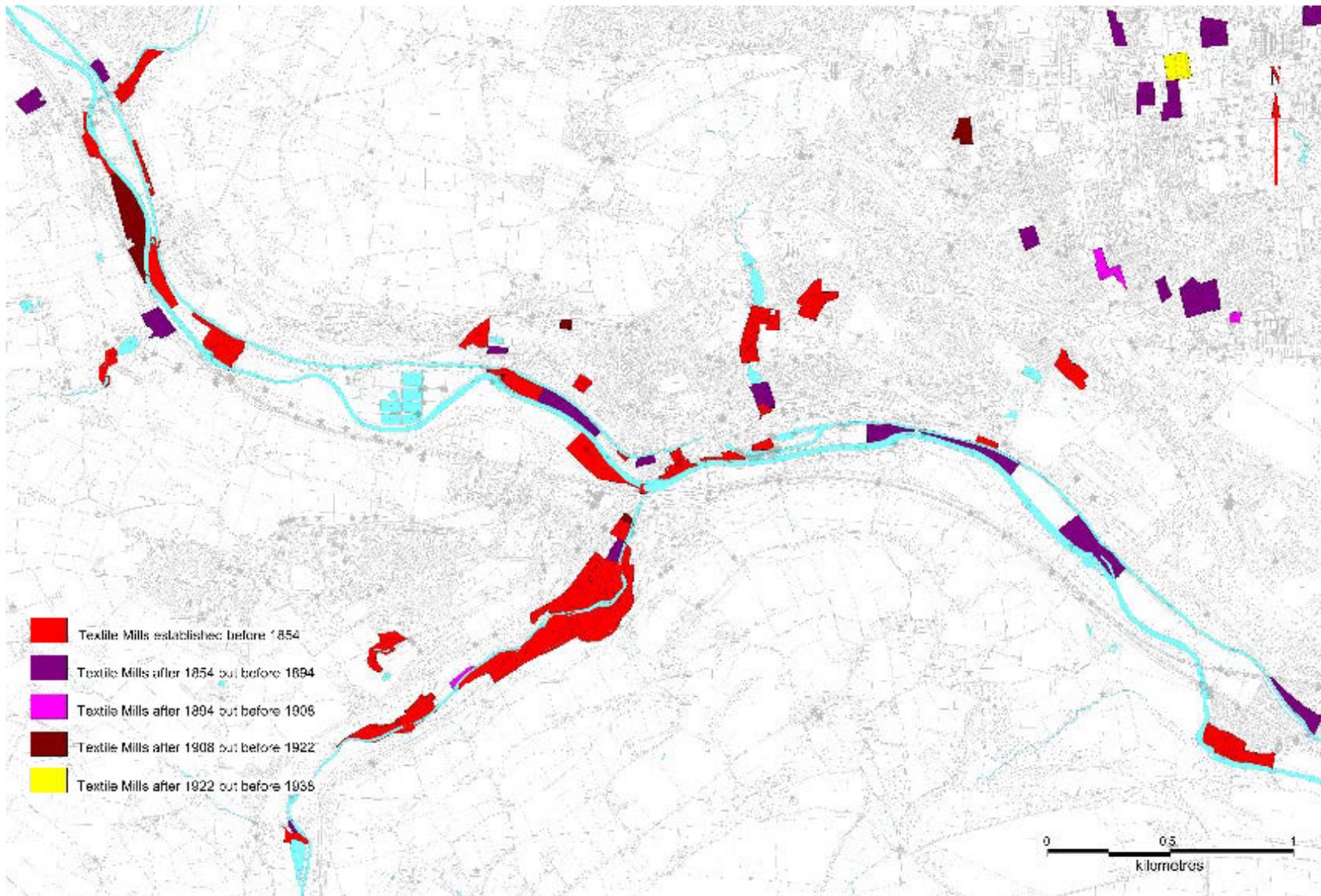


Figure 320. Calder Valley Textile Mills by period of origin. HLC thematic map, centred on Sowerby Bridge

It was the ideal position of the town as first, a canal terminus and later a railway junction which ensured its prosperity. The 18th and 19th century boom in canal building for the distribution of industrial goods in bulk was a crucial factor in the early phases of the Industrial Revolution. The Rochdale Canal, opened in 1804, was the first and most successful of the trans-Pennine routes, transporting much of the town's produce through the Pennines to Manchester. Pre-dating it by some 34 years was the Calder and Hebble Navigation, an extension of the Aire and Calder Navigation, which provided links to other parts of the West Riding and the East Coast port of Hull. The Calder and Hebble and the Rochdale Canal met at Sowerby Bridge, making the town a vital transport centre.

With the advent of the steam engine, water was replaced as the source of power for machinery. Steam engines allowed a greater number of machines to be housed under a single roof. Since the introduction of coal, the energy to power the steam engines was expensive, the new larger mills were built in the more accessible valley bottoms. As a consequence of the rapid movement of both textile production and populations into the valley bottoms, many of the earlier moor edge and tributary valley settlements were abandoned, underwent little change and have retained their past appearances.

Textile Mills of the Calder Valley

William Greenup was a merchant and manufacturer, evidently of substantial means, for his residence (D'Arcy Hey in Skircoat, Halifax) was one of the town's most eligible properties. He became tenant of Sowerby Bridge fulling mill in 1768 and, upon his death in 1783, the mill passed to his sons, William and George.



Figure 321. Greenups Mill, Sowerby Bridge. Source: Images of England. Historic England. © Brian Lomas. www.imagesofengland.org.uk/Details/Default.aspx?id=339416

Although there has been mill on the site since at least 1752 and mill buildings were built and added to throughout the second half of the eighteenth century, it appears that the mill which now occupies the site was built in 1793, the building date given by George Greenup (son of William Greenup) at an enquiry of 1834. The mill was water-powered and used for woollen-carding, spinning and filling. Fitzgerald²⁶ suggests that William Greenup must share with Benjamin Gott of Bean Ing Mill, Leeds, the credit for pioneering attempts to factoryise the entire process of cloth manufacture, although Gott's complex (built in 1792) was entirely steam-powered. For the remaining period of its existence, Sowerby Bridge Mills occupied a less prominent place in the course of development of the area. Increasingly, the town became associated with the worsted trades – from the mid-1820s a new wave of mill construction began, which continued with intermissions until the late 1880s. By 1836 the Greenups had ceased to be connected with the site. Greenup's successor was Thomas Nicholl. The mill ceased operation in early 1942. By the mid-1980s, the mill had been converted into commercial offices and, more recently, residential apartments.

²⁶ RS Fitzgerald (1988), "Reviving the heart of Sowerby Bridge Appendix A", typescript; RCHM (E) report.

On the left of Greenups Mill was Longbottom Mill, built in 1792. This was a red brick construction with mullioned windows. It was one of the first manufactories marking the transition from cottage industry to the factory system. The building was severely damaged by fire in 1984; funds could not be found for its repair and renovation, so permission was given in August 1985 for its demolition.



Figure 322. Former boiler-house of Carlton Mill, Sowerby Bridge. This was connected to the chimney on the left by flues through the building over the old packhorse route. © Copyright Humphrey Bolton and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/195216

Carlton Mill (Grade II Listed) is a more modern mill, having been built in the 1860s. It was a worsted spinning mill and was one of the first to be powered by steam. The building had been empty for a number of years. Allen Tod Architects carried out the design, repair and conservation of the structural fabric of the building. The fabric has been secured - external walls, new roof, internal floor and structure. Now converted into residential accommodation by a private developer.

Industrial buildings can be found on the south bank of the River Calder, sandwiched between the railway line and playing fields to the immediate west (HLC_PK 31432). The industrial character of this area probably started in the early to mid-19th century. A small to medium scale shed with a possible industrial function was depicted to the east c.1850. The land may have been levelled at his time with spoil from tunnel construction associated with the Manchester and Leeds Railway, opened in 1841. By the mid-19th century the area was fully developed with mills and an iron works, but predominantly textile. These included: Perseverance Mill, Prospect Mill, Union Mill and the Calderdale Iron Works. This arrangement probably persisted well into the mid to late 20th century as mills are described on OS mapping c.1948. The current character is still industrial but the sheds appear to have been replaced, largely if not wholly, with modern medium to large scale sheds of mixed industrial and commercial use. This probably occurred piecemeal after 1960. The survival of historic building fabric is questionable.

Mid to late 19th century, small-scale textile mills can be found in the area between the River Calder and the Rochdale Canal, many within the current commercial core of Sowerby Bridge.

These include the site of Hollins Mill near Sowerby Long Bridge (HLC_PK 30929 and 30932). The area was developed in c.1851 with the large scale Hollins Mill (woollen), an irregular cluster of several sheds, including a dyehouse. The mill was supplied with water by means of a weir in the adjacent area. The mill continued to develop in the 19th and into the 20th century, mainly in this area. An integrated mill was built here in 1856-58. The majority of the mill was demolished in the late 1960s, with the plot now occupied by a stone-masons' yard and a sports pavilion. A hipped-roofed two storey shed and ruinous building fabric survives from the earlier period.

Mulhill Mill (formerly Centre Mill) on Corporation Street has been largely demolished (HLC_PK 30996). Jefferys' map of 1775 depicts settlement along Town Hall Street and Wharf Street. The area was more fully developed by c.1854 with commercial buildings and industrial works. Centre Mill was a medium scale complex which occupied this area and the area to the immediate west. It was probably present in c.1854 and was depicted and named in c.1894. The footprint of the present building appears to be extant from the 19th century and is a four storey mill body. It represents less than a quarter of the original six of the complex. Development in this area probably represents the eastern expansion of the historic town core. The mills current function is unclear, probably residential conversion or offices.

Corporation Mill stands at the junction between Hollins Mills Lane and Corporation Street. It is a mid to late 19th century worsted mill (HLC_PK 30970). The mill is first shown on the O.S. 1:2500 map of 1894. Previously a sandstone quarry is marked at the site. The buildings appear to be late nineteenth century. The mill may have been built for cotton but was producing worsted by the early twentieth century when it was a worsted spinning and combing mill. Corporation Mill is a large stone-built textile mill. The main mill body is five storeys high and twenty-one bays long, and the main frontage along Corporation Street has taking in doors in the central bay with dormer for the hoist on the roof. The mill is four bays wide and has a double gabled roof. Water tower at south-west corner. Boiler house and engine house are housed separately at western end of complex in low sheds, which are of two storeys, six bay extension at eastern end, and which may have replaced earlier attached structure. In 1907 it was occupied by William Morris and was steam powered. It was still named as a worsted mill in 1919 and 1933 on the O.S. maps of those dates. This mill produced khaki worsted yarn for the Army and materials for the Navy in the First World War. It closed in October 1979 with the loss of 135 jobs. The chimney was listed at Grade II in 1988 and subsequently demolished in 2010. The multi-storey mill is extant and in fair condition.

Further along Hollins Mill Lane is a small textile mill building which has undergone recent residential conversion (HLC_PK 30963). The ground floor now contains openings for garages. Probably originated as a 19th century textile mill. Mill is stone built, of four-storeys with seven bays and has a flush external taking-in bay. Probably early to mid-19th century. A building with the same footprint appears on 19th century mapping (OS c.1854 and c.1894). The areas includes an empty plot which formerly held contemporary and possibly association structures.

As mentioned earlier, early textile mills were located along Warley Clough – Lower Willow Hall Mill and Kings Mill (later Albert Mills). An early fulling and cotton spinning mill is recorded at Lower Willow Bank Hall Mill, dating to the late 16th or early 17th century (HLC_PK 31203 and 31147). A new cotton mill was built in 1783 at Lower Willow Hall by Edmund Lodge. It was built of brick and known as the Brick factory. This may have been the first cotton-spinning mill in the district. A new stone mill was built in 1798 by the Lees family. After Edmund Lodge's death in 1799, his sons, Thomas and Henry, carried on cotton spinning until 1810 when they leased out the 2 mills. The mill was present into the mid-20th century, until being demolished in the 1970s. The plot is now a housing development (HLC_PK 31203). Although the original mill has been demolished, a four storey, 12-bay extension survives and has been converted to flats. Not much is known about the early

development of Kings Mill, although it is also depicted on the OS 1st Edition mapping. By 1905 it was known as Albert Mills, being owned by Homfray and Company Ltd. It had been demolished by 2002 and the plot is now a modern housing development.

Clough Mill (woollen) was depicted and named here in c.1851 (HLC_PK 31113). The building footprint depicted on late 19th century OS mapping appears extant on modern mapping. A joined triangular shaped range of medium-scale, two-storey, stone-built sheds with smaller detached sheds to the west is present. All have a 19th or early 20th century character.

To the east of Sowerby Bridge lies the site of the Washer Lane Dye Works (HLC_PK 3308 and 3315). Established here in the early 19th century (c.1840) by Robert Wainhouse. On his death in 1856, the business passed to his nephew John Edward Wainhouse. After the Smoke Abatement Act of 1870, legislation meant that smoke had to be taken out of the valley. Admiring the work of R. H. Watt of Knutsford, Cheshire, John Edward Wainhouse decided to build a tall chimney also. In 1871 plans were drawn up by the architect Isaac Booth for a chimney to carry the smoke from the factory by pipeline (HLC_PK 2040). In 1874 Wainhouse sold the works to his manager, Henry Mossman, who refused to pay the costs of finishing the chimney. Wainhouse decided to keep the tower for himself and convert it into 'a general astronomical and physical observatory'.



Figure 323. Wainhouse Tower ©
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www.geograph.org.uk/photo/2054701

Completed in 1875 by architect Richard Swarbrick Dugdale at a total cost of £14,000, Wainhouse Tower stands 84m high, with the top decorated in a neo-renaissance style. Wainhouse Tower is linked with the owner and his feud with neighbour Sir Harry Edwards, Industrialist, Freeman and Justice of the Peace. Arguments started from one small incident in 1873, and after Edwards misused his position as the Justice of the Peace, things went from bad to worse and Wainhouse became tangled in a war of words until his death. W.E. Dennison [1866-1926], Chairman of Halifax Courier Limited, ran an amateur radio station - known as 2KD - from Wainhouse Tower, sometime between 1912 and 1919. Around this time, it was also used as an ARP observation post. Still standing 2003. The tower is a Grade II* Listed Building.

More is known about the tower than the actual dye works itself. In November 1896, when Mossman was Chairman, the Washer Lane Dyeing & Finishing Company Limited was wound up. The dye works then passed to Ingham Brothers in the early 20th century (c.1900). Afterwards, the buildings were owned by Arthur Graham & Company Ltd, who specialised in telephone equipment for ships and heavy industries (1926). Formed in Woolwich, London, it moved here sometime after World War II. The site is now Washer Lane Industrial Estate, which was established here in the late 20th century. There is good survival of mid to late 19th century fabric, although the former mill ponds (HLC_PK 3315) have been filled in, and the plot is now occupied by detached housing.

Textile Mills of the Ryburn Valley

A number of former mills and mill sites can be traced following the course of the River Ryburn southwards towards Ripponden. Near to the confluence with the River Calder is West End Mill (HLC_PK 31534). The main mill body is a stone built, iron-framed textile mill, of four storeys with attic and five bays by fourteen bays in area. Map evidence and architectural features suggest that the building was constructed in the 1820s/30s. Roughly contemporary buildings which stood to the east and north of the principal structure have apparently been demolished and rebuilt, probably in the late 19th century. Formerly water-powered, according to the present occupant who claims to have discovered a wheel-pit immediately adjacent to the River Ryburn during landscaping in the 1960s. The buildings in

this location on the first edition OS map appears to be labelled West End Foundry, but none of the surviving structures resemble foundry buildings – they are mislabelled, or are applicable only to a small and now- demolished portion of the site. The building is extant and appears in good preservation. The mill is currently occupied by Fairbank Textiles Ltd. Parts of mill possibly subjected to domestic conversion.

Immediately southwest is Asquith Bottom Mills. As early as 1579 there is evidence of a water driven corn mill at Asquith Bottom. By the 1820s Robert Edleston was established there as a businessman mainly concerned with the dyeing and finishing of cloth. In 1848 his second son William Edleston founded the manufacturing side of the business. By 1874 they were dealing with between 20 and 30 thousand pieces a year – mainly alpacas, and had 50 vats requiring steam for drying – they were often cited as offenders by smoke nuisance.



Figure 324. William Edleston Ltd Asquith Bottom Mills and Dyeworks, 1938

By the end of the 19th century the mill had developed into a large complex with several mill houses and ancillary buildings (HLC_PK 31532). Reservoirs to the mill were present in the area to the immediate west. The business had a large home trade, being contractors to the Admiralty and War Office, with goods also shipped abroad. It became a limited company in

1939, later concentrating on supplying top European fashion houses with high-class mohair and cashmere accessories and textiles. The range is now in multiple occupancy as business/light industrial units. It is clear from this resource that a large amount of the 19th century building fabric survives, externally at least, in fair to good condition. The full extent of survival cannot be established however, neither can the extent of survival of the earliest phases of the complex. The mill was pioneering, both in its production of exotic textiles and its establishment as a large integrated mill complex, it played an important part in the 20th century textile and fashion industries and now appears in a reasonable state of preservation.

Immediately south of Asquith Bottom Mills is the site of Watson Mill (HLC_PK 3153). Watson Mill was first mentioned in a deed of 1580, operating as a water-powered corn mill. By 1800, the mill was used for spinning cotton, owned and run by William Whitworth. In 1855, the mill was purchased by John Atkinson of Kendal, and used for the manufacture of woollen goods. He was later joined by James Sutcliffe, who owned Old House Mill in Norland. The mill was still water-powered, but now wove domestic flannels, plaidings and kerseys²⁷.

The first steam engine was installed in 1876, when the firm concentrated more on blankets. During both World Wars they were under contract to supply blankets to the Government. Atkinsons merged with Wormald and Walker in 1968 and orders were transferred to Dewsbury. The mill closed down gradually between 1972 and 1975. It was demolished in 1978 after a fire - the site is now occupied by the Spring Bank Industrial Estate.

Some 400m southwest of Watson Mill is the Mill House Lane complex (HLC_PK 32588). A group of former textile mill buildings, it is well represented by English Heritage listed building designations [nine observed]. Described as a woollen mill on c.1850 mapping. Many of the buildings had become established by this time. Mid to late 19th century additions. Many buildings are extant from this time and complex seems well preserved. English heritage descriptions record mill bodies and ancillary buildings dating from the early to mid-19th century. No-longer operating as a textile mill - some buildings have been converted into engineering and fabrication use, while others are unoccupied and some lie derelict.

Immediately north of Mill House Lane Mills is the former mill complex of Brockwell Mill (HLC_PK 31522). Brock Well Mill (woollen) was depicted and named here in c.1850, but apparently disused by 1908 (Ordnance Survey 3rd Edition map of 1908). The site included a medium scale, irregular planned, mill complex with pond and tenter ground. There appears to be a good preservation of 19th century industrial features which have undergone

²⁷ Kersey is a coarse cloth woven from long wool

considered domestic conversion. There are small to medium scale sheds extant which form a complex range. There has been some demolition and replacement, particularly to the north of the area. Included is a separate building to the west of the area which may have also originated as a mill, its features are more vernacular in tradition than other buildings in the range and may represent an earlier phase. This is an interesting and well preserved example of early 19th century industrial development. The mill owner's house is present to the immediate south and is attached to the complex. The house is dated 1766 but was probably built c.1800 (Grade II Listed – see HLC_PK 31526). The majority of the former private parkland (gardens) to the house has been lost to recent housing developments (see HLC_PK 32585 and 31529).

Just over 1km further downstream is the site of Thorpe Mills (HLC_PK 32752). 'Thorpe Mill (woollen)' was depicted and named here in c.1850; dating to 1824. Medium to large scale complex which extended into the areas to the immediate east. Mill body survives in this area and is Listed (now used as a garage and scrap merchants). Dated 1824. Coursed squared stone with ashlar dressings, stone slate roof. Three storeys with attic, nine bays. Mill probably subject to recent conversion to flats.

Immediately southwest are the remains of Kebroyd Mills (HLC_PK 32796). There was an early fulling mill on the site in the 1600s. John Hawdon bought the complex in 1822 and produced high class silk yarns for lace, velvets, plushes and sewing silks. The mills were damaged by fire in 1904 and then rebuilt two years later. The mills then became the home of dyers Blackburn and Sutcliffe, until being demolished in 2008. Now derelict land, although there is partial survival of earlier sheds.

Engineering Industry in Sowerby Bridge

The production of textiles diversified beyond the manufacture of woollens and worsteds, to include cotton cloth and carpets, and allied industries such as dyeing also developed. Industry was never purely based on textiles, however, and over time, engineering, wood-working, flour milling, furniture and confectionery production have also been very important, along with the continuation of agriculture outside the urban area.

Steam power and the railways provided a further boost, the tracks often built alongside the canal routes although simultaneously contributing to the decline in canal usage. Heavy engineering prospered in the area with the firm of Pollit and Wigzell Ltd. gaining a worldwide reputation for the manufacture of steam engines. The opening of the Lancashire and Yorkshire Railway in 1841, sustained significant industrial and population growth in the area.

Furthermore, the transport innovations allowed the cheap importation of corn for the expanding populations of the valley bottoms. Around 1840 local corn milling experienced a rapid decline and many farmers abandoned properties (Porter, 1993). It is because of the transition, from a domestic to a factory system of textile production that a Pre-Victorian and Victorian Industrial landscape predominates.

The site of Pollit and Wigzell Ltd is now occupied by a row of late 1930s shops, and later infill, forming the current commercial core of Sowerby Bridge. In 1786 the company was founded by Timothy Bates, passing first to his son George Bates and then to his nephew Joseph Pollit, who ran it for a time with his brother, Edward. In 1865 Joseph Pollit was joined by Eustace Wigzell. Together, these two developed a large factory that specialised in textile engines driven by steam. In its hey-day the mill employed about 400 workers. The company built beam engines, horizontal, vertical and dual action stationary engines on the condensing expansion, compound and triple extension principles, and exported as far afield as Japan, Africa, India and New Zealand. An era ending with the coming of cheaper electric power. The firm went into liquidation in 1930, and the factory was demolished in 1937.

A number of early engineering sites can be found through the area, particularly to the south of the River Calder. South of Victoria Road is an industrial complex with mid to late 19th century origins. This area was piecemeal enclosed agricultural land in c.1850. A cast iron bridge leading to the site is dated 1864 which may indicate the origin date of construction. By c.1894 the area was developed with Park Mill and the Ryburn Foundry which consisted of several small to medium scale sheds. In addition, Globe Works is mentioned in c.1908. The current arrangement of buildings on this site probably includes much surviving building fabric from the 19th and early 20th century so that some historic character is preserved and 19th century building footprints appear extant. There has been significant modernisation and many sheds look new, including a large scale shed to the north of the site. Globe Works is named on modern mapping. The area also includes a patch of waste land to the south of the site which never looks to have been developed and a pair of terrace style semi-detached areas. A nice 19th century warehouse building fronts Victoria Road.

Industrial development occurred in the Valley Mill and Lock Hill Mills area from before c.1851 (HLC_PK 31565). The western side of the area was dominated by a large scale tenter field at this time (all the mills were across the river). By the end of the 19th century the medium to large scale Valley Iron Works dominated the western area. The Wood Brothers, an engineering and millwright company, produced engines from the works. The Markfield Beam Engine is an example for its work. The iron works expanded into the eastern area during the

early 20th century with an even larger scale works by 1948. The western area is occupied by works which include a four storey, 20 bay, double-gabled building, and the west by a large saw toothed shed. The 19th and early 20th century character appears extant and well preserved with some later additions.

Residential Areas of Sowerby Bridge

The Pre-Victorian and Victorian landscape comprises distinct types of residential property within contrasting surrounding environments. The Pre-Victorian industrial landscape is characterised by scattered farmhouses on the moor tops and small isolated mill hamlets and villages on the moor edges and high tributary valleys. Both are set within a rural context of open fields and steep sided wooded valleys. They are joined by narrow lanes and old packhorse routes which the cloth makers used to transport their cloth to be fulled or sold to merchants at markets. Hence, these landscapes represent the hand weaving communities /part-time farmers of the domestic system of textile production and the water-powered mills.

The residential properties of these pre-industrial landscapes are quite distinct. A close interaction between the natural environment of the region and the local inhabitants is evident. Farmhouses, weavers' cottages and the small water-powered mills reflect the bleak Pennine environment. Architecture is vernacular, closely influenced by the region's distinct material resources (millstone grit and stone roofing slates) and the social and economic needs of the inhabitants. Housing is the work of the individual farmer and weaver designed to cater for their own needs; further expressed in individual styles. The small mills also demonstrate vernacular building traditions and used local stone.

One of the earliest dwellings in Sowerby Bridge are Numbers 43 to 45 Hollins Lane (The Hollins). It is a Grade II Listed building. Formerly a late medieval house of several builds encased in stone in the 17th century (possibly 1688), subdivided and re-encased in stone in the 19th century. Now three dwellings. The house is partially timber framed.

Early vernacular dwellings, including farms and weavers' cottages, can be found throughout Sowerby Bridge. To the south of the River Calder, isolated plots of vernacular dwellings can be found on Sowerby Street and West Street, and also on Scar Head Road, following course of the River Ryburn. Many show signs of alteration and adaption, with some having been converted into commercial use. There are also a number of former isolated farmhouses that have become surrounded by later residential development.

Lower Bentley Royd and Upper Bentley Royd (HLC_PK 31461) were both depicted and named on c.1850 mapping. Late 19th century mapping more clearly depicts two possible farms, agricultural sheds, yards and a row of cottages representing historic farms and a fold. The 19th century building footprints are largely extant with the loss of buildings to the east of Lower Bentley Royd (now under modern housing). The barn at Lower Bentley Royd is large and may date to the late 18th century (WYAAS). A barn can also be identified at Upper Bentley Royd together with cottages of a similar late 18th century date. An earlier inception date is possible but not provable on available evidence. The area includes a paddock. The barns appear to have been subject to residential conversion.

To the north of Sowerby Bridge lies the small settlement of Friendly (HLC_PK 30862). This area was developed by c.1854. Mapping at this time depicts a cluster of cottages around the junctions of Burnley Road, Water Hill Lane and Timmey Lane. These are predominantly cottages, either rows or back-to-back, and small scale houses with a late 18th to early 19th century character. Some may have a domestic workshop function. At least one house in the group displays feature characteristic of late 17th to early 18th century but this is presented in an altered state. This is positioned within a cluster of cottages at the junction of Water Hill Lane and may represent the early core of the historic settlement. The building footprints depicted on late 19th century mapping are largely extant with losses on Burnley Road and a new build at Water Hill. A house in the group has been converted into a pub (date unknown). Also of interest is the small hall at the junction of Water Hill Lane. The hall is at first floor level and has under-dwellings below, either purpose built or through conversion. Immediately north of the settlement is Hoyle House Farm - the farmhouse and associated barn have English Heritage Grade II Listed building designations: Farmhouse, now four dwellings. Early 17th century for John Ramsden, subdivided 19th century, part rebuilt 1885; Barn late 18th to early 19th century.

Immediately east of Friendly, Black Wall Farm on Burnley Road (HLC_PK 30867) is a former farmhouse, now four dwellings, originating in the early 17th century. It was sub-divided and altered in the late 18th to early 19th century. The house is stone built and has a hall and cross wing plan. Also in the group is a barn of late 18th date which is now in use as kennels. Both the barn and farm have English Heritage Grade II Listings status.

Haugh End House and Farm (HLC_PK 31507) on Haugh End Lane dates to the 18th century and have English Heritage listed building status (II and II*). This has been converted into a house. Haugh End House was built in the mid-18th century by the architect John Carr.

It is a high-status house built in a formal Neo-Classical style. The house is in substantial grounds with several ancillary buildings. 19th century garden features have been lost. Old Haugh End Cottage (formerly listed separately) is a former farmhouse, now two dwellings. Constructed in the early 17th century, yet possibly incorporating earlier material.

Numbers 2, 3 and 4 Brock Well Gate (HLC_PK 31621) is an early to mid-19th century terraced row, constructed in coursed squared stone. They are three storeys high with mullioned windows.

Sowerby Street is part of the old pack-horse road to Lancashire. Documents of 1535 and 1552 refer to its old name of "Pyghilstrete". The Royal Oak Inn is mentioned in the Accounts of Sowerby Constable for 1799 (HLC_PK 31485). The house below this was a Friends Meeting House. The building was erected by a Quaker named Joshua Smith; though greatly altered, the present structure still retains the old doorway, the initials of the builder "I.S.S" and the years 1679. Number 50 Sowerby Street is a former wool store, now house, dating to the late 18th century.

A cluster of vernacular cottages are depicted on the OS 1st Edition map (1851), developed by the mid- 19th century as settlements at Stark Bridge and Scar Bottom (HLC_PK 31618). Later 19th century mapping depicts a cluster of cottages clustered around the eastern side of Stark Bridge and terraces and higher status houses running up Scar Head Road. This character, which is largely Georgian and vernacular, is extant, with the loss of cottages on Scar Head Road.

Moving into Sowerby Bridge itself, there are a number of former vernacular cottages which have been converted into commercial use and now form part of the commercial core of the town. Wharf Street, now a commercial high street, has a 19th century character. Numbers 42 to 46 Wharf Street – Grade II Listed Row of 3 shops, probably originally back-to-back dwellings (HLC_PK 31016). Early 19th century, with 20th century alterations. Coursed squared stone with ashlar dressings. Stone slate roof with 3 stone stacks. This row is typical of other shops in the group. They are of a small scale with the vernacular styling of the late 18th to early 19th century and some may have originated as houses. The buildings on the southern side of the street are largely two storey, those to the north are three. There are late 19th and early 20th century additions, either pub or cooperative society style shop. There has been little modification with the exception of new shop fronts. Jefferys' map of 1775 depicts extending along this part of Wharf Street. The shops in this area may represent what the character of the commercial core was like in the centre of Sowerby Bridge further to the west before late 19th century redevelopment. To the rear of the buildings, some of the

properties have long multi-light mullioned windows indicative of a domestic workshop function. This would fit with the idea of Sowerby Bridge being a centre of the textile industry



in the late 18th and early 19th century. Included in this group is the Jolly Sailor public house – Grade II Listed Pair of houses, now one. Late 18th to early 19th century, access altered mid-19th century (HLC_PK 31019).

Figure 325. Shops on Wharf Street, Sowerby Bridge. These shops are in old buildings, probably early 19th century. There is a large difference in the height of a storey between these buildings and the later building to the left. © Copyright Humphrey Bolton and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/1191338

Beech House on Beech Road has English Heritage Grade II Listed status (HLC_PK 31188). It is an early to mid-18th century house, converted in the mid-19th century. It is built of stone and is five bays long. The houses displays a mix of early 18th and 19th century architectural features. Now two houses.

A line of cottages following Gratix Lane (HLC_PK 31124) may date to the late 18th to early 19th century, including dwellings once associated with Clough Mill (see above).

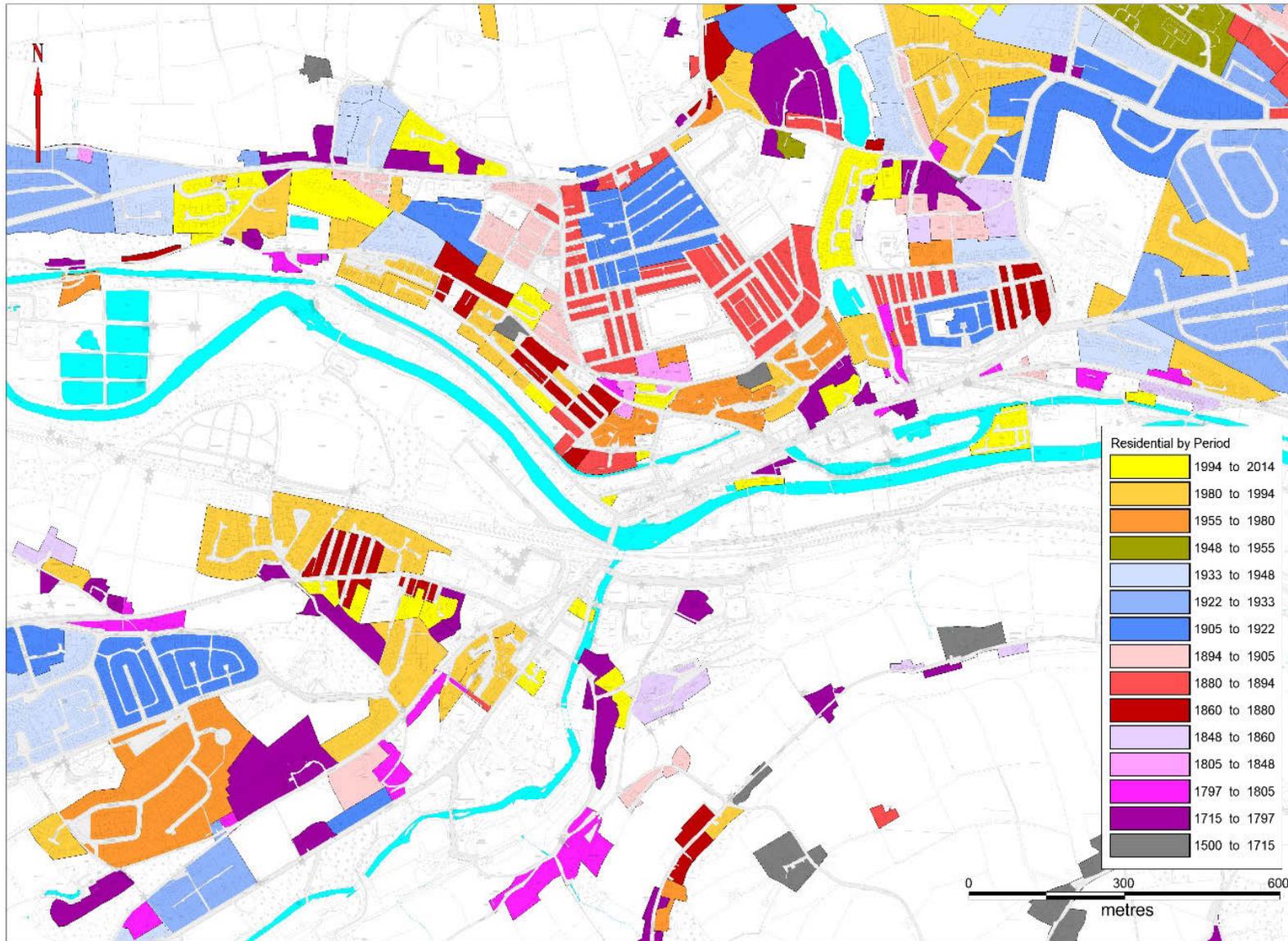


Figure 326.
Sowerby Bridge
residential
types. HLC
thematic map by
period of origin

The Industrial Victorian landscape of the valley bottoms differs sharply from the Pre-Industrial Victorian landscape in terms of the residential property, mill architecture and the surrounding environment. In contrast to the small and isolated pre-Victorian Industrial landscapes, the Victorian Industrial landscape is composed of small mill towns in close proximity to each other along the valley bottoms. Likewise, there are sharp divergences between the house plan, appearance and architectural detail of the residential properties and mills of the two landscapes. Designed by architects employed by mill owners the industrial housing neglected the vernacular and individual attributes of the pre-Victorian dwellings (i.e. mullion windows were not incorporated). Uniformity replaced diversity and the close relationship between nature and individual was lost. Due to transport innovations the architects were not constrained in their usage of millstone grit material from local quarries. Different types of cheaper building material could easily be transported from external sources (e.g. roofing slates replaced stone slates). The manifestation of this change are rows of terraced back-to-back housing, with no through ventilation and initially with shared water closets (Porter, 1993).

There are seven instances of back-to-back housing survival in Sowerby Bridge, all of which are located north of the River Calder. Some former back-to-backs in the town centre have been converted into commercial use, such as the Grade II Listed row on Wharf Street. The majority of terraced housing is also found north of the Calder, in two distinct blocks: the larger block between Beech Road and Wood Nook Road (HLC_PK 29799), and a smaller block between Gratix Lane and Upper Bolton Brow (HLC_PK 31122 and 31118). Construction ranges between 1860 and 1894, with later 19th to early 20th century additions to the west of Beech Road. There has also been early 20th century terraced infill development centred on Milton Avenue/Plane Tree Road (HLC_PK 29798) and at Nelson Place/Mayfield Gardens (HLC_PK 31121).

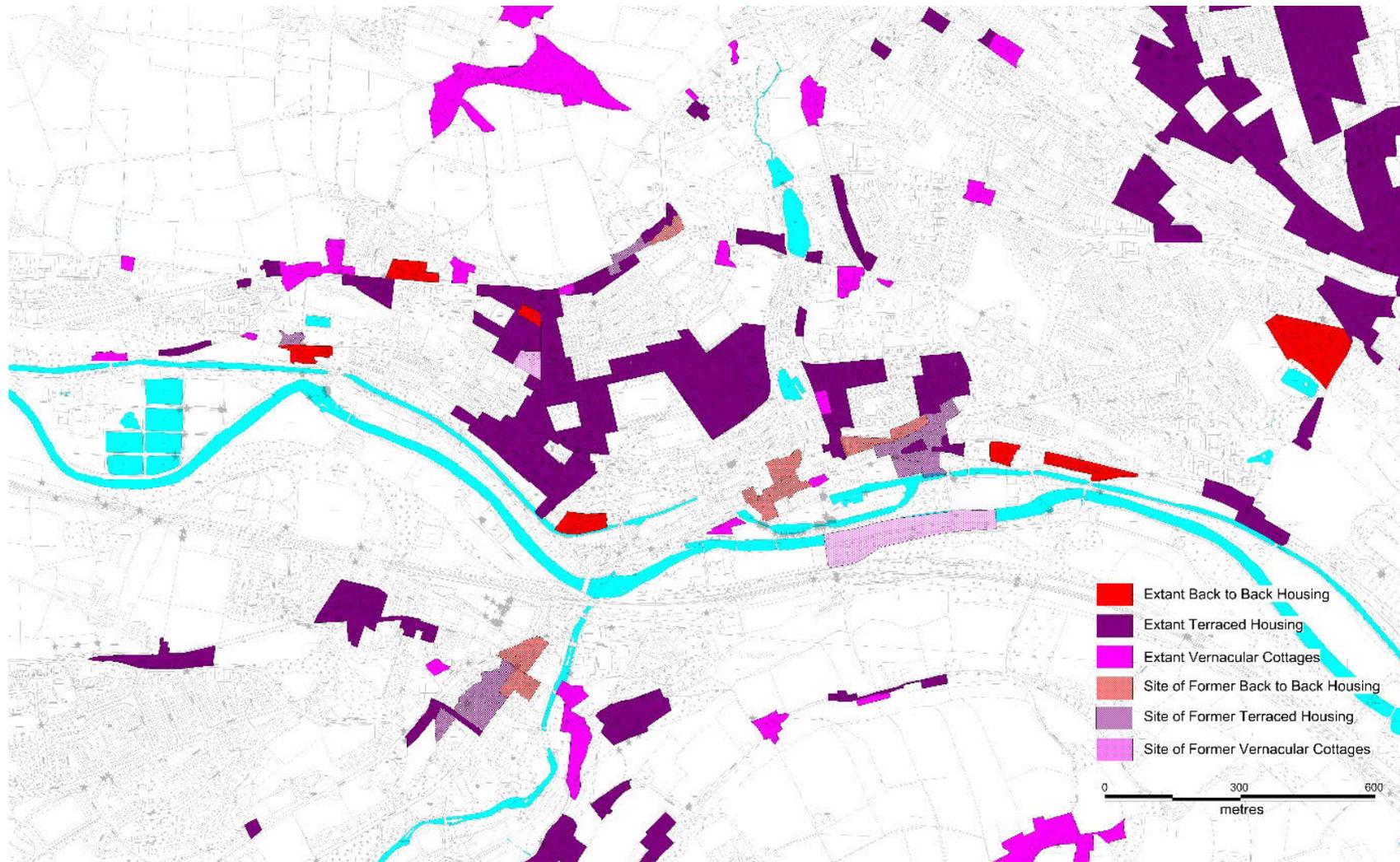


Figure 327. Sowerby Bridge Back-to-back and Terraced Housing Survival. HLC thematic map

To meet the needs of an expanding urban population a new church was built in 1819. A local renewal of religious Non-Conformity in the early 19th century also led to a number of impressive chapels being built, such as Bolton Brow Methodist Church. After 1820 numerous public buildings were constructed in Sowerby Bridge, testifying to its growing prosperity. Various large churches, an ornate Tudor-Gothic railway station (1840) and a mechanics institute (1838) were built. The institute staged an exhibition of arts and sciences in 1839 which attracted 29,000 visitors. "Whites Directory" of 1853 described Sowerby Bridge as a large and well-built village with about 5,000 inhabitants and "extensive cotton, worsted and corn-mills, commodious wharfs, several chemical works, iron foundries" and a gas works established in 1835.

Wharf Street and Town Hall Street form the town's main commercial and shopping area, while off the main street there still exists a number of courtyards and squares, such as at Grange House and St. Ann's. Between the canal and the river is the complex of mills which gave Sowerby Bridge its industrial footing. All are built of materials consistent with the region's character, natural local stone with slate roofs. There have been major improvement and refurbishment schemes in the area including the Riverside Project and the Rochdale Canal restoration – the canal, once closed and partly filled in, has now been re-opened as a



leisure waterway.

Figure 328. Sowerby Bridge and Town Hall Street. The Old Town Hall is a branch of Lloyds Bank. © Copyright Mark Anderson and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/34074

A small block of civic buildings can be found on Hollins Mill Lane. The fire station opened on 31st December 1904, making it the second oldest in England. The station closed in 1991 and was superseded by Halifax Fire Station. The building is currently disused. Next to the fire station are the Council Rooms of the former Sowerby Bridge Urban District Council, opened in 1878 (currently offices). Sowerby Bridge Baths (HLC_PK 30966) were designed by J.H. Smethurst and opened in 1878 with slipper baths and two pools. The baths were rebuilt in 1922. In 2010 new baths were built on Station Road, on the site of the former market - the old baths appear disused and boarded up. Completing this quartet of public buildings is the library (HLC_PK 30985). Sowerby Bridge public library (built 1905) is the only example of a 'Carnegie' library in the Calderdale area. The Town Hall (HLC_PK 30979), perhaps rather surprisingly, has never belonged to the town. At different times it was occupied by the Mechanics' Institute, the Local Authority, the Liberal party and an early cinema. It now belongs to Lloyds Bank. It is Grade II Listed. When originally built (1857) it had a symmetrical plan with a balancing wing returning along Hollins Mill Lane (now demolished). The clock was paid for by public subscription.

20th Century and Beyond

After the rapid growth from hamlet to thriving working class community Sowerby Bridge continued to prosper throughout much of the 20th century. Interwar housing estates developed on the fringes of the town centre, particularly to the east (along Burnley Road – HLC_PK 29797), the southwest (the Beechwood Estate – HLC_PK 29796 to 29598) and to the east around Pye Nest (HLC_PK 1922). Housing estate, semi-detached and detached housing developments to the east have gradually infilled the area between eastern Sowerby Bridge and western Halifax, so that the boundary between the settlements is now somewhat blurred.

The twin blocks of Ladstone and Houghton Towers (HLC_PK 30898) were built in the late 1960s. Tower blocks were built because there was a shortage of land and it was felt desirable to retain the population in the inner town area, close to shops and amenities. There are 84 flats in each block.

Residential or industrial development has not occurred to the southeast of Sowerby Bridge (around Sowerby Croft). The rural and vernacular nature of the area has been preserved,

including a number Listed vernacular cottages and farmhouses dating to the late 17th to early 19th century.

The foundries manufactured munitions and maritime engines through both world wars and textile making remained a staple industry. Although the canals continued to decline, (the last commercial trip from Manchester to Sowerby Bridge was in 1937 and the Rochdale Canal effectively closed in 1952) the town remained a flourishing local centre until the 1950s and 60s.

Foreign competition, particularly in the field of cloth manufacture, led to a serious decline in the town's economy which continued into the 1970s and 80s. Most of the mills are now closed, many have found a new lease of life as engineering premises and more recently those in the town centre have been converted into living accommodation.