

Kirklees Historic Landscape Characterisation Project Final Report

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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.

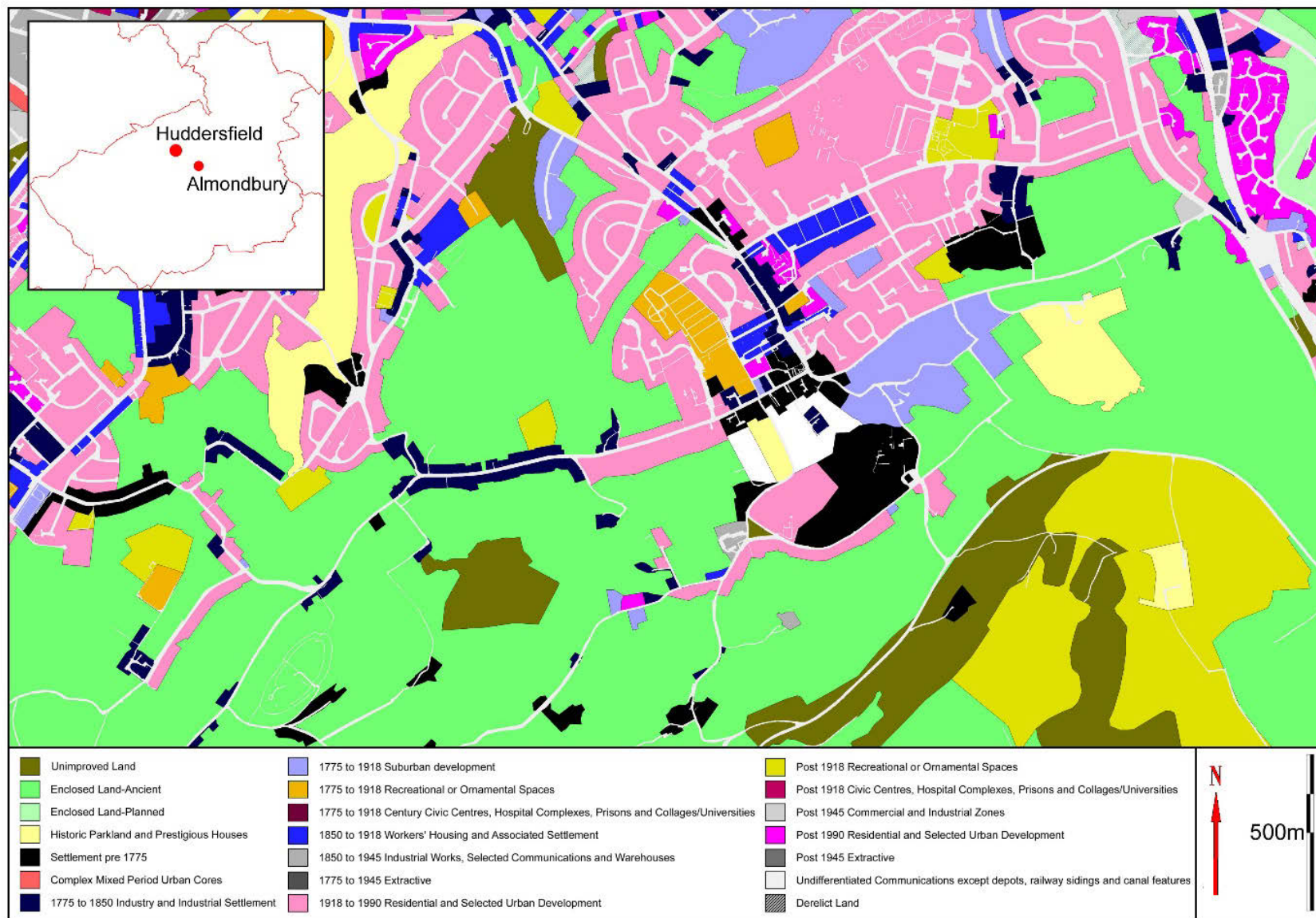
A list of the settlements description chosen for this district and their inclusion in the Complex Core Analysis section or Settlement Gazetteer section is presented below.

Settlement	Report Type	Section	Page
Almondbury	Settlement gazetteer description	4.2.1	434
Batley	Complex core analysis	4.3.1	826
Birstall	Settlement gazetteer description	4.2.2	446
Clayton West	Settlement gazetteer description	4.2.3	456
Cleckheaton	Settlement gazetteer description	4.2.4	468
Denby Dale	Settlement gazetteer description	4.2.5	487
Dewsbury	Complex core analysis	4.3.2	859
Emley	Settlement gazetteer description	4.2.6	497
Farnley Tyas	Settlement gazetteer description	4.2.7	507
Flockton	Settlement gazetteer description	4.2.8	514
Golcar	Settlement gazetteer description	4.2.9	524
Gomersal	Settlement gazetteer description	4.2.10	534
Hanging Heaton	Settlement gazetteer description	4.2.11	544
Heckmondwike	Settlement gazetteer description	4.2.12	554
Hepworth	Settlement gazetteer description	4.2.13	568
Holmfirth	Settlement gazetteer description	4.2.14	577
Honley	Settlement gazetteer description	4.2.15	591
Huddersfield	Complex core analysis	4.3.3	911
Kirkburton and High Burton	Settlement gazetteer description	4.2.16	603
Kirkheaton	Settlement gazetteer description	4.2.17	612
Lindley	Settlement gazetteer description	4.2.18	623
Linthwaite	Settlement gazetteer description	4.2.19	632
Liversedge	Settlement gazetteer description	4.2.20	643
Lockwood	Settlement gazetteer description	4.2.21	656
Marsden	Settlement gazetteer description	4.2.22	667
Meltham	Settlement gazetteer description	4.2.23	679
Milnsbridge and Paddock	Settlement gazetteer description	4.2.24	692
Mirfield (Towngate)	Settlement gazetteer description	4.2.25	709
Ravensthorpe	Settlement gazetteer description	4.2.26	730
Scholes	Settlement gazetteer description	4.2.27	740
Scisset	Settlement gazetteer description	4.2.28	751
Shelley	Settlement gazetteer description	4.2.29	760
Shepley	Settlement gazetteer description	4.2.30	770
Skelmanthorpe	Settlement gazetteer description	4.2.31	779
Slaithwaite	Settlement gazetteer description	4.2.32	790
Thornhill (east Kirklees)	Settlement gazetteer description	4.2.33	803
Thurstonland and Fulstone	Settlement gazetteer description	4.2.34	814

Table 108. List of Settlement Gazetteer and Complex Core Analysis reports

4.2.1 Almondbury

Figure 167.
Zone study
area map of
the
Almondbury
locality



Overview

Almondbury was an important town in medieval times. It is now a suburb of Huddersfield connected by continuous 20th century residential development. The settlement is located around 2.6km south-east of the Huddersfield Town core in the Township of Almondbury (150m AOD. OS ref 416878, 415032). Almondbury is situated on the more gentle upper north-facing slopes of a spur of land to the north of Farnley Moor 4km away. The spur is formed by two main river systems, the Holme which becomes the Colne at Lockwood to the west and Fenay Beck to the east. The confluence is at Dalton 4km to the north of Almondbury. The hill on which Almondbury sits is cut by many becks giving cloughs to the west and two small dales on the eastern side (Lumb Dike & Range Dike). These cloughs and dales have created a meandering and undulating ridge between Almondbury and Farnley Moor. Almondbury sits above a solid geology of the Pennine Lower Coal Measure Group of rocks giving way to the Millstone Grit Group to the west.

Historic core

Almondbury was one of the more important towns in the Kirklees district in the medieval period. "Almaneberie" is recorded in the Domesday Survey of 1085 and several other times in the later medieval period (Smith, A.H. 1961. Part II. p. 256). The parish church of All Hallow's has a chancel dating from the 13th century (HLC_PK 6483). A charter was obtained in 1294 for a market. This made Almondbury a town of at least local, if not regional importance (HLC_PK 7845). Almondbury Free Grammar School was founded in 1547, 350m to the south east of the village (HLC_PK 7218). Almondbury even has a castle located at the southeast end of the Iron Age hillfort. Castle Hill is sited in an elevated position 1.8km to the south west of Almondbury (HLC_PK 6981). After the Norman Conquest, Almondbury became part of the Honour of Pontefract held by the De Laci family. The castle was built around this time to keep order in this isolated part of the territory. The castle is mentioned in a charter of King Stephen to Henry de Laci in 1142 to 1154. The castle became a hunting lodge in the 13th century and the outer bailey was turned over as agricultural land. The relationship between the castle and Almondbury is difficult to assess within the confines of the HLC project. What is readily known is that in the early 14th century an attempt to found a town on the hill was made. Streets were laid out in the middle Bailey. The town was probably abandoned by the 1340s.

OS mapping of the mid-19th century depicts the historic core of Almondbury as having an "L" shaped plan along two streets: Northgate running north south and Westgate projecting to the west towards Castle Hill. A short street, St Helen's Gate projects south-east of North Gate. Both streets exhibited the arrangement of medieval croft and tofts (long narrow plots running

perpendicular to the main streets). The surrounding fields also had enclosed strips typical of the open field systems associated with medieval towns and villages.

Almondbury has many listed buildings reflecting development from the medieval period. Those on Westgate include: Wormalds Hall which is a 16th century half-timbered hall, a stone house of probably 17th century origins, an early 18th century house, many weavers' cottages of 18th and early 19th century date, a late 18th to early 19th century farm and barn, a late 18th to early 19th century public house and a shop of 1876. The older buildings were generally to the eastern end of the street (HLC_PK 7845, 7821 & 7820). Settlement largely of vernacular cottages of 18th and early 19th century date [non-listed] also extended westwards as ribbon development along Westgate (HLC_PK 7852).

Listed buildings on Northgate and St Helen's Gate comprise: All Hallows' Church with 13th century chancel, several 18th and early 19th century vernacular cottages, 18th to early 19th century loom shops, 18th and 19th century houses and town houses, a large villa of early to mid-19th century date and a row of mid-19th century shops. Further along Northgate occurring as lower density ribbon development, are two 17th and early 18th century houses, two 18th to early 19th century barns, 18th to 19th century cottages and a large early 19th century loom shop (HLC_PK 6483, 7844, 7841& partly falling into HLC_PK 7829).

The listed buildings indicate an early core around the junction of Northgate and Westgate, an agricultural element to the village, redevelopment with weavers' cottages in the early Industrial Period and a villa suburb development along Northgate.



Figure 168.
42-46
Townend.
Almondbury.
2009. 17th
century house



Figure 169. Wormalls Hall. Almondbury. 2009

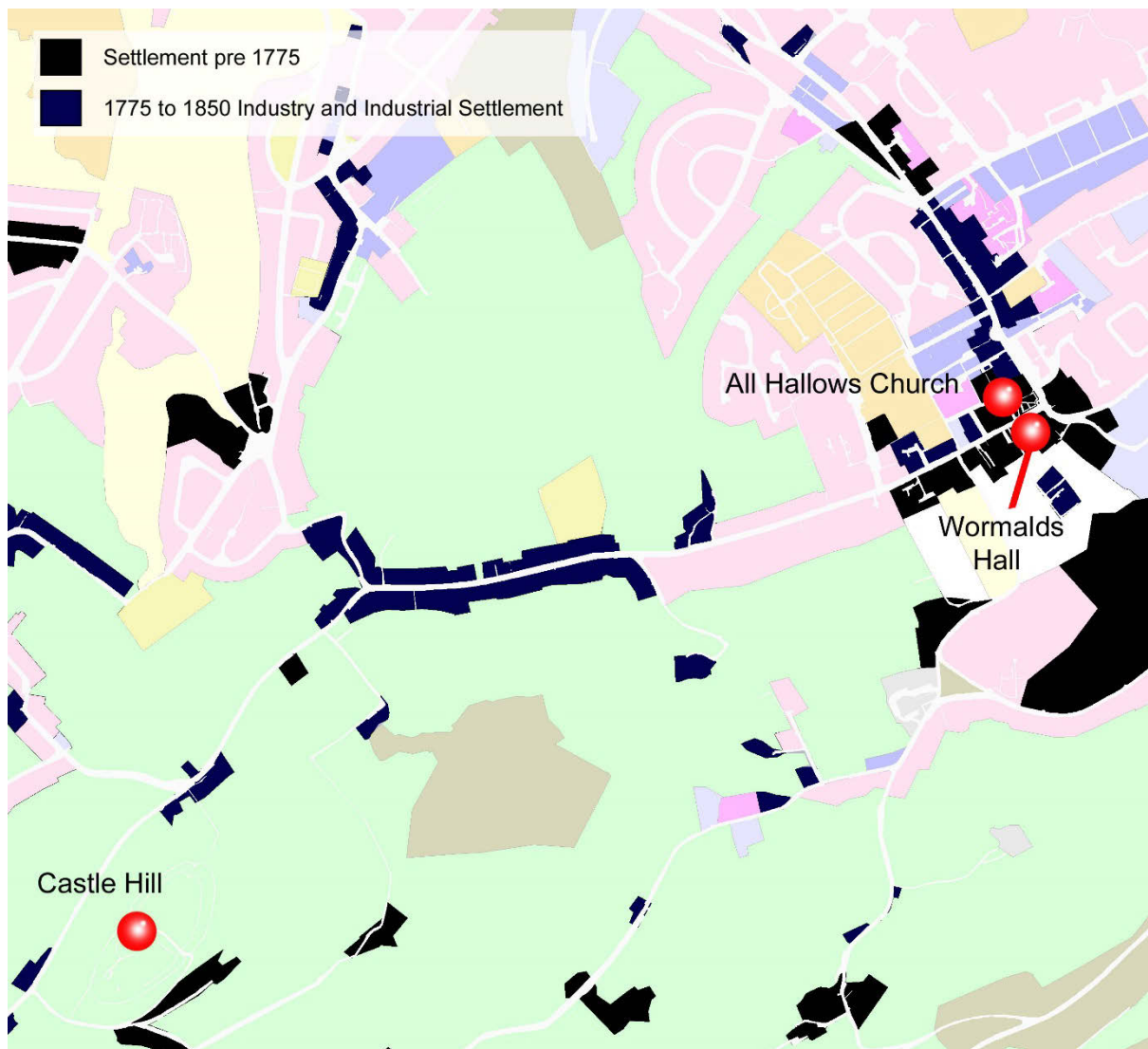


Figure 170. Zone map of the Almondbury's historic settlement (not to scale)

Industrial Period development

Industry was present in Almondbury though not specifically depicted on mid-19th century mapping; a large number of weavers' cottages and loom shops are documented within the village core and in folds in the surrounding rural area. There was a significant domestic textile industry in the Almondbury area. Almondbury village had a single large powered mill by c.1854. Water Croft Mill was named to the east of Northgate at this time (HLC_PK 7792). Other mills were situated in the rural hinterland. Graybottom Dye Works was half a kilometre north-west of Almondbury (HLC_PK 6494). Birks Mill (woollen) was present 700m to the east. This was geographically detached from the village, being situated in the bottom of Rushfield Dike (HLC_PK 7324). There may have been a small mill at the southern end of St Helen's Gate, though only tenters were described in this location in c.1854. A St Helen's Mill ("Fancy Woollen") was named here in c.1894 (HLC_PK 7827). By the high Industrial Period, the location of major industry had shifted to the valley bottoms with a better supply of water

and better access to communication routes. With the exception of a few short terraced rows, a row of almshouses, perhaps one or two small institutes, such as chapels and schools and the addition of a few shops, Almondbury core remained largely static from this point. Fairfield Road is a small grid-iron development established to the east of Northgate at the beginning of the 20th century (c.1908. HLC_PK 6481). The rural area surrounding Almondbury also gained a few villas, the area to the south becoming a suburb of larger villa-hall status houses (e.g. HLC_PK 7826, 7215 & 7796). Almondbury Cemetery was founded to the west of the church between 1894 and 1908 (HLC_PK 6472).

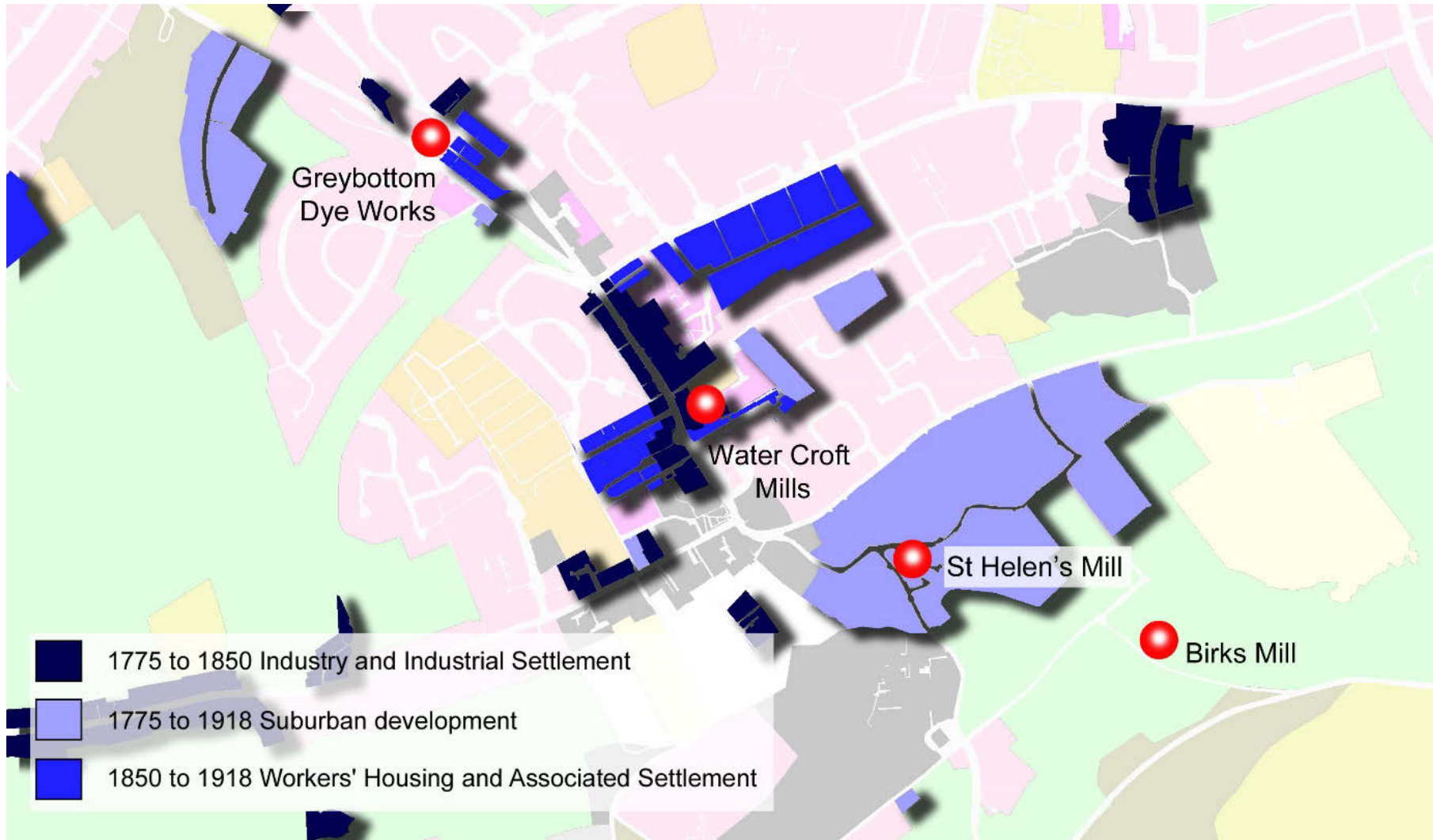


Figure 171. Zone map of the Almondbury's later Industrial Period development (not to scale)

20th century and beyond

Almondbury now forms a suburb south of Huddersfield connected by continuous development. The area contains a number of notable large scale housing estates and associated features. A few housing developments occurred during the early 20th century. Benomley Road is a medium scale 1930s development of semi-detached houses built in a geometric arrangement to the north-west of Almondbury (HLC_PK 6494). A ribbon development of suburban houses was built along Westgate in the 1920s (HLC_PK 7812). A detached large scale social housing development was constructed around the folds of Longley and Lower Houses in the Interwar period to the 1.3km to the north-west of Almondbury (HLC_PK 7038, 6510 & 6512). Elsewhere early 20th century development was piecemeal and small scale with a few rows and individual houses, a few higher status detached houses were built in the rural hinterland. For example, Sharp Lane was a suburban development of detached houses constructed to the south of Almondbury (HLC_PK 7226).

A large zone of post-war housing was constructed to the east of Northgate. Fernside Park was a post-war estate of social housing (HLC_PK 6486). The area also included Almondbury High School and Almondbury Junior School, both built around the 1960s (HLC_PK 6479 & 6484). One or two smaller mid to late 20th century estates were also built around Almondbury. On the western side of the village a number of small institutes were constructed. The largest was the Almondbury Infant and Nursery School built in the 1980s (HLC_PK 6473). This area also includes a small surgery, a Scout HQ, library, bowling green and playing fields. Post 1990 development is small scale and infrequent. The largest close to the village is Southfield Court, an old peoples' home built after 1995 (HLC_PK 7831).

Almondbury is now urban and residential to the north and east. Land quickly gives way to pasture to the south and west.

Northgate retains a mixture of early and later Industrial Period development with vernacular cottages, terraced houses, villas and a few contemporary shops. 20th century development is largely small scale and piecemeal. There are a few shops from the c.1920s and 30s. The only larger intrusion along Northgate is a parade of shops and a bus turning circle near the junction of Watercroft. Water Croft Mill appears extant though inactive. Westgate contains the most visible evidence of pre-Industrial Period development with Wormalds Hall and a 17th century house at the eastern end. Vernacular cottages and terraced houses line the Westgate. 20th century development includes an early 20th century pub and the Almondbury Methodist Church which appears to be c.1960s (HLC_PK 7245). The Industrial Period character gives way to piecemeal 20th century ribbon development at the junction of Longcroft.

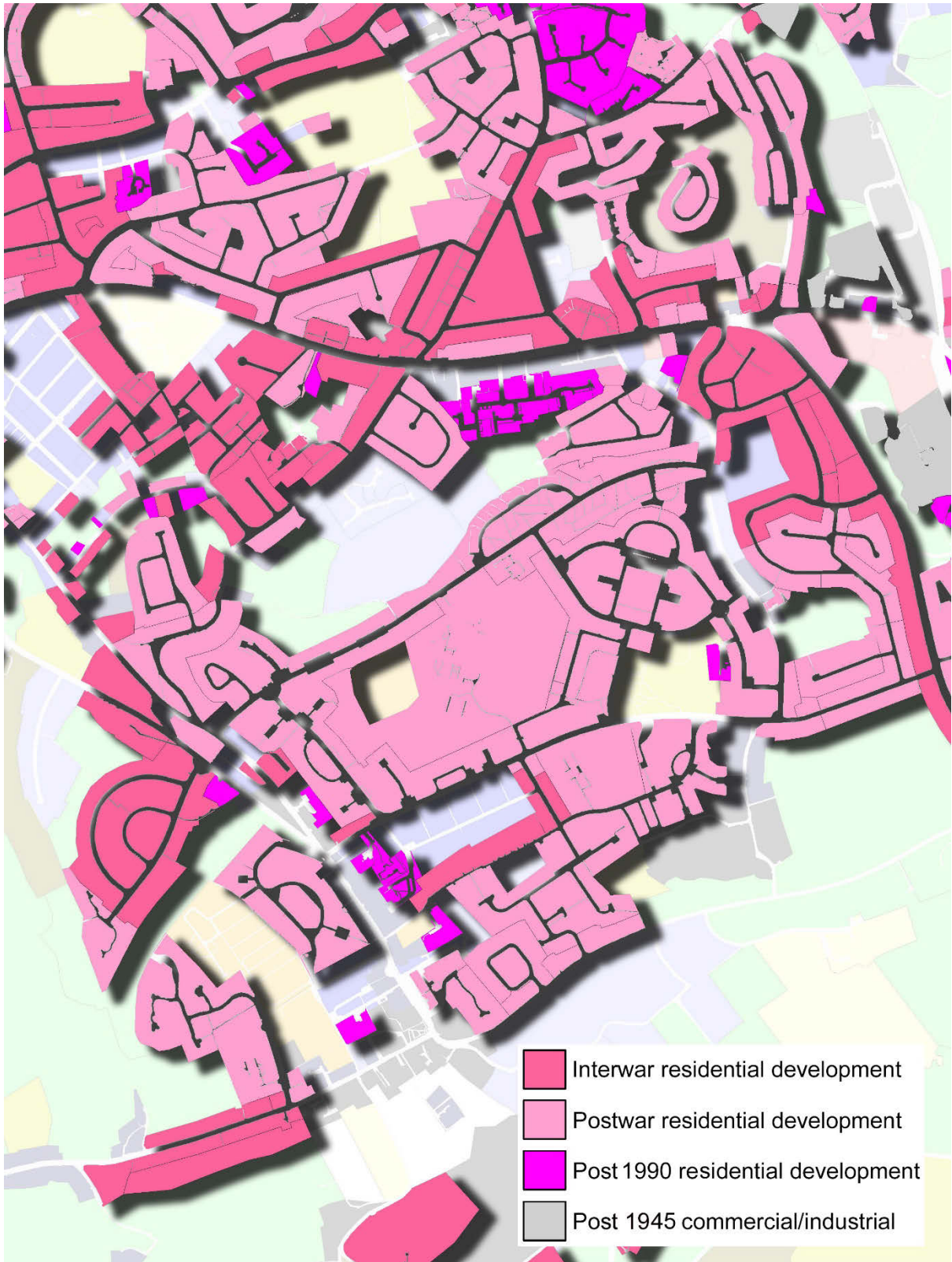


Figure 172. Zone map of Almondbury's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

Almondbury was surrounded on all sides with what appeared to be enclosed medieval strip fields on mid-19th century mapping. Westgate and Northgate may also have had croft plots. Land to the south of Almondbury was named Almondbury Common in the 19th century which was the likely location of the medieval village common. Beyond this was an ancient settlement landscape of piecemeal enclosure and wooded cloughs. The land rises towards Castle Hill to the south, though enclosure here was also likely to be early. Although there has been piecemeal removal of internal field boundaries, the fields systems depicted on mid-19th century mapping appear largely intact.

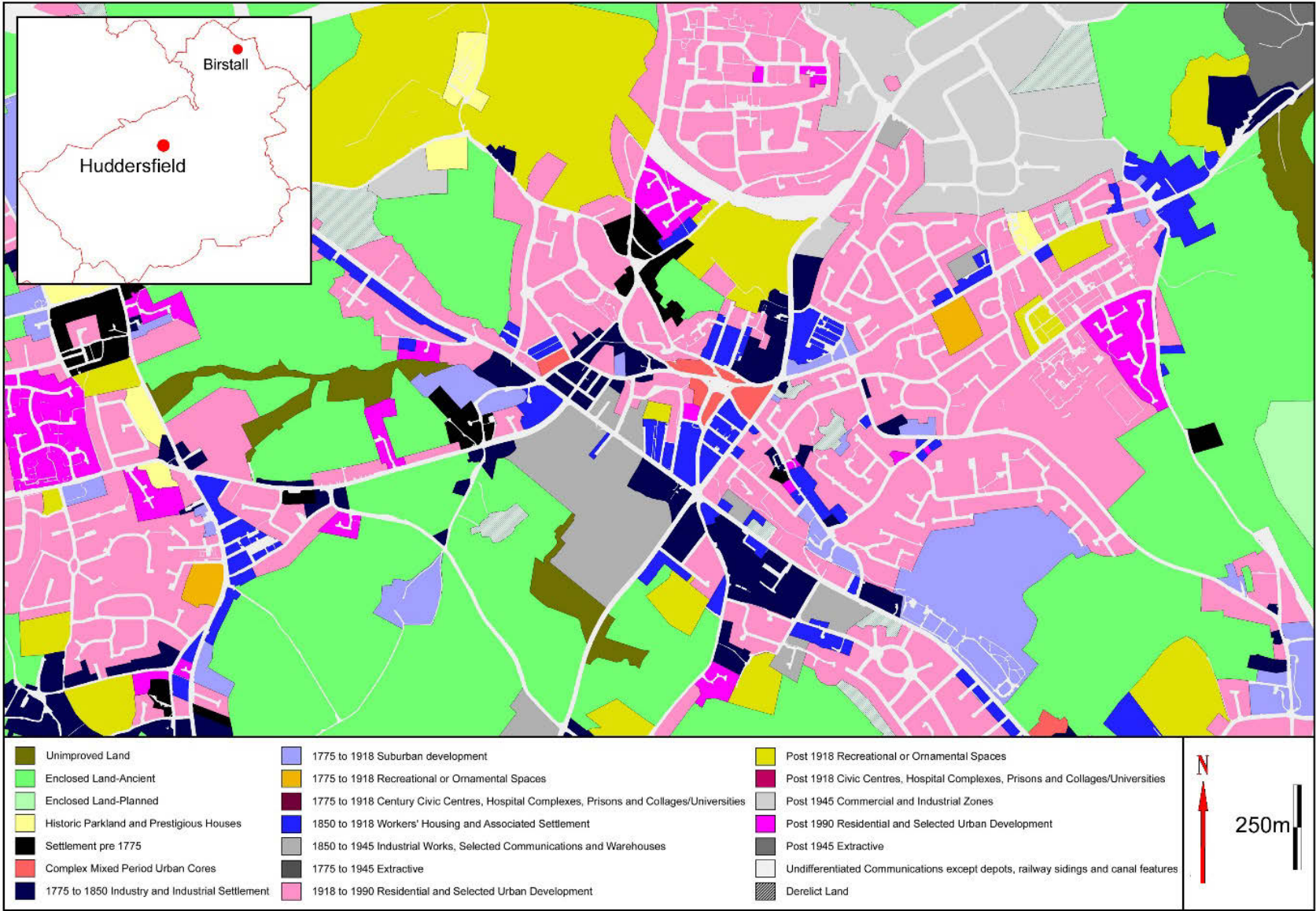
There are a number of significant folds around Almondbury. Most, if not all contain weavers' cottages and many have ancient settlement at their core. Longley is 1.3km to the west (HLC_PK 7848). Longley Old Hall was built in the seventeenth century, but is thought to be either a replacement or rebuilding of a medieval house. The majority of other buildings in this area date from the eighteenth or nineteenth century. The listed buildings in Lower Houses around the same distance to the north west of Almondbury describe only 18th and early 19th century vernacular cottages. Again, domestic workshops are evident (HLC_PK 11009). Hall Bower 1.7km to the south-west of Almondbury contains many listed weavers' cottages and a row of 19th century terraced houses. The eastern side of Almondbury also contains folds and many individual farms. There are also many weavers' cottages in this area. The area also includes a several high villa houses and grange-farms such as Fenny Grange of 18th or early 19th century date (part of HLC_PK 7826). One of the larger and most historically important houses in this area is Fenny Hall, a part timbered hall of early 17th century origins (HLC-PK 7271). Thorp Fold 800m west of Almondbury contains a 16th century cruck-built barn as well as cottages and a hall with estate buildings of the 18th and early 19th century (HLC_PK 7788). The area further west, in the fields to the south of Castle Hill contains dispersed farms. Many are listed to the 18th or early 19th century though one or two have 17th century origins, including Fletcher House built sometime after 1634 as a timber framed houses (HLC_PK 37024). Clay Hall adjacent to Fletcher House is a 19th century laithe-house farm.



Figure 173. View of Castle Hill from Long Tongue Scrogg, Lane Houses. 2014

4.2.2 Birstall

Figure 174.
 Zone study
 area map
 of the
 Birstall
 locality



Overview

Birstall originated as a large village with medieval origin which expanded as an industrial town. It is now a suburb of Batley and Dewsbury connected through continuous development. Birstall is situated on southward facing slopes 2km south of Adwalton Moor. The land slopes to the south towards Smithy Beck which meets Howley Beck 3km to the south-east. Birstall is situated 12.5km north-east of the Huddersfield Town core in the Township of Gomersal (105m AOD. OS ref 422477, 426222). Birstall sits above a solid geology of the Pennine Lower Coal Measure Group of rocks which becomes Pennine Middle Coal Measures to the east of the town.

Historic core

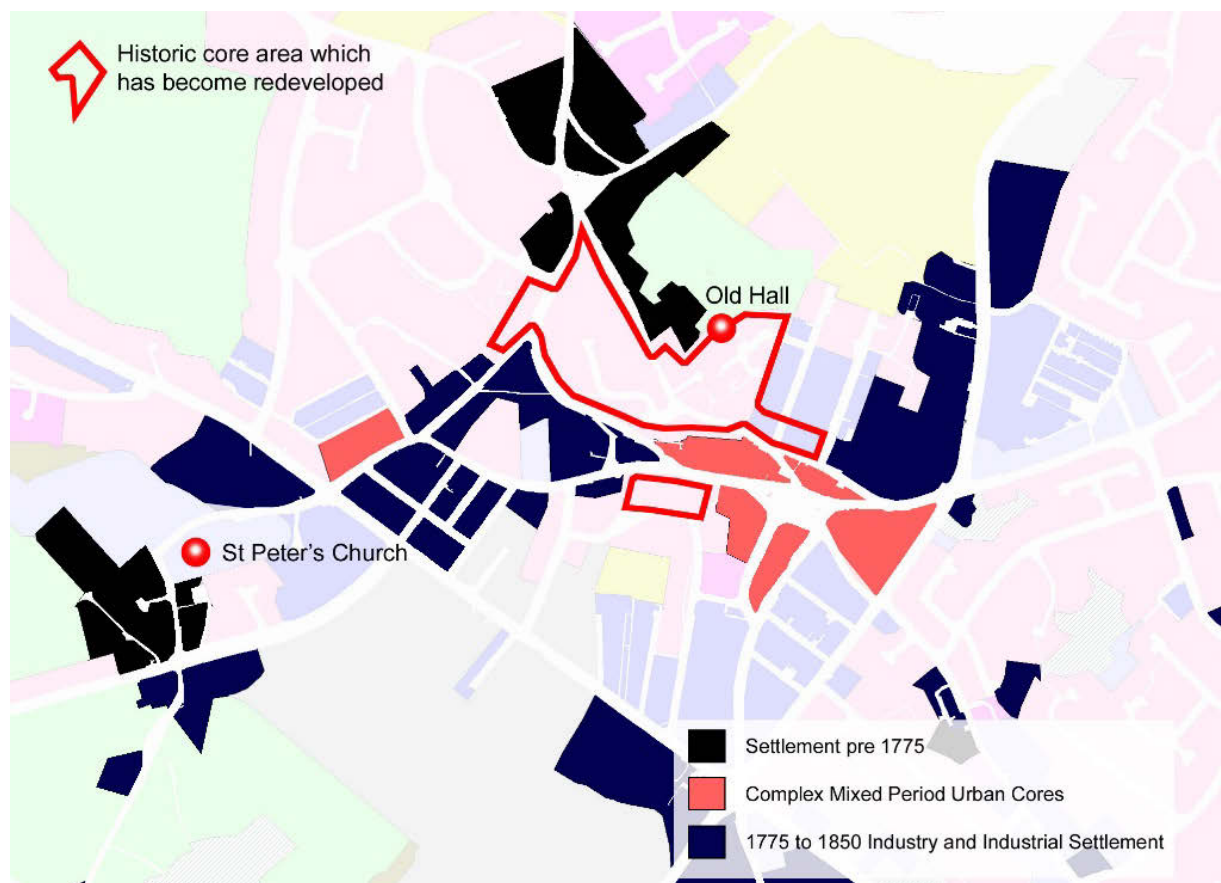
Mid-19th century mapping depicted Birstall as a small town with a complex plan over many interconnecting lanes, possibly due to its hillside location. There were several triangular “green” areas and many yard developments. The village’s main streets now correspond with Middlegate, Church Street, Low Lane, High Street, Nelson Street and Market Street (HLC_PK 11079, 11061, 11064, 11059, etc.). The character seems firmly early Industrial Period and a medieval core is hard to discern.

Birstall is not mentioned in the Domesday Survey of 1086, “Byrstal” was mentioned in 1205-37 and several other times during the later medieval period (Smith, A. H. 1961. Part III. p.14). The earliest date for a church in Birstall was from around the first half of the 12th century. The church is detached from the current settlement core 300m to the east but may present an earlier settlement core (HLC_PK 6749). The rectory was described as an ancient building in c.1850 (“The Rectory” name was printed in Gothic script). The Black Bull Public House next to the church may also date to the 17th century (HLC_PK 10990). The fields to the north of the church were named Church Lands, so the church and rectory may have represented a small manorial-type holding in medieval times. A further clue to early settlement is the Old Hall depicted to the north of the western end of the High Street in c.1850 (probably extant as a 1700 house. Images of England UID 340928). There are also strong indications on mid-19th century mapping that Birstall had a former open field system. The area to the north of the village, respecting Raikes Lane, was named Birstall Field. The fields in this area had long sinuous boundaries typical of medieval strip fields. They may have been present in other areas, but the evidence is most clear here. The area to the east of Birstall was named Brown Hill Common.

Of particular interest to the Birstall locality is Oakwell Hall situated 1km north-west of the Birstall settlement core. Oakwell Hall was built in 1583 but incorporates a part of a timber framed house of mid-15th century timber framed house (HLC_PK 6786). The hall is

surrounded by 110 acres of parkland (HLC_PK 6787). The Hall probably represented the manor house of the Elizabethan and possibly medieval Birstall village. The hall is now owned by Kirklees Cultural services and has been restored as a visitor attraction. The grounds are now a public park.

By the early post medieval period Birstall had grown into a town of local importance rivalling Batley in scale. The hearth tax survey of 1663 records a joint population with Birstall and Gomersal of 650 people largely engaged in agricultural activities and cottages industries including woollen cloth making. The population of Birstall in 1822/3 was 2542 and by 1838 it was 6189. The population corresponded with the onset of the Industrial Revolution in this



area.

Figure 175. Zone map of Birstall's historic settlement (not to scale)

Industrial Period development

It is likely that much of the development seen on mid-19th century mapping derived from the early industrial period. High Street and/or Low Lane probably represented the main streets with a complex of yard developments at either end, and also in-between the two streets. A post office, pubs, chapels and Sunday school were depicted. This was a well-developed settlement with a complex arrangement of yards and lanes. It is likely that the yards

represented folds of domestic workshops and small warehouses. Birstall Dye Works was depicted to the west of Birstall in c.1850 near the church (HLC_PK 9769). Britannia Mill (woollen) was present to the north (HLC_PK 6663). Both have been replaced by modern development (a surgery and an industrial estate). The Church Road housing estate to the south–east of Birstall marks the site of the former Birstall Railway Station with goods yard (HLC_PK 10453).

The Leeds Dewsbury & Manchester Railway (later L&NWR) opened a short branch line to Birstall in 1852. The line was closed in 1917 and was redeveloped in the post-war period. A small industrial zone named Birstall Smithies formed to the south of the station which included the pre c.1850 Birstall Foundry and Smithies Mill (HLC_PK 9842 & 9843). The later 19th century saw further mills in this area forming a larger zone along the Smithies Beck. A list of the largest 19th century industrial works around Birstall (see Figure 176) is provided below (from west to east):

- Rope Works. Post c.1850. Now c.2002 housing. HLC_PK 6878
- Popley Mills (vegetable yarn). Post c.1850. Now c.2002 housing. HLC_PK 6711
- Oakwell Soap Works. Post c.1850. Now late 20th century housing. HLC_PK 6884
- Birstall Dye Works. Pre c.1850. Now a late 20th century foundry. HLC_PK 9769
- College Mill. Carpet works. Post c.1850. Possible partial survival. Now a paint factory. HLC_PK 7326
- Flock Works. Post c.1850. Possibly extant. Part of HLC_PK 10980
- Carr Mill. Probably textile. Post c.1850. Reused and in multiple occupation as business units. HLC_PK 9841
- Birstall Foundry. Post c.1850 (relocation?). Partial survival and reuse as business units. HLC_PK 9842
- Grove Mills. Textile mill. May have been originally the Birstall Foundry Part of HLC_PK 9842
- Prospect Mill. Post c.1850. Now a late 20th century public house. HLC_PK 10578
- Gas Works. Post c.1850. Now a late 20th century public house. Part of works site survives in area to the immediate east. HLC_PK 10578
- Smithies Mill. Pre c.1850. Reused and in multiple occupation as business units. HLC_PK 9843
- Providence Mill. Cloth finishing. Post c.1850. Possible partial survival. Now mixed 20th century industrial area. HLC_PK 10603
- Print Works. Post c.1850. Possible partial survival. Now a post-war warehouse. HLC_PK 10441

- Brookroyd Mill. Woollen. Pre c.1850. Main mill extent. Site now in mixed industrial and commercial use. HLC_PK 10596
- Britannia Mill. Woollen. Pre c.1850. Reused as business units. HLC_PK 6663

In addition to the many mills and other works, the area contained a few large extraction sites. Quarries were present to either side of Gelerd Road to the east of Birstall (HLC_PK 11065). Brownhill Quarry was an extensive site even in c.1850, situated also to the east of Birstall (HLC_PK 10550). All quarry sites were redeveloped in the late 20th century or 21st century either as workshops or housing. The area also included a few small collieries.



Figure 176. Zone map of Birstall's later Industrial Period development (not to scale)

A few grid-iron developments of terraced houses were built in the later Industrial Period. Huddersfield Road and Bradford Road in the areas of industry became a new focus for residential development in the Victorian and Edwardian periods (e.g. HLC_PK 10981, 11065 & 11065).

It was around this time that the commercial core of Birstall was redeveloped. Birstall Market Place was founded in the mid to late 19th century on the site of earlier buildings (HLC_PK 11079). This area became the focus for Victorian commercial development with rows of purpose built shops (HLC_PK 11060 & 11067). The earlier yards developments around the commercial core were largely retained into the early 20th century. With the exception of a few villas built in the rural peripheries, the town remained industrial and working class.

20th century and beyond

A few small rows of terraced houses continued to be built into the early 20th century. The Blackburn Road area off Bradford Road contained a mix of terraced houses and small workshops (HLC_PK 11057). The largest Interwar development occurred to the west of Birstall in the Shirley Avenue area (HLC_PK 7334). This was a mixed estate of terraced and semi-detached houses built during the 1920s. A second large estate was built on the opposite side of Birstall around Oak Hill Road. This consisted largely of semi-detached houses from the 1920s. Other developments from this time occurred as ribbon development, particularly along Bradford Road, or as small scale and piecemeal development (e.g. HLC_PK 9771). The largest housing developments occurred in the post-war period. For example, the Lowood Lane estate was built as a large estate of social housing in the 1950s (HLC_PK 6631). The Woodlands Road estate was one of a few other estates also built in this area during the latter half of the 20th century (HLC_PK 7553). The Batley High School for Girls was built to the north west of Birstall in the c.1970s or 80s (HLC_PK 7522). 20th century housing and associated features form a clear zone of post-war housing to the north of Birstall.

North of the residential development is a large area of late 20th century industrial and business parks consisting of planned estates of medium to large scale sheds. This includes the Triangle Business Park of the 1990s, Dark Lane Business Park of 2009 and the Oakwell Industrial Park of the early 1990s (HLC_PK 6957, 6952 & 6626).

A large part of the historic core of Birstall was lost in the post-war period particularly in the High Street area. Chandler Close is a cul-de-sac of c.1960s semi-detached houses which replaced one of the densest area of yards developed dating from before c.1850. The area formerly included cottages, back-to-back houses and small scale commercial buildings. Wesley Close was built as low rise flats in the c.1990s which replaced earlier terraced

houses and cottages. The area to the south of Middlegate was demolished to become a small public park in the 1960s (HLC_PK 11059). The “slum” housing of Birstall was subject to clearance in the post-war period. Only parts of Low Lane, High Street and Nelson Street retain vernacular and Victorian buildings.

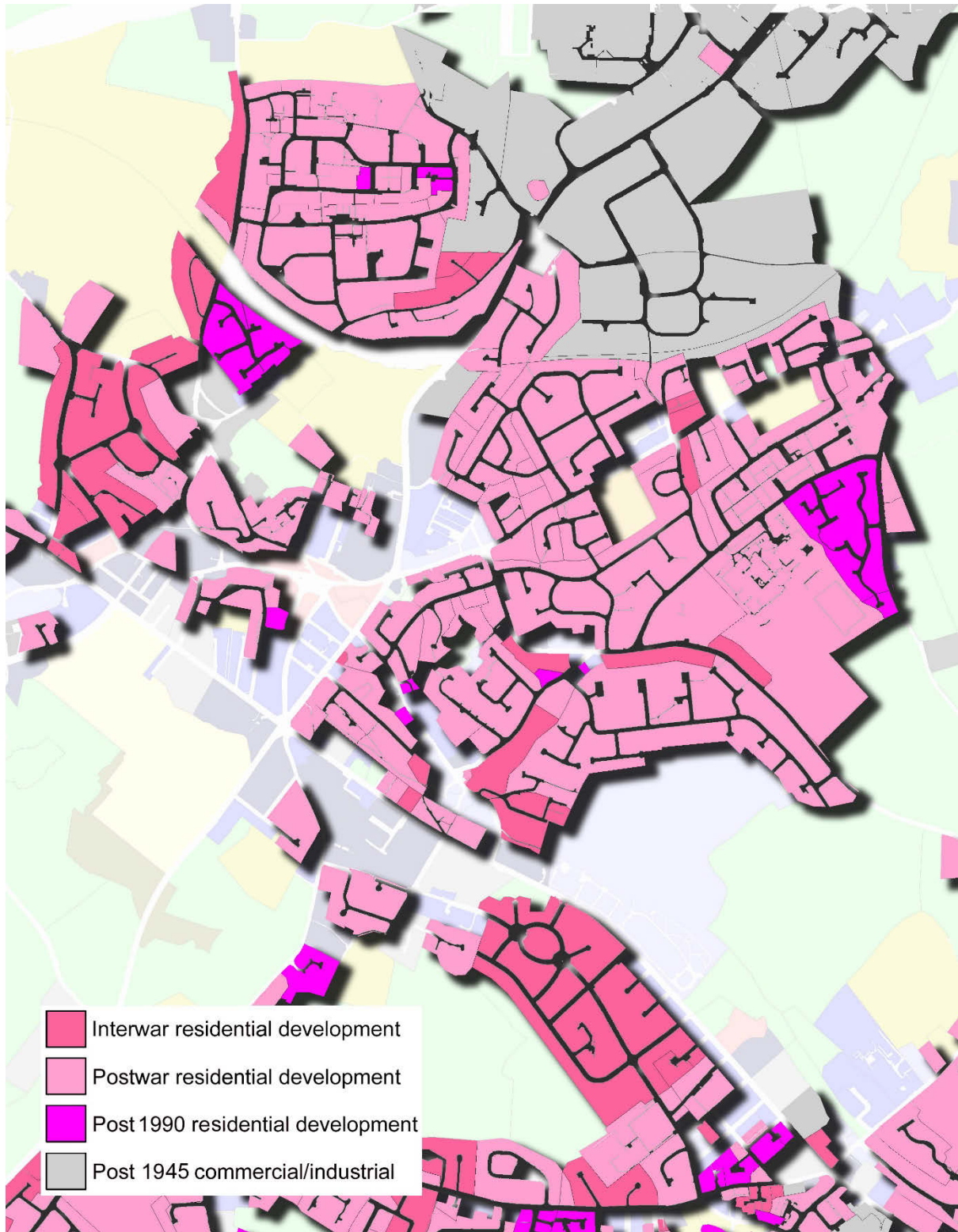


Figure 177. Zone map of Birstall's 20th century to recent urban and industrial development (not to scale)

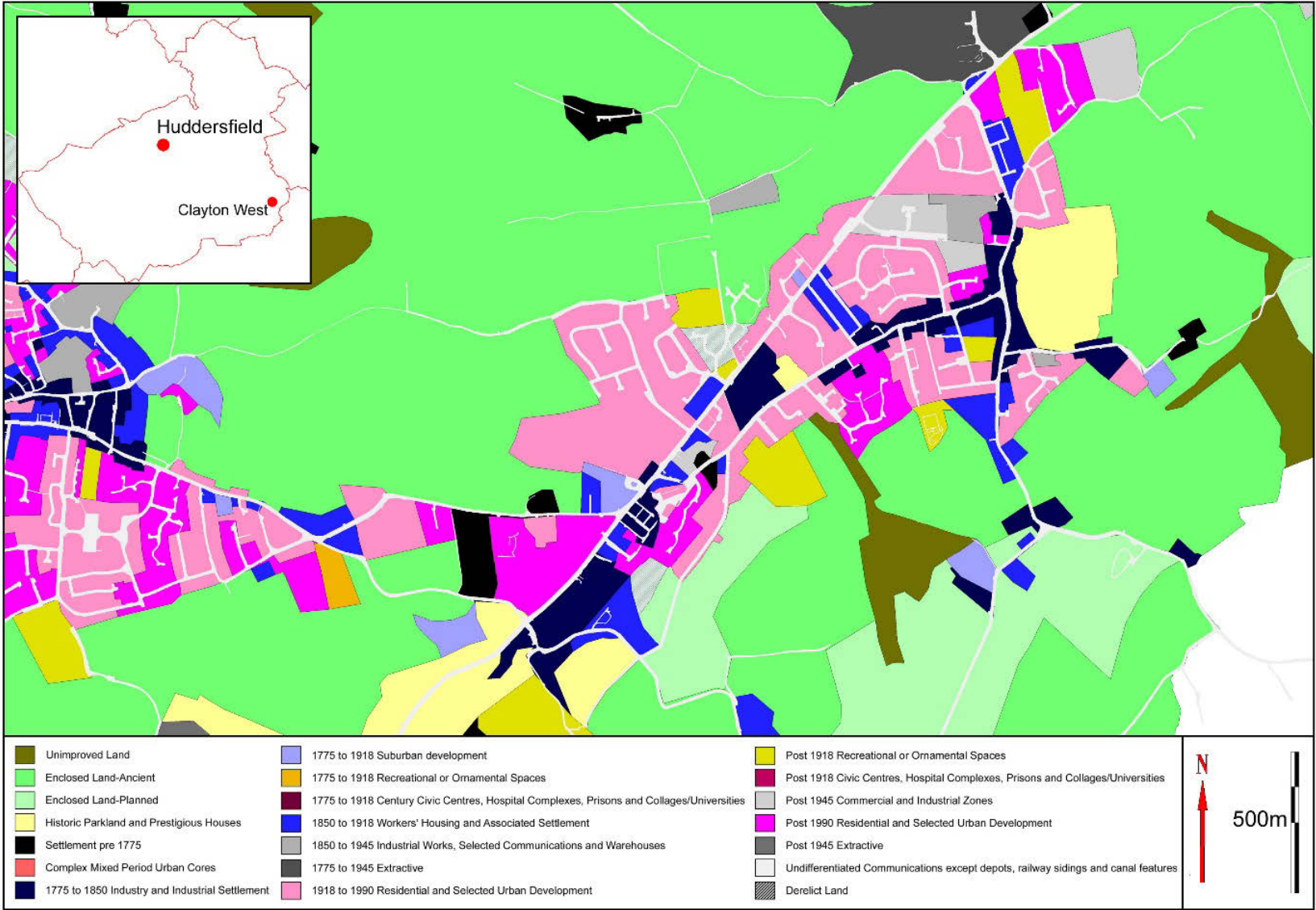
Rural hinterland

The historic enclosure boundaries in the Birstall rural hinterland have largely been developed. The housing estate and industrial estates north of the town have obliterated the former strip fields. A few strip fields survive to the west associated with the medieval settlement of Great Gomersal, but these have become agglomerated. The M62 motor way forms a barrier to the active agricultural land around Drighlington to the north. A small amount of agricultural land with boundaries largely extant from the c.1850s is present south of Birstall Smithies near Carlingtonhow and White Lee.

This was probably a landscape settled in ancient times. A surviving farm, subsumed by later house in is High Field Farm House 500m to the north-west of Birstall dating to the 17th century (HLC_PK 10974). Lane Side House 1.2km to the west dates to the 17th or early 18th century (HLC_PK 10924). Rural houses of 17th and 18th century date are also present to the east of Birstall in the rural hinterland.

4.2.3 Clayton West

Figure 178.
 Zone study
 area map of
 the Clayton
 West locality



Overview

Clayton West is a village probably of medieval origins which became a rural dormer suburb in the 20th century, becoming connected by continuous development to nearby Skelmanthorpe to the west. The village is situated around 12.5km south-east of the Huddersfield Town core in the Township of Clayton West (120m AOS. OS ref 425945, 410978). This is a relatively small Township of only 4.6 km² and Clayton West sits in the middle. Clayton West is situated on the lower slopes of Hoyland Bank, an 8km long ridge which runs in a north-east direction from Upper Denby to the west to Bretton Country Park to the east. The village sits in the valley of the River Dearne which flows in a north-east direction. Emley Moor is to the north of the Dearne Valley and Hoyland Hill is to the south. Clayton West sits above a solid geology of the Pennine Lower Coal Measures which become Pennine Middle Coal Measures to the western half of the Township.

Historic core

The Clayton West historic core has a linear plan running in a north south direction along what is now known as High Street becoming Scott Hill to the north (HLC_PK 5171). Settlement along this street ran for about 500m in the mid-19th century (OS 6" 1st edition, c.1850). There were two side street which were also developed by this time: Church Lane to the north which ran westwards and Bilham Road to the south which ran eastwards. Clayton West was a relatively large village with three chapels and three named public houses. Later 19th century mapping (OS 25". 1st edition, c.1894) more clearly shows cottages fronting the main street with one or two yard developments along High Street and a few larger detached houses particular to the south eastern side of the village along Bilham Road.

It is likely that Clayton West has medieval origins. "Claitone" is mentioned in the Domesday Survey of 1086 and several other times throughout the later medieval period (Smith. A.H. 1961. Part I. p.320). The early core was probably along High Street and possibly along Bilham Lane. The strips of Clayton's medieval open field system respect these lanes. The fields were more clearly visible in the enclosure patterns on mid-19th century mapping.

There is a possible ancient corn mill site on the Dearne around 800m to the north. A water powered mill was described here on Jefferys' 1775 map (HLC_PK 3973). This area also contained a small fold of houses along nearby Manor Lane, which either represents a continuation of the village or a separate settlement. One house survives and it is a high status 17th century three-storey hall (no separate HLC record. Images of England UID 341314). It may even represent an original manor site.

There are only four listed buildings in Clayton West and these comprise: Bilham Lodge dating to the early 18th century (though possibly earlier), a house of late 18th to early 19th century date, a Baptist chapel and Sunday school of 1840 and the All Saints' Church of 1875 (all in HLC_PK 5171). 500m away to the east is Bilham Grange Farmhouse, a Yeoman's house of 17th century date (HLC_PK 46510). Although the building evidence for early origins in the village is slight, the place name evidence, plan arrangement and arrangement of surrounding fields strongly suggest a medieval linear development.

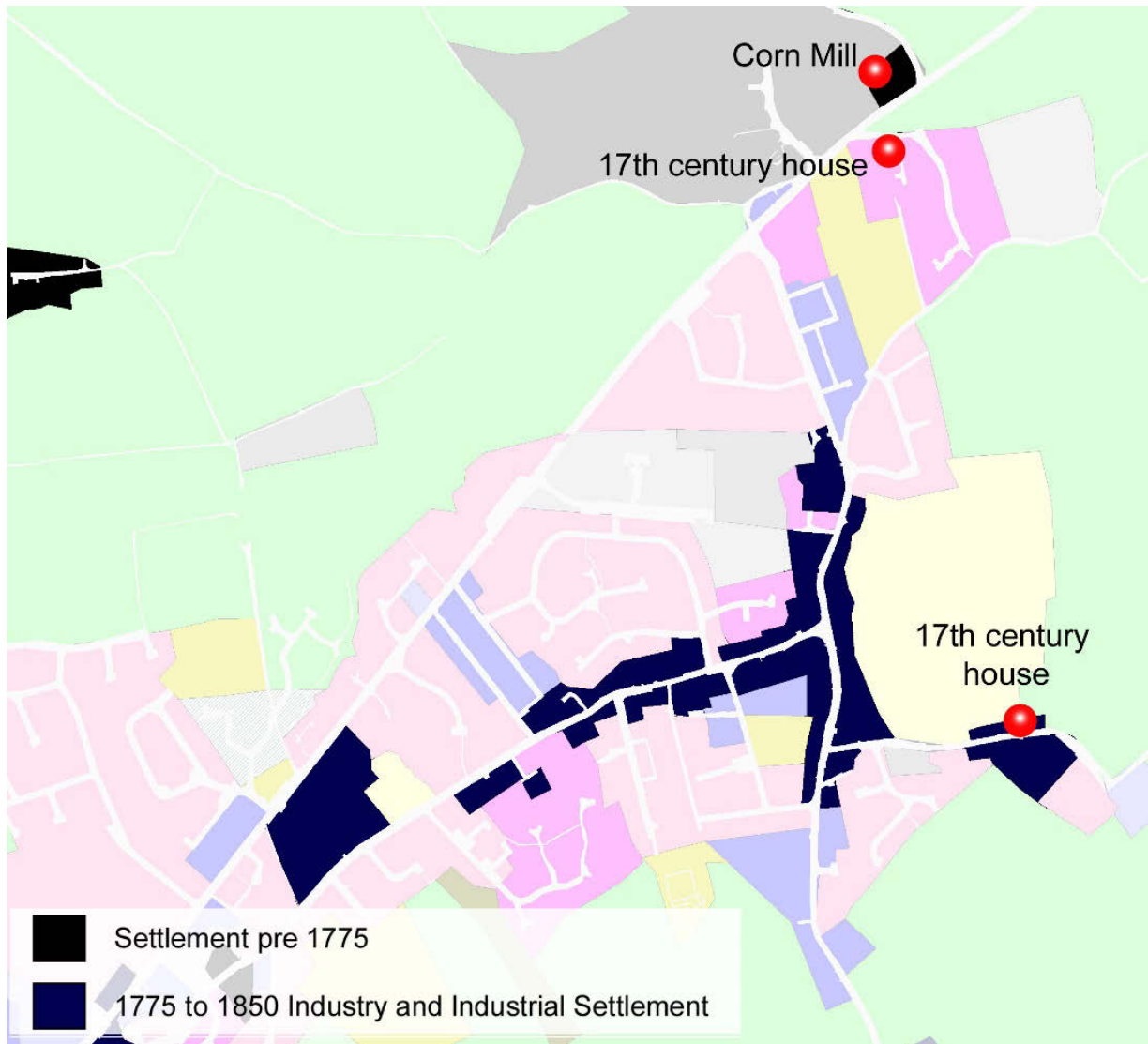


Figure 179. Zone map of Clayton West's historic settlement (not to scale)



Figure 180. Bilham Lodge. Bilham Road. Clayton West. 2015

Industrial Period development

A rapid visual inspection of High Street (Google Street View. 2016) reveals a predominance of Victorian terraced houses with a few village shops and a pub and several vernacular cottages of the earlier Industrial Period along with a few piecemeal additions of 20th century housing. Bilham Road demonstrates a greater intrusion of 20th century housing, namely a few rows of village council houses (not given separate HLC records). The early settlement in this area consists of a row of 18th century cottages, a 19th century villa and the early 18th century house surviving to the north of Bilham Road. High Street has an Industrial Period character although there were no industrial works around the village. One important local industry was extraction. A few coal pits and quarries were in the surrounding fields in the mid-19th century. Larger collieries had been established in the latter half of the 19th century. Park Mill Colliery was established in fields 1km to the north of Clayton West (HLC_PK 3970). This was a fairly large colliery with pump-engine house and mineral tramway. The colliery closed in 1988. A second colliery was also present to the east in nearby Scissett. The valley bottom developed as a small zone of industry, though of low density. Park Mill (twine and yarn) was established near the corn mill before c.1850 (HLC_PK 4991). To the west between Clayton and Scissett were Spring Grove Mill (worsted) of 1835 and the pre c.1850 Marshall Mill (corn, possibly of pre 1775 date) (HLC_PK 5185 & 5278).

Another significant introduction in the later Industrial Period was the Clayton West Railway Station with goods yard to the north of the village. The station opened in September 1879. The goods yard probably served the Park Mill Colliery. The line is still operated by railway enthusiasts as a visitor attraction and the goods yard has become a small industrial estate.

The impact of the industrial period on the settlement development on Clayton West was relatively small scale. The village was effectively by-passed in 1825-26 by the construction of the Wakefield and Denby Dale Trust Turnpike. A few institutes were built such as All Saints' Church and an endowed school (HLC_PK 5163), a few terraced rows were built around the village and a small commercial core developed. It was also probably during this time that Church Lane also became more prominent.

A few small developments of terraced houses occurred on the edges of the village in the later Victorian and Edwardian period. These included terraces on Long Lane, Albert Road and Hill Top (HLC_PK 4992, 5088 & 5156). Spring Grove House was built probably in the early 19th century to the west of Clayton in association with Spring Grove Mill (HLC_PK 5184). A second large Industrialist house was Bilham Park, on Bilham Road. It was the home of the industrialist John Kaye. The Kaye family established the village school and built the Baptist Chapel and recreation field. The park is now a public park (HLC_PK 5120).

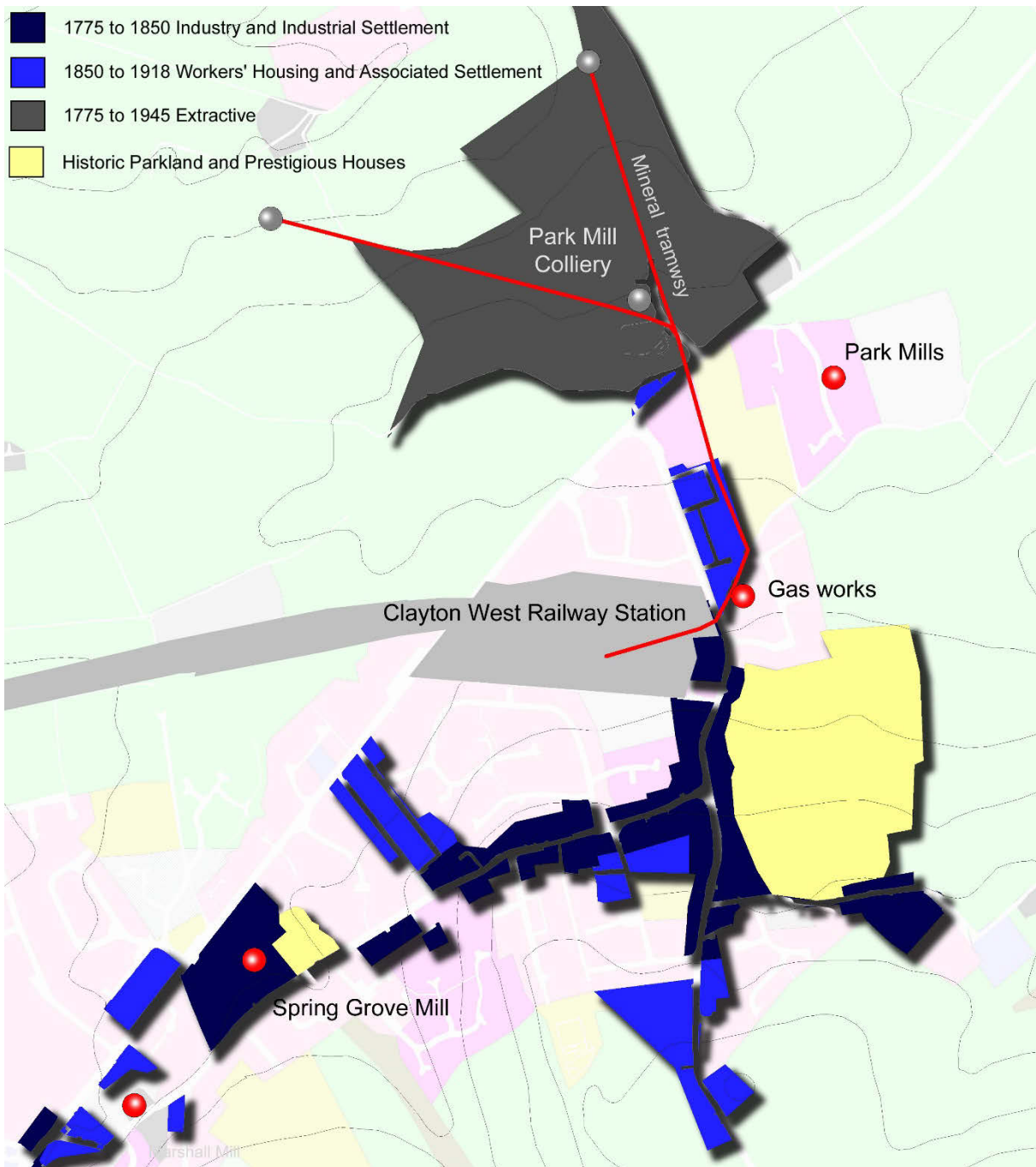


Figure 181. Zone map of the Clayton West's later Industrial Period development (not to scale)

20th century and beyond

The historic core is now surrounded by a small zone of 20th century housing. This is largely post-war occurring in medium scale estates with access to Wakefield Road (the turnpike). Examples include the c.1960s Park Road estate, the 1980s Dearne Park estate, the 1990s Ings Drive (HLC_PK 5005, 5101 & 5009). The character is of private housing built on previously undeveloped farm land. A few smaller estates were also built to the south of the village. High Ash Avenue was a small private estate built off Bilham Road. This area also contains mid-20th century social housing (HLC_PK 5128). Holmfield Avenue is a c.1960s social housing estate off Church Lane (HLC_PK 5169). Housing to the west of village merges with that of Scissett. Post-1990 residential development is smaller scale. Whinmoor Drive replaced Park Mill around 2002 (HLC_PK 4991). Duke Wood Drive is the second largest post-1990 estate. This was built on agricultural land south of Church Lane also around 2002 (HLC_PK 5007).

The railway sidings are now occupied by a small industrial estate (HLC_PK 5011).

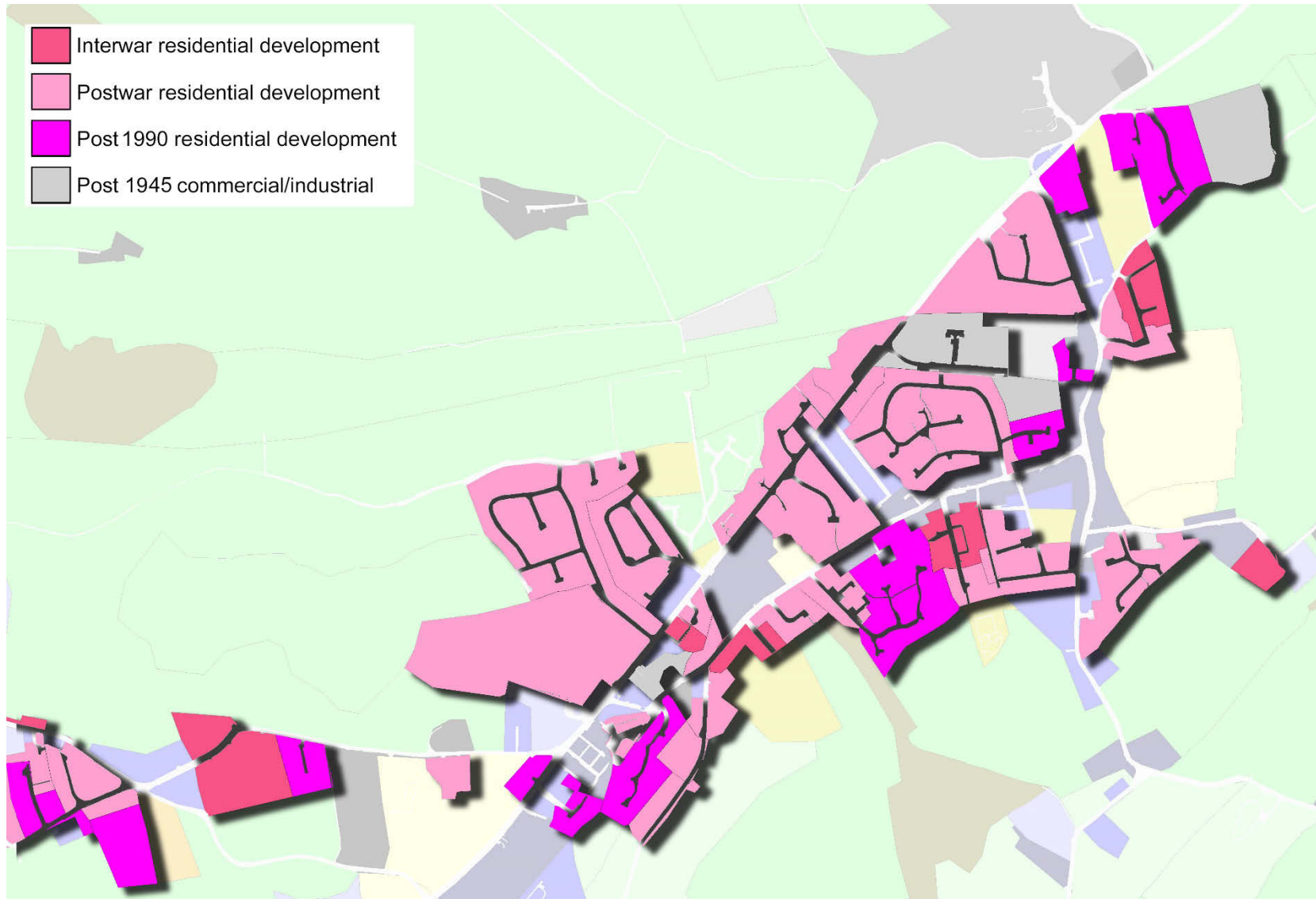


Figure 182. Zone map of Clayton West's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

The land around Clayton West had been entirely enclosed by the mid-19th century. The area to the south and north-east contained the long serpentine boundaries of enclosed strip fields. The area to the south west of these was named Upper Common. The land rose steeply to the south to Hoyland Bank and the ridge of Hoyland Hill. The bank was largely wooded. The hill top contained piecemeal enclosure which became parkland associated with Bretton Hall to the north. Bretton Hall Park may have been part of a former medieval deer park. The land to the north of the Dearne was piecemeal enclosure associated with the several ancient farms and halls which merged with the open field systems of Emley village 2.8km to the north-west. This area was named Emley Park which indicates another area of ancient deer park, this time associated with Emley Old Hall, a former manor house to Emley village. Beyond Scissett, due west, was the extensive open field systems associated with the village of Skelmanthorpe. The Emley Park area to the north of the village shows the greatest 20th century field agglomeration. The field boundaries to the south of Clayton West demonstrate better survival.

The rural hinterland contained a number of notable historic settlements. To the north, Emley Old Hall with a moat dating to the medieval period. The area is occupied by a 19th century farm, though parts of the moat survive (HLC_PK 3972).

To the south, High Hoyland is a hill top hamlet situated 1.5km to the south east of Clayton West consisting of a hall, a few farms and cottages. The hall is a double pile house of 1720 (Images of England UID 334274). There is a detached church 400m to the north east of High Hoyland. The earliest surviving building element is the tower dating to 1679. As a religious site it may be ancient. There are several Saxon fragments attached to the north wall and there are the partial remains of 13th or 14th century arches at the western end of the north wall (Images of England UID 334268). High Hoyland is in South Yorkshire. Bilham Grange situated 500m west of Clayton West is a large hall house of 17th century date (HLC_PK 46510). Wheatley Hill Farm Houses 1.3km south west of Clayton West is a Grade II* listed hall with 16th century timber framed elements (HLC_PK 4777).



Figure 183. Clayton Hall Farm. Clayton West. 2012

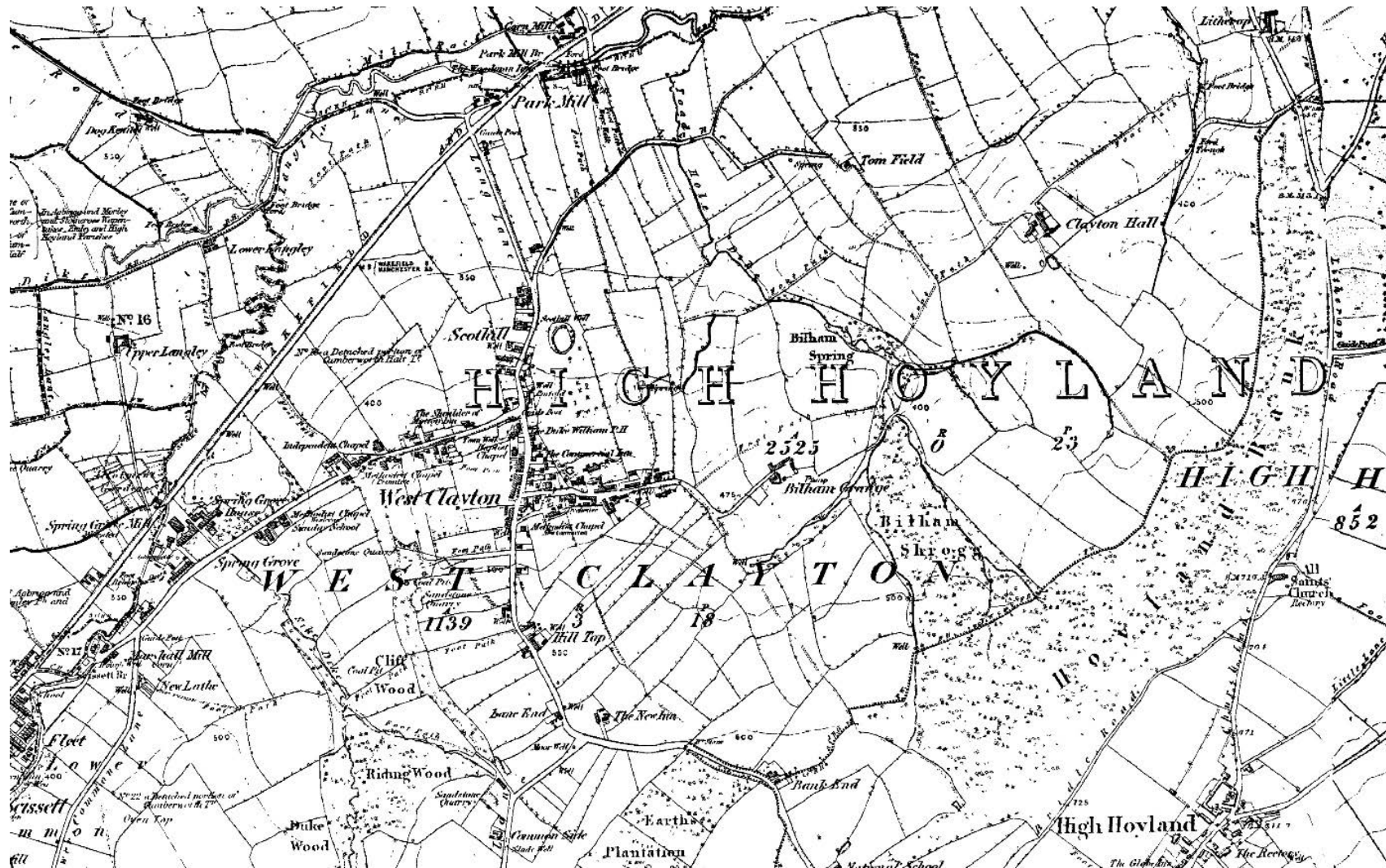
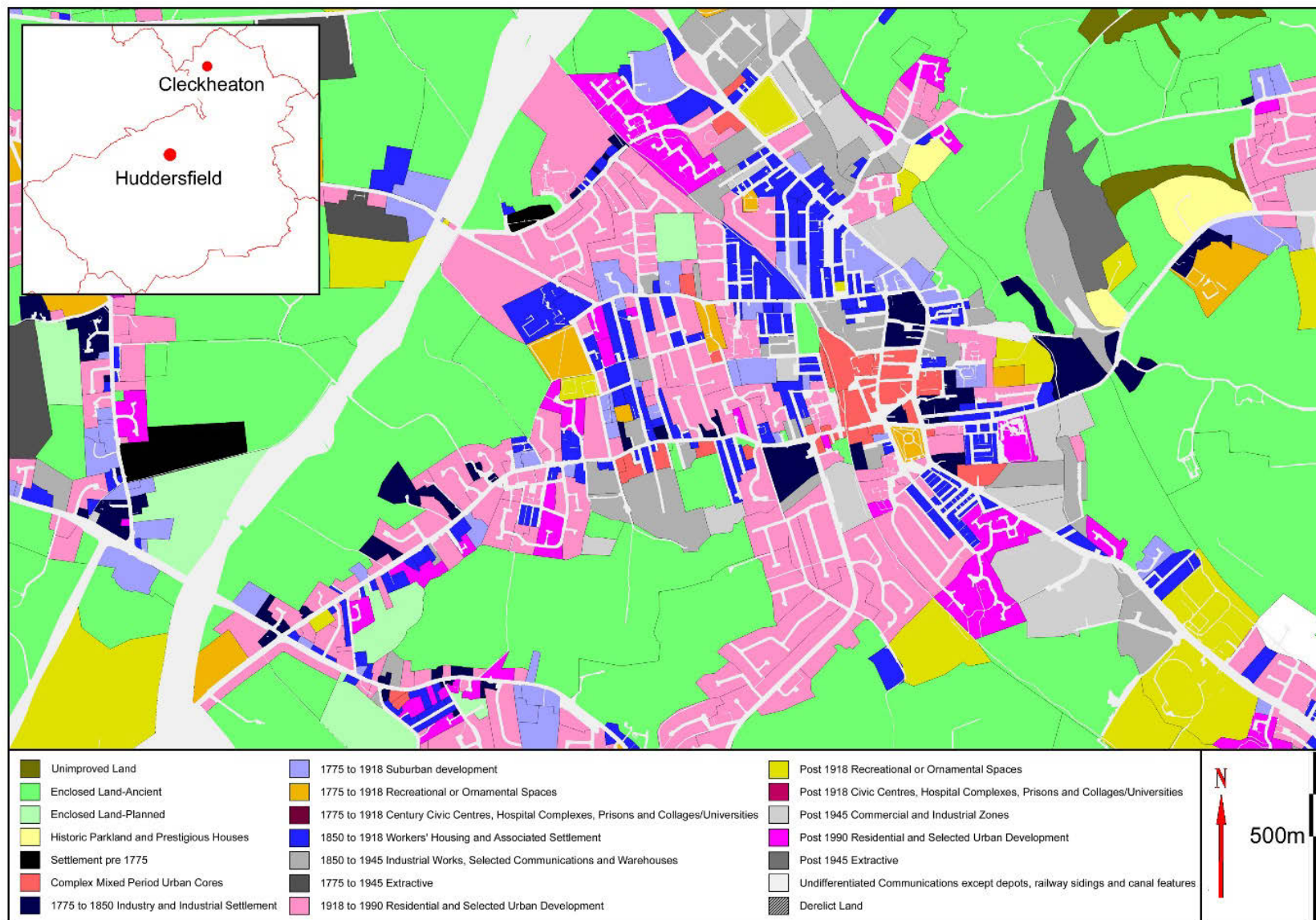


Figure 184. Clayton West village showing strip fields to the south and north east. OS 1st edition 6" map, c.1850. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

4.2.4 Cleckheaton

Figure 185.
Zone study
area map of
the
Cleckheaton
locality



Overview

Cleckheaton originated as a village of probable medieval origins and developed as a large village of local importance during the post-medieval period. Cleckheaton developed as an industrial town probably from the post medieval period and certainly from the 18th century with a mix of industry including card manufacture (for textile carding), textiles, coal mining, iron and brass foundries, engineering and chemical works. Industrial development concentrated along the Spen Valley which had formed a large zone by the mid-19th century. There may also have been a significant element of domestic textile production both within the town and in the rural hinterland. There was a rapid expansion of the town in the late 19th century both with industrial works and associated workers' housing. Early 20th century development was relatively small scale and the housing had an industrial settlement rather than a 20th century suburban character. Post-war to late 20th century development expanded the industry along the Spen with further works and also the urban peripheries to the north and south with housing estates. Cleckheaton now sits on the outer north western edge of the Dewsbury urban conurbation connected to High Town and Liversedge to the south by continuous threads of development. Cleckheaton is located on the western south of the Hunsworth Beck leading to the Spen River which flows to meet the Calder 6.3km to the southeast at Ravensthorpe. Land rises to the west to Hartshead Moor Top and on the eastern side of the Spen Valley to Gomersal Hill Top. Both hills had been enclosed by the mid-19th century, perhaps in ancient times. The Spen Valley was fed by several brooks which flowed from the hills around Gomersal, Bierley and Tong Street. Cleckheaton is located 6.7km to the northwest of the Dewsbury Town core in the Township of Cleckheaton (90m AOD. OS ref 418966, 425324). The subsurface geology consists of Pennine Lower Coal Measures.

Historic core

"Hetun" is mentioned in the Domesday Survey of 1086, "Claketon" in 1285 and "Heaton Clack" in 1303 (Smith, A.H. 1961. Part III. p.17). It was one of the richest towns in the area at the time of conquest and remained wealthy into the later medieval period. Poll tax returns of 1379 show that textiles was the prominent industry after farming with accounts of dyeing, weaving and fulling. The late to early post-medieval period saw the end of the old manorial system and the rise of the yeoman farmer in this part of the Pennines who began to prosper by producing cloth. Due to the lack of manorial control the land was divided between all the sons in a family rather than just passing to the eldest. As the farmland owned by a family got smaller they became unable to support the family and so people turned to production of

woolens to gain extra income. Cleckheaton prospered not only as a centre of this domestic textile production system but also as a central place of distribution.

The medieval village plan of Cleckheaton is discernable on mid-19th century mapping. There are two main routes shown which correspond with Bradford Road and Northgate (formerly Back Lane) today. It is clear the long narrow enclosure plots which ran perpendicular to Bradford Road and Northgate respected these routes (e.g. HLC_PK 11175, 11168 & 11176). These long narrow plots probably represented toft and croft plots or even burgage plots associated with properties fronting original the high street. The crofts would have originally held gardens and orchards. The plots were heavily populated with yard developments in the mid-19th century with probable cottages with workshops and small warehouses of early Industrial Period date as well as earlier building types. Due to the local importance of Cleckheaton, these plots may have been developed from an early date. It is most likely that Bradford Road represented the high street and Northgate the former back lane, although this is not entirely clear. Bradford Road was named the *Low Moor, Cleckheaton and Mill Bridge Turnpike* on mid-19th century mapping. The turnpike dates to around 1805. A town plan of 1802 depicts the settlement to be most dense in the crofts between Northgate and Bradford Road. Crofts to the east of Bradford Road were largely empty at this time (plan of 1802 is of unknown origin. It is presented in Cookson, 1987 on the front cover). The eastern side of Bradford Road appeared empty of development until the later Industrial Period.

The plan form of Bradford Road and Back Lane depicted in c.1850 is one of a planned post Conquest high street rather than an organically grown settlement. The early historic plan of Cleckheaton could also be considered polyfocal. The area of land at the southern end of the town was named The Green in c. 1850 and probably served as the village green. The land is now occupied by the King Edward VII Memorial Park which opened in 1913 (HLC_PK 9706). Village-green settlements can often be an indication of pre-Conquest settlement, although this is speculation in the case of Cleckheaton. Greens can be frequently found at either extremity of a post-Conquest high street development. The greens are often found in proximity to the manor house. Mid-19th century mapping describes Sike Fold sited on the southern edge of The Green. The name was derived from Sike House which was known to be present in this location and was said to date from the 1600s (Cookson. 1987. p. 5). The green-side attracted a small amount of settlement which extended along Westgate as toft and croft plots fronting the northern side of Westgate only.

The post medieval owners of the manor were the Richardson family who acquired the manor in 1650. Because the family held a strong degree of manorial control, the open field were not enclosed until 1795. This has produced a good preservation of the strip fields in the

Cleckheaton locality both on historic mapping and also partially preserved in modern development site perimeters. The last manor court (Court Leet) was held in 1878 at the Richardson Arms in Oakenshaw (3km to the northwest). The commons were enclosed in 1802 (*A Brief History of Cleckheaton*. Pamphlet issued by Kirklees Leisure Services. Date unknown). The open field system is clearly defined on mid-19th century mapping. Tofts are present on both sides of Bradford Road. Those to the east extended down to the Spen Beck. The greatest extent of enclosed strip fields was present covering a large area to the west and extending to the north and south of the town. The “Field” and “Toft” place name element is common in this locality. Farms were present in the village core as late as the early 18th century (Cookson. 1987. p. 6). Land on the north eastern end of Cleckheaton was described as “Ings” on 1802 mapping suggesting that this area was wet pasture. The western edge of the Ings had also attracted settlement by the 19th century.

None of the town’s Listed buildings have known medieval origins as all reflect the town’s later Industrial Period development of industrial, civic and commercial growth. They comprise a warehouse built c.1800, the George Hotel at Parkside which may have originated as an 18th century house, a c.1910 post office, the 1830s St. John’s Church, Cleckheaton Town Hall of 1890-92, a bank dated to 1890 and the Providence Place United Reform Church of 1857-59 (Images of England UID 341096, 341058, 340986, 341006, 340991, 340989 & 340990).

The original market place was formerly at the top of Church Street. A building which previously stood in this area was named Pigeon Cote and was thought to have been ancient (Cookson. 1987. p. 9. Area part of HLC_PK 11175). Another building of ancient origins was the Old Rose and Crown which is said to have stood on the corner of Northgate and Crown Street from before 1672 (Cookson, 1987. p.5). Early building fabric may survive in the current pub. Cleckheaton was served by a chapel of ease which also served other local settlements. The chapel was located 1.2km to the northwest of the town originally in an isolated rural location which suggests the chapel served several settlements in this locality (HLC_PK 8373). The original chapel was built between 1130 and 1150. There may have been a previous chapel on this site though this cannot be confirmed (it possess an oval enclosure typical of early foundations). The chapel was rebuilt in 1706 and the current chapel’s appearance is the result of a Gothic Revival restoration in 1877-88. The Norman font survives. The role of Cleckheaton’s Anglican church is fulfilled by St John’s Church on the eastern edge of the town. This was built in 1830-32 (HLC_PK 8372).



Figure 186. Cleckheaton as depicted on mid-19th century mapping. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

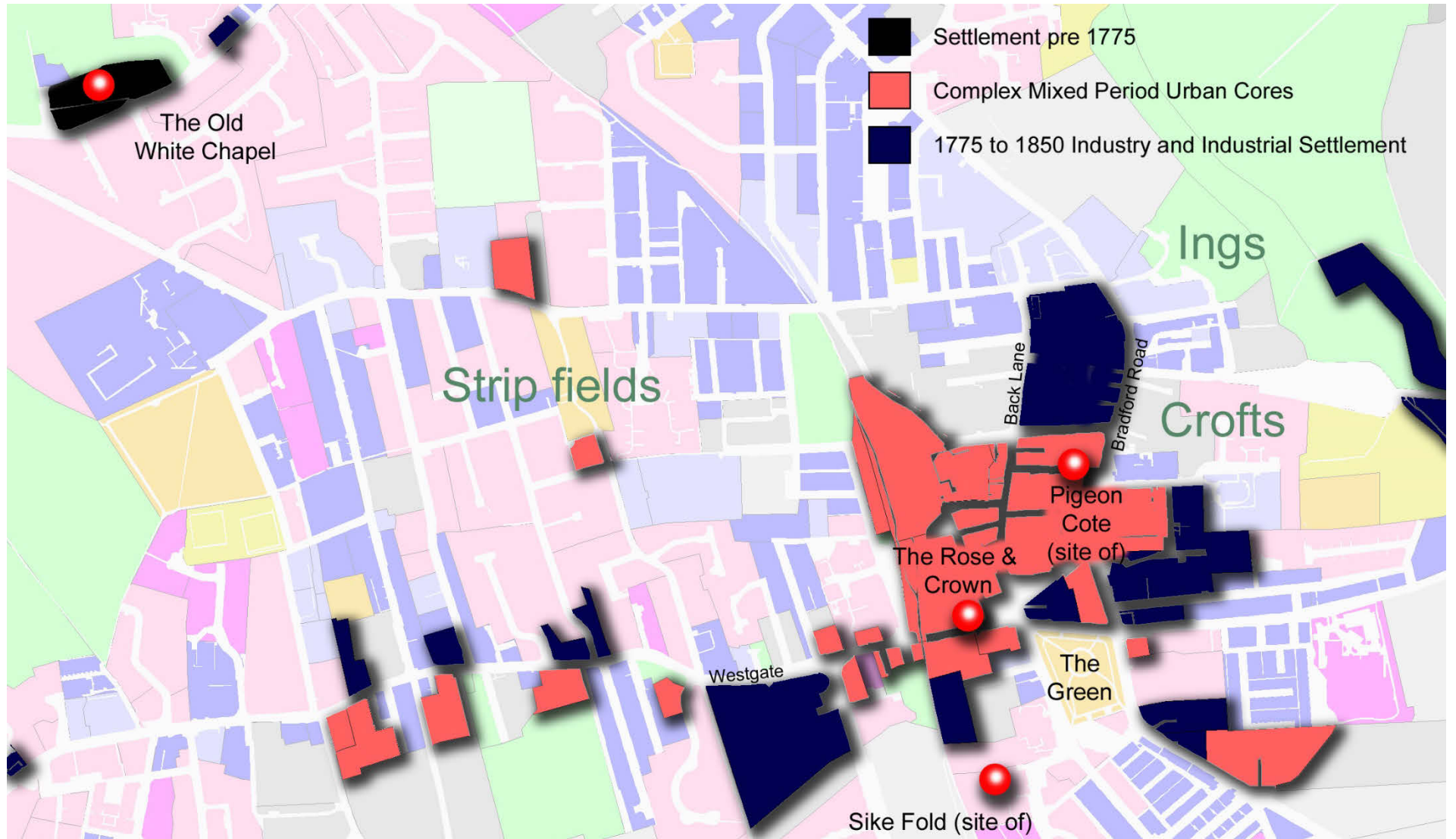


Figure 187. Zone map of Cleckheaton's historic settlement (not to scale)

Industrial Period development

The population both in and around Cleckheaton were probably engaged in cloth production from the middle ages. The yeoman classes acted as merchants and employment agents. Cleckheaton was a central place in textile production and distribution. The yards of Cleckheaton had become crowded by the early 19th century with cottages and workshops during the early Industrial Period (if not earlier). Cottages of this period can be found in various locations in the town such as on Westgate (e.g. HC_PK 10121 & 10119). Those to the west of King Edward VII Memorial Park demonstrate the multi-light mullioned windows associated with weavers' cottages (HLC_PK 10004). Other weavers' cottages were present in the rural hinterland. Mid-19th century mapping also depicts several tenter fields (cloth drying fields) in the Cleckheaton locality. Some in association with mills and some with folds. Other examples of late 18th to early 19th century cottages can be found around Bradford Road and may also demonstrate partial survival in side streets such as Cheapside and Albion Street, although this area has seen significant later Industrial Period and 20th century commercial and civic redevelopment.

St John's Place has examples of late 18th to early 19th century warehousing (HLC_PK 11174). The oldest surviving mill in Cleckheaton is Old Robin Mill and dates from the late 18th century. The mill was run by waterwheel from a water source recycled by an early pumping engine and was a scribbling and fulling mill with accommodation (Cookson. 1987. P. 5. No separate HLC record. Mill part of HLC_PK 9977). Mid-19th century OS mapping depicts a proliferation of industrial works engaged in a variety of trades. A prominent local industry was card making, where metal staples were inserted into strips of leather for the purposes of carding wool. Leather was also used for industrial machine components such as drive belts. Several card mills, wire works and tanneries can be identified on mid-19th century OS mapping to the north of the town along the Spen valley and in other parts of the town (e.g. HLC_PK 11144 & 10026). The textile and card industries were of local importance and this is recorded in a few of the town's 19th century place names such as Sun Wire Hill and Broomfield.

Other industries in the mid-19th century included woollen mills, corn mills, malt houses, brass and iron foundries, chemical works, lime kilns and small collieries. Several mills were depicted in the town and the Spen valley had become an industrial zone. Industrial works had become larger and more numerous by the end of the 19th century with the Spen continuing to be the focus of development. A second large zone of industry also developed to the southwest of Cleckheaton along the northern side of Syke Beck. This area also contained a variety of industries of small to medium scale. A list of the larger industrial works

and collieries depicted on 19th century OS mapping together with communication features is provided below. The numbers with reference to industrial works are in the key to Figure 188 below.

Collieries:

Cleckheaton Colliery was located 1.2km to the north of the town. This colliery falls outside the coverage area of Figure 188. This was a short lived colliery which appears in the late 19th century and was closed by c.1909 (HLC_PK 8175).

- Wavell Pit. Established 1893. Closed 1905. Land now a nursery garden. HLC_PK 6930
- Merchant Fields Colliery. In operation from 1873 to 1892. Land currently appears derelict. HLC_PK 8189
- Lanes Wood Colliery. Also named Old Gomersal Colliery. Opened in 1865. Closed by the end of the 19th century. Later a golf course and now a Scout camp dating from the 1930s. HLC_PK 6521
- Woodside Colliery. Small scale. Mid to late 19th century origins. Gone by 1908. Now a housing estate. HLC_PK 3205
- Tofts Colliery. Pre c.1850. Gone by c.1894. Now a public square. HLC_PK 10100
- Moor Bottom Colliery. Pre c.1850. Gone by c.1894. Now a post 1990 housing estate. HLC_PK 9730

Industrial works:

1. Savile Mills. Woollen. Later Scandinavia Mills (woven belting works). Produced belting for the motor industry including Model T Fords. Later works appear extant though possibly reused. HLC_PK 10037
2. Balme Mill. Corn mill. Pre c.1850. Demolished after 1990. Now housing. HLC_PK 8370
3. Brook House Iron Works. Pre c.1850. Later a short lived early 20th century textile mill. Now a corporation yard. HLC_PK 8368
4. Round Hill Mill. Formerly woollen and wire and later card. Demolished c.2000. Land now derelict. HLC_PK 6699
5. Waterfield Mill. Unknown type. Post c.1850. Partially extant. Area now contains flats. HLC_PK 8483
6. Water Lane Mills. Unknown type. Post c.1850. Partially extant. Now a part of a business park. Part of HLC_PK 11144

7. Moorland Mills. Unknown type. Post c.1850. Partially extant. Now part of a business park. Part of HLC_PK 11144
8. Exchange Mills. Unknown type. Post 1850. Fragmentary survival possible. Now part of a business park. HLC_PK 8486.
9. Flatt Lane Chemical Works. Post 1850. Works lost. Now post 1990 housing. HLC_PK 10014
10. White Chapel Chemical Works. Post 1850. Partial survival possible. Area contains a modern house. HLC_PK 10007
11. Un-named chemical works. Post 1850. Replaced by engineering works in the early 20th century. Later works appear extant. HLC_PK 10022
12. Un-named malthouse. Post c.1850. Partial survival possible as conversion to terraced row. HLC_PK 8414
13. Un-named malthouse. Post c.1850. Partial survival. No separate HLC record. Part of HLC_PK 8411
14. Victoria Mills. Unknown type. Probably textile. Works originally comprised pre c.1850 Moor End Mill (woollen) and Moor End Chemical works. Demolished. Now a late 20th century carpet works. HLC_PK 10025
15. Brookhouse Mills. Originated as a pre c.1850 wire works. Demolished as part of a modern housing estate. Area landscape but undeveloped. HLC_PK 11143
16. Central Mills. Unknown type. Post c.1850. Demolished. Now part of the Victorian Mills carpet works. HLC_PK 10025
17. Tannery. Named in c.1894 but text undecipherable. Pre c.1850. Possibly extant (partial?). No separate HLC record. Part of HLC_PK 11170
18. High Street Mill. Post c.1850. Demolished. Site now urban green space amongst terraced houses. HLC_PK 11158
19. Albion Works. Possibly engineering. Post c.1850. Probably extant but derelict. HLC_PK 11156
20. Upper Spen Mills. Post c.1850. Site developed in c.1850 with "Cloth Hall Dyehouse". Replaced in the post-war period with modern works. HLC_PK 6667
21. Spen Mills. Worsted. Post c.1850. Originally a pre c.1850 corn mill. Partially extant and reused as a builders' merchants. HLC_PK 9754
22. St Peg Mill. Worsted. 1790s origins as a scribbling and carding mill. Replaced by engineering works in the late 1970s. HLC_PK 10006
23. Netherfield Mills. Possible pre c.1850 origins as the Waterloo Mill (woollen). Named in this locality in c.1850. Later works appear extant. HLC_PK 11168
24. Spring Field Mills. Card. Post c.1850. Demolished. Now late 20th century low-rise flats. HLC_PK 11161

25. Marsh Mills Foundry (iron). Founded pre c.1850 as the Marsh Foundry (iron & brass).
Fragmentary or partial survival possible. Now a post-war engineering works.
HLC_PK 9996
26. Marsh Dye Works. Post c.1850. Fragmentary or partial survival possible. Now a post-war engineering works. HLC_PK 9995
27. Gas Works. Post c.1850. Later a wireworks. Site cleared for housing after 1990.
HLC_PK 9993
28. Pyenot Hall Works. Card. Founded as the Upper Raw Folds Mill (wire) before c.1850.
Demolished. Now part of the late 20th century. Spen Valley Industrial Park. HLC_PK 3215
29. Perseverance Works. Wire. Post c.1850. Now Providence Mills. Appears extant.
HLC_PK 9766
30. Marsh Chemical Works. Post c.1850. Partial survival possible. Current use unknown.
Part of HLC_PK 9766
31. Nell Royd Mills. Worsted. Originated as the pre c.1850 Nell Royd Chemical Works.
Demolished. Now post 1990 housing estate. HLC_PK 6929
32. Green Bank Mill. Wire. Pre c.1850. Area also included the pre c.1850 Cleckheaton
Gas Works. Partial survival possible. Site reused as post 1990 industry. Part of
HLC_PK 3293
33. Rawfolds Dye Works. Pre c.1850. Partial survival possible. Site reused as post 1990
industry. Part of HLC_PK 3293
34. Rawfolds Mill. Woollen. Formerly the pre c.1850 Lower Rawfolds Mill (woollen).
Partial survival possible. Site reused as post 1990 industry. Part of HLC_PK 3293
35. Un-named Malthouse. Post c.1850. Fragmentary or partial survival possible. Now
20th modern flats. HLC_PK 9972
36. Brook Mills. Woollen. Pre c.1850. Partially extant. Replaced by mid to late 20th
century industry. HLC_PK 9969
37. Clarence Mill. Woollen. Post c.1850. Replaced in the late 20th century by housing.
HLC_PK 9968
38. Britannia Mill. Card. Post c.1850. Partial survival possible. Now part of modern
housing estate. No separate HLC record. Part of HLC_PK 9967
39. Wharfe Works. Machine. Possible replaced a pre c.1850 chemical works.
Demolished. Now modern housing. HLC_PK 9966
40. Quarry and brick works. Pre c.1850 origins as a quarry. Brickworks present by
c.1894. Land largely empty as part of late 20th century Celete Industrial Estate.
HLC_PK 9965

41. Un-named malthouse. Post c.1850. Demolished. Land largely empty as part of late 20th century Celete Industrial Estate. HLC_PK 11827
42. Old Rolling Mill. Iron. Post c.1850. Partially extant within the late 20th century Celete Industrial Estate. HLC_PK 9959
43. Westgate Chemical Works. Post c.1850. Demolished. Land largely empty as part of late 20th century Celete Industrial Estate. HLC_PK 9959
44. West End Mills. Woollen. Post c.1850. Partially extant and in mixed modern industrial and Commercial use. HLC_PK 9695
45. Victoria Mill. Woollen. Originated as pre c.1850 card mill. Possibly extant and reused. HLC_PK 10089
46. Broomfield Mills. Woollen. Post c.1850. Demolished. Now late 20th century housing. HLC_PK 9692
47. Perseverance Boiler Works. Post c.1850. Established as the pre c.1850 Moor Bottom Tannery. Demolished. Now a post c.1990 housing estate. HLC_PK 9744

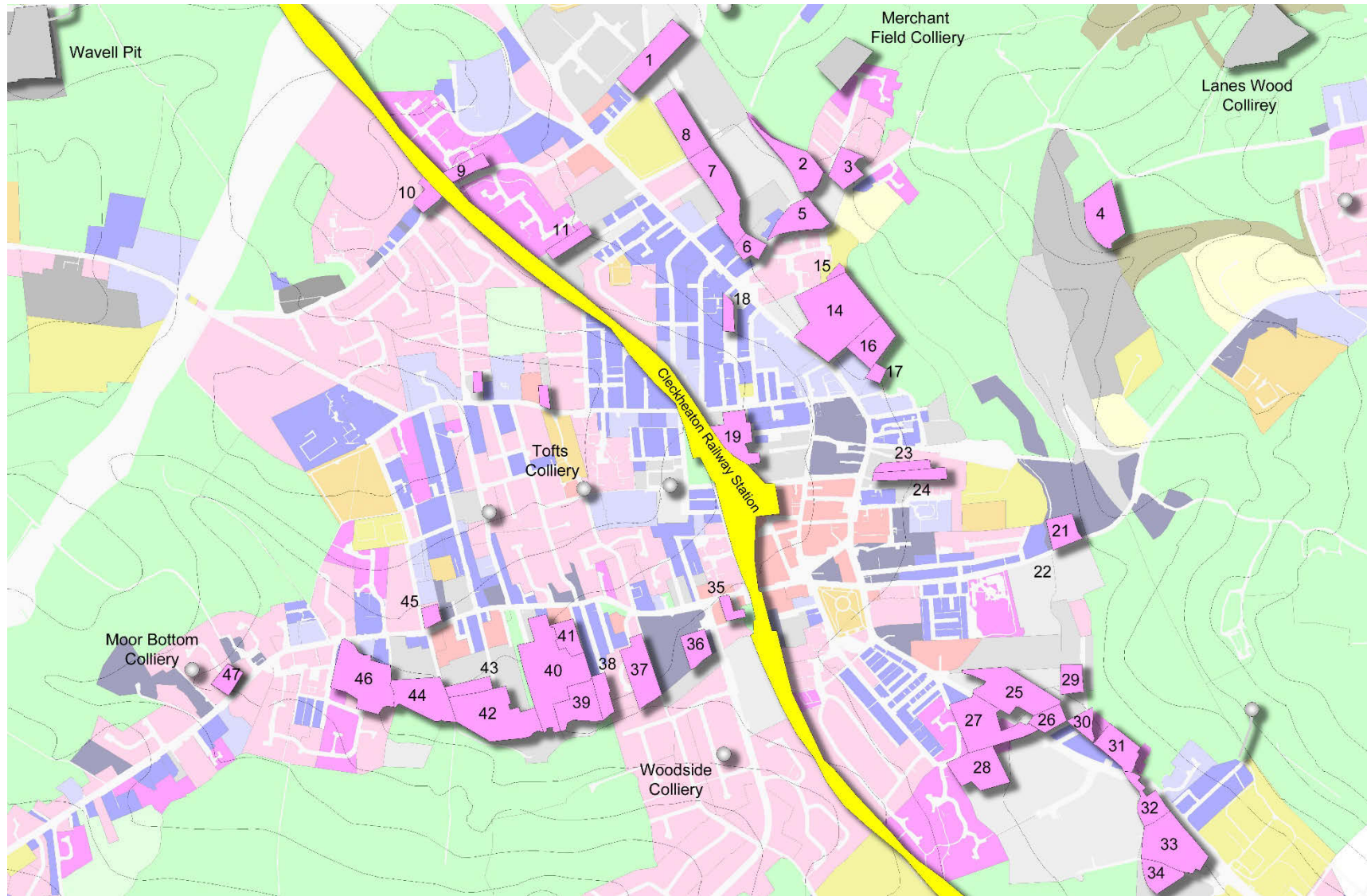


Figure 188. Distribution of industrial features and main railway routes in the Cleckheaton locality as depicted on 19th century mapping

Industrial housing in the mid-19th century occurred largely in the town core and consisted of piecemeal constructed high density yard developments. Workers' housing also occurred in folds or as low density ribbon development in the rural hinterland or as individual rows associated with specific industrial sites. The situation had changed dramatically by the late 20th century. Now larger scale developments of through and back-to-back terraced houses were being constructed largely to the west and north of Cleckheaton. By chance of post medieval land ownership (see above) and Industrial Period building-land allocation the terraces were built within the confines of the previous field system and as a result the medieval alignment of strip fields is preserved by later urban perimeters. This produced a terraced house distribution which was based on individual streets rather than the large scale grid-iron developments seen in other towns. This industrial development continued into the early 20th century though not on as great a scale. Examples of later Industrial Period Housing include South Parade, Clare Road and Park View to the west of the town (HLC_PK 10078, 9967 & 8419). There were fewer terraces constructed to the east of Cleckheaton as development stopped at the beck and much of this area was occupied with mills and warehouses. Examples here include Brook Street and Howard Park. (HLC_PK 10029 & 10000). Howard Park is a late example. A third zone developed to the north of the town on Bradford Road (e.g. HLC_PK 11145).

The urban core also became redeveloped at this time. Some of the early Industrial Period housing in the former croft plots off Bradford Road were replaced with terraced houses. Although this area also contained many industrial works and warehouses. Bradford Road was redeveloped as a civic and commercial core with civic institutes, shops, hotels, banks and chambers. A new market was founded at the southern end of the Bradford Road high street at this time (part of HLC_PK 11175) and a new town hall of 1890-92 date was built on Bradford Road (HLC_PK 8376). The exit along Bradford Road to the north becomes more residential leaving the core with villas and a Congregational Chapel (e.g. HLC_PK 11165 & 11142). Northgate (formerly Back Lane) and a few of the streets leading from Northgate developed with further houses, rows of small purpose built shops and other commercial buildings and small institutes (e.g. HLC_PK 11176). The commercialisation of Westgate was also occurring, though here the development was more piecemeal (e.g. HLC_PK 10121). Settlement here also include several industrial works, further terraced houses and small institutes such as churches and chapels mixed with earlier vernacular rows of cottages (e.g. HLC_PK 9958 & 9705).

Another important introduction was the Cleckheaton Railway Station to the west of the town. It opened in 1847 and closed in 1965. The station had a large area of associated sidings with goods sheds. The site is now occupied by a supermarket (HLC_PK 10027). A second

railway station was present 450m to the east of the town. The Cleckheaton Spen Railway Station with goods yard was situated on the Heaton Lodge and Wortley branch of the L & N W R line which operated between 1900 and 1953. The land now forms the Spen trading estate (HLC_PK 6689)

Cleckheaton did have a suburb. Houses were built on the edges of the town from the 18th and early 19th century. Examples include the grade II Listed George Inn which probably originated as an 18th century villa and Howard House on the eastern side of The Green (HLC_PK 9704 & 10002). Such suburban development was subsumed by industry and urban growth during the later Industrial period and Cleckheaton's wealthy moved to the rural hinterland. A number of villas with large gardens can be identified on 19th century mapping from this time (e.g. HLC_PK 3294 or 8479).

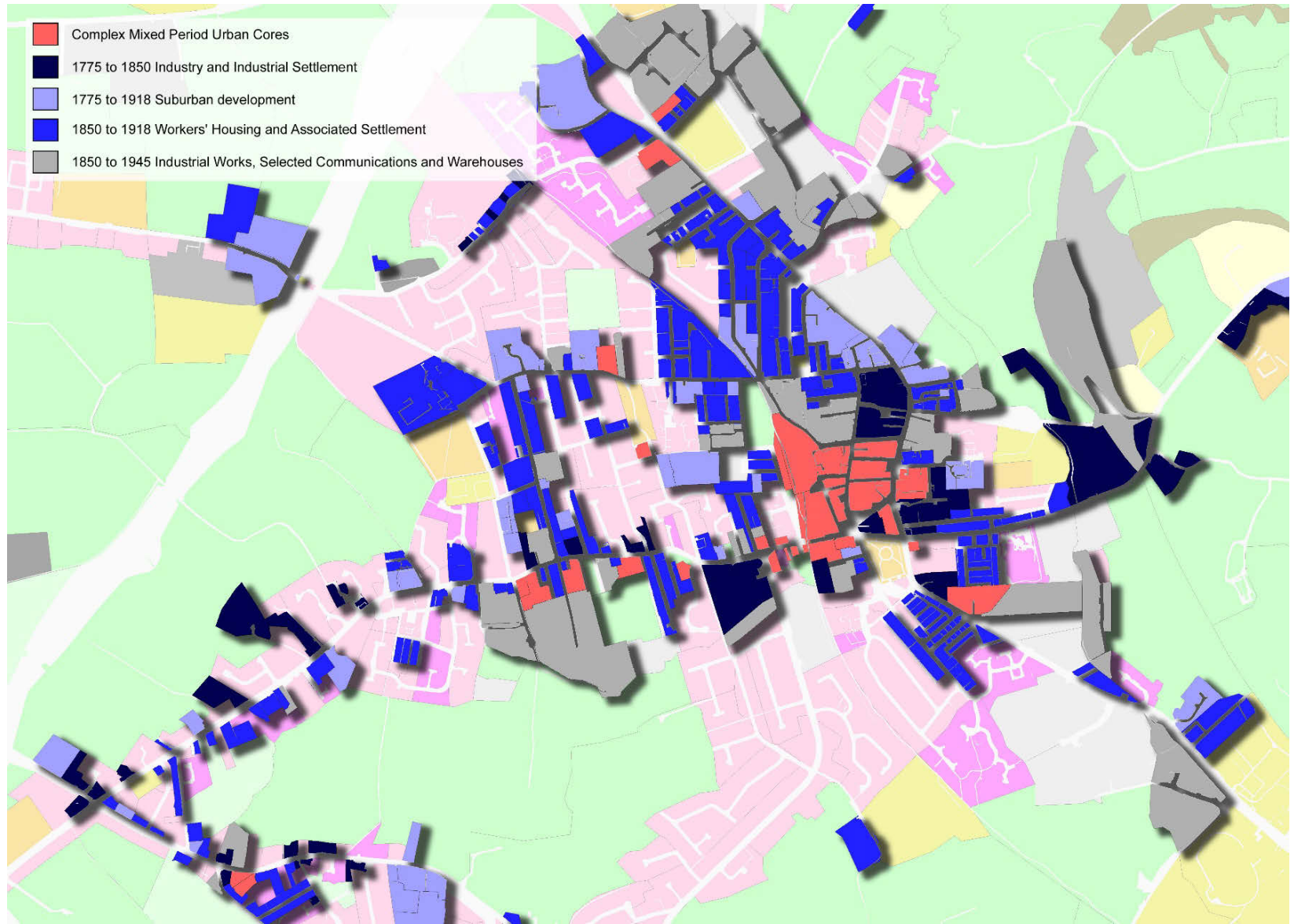


Figure 189.
 Zone map of
 Cleckheaton's
 later Industrial
 Period
 development
 (not to scale)

20th century and beyond

Interwar residential development was still confined to the areas of former strip fields largely to the west of the town and as such, the developments were small scale and piecemeal (e.g. HLC_PK 10017, 9910 & 10069). Houses built on the edges of Cleckheaton at this time were generally lower status, consisting of semi-detached houses and a continuation of terraced houses (e.g. HLC_PK 10000 & 9989). Some Interwar estates occurred as ribbon development such as the semi-detached houses on High Town Road to the south of Cleckheaton (HLC_PK 3190). A few other features appeared in the Interwar period and these include King Edward VII Memorial Park on the site of The Green, sports grounds and a few commercial buildings in the urban core (e.g. HLC_PK 9706 & 3196).

Post-war estates were larger in scale and generally did not respect the earlier field alignments. They pushed out the urban peripheries by creating new zones on the edge of earlier development. Most development was on the western side of Cleckheaton. A few developments occurred as small to medium scale cul-de-sac estates running off a few of the major routes leading from Cleckheaton including Hightown Road, Westgate leading to Moorside and Bradford Road. The largest contiguous development was the post-war estate of social housing built in the High Town area 1.2km to the southwest of Cleckheaton (First to Eleventh Avenue. HLC_PK 2770). The Whitechapel Road estate was built as an estate of semi-detached houses in late 1950s to early 1960s (HLC_PK 8396). This area also included further estates of c.1970s date and the contemporary Whitechapel Middle School (e.g. HLC_PK 8393). A zone of c.1960s and 70s suburbs was constructed to the immediate south of Cleckheaton, which included Penn Drive, Hightown Road and Filey Royd estates (HLC_PK 3204, 3205 & 3191).

The Sike Beck industrial zone is partly extant, although it now contains a few modern industrial sites, including the Celete Industrial Park, the overall area has been reduced by 20th century residential redevelopment (e.g. HLC_PK 9965). A few Industrial Period works do survive in this locality. The Spen Valley zone has increased. Works expanded in the Interwar period and new works pushed the zone northwards in the later 20th century. The Spen Valley now contains a mix of Industrial Period works sitting next to 20th century and modern development. The Spenbeck Business Park for example was established on the site of Moorland Mills and many of the original buildings survive (HLC_PK 11144). The Westex Carpet Mill was built on the site of Victoria Mills in the 1980s and the original mill is lost (HLC_PK 10025). At the northern end of the zone the Hillside Works Industrial estate was built in the late 20th century incorporating the Cleckheaton Colliery site (HLC_PK 8363). This area also contains the large scale junction of the M62 and M606 which was opened in 1972

(HLC_PK 8460). The zone continues south of Cleckheaton with works running on both sides of Bradford Road. Here the development represents a mix of Industrial Period and modern developments and include the Spen Valley Business Park (e.g. HLC_PK 9766 & 3215). This zone terminates with the Princess Mary Playing Fields at Littletown (HLC_PK 3306). The sports ground now contains modern stadium and leisure facilities.

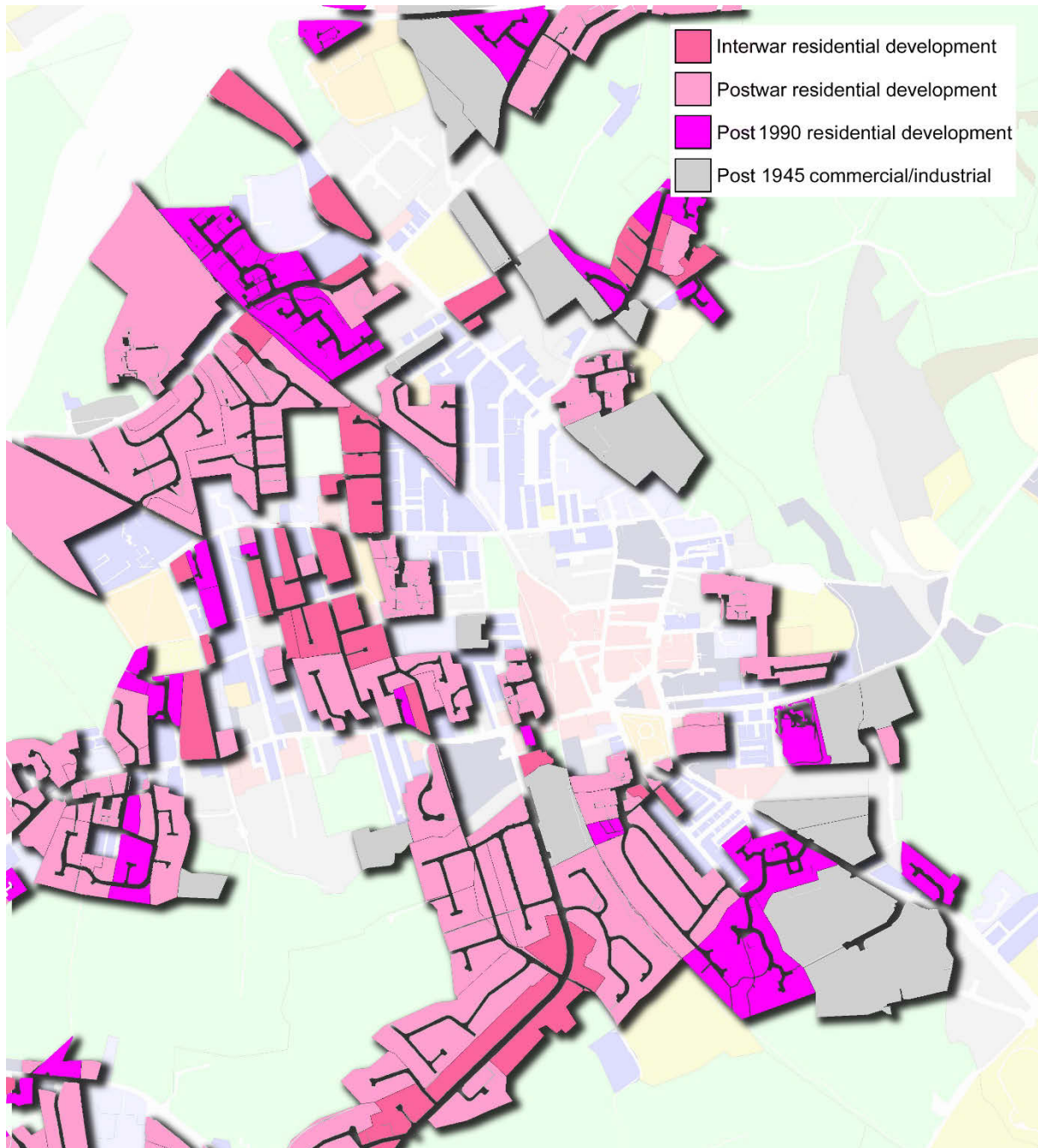


Figure 190. 20th century to post 1990 residential and industrial zones in the Cleckheaton locality (not to scale)

Rural hinterland

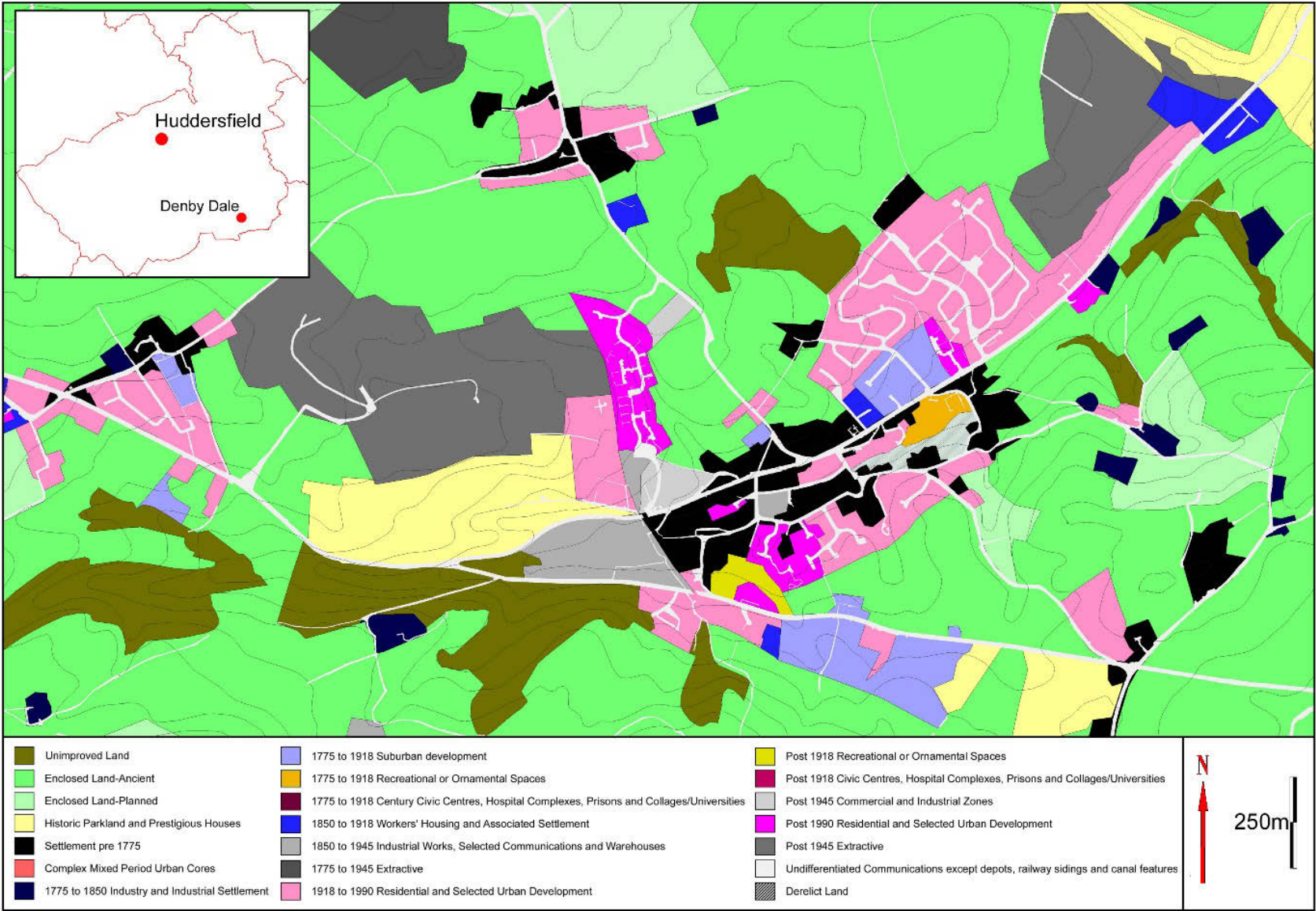
Cleckheaton had an extensive area of open fields, as depicted on mid-19th century OS mapping and evident through place name evidence. These were present on all sides of the town. The largest areas were to the north, west and south. The fields to the east terminated at the Spen Beck. The fields of the Spen Valley were more irregular suggesting piecemeal enclosure or assarts. Some to the northeast of the town had the “Ing” place name suggesting wetland pasture. Cleckheaton was one of several villages with open fields in this part of Kirklees. Scholes was present to the northwest and Gomersal with Little Gomersal on the far side of the Spen valley in an elevated position to the east.

Cleckheaton represent a central place for settlement in this locality. In the immediate locality of Cleckheaton in the mid-19th century most settlement occurred within the town or as ribbon development along West Gate leading to Moorside. The village-like settlement such as Hartshead, Hightown, Middlegate and Little Town in the rural hinterland to the southwest of Cleckheaton occurred as ribbon development, some of it from at least the 17th century (e.g. Middle Hall Farm. Three gabled 17th century farm house. Images of England UID 341016).

The zone of open fields around Cleckheaton has largely been developed with housing to the west and industry to the east, although the boundaries have been preserved by current development perimeters. The Spen Valley and Syke Beck represent the nearest agricultural land and here the pattern of small irregular fields is well preserved with less than 50% agglomeration. There are a number of historic farms in these localities. Lower Blacup Farm 800m southwest of Cleckheaton is a Yeoman’s house of 17th century date but the name may originate from before 1226 (HLC_PK 2753). Lands Farm in the Spen Valley 850m to the northeast dates to 1693 (HLC_PK 6526). Nearby is Nos. 64 & 66 Cliffe Lane which also dates from the late 18th century. 600m to the east of the town is Spen Hall dating from the 16th century (HLC_PK 9760). The parts of Spen Valley and Syke Beck contain fragments of relatively well preserved late medieval to early post medieval landscape (e.g. HLC_PK 2754, 2753 & 2757).

4.2.5 Denby Dale

Figure 191.
 Zone study area map of the
 Denby Dale locality



Overview

Denby Dale is a village which probably became established in the early Industrial Period, although earlier settlement is a possibility. The village acquired a few housing estates in the 20th century turning Denby Dale into a dormer village. Denby Dale is situated around 11.5km south-east of the Huddersfield Town core straddling the border of two Townships: Cumberworth to the north and Denby to the south. It is situated on the lower slopes of the River Dearne Valley, the bulk of the settlement is largely on the northern side. The land rises to the north to Cumberworth Common and to the south to Upper Denby. The River Dearne flows in a north-east direction towards South Yorkshire and Bretton Hall Park. Denby Dale is situated near the source of the Dearne on the slopes to the east of the former moorland around Dearne Common, Drake Hill and Maythorne Slack. Here the valley is steep sided. Denby Dale sits above a solid geology of the Pennine Lower Coal Measure Group of rocks.

Historic core

There is little available evidence to suggest that Denby originated as a medieval village. Although early houses may be included or lie at the core within the village. Many of the villages in Kirklees with medieval origins have hill top or hill side locations. It is likely that the villages of Upper Denby and Lower Denby around 1.25km to the south-west of Denby Dale were the largest medieval settlement in this township (HLC_PK 4682 & 4652). Both villages demonstrate buildings with medieval place name evidence, confirmed early post-medieval buildings and probable medieval strip fields.

The main road through Denby Dale, Wakefield Road, probably originated as the Wakefield and Denby Dale Trust Turn Pike of 1825-26, although it may have incorporated an earlier route. The village of c.1850 (OS 6" 1st edition) depicts a more organic and irregular arrangement of lanes on the hillside to both sides of Denby Dale which were cut by the turnpike. These lanes correspond with Miller Hill, Dearne Side Road and Bank Lane to the south with Cumberworth Lane and Wood Lane to the north. The main road leading south out of Denby, Barnsley Road, was also a turnpike of 1758-59. Miller Hill and Cumberworth Lane may have been more important routes in the past giving Denby Dale a north-south rather than east-west alignment. Settlement was fairly low density spread along the several lanes. Where the lanes met there were open areas representing small triangular greens. It might even be suggested that this organic arrangement of lanes were formerly tracks across a hillside common which became formalised through early Industrial Period development. The hillside to the immediate west of Denby Dale is historically known as Hartcliffe Common, the boundaries of which seem to be aligned with the perimeters of the village in the mid-19th century.

Cottages and houses with workshops and possible weavers' cottages were probably represented. The village also included a corn mill at the bottom of Miller Hill [Lane], a Methodist chapel and an inn (HLC_PK 5913). Denby Dale contains only three listed buildings. These comprise a Wesleyan Methodist Chapel founded in 1799, an early 19th century mill shed and the 1884 Denby Dale Viaduct, again nothing to suggest ancient origins.

A rapid visual inspection of the historic core revealed many terraced houses and a few vernacular cottages of the Early Industrial Period (Google Street View 2016).

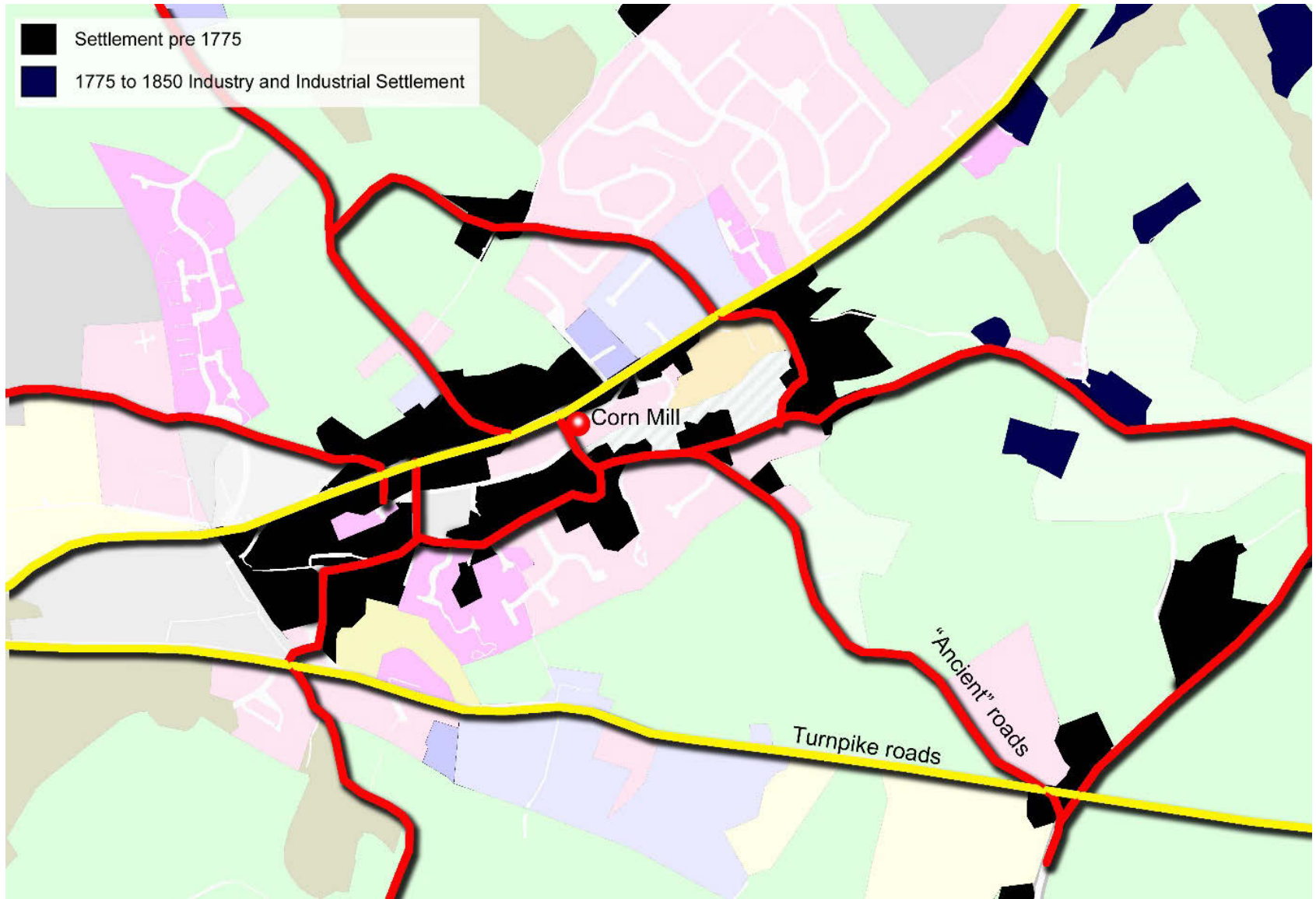


Figure 192. Zone map of the Denby Dale's historic settlement with historic roads. Turnpike in yellow and "ancient" roads in red (not to scale).

Industrial Period development

Two mills were depicted in Denby Dale in the mid-19th century. The corn mill and Hartcliffe Mill (woollen) to the west of the village (HLC_PK 5859). It is also likely that a mill was present to the east of Denby Dale: the Denby Dale Dye Works is named in c.1894 but buildings in the same location are depicted in c.1850 (HLC_PK 5900). A number of other industries were also depicted. These included sandstone quarrying, small scale coal mining and workshops within the village which included a saw pit and smithy. A domestic textile industry was also likely both within the village and folds in the surrounding countryside (e.g. HLC_PK 5305).

Two more mills were added to the Dearneside Road area by the mid to late 19th century which included Dearne Side Mill (woollen and worsted) and Springfield Mill (worsted) (HLC_PK 5872 & 5895). Of the two latter mills, only Springfield Mill survives. Dearneside mill is now housing. Hartcliffe Mill may also be extent. An additional mill, Inkerman Mill (worsted) was constructed in the latter half of the 19th century on the hillside 600m to the south-east of the village (HLC_PK 5406). This mill is now lost, replaced by housing and a commercial depot.

Another innovation from the industrial period was the introduction of the Denby Dale Railway Station (HLC_PK 5886). The station opened in July 1850 and connected Denby Dale to Huddersfield and Penistone. The station also included an area of railway sidings and a goods shed by the late 19th century.

The station area contained a small brick and stoneware works by c.1894 (HLC_PK 5883). This developed in the early 20th century with the establishment of a large scale fireclay works (HLC_PK 5492). The Putting Hill Clay Pits were also recorded from the c.1970s at the eastern end of Denby Dale (HLC_PK 5227).

Denby Dale gained many new terraced houses in the later Industrial Period, though not as large scale grid-iron developments - rather as short rows along Wakefield Road and on several side lanes. Wakefield Road developed as the village's commercial core at this time.

In addition to terraced houses, a few villas also were built. Some were probably mill owner's houses, other may have been constructed as a result of the introduction of the railway. The largest is Rock Wood House with extensive area of private parkland built on Hartcliffe Common in the mid to late 19th century (HLC_PK 5489). The house was owned by Walter Norton, probably related to the Norton textile manufacturing family of Bagden Hall and Nortonthorpe Hall. Two villas and a small Zion chapel were built to the south of the village in the mid to late 19th century (HLC_PK 5404 & 46353).

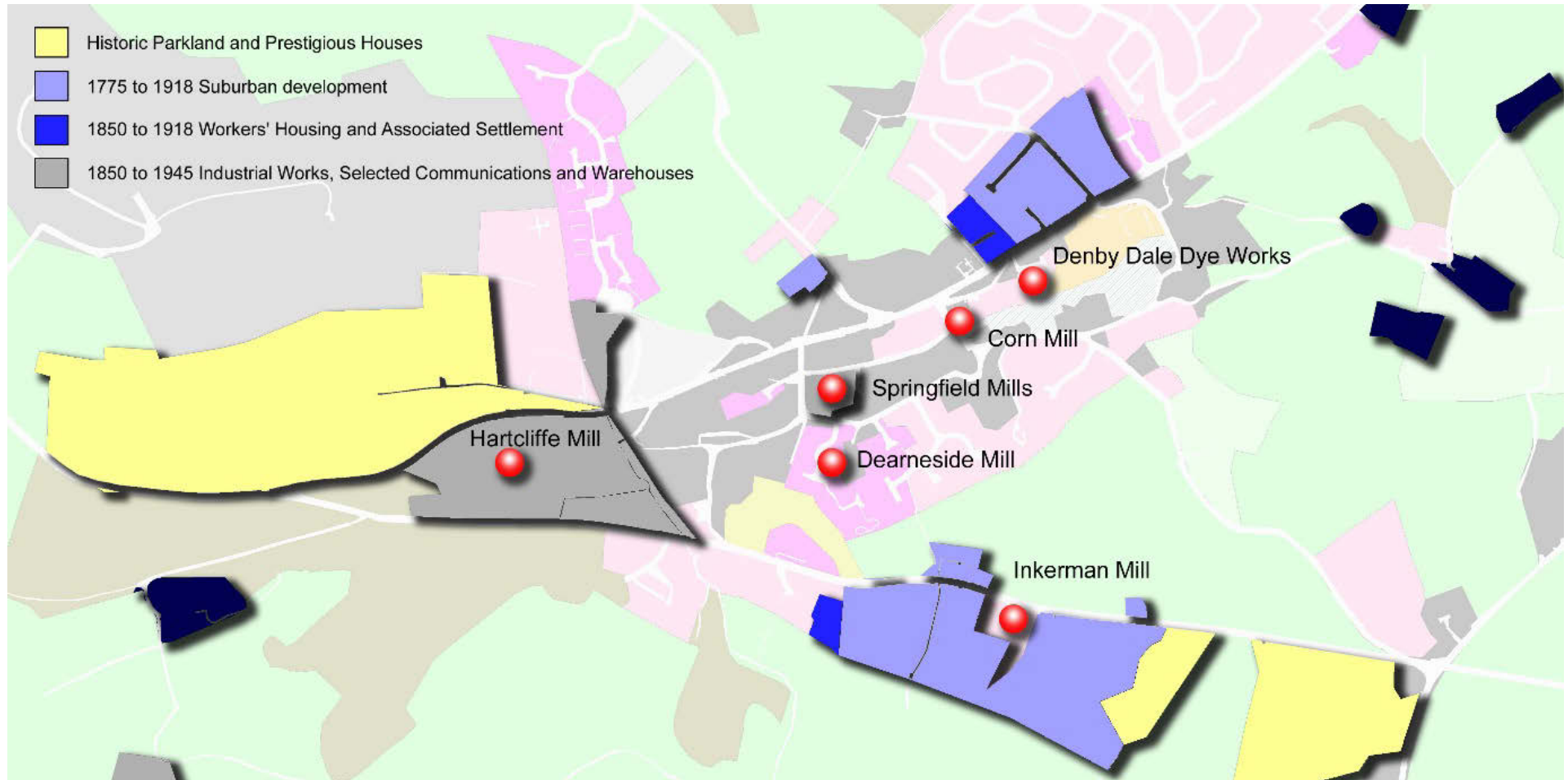


Figure 193. Zone map of the Denby Dale's later Industrial Period development (not to scale)

20th century and beyond

The 20th century has had an impact of the historic landscape character of Denby Dale, though not as great as in other Kirklees settlements. The largest development is Rock Wood Rise to the north of Wakefield Road at the eastern end of the village constructed in the 1970s as a private estate of bungalows (HLC_PK 5302). To the immediate east is Gilthwaites Crescent, a private estate built in the c.1960s (HLC_PK 5296). Inkerman Way is a small private estate built in the c.1980s. The area formerly contained a mill reservoir (HLC_PK 5325). Wall Royds is a small development of houses built to the south of Denby Dale in the c.1930s (HLC_PK 5863). The largest post 1990 estate was built in 2002 on Wakefield Road south of the railway station on the site of the stoneware works (HLC_PK 5891).

Denby Dale Industrial Park was built on the site of the late 19th century brickworks after 2002 to the immediate south of the railway station at the western end of the village.

The character of Wakefield Road is strongly commercial and later Industrial Period with surviving rows of shops, public houses, terraced houses and small villas interspersed with occasional 20th century houses. There has been some 20th century residential and light industrial infill development amongst the several side streets. Here too, the later Industrial Period Character is well preserved.

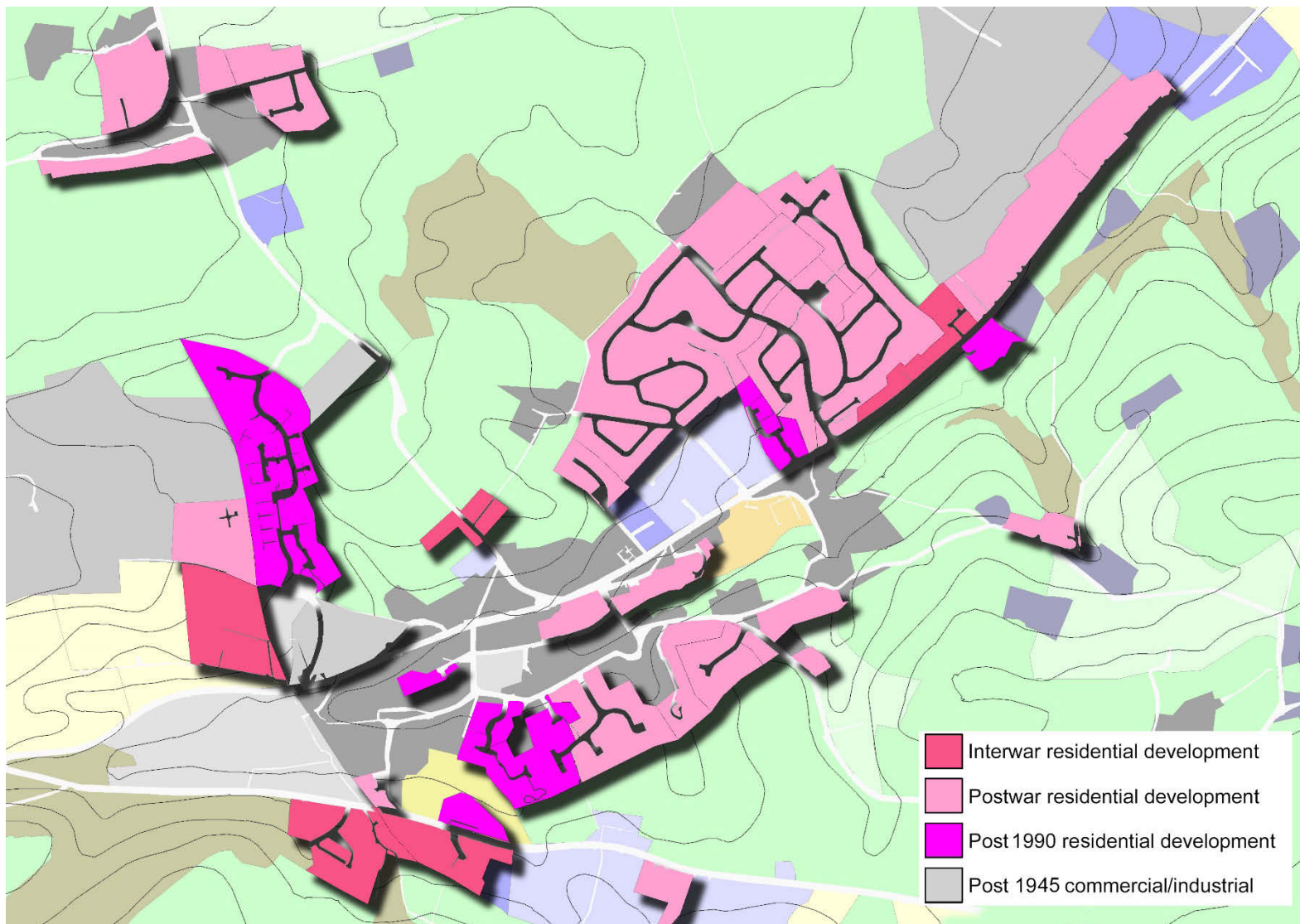


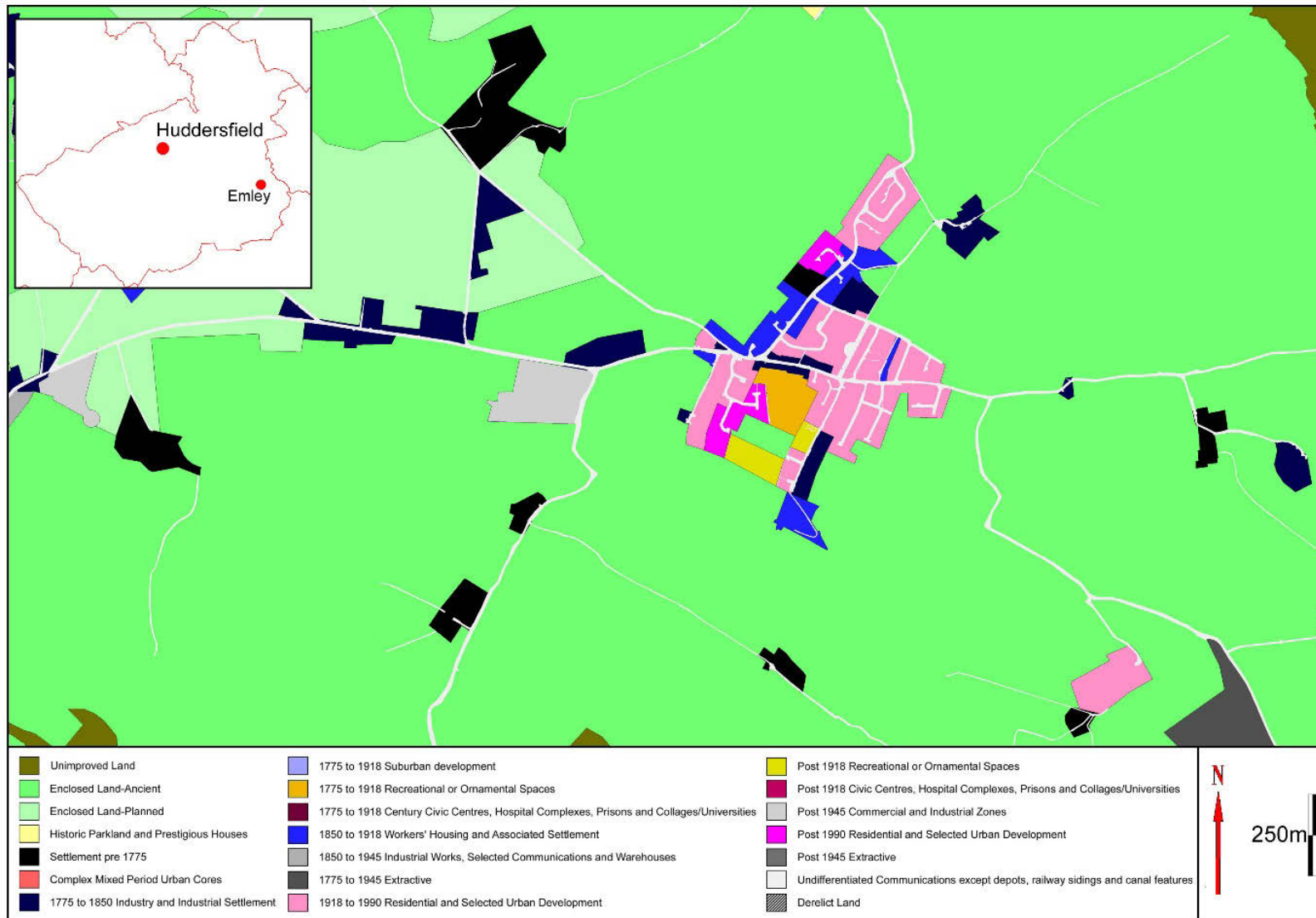
Figure 194. Zone map of Denby Dale's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

The valley of Denby Dale was largely wooded to the west of the village and to the east woodland extended up along cloughs cutting the valley sides. Elsewhere there were possible assarts and piecemeal enclosure. The land rose to the south to meet the open field systems of Upper Denby and Lower Denby villages both with probable medieval origins. A similar situation occurred in the rural hinterland to the north where both Lower Cumberworth and Skelmanthorpe has associated open fields. Skelmanthorpe's strip field system was particularly large. The fields to the north of Denby Dale demonstrate widespread 20th century agglomeration with a loss of over half their internal boundaries. The fields' boundaries in the Upper Denby area also demonstrate agglomeration but to a much lesser degree.

A few of the farms in the rural hinterland are listed. Those of Upper and Lower Denby are mentioned above. To the north of Lower Denby is a farm named Dunkirk dating to the 17th century. Low House is a fold 1.8km to the south west of Denby Dale which contains a 1717 hall with later cottages and a Quaker meeting house of early 19th century date (HLC_PK 4692). The land to the north of Denby Dale contains loom shops and weavers' cottages of late 18th to early 19th century date (HLC_PK 5305).

Figure 195. Zone study area map of the Emley locality



Emley is a small rural village with probable medieval origins. The village developed a zone of housing in the 20th century but still remains small scale and rural in its setting. Emley is situated 10.5km south east of the Huddersfield Town core in the Township of Emley. The village is positioned on a hill top connected by a neck of land to Emley Moor around 1.5km to the west. The land drops away on all other sides towards Bentley Beck to the north and the River Dearne to the south. The confluence is at Bretton Park 2.8km to the east. Emley sits above a solid geology of Pennine Lower Coal Measures and Pennine Middle Coal Measures, the junction runs through the centre of the Township in a northwest-southeast direction.

Historic core

The historic core of Emley is readily identifiable on mid-19th century mapping (OS 1st 6th Edition, c.1850). Emley village had a northeast-southwest linear development running along what is now known as Church Street for around 400m from the junction of Thorncliffe Lane to the north to the junction of Upper Lane to the south (there is no Current Type HLC record specifically for Emley's historic core). Settlement also ran along Upper Lane leading to Beaumont Street in an east-west direction (HLC_PK 4318). It can be confidently stated that Emley was a medieval village of at least local importance. Mid-19th century mapping clearly depicts enclosed medieval strips in an open field system fields to the east and west of the village. The fields respected Church Street, Upper Lane, Beaumont Street, School Lane and Out Lane. Beyond this, Emley Moor was present to the west and piecemeal enclosure was present to the east.



Figure 196. View of Emley from Clough Road (from the north). 2015

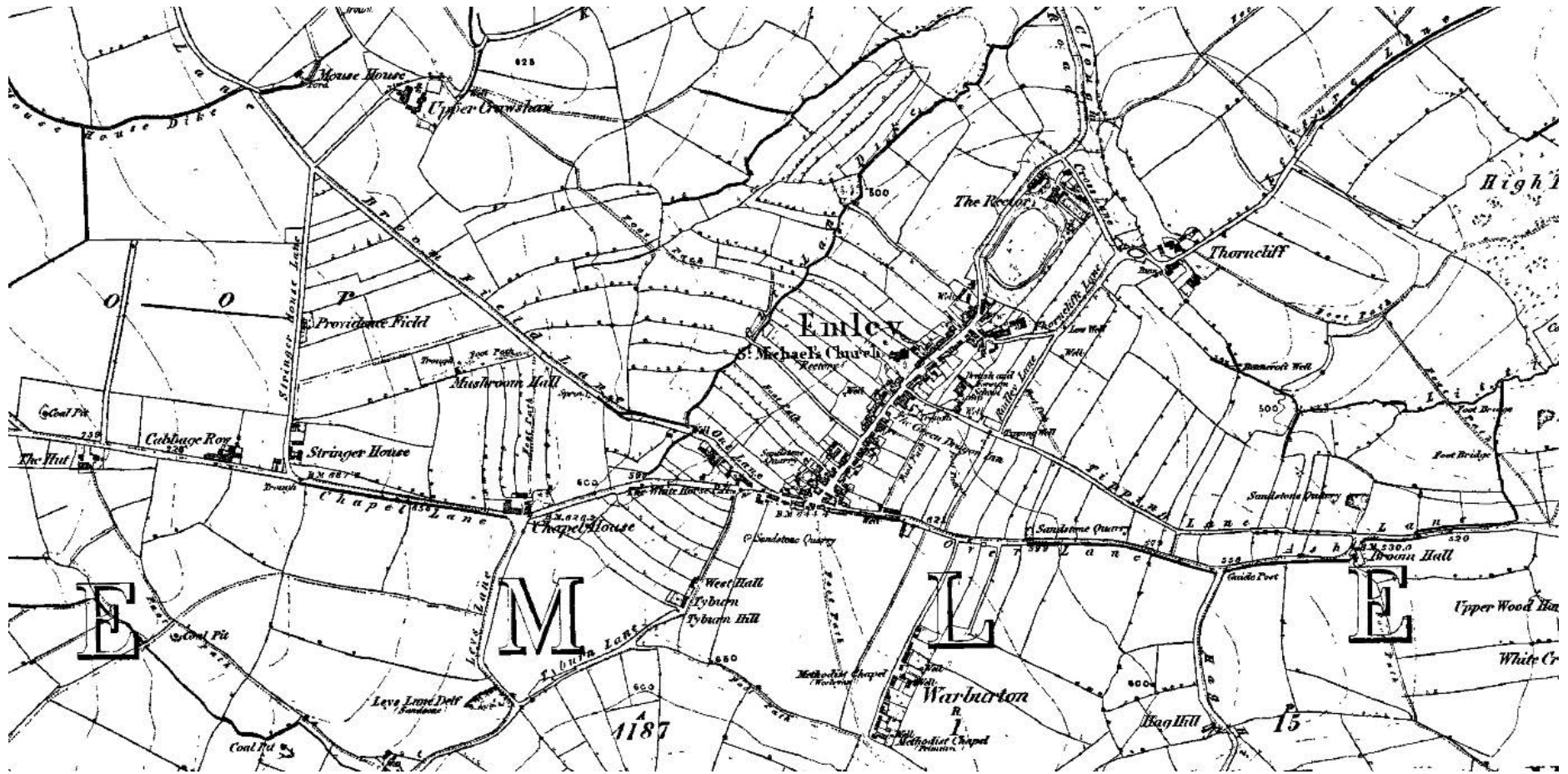


Figure 197. Map of Emley showing associated strip fields. OS 1st edition 6" map, c.1850. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

“Amelai” is mentioned in the Domesday Survey of 1086 and several other times, with variations on the spelling, during the later medieval period (Smith. A.H. 1961. Part II. p. 218). After the Norman Conquest it remained in the hands of Godric, the original Saxon lord. The Godric family became renamed the Fitzwilliam family in the early 12th century. The manor house associated with Emley was the moated hall at Old Hall in Emley Park 1.6 km to the south-east. The hall was situated in an area of land named Emley Park. This was a former medieval deer park, the boundaries of which may represent the original Saxon estate (HLC_PK 3967). The manor house was abandoned around the early 14th century.

19th century mapping depicted Emley as a well-developed high-street settlement running along both sides of Church Street. The strip enclosures running perpendicular could be considered former croft plots to the rear of medieval properties fronting Church Street. The area had many cottages, a village school, St. Michael’s Church and a small Methodist chapel (OS 1st edition 25”, c.1894). The settlement along Upper Lane might have been later, possibly Industrial Period development, though an ancient cross is depicted at the junction. This area may have represented a small medieval market area. The Upper Lane area had a Wesleyan chapel, reading rooms, a smithy and a public house.

Emley contains only two listed features: the early medieval St Michael’s Church and the base of the market cross (HLC_PK 4319). Thorncliffe Grange, 370m to the north east of Emley is also listed (grade II*) as a high status hall house of 1623 date (HLC_PK 4324).

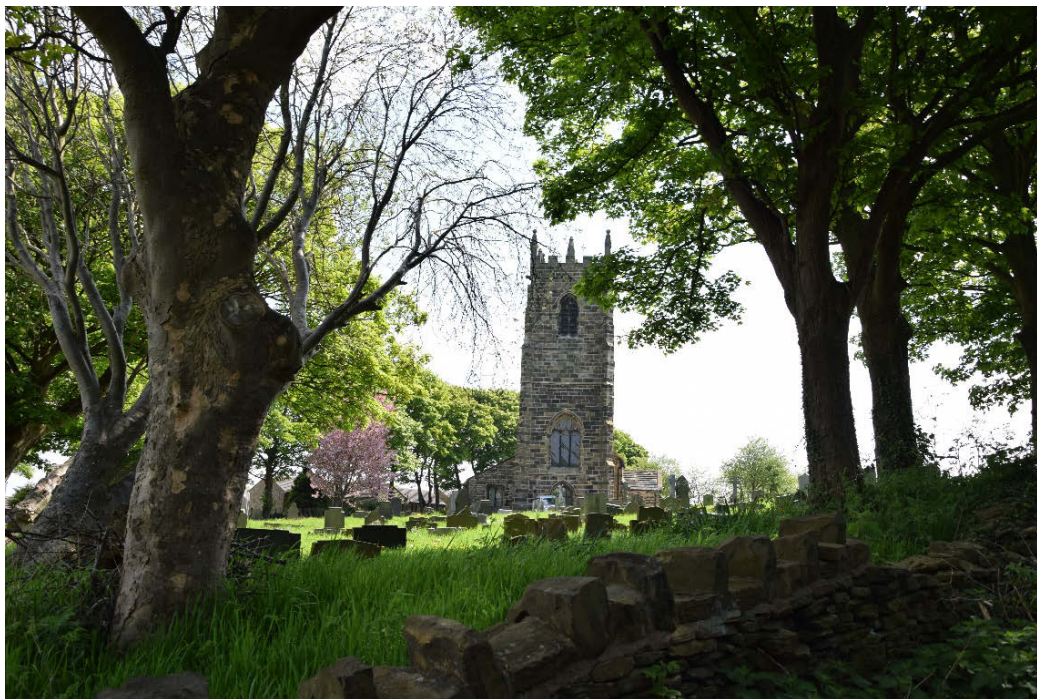


Figure 198. St Michael’s Church. Emley. 2016

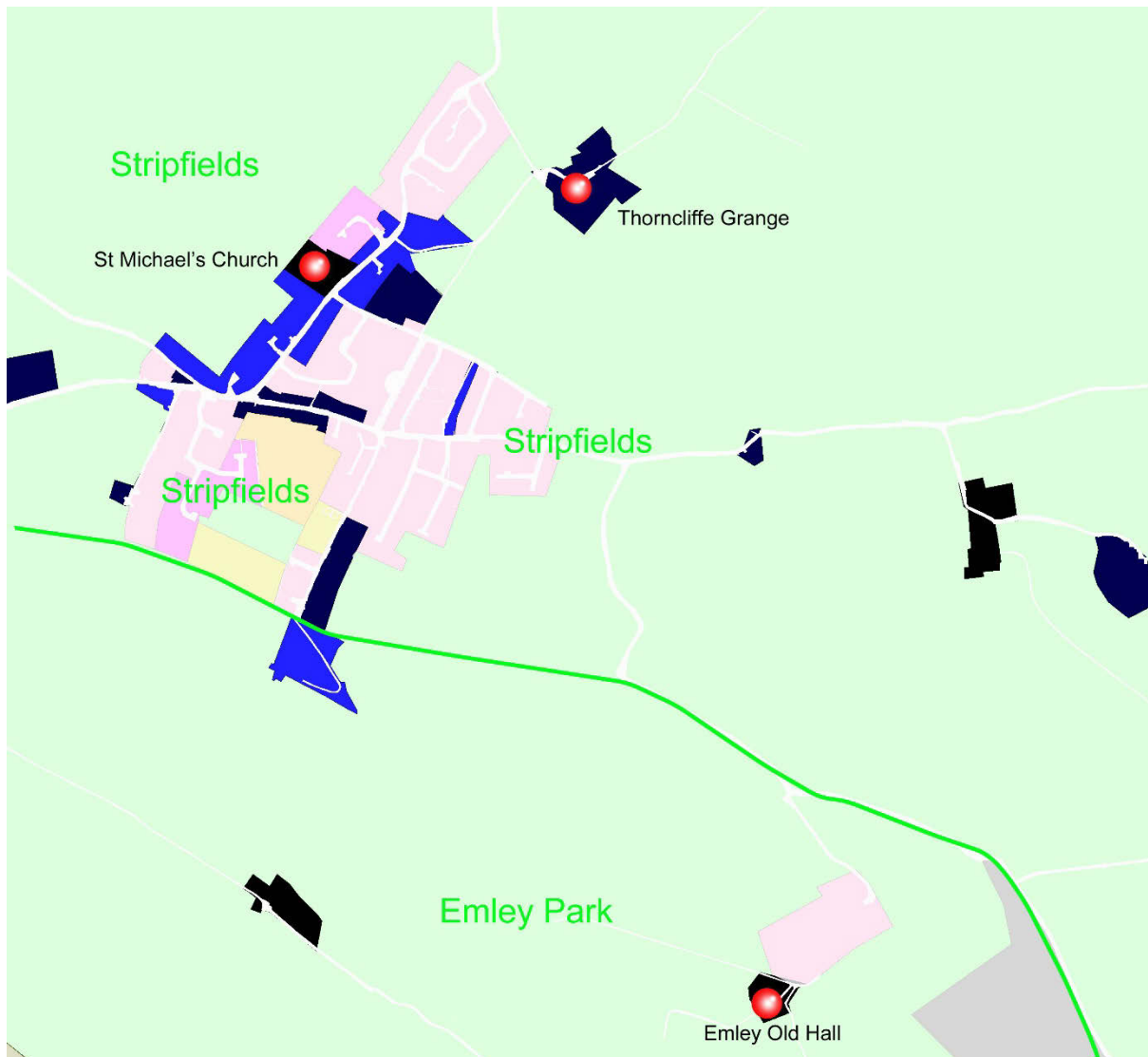


Figure 199. Zone map of the Emley's historic settlement (not to scale)

Industrial Period development

Mining around Emley is well documented. Iron ore was discovered in the area around Bentley Grange 1.8km to the east of Emley. This led to the establishment of iron ore mines and a forge by the monks of Byland Abbey under a license granted by Sir William Fitzwilliam in 1217. Bentley Grange was established by the monks of Byland Abbey in 1198 as an outlining farming estate. Archaeological work suggests that earthworks to the south of this area may be the original site of the grange, the current farm is 17th century (HLC_PK 4031). The remains of bell pits around Bentley Grange are a Scheduled Monument (HLC_PK 4002).

Apart from a blacksmith's workshop, no incipient industry was present in the village core. The surrounding fields contained a few coal pits and small quarries in the 19th century. The medieval iron stone pits were probably disused by this point. One of the larger coal pits was

on Chapel Lane 700m to the south west of the village (HLC_PK 3969). It was founded in the mid to late 19th century and went on to become part of the larger complex of collieries which expanded in this area in the early part of the 20th century. Speedwell Colliery, established in 1888 was present 700m further west on Chapel Lane (HLC_PK 4340). Late 19th century mapping depicts Emley Moor Colliery 2.3km to the south of Emley Moor (HLC_PK 4932). This was a large site with dedicated railway sidings and connections to the Clayton West Branch Line. Emley Moor Colliery was connected by tramway to the contemporary Nine Clogs Colliery 950m to the north (no separate HLC record). Other coal pits to the south east of Emley were connected by an aerial cable and a tunnel to Park Mill Colliery 2km to the south east in Clayton West. Emley Moor Colliery closed in 1985.

Of interest is the small settlement of Warburton to the south of the village. This is a street of cottages in rows which, in the 19th century had two chapels: a Methodist Chapel and a Christian Brethren Chapel, even though the settlement was only 220m long and one row deep (HLC_PK 3977).

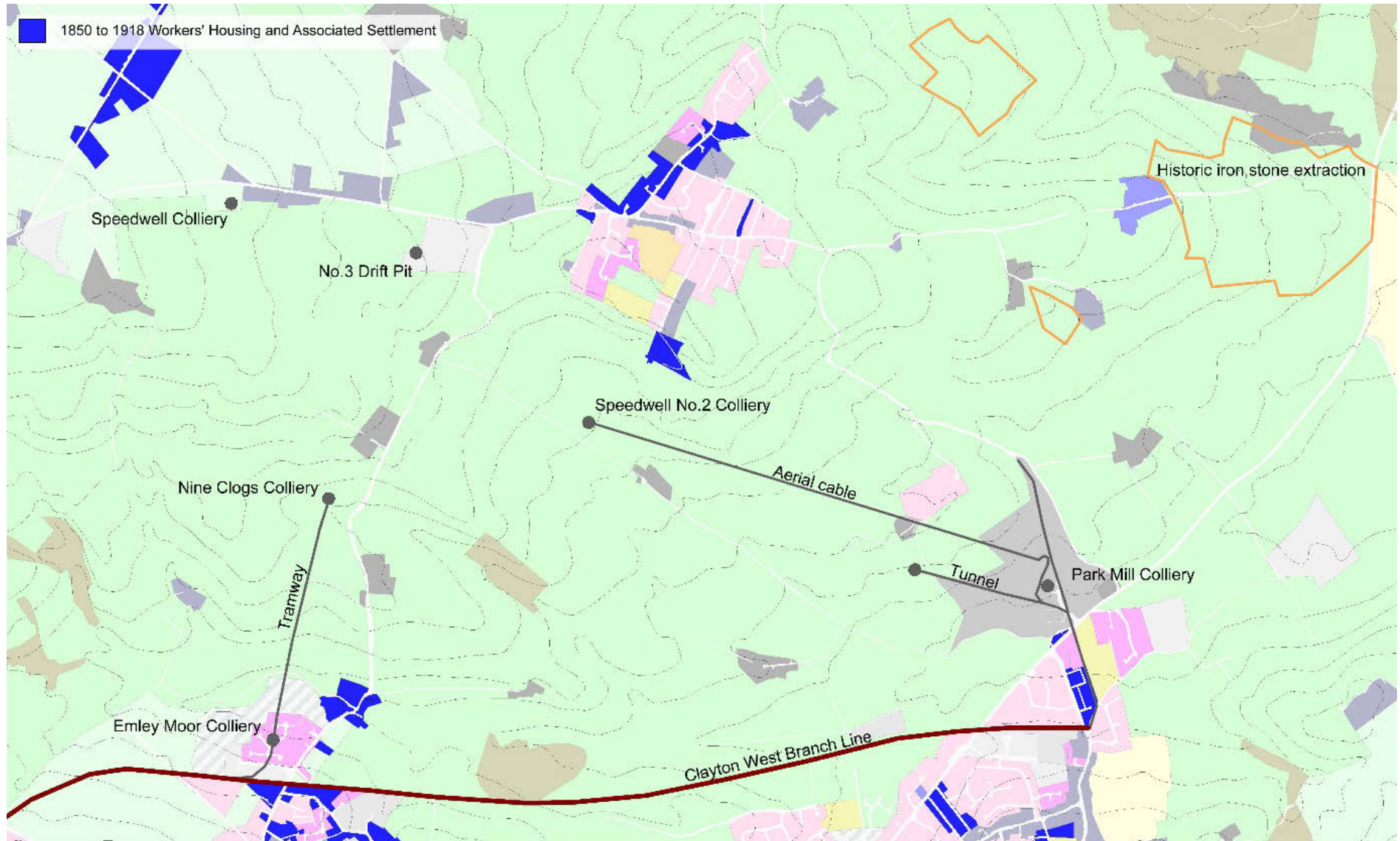


Figure 200. Zone map of the Emley's later Industrial Period development (not to scale)

20th century and beyond

Emley contains a few small housing estates of early 20th century date forming a tight zone around the village core. The largest area is to the east on Upper Lane which is a private housing development of c.1960s or 70s date (HLC_PK 3983 & 3986). Saville Street also in the Upper Lane area is an estate of probable council houses built in the post-war period (HLC_PK 3979). Saville Close also is a 1980s sheltered housing development (HLC_PK 3992). Wentworth Drive is a c.1970s development off Beaumont Street at the south western end of the village (HLC_PK 4307). Rectory Gardens is a 1960s private estate built at the end of Church Street (HLC_PK 4328). These estates have a mixed social status and mostly occurred on previously undeveloped land.

Church Street demonstrates piecemeal development of 20th century houses, including private houses and possible c.1980s housing association houses. There are also two small private developments of post 1990 houses off Church Street and Upper Lane (HLC_PK 4327 & 4052)

Emley Moor Business Park in the 1990s at the western end of the village on the site of No.3 Drift Pit (HLC-PK 39690).

Church Street now has a mixed character of 19th century houses with later Industrial Period terraced houses and 20th century residential development. One or two of the houses may date to the earlier Industrial Period. No evidence of earlier settlement is immediately apparent. Apart from the church and the street, any ancient historic character has been obliterated. The Upper Lane area also exhibits Industrial Period development, with cottages, terraces, houses one or two small institutes and a shop. The 20th century is less intrusive in this area. It is likely that some, if not all the terraces were workers' housing associated with the coal mining industry. Emley did not develop the larger grid-iron development associated with other Kirklees industrial towns.

Rural hinterland

The fields in the rural hinterland of Emley have been severely agglomerated in the 20th century. Most of the strips surrounding the village depicted on 19th century mapping have been lost. The outer perimeters survive in current field boundaries. The strips are, ironically, best preserved by the current alignment of the 20th century housing development on Upper Lane. The piecemeal enclosure to the north and east of Emley is similarly enlarged. 19th century field boundaries survive best to the south of the village in the Emley Park area.

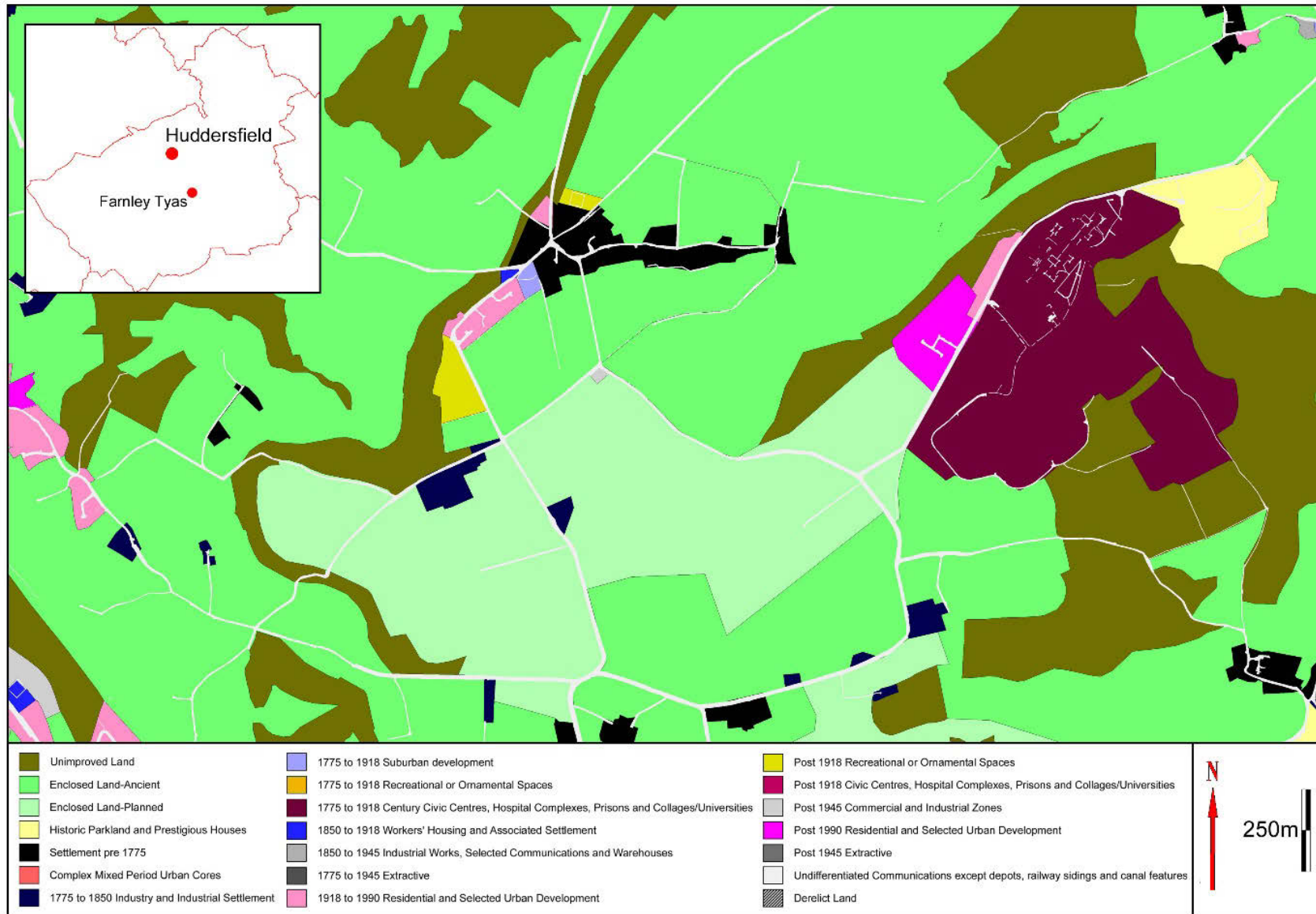
The area of former strip fields contain no farms suggesting that the farms for this area were located within the village. The distribution of farms is largely intact further afield in the rural

hinterland. A few farms are listed. Moor Head Farm 1.7km to the west dates to 1769, though the barn contains 17th century (or earlier) timbers (HLC_PK 46470). Kirkby Grange Hall around 1km to the north of Emley was built c.1606 and contains a contemporary barn (HLC_PK 46505). White Cross Farm 1.3km east of Emley contains a farm and barn of 17th century origins (HLC_PK 46508). Bentley Grange 1km further east is also 17th century (HLC_PK 4031).

Emley Moor also contains the famous Emley Moor TV Station with landscape dominating mast of 1966 date (HLC_PK 4345).

4.2.7 Farnley Tyas

Figure 201.
Zone study
area map of the
Farnley
Tyas
locality



Overview

Farnley Tyas is a rural village situated 4.5km south east of the Huddersfield Town core in the Township of Farnley Tyas (240m AOD. OS ref 416501, 412810). It is likely that Farnley Tyas originated as a small medieval village. The impact of the Industrial Period and 20th century on the village has been slight. The area is perhaps as equally well known for the Stores Hall Hospital (now a university campus). The village is situated in a hill top position on a spur of land which projects from Farnley Moor 1km to the southwest. The area around Farnley Tyas is a small plateau which drops off steeply in all other directions to meet Lumb Dike to the northwest, Range Dike to the south and Fenay Beck to the east. Farnley Tyas sits above a solid geology of the Pennine Lower Coal Measure Group of rocks.

Historic core

“Fereleia” is mentioned in the Domesday Survey of 1086 and many other times in the later medieval period (through different spellings). The “Tyas” element is a feudal name from the family of Le Tyeis who held land in this area from the 13th century (Smith. A.H. 1961. Part II. p. 267-268). Farnley was historically owned by the nearby Kaye family who lived in Woodsome Hall, 2.2km to the northeast at the end of the spur of land upon which Farnley sits (HLC_PK 6090). The village thrived as a farming community probably after 1732 when the land was acquired by the Earl of Dartmoor. The community had around 700 people in the 1820s which had been reduced to 404 by 1904 (*Farnley Tyas*. www.farnleytyas.com/#!/history/c15v1. May 2016).

The Farnley Tyas of the mid-19th century consisted of a linear development along Manor Road with a wider street and small triangular green at the western end in an area now named The Village (OS 6” 1st edition. Yorkshire, c.1850). Late 19th century mapping more clearly shows irregular groups of buildings to the north and south of the main streets which probably comprised cottages and farms (OS 25” 1st edition. Yorkshire, c.1894). The village also contained two smithies, St. Lucius Church and the Golden Cock Public House at this time (HLC_PK 6097). A tannery was also formerly present at the eastern end of Manor Road. Fields to the north and south of Manor Road contained long and serpentine boundaries which were probably enclosed medieval strip fields associated with the village core. Strip fields were also likely in the fields to the south of the village. “The Village” area of Farnley Tyas probably represents the oldest part of the settlement. Here the grouping of buildings and the street plan is most organic. It is a well preserved and densely packed historic core. This area also contains the most listed buildings. They include two houses and barn of 17th century origin. Three listed houses of 18th and early 19th century date are also

present on Manor Road. The church of St Lucius is present at the western end of the village and dates to around 1840 (HLC_PK 6100).

A rapid visual inspection of Farnley Tyas reveals a traditional rural village with cottages and farms built of local stone (Google Street View May 2016). The buildings are a mix of periods with 18th century and 19th century dates but with obvious evidence of 17th century features on some buildings (and possible evidence to others). There is a mix of vernacular cottages, detached houses and a few Victorian terraces. There are several barns, farms houses and agricultural sheds which make a significant presence to the village setting and indicate an historic rural economy. A few of the vernacular cottages display the long rows of mullioned windows associated with weavers' cottages. The presence of the 20th century within the village core is slight and considered. The buildings of Farnley Tyas village demonstrate a continuous development from at least the early post medieval period which remained largely static from the latter half of the 19th century.



Figure 202. Zone map of the Farnley Tyas historic settlement (not to scale)

Industrial Period development

All the industry in the village or immediate area was small scale in the 19th century. There were three smithies, a few small quarries and a tannery. Farnley Tyas Brewery was depicted 300m to the south east of the village in c.1850. Probable weavers' cottages have also been noted from around this time. Two mills were recorded in c.1850 those these were in the valley bottoms to the north and south and were thus geographically separated. Dye House was present 15.km in the Lumb Dike valley (HLC_PK 6139). Farnley Mill was present at around the same distance in Range Dike to the east. Farnley Mill was constructed on this site in 1792 as a scribbling and fulling mill. It went out of use by 1906 (HLC_PK 6086). Range Dike may be the most likely area for a potential village corn mill. Farnley Mill is

located 400m to the south of the village and probably dates from the late 19th to early 20th century (HLC_PK 8701). Fenay Beck 2.5km to the east in the Kirkburton area became a corridor of 19th century industrial development, although it made little impact on Farnley Tyas due to the distance and geographical separation.

The impact of the later Industrial period was slight on Farnley Tyas. The village gained a few short terraced rows, a new church, a small school and a reading room (e.g. HLC_PK 6098, 6101 & 6100).

20th century and beyond

The impact of the 20th century on the village was also slight. A bowling green was added to the north of the village around the 1930s (HLC_PK 6099). The bulk of the development occurs on Butts Road to the west of Farnley. It consisted of two small estates of post-war and late 20th century date (HLC_PK 6102).

Rural hinterland

What appear to be strip fields or village croft plots area are present in fields to the north and south of Manor road and probably also to the south of the village. Strip fields may have also extended along the ridge to the west to the north and south of Honley Road. These boundaries appear extant from the 19th century with no agglomeration. The land further north to either side of field Lane have the appearance of an open field but the fields are too regular and the fields contain circular ornamental woodland which suggest surveyed enclosure. The name Upper High Fields does suggest that the area was part of an open field system at some point. Farnley Moor is named to the south of Farnley Tyas, though this had been enclosed by the 19th century. The surrounding valleys were heavily wooded with piecemeal enclosure of assarts.

It is likely that most of the farms of Farnley Tyas were located in the village core as the immediate rural hinterland was devoid of settlement. The nearest house on Farnley Moor is dated to 1790 suggesting a late enclosure of this area (HLC_PK 46420). Lumb Dike to the north contains fields which are much smaller and more irregular in form. The valley contains houses from a mixed historic period. The earliest is the listed Fletcher House which is early to mid-17th century in origin (HLC_PK 37024).

There are two listed building at the end of the Farnley Tyas promontory overlooking Fenay Beck. The Manor House is 17th century and is believed to have been built by the Kaye family of Woodsome (HLC_PK 8708). The largest house in this area is Woodsome Hall. Woodsome Hall was built as a high status hall-house in the early 16th century (HLC_PK

6090). It is thought that it replaced an earlier moated hall. The hall is surrounded by a park of probably 18th or 19th century date, though it is possible this originated as a deer park.

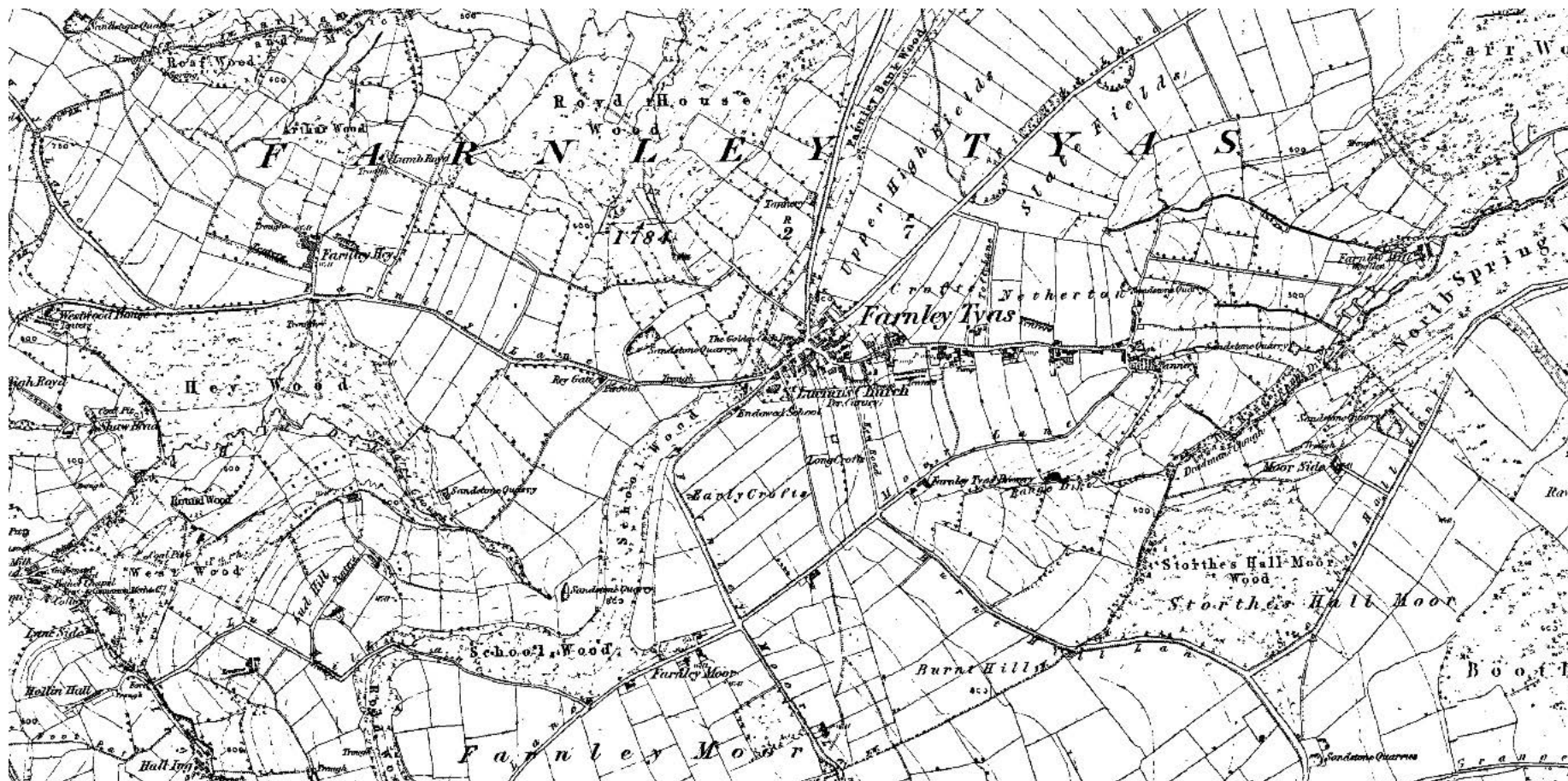
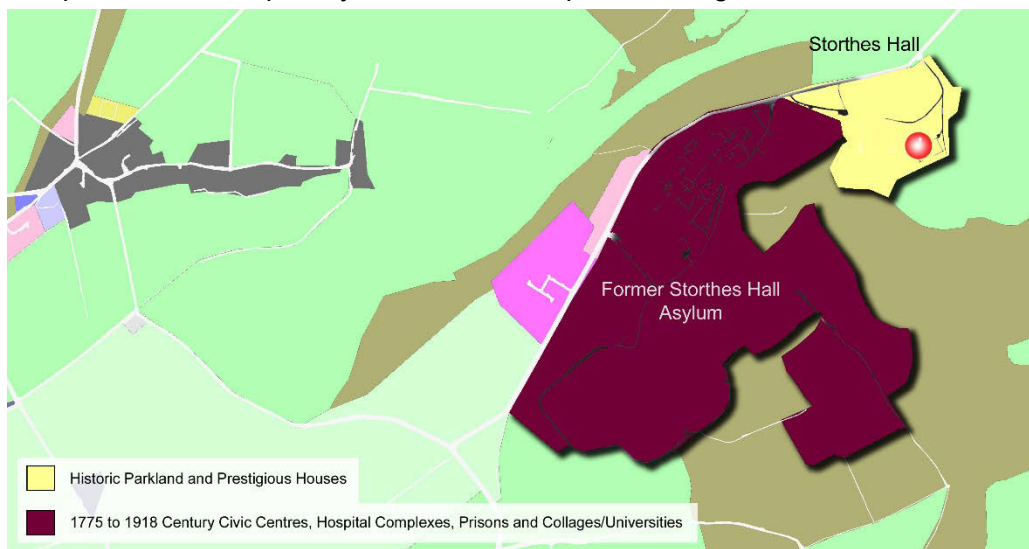


Figure 203. Farnley Tyas village and associated field systems. OS 1st edition 6" map, c.1850. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

Storthes Hall on the southern side of Range Dike was built in c.1790 by Charles Horsfall (HLC_PK 6128). There may have been at least two previous buildings on this site. The place name “Stordes” is recorded from the 13th century as a possible farmstead settlement. Storthes Hall is also referred to in a 1541 grant of the manor of Thurstonland and other lands belonging to Roche Abbey to John Storthes. The hall was let out as a school in the 19th century, later returning to a residential use. In the late 19th century the hall and associated land was sold as a site for a new asylum which was opened in 1904. Originally named as the Storthes Hall Mental Hospital (1929–1938), then as the West Riding Mental Hospital (1939–1948), and finally as the Storthes Hall Hospital (1949–1991). The hospital was innovative for its time, seeking to rehabilitate patients through occupation. The facilities included workshops and farms. The hospital closed in c1992. In this area a modern university campus was developed by 2002. One hospital building remains on this site and the hospital



sports ground remain.

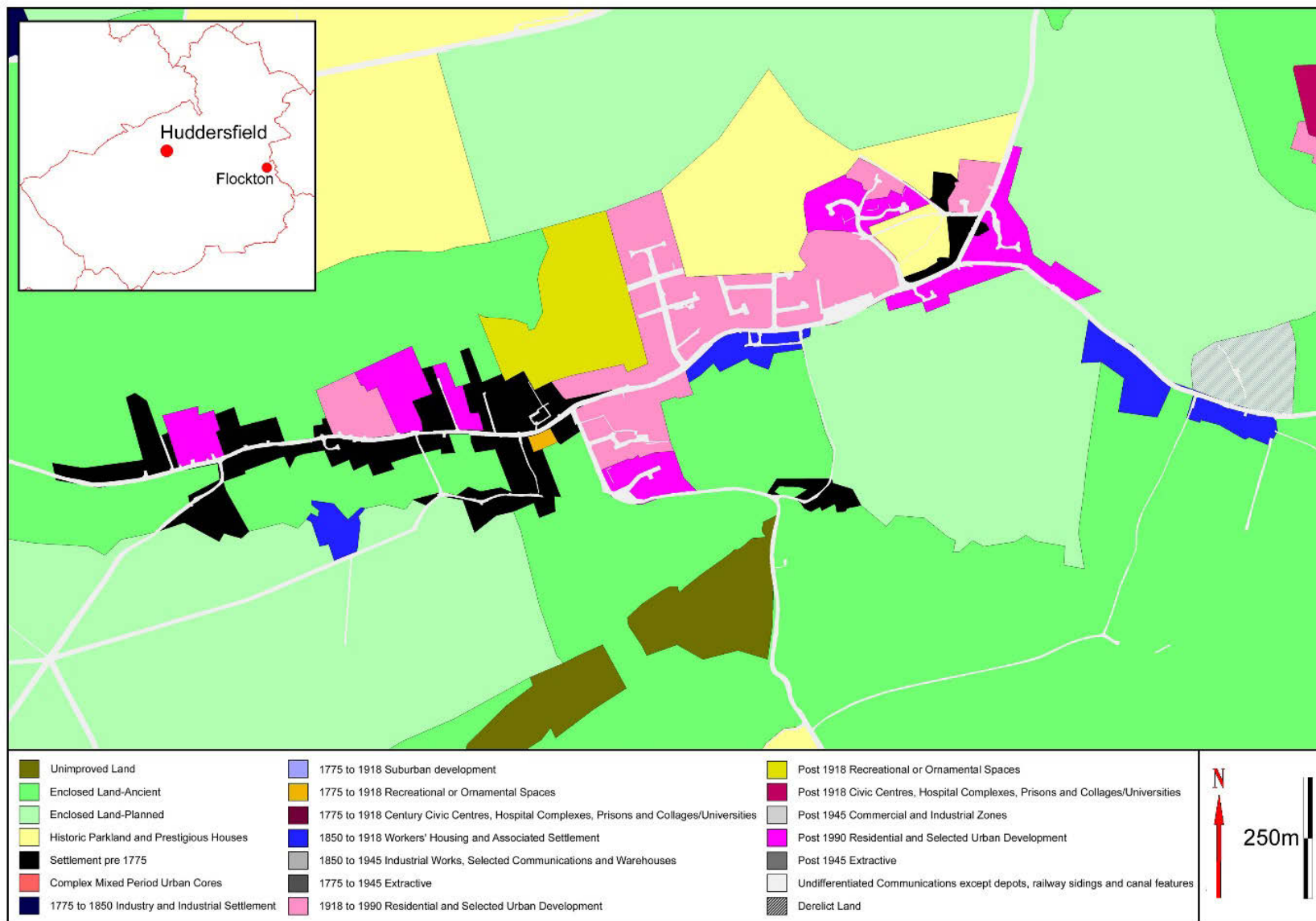
Figure 204. Zone map of Storthes Hall and former asylum



Figure 205. The Mansion. Storthes Hall

4.2.8 Flockton

Figure 206.
Zone study
area map of
the Flockton
locality



Overview

Flockton is a village in a rural setting which gained a few houses in the Industrial Period as a result of local mining and in the late 20th century as a commuter town due to the village's proximity to the M1 motorway. The village sits 9.7km to the east of the Huddersfield Town core in the Township of Flockton (150m AOD. OS ref 424088, 414937). The village is on a valley side position above Flockton Beck. The beck sits in an embayment of three becks which flow in a south-eastward direction to flow into Bentley Brook and then the River Dearne 4km to the south east. The land rises to the north to Grange Moor and to the south and west to Flockton Moor and Emley Moor. Both moors had been enclosed by the mid-19th century. Flockton sits above the intersection of two Groups of rock: Pennine Lower Coal Measures to the west and Pennine Middle Coal Measures to the east.

Historic core

It is likely that Flockton is a village of medieval origins. "Flochetone" is mentioned in the Domesday Survey of 1086 and many other times in the later medieval period (Smith. A.H. 1961. Part II. p. 203). The historic core of Flockton is a linear development which runs along Barnsley Road. The extent of the settlement as depicted on mid-19th century mapping ran for 750m from the junction of Haigh Lane in the west and Pinfold to the east (HLC_PK 3950). Flockton Green was a detached satellite settlement positioned 900m further east. Although Barnsley Road was named the Barnsley and Grange Moor Trust Turnpike in c.1850 (dated to 1758-70), it is likely the route, at least through Flockton is earlier. The plan of the roads in the area is irregular with a relatively dense settlement. Also, mapping describes long narrow plots running perpendicular to Barnsley Road within the confines of the area as described above. The plots represent an enclosed medieval open field system and possible croft plots to former properties fronting Barnsley Road. A hall, church and corn mill (HLC_PK 4023) are also depicted on mid-19th century mapping, though these are of uncertain date. Mapping of c.1850 also depicted two inns, and endowed free school and almshouses.

The date of the church is unclear, though church records date back as far as 1717 (<http://discovery.nationalarchives.gov.uk>. 2016). The original church was situated to the south of Barnsley Road opposite the current Church of St James which was built in 1869 (HLC_PK 3947). The site is now a graveyard. Flockton Hall was depicted on mapping of 1775 (HLC_PK 3953). The area of the hall now contains modern houses. The village contains only four listed buildings, the current Church of St James, a Zion United Reform Church of 1802, an 18th century pinfold and a row of early 19th century weavers' cottages.

A rapid visual inspection revealed a busy and congested main road running along a narrow village street (Google Street View. 2016). The character at the western end is very rural with

an active farm, West Field Farm. The farm is worthy of investigation as there are indications in the form of 17th century origins. This part of the village also contains later 18th to early 19th century vernacular cottages and houses, a few rows of later terraced houses and an area of modern agricultural sheds.

Towards the centre of the village, the 20th century makes a greater intrusion with a small estate to the north and a piecemeal development of detached houses. This area contains a house with three bays of unequal length (No.52 Barnsley Road). The frontage looks 18th century, though the plan appears earlier, possibly a cross passage or lobby entry house of the 17th century, though this is speculation. To the immediate east is a double-pile house of 18th or early 19th century date. The Sun Inn also appears to be 18th or early 19th century.

The character at the eastern end approaching Pinfold Lane is later Industrial Period with a few terraced rows, detached houses, one large villa and a Victorian church and school. This gives way to rows of Edwardian terraces and modern development.

In balance, it seem likely that the earliest part of the settlement is at the western end of the village and that an inspection of some of the buildings here might reveal early fabric.

Flockton Green of the 19th century was a hamlet distributed along two lanes with a “Y” shaped arrangement (HLC_PK 4042). The current character seems modern and residential, with a few Victorian and Edwardian terraces. The origins may be early. WYAAS records indicate that this area may have been the medieval settlement of *Overhall*; well documented as personal name in the 14th century. This area contains Flockton Manor, a houses which dates from at least the 16th century (HLC_PK 3964). An evaluation was carried out by Archaeological Services WYAS in September 2001 in the grounds surrounding a bungalow in Flockton. This modern dwelling is thought to have been built partly on the site of the original medieval Old Manor House (WYHER PRN 2603). One or two houses in the hamlet may be pre 19th century including 15 Manor Drive, Manor Farm and the Green Dragon Inn (WYHER PRN 9270).



Figure 207. Westfield Cottage. Barnsley Road. Flockton. 2016

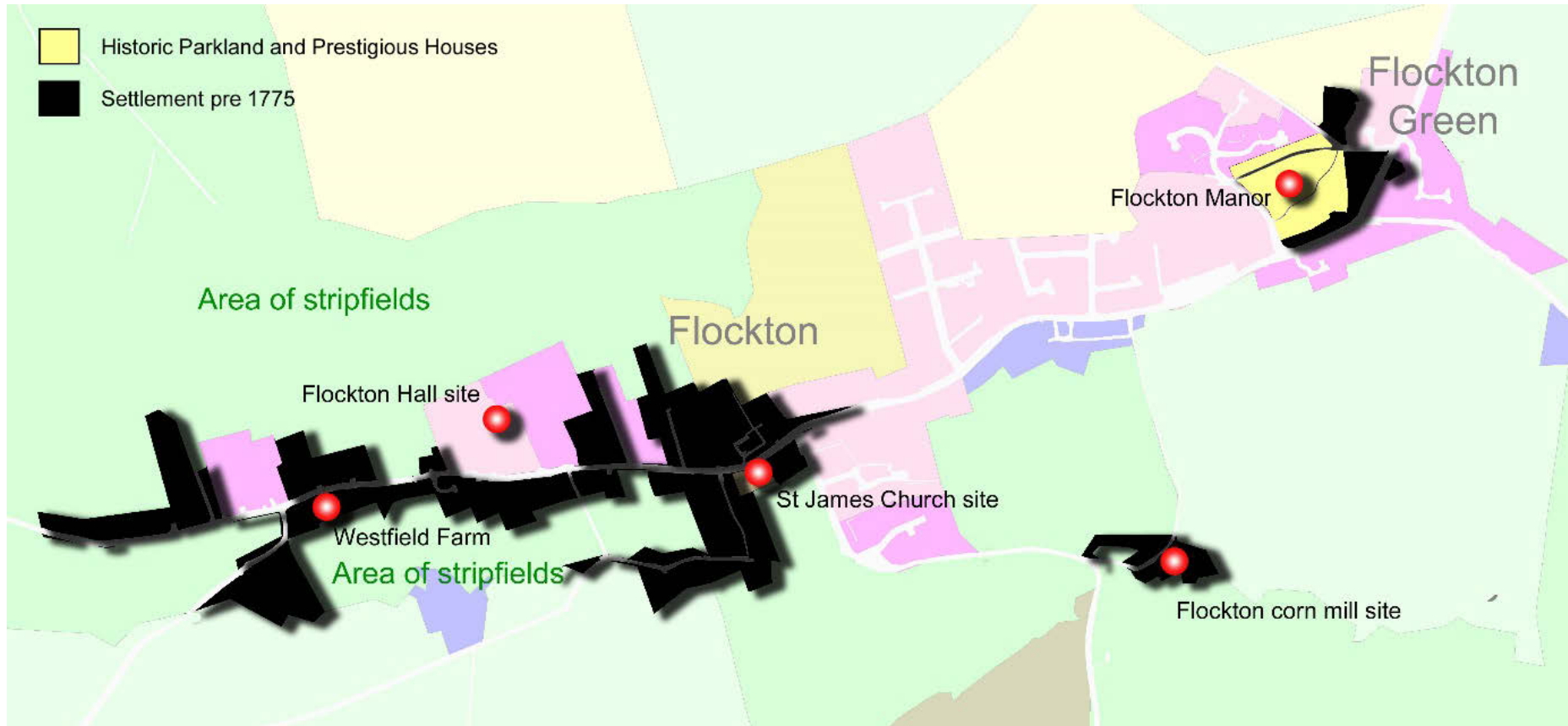


Figure 208. Zone map of the Flockton's historic settlement (not to scale)

Industrial Period development

Weavers' cottages were noted with the settlement of Flockton suggesting an involvement in the textile industry of the early Industrial Period. Small quarries were present in the rural hinterland. A corn mill was present to the east of the village and one or two village metal working shops were likely.

Flockton gained a few village institutes, such as a new church, Methodist chapels, reading rooms and a school during the later Industrial Period. There were also a few new terraced houses and detached houses. The Edwardian terraces constructed at the eastern end of the village may have originated as colliery workers' housing. On the whole Flockton remained rural in its character.

The main industry associated with this area was coal mining. Many coal pits and collieries are recorded on 19th century mapping in the vicinity of Flockton. Many colliers were interconnected through a networks of mineral railways. Larger collieries were present to the west on Flockton Moor and on the eastern side of Grange Moor in the Shitlington area. Several smaller coal pits were present in fields close to Flockton. A diagram of the collieries, associated railways and the isolated coal pits recorded on mid and late 19th century OS mapping is provided below (see Figure 210).



Figure 209. Late Industrial Period cottages on Barnsley Road (east). Flockton

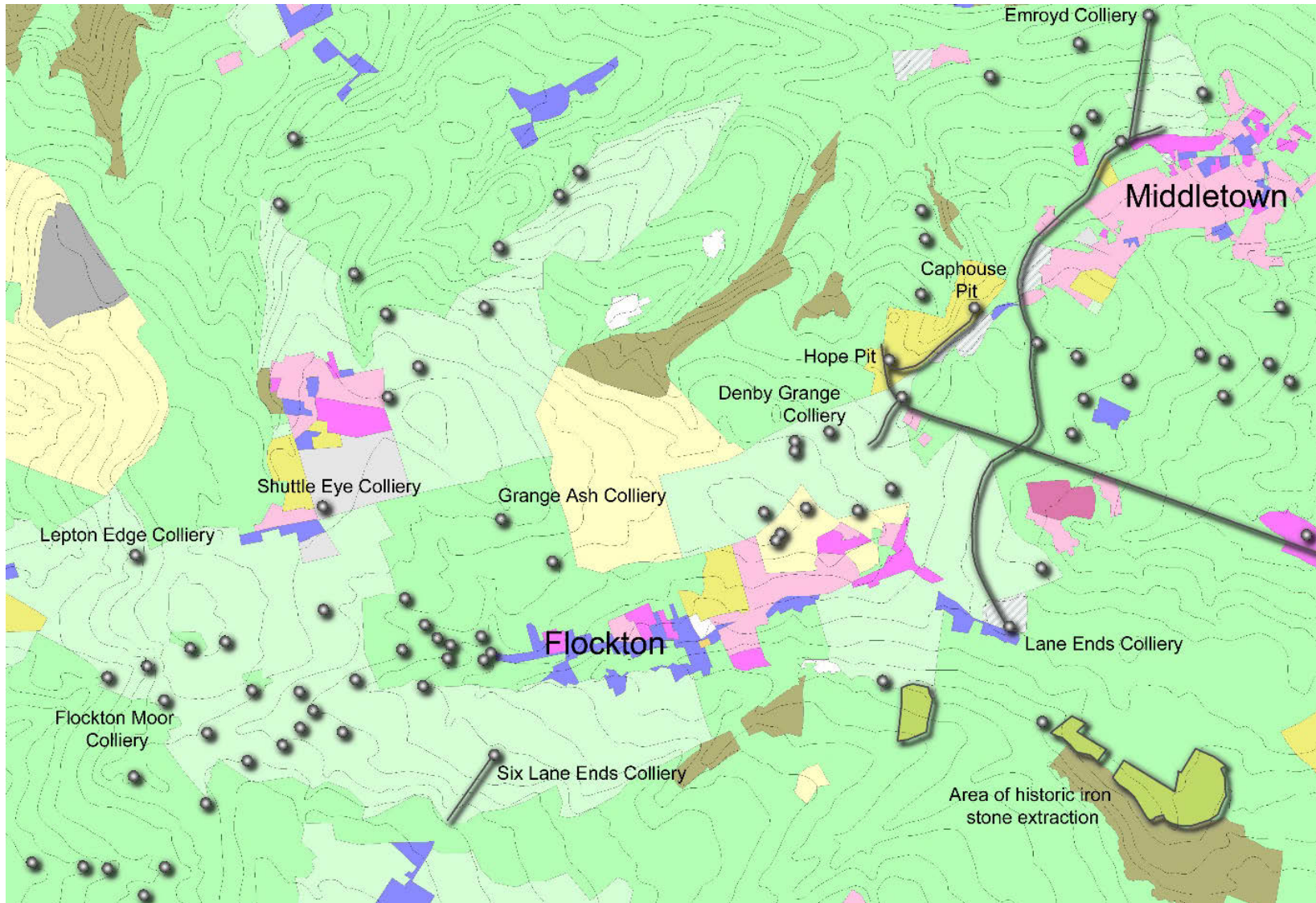


Figure 210. Map of Flockton's 19th century colliery, mineral railway and coal pit distribution (not to scale)

20th century and beyond

Flockton contains one estate of Interwar date. Manor View contains short rows and semi-detached pairs of brick housing which represent an Interwar development of housing, possibly built as colliery workers' housing (HLC_PK 3955). The Flockton Recreation Grounds were established around the same time (HLC_PK 3944)

Chessington Drive is the largest estate from the post-war period. It is a private estate built during the c.1970 (HLC_PK 3961). Most development occurred at the eastern end of the village. Elsewhere later 20th century and post 1990 development occurs as individual buildings or small scale cul-de-sacs. The character is largely suburban mainly occurring as infill development. Flockton Hall was replaced by a small housing estate in the c.1970s (HLC_PK 3953).

Parts of Flockton Green were redeveloped in the late 20th century to post 1990 (e.g. HLC_PK 4045 & 3965). Some houses were built on the site of earlier cottages or within the grounds of Flockton Manor.

One significant 20th century addition is the Flockton New Hall HM Prison and Young Offenders Institute situated 2km to the east of Flockton. New Hall is a closed female local prison which holds adult female prisoners of all categories and also Young Offenders and Juveniles on Detention and Training Orders. New Hall was originally used as a satellite prison for Wakefield for men near the end of their sentence. The Open Prison system began here at New Hall as an experiment in 1933 due to an increase in prison population and lack of suitable employment (HLC_PK 19910).

Rural hinterland

The strip fields associated with Flockton are clearly visible on mid-19th century mapping occurring to both sides of Barnsley Road with a field present off Pinfold Lane to the east. Here the fields extend southward beyond Flockton Beck.

Flockton Moor, with later surveyed enclosure probably represented a village common, as the place names Common Lane and Common Side in this location suggests. The land to the north of Flockton rose to meet Grange Moor. This area contained surveyed enclosure probably of 18th or 19th century date and a large private park, Grange Park. The park is marked on Jefferys' 1775 map. The origins of the parkland is uncertain, but the Denby Grange estate was bought in the 16th century by Arthur Kaye and the house was extended in 1636. A new mansion was probably built by Sir John Lister Kaye in the 18th century, possibly around the time the ornamental park with fishponds was established (HLC_PK

3909). The barn at Denby Grange is grade II listed and dates to the 17th century (Images of England UID 341141).

There has been significant 20th century field agglomeration. The strip fields and a Grange Park are still evident on modern mapping.

The fields along the Flockton Beck valley, to the west below Flockton Moor and to the west of the Flockton open field system display small irregular fields suggestive of early piecemeal enclosure or even assarts. One farm range in this area is listed. Kirkby, 1km to the south-east of Flockton contains a large house built c.1606 and an early 17th century aisled barn (HLC_PK 46505).

4.2.9 Golcar

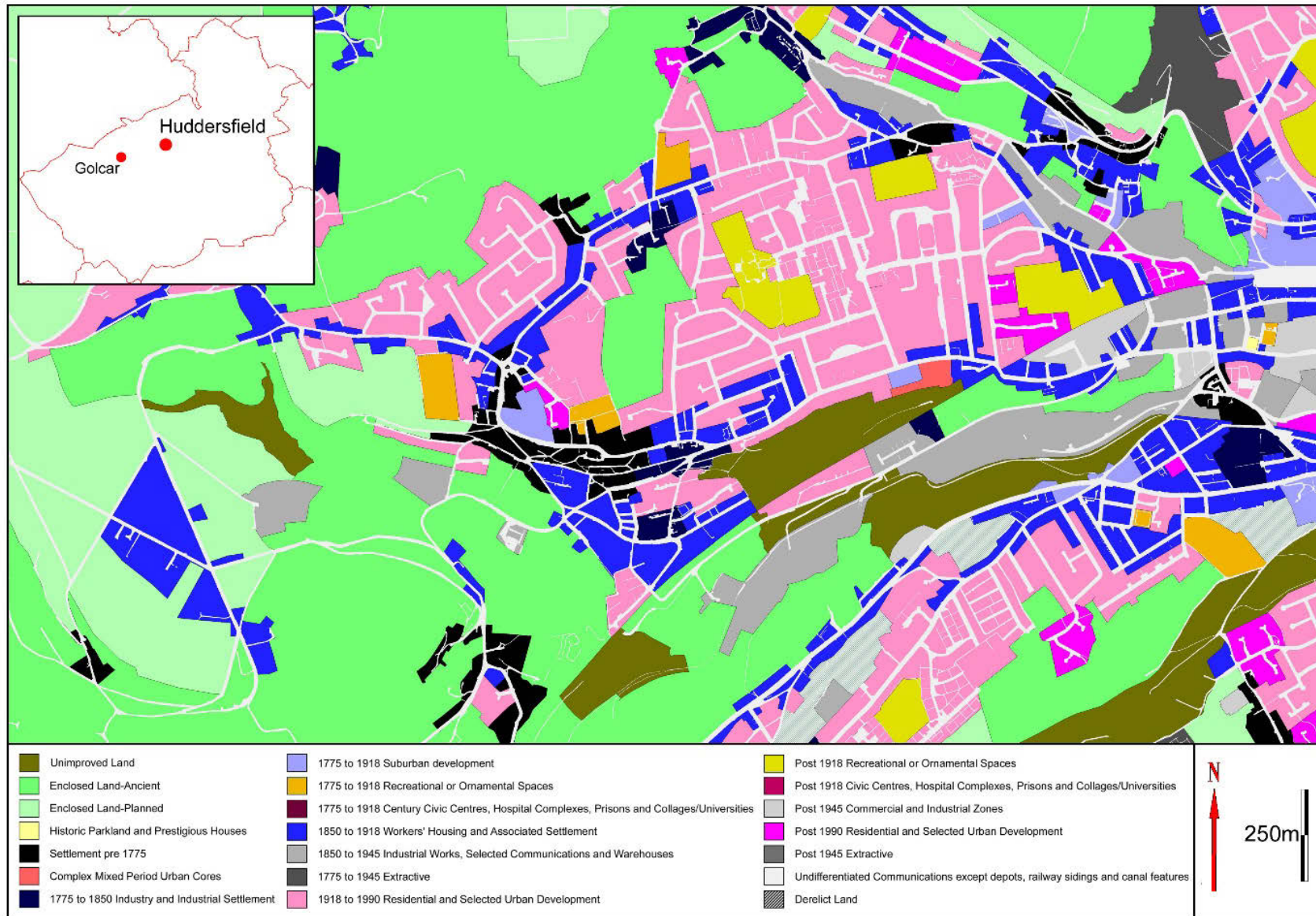


Figure 211. Zone study area map of the Golcar locality

Overview

Golcar originated as a village possibly of medieval origins which developed as a weavers' hamlet in the Early Industrial Period. It is now surrounded to the east by 20th century housing which connects to Huddersfield by continuous urban development. Golcar is 5km to the west of the Huddersfield Town core in the Township of Golcar (210m AOD. OS ref 409610, 415973). Golcar sits at the southern edge of a high plateau of land named Golcar Flat. Land rises to the north east to become Scapegoat Hill. The land drops steeply to the south into the Colne Valley. Bolster Moor is a table land to the west. On the northern side of Golcar Flat is another escapement which drops to Longwood Brook around 1.6km away. The confluence of Longwood Brook and the Colne is 2km to the east in the town of Milnsbridge. Golcar sits above a solid geology of the Millstone Grit Group of rocks.



Figure 212. View of Golcar (distant spire) from Longwood Edge (viewing eastwards). 2010

Historic core

It is likely that Golcar was a small village or hamlet in the medieval period. "Gudlagessarc" is mentioned in the Domesday Survey of 1086 and at other times in the later medieval period (Smith, A.H. 1961. Part 2. p.291). The agricultural land was noted as waste in the survey, there was also some wood pasture. In later years, the woollen cloth trade developed in the area, and there was a fulling mill in the vicinity of Golcar in the 16th century.

The early core of Golcar was likely to have been in the western end of Golcar Flat as a "C" shaped linear development along what is now known as Town End, with its continuation northeast along Leymoor Road and east along Church Street (HLC_PK 4431). Settlement in c.1850 extended for around 600m. Fields on Golcar Flat to the east of the settlement had a long, narrow and slightly serpentine shape which it can be speculated were former medieval strip fields associated with the village core. The land, as it rises, to the west exhibits larger and more regular fields which may have represented former moor or common.

Although no buildings of pre-18th century date could be identified, place name evidence suggests there was a manor house. Golcar has a Manor Road and there was once a Manor Mill on the eastern side of Town End.

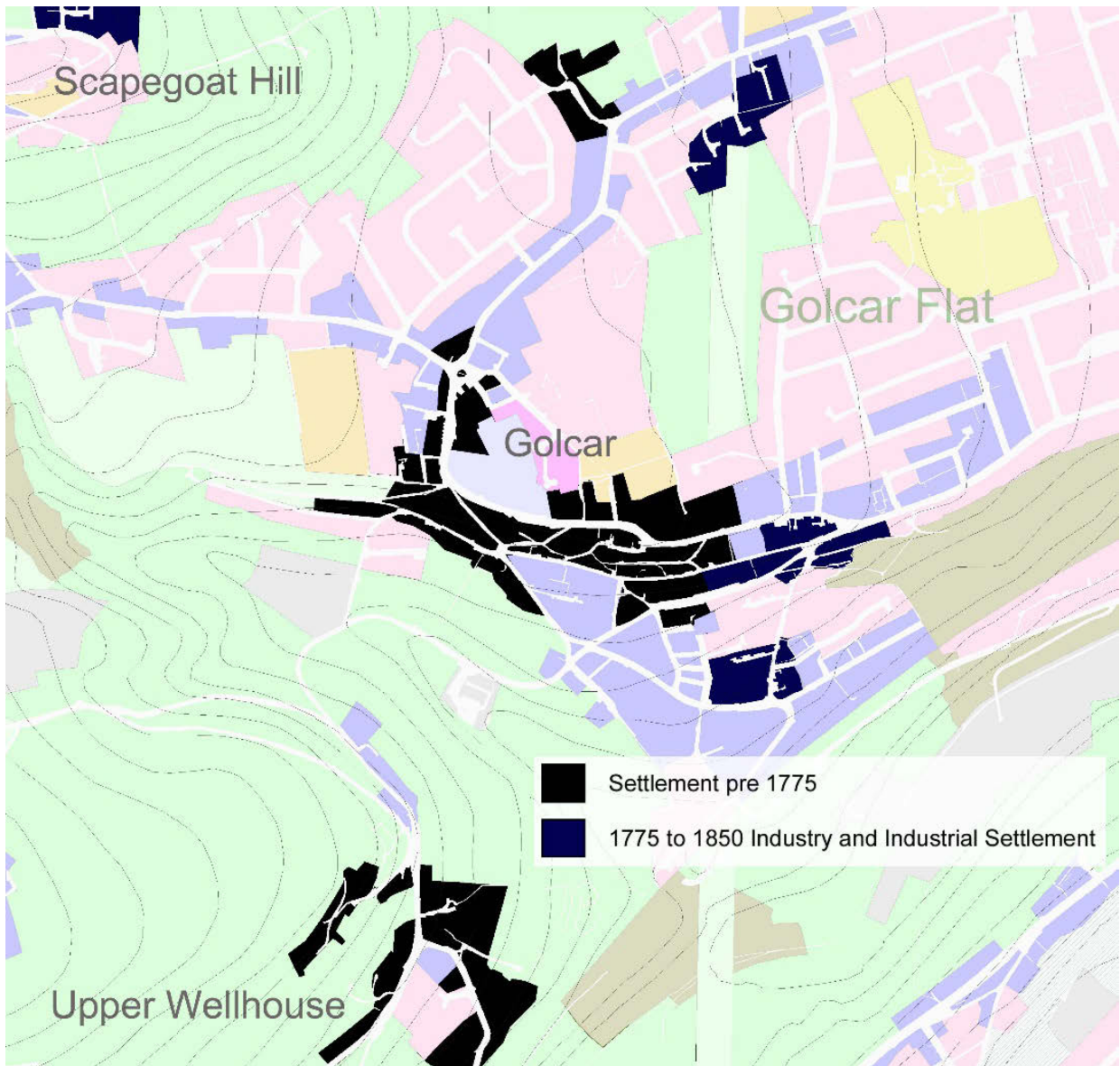


Figure 213. Zone map of the Golcar's historic settlement (not to scale)

Industrial Period development

By the c.1850s settlement also sprawled along the many lanes crossing the Golcar escarpment to the south of the village core. This may have been settlement originating in the early Industrial Period.

Most of village's many listed buildings all date to the 18th or early 19th century and are almost entirely weavers' cottages or larger loom shops. They also include St. John's Church of 1830 and a Church of England School on Knowl Road dating to 1864 (HLC_PK 4174 & part of 4431). Loom shops and weavers' cottages occur around Town End but mostly on the south facing hillside in the Handel Street, Clay Well Road, James Street and Scarhouse Lane area

in large numbers. Many of the surrounding folds and hamlets in the rural hinterland also contained weavers' cottages such as Scapegoat Hill to the north and Upper Well House to the south (HLC_PK 5893 & 4453). There was a large scale enterprise of domestic textile production in the Golcar vicinity.

Two industrial works were described within the Golcar village core at the end of the 19th century, Manor Mill (drysaltory [chemical]) and a Scar Lane Works (flock and waste), both to the eastern end of the village. By this time industry had moved to the valley bottoms. There were many reasons for this, large scale industrial need for water for power and as a resource. The canal was introduced in the Colne Valley bottom in 1811 and Golcar Railway Station opened in 1849. Both were below the village to the south.

The nearest large textile mills were in a clough 250m to the south of Golcar. There were three mills along the northwest-southeast course of the un-named brook which ran down the clough: Heath House Mill, Victoria Mills and Albion Mill. All were large woollen mills of mid to late 19th century origins (HLC_PK 4290, 4439 & 4434) and all appear extant. The Colne Valley and Longwood Brook became zones of textile mill development during the Industrial Period (see descriptions for Milnsbridge and Linthwaite).

Golcar gained zones of terraced houses during the later industrial period. These occurred as linear development along Scar Lane to the east, Leymoor Road to the northeast and along Swallow Lane to the northwest. Terraced houses also occurred as short terraced rows in various other parts of the village as piecemeal development. It was around this time that Town End became more developed as a small commercial core with a few purpose built shops and an industrial society cooperative store. The church, school, the Cricket Club (HLC_PK 4178) and Baptist chapel also date from the later industrial period after 1830. Further terraces were built in the early 20th century on the lower slopes below Golcar in the Long Croft Street area near the railway station (HLC_PK 4420).

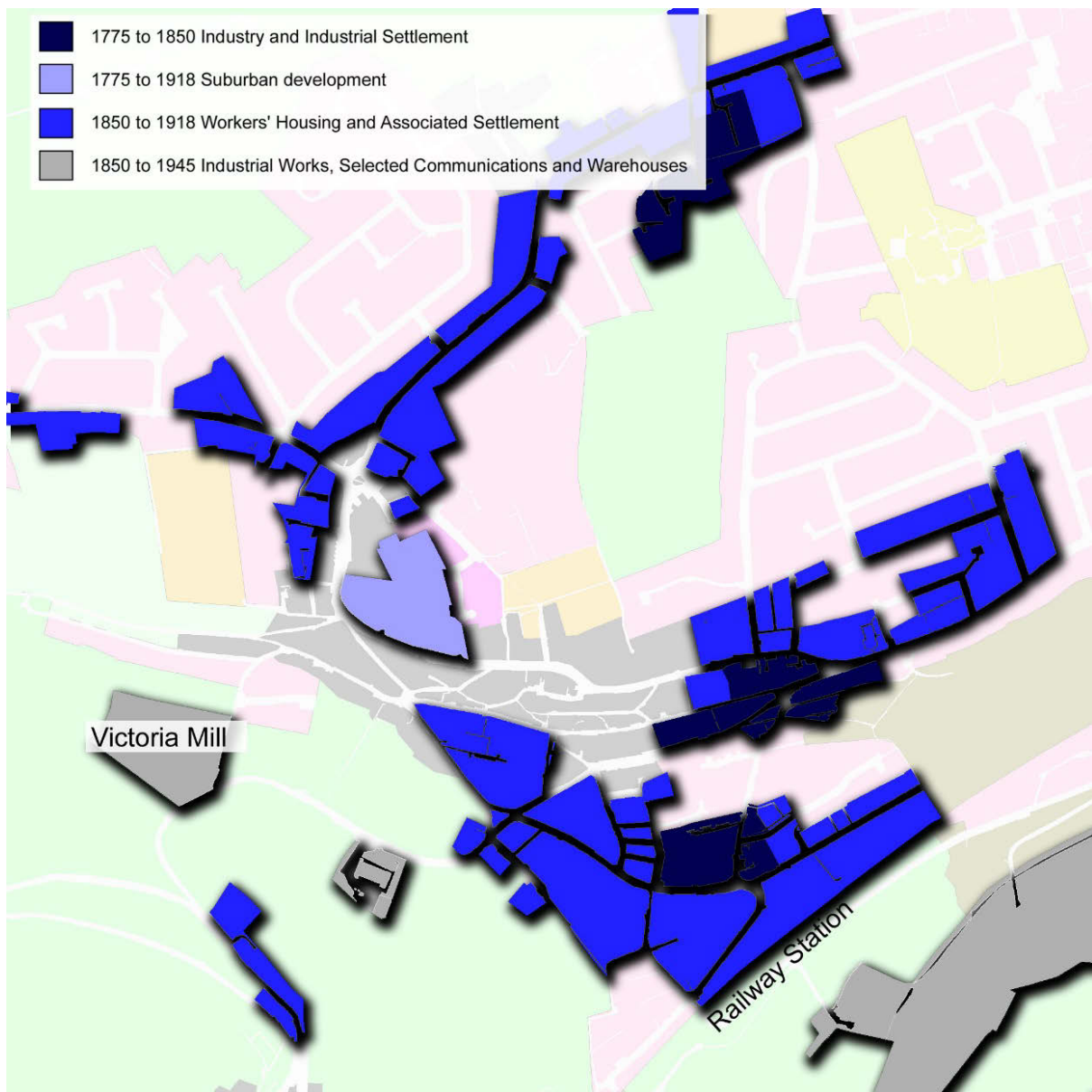


Figure 214. Zone map of the Golcar's later Industrial Period development (not to scale)

20th century and beyond

The Golcar Flat area to the east of the village is now entirely filled with 20th century housing estates and associated features.

Interwar development is largely confined to suburban development along Scar Lane with an estate of semi-detached houses around Holmfield Drive (HLC_PK 4417 & 4148). The Leymoor Road area at the northern end also gained an Interwar development of predominantly 1920s terraced houses (HLC_PK 4163).

The Hexham Green Estates is a c.1950s social housing development which occupied the eastern end of Golcar Flat (HLC_PK 4156). To the immediate west is Beech Avenue, a

sheltered housing development of the c.1970s (HLC_PK 4153). Arthur Street occupies the western end of Golcar Flat and is a private estate built around the 1990s (HLC_PK 4150). Golcar Flat also contains contemporary playing fields and the Golcar County Junior and Infants School (HLC_PK 4214, 4154 & 4170). Two private post-war estates were built to the west of Golcar off Swallow Lane. The Banks Estate and Wood Royd Estate are both c.1970s private estates (HLC_PK 4142 & 4144).

The slopes below Scapegoat Hill also developed as a small suburb with the construction of piecemeal developments of private houses (e.g. HLC_PK 4138).

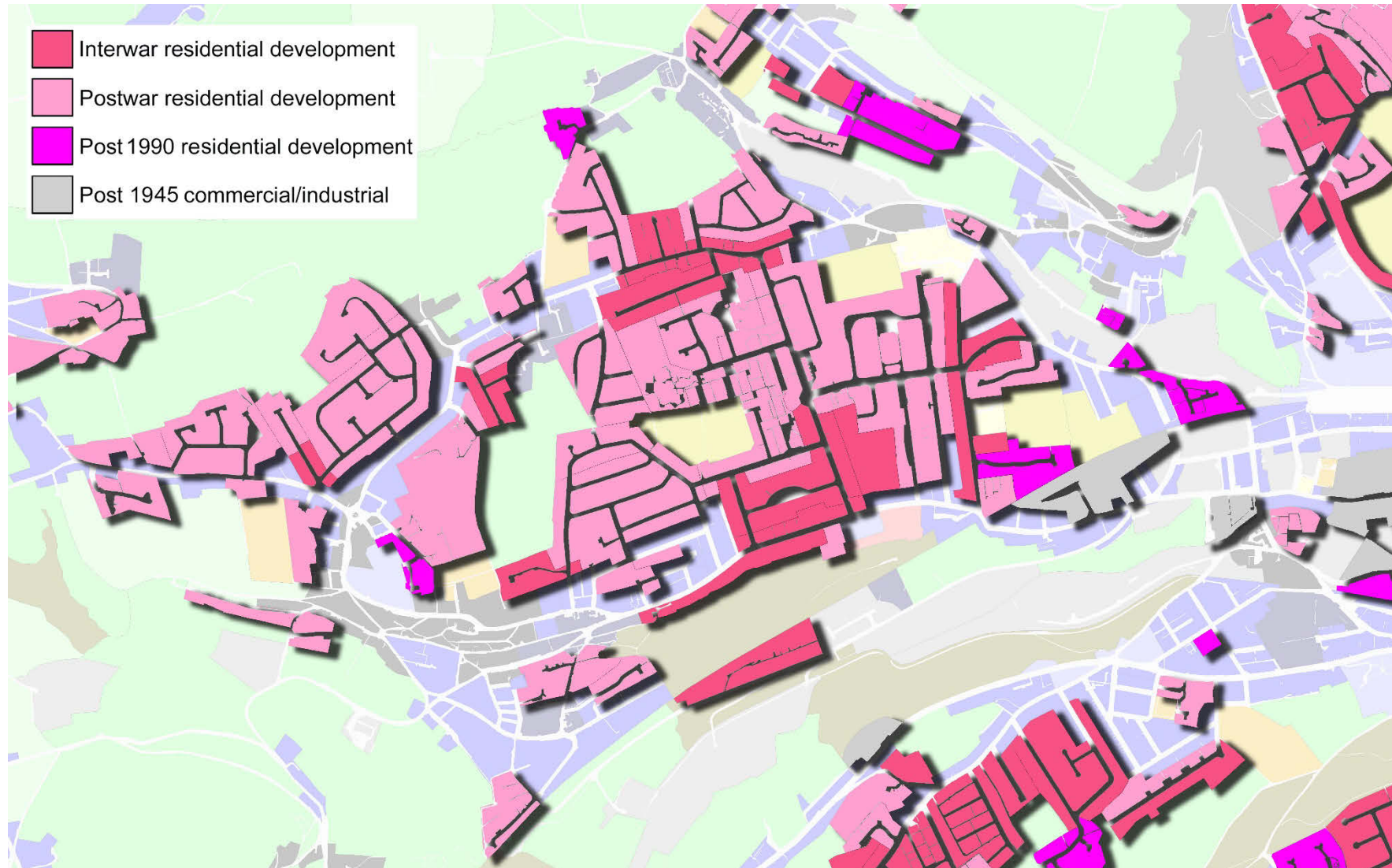


Figure 215. Zone map of Golcar's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

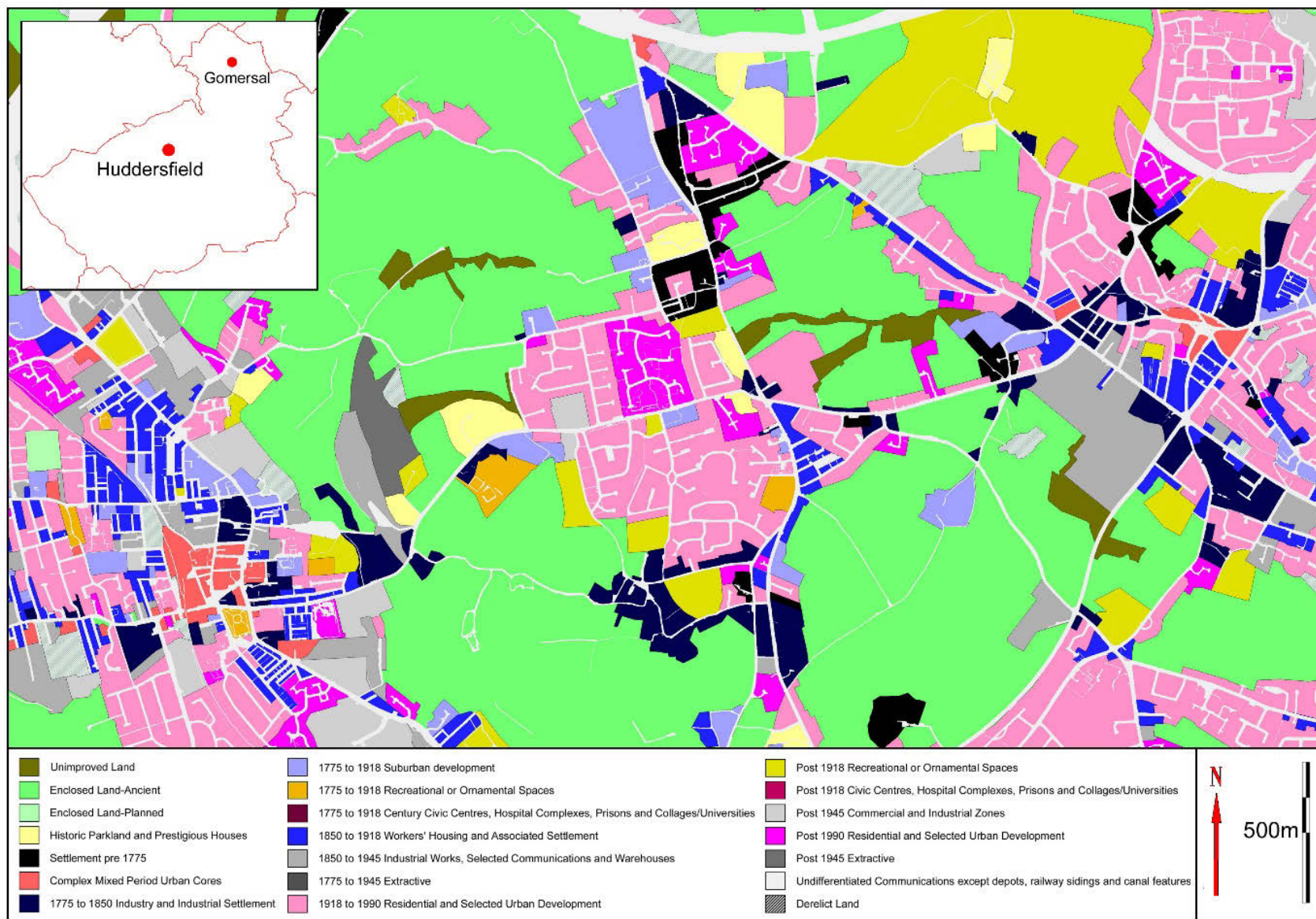
Golcar Flat was largely devoid of farms in the mid-19th century. Settlement occurred round the edges as linear development. Listed building references in the Scapegoat Hill and Bolster Moor area to the north and west of Golcar exclusive refer to weavers; cottages and loom shops of 18th to early 19th century date.

The Calder valley contains a mixture of medieval, early post medieval and early Industrial Period settlement along its length. The Longwood Brook valley has fields which are smaller and more irregular in form which suggest assarts and piecemeal enclosure. There are a number of listed buildings in this area. Most records refer to weavers' cottages. However, Royds Head Farm Houses 1km to the northeast of Golcar originates in the 17th century.

There has been little agglomeration of the fields depicted on 19th century mapping in the Golcar area.

4.2.10 Gomersal

Figure 216. Zone study area map of the Gomersal locality



Overview

Great Gomersall was depicted and named here in c.1850 [the spelling of “Gomersall” changed to “Gomersal” at the end of the 19th century]. Settlement at this time also included the hamlets of Gomersall Hill Top and Little Gomersall to the south. Some settlement in this area may have originated in the middle ages. The village underwent some development in the Industrial Period, with a few mills and suburban housing, but essentially remained rural in its setting. The village is now partly surrounded by 20th century residential development as an extension of the housing zones to the north of Batley and Heckmondwike. Gomersal is situated 11.5km northeast of the Huddersfield Town core in the Township of Gomersal (150m AOD. OS ref 420702, 426628). Gomersal is situated on a spur of land which projects south from Tong Moor around 2.5km to the north. The Spenn Valley is to the west and the Smithies Beck which meets the Howley Beck Valley is to the east. Both flow southwards to meet the River Calder south of Dewsbury. Gomersal sits above a solid Geology of the Pennine Lower Coal Measure Group of rocks which becomes Pennine Middle Coal Measures to the south.

Historic core

There are clear indications that Gomersal was a settlement of at least local importance in the medieval period. “Gome(r)shale” was recorded in the Domesday Survey of 1086 and at several other times in the later medieval period (Smith, A.H. 1961 Part III. p.21). Mid-19th century mapping clearly shows enclosed strip fields to the east and west of Oxford Road, the historic high street, which formed extensive open field systems.

Gomersal in c.1850 consisted of three separate settlements. Great Gomersal to the north of the area was the largest of the three and consisted of a series of linear developments. Gomersal Hill Top was a fold at a meeting of four lanes and little Gomersal to the south was a village green development to the south which had its own associated strip fields only on a much smaller scale (HLC_PK 9937 & 9923). The Little Gomersal area contains a 16th century barn (HLC_PK 9923)

The settlement of Great Gomersal was a high-street development running for around 600m along what is now known as Oxford Road with a short ribbon development extending eastwards to the north of the area along Moor Lane (HLC_PK 11090).

The Gomersal historic core contains a number of listed buildings. They comprise two high status halls of 16th century date, three slightly lower status 17th century hall houses/farms, a Congregational church with Sunday School of 1835-26, a Wesleyan Methodist Church of 1827-28, the Church of St Mary dating to 1850-51, an early to mid-19th century barn, three

19th century villas and a public hall of 1860 (including HLC_PK 10909, 6529, 6809, 11087, 6530). The listed buildings reflect wealth in the early post medieval period, an agricultural function to the village and continued development as a suburb in the Industrial Period.



Figure 217. 17th century Peel House on Knowles Lane. Gomersal. 2016

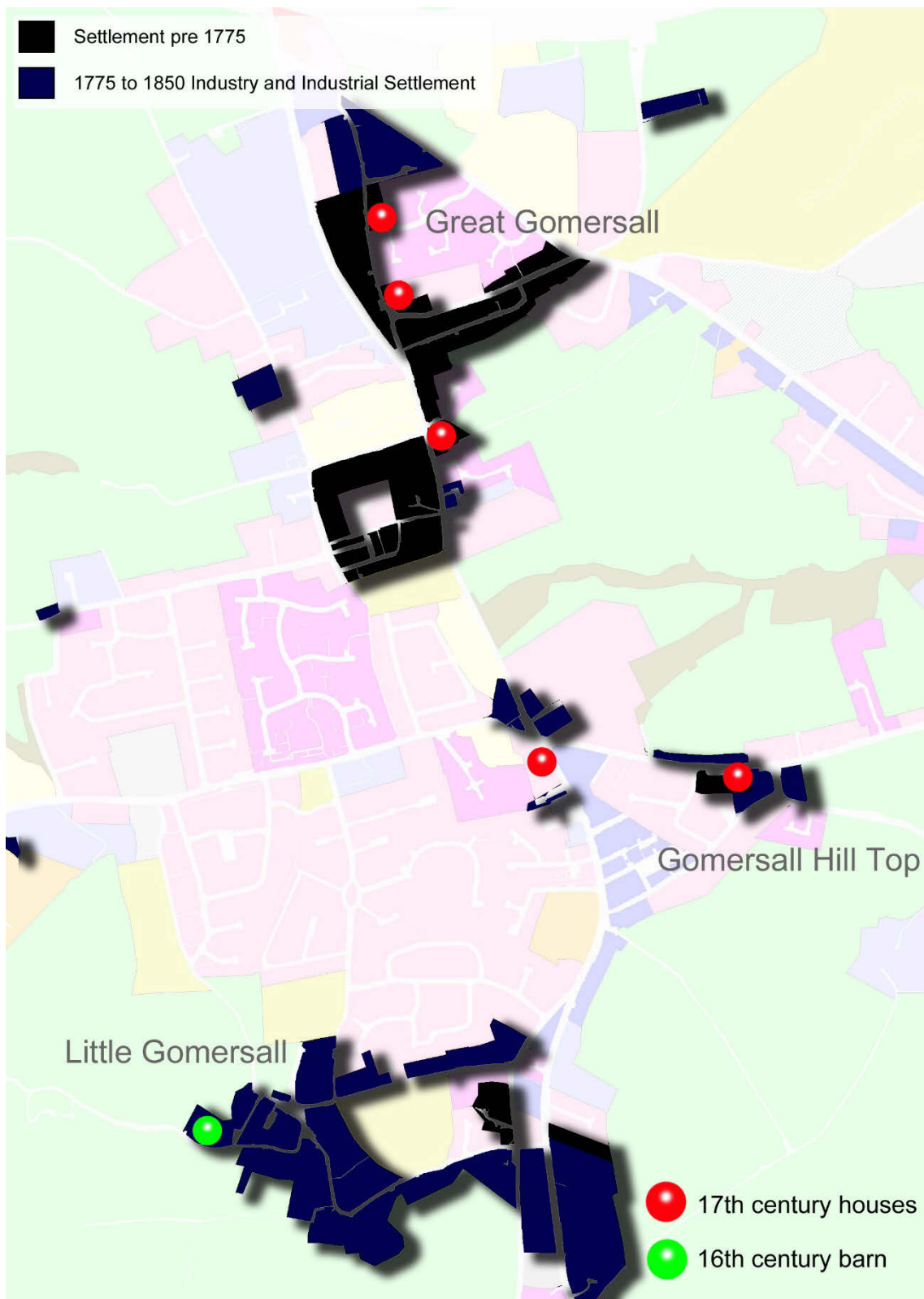


Figure 218. Zone map of the Gomersal's historic settlement (not to scale). Gomersal was spelled "Gomersall" in the mid-19th century

Industrial Period development

Oxford Road today retains a 19th century villa-suburb character. There are several large villa-status houses, along with a few vernacular cottages and short terraced rows. A small 19th century commercial element is present to the north of the area at the junction of Moor Lane with a pub, shops and bank and also intermittently along Oxford Road. Industrial Period institutes become more apparent in the centre of Oxford Road with a Wesleyan Chapel, School and Public Hall. One or more of the houses may have originated as farms. The 20th century residential & commercial element becomes more intrusive at the southern end of Oxford Road, though this is small scale and piecemeal. The three surviving 17th century buildings in the Oxford Road area make a contributory element. The Industrial Period character at the southern end near the junction of Spen Lane is disturbed by a modern supermarket and garage and an Interwar shop. This is the area named Gomersal Hill Top on 19th century mapping. A villa and a few cottages survive from this period.

The character depicted on late 19th century mapping was that of a villa suburb with two 17th century halls with small private parks, many villas and a few chapels of the late 18th and 19th century. Industry was present, though the Oxford Road part of Gomersal could hardly be called an industrial town at this stage. The industrial works are listed below (from north to south):

- Clough Mill. Worsted. Pre 1850. Now late 20th century housing. HLC_PK 6537
- Broadroyd Mills. Silk and Woollen. Post c.1850. Area became a railway goods yard in c.1900. Now late 20th century housing. HLC_PK 6748
- West Lane Colliery. Post c.1850. Area became occupied by a villa around 1900. Now subject to modern residential infill development HLC_PK 6754
- Upper Spen Mill. Woollen. Pre c.1850. Site reused as a depot in the post-war period now a bed factory. Early works lost. HLC_PK 6667
- Gomersal Mill. Woollen and later worsted. Pre c.1850. Now post 1990 housing. HLC_PK 6527
- Popley Mill. Vegetable Yarn. Post c.1850. Now post 1990 housing. HLC_PK 6711
- Gomersal Chemical Works. Built around 1850. Became a colliery in late 19th century. Now c.1970s housing. HLC_PK 6799
- Upper Lane Mill. Cotton Spinning. Post c.1850. Now Interwar bungalows. HLC_PK 6797
- Union Mills. Woollen. Pre c.1850. Now a late 20th century depot. HLC_PK 9917
- Quarry Mill. Woollen. Pre c.1850. Appears extant and reused. HLC_PK 9912

- California Foundry. Iron. Post c.1850. Now a late 20th century retail park. HLC_PK 9913

Gomersal developed zones of 19th century Industrial Period workers' housing. These occurred to the north of the area in the Moor Lane area (e.g. HLC_PK 11090). The West Street area off the southern end of Oxford Road developed a small grid-iron development of terraced houses (part of HLC_PK 11087). The largest development was in the Gomersal Hill Top area which acquired a few streets of terraced houses (e.g. Park Street, HLC_PK 10905). Other Industrial Period development included a few short rows of shops, a Mechanics' Institute, a few chapels and a church and one or two schools (e.g. HLC_PK 11087, 9937 & 6529).

Of particular interest to the Gomersal area is the Moravian settlement which was formed in the Little Gomersal area in the late 18th century. The area includes several listed buildings relating to the settlement including a church of 1751 and a school and a Sisters House of mid-19th century date (HLC_PK 9926).

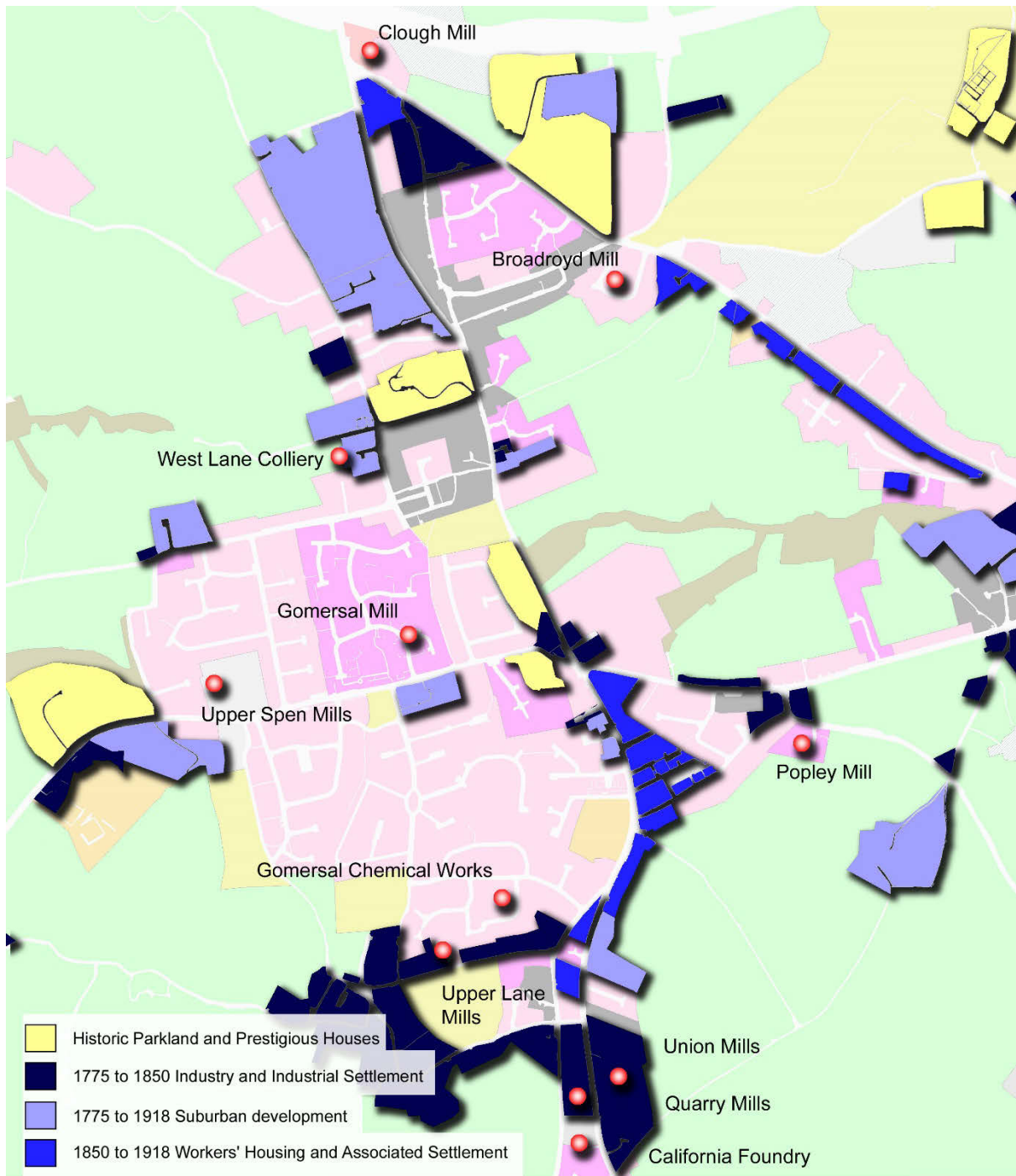


Figure 219. Zone map of the Gomersal's later Industrial Period development (not to scale)

20th century and beyond

Gomersal developed a large zone of 20th century housing to the west of Oxford Road. Some of it was built in the Interwar period such as the Shirley Road and Ash Grove developments built in the 1930s (HLC_PK 6727 & 6669). These formed the core of larger post-war estates in the same area. Oxford Close and Woodlands Drive are private developments built in the c.1960s to 70s (HLC_PK 6704 & 6677). This area also contains the Gomersal St Mary's Nursery School built in the c.1990s (HLC_PK Gomersal St Mary's Nursery School). The area

to the west of Oxford Road also contains two modest developments of post-1990 date (HLC_PK 6527 & 6810). Elsewhere the development is small scale particularly in the historic cores. Oxford Road and Little Gomersal both contain small developments or individual 20th century, largely suburban, housing.

There has been some loss of villa housing from the 18th and 19th century. Many villas survive though the large gardens have been subject to residential infill development.

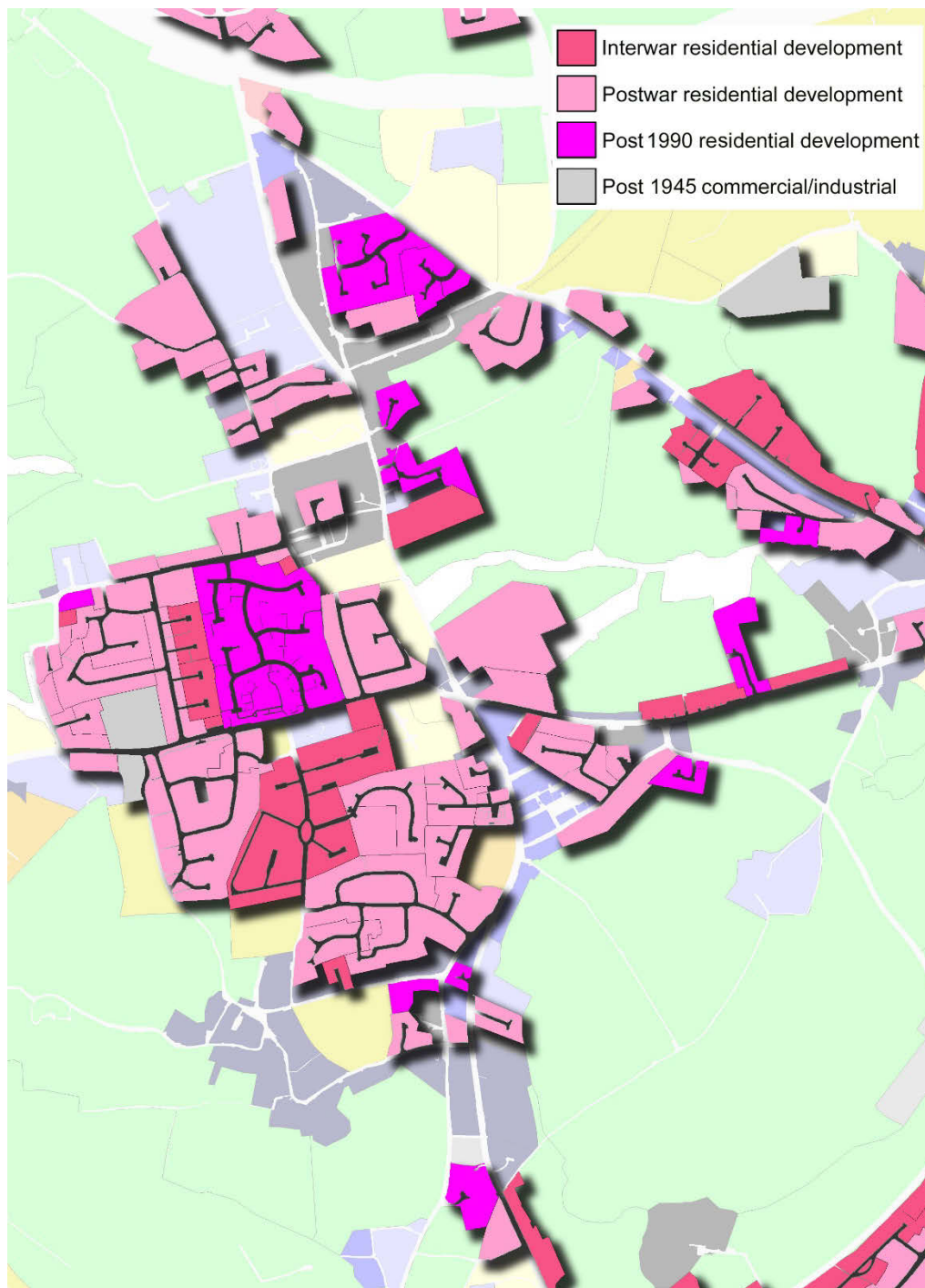


Figure 220. Zone map of Gomersal's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

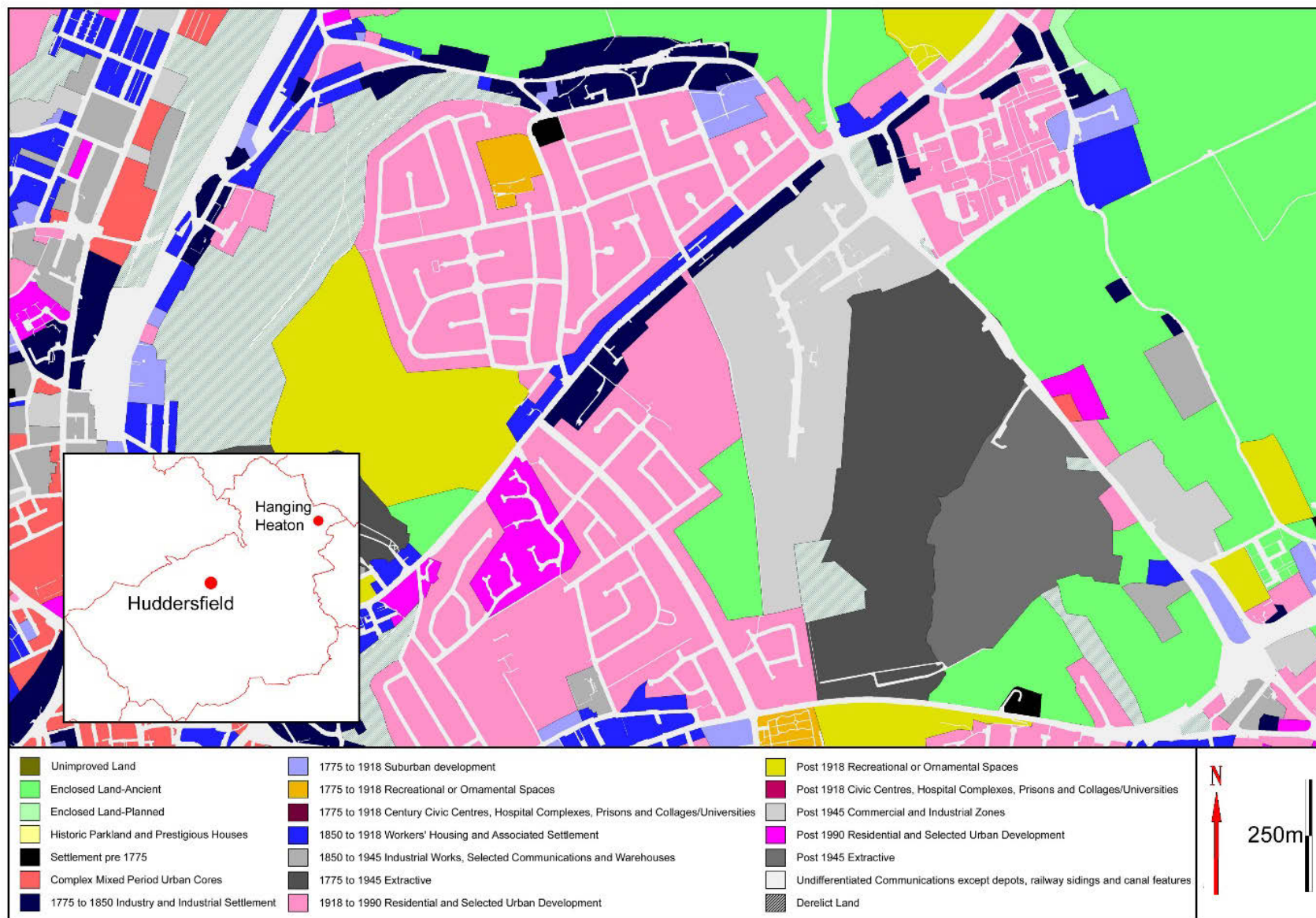
The strip fields to either side of Great Gomersal contained few farms the 19th century, though there were one or two villas. The historic field boundary alignment is partly preserved on preserved modern mapping, though agglomeration has occurred. The best survival is at the northern end of the village where individual furlongs were sold as private detached housing development plots. Beyond the open fields to the west were smaller more irregular fields probably representing piecemeal enclosure or assarts. Further west they merged with the open fields associated with Cleckheaton. There is a small fold to the north of the area named Drub of possible ancient origins (HLC_PK 6842). There are also two listed buildings: Lands Farm and 64 & 66 Cliffe Lane both of late 17th century date (both part of HLC_PK 6526). Spen Hall, 800m to the north-west of Little Gomersal is a 17th century house with a 16th century core (HLC_PK 9760). Little Gomersal contains a 16th century barn. Other farms in this area may similarly be early. Of interest to the east of Gomersal, Oakwell Hall was built in 1583, but incorporates a mid-15th century timber framed house (HLC_PK 6786). The hall is now in use as a museum.



Figure 221. 97 to 101 Cliffe Lane, Little Gomersal. 2016. House with 17th century features

4.2.11 Hanging Heaton

Figure 222. Zone study area map of the Hanging Heaton locality



Overview

Hanging Heaton originated as a rural village with probable medieval origins which developed during the early Industrial Period. Hanging Heaton is now a suburban extension of Dewsbury connected by continuous development. Hanging Heaton is situated 13km to the northeast of the Huddersfield Town core in the Township of Soothill (110m AOD. OS ref 425576, 423216). The village is situated in an elevated position at the western side of an upland plateau area which may have once been moorland but demonstrated ancient enclosure in the mid-19th century. The historic core of Hanging Heaton is situated above a steep slope which drops down to the north into the Green Hill Beck valley. It is a small “V” shaped valley which cuts into the western side of hill. Green Hill Beck flows westwards into the Bentley Carr Beck which then flows south past Dewsbury to meet the River Calder. Beyond the plateau area the land drops off eastwards in a more gentle fashion to the Hey Beck 2.8km to the east. The land drops southwards to the Calder Valley 3km to the south and south-west below Ossett. Hanging Heaton sits above the junction of two solid geology Groups: the Pennine Lower Coal Measures to the west and the Pennine Middle Coal Measures to the east.

Historic core

It is likely that Hanging Heaton is a village of ancient origins. “Etun” is mentioned in the Domesday Survey of 1086 and several other times in the later medieval period. The “Hingande-” or “Hanging-” prefix is first mentioned in 1266 (Smith. A.H. 1961. Part II. p.196).

Mid-19th century mapping depicts Hanging Heaton as a linear development along the east-west High Street with a sub-settlement focus at the western end of Kirkgate, a back lane to the south of High Street (HLC_PK 10391, 10392, 11671, 11667 & 11668). This second focus area was named Town End in c.1850. The area between High Street and Kirkgate was developed with folds/yard developments of cottages. Settlement extended westwards along Common Side [Lane] as it dropped down the valley side towards Batley Carr (HLC_PK 11663). On the southern “Upper Side” of Hanging Heaton were long narrow fields with serpentine boundaries which strongly suggested enclosed medieval strip fields. The slopes to the north and west were probably too steep for arable farming and may have represented historic common land (the area is named Common Side).

The listed buildings do not support the assertion of an early settlement here. Most are 18th or 19th century, though a barn and stables are present which at least indicate a rural function to parts of the settlement. Nos. 17 and 19 Kirkgate may have originated as a 17th century house, though the listed building description is not clear on this point (Images of England UID 341100). The Church of St Paul is Grade II listed to 1823-25 (HLC_PK 10418).

A rapid visual inspection (Google Street View 20160) reveals a Kirkgate and High Street dominated by later Industrial Period terraced houses with post-war residential additions. There are one or two vernacular cottages and houses of the early Industrial Period surviving particularly to the western end of the settlement. No buildings are obviously earlier than 18th century. It seems that any early settlement was redeveloped in the Industrial Period. The former farm is present at the western end of Kirkgate.



Figure 223. Zone map of the Hanging Heaton's historic settlement (not to scale)



Figure 224. Hanging Heaton historic town core. OS 1st edition 6" map, c.1850. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

Industrial Period development

The valley to the west of Hanging Heaton became a large zone of industry in the 19th century, but this was geographically detached from the settlement of Hanging Heaton. The village may have had weavers cottages, though this is not immediately obvious from the surviving cottages. A few tenter fields were present in the surrounding fields in c.1850. There may have been a few village industries, such as blacksmith's forges. The Industrial Period settlement in the Upper Soothill area may be explained by the collieries which were present by the mid and late 19th century. Some of the larger collieries had associated railway sidings, such as the Shaw Cross Colliery 950m to the south east of Hanging Heaton which was connected to the Chickenley Heath Branch Line or the Soothill Colliery 500m to the north which had a mineral tramway to sidings to the north of Dewsbury (HLC_PK 7454 & 7458).

Hanging Heaton did developed a few small zones of terraced houses but these occurred as linear or piecemeal development around the village or on Common Side (e.g. HLC_PK 11699). A linear development also occurred to the south of the village along Leeds Road (HLC_PK 76390). The village gained a church (HLC_PK 10418) and a few small institutes during this time (e.g. Mill Lane Primary and Nursery School HLC_PK 11703). The Hanging Heaton Cricket Club was founded c.1876 to the immediate south of the village (HLC_PK 11674)

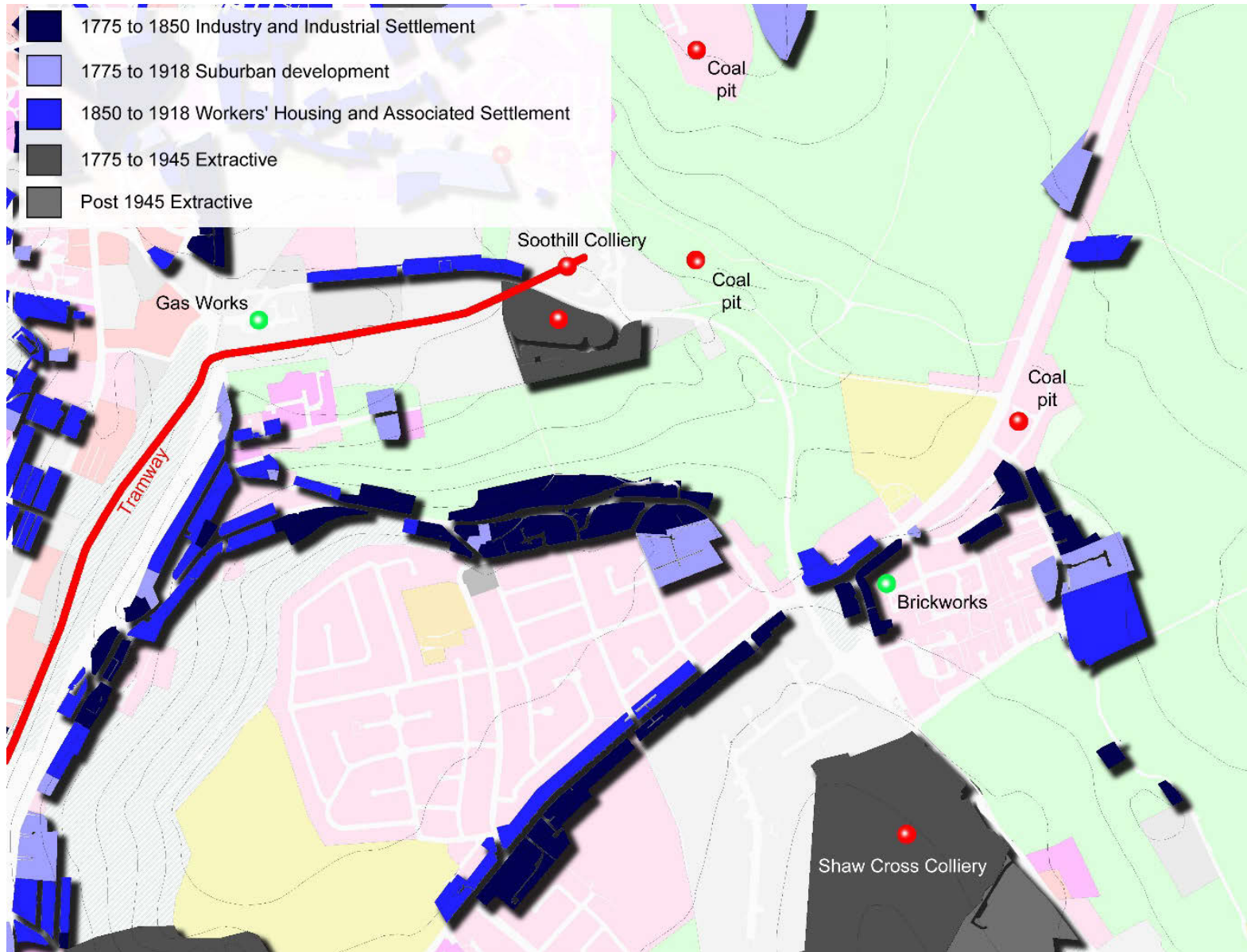


Figure 225. Zone map of the Hanging Heaton's later Industrial Period development (not to scale)

20th century and beyond

Of the 20th century development, the area to the immediate south of Hanging Heaton is housing. The Hanging Heaton Housing Estate is a large scale housing estate constructed between 1948 and 1957 on the site of the village's former open fields (HLC_PK 7594). Further south is the Bywell Road estate which is probable Interwar social housing (HLC_PK 7643 &). This area also includes the Bywell Church of England School built between 1974 and 1983 as the Earlsheaton Technology College which was founded as the Earlsheaton High School in 1951 (HLC_PK 7640 & 7623). On the eastern side of Hanging Heaton is the Windsor Road Housing Estate (social) built around the 1960s (HLC_PK 7620). Leeds Road, extending east from Hanging Heaton became a ribbon development of suburban housing of the early post-war period (HLC_PK 7436). The Shaw Cross Colliery site to the south of the village was recorded as derelict land by the HLC Project but now contains a rugby ground (HLC_PK 7455).

Other notable development to the south of Hanging Heaton is the Hanging Heaton Golf Club founded in 1922 (HLC_PK 7506). The Shawcross Business Park was founded after 1990 also on the site of the village's open fields (HLC_PK 7595). The colliery closed down in the late 1960s.

The former Soothill Colliery in the Green Hill Beck valley to the north has now become developed as the Grange Road Industrial Estate containing a late 19th century mill and a few smaller works and sheds from the latter half of the 20th century to recent (e.g. HLC_PK 7464, 7459, 7457, 7465 & 7458) These fall within the industrial zone associated with southeast Batley.

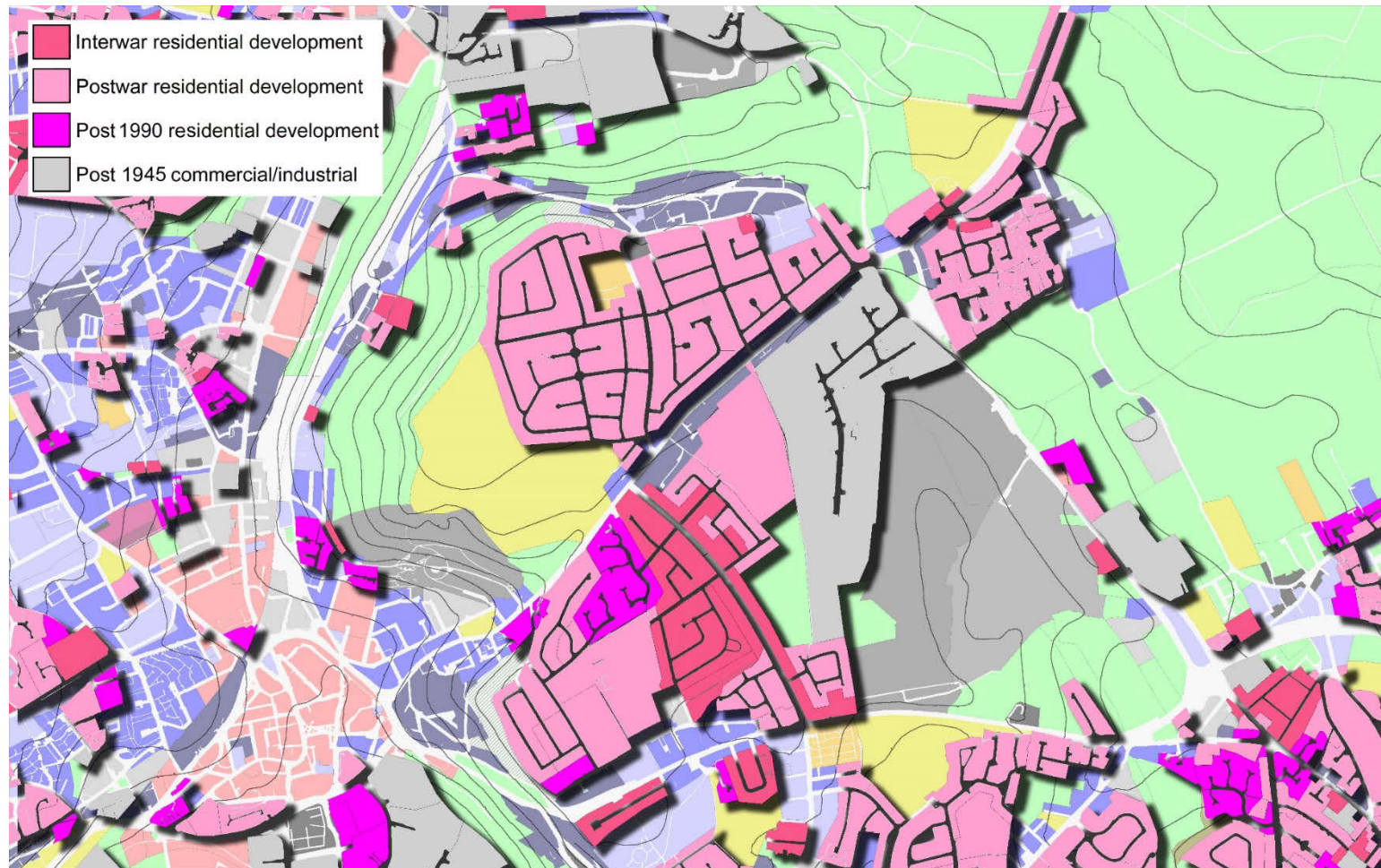


Figure 226. Zone map of Hanging Heaton's 20th century to recent urban and industrial development (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

Upper Soothill contains a number of small settlements some of which may have originated as hamlets in the middle-ages. Chidswell 900m to the east of Hanging Heaton and Gawthorpe nearly 2km to the south both had what appear to be small areas of enclosed medieval strip fields (HLC_PK 11377 & 39422). Chidswell occurs as place name evidence as early as 1275. Those fields associated with Gawthorpe demonstrate partial survival, though they have become agglomerated. The medieval fields to the south of Hanging Heaton have been developed with houses, although some of the boundaries are preserved within the current site perimeters. The land further east of Chidswell and Gawthorpe was historically known as Old Park. It was one of the demesne deer parks of the earls Warenne (e.g. HLC_PK 20236). It was said that the boundary fences were 6 miles in diameter. This area was enclosed by the 19th century with piecemeal enclosure, possible assarts and a few strip fields. The assart-like enclosures to the north demonstrate a good survival of boundaries depicted in the mid-19th century. The ancient field boundaries to the south of the park were removed and the land divisions were reorganised in the 20th century. The land to the immediate north and west of Hanging Heaton is steep sided and may have represented historic common land. The Green Hill Beck valley floor was named The Carrs in c.1850. Beyond the village core, settlement of the Upper Soothill hill top was rare. Where settlement did occur it was largely along the lanes often as hamlets such as Chidswell. The same situation occurred in the area known as Old Park. The folds around Gawthorpe became developed as industrial hamlets in the 18th and 19th century and have since become subsumed by the 20th century urban development around Ossett.

4.2.12 Heckmondwike

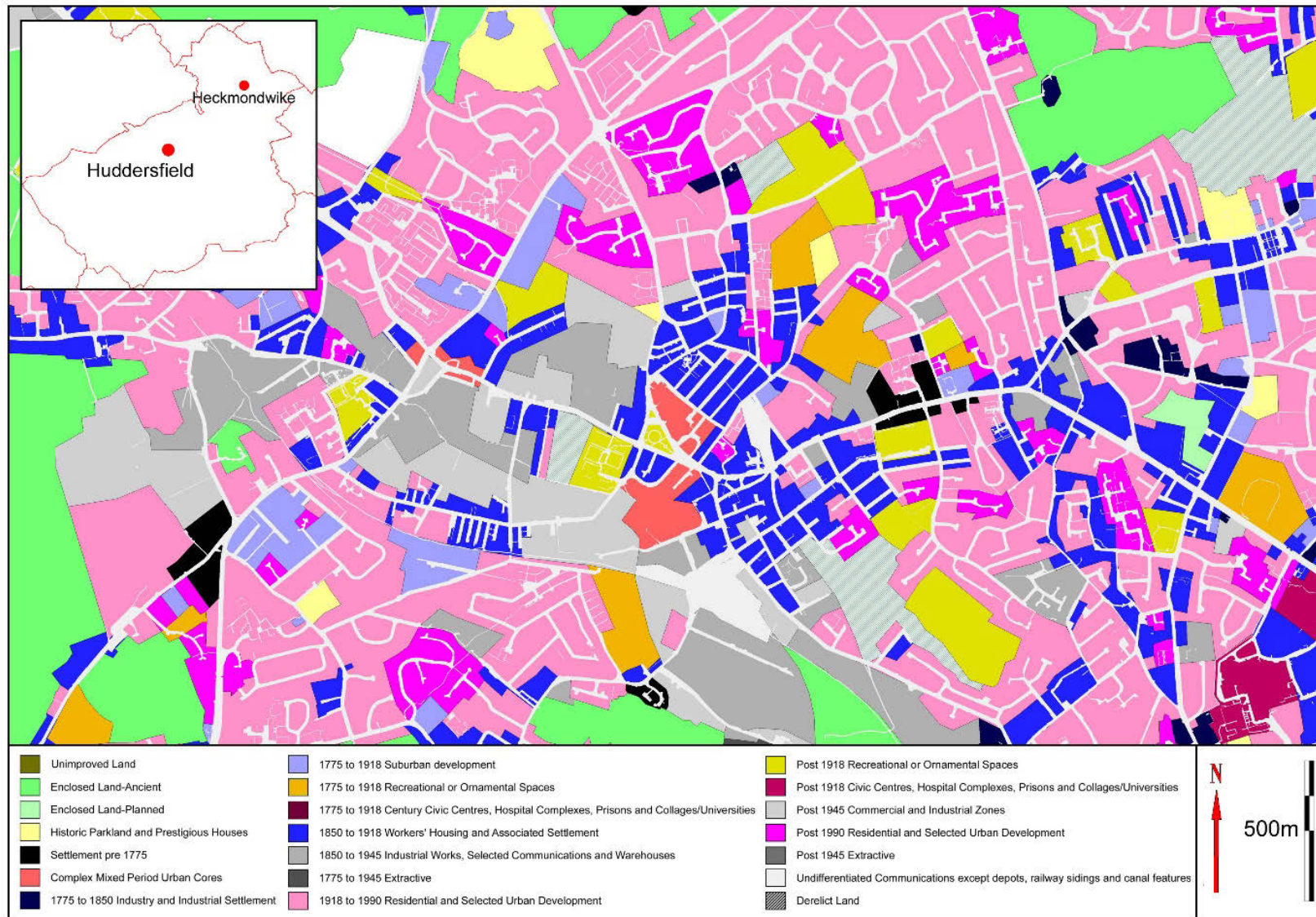


Figure 227.
Zone study area map of the Heckmondwike locality

Overview

Heckmondwike was a substantial settlement in the mid-19th century which stood in isolation from nearby Dewsbury. Heckmondwike expanded rapidly during the later industrial period to become an industrial town. It has now become part of a continuous urban conurbation of nearby Batley and Dewsbury. 19th and 20th century development fall within fairly clear zones around the town. The town sits on the north eastern side of the Spenn Valley. The Spenn River flows in a south-east direction to meet the River Calder to the south of Dewsbury. The land rises to the north-east to meet Popeley Fields, an upland area which was enclosed before the 19th century. The hill to the south-west of the Spenn rises to Hartshead and Mirfield Moor. Heckmondwike is situated around 9.5km north east of the Huddersfield Town Core in the Township of Heckmondwike (80m AOD. OS ref 421733, 423478). Heckmondwike sits above a solid geology of the Pennine Lower Coal Measure Group of rocks which becomes Pennine Middle Coal Measures to the east of the town.

Historic core

Heckmondwike is not mentioned in the Domesday Survey of 1086, the earliest reference is to "Hedmudewic" in 1166 (Smith. A.H. 1961. Part III. p.24). A Poll Tax survey of 1379 records seven families in Heckmondwike, though these included settlement in adjacent farm land. There are some indications that Heckmondwike was a village settlement in the medieval period. The surrounding fields in c.1850 demonstrated the long narrow enclosure pattern associated with medieval strip fields, a feature associated with nucleated settlement in the middle ages, although these were not particularly extensive compared to other Kirkstiles villages.

Mid-19th century mapping depicts the historic core of Heckmondwike as village situated around a triangular green area to the north which extended south as a market place. Settlement extended eastwards along High Street and as a fold in the triangle of land between High Street and Oldfield Lane (HLC_PK 3163, 3165 & 3145). The settlement along High Street eastwards ran for around 1km meeting with the fold of Heckmondwike Top. Settlement concentrated mostly on the northern side of the town but was also present on all sides in the Market Place area.

Old Hall was named in c.1894 on New North Road 350m to the north of The Green (OS 25th 1st edition. Yorkshire, c1894). It was connected to the core by continuous development in c.1850. It is possible that this is an only known surviving ancient building associated with the early village, rather than an outlying farm which became subsumed. The hall dates probably from the 15th century but was altered in the 17th century (HLC_PK 3057).

The character of this area is now largely Industrial Period and commercial with significant 20th century additions (also commercial). The town's listed buildings reflect Industrial Period development. They include a pair of late 18th century cottages, the Church of St James built in 1830-31, a Masonic Hall of 1851 and a shop of 1883. The route eastwards along High Street include two mid to late 19th century chapels and a bank of 1863. Nothing was recorded from Heckmondwike's early development. It might be suggested that Heckmondwike was a small village until the industrial revolution. There was probably a cottage industry of wool cloth production in and around the village core. The town of c.1850 was one beginning to show the beginnings of the rapid evolution which transformed Heckmondwike into a large wool town during the later Industrial Period. Although the street pattern survives, the historic character does not reflect an ancient past.



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

Industrial Period development

By the mid-19th century Heckmondwike was becoming surrounded by mills and associated industrial settlement. Several mills were present both around the town and forming a zone along the Spen Valley to the south. In addition to mills were iron works, quarries of industrial scale and a few coal pits. A list of the town's larger works is presented below (from west to east). The numbers refer to figure 231 below:

1. Lawfoot Mill. Carpet. Pre c.1850. Partial survival of 19th century industrial buildings in this area. Part of HLC_PK 3465
2. Iron Works. Post c.1850. Partial survival of 19th century industrial buildings in this area. Part of HLC_PK 3465
3. Chemical Works. Post c.1850. Partial survival of 19th century industrial buildings in this area. No separate HLC record
4. Corn Mill. Pre c.1850. Possibly extant. Part of HLC_PK 3467
5. Alma Foundry. Post c. 1850. Site reused as works. Survival unknown. Part of HLC_PK 3467
6. Unnamed Woollen Mill. Pre c.1850. Fragmentary survival. Site reused as works in mid-20th century. HLC_PK 3459
7. Spen Valley Carpet Works. Post c.1850. Probably extant. HLC_PK 3356.
8. Wellington Mill. Pre c.1850. Fragmentary survival. Later expansion survives. HLC_PK 3355
9. Gas Works. Post c.1850. Now a late 20th century business park. HLC_PK 3354
10. Providence Mills. Probably textiles. May be extant. HLC_PK 3356
11. Flush Mills. Woollen. Pre c.1850. Partial survival of early fabric. Redeveloped as an industrial site in the post-war period. HLC_PK 3184
12. Victoria Colliery. Pre c.1850 origins as a coal pit. Redeveloped as an industrial site in the post-war period. HLC_PK 3181
13. Ings Mill. Woollen. Pre c.1850. Site redeveloped as an iron foundry in the post-war period. Now in mixed use. HLC_PK 3058
14. Westfield Mills. Tallow and size. Post c.1850. Now late 20th century housing (HLC_PK 2832)
15. Brighton Mills. Drysaltery. Post c.1850. Now late 20th century housing (HLC_PK 2832)
16. Valley Mills. Probably textile. Post c.1850. Probably demolished. Now part of the Union Road Industrial Estate. HLC_PK 3352
17. Crystal Mills. Probably textile. Post c.1850. Probably demolished. Now part of the Union Road Industrial Estate. HLC_PK 3352

18. Colliery. Post c.1850. Disused by c.1894. Post c.1850. Now part of the Union Road Industrial Estate. HLC_PK 3352
19. Union Mill. Probably textile. Formerly the pre c.1850 Walkmanyards Woollen Mill. Probably demolished. Now part of the Union Road Industrial Estate. HLC_PK 3352
20. Croft Mill. Probably textile. Pre c.1850 origins. Now a late 20th century supermarket. HLC_PK 3367
21. Spen Vale Mill. Woollen. Post c.1850. Probably extant but reused as part of the Spen Vale Street Industrial Park. HLC_PK 3383
22. Smith Bridge Mill. Woollen. Pre c.1850 origins. Probably extant but reused as part of the Spen Vale Street Industrial Park. HLC_PK 3381
23. Orchard Dye Works. Pre c.1850 origins? Survival possible though reused as part of the Spen Vale Street Industrial Park. HLC_PK 3381
24. Cater Dye Works. Pre c.1850 origins? Survival possible though reused as part of the Spen Vale Street Industrial Park. HLC_PK 3381
25. Lower Mill. Woollen then drysaltery. Pre c.1850. Demolished. Now part of the Spen Vale Street Industrial Park. HLC_PK 3381
26. Walkley Mill. Worsted. Post c.1850. Possibly extant. Now part of the Spen Vale Street Industrial Park. HLC_PK 3383
27. Springfield Chemical Works and malt houses. Post c.1850. Site of colliery. Partial survival? Part of HLC_PK 3398
28. Brunswick Mills. Probably woollen. Post c.1850. Now modern houses HLC_PK 3403
29. Springfield Brewery. Post c.1850. Probably rebuilt as a furnishings fabric mill in the post-war period. HLC_PK 3178
30. Victoria Machine Works. Post c.1850. Probably extant. HLC_PK 3150
31. Stubbins Mill. Probably textile. Pre c.1850. Now a late 20th century school. HLC_PK 3148
32. Grove Mills. Probably textile. Pre c.1850 origins. Probably extant. HLC_PK 3143
33. Longfield Mills. Probably textile. Post c.1850. Now post 1990 housing. HLC_PK 2874
34. Moorefield Mills. Probably textile. Post c.1850. Now post 1990 housing. Part of HLC_PK 2870
35. Chapel Lane Mills. Probably textile. Post c.1850. Now post 1990 housing. Part HLC_PK 2870
36. Heckmondwike Chemical Works. Post c.1850. Became an engineering works in the post-war period. Now a post 1990 housing estate. HLC_PK 2873
37. Moorfield Mills. Wool and cotton waste. Possibly pre c.1850. Survival unknown. No separate HLC record

In addition to the many mills and other works. The zone of industry to the south of Heckmondwike also had many warehouses and commercial yards.



Figure 229. Early Industrial Period cottages in a yard development on Oldfield Lane. Heckmondwike. 2016



Figure 230. Victorian shop front. Market Street. Heckmondwike

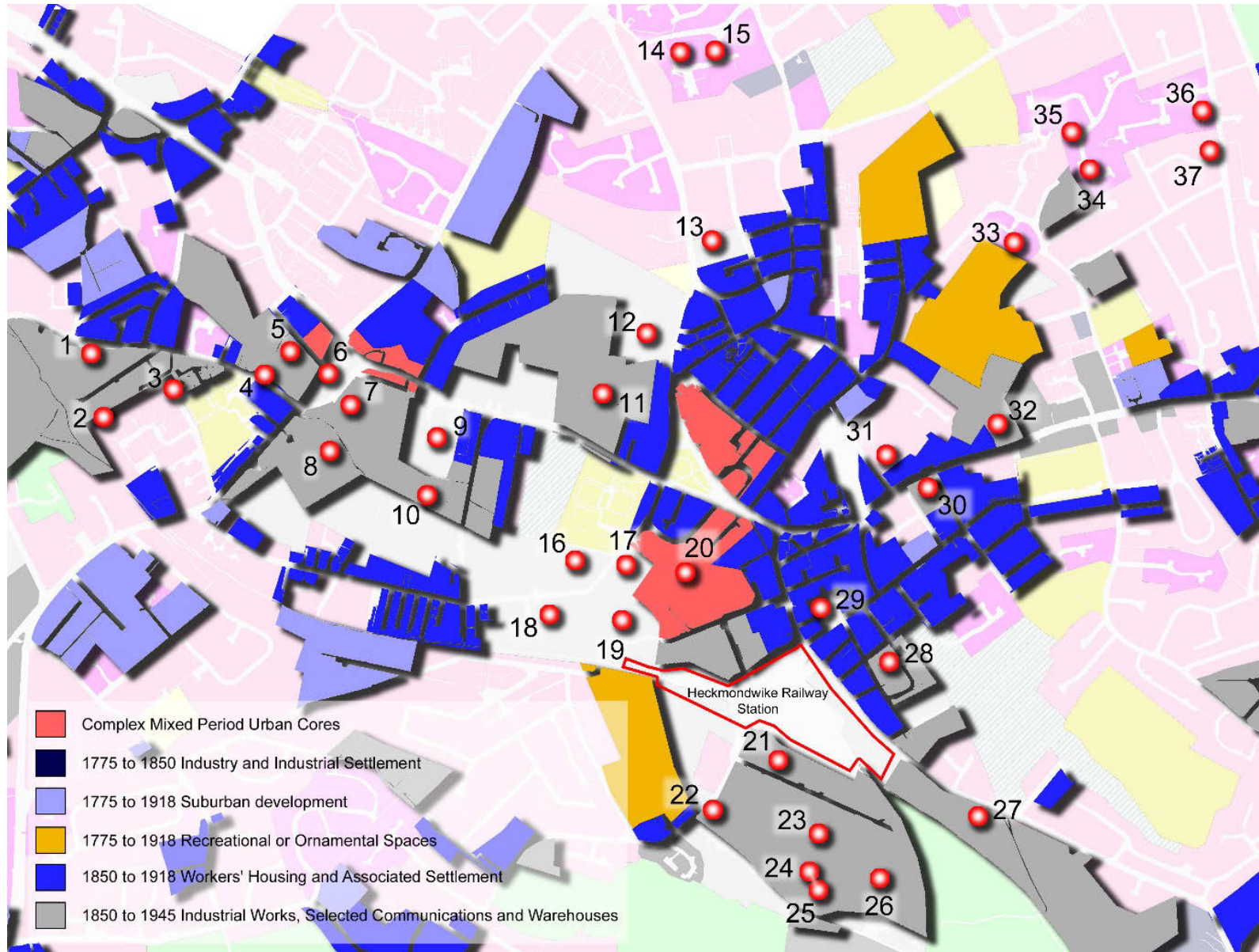


Figure 231. Zone map of the Heckmondwike's later Industrial Period development (not to scale)

In the period between c.1850 and c.1890 Heckmondwike had become transformed as a town. The borders had expanded with clear zones of houses on all sides of the town and in association with the industrial works (e.g. HLC_PK 3048, 3030 & 3183). The development was largely through and back-to-back terraced houses rather than suburban housing, although one or two villas were also present. This construction continued into the early 20th century. The Market Place and High Street became transformed with new shops (e.g. HLC_PK 3176). Although the Market Place and The Green contains a few vernacular buildings the character is largely Victorian and commercial with purpose built shops, although the presence of 20th century commercial redevelopment is strong. Commercial development also expanded south along Market Street, Oldfield Lane and east along High Street. Many small institutes were built including chapels and churches, schools, mission rooms and a Salvation Army citadel (e.g. HLC_PK 3152). High Street also contained a few of the larger institutes such as the Grammar School founded in 1908, the Upper Independent Chapel of 1890 and the Cawley Lane Junior Infant and Nursery School of 1931 (HLC_PK 3141, 3028 & 2935).

Heckmondwike Cemetery was founded to the north of the town around 1860 and the Heckmondwike Cricket Ground originated before 1894 (HLC_PK 2848 & 3017).

An important addition to the development of the town was the introduction of the Heckmondwike Railway Station. The railway line running through Heckmondwike was built on the Cleckheaton Branch Line in 1848 (HLC_PK 3371). The goods station expanded by 1894 and the passenger station was moved slightly further up the line. By 1965 the route was closed to passengers and goods and the line had been removed by 1989. The goods yard was redeveloped with housing after 2000.

20th century and beyond

The Spen Valley industrial zone is still in industrial use. A few mills survive amongst the large scale industrial and commercial sheds and industrial parks. The zone along the valley to the south and west of the town is large scale and continuous for around 2km along the northwest-southeast route of the valley. The larger developments include the Spen Vale Street Industrial Park and the Union Road Industrial Estate (HLC_PK 3383 & 3352).

The zoning of Heckmondwike is relatively clear. The historic core became a commercial core in the 19th century and continued, with piecemeal development, into the early 20th century. Parts of the core underwent planned commercial redevelopment in the latter half of the 20th century particularly around The Green. Redevelopment includes a superstore on the site of 19th century textile mills (HLC_PK 3176 & 3367). The commercial core is surrounded by a ring of Industrial Period settlement with predominantly terraced houses and small institutes

inter-dispersed with mills and workshops. The 19th century industrial zone occurs in the Spen Valley but also around the town. The zone of Industrial Period settlement has been redeveloped on a piecemeal basis predominately with post-war to modern houses, but also with institutes such as the Holy Spirit school built to the north of the core in the 1960s or early 70s on the site of Stubbins Mill (HLC_PK Holy 3148). The cemetery and cricket ground were originally built on the urban peripheries but these became subsumed by large scale housing development in the 20th century. 20th century housing falls within a zone. The Interwar estates form an inner ring around the zones of Victorian and Edwardian terraced houses (e.g. HLC_PK 3367, 2856 & 3082). The Interwar development is largely semi-detached and occurs on a smaller scale, predominantly on previously undeveloped land. A large Interwar residential zone is also present to the northwest of Heckmondwike. The Firthcliffe Estate was built in the 1930s probably as social housing (HLC_PK 2818). To the east, the Leeds Road area became developed, also around the 1930s, with semi-detached houses (HLC_PK 2809). Heckmondwike has now become entirely connected to Batley and Dewsbury through continuous urban development. 20th century housing occurs on all sides of the town and generally forms an outer ring, though inner redevelopment of earlier settlement has also occurred from the latter half of the 20th century. Larger examples include an estate around Trueman Avenue to the north east which was built in the c.1960s as a private estate (HLC_PK 2875). The Harewood Avenue estate was built in the late 1960s to early 70s to the south east (HLC_PK 2945). Cornmill Crescent and Hall Drive is an estate of semi-detached houses constructed in the c.1950s or 60s to the south of the River Spen (HLC_PK 2964). There are numerous other examples. The larger post-war estate forming the outer zones also tend to be built on previously undeveloped agricultural land.

Post 1990 development is present occurring in small to medium scale estates throughout. Lewes Fold and Hove Court replaced terraced houses to the north of the town after 2002 (HLC_PK 3030). Westfield Street was built in c.2008 on the site of Westfield Mill (HLC_PK 2832). Field Head Way was built by 2002 on former fields (HLC_PK 2821).



Figure 232. Heckmondwike Green. 2016

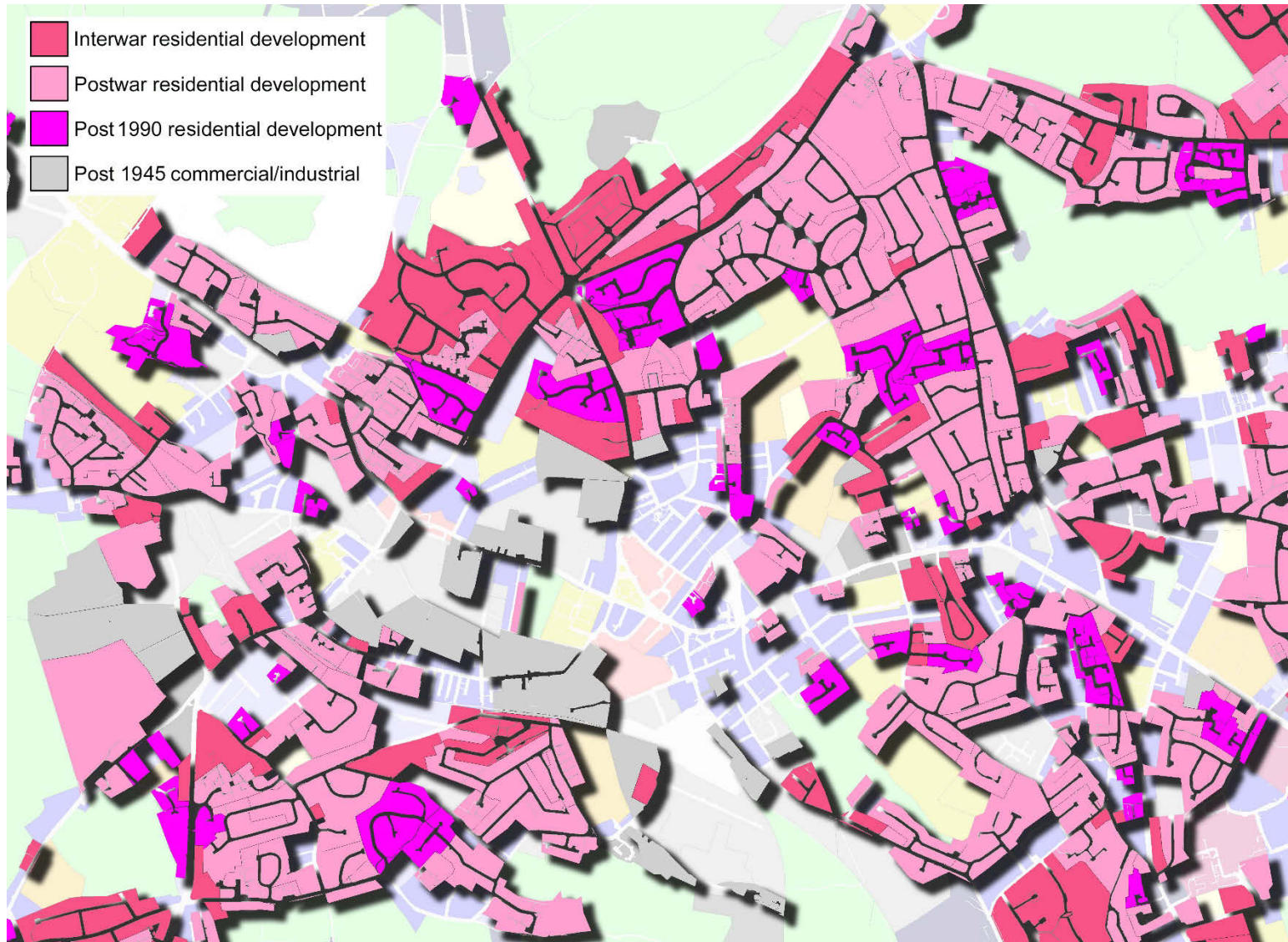


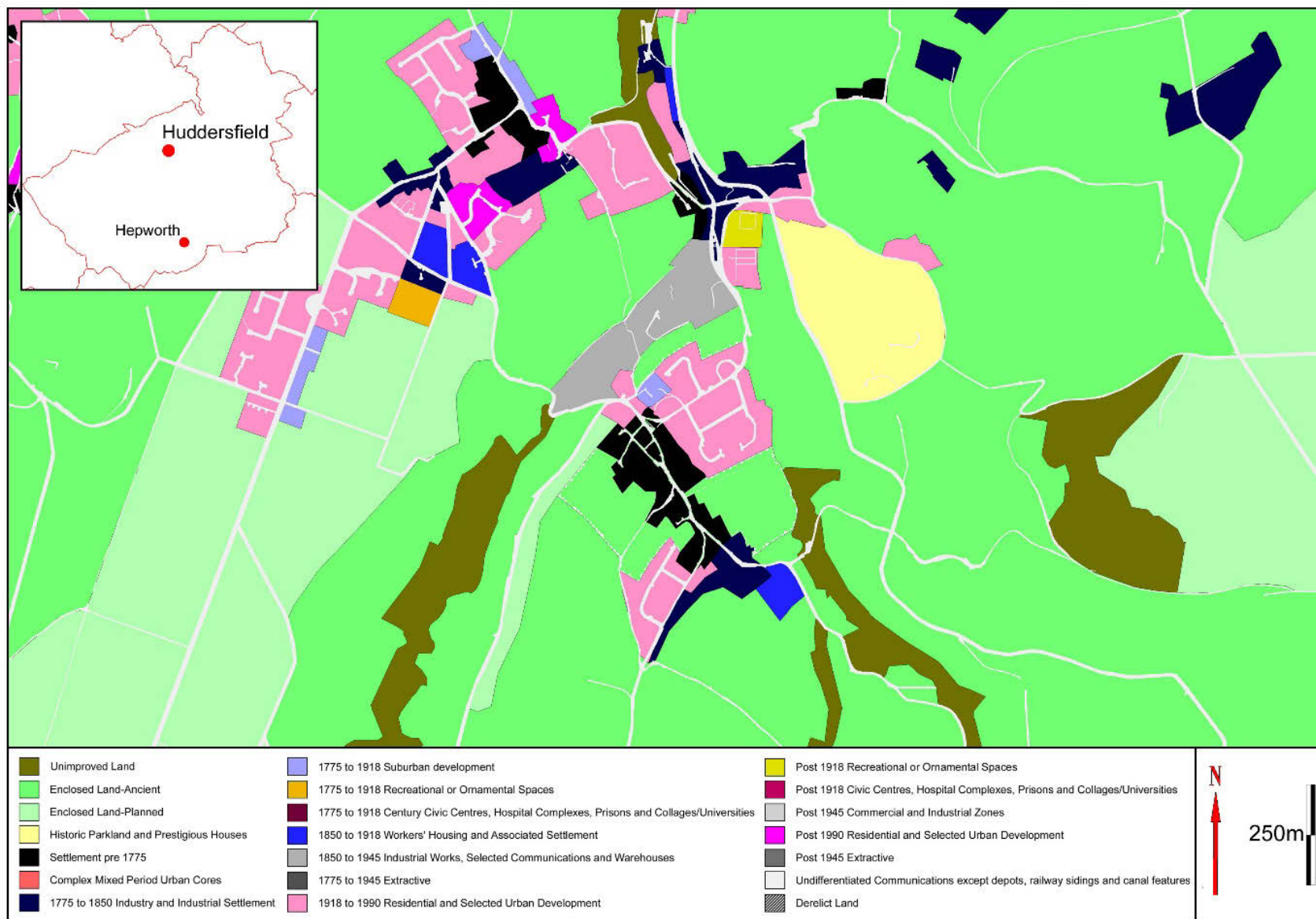
Figure 233. Zone map of the Heckmondwike's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

The nearest agricultural land to the Heckmondwike town core is around 1.5km away to the north, south and west. One or two earlier houses and farms may survive subsumed by later development. The field patterns do demonstrate fragmentary survival as later development site perimeters.

4.2.13 Hepworth

Figure 234. Zone study area map of the Hepworth locality



Overview

Hepworth is a rural village with probable medieval origins. The settlement became developed in the early Industrial Period and gained a small textile mill zone in the later Industrial Period. The historic core of Hepworth is well preserved and the impact of the 20th century is restricted to a small zone of housing. The village sits on a hillside position of a spur of land which projects northwards from the open moorland of Tinker Hill to the south. Dean Dike is present to the west of the village and Rakes Dike is present to the east. They form cloughs which drain from the moorlands above. The two dikes meet at Jackson Bridge 500m to the north of Hepworth and become New Mill Dike. The valley system drains northwards. The two hill tops to the east and west are Dick Hill and Scholes Moor, both were late enclosed moorland. The village is situated around 9.5km south of the Huddersfield Town core in the Township of Hepworth (230m AOD. OS ref 416334, 406719). Hepworth sits above a solid geology of the Millstone Grit Group of rocks which become Pennine Lower Coal Measures to the east.



Figure 235. View of Hepworth village from Cheese Gate Nab. 2012

Historic core

Hepworth was probably a village of at least local importance in the middle ages. "Heppeurd" is mentioned in the Domesday Survey of 1086 and a several other times in the later medieval period (with various spellings of the name) (Smith. A.H. 1961. Part II. p.242). The woollen industry was probably a staple income from an early period. A complaint from 1297 relates to the stealing of milk from 34 ewes.

The historic core of Hepworth was a linear development along the northwest-southeast Town Gate with a fold to the north around Upper Gate. Settlement continued south also extended along Main Gate (HLC_PK 6435). The fields to the south, as depicted on mid-19th century, mapping demonstrated an extensive area of enclosed medieval strips (i.e. HLC_PK 6426). The pattern is still preserved today despite 20th century agglomeration.

The village contains many listed buildings which include a cruck framed building possibly of 14th century date or earlier (encased in stone in the 17th century), a late 17th century house with attached barn, a mid to late 18th century house, an early 18th century farm with sheds, a few additional barns of a similar date, a public house of early 19th century date, several weavers' cottages, several loom shops of late 18th and early 19th century date and the Church of the Holy Trinity of 1863.

Jackson Bridge is a hamlets of weavers' cottage to the north of Hepworth, this settlement also contains several loom shops of late 18th to early 19th century date.

Hepworth clearly demonstrates early beginnings and redevelopment in the 18th century and into the early Industrial eriod. It then appears to have been frozen in time. This could have been the result of the construction of the Wadsley and Langsett Trust Turnpike in 1804 to 1805 (now Sheffield Road) which effectively bypassed the village as a through-route.

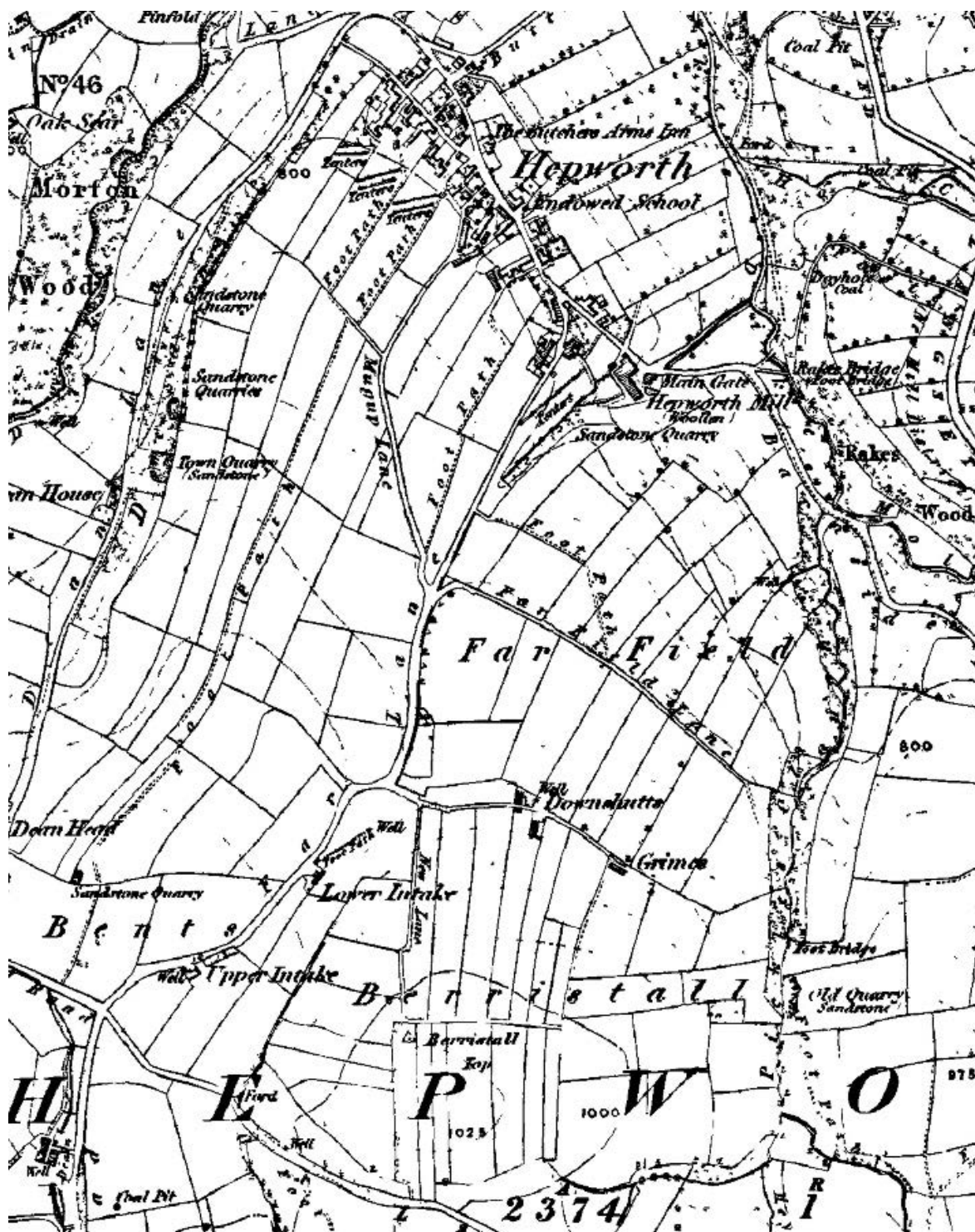


Figure 236. Hepworth and associated strip fields. OS 1st edition 6" map, c.1850. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

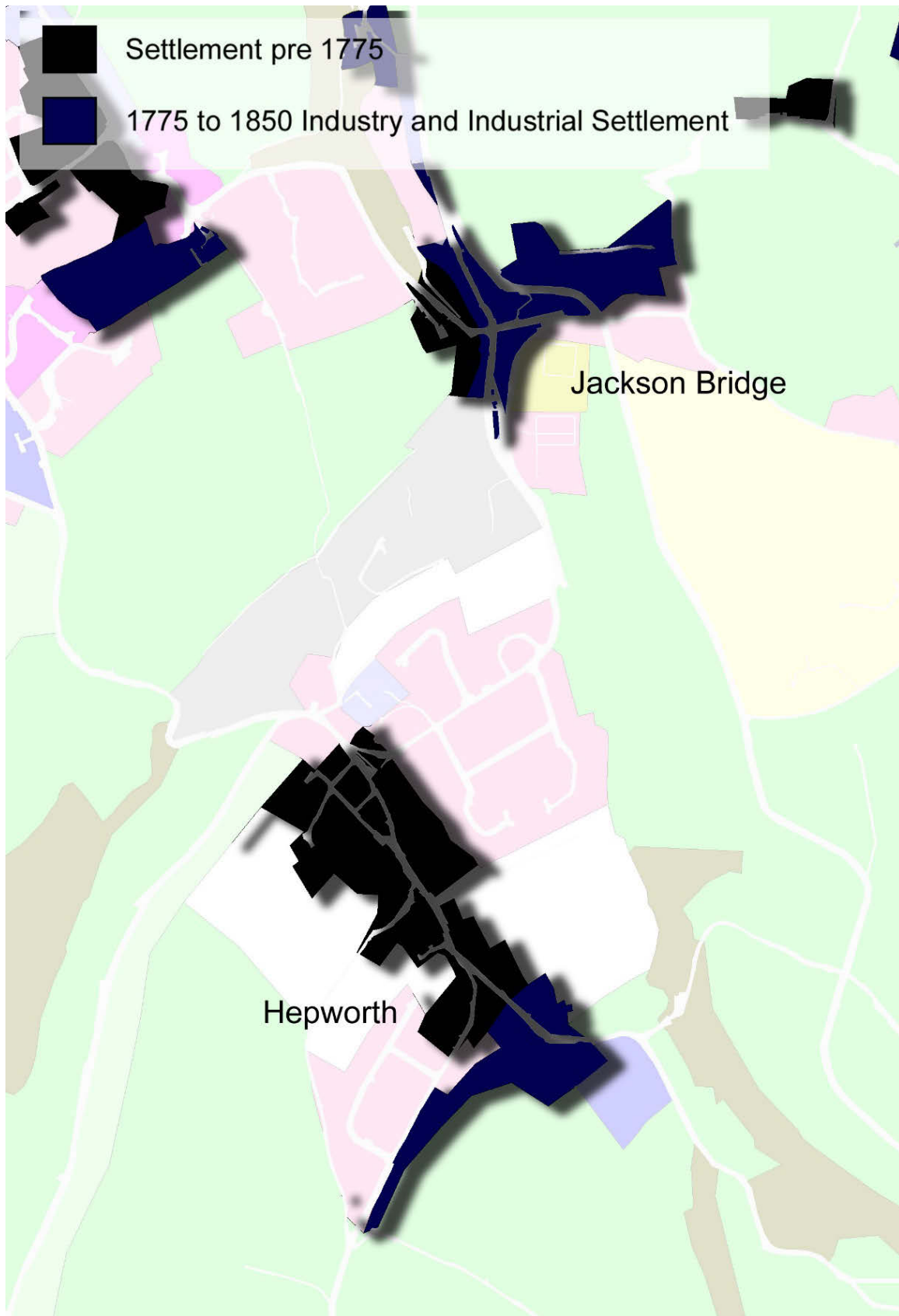


Figure 237. Zone map of the Hepworth's historic settlement (not to scale)

Industrial Period development

Large scale domestic textile production is easily demonstrated in this area due to the large number of loom shops in Hepworth, Jackson Bridge and surrounding area. Several coal pits, small collieries and small quarries were present on the hills surrounding the village.

The valleys to either side of Hepworth were developing as an industrial zone. This was the southern extent of several mills which ran down the valley from Hepworth to New Mill 1.5km to the south. Hepworth Mill (woollen) was present in Rakes Dike to the southwest and Dodroyd Mill was present at Jackson Bridge (woollen) to the north (HLC_PK 6451 & 6432). Both mills predated c.1850. Only Dodroyd mill survives. North beyond Jackson Bridges was Midge Mill and Wildspur Mill (HLC_PK 5430 & 5428). Both mills predate c.1850, both were woollen mills and both survive. Wildspur Mill has been converted to flats. Hepworth developed in a small way as a village in the late Industrial Period, gaining a few short terraced rows, a church and village school (HLC_PK 6436 & 6452). Hepworth Wesleyan Methodist Chapel was built in 1808 and gained a Sunday school by 1901 (HLC_PK 7153).

Hepworth also gained a few villas. The largest was Meal Hill to the east of the turnpike. Meal Hill House was shown on the enclosure map 1834. The surrounding parkland was added in the late 19th to early 20th century (HLC_PK 6453).

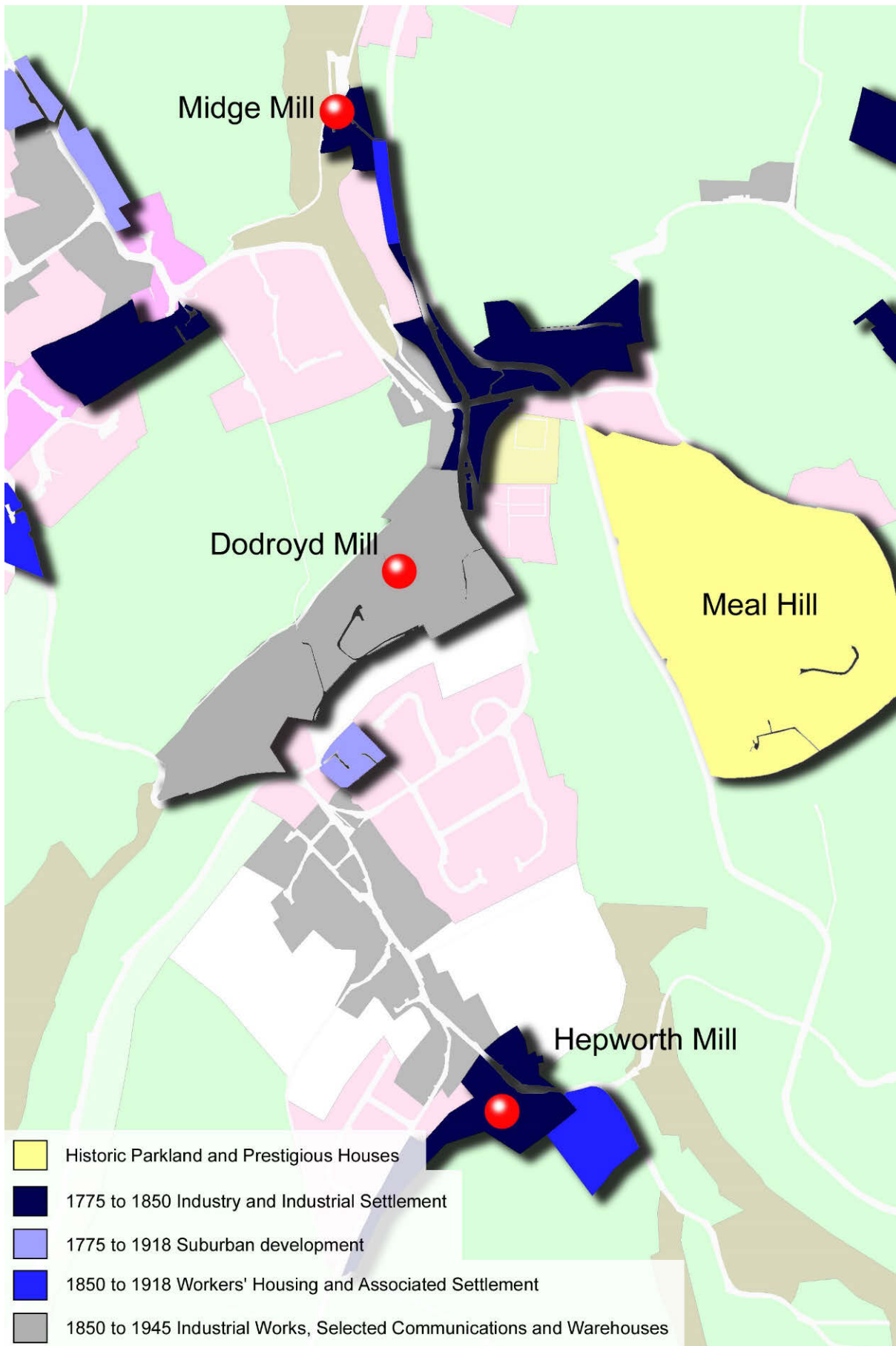


Figure 238. Zone map of the Hepworth's later Industrial Period development (not to scale)

20th century and beyond

There are two zones of 20th century housing. The Hillside Avenue area to the north east of the village was built in the c.1970s as private estate (HLC_PK 6439). Far Field Avenue is a smaller estate of a similar date and status to the south east of the village (HLC_PK 6429). Jackson Bridge and the road leading to the next settlement of Scholes also contains post-war private housing developments, generally on a small scale (i.e. HLC_PK 10178, 5263 & 6466). A significant addition to the Jackson Bridge area was the Jackson Bridge WMC and bowling green established before 1932 (HLC_PK 7152).

Rural hinterland

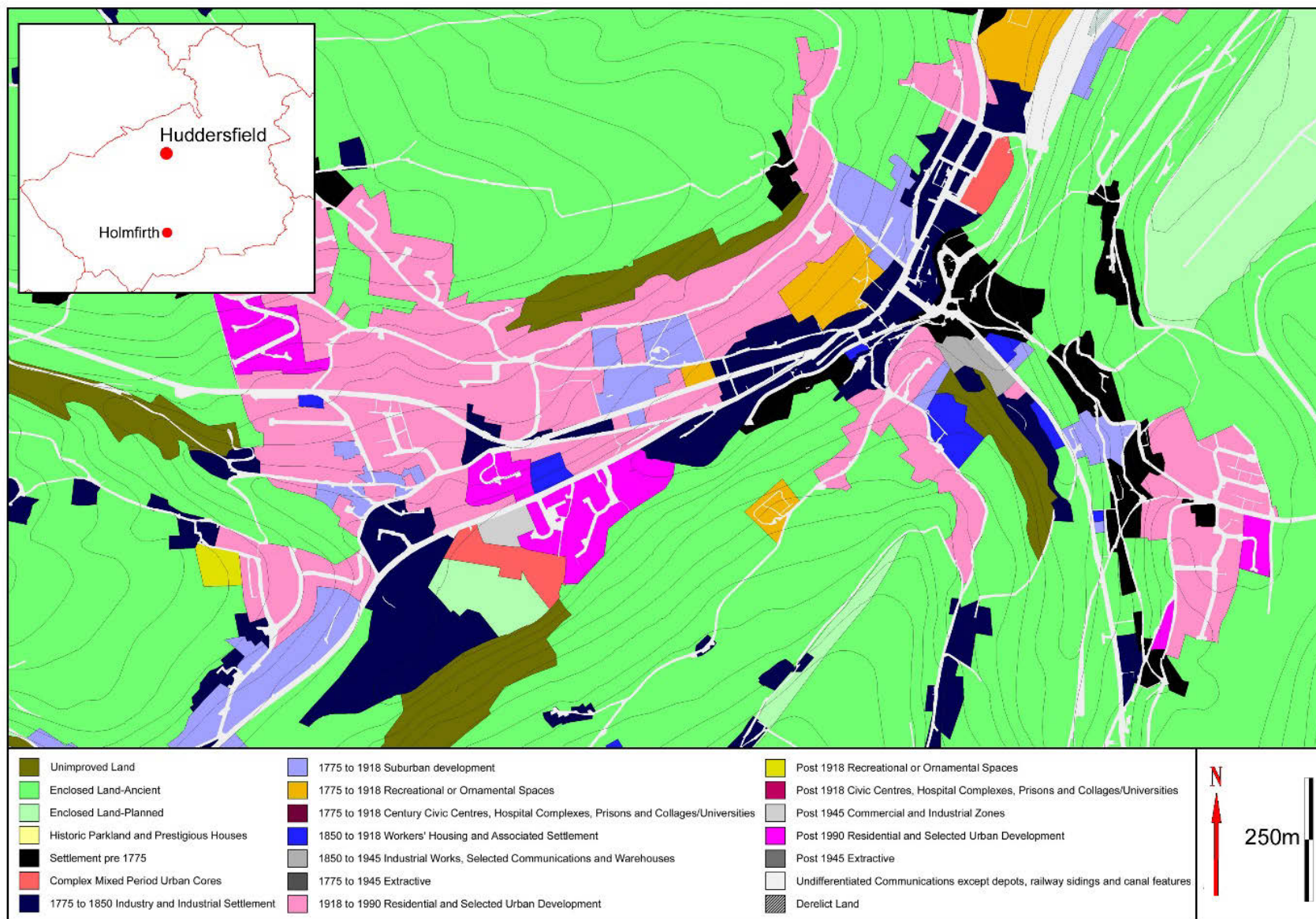
The plateau area to the south of Hepworth contained clear evidence of former strip fields. There may have also been tofts closer to the village. The next village of Scholes, 1km to the north was in a similar geographical position and it too had an associated open field system. The fields in the valleys to the east and west and on the lower moorland slopes to the south are smaller and more irregular probably representing early assarting or piecemeal enclosure. The piecemeal enclosure gave way to large scale 18th and early 19th century surveyed enclosure closer to the moorland edge. The strip fields to the south of Hepworth were agglomerated in the 20th century, though the earlier medieval pattern is still discernible. Elsewhere, the survival of boundaries depicted on 19th century mapping is good, even at the edges of the moor.

Some of the settlement around Hepworth, particularly on the lower valley slopes has ancient origins. Barnside, a fold 1km to the southeast of Hepworth was recorded as "Barnedside" in 1274 (Smith. A.H. 1961. Part II. p.243) (HLC_PK 6455). The settlement contains a barn of 1674 date. The valley around Barnside also contained several collieries which may also have had early origins as domestic pits. Upper Milshaw Hall 1.5km to the east contains the remains a house of probably 17th century date (WYHER HER 9547). The hall is situated in an elevated position below late enclosed moorland. Also in the Barnside area in an elevated position is Lower Wood Royd Farm House of mid-18th century date and a barn at Hepshaw Farm of 1697 date (Images of England UID 340628 & 333781).

Two houses in the Dean Dike valley to the west are grade II listed. Wickleden dates to the 17th or early 18th century (HLC_PK 6445). The other is a farm of late 18th to early 19th century date (Images of England UID 340597).

4.2.14 Holmfirth

Figure 239. Zone study area map of the Holmfirth locality



Overview

Holmfirth probably originated as a hamlet in the middle ages which became developed as a weaving settlement in the early Industrial Period and an industrial town in the later Industrial Period. The Industrial Period character is preserved, though Holmfirth has now developed a zone of 20th century suburban housing. Holmfirth is situated 7.5km south of the Huddersfield Town core on the border of three Townships (from east to west): Wooldale, Cartworth & Upperthong (140m AOD. OS ref 414240, 408149). The historic core of the settlement is situated in a valley bottom position at the confluence of the River Holme flowing from the southwest and the River Ribble which flows from the south. The course flows northwards along the Holme Valley as the River Holme. The valley sides are steep at this point. The land rises to the south onto Cartworth Moor which is a projection from the open Moor of Upper Snailsden Moss and Holme Moss 4km to the south. The hill to the west is Harden Hill which becomes Meltham Moor and to the east is Scholes Moor. Holmfirth sits above a solid geology of Millstone Grit Group of Rocks which becomes Pennine Lower Coal Measures 2km to the east.



Figure 240. Holmfirth village core viewed from Victoria Park. 2009

Historic core

Holmfirth probably developed as a medieval hamlet which grew around a bridge over the River Holme. This was an important early trade route over the Pennines into Lancashire, Cheshire and South Yorkshire. Larger medieval settlements in this area favoured hill-plateau positions on land more conducive to arable farming. Wooldale 1.2km to the north east was probably the nearest medieval village. Wooldale had a linear high street and strip fields. Other such settlements included Upper Thong 1.3km to the west, Scholes 1.7km to the southeast and Hepworth 2.5km to the south. All were on plateau positions and all had associated open field systems.

Sheep rearing, wool production, milling (corn and fulling) and commerce were probably the viable economies of Holmfirth. A corn mill in Holmfirth was described in records of the 13th century. The early core of Holmfirth is probably represented by the roads of Towngate and Hollow Gate which follow a winding route along the valley bottom for around 400m (HLC_PK 5200). It is likely that the small bridge at the western end of Hollow Gate represents the location of the early bridge across the Holme which was also recorded in the 13th century. The main bridge on Victoria Street was probably an Industrial Period structure. Topographical restrictions meant that houses fronting the main street could only be one row deep and settlement was forced to occupy the winding lanes of the valley sides. The lanes to the immediate south east of Towngate and Hollow Gate have the most organic street plan and may represent part of the earliest settlement, though a medieval date is not certain. These are represented by Daisy Lane to the north and Goose Green to the south. The Daisy Lane and Towngate area contained the original church of 1476. The church was lost to flooding in 1778 and was replaced by the current church. The church, in this case may not indicate a large settlement. It may have served as a central place of worship for the outlying settlements.

The listed buildings in Holmfirth mostly reflect an Industrial Period heritage. On the eastern side in the Towngate area several loom shops of late 18th and 19th century date. This area also includes All Saints' Church of 1778, a village lock up of early 19th century date, a mid-19th century town house and a mid-19th century villa. Hollow Gate contains further listed loom shops. The listed buildings on the northern side of the Holme comprise further loom shops, a few vernacular cottages of late 18th to 19th century date, early 19th century terraced houses with under dwellings, a few townhouses of a similar date, a mid-19th century villa, the hillside Church of St John, a Civic Hall of 1842 and an early 20th century cinema. The town's listed buildings demonstrate extensive early Industrial Period development of domestic

workshops particular to the east of the Holme and Victorian town development with terraced houses, suburban development and commercial buildings largely to the west.

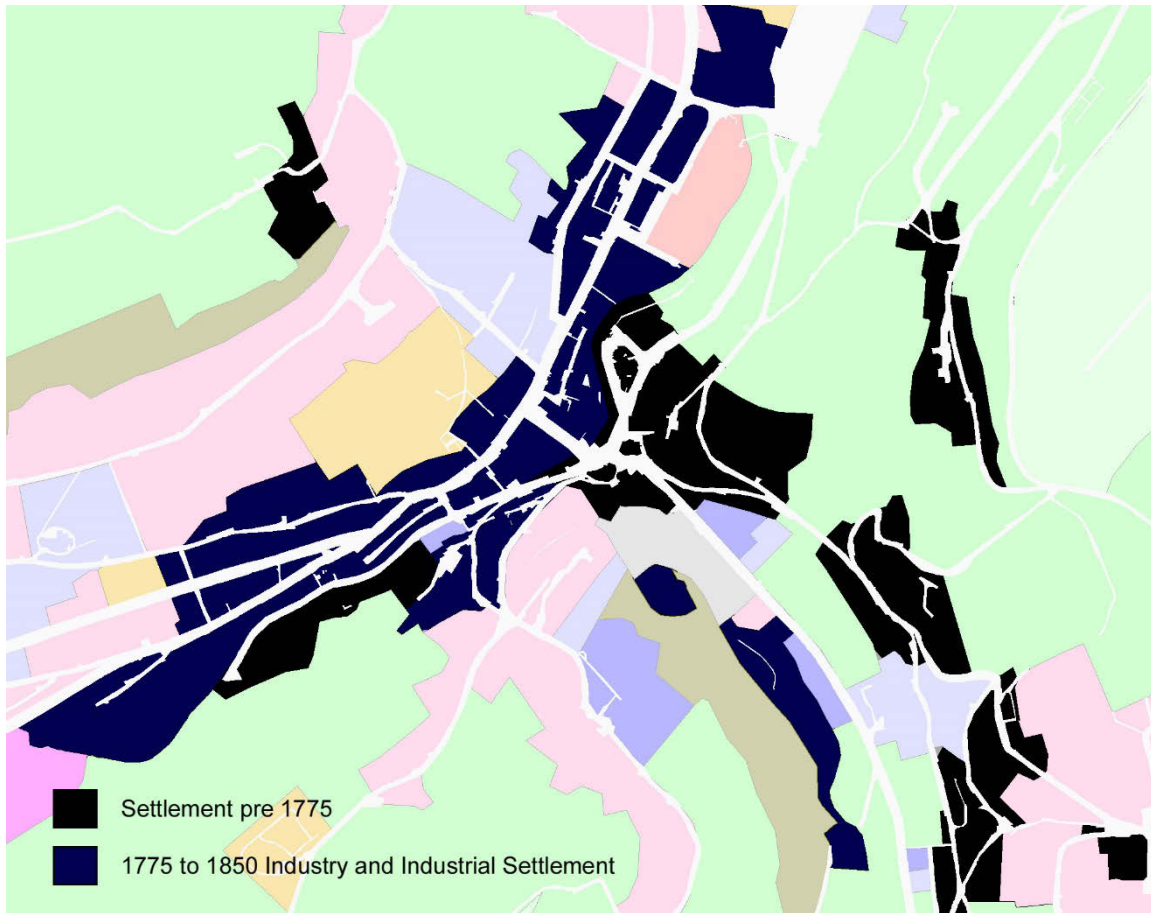


Figure 241. Zone map of the Holmfirth's historic settlement (not to scale)

The importance of Holmfirth as the last town before the westward crossing of the high Pennines continued into the Industrial Period. Three important turnpikes passed in that direction. The Huddersfield and Woodhead Trust Turnpike (Huddersfield Road) was constructed in 1830 to 31 and connected Holmfirth to Huddersfield to the north. This continued over Holme Moss in the direction of Glossop (as the Woodhead Road). The Holmfirth District Trust Turnpike (Dunford Road) of 1823-to 24 ran southeast over Cartworth Moor to Barnsley. The Greenfield and Shipley Lane Head Trust Turnpike (Woodhead Road) of 1823 to 24 ran southwest over Holme Moss to Greenfield in the former Lancashire County.

Unless the turnpikes followed earlier routes (which is likely at least in part), the implication is that the alignment of routes through Holmfirth was different before the 19th century. The earlier routes tended to be more winding, climbing quickly to more elevated positions, than the turnpikes which followed the valley bottoms. South Lane and Rocher Road are likely to

be early routes to the south of Holmfirth. Upperthong Lane, Binns Lane and Holt Lane were the equivalents to the north.

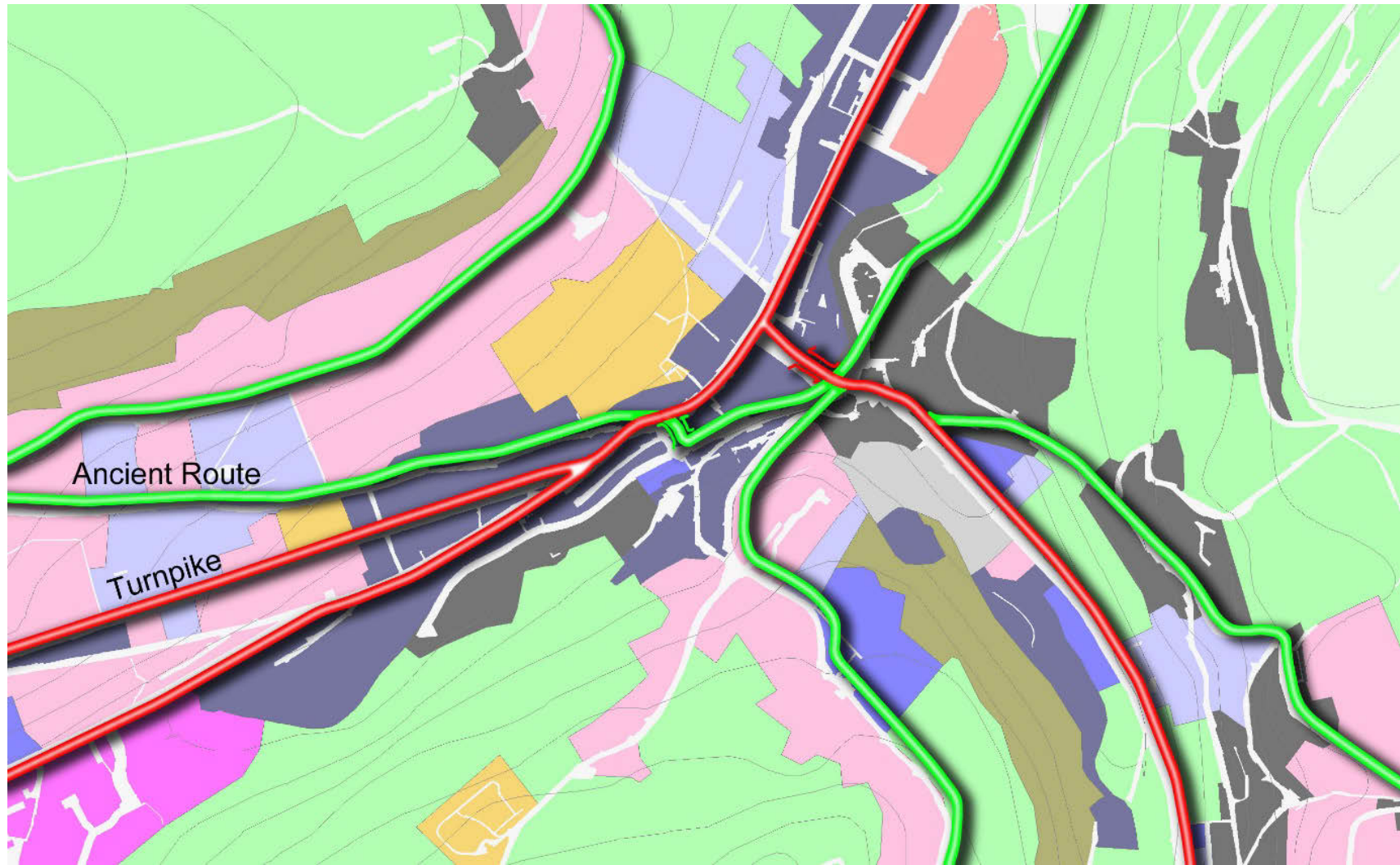


Figure 242. Turnpikes and suggested ancient routes through Holmfirth (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Industrial Period development

Domestic textile production in the early Industrial Period was extensive, both within Holmfirth and in folds and hamlets in the surrounding country side. The steep valley sides of the Holme and Ribble valley were lined with loom shops and weavers' cottages (e.g. HLC_PK 5238, 5226 & 5216). Holmfirth was also the scene of later mechanised industry. This largely occurred along the valley bottoms. Most were pre c.1850 and most produced wool cloth. Though cotton, silk, dye houses and sealskin was represented. These are listed below (numbers refer to figure 244 below):

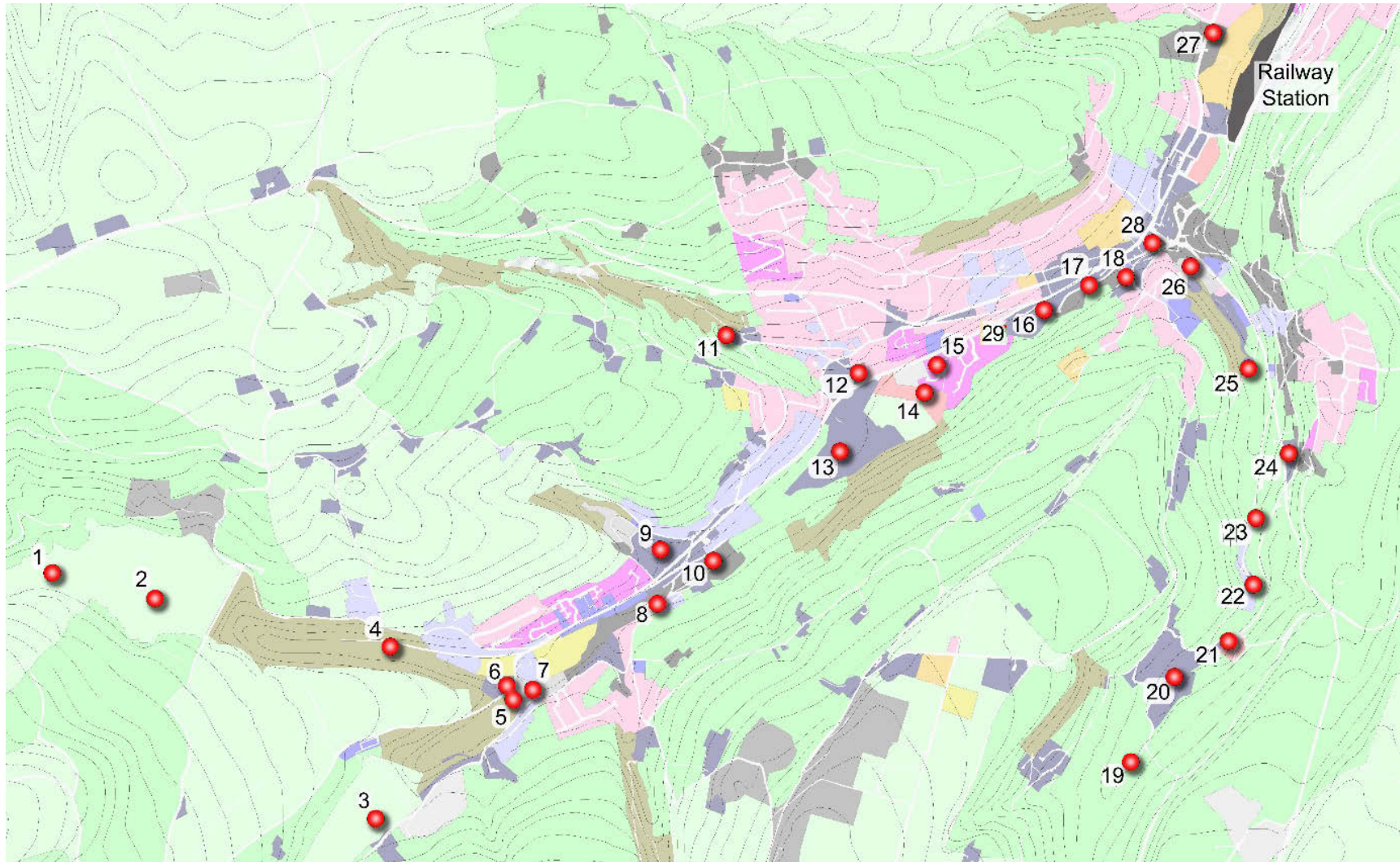
1. Bilberry Mill. Woollen. Pre c.1850. Now beneath post-war reservoir. HLC_PK 46254
2. Digley Mills. Woollen. Pre c.1850. Now beneath post-war reservoir. HLC_PK 46251
3. Brownhill Mill. Woollen. Pre c.1850. Now lost beneath c.1930 reservoir. HLC_PK 6120
4. Bankend Mill. Woollen. Demolished. Now woodland. No separate HLC record. Part of HLC_PK 6419
5. Holme Bridge Mill. Woollen. Pre c.1850. Demolished. Now post 1990 housing. HLC_PK 7658
6. Holme Bridge Dye House. Pre c.1850. Demolished now business units. HLC_PK 7657
7. Holmbridge Factory. Silk and Sealskin. Post c.1850. Reused as part of a business park. HLC_PK 7590
8. Un-named fulling mill. Possibly pre c.1850. Small scale. Possibly extant. Part of HLC_PK 7571
9. Yew Trees Mill. Woollen. Pre c.1850. Extant. HLC_PK 5074
10. Hinchcliffe Mill. Woollen. Pre c.1850. Possibly extant. Part of HLC_PK 7571
11. Burnlee Chemical Work. Possibly pre c.1850. Fragmentary or partial survival possible. No separate HLC record. Part of HLC_PK 6028
12. Spring Lane Mill. Cotton. Pre c.1850. Partial survival. Now late 20th century housing. HLC_PK 6021
13. Bottoms Mill. Woollen. Pre c.1850. Reused and in multiple occupancy. HLC_PK 5070
14. Round Bottom Mill. Post c.1850. Demolished. Now a post-war livestock market
15. Victoria Mill. Woollen. Pre c.1850. Demolished. Now housing. HLC_PK 5099
16. Prickleden Mill. Formerly Upper Mill. Woollen. Pre c.1850. Probably extant. HLC_PK 5093
17. Lower Mill. Woollen. Pre c.1850. Demolished for late 20th century housing estate. HLC_PK 7675

18. New Fold Mill. Woollen. Pre c.1850. Probably demolished leaving earlier cottages. HLC_PK 7684
19. Choppards Mill. Woollen. Pre c.1850. Largely demolished. No separate HLC record. Part of HLC_PK 5421
20. Wash Pit Mill. Woollen. Pre c.1850. Extant. HLC_PK 46172
21. Green Lane Mill. Woollen. Extant. Reused as offices. HLC_PK 7665
22. Doyer Mill. Woollen. Pre c.1850. Partly extant. Part of HLC_PK 46172 [possibly incorrectly listed as part of HLC_PK 46172]
23. Jean Wood Dye Works. Woollen. Pre c.1850. Possibly partially extant. No separate HLC record. Part of HLC_PK 5421
24. Under Bank Mill. Woollen. Pre c.1850. Extant and in commercial use. HLC_PK 5215
25. Swan Bank Mill. Woollen Pre c.1850. Extant and converted to flats. HLC_PK 10132
26. Ribbleden Mill. Woollen. Pre c.1850. Later phase and probably parts of earlier phases extant. HLC_PK 10128
27. Bridge Mills. Woollen. Pre c.1850. Later phase and probably parts of earlier phases extant. HLC_PK 5006
28. Albert Mill. Woollen. Post c.1850. Replaced earlier mill: "Tom Mill". Now a supermarket. HLC_PK 5010
29. Dyson's Mill. Woollen. Pre c.1850. Now post 1990 housing. HLC_PK 7568



Figure 243. Trinity Church Square. Holmfirth. 2009

Figure 244. Distribution map of industrial works depicted on 19th century OS mapping.



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 245. Wash Pit Mills. Washpit. Holmfirth. 2015

Holmfirth was also connected to Huddersfield by railway. The line ran down the Holme Valley terminating just north of the town. The station opened in 1850 and closed in 1959 when the branch line from Brockholes to Holmfirth closed (HLC_PK 5202). The area is now occupied by houses. The construction of the textile mills and the introduction of the rail caused Holmfirth to develop as a town.

Later Industrial Period development within the town core occurred largely on the northern side of the Holme. The Victoria Street and Huddersfield Road area gained terraced houses either along the main street or along side streets, town houses and commercial buildings such as shops and banks (HLC_PK 5089). The civic hall and town hall were added to the north-eastern end of this area in (part of HLC_PK 5092).

The eastern side of the Colne developed a zone of villa houses. Those to the north of the area were named houses with large gardens. For example, Elm Wood which became the Holme Valley Memorial Hospital in the 1930s (HLC_PKK 5032). The area to the southwest of Holmfirth named Prickleden also developed as a suburb. In addition to villas the area gained a church and congregation chapel, all of later Industrial Period date (e.g. HLC_PK 5109, 46360, 5091, etc.). Later Industrial Period workers' housing occurred throughout,

although there were none of the larger gird-iron developments which occurred in other Kirklees towns. They occurred rather as ribbon development, as piecemeal development along the many valley side lanes or as rows in association with individual mills. Perhaps there were few terraces because the earlier weavers' cottages were re-occupied by mill workers.

Along with commercial and residential buildings, small institutes such as chapels, cemeteries, halls, schools, alms houses and a workhouses were constructed a various location around the village (e.g. 7575, 7578, etc.).

The Holmfirth Cricket Ground was introduced in the mid to late 19th century (HLC_PK 5204).

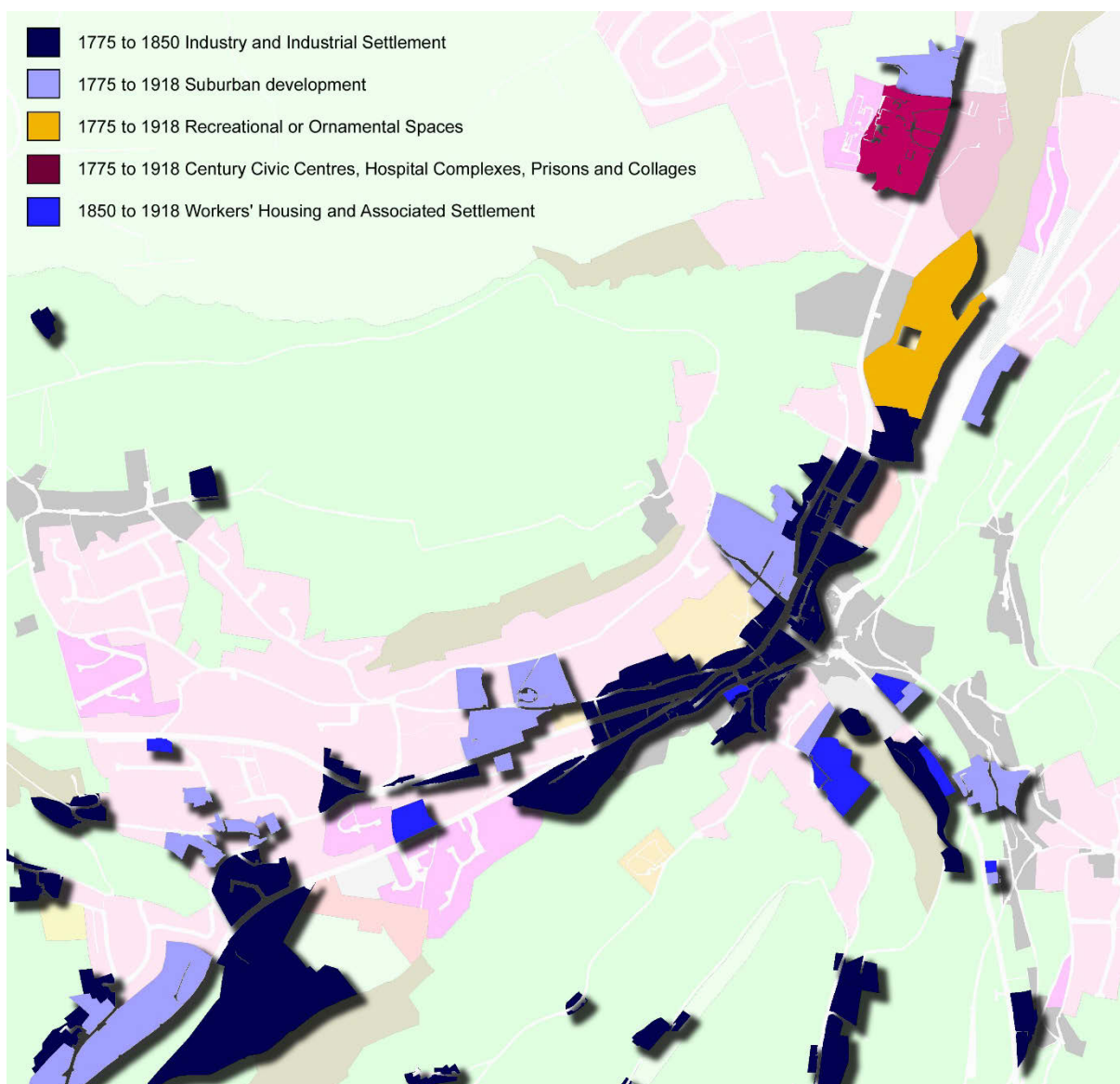


Figure 246. Zone map of the Holmfirth's Industrial Period development (not to scale)

20th century and beyond

There are a few small zones of Interwar housing. The two largest are on Greenfield Road in the Prickleden area and on Cartworth Road to the east. Both are Interwar private developments of detached or semi-detached houses. Elsewhere early 20th century is small scale or individual and piecemeal.

Holmfirth's suburban development continued into post-war period. The hillside in the Prickleden and Upperthong area has become a large zone of suburban development. The whole area was developed piecemeal in the c.1970s and 80s with individual detached houses and occasional semi-detached houses (e.g. HLC_PK 5001). A small development of social housing was constructed to the east of Holmfirth in a hill top position around Field Road in the c.1960s (HLC_PK 5209). This area also contains a small zone of private housing of 1950s to c.1970s date (HLC_PK 5214 & 5210).

There are two notable post 1990 housing developments. Both occurred to the west of Holmfirth. Perseverance Place was built on the site of Dyson's Woollen Mill around 2009 and Allergill Park is a private housing development in an elevated position built on previously undeveloped land (HLC_PK 7568 & 4998).

One or two of the mills sites have been redeveloped as small industrial estates and in one case, a livestock market. The list of mills above provides further information.

The Holmfirth town core retains much of its Industrial Period character with a mix of vernacular cottages, loom shops, town houses and commercial buildings. Redevelopment has occurred and this is largely in the Towngate area. A cinema was constructed in the early 20th century and in the mid to late 20th century a supermarket, carpark and bus station replaced earlier development (part of HLC_PK 5200).

The early Industrial Period character is strongest on the lanes of the valley sides especially to the east.

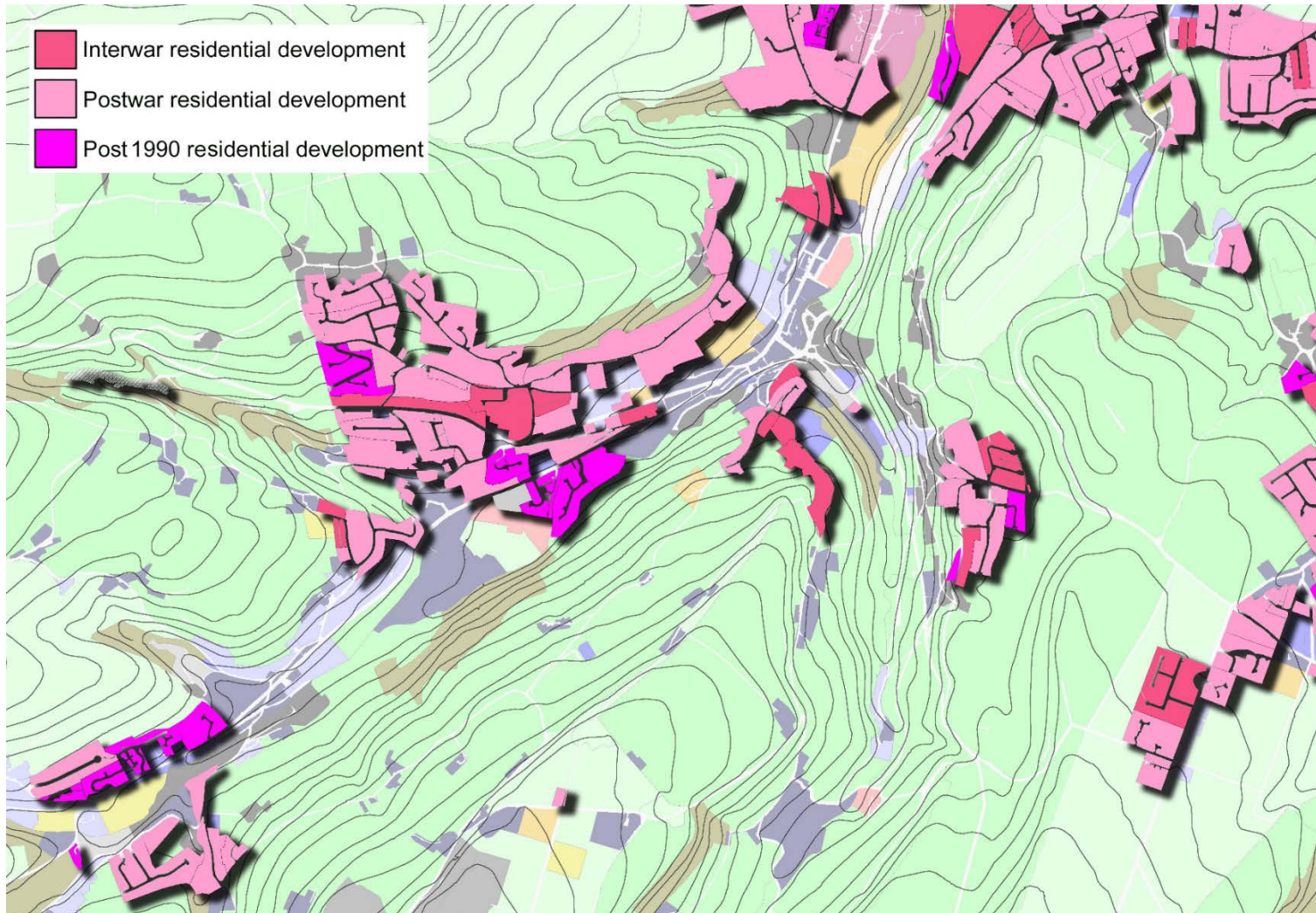


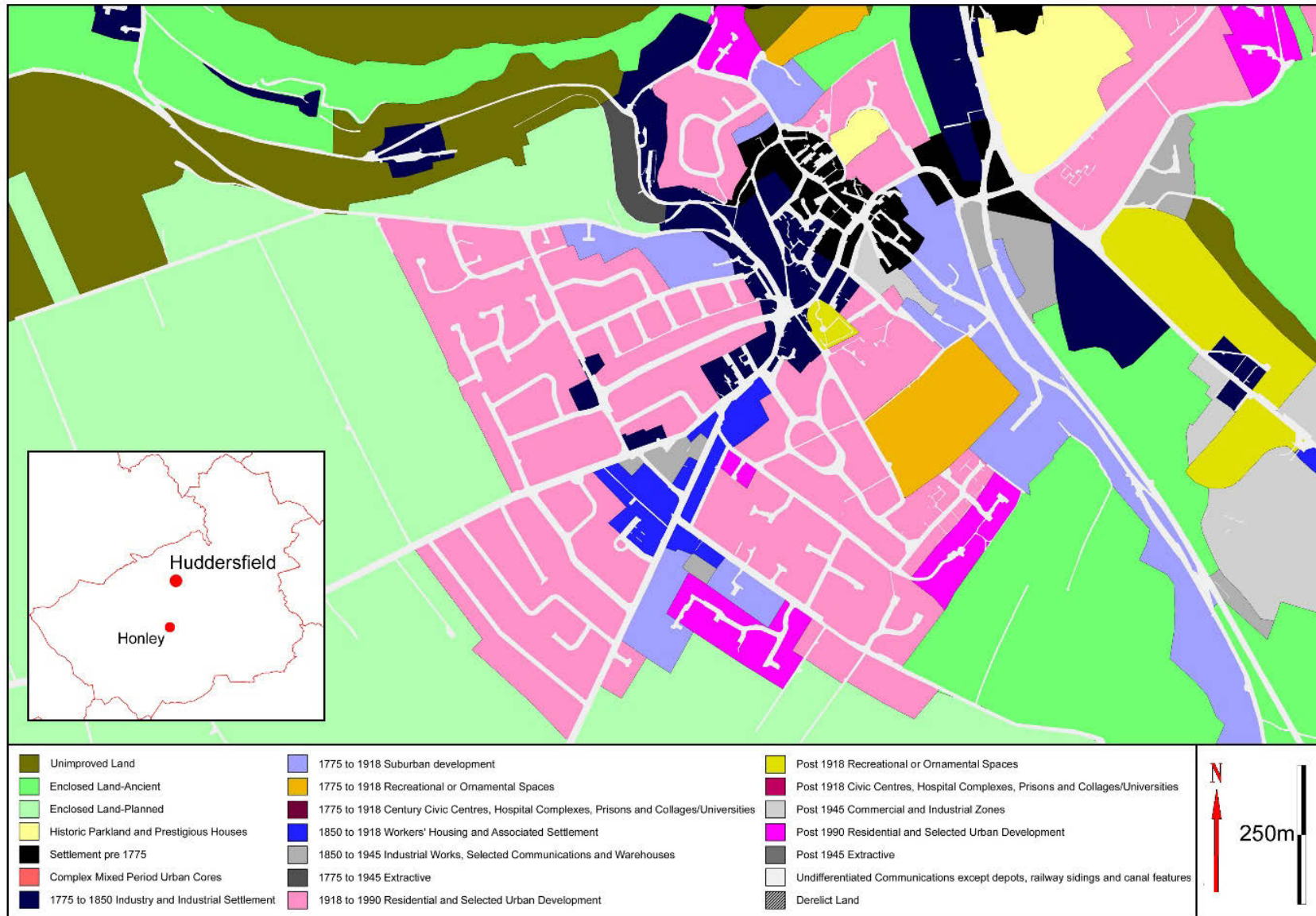
Figure 247. Zone map of Holmfirth's 20th century to recent urban and industrial development (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

As stated above, the area has a few villages with medieval origins occupying plateau positions on surrounding hill tops. They demonstrate clear evidence of enclosed strip fields. Villages include (from west to east): Upperthong, Netherthong, Wooldale, Totties, Scholes & Hepworth (HLC_PK 5000, 5041, 5174, 5273, 5262 & 6435). Hepworth contains a cruck building possibly of 14th century or earlier date (Images of England UID 340591). On the valley sides and at other location away from the moor tops the fields were smaller and more irregular. Some fields in this area also had a vague strip-form indicating a few of the smaller hamlets may have also operated under an open field system, such as Hogley and Booth House to the northwest of Holmfirth (HLC_PK 6031 & 6030). It is clear that rural settlement and land division in the Holme Valley and Ribble Valley is ancient and several farms in this area have medieval references (see Smith A.H. 1961. Part II).

4.2.15 Honley

Figure 248.
Zone study
area map of
the Honley
locality



Overview

Honley originated as a probable medieval village which developed extensively during the early industrial period. Honley is still rural in its setting detached from the urban conurbation of Huddersfield by less than 1km of rural land, though it has now gained a zone of 20th century housing. Honley is situated 4.5km south of the Huddersfield Town core in the Township of Honley (129m AOD. OS ref 413863, 411971). Honley sits on the lower slopes of Honley Moor which rises to the southwest. Honley Moor had been enclosed by the mid-19th century. This ultimately becomes the open moorland of Meltham Moor around 5km to the southwest. The land drops steeply to the north to Mag Brook and to the east to the River Holme valley system. Honley sits above the Millstone Grit Group of rocks which become Pennine Lower Coal Measures 500m to the east of the village.



Figure 249. View of Honley and Castle Hill from Honley Moor. 2009

Historic core

It is likely that Honley has medieval origins. “Hanelai” is mentioned in the Domesday Survey of 1086 and at several other times in the later medieval period (Smith. A.H. 1961 Part II. p.271). The potential medieval core is difficult to discern from historic mapping. Honley in

c.1850 was a village which was undergoing Industrial Period expansion. The town focused around the cross roads of (in a clockwise direction) Church Street, Eastgate, Southgate and Westgate (HLC_PK 4875, 5454 & 5445). The cross road formed an irregular triangle now named Market Place. Settlement fronted all the routes. The rear yards were developed with folds of cottages and workshops. Settlement along Eastgate (formerly Town Gate) was low density and that on Westgate appeared to be more regular and later in character. The development on Church Street and Southgate was the most irregular and organic in appearance.

The villages listed buildings provide a clue to the early settlement. The Church Street area contains many 18th and 19th century loom shops and vernacular cottages. There is also a high-status house built in 1685 on St Mary's square, a house dated 1692 and an early 18th century dwelling. The latter two are both on Church Street. The area also includes a pair of Georgian houses and St Mary's Church of 1843. The first chapel was built in Honley in 1503 (<http://www.honley.info/history.html>).

Eastgate contains two listed late 18th century weavers' cottages. Southgate contains no listed buildings and the area to the north of Westgate several loom shops, a pair of c.1870 houses and a Church of England school dated to 1846.

In balance it seems that Church Street contains the earliest known buildings and this area may represent the original core at least from the early post medieval period. The town underwent extensive redevelopment and expansion in the early Industrial Period with loom-shops and cottages. The western side of the village along Westgate may have represented later expansion.

There are hints of enclosed medieval strip fields in level fields to the south east of the village in the mid-19th century. These gave way quickly to surveyed enclosure on former moorland to the west and the valley sides to the east. The land to the north of Honley was steep and wooded.

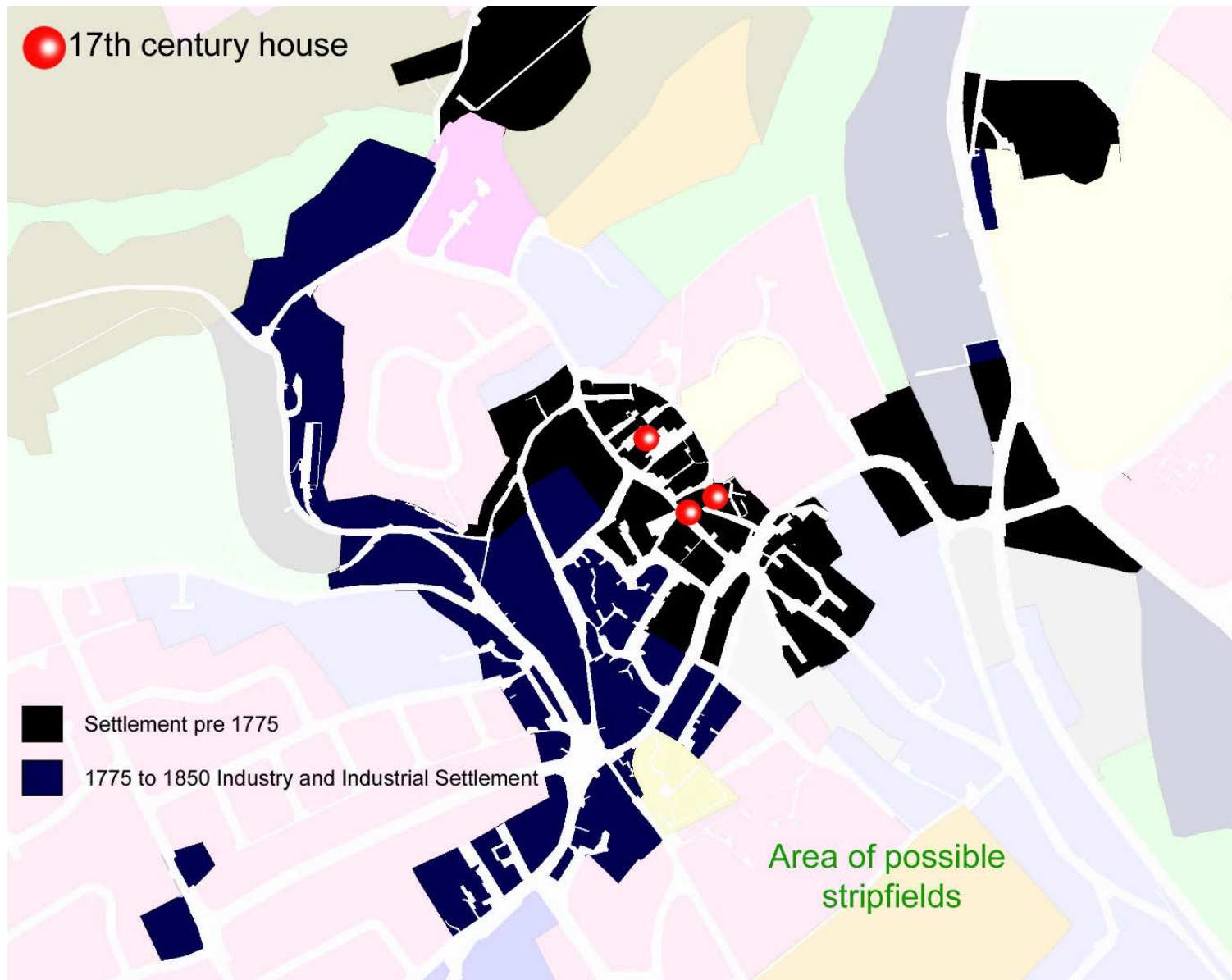


Figure 250. Zone map of the Honley's historic settlement (not to scale)

Industrial Period development

By the c.1850s the cottage industry of the village had been transformed into mechanised textile production and there was a shift of industry from the village into the valley bottoms. Both the Holme and the Mag Brook valleys became a zones of industry. Most of the valley floor mills in the Honley vicinity were woollen mills or dye works of pre c.1850 date. The larger mills are listed below (see Figure 251).

- Lords Mill. Woollen. Pre c.1850. Extant. HLC_PK 5442
- Moll Spring Dye Works. Probably pre c.1850. Probably extant and reused. HLC_PK 5443
- Thirstin Mills. Woollen. Probably pre c.1850. Demolished after 2003. Land now derelict. HLC_PK 5478
- Thirstin Mill Dye Works. Pre c.1850. Probably extant. HLC_PK 5469
- Neileys Mill. Woollen. Pre c.1850. Survival unclear. Area now part of a business park. Part of HLC_PK 5049
- Crosley Mills. Woollen. Pre c.1850. Extant and reused as a business park. Part of HLC_PK 5049
- Bridge Dye Works. Post c.1850. Post c.1850. Fragmentary survival? Now part of a business park. HLC_PK 5446
- Honley Mills. Woollen. Pre c.1850. Extant. Part of HLC_PK 4871
- Reins Mill. Woollen. Pre c.1850. Some survival likely. Part of HLC_PK 4871
- Queens Square Mill. Woollen. Pre c.1850. Probably extant. Part of HLC_PK 4871
- Lower Steps Mill. Woollen. Pre c.1850. Extant and reused as industrial park. HLC_PK 5803

No large industrial works were identified within the Honley village in the 19th century.



Figure 251. Honley's 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 development of the mills and the introduction of Honley Railway station led to an expansion of the Honley settlement area (Honley Railway Station. HLC_PK 4874). Most of the workers' housing was present by c.1850 and this was to the west of the village. A few small rows occurred elsewhere, either as individual rows or in association with particular mills (e.g. HLC_PK 5052). The largest post c.1850 terraced house development was Cooperative Row 600m to the southwest of Honley (HLC_PK 4857). Like all Kirklees industrial towns and villages, Honley acquired a few small institutes which included chapels, a church, school and even a small town hall (HLC_PK 4865). There was also a town gas works, now a council depot (HLC_PK 5447). A cemetery was established 250m to the north of Honley in the late 19th century (HLC_PK 4868). Westgate developed as a commercial core with purpose-built shops. The settlement pattern of the Industrial Period was largely set by c.1850.

The wealth of textile production promoted the construction of several large villas in the Honley area. Several detached houses were built in and around the village. Honley House was constructed in the fields to the immediate east of St Mary's Church around 1780 to 1800 (HLC_PK 4869). The associated private park land has become redeveloped with c.1980s detached houses (HLC_PK 4869). Two villas, Northgate House and Northgate Mount were constructed in the early 19th century in the New Town area to the east of Honley (HLC_PK 4817 & 4818). The villas both had an area of private parkland; both parks survive. Far End Lane running to the southeast of Honley developed as a linear zone of later Industrial Period suburban housing.



Figure
252.
Upper
Steps Mill.
Steps.
Meltham.
2013

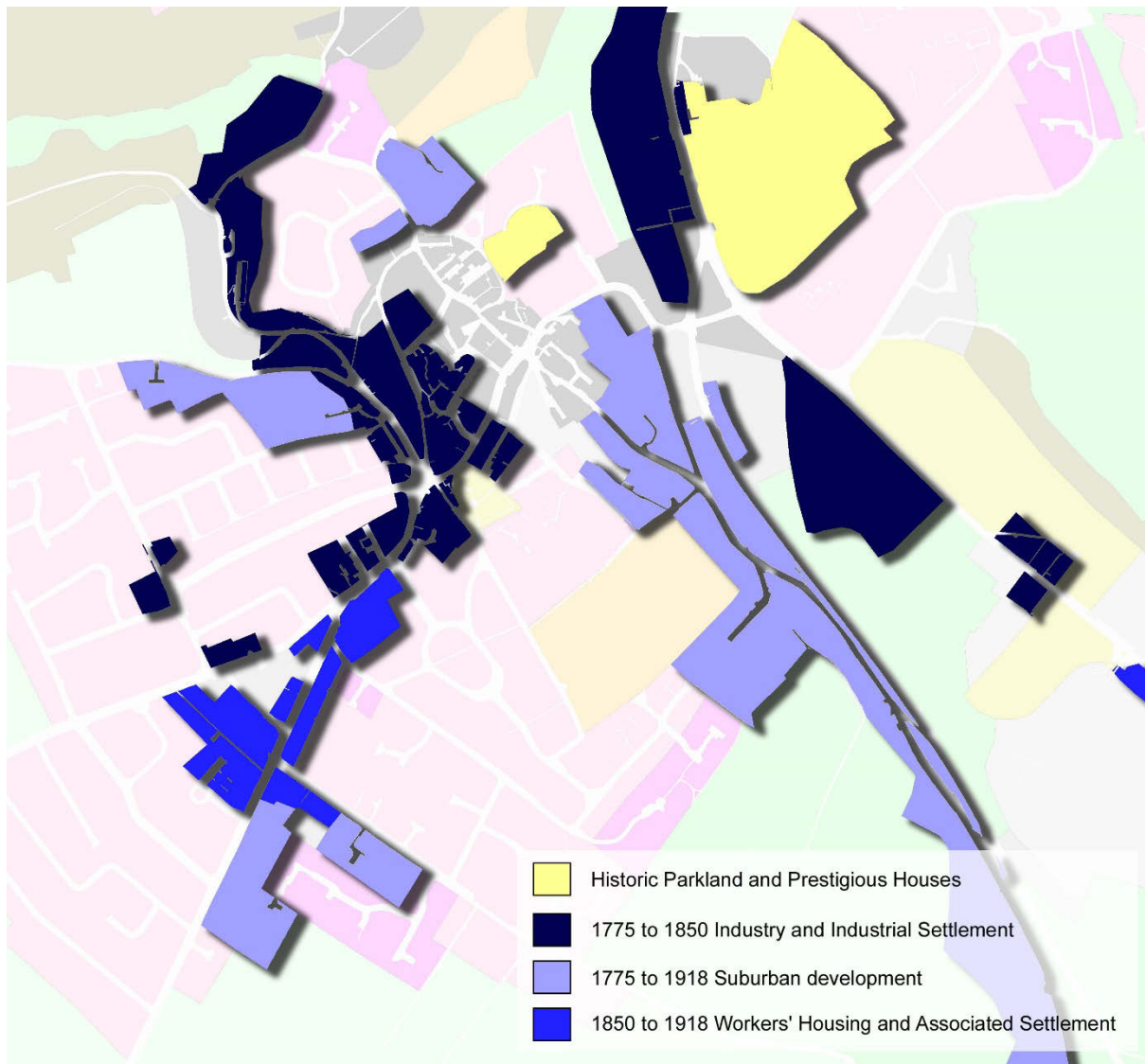


Figure 253. Zone map of the Honley's later Industrial Period development (not to scale)

20th century and beyond

Honley now has a zone of 20th century housing to the western side of the village. This is medium to large scale development built largely on previously undeveloped land. One Street, West Avenue is Interwar (HLC_PK 4832), the rest is post-war. Bradshaw Drive and Roundway was built in the c.1950s (HLC_PK 4836 & 4840). West Croft was built as a private housing estate in the c.1970s (HLC_PK 4828). The area also contains a few small scale Interwar and post 1990s residential developments. A second zone of housing occurred in the vicinity of the railway station in the Interwar period. This was piecemeal development of detached and semi-detached houses (HLC_PK 4822 & 5465). Honley High School was also built around 1932 in this area (HLC_PK 4813). A third housing zone falls within the Brockholes area to the 2 km southeast of Honley. Brockholes was a valley-bottom industrial period settlement which gained a ribbon development of Interwar houses and a

small encircling zone of post-war and post 1990 houses (HLC_PK 5789, 5788, 6402, 6403, 4959, 6335 & 4960).

The historic core of Honley remains industrial period in character with Victorian shops and earlier vernacular cottages. The western end of Westgate contains a few buildings of early and later 20th date include a small shop parade, probably contemporary with the Interwar housing development in this area.

The Holme Valley bottom is still a zone of industry, with new builds and the redevelopment or reuse of earlier mill sites. The Hope Banks Works in Brockholes was established in the early 1960s as a motor factory (HLC_PK 4951). Development along the Honley stretch of the Holme still retains Industrial Period Mills though these now sit adjacent to later works forming modern industrial parks (HLC_PK 5803 & 4871).

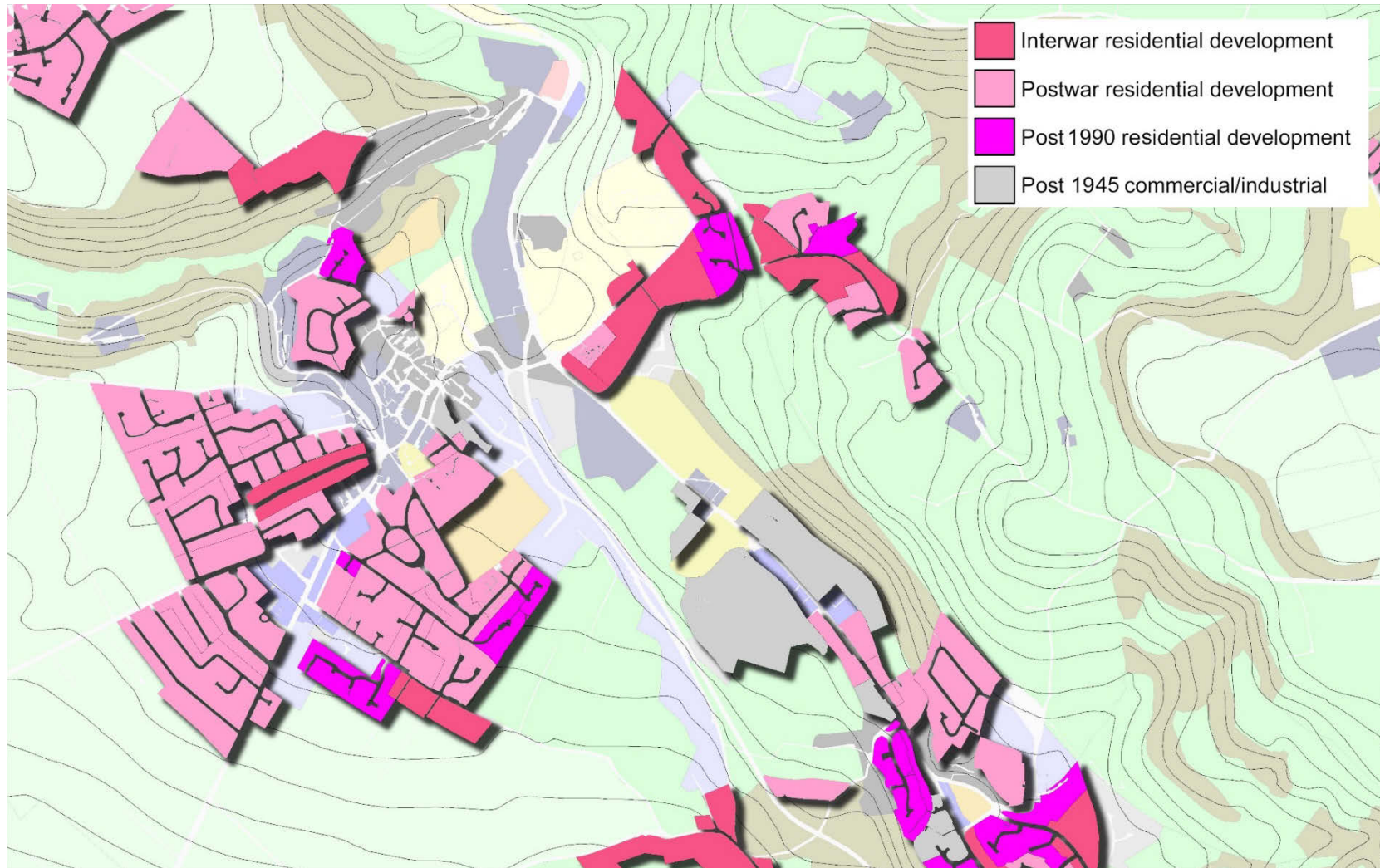


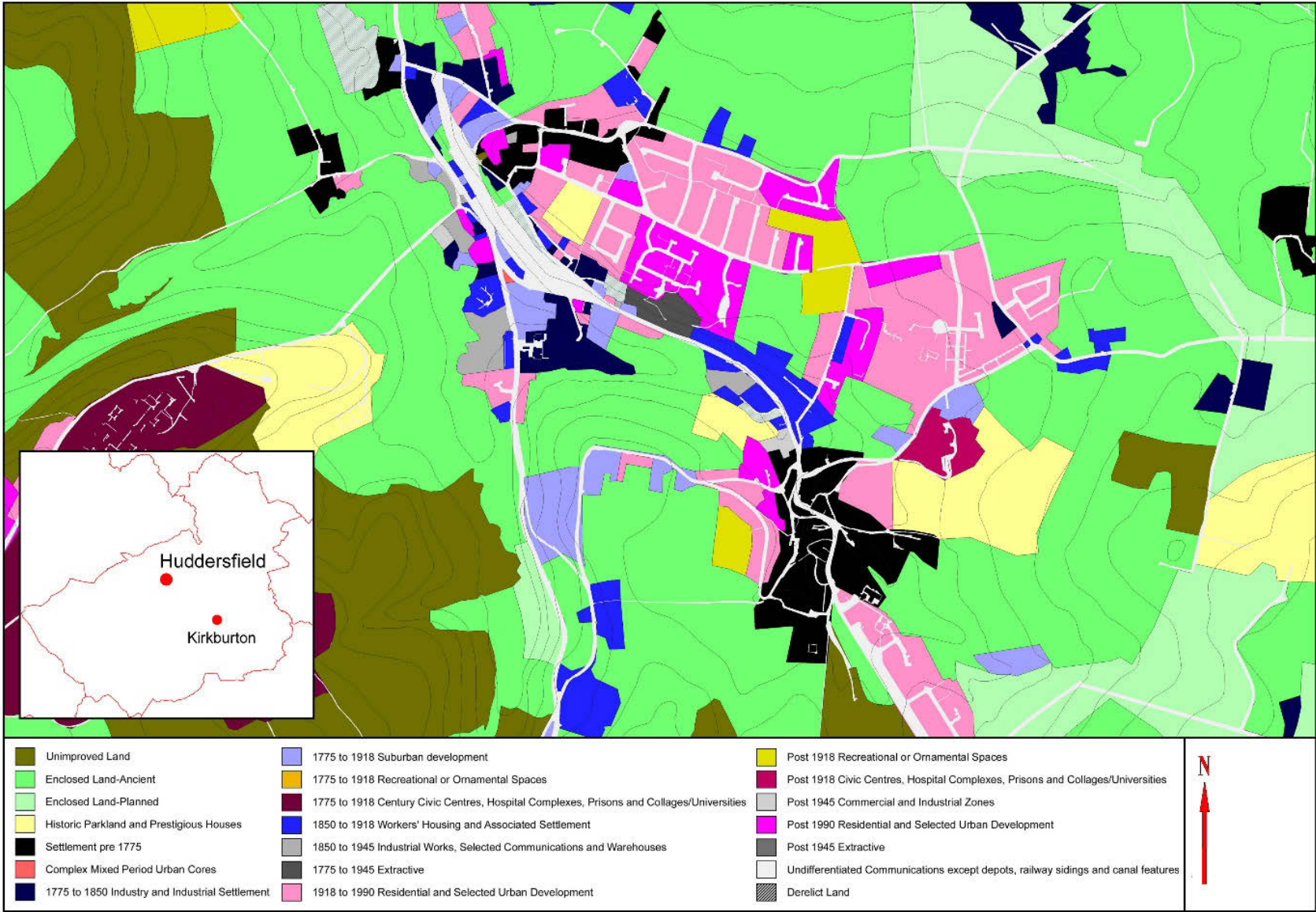
Figure 254. Zone map of Honley's 20th century to recent urban and industrial development (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

Mapping of c.1850 depicts Honley as a developed settlement with strip fields to the north. The gently sloping table lands to the south west of Honley contains large regular fields suggestive of later surveyed enclosure. The lands to the north were bounded by steep wooded valleys, assarts, piecemeal enclosure and valley floor meadows. The farms on the table land were largely of late 18th and 19th century date with many associated weavers' cottages and loom shops. Away from the village, the most ancient settled land was probably in the valleys. A medieval moated site, Crossland Hall was identified in the valley bottom 1.8km to the northwest of Honley. It was of possibly of manorial status, the former home of the Beaumont family though the hall falls within the Crossland Township. The present 19th century house sits on the presumed site of earlier hall, formerly surrounded by moat (WYHER PRN 2275). The valley sides also contain many folds and hamlets of cottages and loom shops. On the eastern side of the Holme Valley, within 1km to the east of Honley. Here the land contained wooded cloughs and also small irregular fields of a more ancient character. Hall Ing is a fold of late 18th to early 19th century weavers' cottage which has a 1663 hall house at its core (HLC_PK 6317). Other houses of a similar date of origin can be expected in this area.

4.2.16 Kirkburton and High Burton

Figure 255.
 Zone study
 area map of
 the
 Kirkburton
 and
 Highburton
 locality



Overview

Two detached villages were depicted in the Kirkburton area in c.1850: Kirkburton to the south and Highburton to the north. The two are now connected though continuous 20th century residential development, though they are still detached from any larger urban conurbation. The settlements sit on the eastern side of the Thunder Bridge Dike valley which flows in a northerly direction towards Huddersfield. Dean Bottom Dike rises eastward from the valley bottom at this point and the two settlements are located on the northern side of Dean Bottom both in elevated positions. Land rises to the east to Flockton Moor which had been enclosed by the 19th century. On the western side of Thunder Bridge Dike are the high lands around Farnley Tyas. Kirkburton is located around 7km to the south east of the Huddersfield Town core in the Township of Kirkburton (Kirkburton village is at 130m AOD. OS ref 419764, 412712. Highburton is at 150m AOD. OS ref 419217, 413532). The area is situated above a solid geology of the Pennine Lower Coal Measure Group of rocks.

Historic core

“Bertone” is mentioned in the Domesday Survey of 1086, the “Kirk” prefix is mentioned by 1517. The prefix of “High” in High Burton comes into use sometime before 1441 (Smith. A.H. 1961 Part II. p.245). These were probably villages in the middle ages. Even though they were separated by around 1km, they had associated open field systems which joined. Highburton to the north was the smaller of the two settlements and consisted of a linear development along what is now known as Town Gate (HLC_PK 8788). Kirkburton had a more complex street arrangement around what is now known as George Street, Low Gate, Long Head Lane and North Road (HLC_PK 6078). The streets in this area are organic and winding occupying a hillside position below the church. The church, in its promontory position occupies the southern half of the village. Huddersfield Road, which leaves Kirkburton to the south was named as the Huddersfield and Penistone Trust Turnpike on mid-19th century OS mapping. This is dated to 1776-77. It might be suggested that the turnpike introduced a new street pattern into the village in the late 18th century: possibly George Street. Low Gate may have represented part of an earlier pattern. The route of the turnpike northwards towards Huddersfield is unclear. It could be North Road, which seems the most planned in its form.

Kirkburton contains three listed buildings, the church retains masonry from the 12th century or earlier, a forge [the details are unavailable], and a farm of 1700 date. High Burton contains a public house dating from 1669, a house dating to 1727 and an 18th century cross. Along the road west of Highburton are three listed weavers’ cottages (incl. HLC_PK 6077 & 8768). With the exception of the church, the listed buildings only indicate settlement from the post medieval period. The 17th and early 18th century houses were probably higher status

Yeomans' houses which may have had an involvement in the local textile industry. The weavers' cottages firmly show development in the early Industrial Period and are only a small group of many such workshops in the Kirkburton area.

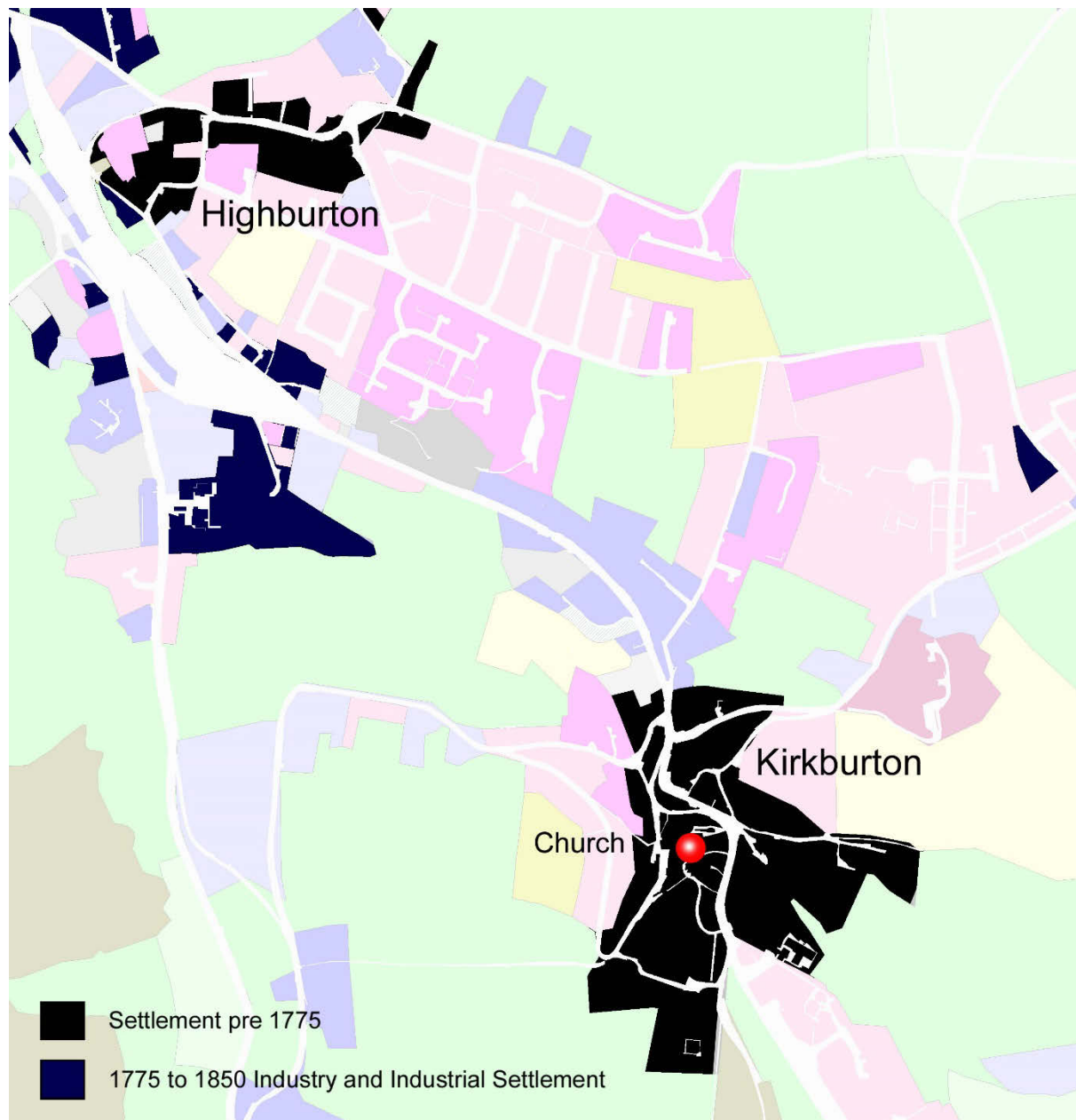


Figure 256. Zone map of the Kirkburton and Highburton's historic settlement (not to scale)

Industrial Period development

Domestic textile production was prevalent in the villages, the valley sides and in the surrounding rural hinterland. Small industrial works such as forges were present in the village. There were also several quarries in the surrounding area. The largest was Burton Dean Quarry on North Road which was industrial in scale even in the mid-19th century (HLC_PK 8823). Box Ings Colliery was a small colliery to the immediate south of Kirkburton

(no separate HLC record). A few coal pits, particular in fields to the east of the villages can be identified on mid-19th century mapping.

Dean Bottom Dike, the clough to the west of Kirkburton, developed as a small zone of industry. The fields to the immediate east of North Road in Kirkburton contained a small engineering workshop, Burton Mill and the Dene Dye Works (HLC_PK 6049 & 6047). All are now demolished. The land lies derelict except for the engineering workshop site which was redeveloped as a small industrial site in the 1960s. Two large mills were constructed at the low western end of Dene Bottom Clough: Springfield Mill and Brookfield Mill (HLC_PK 8714 & 8711). Both were woollen mills. Springfield mill survives as a flat conversion. Brookfield Mill was probably demolished and the site redeveloped as modern industrial works. The Valley Dye Works was also present to the north of these mills (HLC_PK 8866). It seems the site of the dye works was redeveloped in the early 20th century though this is unclear.

Another significant addition to the Kirkburton area was the Huddersfield-Kirkburton Branch Line which opened in 1867 (HLC_PK 8763). Plans to extend the line to Barnsley never materialised and so Kirkburton remained at the end of the line. It was primarily used for the transportation of goods, although passenger services ran until 1930. The sidings are now occupied by a modern housing estate.

North Road, on its route through Kirkburton, developed into a Victorian urban core with terraced houses, shops and public houses. The Victorian character survives with modern piecemeal commercial redevelopment. There is also a strong element of earlier vernacular cottages and weavers' cottages throughout. A similar situation exists in the Town Gate area of High Burton, although the commercial element is less pronounced. Vernacular cottages sit next to terraced houses. There are at least two 18th or 19th century farms within the village core giving a much more rural village character. The route along Far Dene as it descends to the valley bottom is lined with cottages, villas and a few modern houses.

Both villages avoided the large scale terraced house grid-iron development of the later Industrial Period. This could have been due to the restrictions of topography. A few terraced rows were present around the village cores or in association with specific mills (e.g. HLC_PK 8853). Much of the new residential development in the later Industrial Period occurred in the valley bottoms around the mills and railway station in an area known as Dean Bottom. A few villas were also constructed in the Kirkburton and Highburton area in the 19th century. One of the largest was to the west of Kirkburton. Oakland, with a large private park, was constructed in the mid to late 19th century. Other were small scale, either situated in the village core or in the rural hinterland (e.g. HLC_PK 8712 or 6076).

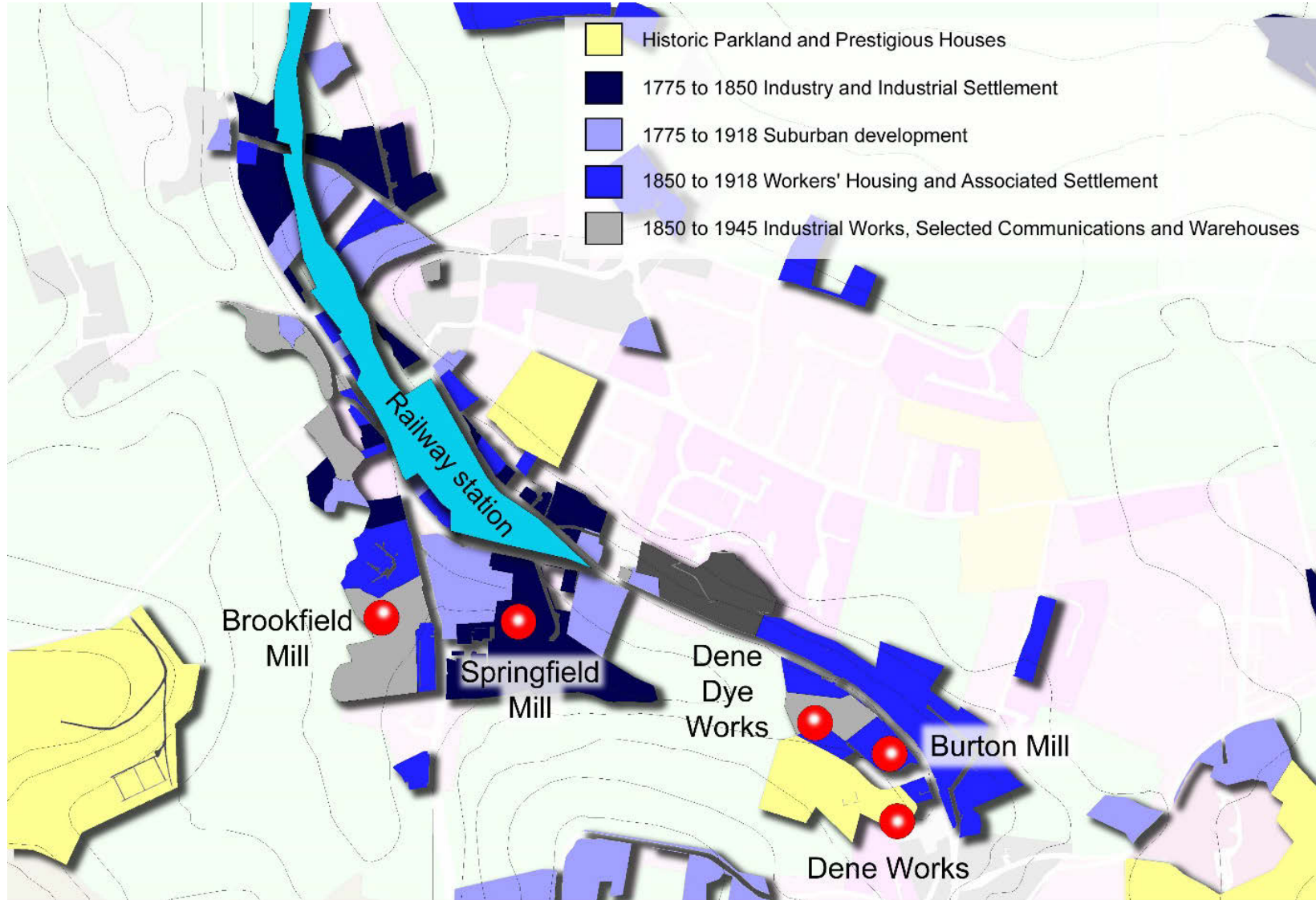


Figure 257. Zone map of the Kirkburton and Highburton's later Industrial Period development (not to scale)

20th century and beyond

Highburton and Kirkburton are now connected by continuous developments of 20th century houses. Most is small to medium scale forming a zone to the north of North Road. Both villages have a few small developments of Interwar housing. The largest is the c.1935 Turnshaw Road development built to the west of the zone (HLC_PK 6034). The largest post-war zone is Burton Acres, a private estate of semi-detached houses and bungalows built in the c.1970s (HLC_PK 6009). Between Burton Acres and North Road is Birkenhead Close, a post 1990 estate built on the site of the post-war South Field Mill (HLC_PK 5989). Social housing is represented by the Queensway and Fairfield Rise developments built in the 1970s to the east of Kirkburton off Huddersfield Road (HLC_PK 6060). Kirkburton Middle School was also built in this area in the c.1970s (HLC_PK 6005). There are several small other developments of either small closes or individual houses built around the village cores. The site of Kirkburton Railway Station also contains a modest sized development of modern houses.

Modern development within the historic cores is small scale and piecemeal. On the whole, these area retain their mixed Industrial Period character.

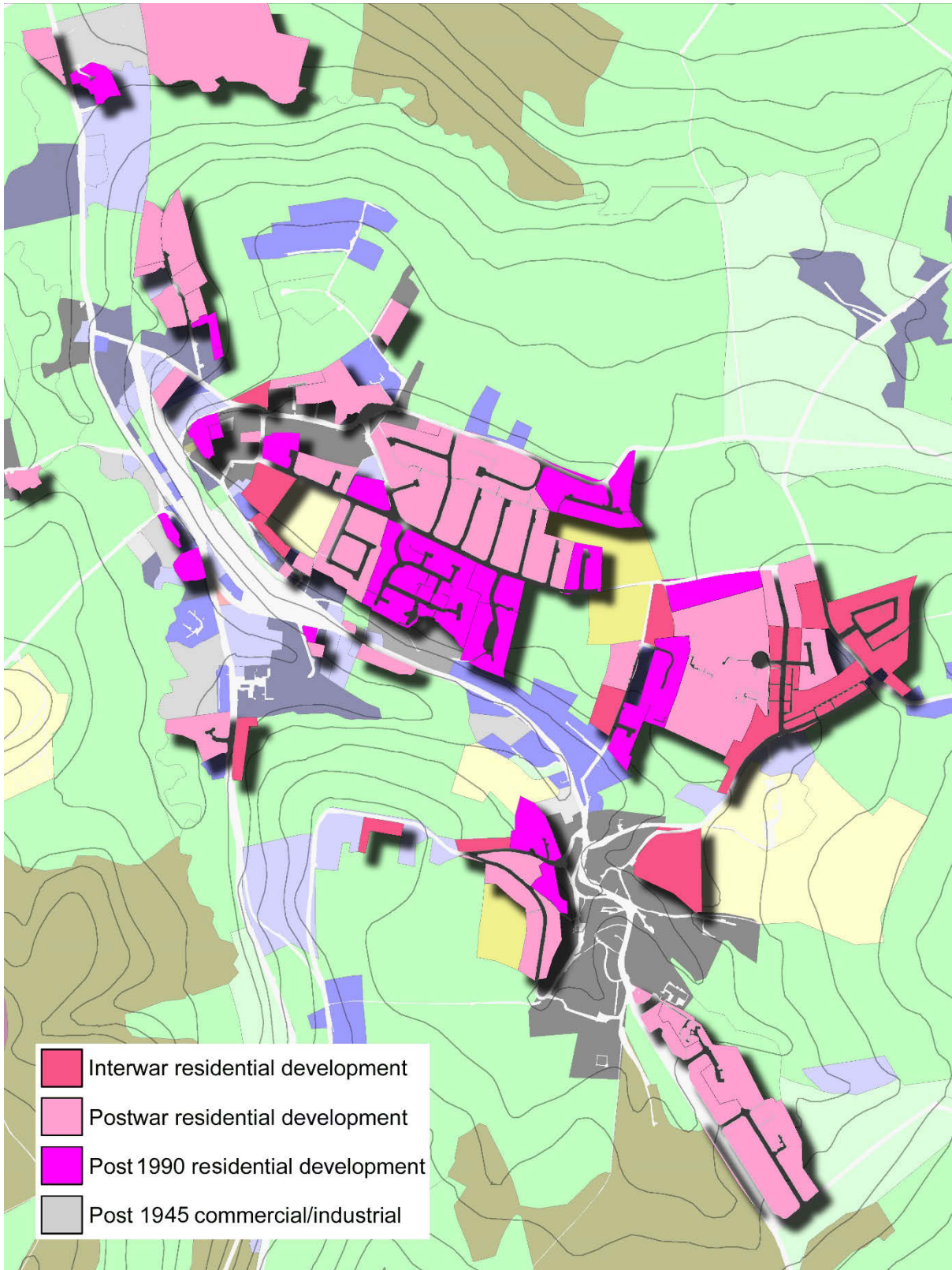


Figure 258. Zone map of Kirkburton and Highburton's 20th century to recent urban and industrial development (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

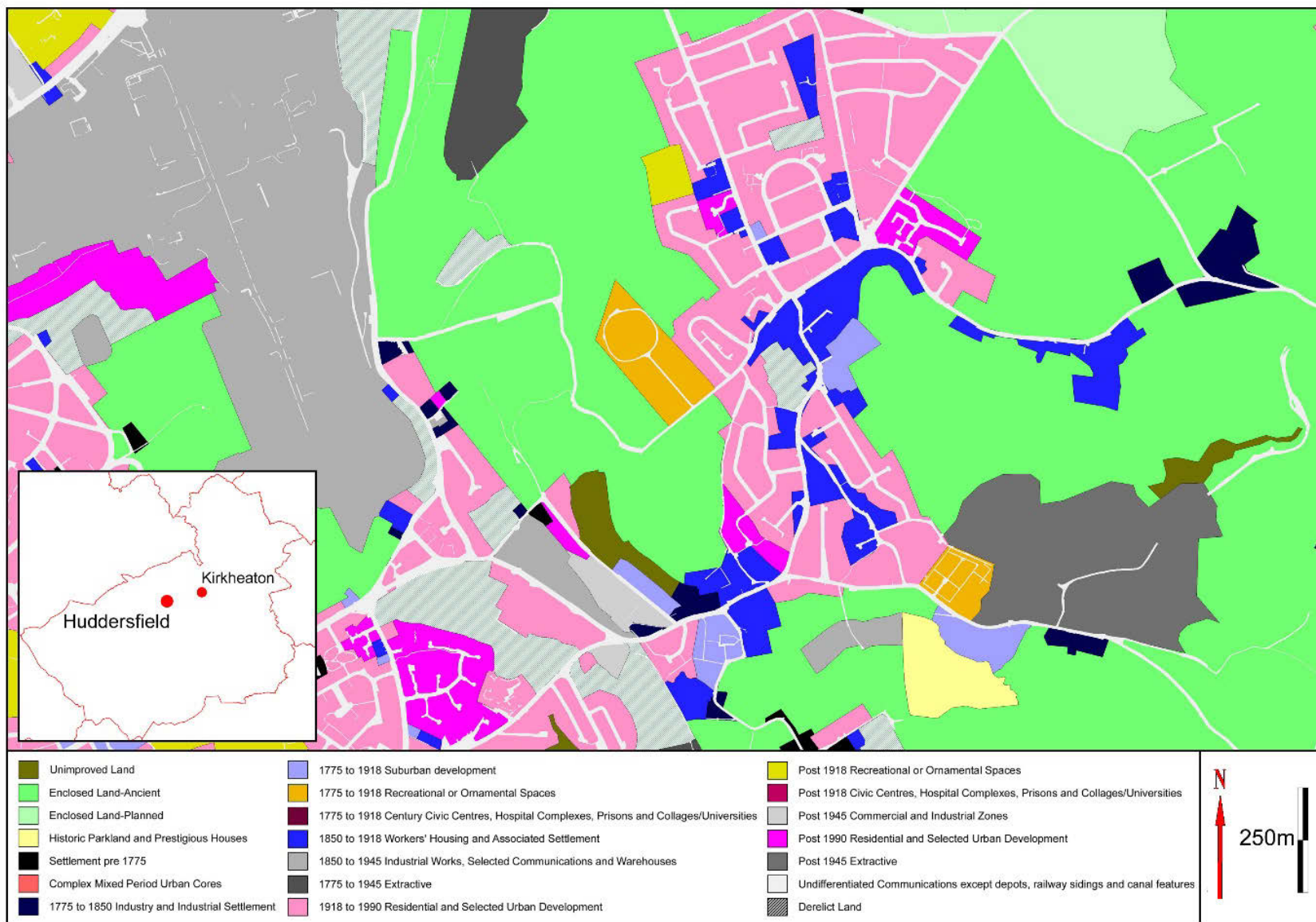
Rural hinterland

The hilltop area around Kirkburton, Highburton and extending north towards Lepton and south towards Shelley contained extensive strip fields associated with the various village settlements. These were interspersed with piecemeal enclosure, woodland and occasional areas of private parkland. There has been some loss of internal boundaries since the 19th century, though the survival of historic field patterns, rural settlement distribution and woodland boundaries is generally good. The enclosure patterns of the valley sides is generally more piecemeal in nature. The area to the west of Thunder Bridge Dike contains large areas of woodland such as Myers Wood, Carr wood and Birks Wood along with areas of piecemeal enclosure and historic parkland (HLC_PK 3616, 3615 & 3634). Woodsome Hall around 1.3km to the north west of Highburton is perhaps one of the grander houses in this area. The present hall is early 16th century, and belonged to the Kaye family. It is thought that there was an earlier hall on this site surrounded by a moat (HLC_PK 6090). The Manor House 500m to the west of Highburton is a hall-house of 17th century date (HLC_PK 8698), though these houses are located in the Township of Farnley Tyas.

The rural hinterland around Kirkburton has a few listed buildings: most are farms and cottages of the late 18th to early 19th century, some with a loom shop function. Listed buildings in this township were noted from before the 18th century in the rural areas. It could be that the villages in the hilltop areas contained most of the early farms.

4.2.17 Kirkheaton

Figure 259.
Zone study
area map of
the
Kirkheaton
locality



Overview

Kirkheaton originated as a village of ancient origins. The village also displays evidence of development in the early Industrial Period. It is now connected to the southeast end of the Huddersfield urban conurbation through continuous development. The village consists of more than one focus. The main village occupied a hill top position. A secondary settlement core developed in the valley bottom 800m to the south around the medieval church. The village occupies a valley side position above Fenay Beck which flows northwards to meet the River Colne around 1.5km north of the church. The land rises to the east to meet Heaton Moor, a low moor which had been enclosed by the 19th century. Dalton Hill is present on the western side of the beck. Kirkheaton is situated around 3.5km east of the Huddersfield Town core in the Township of Kirkheaton. The church is positioned near the border of three districts: Kirkheaton, Lepton & Dalton. The area sits above a solid geology of the Pennine Lower Coal Measure Group of rocks.

Historic core

Kirkheaton is of medieval origins. "Heptone" [Heaton] is mentioned in the Domesday Survey of 1086 and at other times in the later medieval period (Smith, A.H. 1961. Part II. p225). The settlement in the mid-19th century was polyfocal. Kirkheaton village was the largest settlement which had a valley side position. Hill Side developed in the valley bottom near the church of St. John's and Upper Heaton was a detached settlement occupying a hill top position 1.2km to the north of the current Kirkheaton village. Upper Heaton was a small hamlet in the 19th century. Hill Side and Kirkheaton were connected though broken development along St Mary's Lane and Stafford Hill (Lane).



Figure 260.
No.12 Town
Top. Possible
late medieval to
early post
medieval
building in
Kirkheaton. May
2016

It is likely that “Heaton” was named after the De Heton family who lived in Upper Heaton. They may have been responsible for the construction of the parish church of around 1200. The church may have originated as an Anglo-Saxon chapel as a cross base, runic stone and window arch dating to that period have been identified from the site (HLC_PK 3759). Early settlement is difficult to identify. There may have been a valley bottom Anglo-Saxon settlement near the church. The hall may have been on the hill top and Upper Heaton may have been the focus of early settlement; or the settlement may have simply been dispersed. The church was centrally positioned at the border of three townships. Certainly by 1850 Kirkheaton village was the largest of the three settlements. Settlement focused along Town Road and Shop Lane (the main route to the church) and extended west along Bankfield Lane (HLC_PK 3792). Settlement was most dense and organic along Shop Lane, although a house possibly of late medieval date located at the eastern end of Town Road at Town Top was identified by the writer (see Figure 260 above). This area also contained the village pinfold

Although Kirkheaton does not contain listed buildings (ref: WYHER HER 2016) a rapid visual inspection of the village reveals Shop Lane to have a few vernacular cottages potentially of historic interest in addition to weavers’ cottages clearly of the early Industrial Period (Google Street View 2016).

It would seem that Kirkheaton was organised as a village by the later medieval period. The highest density of strip fields in the Heaton area concentrated around the village core, although they do extended as far south as Hill Side.



Figure 261.
Cottages on
Town Road,
Kirkheaton.
May 2016

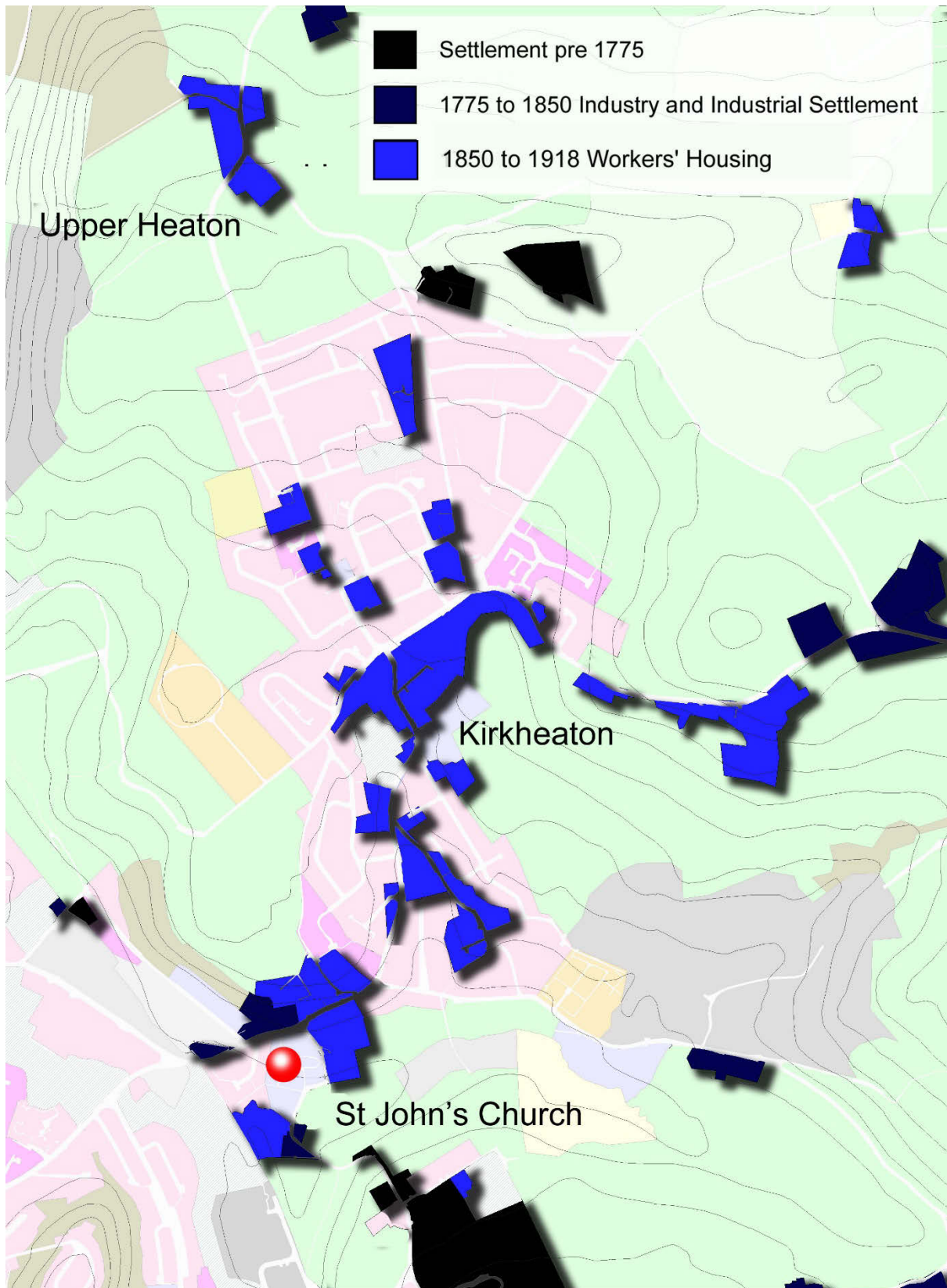


Figure 262. Zone map of the Kirkheaton's historic settlement (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey.

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Industrial Period development

Early Industrial Period development can be identified within the village core and in the rural hinterland. Rows of weavers' cottages and early workers' cottages were present throughout (e.g. HLC_PK 3801). Further cottages are also present in the rural hinterland. No large mill were identified within the village core in the mid-19th century. A few were present in the valley bottom to the west. The nearest mill to Kirkheaton was Lepton Mill situated around 250m to the east of the church (HLC_PK 10645). This was a small corn mill and may have represented an early village corn mill site.

Quarrying was perhaps a more immediate industry, at least on the hilltop. Several were present both adjacent to the village and in the rural hinterland. One of the larger industrial scale quarries was present on Dalton Bank 900m to the north of the village (HLC_PK 9055). The area also includes a modest sized 19th century colliery on Lane Side Lane to the east of church (HLC_PK 3611). The site is still active today as a large scale clay pit.

Two changes had occurred by the late 19th century. Kirkheaton Railway Station had arrived, 200m to the west of the church and Kirkheaton had gained a mill. The Huddersfield-Kirkburton Branch Line opened in 1867, serving Deighton, Kirkheaton, Fenay Bridge and Lepton and Kirkburton. The station also had an area of railway sidings. The line closed in the 1960s and the area is now occupied by a recycling centre (HLC_PK 10191). Kirkheaton Cloth Mill was built in the mid to late 19th century on the village core at the western end. The last buildings were demolished around 2009 and the area remains derelict (HLC_PK 3793).

Kirkheaton gained a few terraced houses, particularly to the east of Shop Lane and at Town end, though the settlement pattern was largely set by the c.1850s. Many of the terraced rows in and around the village display vernacular features of the late 18th to early 19th century date. New Street was created with a few terraced rows and a detached house in the mid to late 19th century (HLC_PK 3789). Town Road and Bankfield Lane gained a few shops and developed as a small commercial core. Development included a cooperative store with upstairs taking-in doors. A Congregational Chapel and a small school were built on New Road to the north of Kirkheaton (HLC_PK 3767 & 3768).

The Kirkheaton townscape remains largely static from the Industrial Period with a mix of vernacular cottages, a few terraced houses and shops. 20th century development intrudes upon the north side of the village and to the east at Town End.

Kirkheaton Cemetery was established in the late 19th century on Lane Side Lane was established to the west of the village shortly before 1908 (HLC_PK 3612 & 3697).

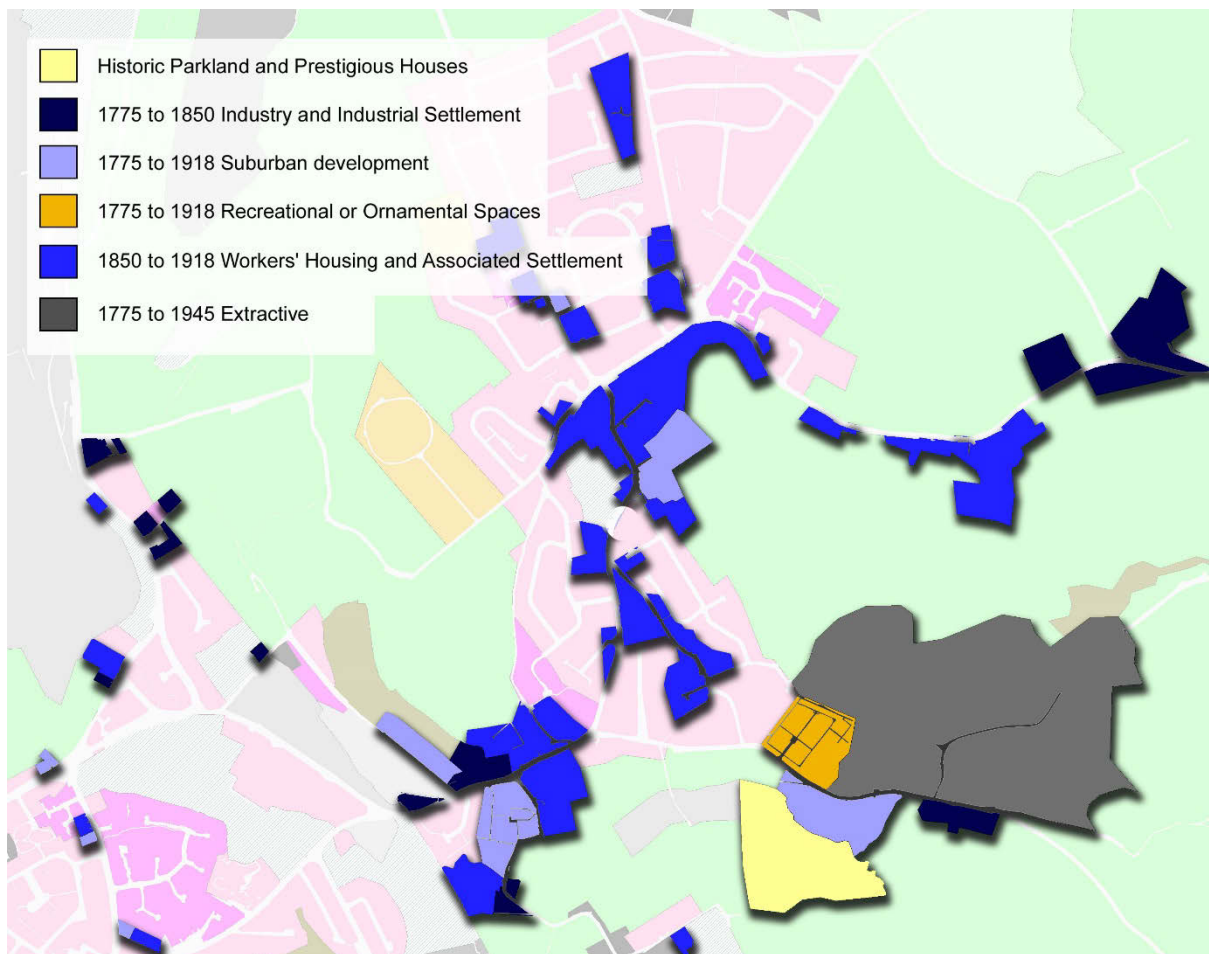


Figure 263. Zone map of the Kirkheaton's later Industrial Period development (not to scale)

20th century and beyond

Kirkheaton is now connected to the larger Huddersfield conurbation by a thread of development along St Mary's Lane. 20th century development forms a clear zone around the village (Upper Heaton remains still isolated and rural). The Interwar development is small scale and occurs mainly as ribbon development along St Mary's Lane, Town Road and Moorside Road (HLC_PK 3795, 3804, 3777 & 3657).

Fields Way was built as a large social housing development around c.1960 to the immediate north of Town Road. A few of the houses of this estate line the main street (HLC_PK 3662). To the immediate east of Fields Way, Heaton Avenue was built around the same time. This estate was a private development of bungalows (HLC_PK 3659). Bankfield Avenue was constructed in the c.1970s as a private development of bungalows (HLC_PK 3782). The zone of post-war private housing continues south of Kirkheaton to the east and west of St Mary's Lane with 1970s and 1980s private housing.

The church side settlement is separated from the extensive housing estates of Dalton to the west by a zone of largely derelict land marking the site of former 20th century industry

occupying former valley floor meadows. For example, Crossley Lane formerly contained the Minerva Works which was established in the early 20th century. This was a large-scale dye works which remained until 2009. Part of the works remains, but is disused and derelict (HLC_PK 10639). Also in this area is the Tandem Industrial Estate. It was created between 1970 and 1990 on the site of former dumping ground for waste from former quarries and collieries in the immediate area and from further afield - brought here along the Kirkburton railway line (HLC_PK 10637). The valley bottom industry connects with the larger development along the Colne Valley with the large scale Dalton Works which was established as a dye works in 1951 and became a chemical works in the later 20th century (HLC_PK 8281).

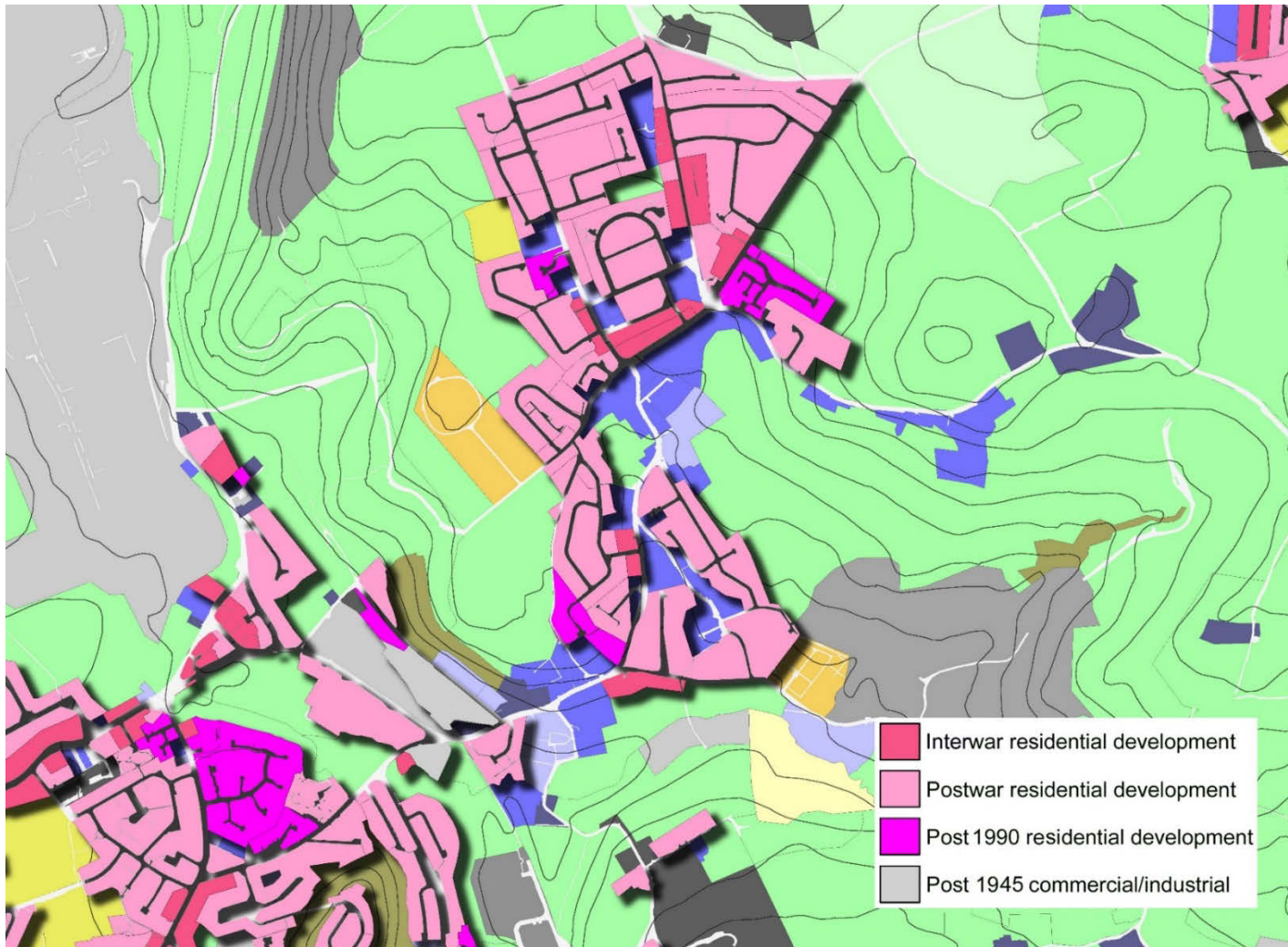


Figure 264. Zone map of Kirkheaton's 20th century to recent urban and industrial development (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

The fields surrounding Kirkheaton demonstrated the strip field form associated with the open field farming system of villages of the middle ages. A large part of the former strip fields have been redeveloped with 20th century housing. The form can still be identified at the edges of this development to the east and west of the village despite 20th century agglomeration. The higher lands to the immediate north were named North Moor and contained a mix of piecemeal enclosure on the northward facing slopes to the northeast and surveyed enclosure on the hill top. Here there has been significant agglomeration of fields particular on the northern slopes. Upper Heaton is situated in this area and contains a barn of 17th century date (HLC_PK 3692). Dalton Bank to the northwest of Kirkheaton is too steep for agriculture although quarrying was possible. As the valley sides become gentler to the south along Fenay Beck and its eastern tributary stream, Ox Field Beck, the fields were irregular and small scale suggestive of ancient piecemeal enclosure or assarts. Agglomeration has in this area occurred most strongly in the area of the clay pits on Lane Side Lane. Many of the farms and cottages here are listed as 18th or early 19th century and many are identified as weavers' cottages. One group has earlier origins. Bankside 700m south west of Kirkheaton is a group of cottages of 17th century origins (Images of England UID 339711). Other earlier farms can be expected in this area. Hagg Farm 1.8km to the southeast of Kirkheaton was identified by the writer as being potentially of early origins (HLC_PK 46270).

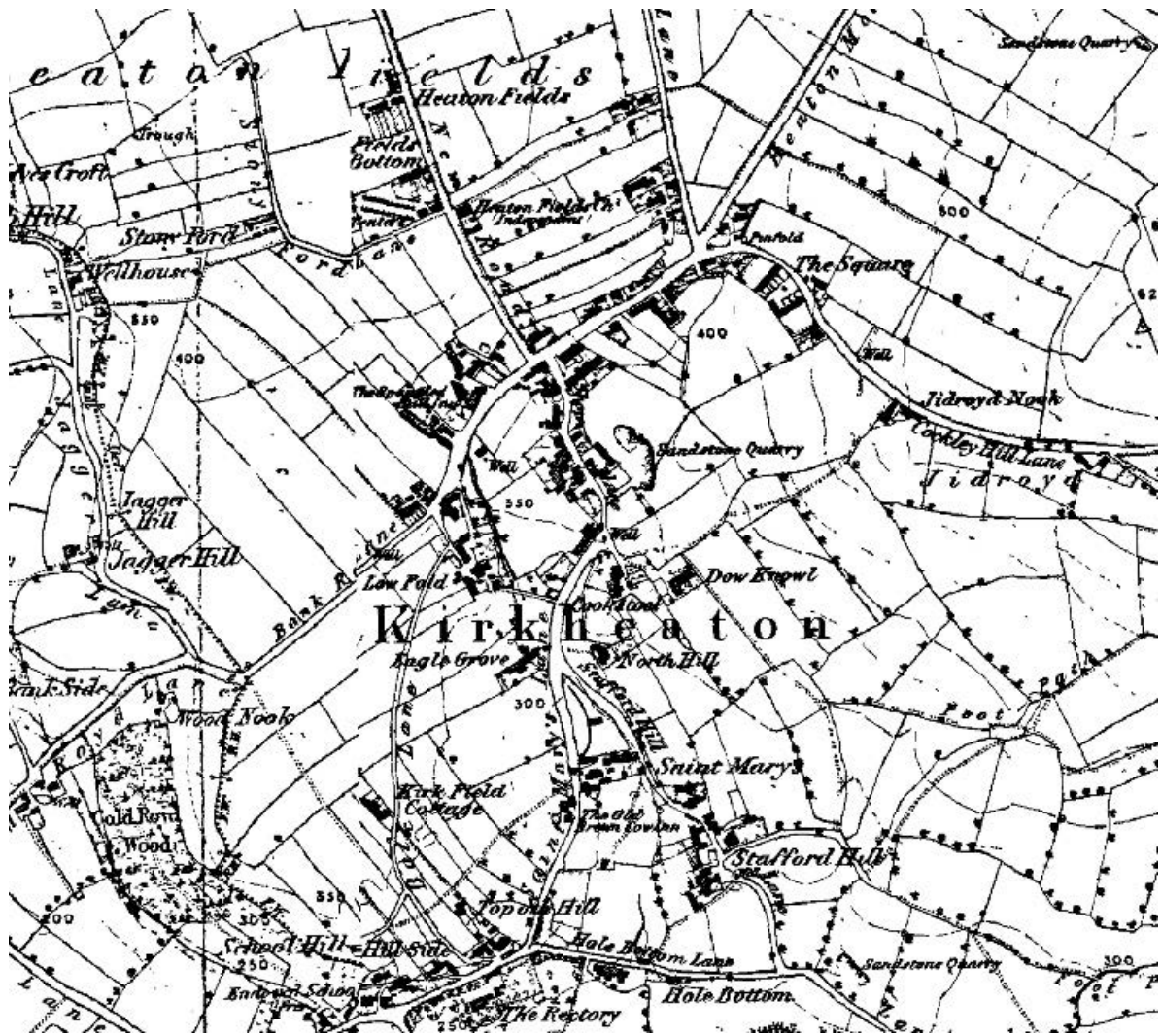
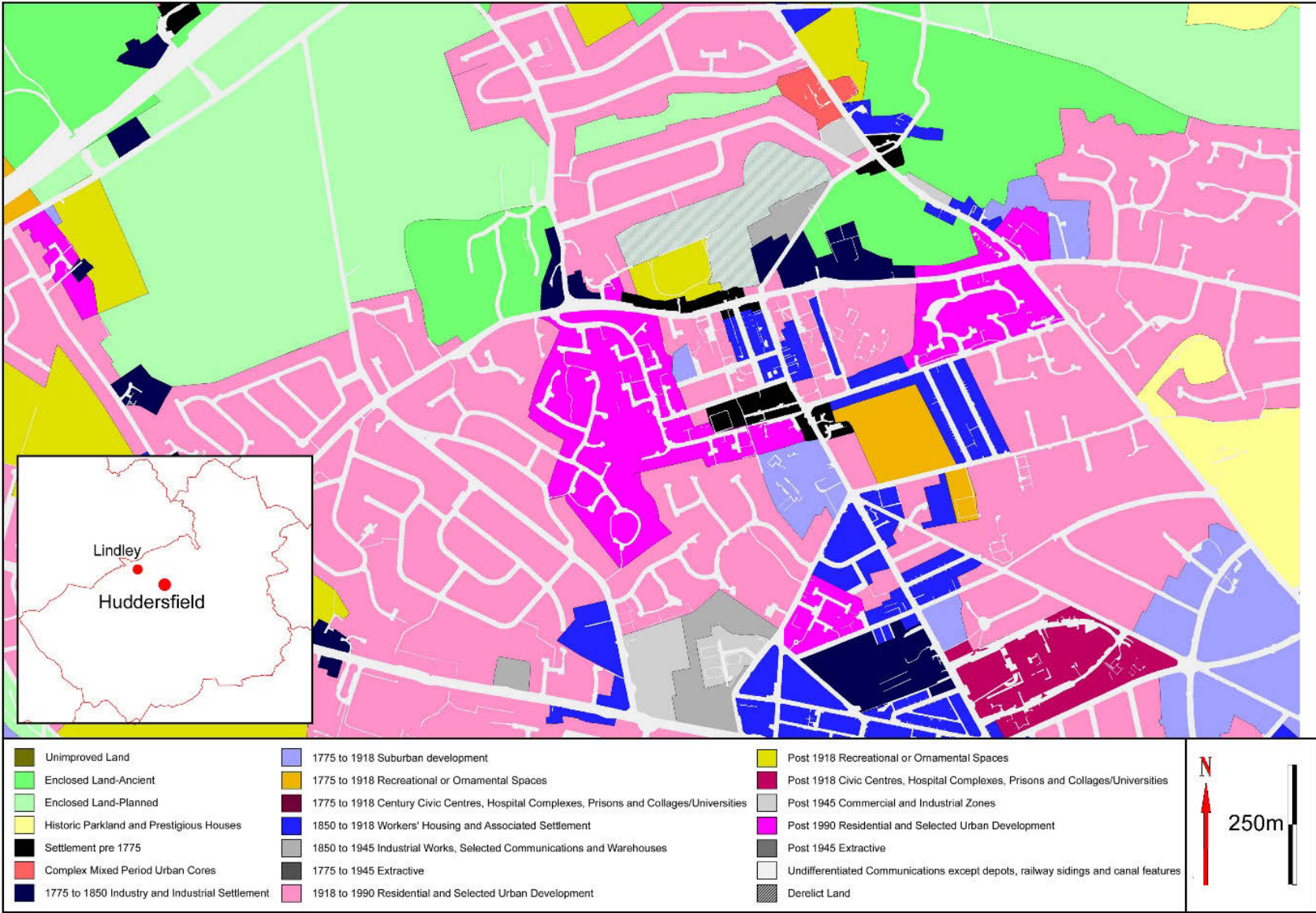


Figure 265. Kirkheaton village showing enclosed strip fields. OS 1st edition 6" map, c.1850.
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4.2.18 Lindley

Figure 266.
 Zone study
 area map
 of the
 Lindley
 locality



Overview

Lindley originated as a rural settlement of pre c.1850 origins which acquired a zone of terraced houses and a commercial core in the later 19th century. Lindley now sits at the northern edge of the Huddersfield residential conurbation. The settlement is positioned on the eastern slopes of Lindley Moor. The moor had been enclosed by the 19th century. The land drops away relatively gently to the east to the Grimescar Dike valley system. The hillside slope is cut by several streams and cloughs. One such clough is present to the immediate north of the Lindley historic core and the land drops steeply at this point. Lindley is situated around 3km to the north west of the Huddersfield Town core in the Township of Lindley cum Quarmby (200m AOD. OS ref 411694, 418450). The area sits above a solid geology of the Pennine Lower Coal Measure Group of rocks.

Historic core

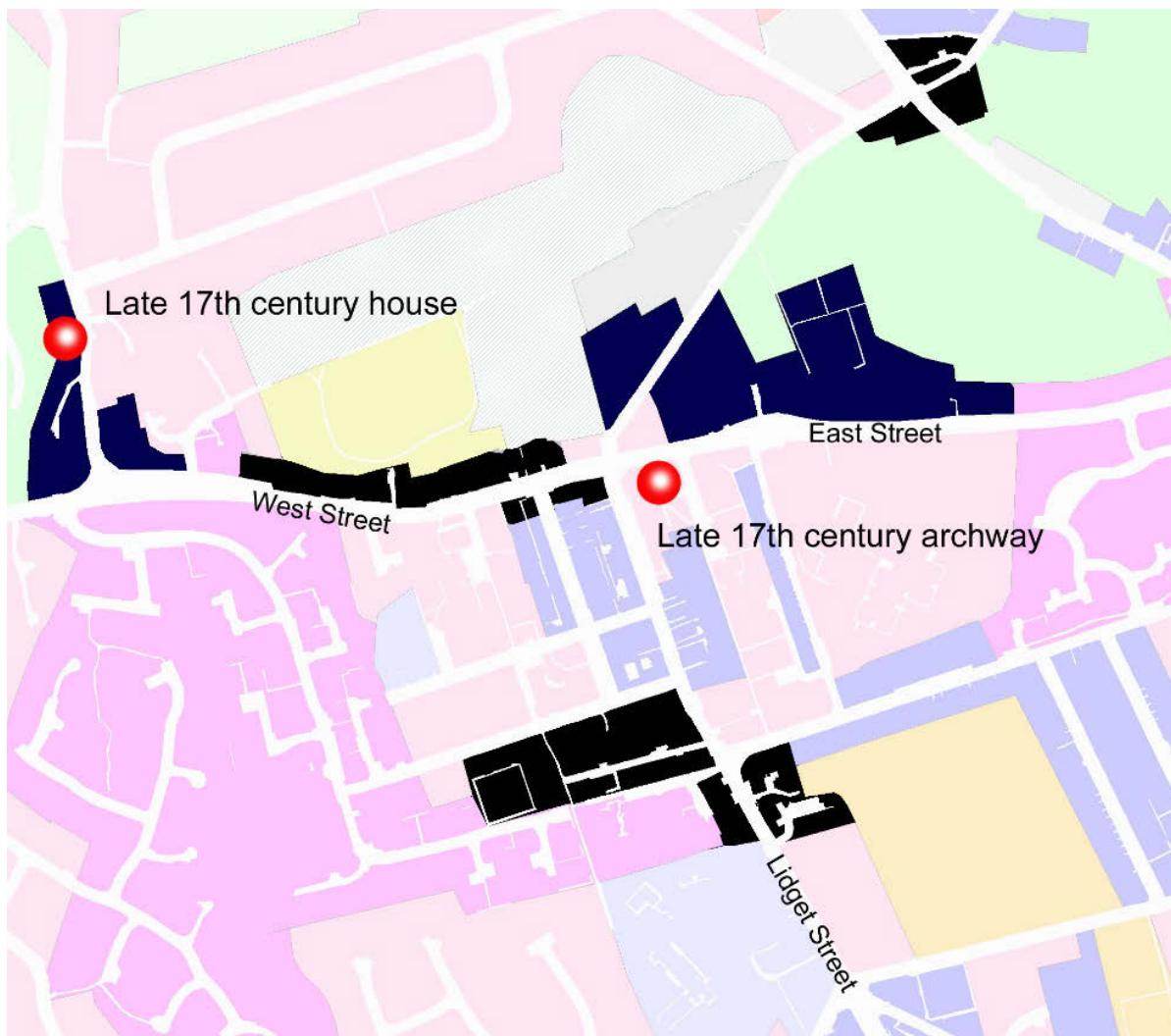
Lindley is depicted as having a linear plan on mid-19th century mapping along West Street and its continuation East Street. Settlement ran for around 450m (HLC_PK 6384, 6271 & 6270). Lidgett Street which ran south from the junction of West Street and East Street also demonstrated development at this time. The plots of land to the immediate north and south of East Street and West Street were long and narrow which may have represent medieval croft plots or simply post medieval strip-shaped land allotments to properties fronting the main street. The plan at least appears to be a planned post-Conquest linear village settlement. Later 19th century mapping more clearly shows properties fronting the main street with developed folds of cottages to the rear. A few of the plots are preserved in later 19th and 20th century development to the south of East Street (e.g. HLC_PK 6273). Evidence from strip fields around Lindley is not conclusive based on the mapping, in fact some fields away from the strips appears to be more in character with early surveyed enclosure. The antiquity of Lindley cannot be established on available map evidence alone.

“Lillai” is mentioned in the Domesday Survey of 1086 and at other times in the later medieval period (Smith. A.H. 1961. Part II. p.300).

Lindley's listed buildings relate largely to its Industrial Period heritage. West Street contains c.18th century cottages, a few rows of early 19th century terraced houses, two villas of similar date and Lindley Methodist Church of 1867. Of particular interest is a reused 17th or early 18th century stone door casement framing the passage between a row of 20th century almshouses. This probably came from a demolished hall. In the West Street area are further 18th century cottages and a pub of similar date. There is also a house of 17th or early 18th century date. The early house is situated at the far western end in a fold which was detached in the 19th century. Listed buildings are also present along Lidgett Street. These comprised

several cottages/terraces of early 19th century houses, the Church of St Stephen dating to 1829, a Victorian shop, a few 19th century villas, a row of high status 1890s terraced houses and the Lindley Clock Tower of 1900-02, a locally famous folly.

The listed buildings only hint at early origins to the high-street settlement. The earliest buildings and the majority of the vernacular cottages are situated in the West Street and East Street area which suggests at least some development here from before the Industrial Period. Of possible relevancy is the hamlet named Old Lindley 2.5km to the north in the Township of Stainland which clearly shows a small area of strip fields and contains a late



medieval building.

Figure 267. Zone map of the Lindley's historic settlement (not to scale)

Industrial Period development

Lindley developed as a suburb of Huddersfield in the mid to late 19th century. The village gained terraced houses to the east and west of Lidget Street as discrete grid-iron developments (e.g. HLC_PK 6270 & 6270). Further development also occurred on the

southern route of Lidget Street and east along Holly Bank Road (HLC_PK 6251 & 6258). At the southern end of Lidget Street, in the area named Oaks and Marsh, were further zones of developing terraced houses. Plots of farm land were also being redeveloped with villa houses with large gardens (e.g. HLC_PK 6287 & 6297). These villas were part of the north-western extension of the extensive villa-park suburban development which was occurring in the Edgerton Area. Lindley gained several named villas, although not in the same intensity as nearby Edgerton. One reason for the suburban development in this area could be the tram way which ran along a circuit though Lindley from Huddersfield. It passed along Lidget Street and Holly Bank Road before returning to the town centre along Halifax Road.

Not all the houses of the later Industrial Period were suburban. A few were lower status back-to-back terraced houses. These were built probable in association with the textile mills which were present around Lindley and Oaks. Temple Street Mill (woollen) was named to the east of Lidget Street in c.1850 (no separate HLC record). This may survive. South of the mill was the mid to late 19th century St Stephen's Iron Works (HLC_PK 6252). A brewery was also present at the western end of West Street this may also survive (no separate HLC record). Three large mills were present to the south of Lindley on the edge of Oaks. These comprised Plover Mill (woollen), Wellington Mill (woollen) and Acre Mill (cards). All three had pre c.1850 foundations. Wellington Mill and Acre Mill survive in part. The scale of these mills would have justified the large amount of housing which were appearing in Lindley and Oaks.

With the exception of a few pubs, West Street remained residential in character in the 19th century while Lidget Street developed into a small settlement core with rows of shops, a chapel, Sunday school, a cemetery and even a Mechanics' Institute.



Figure 268.
Wellington Mills,
Lindley. 2010

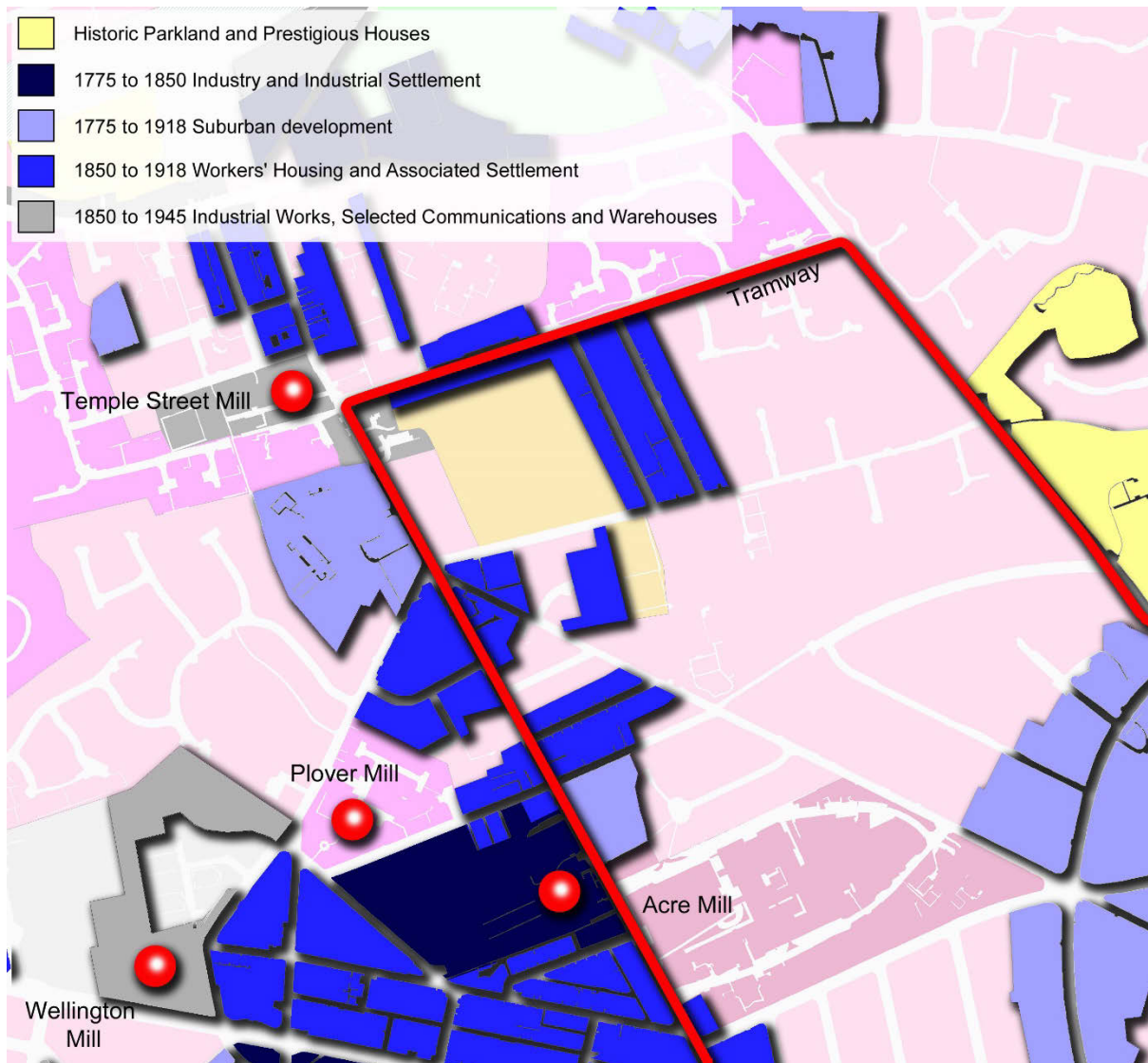


Figure 269. Zone map of the Lindley's later Industrial Period development (not to scale)

20th century and beyond

Lindley is now wholly connected to Huddersfield through continuous and largely residential development. The construction of terraced houses continued into the early 20th century. Lindley also contains a few small scale developments from the Interwar period. These occur most frequently on the eastern side of Lidget Street. The trend in this area was for suburban detached or semi-detached houses (e.g. HLC_PK 6265, 6299 & 6184). Settlement largely filled in the gaps between earlier villas and terraced blocks. Some occurred as infill development in former villa gardens. Post-war housing in this area also tended to be small to medium scale and suburban with large detached houses (e.g. HLC_PK 6303 & 6305). Lindley County Primary School was built to the south of East Street in the 1950s (HLC_PK 6255).

The north and eastern side became the focus for the larger planned post-war housing estates. These formed the very outer suburbs of Huddersfield occupying Lindley Moor. Birchington Avenue is a private estate at the very northern tip that was built during the 1950s (HLC_PK 6366). The Briarlyn Road estate to the immediate south is a large private estate built in the c.1970s (HLC_PK 6365). Estates to the west of Lindley comprised the Goldington Avenue social housing estates of the c.1960s, the Low Hills Lane and Hill Groves private estates of the 1970s and a Low Hills estate of the 1980s (HLC_PK 6153, 6162, 6163 & 6177). The latter occurred as infill development in the grounds to Low Hills villa. Beacon Avenue is a private estate built to the east of Lidget Street in the 1990s and College Avenue was built to the east of Lidget Street around 2004 which replaced a post-war college (HLC_PK 6173 & 6268). Plover Mill was replaced by housing after 2000 (HLC_PK 6179).

A brickworks was established to the immediate north of East Street in the post-war period. The land now lies derelict (HLC_PK 6388).

Of particular interest is the Huddersfield Royal Infirmary situated at the southern end of Lidget Street in Oaks. This is a large mid 1960s hospital with associated ancillary buildings. The area was formerly occupied by the late 19th century private parkland associated with the detached residence of Green Lea (HLC_PK6182).

Lidget Street still retains a strong industrial period commercial character, although some rows, particularly to the east of Lidget Street have been replaced by a modern shop parade with accommodation above and houses. West Street remains early Industrial Period and vernacular in character with cottages and an historic inn. East Street has seen the effects of post-war residential redevelopment with social housing to both sides of the road near the junction of Lidget Street. The southern end of East Street become a late 20th century suburb. A few 19th century buildings have been retained along this route such as the Wesleyan chapel, a row of terraced houses and a villa.

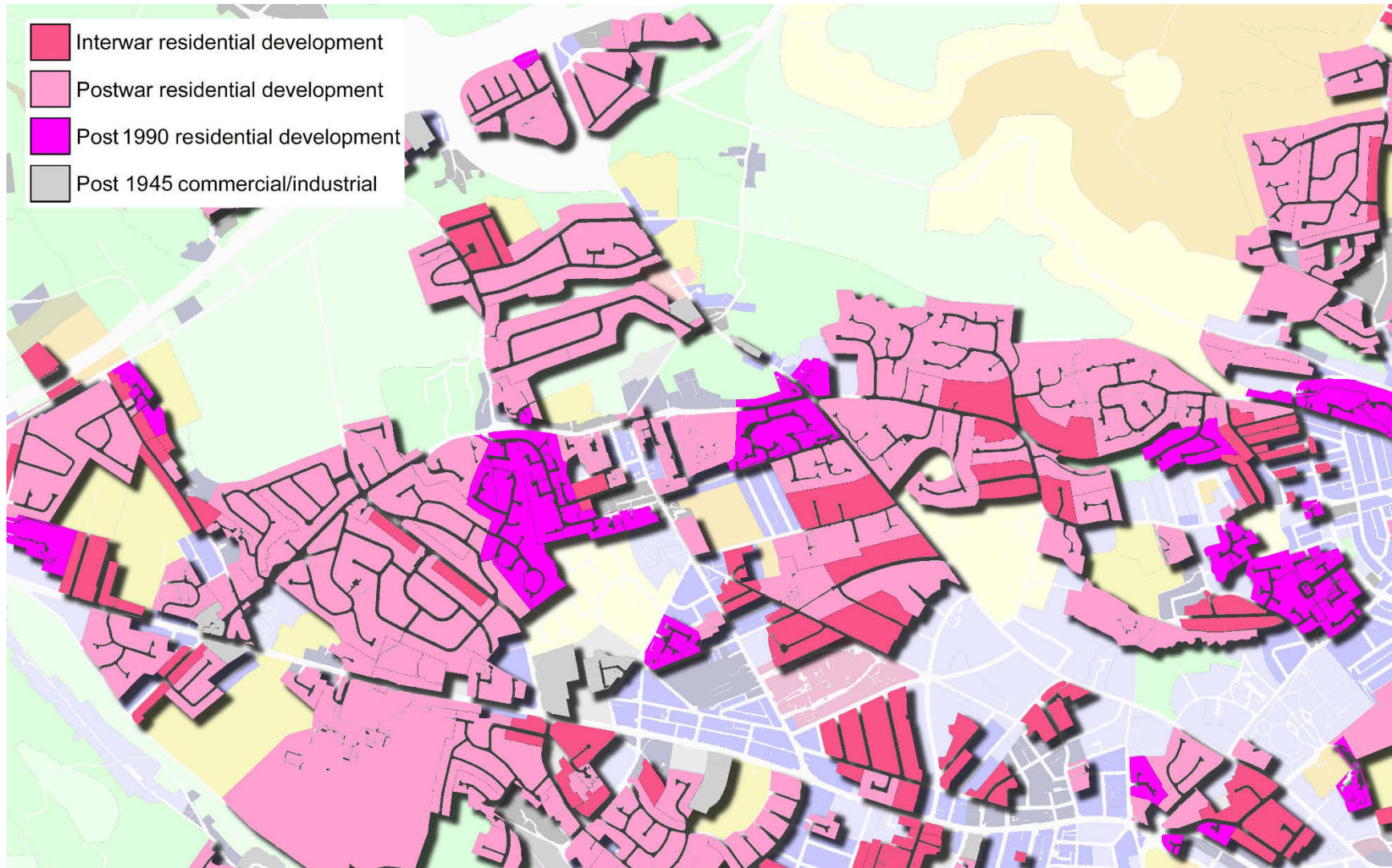


Figure 270. Zone map of Lindley's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

The land to the north of Lindley was named Lindley Moor on mid-19th century mapping. The fields here appear large and regular in form, probably representing surveyed enclosure. This area contains several listed buildings. These include domestic workshops, cottages, farms and houses of mid-18th to early 19th century date, a late 18th century woollen mills and Salendine Nook Baptist Church of 1843. A few early buildings have now been subsumed by later development. Where surviving, the fields underwent around 50% agglomeration in the 20th century.

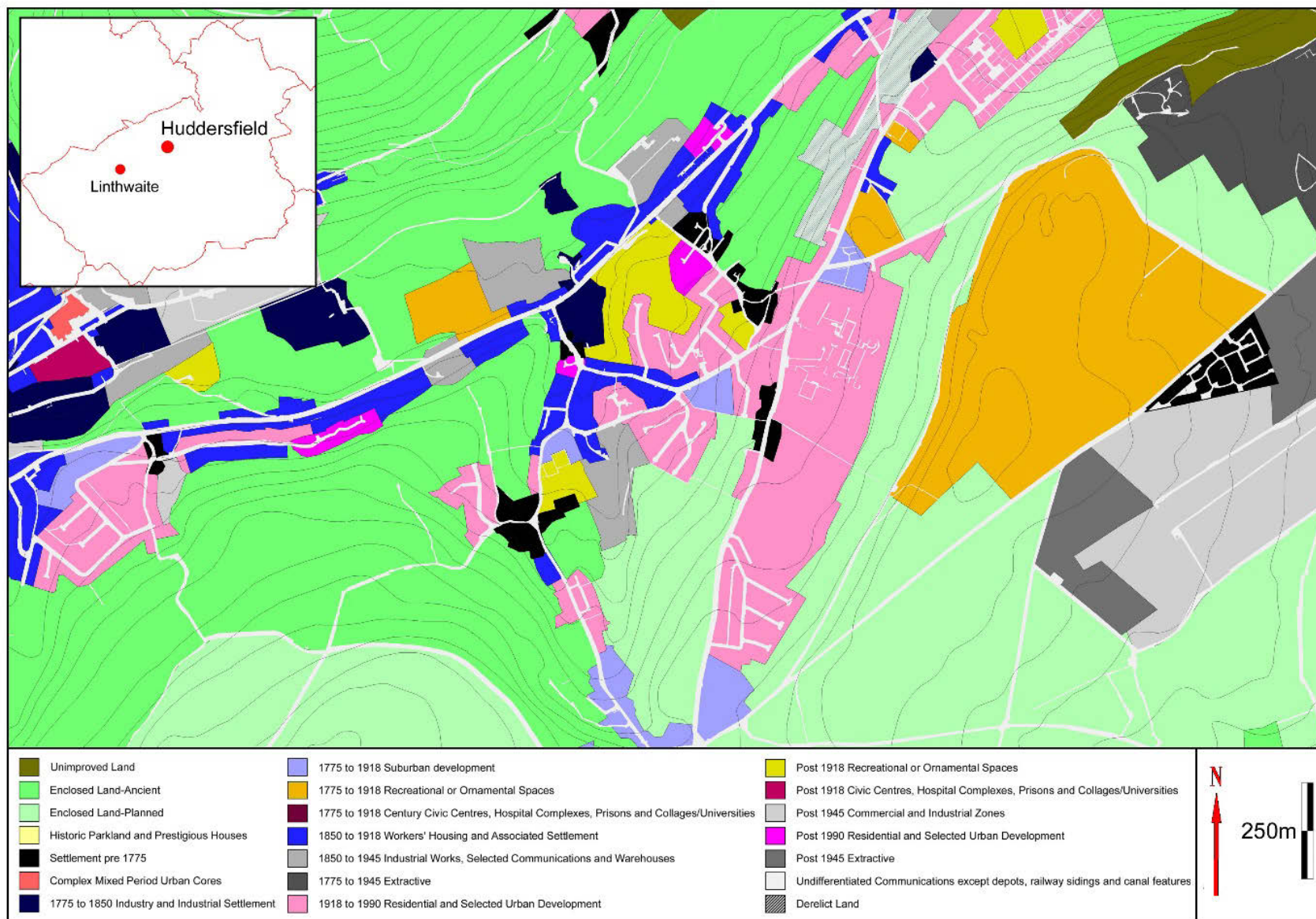
The narrow plots of land to the north and south of Lindley East Street and West Street still require explanation. The land to the east in the Grimescar valley was smaller and more piecemeal in character probably representing piecemeal enclosures and assarts. The valley contains a few listed farms and these are largely of 18th century date. A similar arrangement of fields existed around the settlement of Quarmby around 1.3km to the south.

The rural hinterland contained a number of folds and hamlets. Birchenccliffe 400m to the north and Quarmby to the south were the largest (HLC_PK 6372 & 6195). Both settlements may have had medieval origins. "Cornebi" was mentioned in the Domesday survey of 1086 (Smith. A.H. 1961. Part II. 301). Both hamlets contained weavers' cottages. Quarmby has a hall of 16th century origins.



Figure 271. Lindley village with associated field system. OS 1st edition 6" map, c.1850. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

Figure 272. Zone study area map of the Linthwaite locality



Overview

Linthwaite is an Industrial Period settlement which originated a group of hillside folds. The Industrial Period character survives though Linthwaite has now gained a zone of 20th century housing and industry and is connected by threads of development along Manchester Road and Cowersley Lane to the wider Huddersfield urban conurbation. Linthwaite is situated 5.5km to the southwest of the Huddersfield Town core in the Township of Linthwaite (settlement on Manchester Road is at 120m AOD. OS ref 409501, 414289). Linthwaite occupies a hillside position on the southern side of Colne Valley which runs in an eastward direction. The settlement is spread in a hillside embayment formed by the Blackmoorfoot Clough. The land rises to the south to Black Moor and Crossland Moor. Linthwaite faces across the valley to Pole Moor and Wholestone Moor. The valley at this point is steep-sided with the characteristic shelf and step Pennine landscape form. Linthwaite sits above a solid geology of the Millstone Grit Group of rocks.

Historic core

No single village settlement could be identified on mid-19th century mapping, Linthwaite was rather a collection of hillside folds and hamlets. The current settlement of Linthwaite is a result of 19th and early 20th century development in its current lower valley side location on Manchester Road. This settlement area was named differently in the 19th century and comprised of three folds: Holly Well (now Hoyle House), Royd House and Lane Top (HLC_PK 4333, 5495 & 5494). The historic core of Linthwaite was a named hamlet 1.5km to the south west in a valley side location (HLC_PK 4329. OC ref 408501, 413927). This was also the location of Linfit Hall. This hamlet has a triangular green plan and consisted of a hall and a few cottages. There were no strip fields visible that are frequently associated with medieval villages in England. Other folds in the Linthwaite vicinity included Cowersley, Hollins Green, Upper Clough, Lower Clough and Blackmoorfoot (e.g. HLC_PK 4267 & 4344). The settlement pattern was probably one of dispersed farms and folds with perhaps a central hall. Linthwaite is first mentioned in records of 1185 to 1202 and Cowersley in 1226 (Smith, A.H. 1961 Part II. p.273). It can be anticipated that other folds and farms near Linthwaite have similarly early origins.

Linfit Hall is one of the many listed buildings in the Linthwaite area. It is a former manor house dating to 1600 (Images of England UID 411428). The barn is a cruck framed building of similar date (Images of England UID 411429). Most other listed buildings in the wider Linthwaite landscape are vernacular cottages, farms or loom shops of the early Industrial Period.

The current commercial core of Linthwaite, as named on modern mapping now runs along Manchester Road. This route was named the Wakefield and Austerlands Trust Turnpike in the 19th century. The turnpike dates from 1758-59. The turnpike represented a more direct route along the valley bottom. The earlier routes would have taken a more circuitous route along the valley sides.

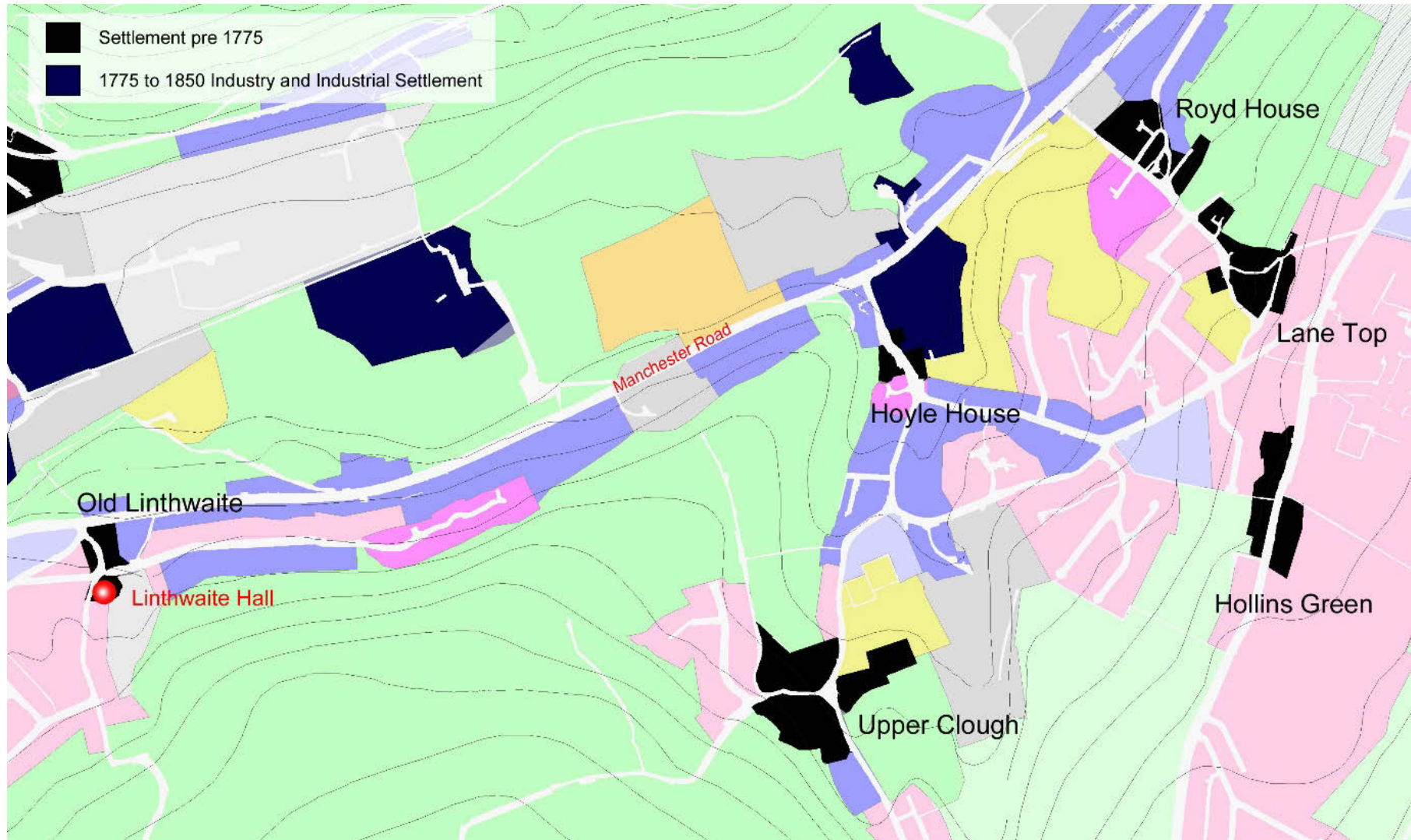


Figure 273. Zone map of the Linthwaite's historic settlement (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Industrial Period development

The large amount of weavers' cottages and larger loom shops is testament to the area's involvement in domestic textile production. The industry was undertaken on a relatively large scale in the late 18th and early 19th century. There was shift in industry from the hillsides to the valley bottoms in the later Industrial Period with the introduction of mechanised mills. The Colne Valley became a corridor of industrial development with the construction of several mills. The location was influenced by the steady supply of water which the River Colne provided and the opening of the Huddersfield Narrow Canal in the early 19th century. The density of mills increased to the west at Milnsbridge. The larger mills depicted on 19th century mapping in the Linthwaite area are listed below (see Figure 275):

- Holme Mill. Woollen. Post c.1850. Partial survival probable. Part of HLC_PK 4218
- Ramsden Mill. Woollen. Pre c.1850 origins. Partial survival probable. Part of HLC_PK 4218
- Beaufort Mills. Woollen. Pre c.1850. Later enlarged as Titanic Mills in early 20th century. Later phases extant. HLC_PK 4219
- Hoyle Ing Dye Works. Post c.1850. Probably extant. HLC_PK 4263
- Low West Wood Mill. Woollen. Originated c.1800 as a fulling and scribbling mill. Extant but derelict. HLC_PK Low West Wood Mill
- Low West Wood Mill. Woollen. Pre c.1850. Extant but reused as chemical works. HLC_PK 5530
- Longfield Dye Works. Post c.1850. Probably extant though reused. HLC_PK 4251
- Spring Grove Mill. Woollen. Possible pre c.1850 origins with later phases. Extant and reused as business units. HLC_PK 4249

The Linthwaite Laboratories are commercial laboratory buildings which were added to the west of the area, off Manchester Road in the 1930s (HLC_PK 4253).



Figure 274. Westwood Mills. Low Westwood Bridge. Linthwaite. 2002. Built c.1800 as a scribbling and fulling mill. Grade II* listed (Images of England UID 411684)

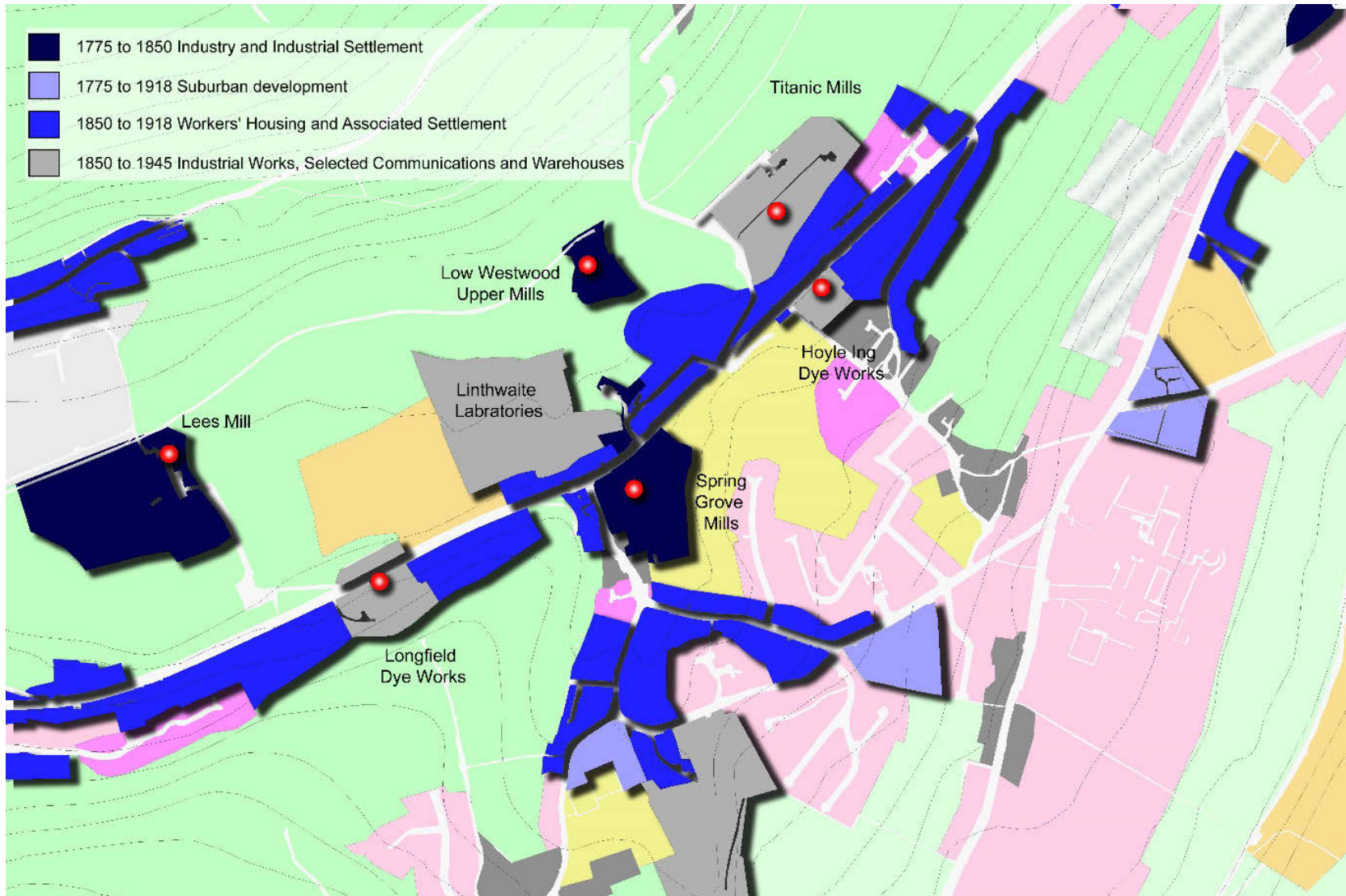


Figure 275. Zone map of the Linthwaite's later Industrial Period development (not to scale)

It was during the late Industrial Period that the current focus of Linthwaite, along Manchester Road, came into existence. Although Manchester Road contains loom shops from the late 18th and early 19th century, much of the development is Victorian or Edwardian with ribbon developments of terraced houses and occasional villas (e.g. HLC_PK 4255 & 5493). Development became almost continuous connecting with Milnsbridge to the east and Slaithwaite to the west. Although Linthwaite did not develop the large scale grid-iron developments of terraced houses prevalent in other parts of Kirklees, several long rows were constructed on the hillside. Hoyle House became a particular focus of development on Chapel Hill and Causeway Side (e.g. HLC_PK 4332). This area also gained a school and church (HLC_PK 4334 & 4337). A commercial core, with shops and public houses developed at Hoyle House on Manchester Road. A new church was built on the edge on the hill top of Cowersley in 1928. The HLC-record indicates that this was built on the site of an earlier church, though no further information was given (HLC_PK 4353)

Of particular interest in the Linthwaite area are the large number of quarries. Several were present in the Linthwaite area. Small scale quarries were present throughout. Many were industrial in scale even in the mid-19th century. Spring Grove Quarry was present in the valley bottom between Hoyle House and Royd Houses (HLC_PK 4261). The site is now a business park. Larger quarries were situated in an elevated position on the edge of Crossland Moor to the south of Linthwaite. These include Guy Edge Quarry and Ryecroft Edge Quarry (HLC_PK 5756 & 4280).

20th century and beyond

The 20th century housing forms a zone to the south of Linthwaite occupying a hillside and hilltop plateau position. The Interwar housing is represented by ribbon development along Gillroyd Lane.

Medium scale estates of predominately semi-detached houses with a few detached houses was built in the Hoyle House end of Linthwaite with various phases from the post-war period to the late 20th century (e.g. HLC_PK 4242, 4245, 4247 & 5497). The White Hall Road estates was built further west in the c.1970s (HLC_PK 4266). Further suburbs were also constructed along Gillroyd lane as ribbon development in the c.1970s and 80s (HLC_PK 4349).

Post 1990 development is smaller in scale. The Riverside is a cul-de-sac development and is located off Manchester Road to the east of the settlement built on former meadows (HLC_PK 5765). Hoyle Beck Close was built c.2005 at Royd House in a former sandstone quarry (HLC_PK 5768).

One of the largest 20th century developments was the Colne Valley High School which was founded in the c.1950s on the Cowersley hilltop (HLC_PK 4238). The Broad Oaks Cricket Club was also founded in this area in the early 20th century (HLC_PK 4275). The Manchester Road recreation ground was established on former valley floor meadows in the early 20th century near Hoyle House (HLC_PK 5536).

The industrial character is still prominent in the valley bottom. Many of the mills survive. Some have been reused, like the Titanic Mills which are now flats and a spa (HLC_PK 4219). Others lie derelict, such as the c.1800 Low Westwood Mills (HLC_PK 4220). Early 20th century industry is represented by the Linthwaite Laboratories, chemical works built in the 1930s (HLC_PK 4253). The Linthwaite Business Centre was founded to the immediate east of Hoyle House in the c.1970s reusing Hoyle House Quarry and incorporating the Spring Grove Mill (HLC_PK 4261).



Figure 276. Titanic Mills. Linthwaite. 2002. Mill conversion to flats and a spa

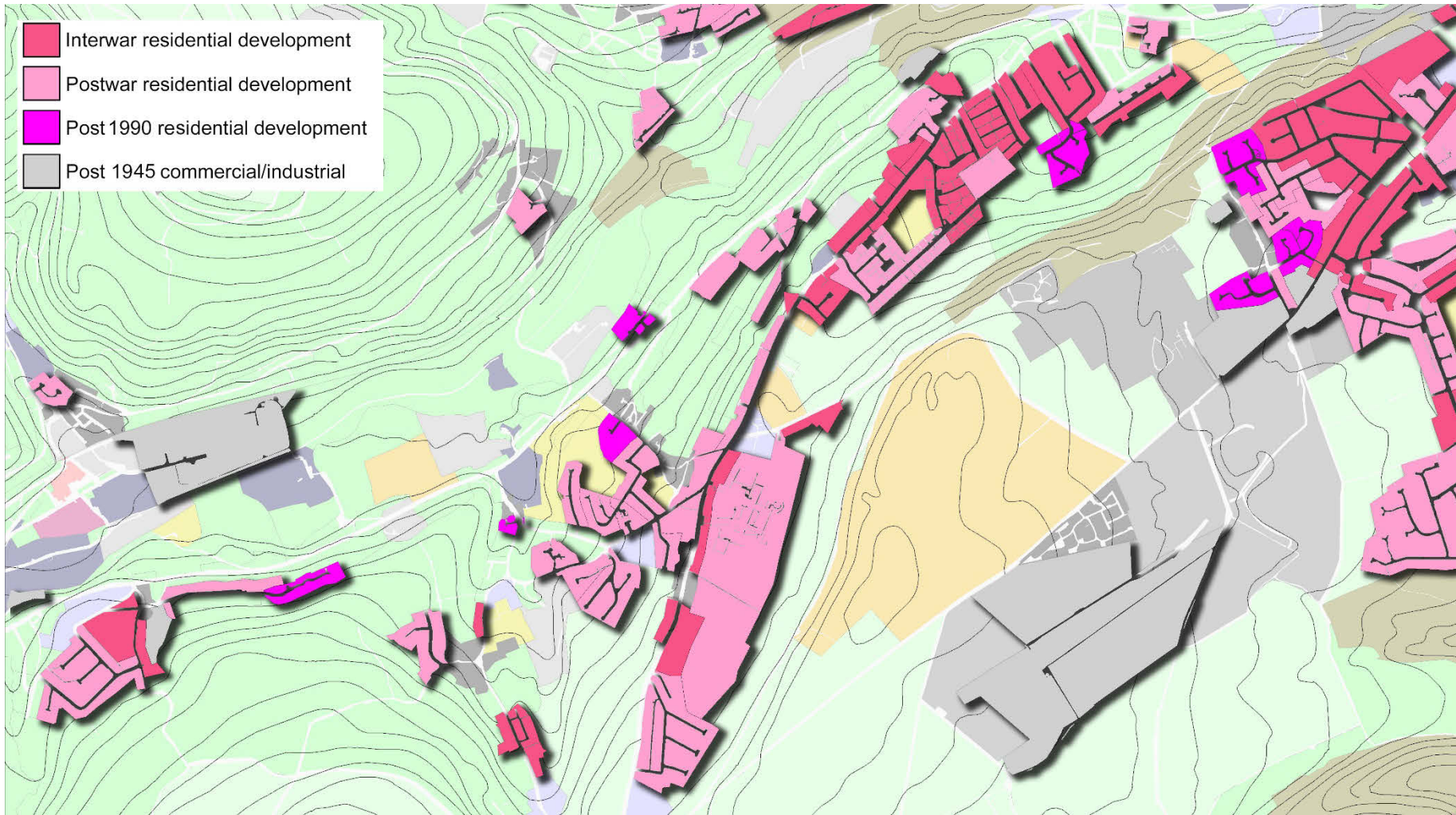


Figure 277. Zone map of Linthwaite's 20th century to recent urban and industrial development (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

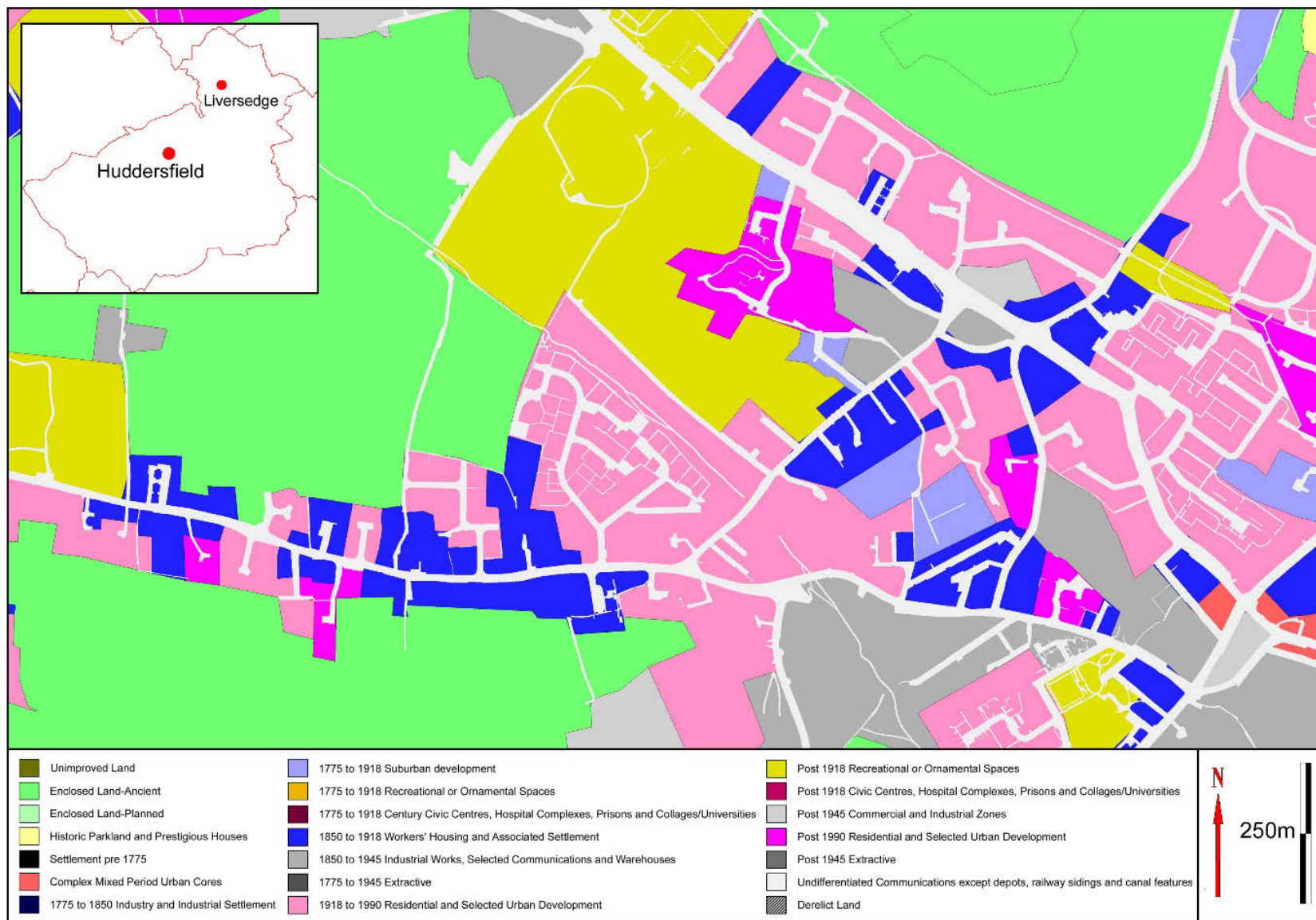
Rural hinterland

The wider dispersed settlement of Linthwaite, which consisted of individual farms, folds and hamlets was spread along the southern hillside of the Colne Valley. The land was divided by a network of small lanes and piecemeal enclosure. The higher land to the south was former moorland which had been enclosed by the mid-19th century. The area contained larger and more regular shaped surveyed enclosures. This area also held the Black Moor Foot reservoir which was constructed by the Huddersfield Corporation Water Works in the c.1870s (HLC_PK 3993).

The listed buildings in this area indicate that there was much development of farms, cottages and loom shops in the late 19th to early 20th century. Some of the hamlets, such as Old Linthwaite may have an early house at its core. The survival of field boundaries and settlement distribution depicted on mid-19th century mapping in rural areas is good. Some early settlement has been subsumed by 20th century development particularly around Linthwaite and towards Milnsbridge on Cowersley Lane.

4.2.20 Liversedge

Figure 278.
Zone study
area map of the
Liversedge
locality



Overview

Mid-19th century OS mapping depicts Liversedge as a group of detached hamlets in the Township of Liversedge. They consisted of (roughly in order of size) Littleton, Hightown and Middle Gate. Hightown Heights was also present as a smaller settlement to the east. Settlement had become continuous by the late 19th century joined by linear developments of workers' housing and industry. Liversedge is now connected to the larger urban conurbation of Heckmondwike and Batley to the east through a continuous development of 20th century housing and industry. The settlement is located around 9.5km northeast of the Huddersfield Town core (the height of Littleton Green is 60m AOD. OS ref 420362, 424206). The settlement, as described above is situated at the upper end of the Spen Valley. The Spen flows to the southeast 4.5km to meet the River Calder to the south of Dewsbury. Liversedge sits above a solid geology of the Pennine Lower Coal Measure Group of Rocks which become Pennine Middle Coal Measures around 2km to the east.

Historic core

An actual historic core of Liversedge is hard to define. Settlement in the 19th century seemed to consist of the village-green development of Littleton to the north and a ribbon development running to the west of Littleton along Halifax Road which consisted of (from east to west) of Knowler Hill, Hightown, Middle Gate, Aquila and Hightown Heights (HLC_PK 3451, 3291, 3263 & 3236). Liversedge Hall was named 1.4km to the south of Littleton and was entirely isolated in its setting.

The hall dates to around 1600 (HLC_PK 3085). The buildings associated with the hall that are shown on 1854 maps have been replaced by 1970s housing. Liversedge Hall has medieval origins. The hall was owned by the Neville family who received permission to build an oratory at the hall in 1454.

"Liuresech" is mentioned in the Domesday Survey of 1086 and at several other times in the later medieval period (Smith. A.H. 1961. Part III. p.27). Hightown is first mentioned in 1675 and Littleton in 1776, although "Parva Lyversege" and "Litle Liverseige" are both mentioned in the early 16th century. The settlement of Robert Town 1.8km south of Littleton which falls within the Liversedge Township is mentioned in 1375.

The Albion Inn in Littleton is grade II listed and originated as a house of late 17th century date.

Halifax Road contains four houses of late 17th century date which suggests that the linear development of Halifax Road was of some importance at least from the early post medieval period despite being named the Wakefield and Halifax Trust Turnpike dating to 1740-41. A

few of the field boundary shapes to the north and south of Halifax Road on mid-19th century OS mapping suggest enclosed medieval strip fields, with a long serpentine shape. This is also the case with Littletown and Robert Town to the south.

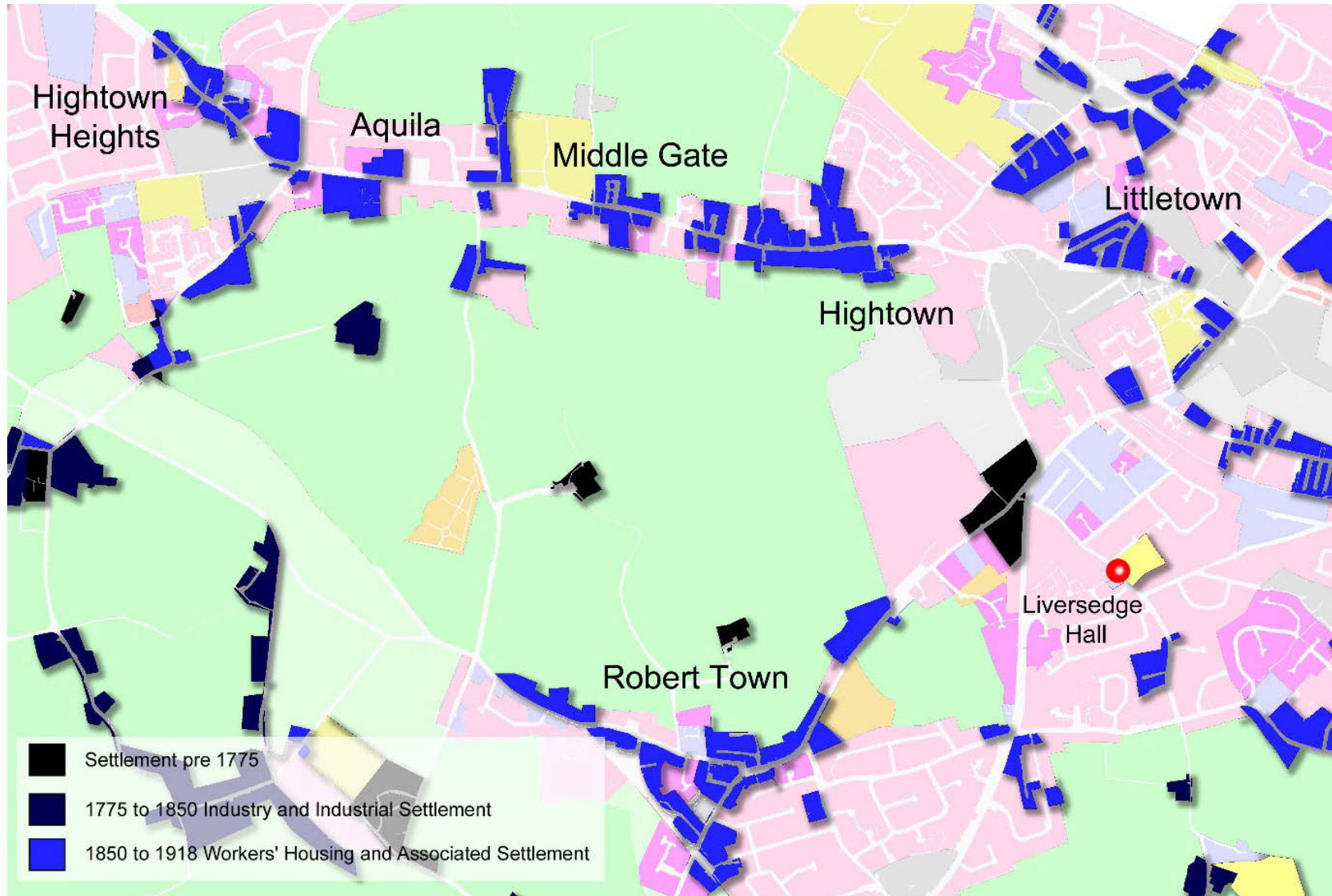


Figure 279. Zone map of Liversedge's historic settlement (not to scale)

Industrial Period development

The historic core of Littleton became wholly transformed in the industrial period. What does survive from the 19th century is later Industrial Period, with industrial works, a few local shops and terraced houses (e.g. HLC_PK 3451 & 3454). Development was small scale and piecemeal with rows of houses rather than large grid-iron plots. Other terraced house developments focused along Halifax Road in the Hightown area or east along Halifax Road towards Heckmondwike (e.g. HLC_PK 3324, 3464 & 3458). The character remained working class rather than suburban. A few small institutes such as schools, Sunday schools, chapels and clubs were also built amongst the general development. New 19th century settlement merely expanded the existing settlement pattern in a piecemeal fashion. Christ Church in Littleton was one of the most prestigious institutes in Liversedge. It was built in 1812-16 (HLC_PK 3430). The cemeteries in the adjacent fields originated after c.1850.

The Spenn Valley became a zone of industrial development as a north western continuation of a larger zone around Heckmondwike to the east. Several mills and other works built along the valley and also around the core of Littleton. These are listed below (see Figure 280):

1. Stanley Colliery. Post c.1850. Probably reverted to fields. HLC_PK 2760
2. Upper Carr Mill. Woollen. Mid-19th century. Now a post 1990 housing estate. HLC_PK 3423
3. Victoria Mills. Probably textile. Pre c.1850, though expanded considerably during 19th century. Probably extant. HLC_PK 3428
4. Watergate Mill. Pre c.1850. Textile mill. Probably extant HLC_PK 3453
5. Woodfield Mill. "Card" [as described on late 19th century OS mapping]. Possibly originated as the pre c.1850 Tanhouse Mill (carpets). Now an industrial park. HLC_PK 3309
6. Drysaltery Works. Originated as pre c.1850 Tanhouse Mill (carpets). Now an industrial park. HLC_PK 3309
7. Strawberry Bank Colliery. Pre c.1850 origins. Now housing. HLC_PK 3100
8. Lawfoot Mill. Carpet. Pre c.1850. Partial survival of 19th century industrial buildings in this area. Part of HLC_PK 3465
9. Iron Works. Post c.1850. Partial survival of 19th century industrial buildings in this area. Part of HLC_PK 3465
10. Chemical Works. Post c.1850. Partial survival of 19th century industrial buildings in this area. No separate HLC record
11. Corn Mill. Pre c.1850. Possibly extant. Part of HLC_PK 3467

12. Alma Foundry. Post c. 1850. Site reused as works. Survival unknown. Part of HLC_PK 3467
13. Unnamed Woollen Mill. Pre c.1850. Fragmentary survival. Site reused as works in mid-20th century. HLC_PK 3459
14. Spen Valley Carpet Works. Post c.1850. Probably extant. HLC_PK 3356.
15. Wellington Mill. Pre c.1850. Fragmentary survival. Later expansion survives. HLC_PK 3355
16. Gas Works. Post c.1850. Now a late 20th century business park. HLC_PK 3354
17. Providence Mills. Probably textiles. May be extant. HLC_PK 3356

In addition to mills and other works, coal mining was an important local industry. Two were present in Liversedge Strawberry Bank Colliery to the south, Stanley Colliery to the north (HLC_PK 2760 & 2760). Both were connected to the Cleckheaton Railway Branch Line Strawberry Bank Colliery had on-site processing which included a brick kiln.

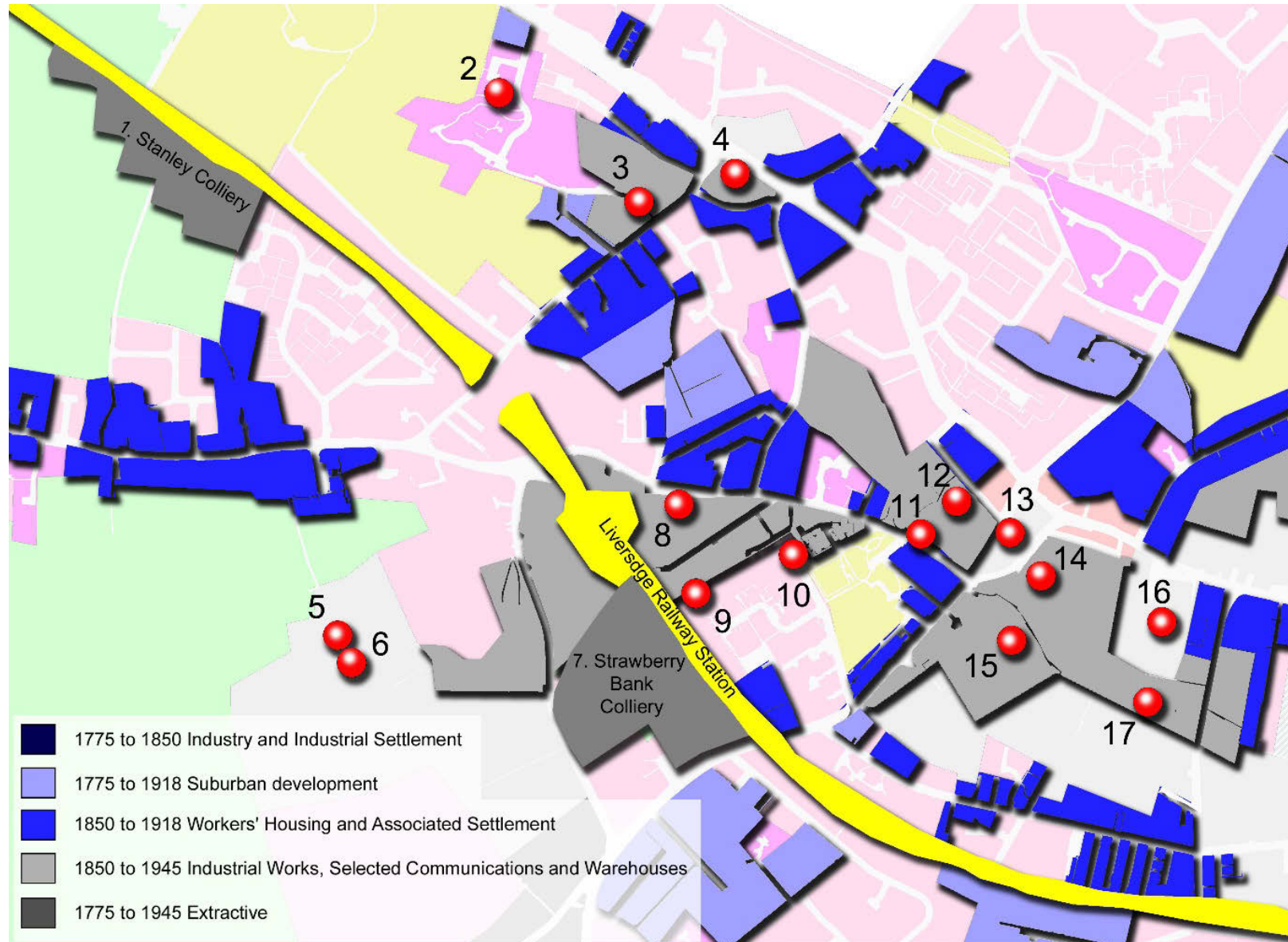


Figure 280. Zone map of Liversedge's later Industrial Period development (not to scale)

20th century and beyond

Liversedge now sits in the outer urban conurbation of Batley and Dewsbury partly surrounded by housing estates and at the north-western end of the industrial zone of the Spenn Valley which continued to develop into the 20th century. No buildings with vernacular character can be readily identified in the Littleton area. Surviving 19th century buildings, such as terraces, workshops, pubs and the occasional shop have a later Industrial Period character. This concentrates around the Green Road and Carr Street area. There are hints of the early character on Listing Lane with the survival of one or two early 19th century cottages and a public house. The historic street pattern was radically altered by the construction of Bradford Road in the 20th century which widened and straightened existing lanes by cutting through the historic core. Further losses occurred with the construction of housing estates. This was predominately social housing of the post-war period. The housing on Bradford Road, for example, was built in the 1980s on the site of late 19th century back-to-back terraced houses (HLC_PK 3447). Houses around Knowler Hill replaced cottages which fronted the lane (HLC_PK 3431). Radulf Gardens replaced Upper Carr Mills around 2009 (HLC_PK 3422). Parts of the historic core of Littleton were also redeveloped with workshops. Littleton Bakery replaced earlier yard developments to the north of the former Water Gate (now Bradford Road) in the c.1970s (HLC_PK 3452).

There are large zones of housing particularly to the north and east of Littleton as the development merges with that of Heckmondwike. The area to the west becomes playing fields and agricultural land. One of the largest is the Forthcliffe Estate built to the north of Littleton in the c.1930s (HLC_PK 2818). This consisted predominately of semi-detached houses. Elsewhere Interwar housing is small scale and piecemeal representing individual rows rather than large planned estates. The post-war development is also smaller in scale around Littleton filling in the gaps between industry and earlier development.

The area to the south of Littleton is the Spenn Valley which contains an extensive zone of industry. The zone stretches for around 3km from the Headlands Road Industrial Park to the north which was established with the construction of a textile mill in the c.1970s, to the Liversedge Sewage Works to the south which were established in the late 19th century (HLC_PK 3311& 2720). The industrial character in between is a mix of surviving 19th century industrial buildings, reused 19th century industrial sites, 20th century works and modern industrial and commercial sheds. One of the largest individual sites is Flush Mill to the north of the zone. This was built in the c.1960s as an expansion of the 19th century Flush Mills on the site of a colliery (HLC_PK 3181). Morrison's Supermarket was built in the late

1980s on the site of Greenfield Mill and associated industrial settlement (HLC_PK 3367). There are many other examples all with varying histories.

The best survival of 19th century Industrial Period domestic character is along Halifax Road, although this is from the later Industrial Period. There is a mix of mills and terraced rows of houses with the occasional commercial building mixing intermittently with 20th century residential development. The Black Bull Inn at the southern end approaching the site of Heckmondwike Railway Station (now closed) presents a survival from the early 19th century (part of HLC_PK 3465). The zone around the railway station contains a small industrial estate and abattoir (HLC_PK 3319). This area also contains a few modern small scale housing developments. Further to the west along Halifax Road, beyond the railway station, the historic character becomes stronger again. There a few villas and terraced houses of the later 19th century but also vernacular cottages and folds (HLC_PK 3291). This area contains Haigh Hall, a 17th century house. There is development from several periods which is intermittent and piecemeal.

Further west in the Middle Gate area the route takes on a more village-like character with a chapel, further terraces and villas, some 20th century suburban housing and three listed farms of 17th century date. Much of the 20th century development to the south of Halifax Road is small scale, with individual rows or small cul-de-sacs. One or two larger estates occur to the north of Halifax Road. These include Fair View, a linear private development of c.1930s date, the Lower Hall Mount development consisting of c.1960s terraced rows and the Darley Road estate of the c.1980s (HLC_PK 3322, 3272 & 3273). The Headland Church of England School was built to the south of Halifax Road in the c.1970s (HLC_PK 3312).

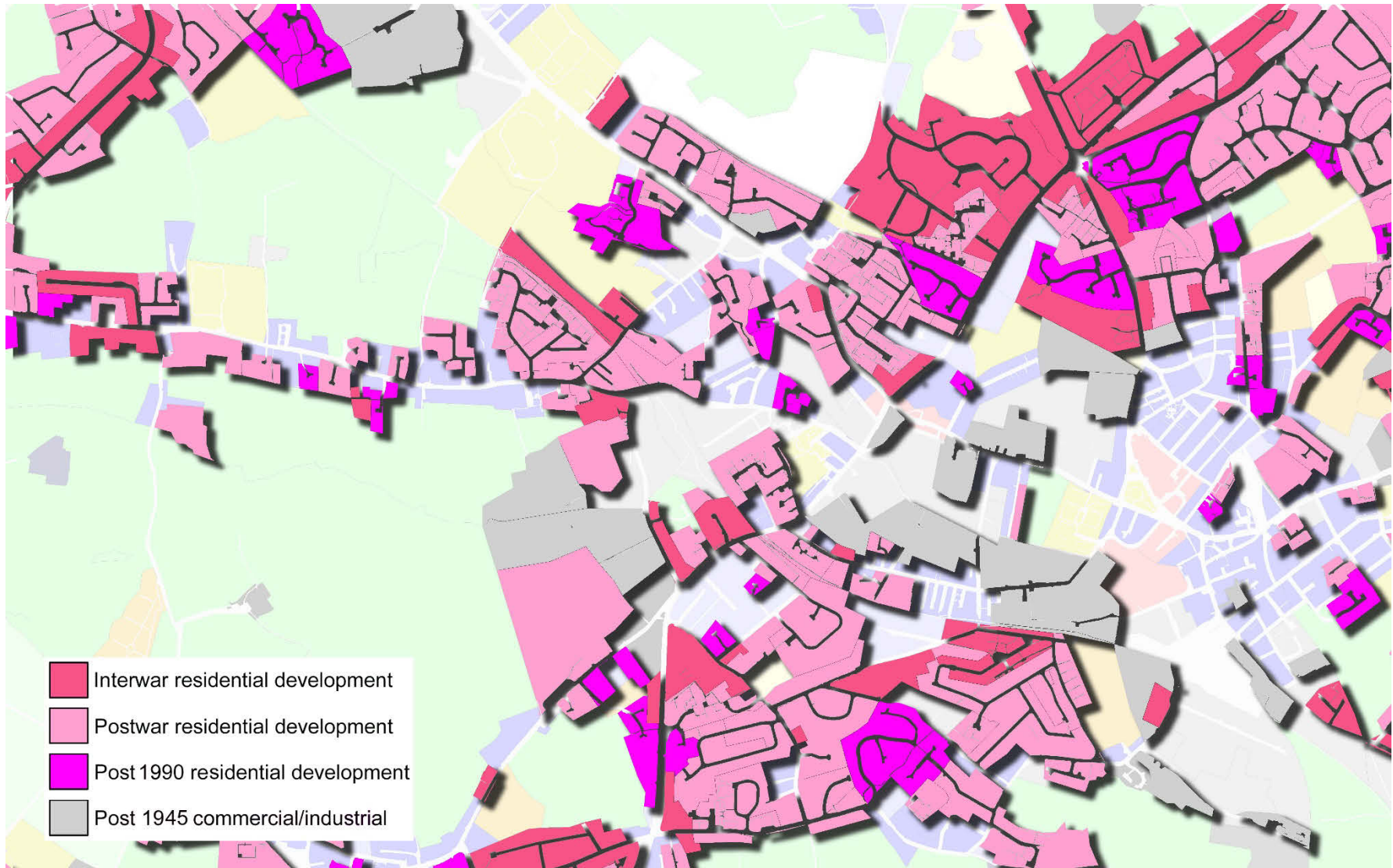


Figure 281. Zone map of Liversedge's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

As stated above, Liversedge consisted of separate hamlets in the 19th century with Littletown to the north, Robert Town to the south and a linear development along Halifax Road. Liversedge Hall occupied a central but isolated position. Halifax Road had long narrow fields which ran perpendicular to the route which resembled enclosed medieval strip fields. This was also the case along Listing Lane, leaving Littletown to the north and Church Lane to the west of Robert Town. These hint at a medieval village settlement and labour organised under the manorial system in the middle ages. Several other villages in the wider area also had associated field systems. This gave a patchworks of village open fields with areas of piecemeal enclosure in-between. The piecemeal enclosure may have represented later enclosed common. A balk (narrow strip of land left as a lane) led south from the high street to an area of piecemeal enclosure the field boundary patterns seemed to converge of the lane end as a funnel, possible as cattle droving funnel a feature seen on the edges of historic commons.

The eastern half of Liversedge has now become largely developed. A few historic houses survive subsumed by 20th century development. Liversedge Hall, described above, is one. These included early houses and some farms but also Georgian and Victorian halls such as Healds Hall (HLC_PK 3417). Old Hall public house, 1km east of Littletown, originated as a 17th century house (HLC_PK 3057).

In the surviving rural area, to the west of Liversedge demonstrates good survival from the 19th century with little agglomeration, as does the distribution of historic settlement. One or two are listed. Old Hall Farm, Pogg Myers Farmhouse and Bullace Trees Farm, both in the area of piecemeal enclosure to the south of Middle Gate, are 17th century (HLC_PK 2988, 46185 & 46184).

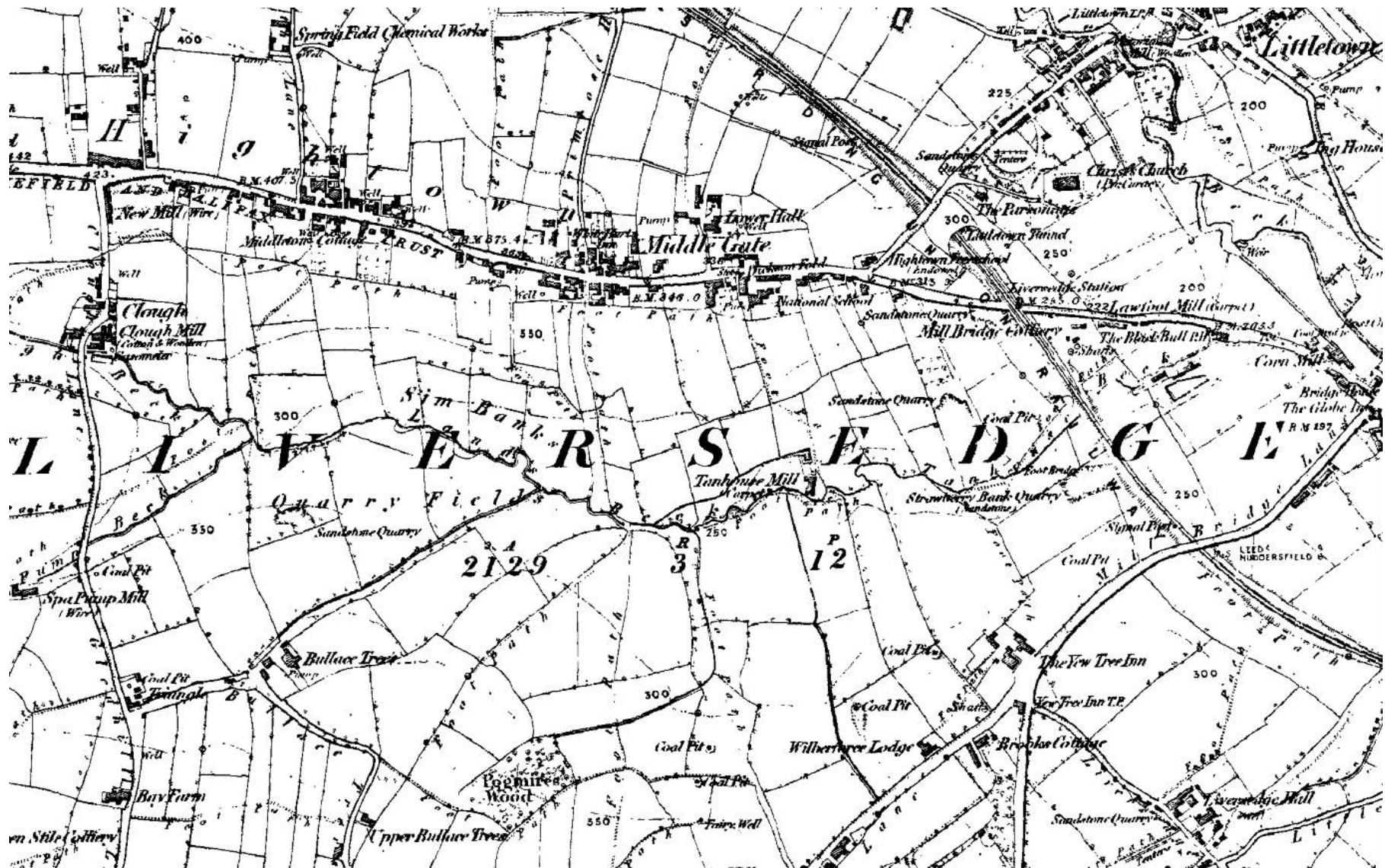
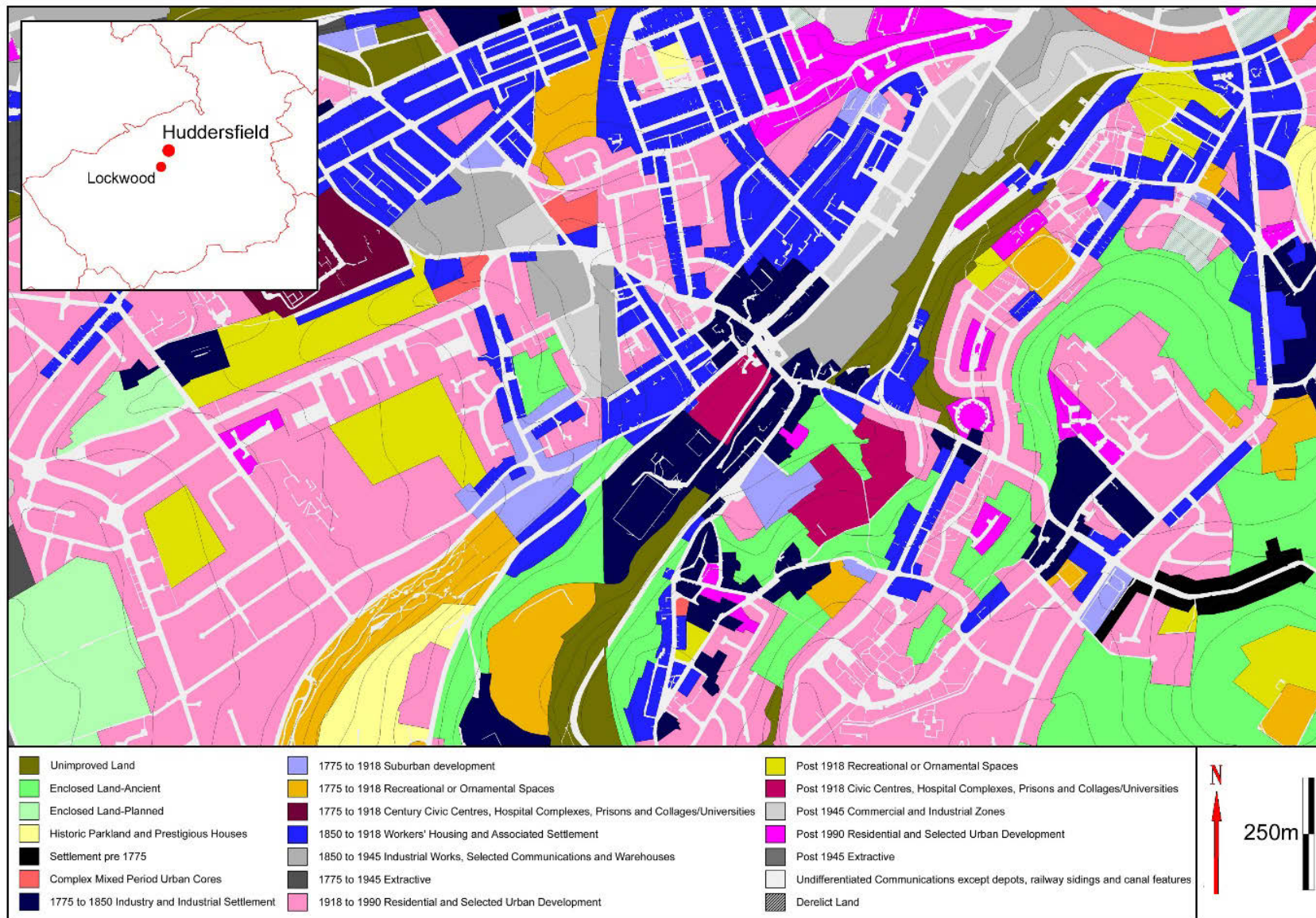


Figure 282. Historic field patterns to the south of Middle Gate, Liversedge. OS 1st edition 6" map, c.1850. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

4.2.21 Lockwood

Figure 283.
Zone study
area map of
the
Lockwood
locality



Overview

Lockwood is now connected to Huddersfield through a continuous development of houses and industry. It was originally a detached settlement 2km to the south-west of the Huddersfield Town core (75m OAD. OS ref 413632, 415187). Lockwood is situated on the border of two Townships: Lockwood and Almondbury The historic core of Lockwood, as depicted on mid-19th century mapping, was a situated on both sides of a bridge over the River Holme which flows in a north easterly direction at this point. The land rises to the northwest to a spur of land which projects in a north-easterly direction from Crossland Moor. To the southeast the land climbs to Newsome, Castle Hill and Almondbury Common. Lockwood sits above the junction of the Millstone Grit Group of rocks to the west and Pennine Lower Coal Measures to the east.

Historic core

The historic core of Lockwood was probably a linear development with a northwest-southeast alignment along what is now known as Swan Lane to the north of the River Holme and Lockwood Scar to the south (HLC_PK 5692 & 10832). Settlement also extended along Lockwood Road and Meltham Road. This route was named the Lockwood and Meltham Trust Turnpike of 1817-18 but there is some evidence to suggest that it followed, at least in part, an earlier route. Settlement occurred as linear developments along the main routes described above but also as folds of cottages and workshops in yards to the rear. Although the character appears to be early Industrial Period there is slight evidence of earlier settlement.

The name "Locwode" appears in 1236-58 and at other times in the medieval period, although this may have referred to an individual hall or farmstead (Smith. A.H. 1961. Part II. p.275). There are many listed buildings in Lockwood and most are Industrial Period consisting late 18th to early 19th century vernacular terraced cottages, weavers' cottages, loom shops and ashlar fronted terraced houses. There is also a Baptist Chapel of 1850, a Methodist church dating to 1864, a mid-19th century Mechanics' Institute and a town hall of 1866.

A house named "The Green" originates in the 17th century and is part timber-framed. This houses sits on Meltham Road to the west of Lockwood. This is evidence of earlier settlement, although this could have been part of an historic core or it may have been an isolated hall or farm.

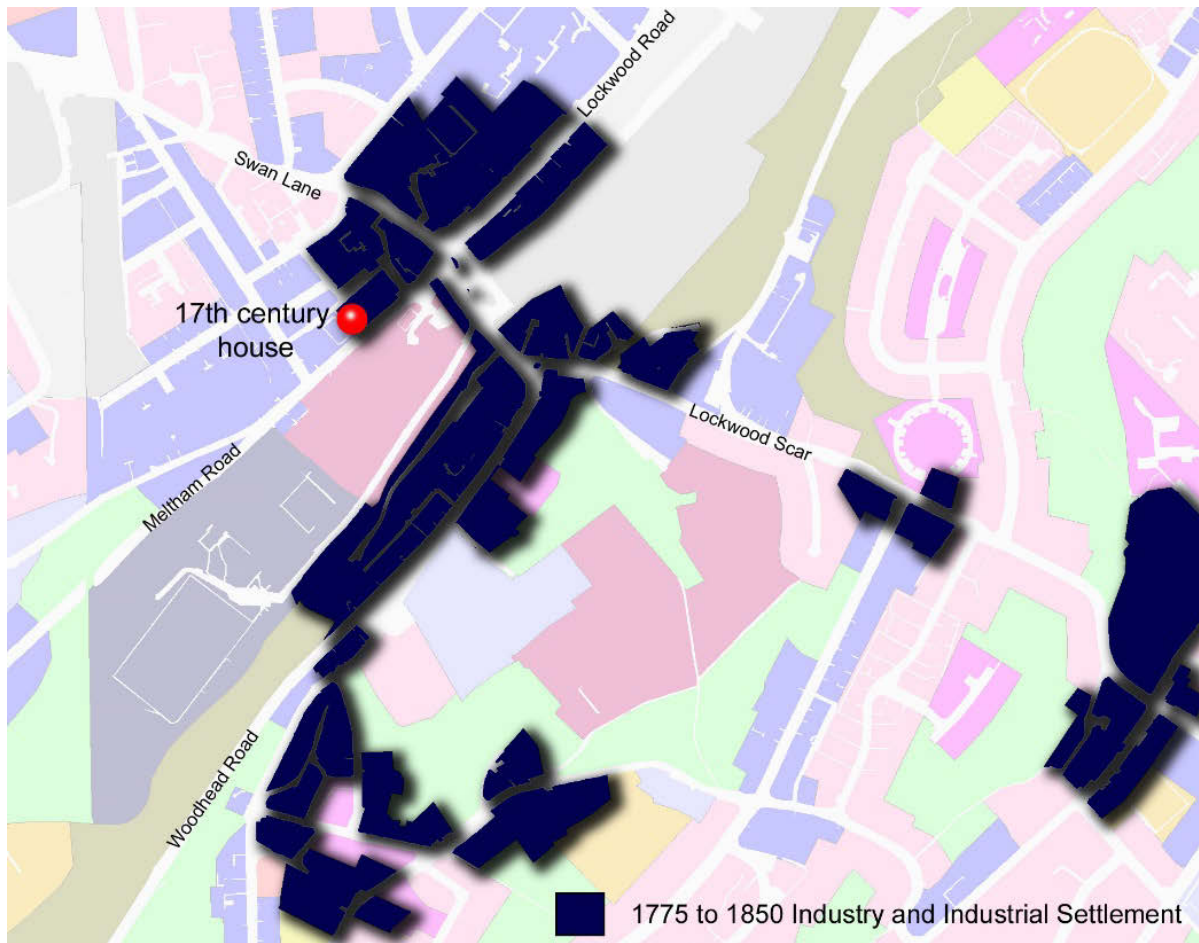


Figure 284. Zone map of Lockwood's historic settlement (not to scale)

Industrial Period development

There may have been attempts in the late 18th and early 19th century to turn Lockwood into a small market settlement. Many of the ashlar fronted houses suggest suburban rather than industrial housing. Lockwood even had its own mid-19th century spa baths and associated hotel situated to the east on Lockwood Road (no separate HLC record. Images of England UID 340138 & 339495). At around the same time the town hall and two chapels were built.

The large number of weavers' cottages and loom shops suggest that Lockwood became developed as a weaver's hamlet in the early Industrial Period of the late 18th and early 19th century. These occurred along the main streets or in yards such as Dockery [Yard] to the northeast of the crossroads. A separate hamlet of cottages was also present to the south of the River Holme. This was named Salford in the 19th century. It contained weavers' cottages, terraces and even had its own church and school. Like Lockwood, the survival of the Industrial Period character is good (e.g. HLC_PK 10831). The early industrial period character is strongly represented in several places.

By the mid-19th century Lockwood was showing the signs of the large scale industrial development of the later Industrial Period. Industry shifted from domestic workshops to purpose built factories which now occupied the valley bottom. The spa was subsumed by industry during the latter half of the 19th century. The Holme valley bottom became a continuous zone of 19th century industrial development from Lockwood to the confluence with the River Colne 1km to the north east. The Colne Valley was also the scene of large scale industrial activity. The exception to valley bottom development in Lockwood was the Prospect Iron Works which is situated on the hill to the north of the town. The works were established in the mid to late 19th century and went on to become part of the David Brown Park Gear Works in the 20th century (HLC_PK 4643). Several industrial works were identified on 19th century mapping, the larger examples are listed below (from west to east). The numbers refer to Figure 287 below:

1. Lockwood Brewery. Pre c.1850. Partly extant but reused. HLC_PK 4789
2. Lockwood Mills. Woollen. Pre c.1850. Demolished. Now a surgery and nursing home. HLC_PK 4790
3. Prospect Iron Works. Post c.1850. Expanded in the 20th century as the David Brown Park Gear Works. HLC_PK 4643
4. Broadfield Mills. Woollen. Pre c.1850. Partly extant. Part of HLC_PK 4750
5. Spa Field Works. Mungo and waste. Post c.1850. Some survival possible. Part of HLC_PK 4750
6. Bath Mills. Woollen and silk. Post c.1850. Some survival possible. Part of HLC_PK 4750
7. Albert Mills. Woollen. Post c.1850. Extant. Part of HLC_PK 4750
8. Victoria Mills. Fancy Woollens. Probably demolished. Now commercial units. Fragmentary survival possible. Part of HLC_PK 4750
9. Rashcliffe Dyewood Mills. Probably textile. Post c.1850. Probably demolished now a warehouse. Part of HLC_PK 7495
10. Rashcliffe Mills. Woollen. Pre c.1850. Possibly extant. Part of HLC_PK 4750
11. Queens Mill. Probably textile. Post c.1850. Possibly demolished. Now industrial units. Part of HLC_PK 7495
12. Rashcliffe Iron Works. Iron and brass. Pre c.1850. Some survival. Part of HLC_PK 4750
13. Providence Mill. Probably textile. Post c.1850. Partial survival possible. Part of HLC_PK 4750
14. Hope Foundry. Pre c.1850. Some survival. Part of HLC_PK 4750
15. Folly Hall Mills. Pre c.1850. Partly extant. HLC_PK 10039

16. Folly Hall Dye Works. Possibly pre c.1850. Demolished. Now a casino. HLC_PK
10040



Figure 285. Spar Hotel. 188 Lockwood Road. Lockwood. 2002



Figure 286. Lockwood Baths. Bath Street. Lockwood 2002

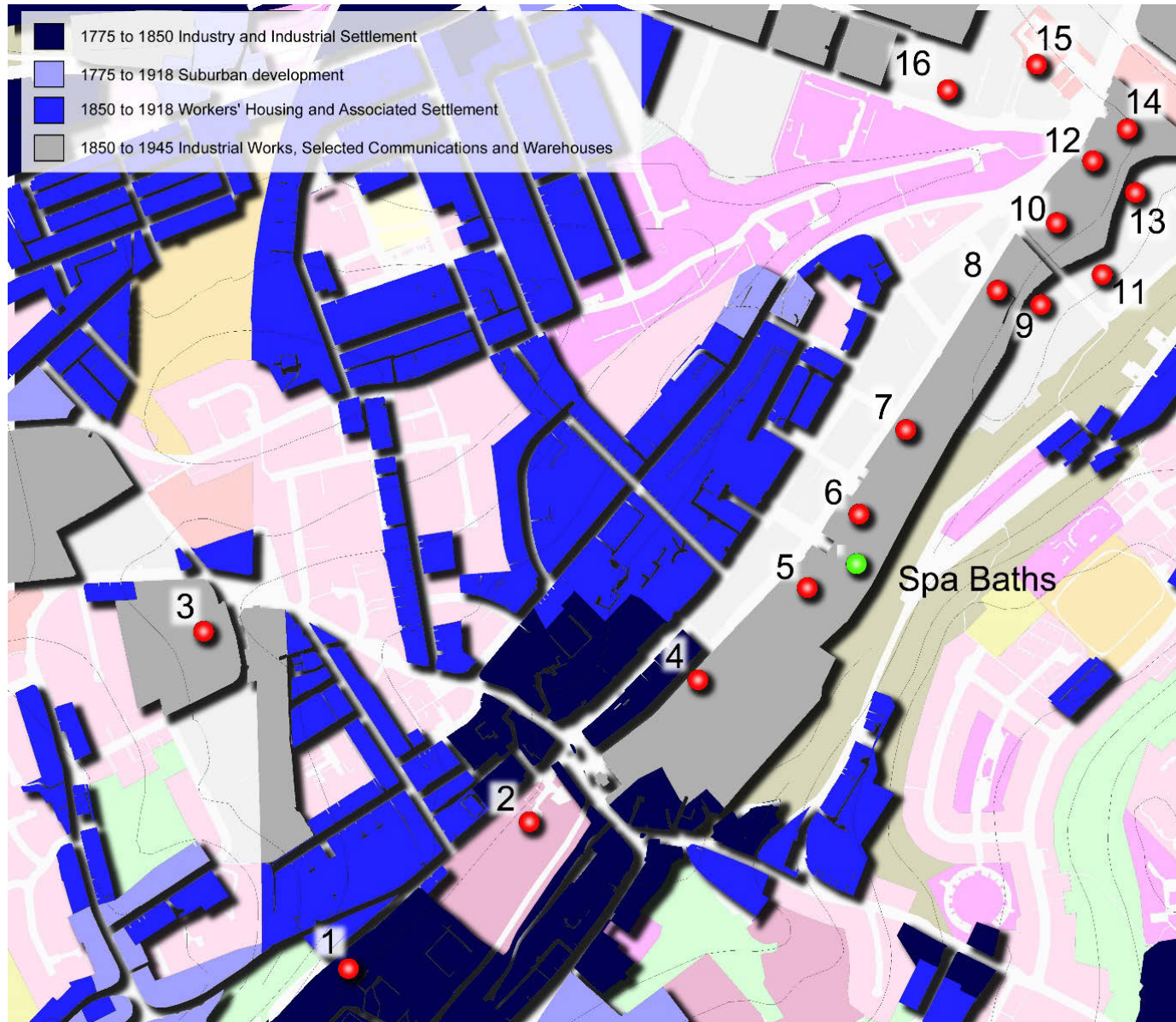


Figure 287. Zone map of Lockwood's later Industrial Period development (not to scale)

Lockwood developed into an industrial town in its own right. There was a commercial core along Lockwood Road, Swan Lane and the crossroads area. The town gained chapels, schools and even a town hall. Although Lockwood developed as a town it was to become subsumed by the Industrial Period spread of Huddersfield. The area of former agricultural land and park land associated with Thornton Lodge, a 19th century villa to the north of Lockwood (HLC_PK 4745) was extensively developed with terraced houses in the later 19th and early 20th century. These were large scale grid-iron developments (e.g. HLC_PK 4743 & 4753). Terraces were also built in the Bentley Street area to the west of Lockwood and to the east off Lockwood Road (e.g. HLC_PK 4708 & 4754).

Of particular interest in the Crossland Moor area is the St Luke's Hospital. This hospital was established in the 1960s incorporating the earlier structures of the c.1870s Crossland Moor Workhouse (HLC_PK 4628).

20th century and beyond

Large scale new development has largely occurred on previously undeveloped land to the west of Lockwood. There are large estates of both Interwar and post-war planned development. Both social housing and private suburbs are represented. For example, the Walpole Road estate was built in the 1930s as a social housing development (HLC_PK 4612). This area also contains Crossland Moor Junior School built in the 1960s (HLC_PK 4629). These developments fall more within the Crossland Moor area.

Around Lockwood, the developments of the 19th and early 20th century left little room for later 20th century housing. There is a modest sized zone of 1930s houses to the north of the Lockwood historic core (HLC_PK 4759). A large area mid to late 19th century terraced houses were redeveloped in the c.1960s with social housing on Rashcliffe Hill Road to the east (HLC_PK 4771). This 1960s social housing was replaced with housing association housing after 2000. Otherwise the Thornton Lodge area preserves the grid-iron terraced houses development with good integrity. The early 19th century villa, Thornton Lodge, now stands in isolation amongst Edwardian terraces and is reused as a Muslim academy. The roads which run through the Lockwood historic core are busy trunk roads have altered the setting of the Industrial period character. Despite this there is good survival of both Georgian and Victorian development with a representation of cottages, yard developments, shops, terraced rows and institutes. Even the spa and associated hotel survives. The spa has been converted to an engineering works and is now surrounded by industry. The survival of industrial works along the Holme Valley is varied. Some mills survive from the 19th century others have been demolished or converted (see list of mills above).

New industrial development did occur in the 20th century. The Prospect Iron Works developed as the David Brown Park Gear Works. The site expanded to become large scale during the early and later 20th century (HLC_PK 4640, 4641, 4643 & 4645). The works was connected to the railway networks with its own sidings.

Lockwood's 19th century industry of the Colne Valley was largely situated on the south-eastern side of Albert Street which runs parallel to Lockwood Road. The north-western side of Albert Street was developed with terraced houses at this time. This area underwent redevelopment with small to medium scale industrial sheds in the 1970s (HLC_PK 4755). A few earlier houses survive in isolation amongst the later development.

In the Folly Hall area at the northern end of Lockwood Road, mills were established in the 19th century. The valley floor meadows to the west along the Colne Valley were occupied by allotment gardens and tenter fields at this time. The area became developed with industry in the 20th century. The largest single site was the Empress Works (engineering) built on St Thomas Road in 1917 (HLC_PK 4747). Other engineering works were built in the early 20th century in the Interwar and post-war period (HLC_PK 10033 & 10041). Part of the original Folly Hall Mills survive and has been reused as offices. Other sheds were demolished to be replaced by a casino (HLC_PK 10040). This area also contains Cathedral House, a large church situated in a commercial style shed which replaced an early 20th century engineering works in c.2009 (HLC_PK 10032).

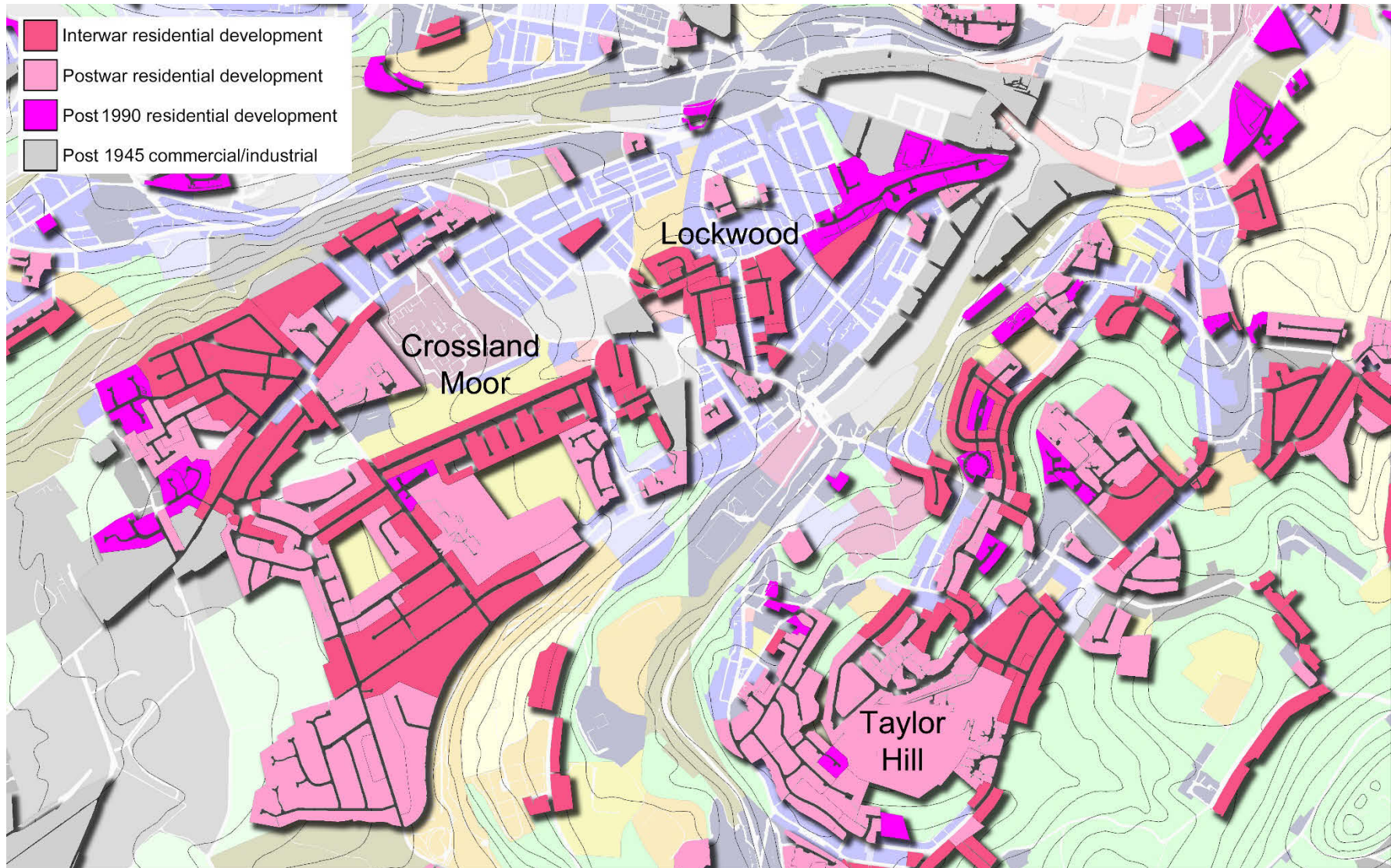


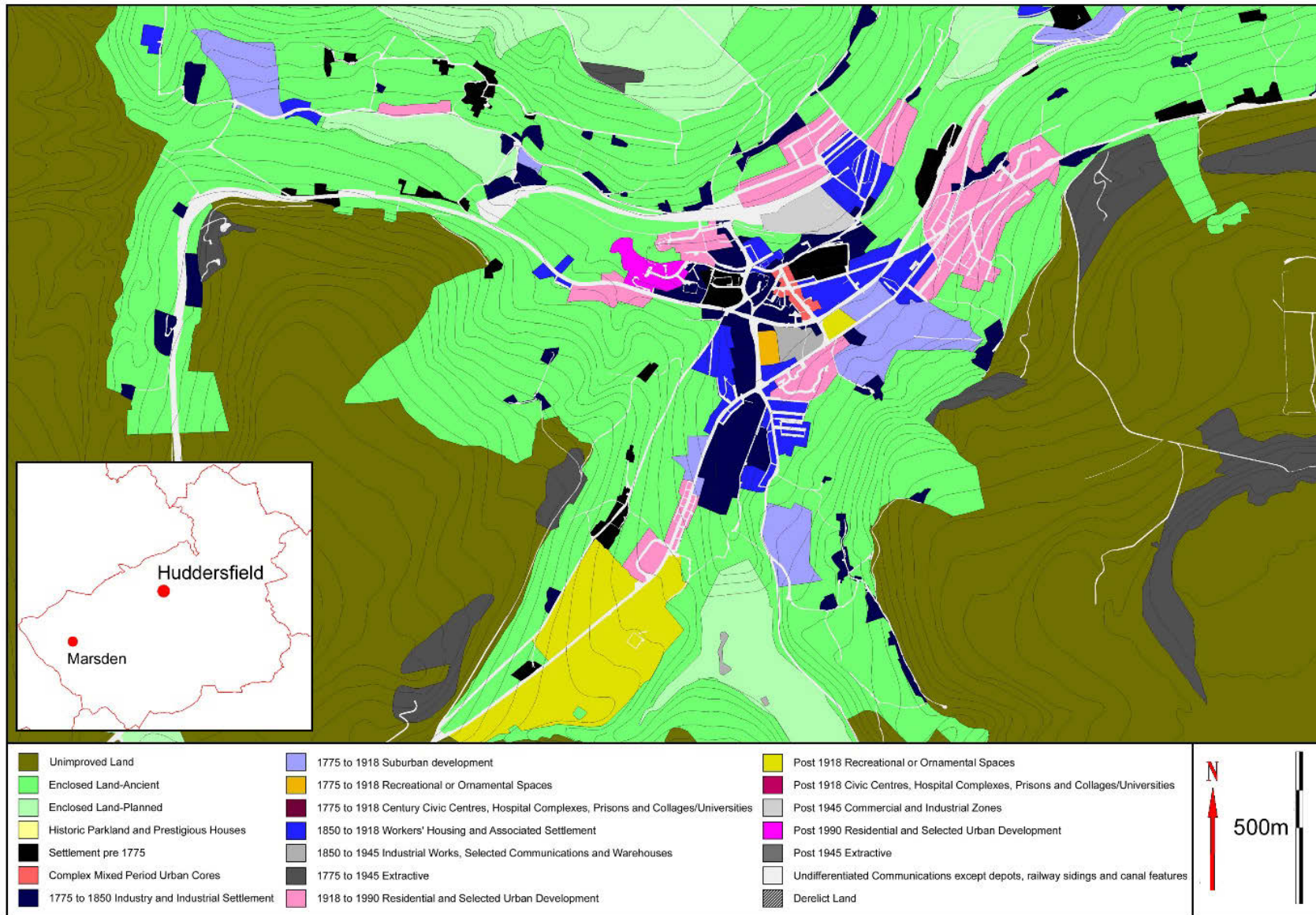
Figure 288. Zone map of Lockwood's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

The side to the north of Lockwood contained piecemeal enclosure which gave way to the surveyed enclosure of Crossland Moor to the northwest. The land to the southeast of the River Holme was a steep wooded bank which rose to the table lands of Newsome. Development in the rural areas, particularly to the north, occurred generally as ribbon development in the 19th century with few farms occupying isolated positions amongst the agricultural land. The nearest agricultural land now lies 1.5km to the west on Crossland Moor. The pattern of lanes is preserved amongst the latter development. Some development also respects earlier field boundaries, though the survival of field patterns is fragmentary at best.

4.2.22 Marsden

Figure 289.
Zone study
area map of the
Marsden
locality



Overview

Marsden is one of the most isolated towns in Kirklees situated at the western end of the Colne Valley surrounded by moors around three sides. Marsden does have a small historic core but it is best known for its Industrial Period development. Although this character type is well preserved throughout, Marsden has gained a few zones of 20th century housing. Marsden is situated in a valley bottom position. The valley is “Y” shaped at this point. The Wessenden Brook Valleys flows from the south and the River Colne flows from the west. This continues as the River Colne draining eastwards towards Huddersfield. The land rises steeply on three sides to meet the high open moors. Slaithwaite Moor is present to the north, March Hill and Pule Hill are present to the west and Wessenden Moor and Meltham Moor are to the south. Marsden is situated 10.5km to the southwest of the Huddersfield Town core in the Township of Marsden (180m AOD. OS ref 404747, 411653). The settlement sits above a solid geology of the Millstone Grit Group of Rocks.

Historic core

The Domesday Book describes the area of Marsden as Waste and by 1177 Marsden is identified by the name ‘Marches Dene’ or ‘Marchdene’. The earliest farmsteads have been identified as paying rents in 1424 at Binn, Clough Lee and Lingards (Smith, A. H. 1961. Part II. p.276).

The focus of Marsden’s historic core changed during the 19th century. Today Peel Street contains the most shops and prestigious institutes (HLC_PK 3563). This largely has a later Industrial Period character. Mid-19th century mapping depicts Peel Street as a developing street. The area to the west to the Wessenden Brook contained the greatest concentration of houses and had the most organic plan at this time. Settlement clustered around Town Gate and Market Place with further development leading off along Oliver Lane to the southeast and Church Lane to the north (HLC_PK 3639 & 3655). Settlement fronted the main lanes but also occurred as yard developments to the rear. Town Gate had three public houses and several large buildings with sprawling and irregular plans. The largest single building was the Old Ram Inn at the north-western end of Town Gate. This area also contained the site of Marsden’s historic chapel of ease built sometime between 1433 and 1455 (No separate record. WYHER PRN 12235). It is unfortunate that the chapel has been demolished along with all historic development on the northern side of Town Gate. Only buildings survive on the southern side of Town Gate but they do provide an indication of what the lost settlement may have been like. They include two houses of late 17th to early 18th century date, late 18th to early 19th century loom shops and a mid-19th century town house. The Green to the north

may also be a site of early settlement as it contains a cottages of mid-18th century date. Marsden was probably a hamlet of local importance in the medieval period. The topography probably precluded the large scale arable farming seen in other Kirklees villages. Cattle, sheep rearing and woollen textile production was probably a mainstay of medieval economy. The hillsides around Marsden contain a relatively high density of farms, some of which can be traced back to at least the early post medieval period. Marsden may have acted as a central place for this extended rural community. Marsden was also situated at an important position of trade routes over the Standedge into the Lancashire side of the Pennines, this could account for the large number of inns in the village and the scale of the Old Ram.

The village's other listed buildings are dominated by late 18th to early 19th century vernacular cottages, houses, weavers' cottages and loom shops. There are also a few civic institutes from the mid to late 19th century including the 1860 Mechanics' Institute. These later buildings demonstrate redevelopment of the town in the Industrial period.



Figure 290. 17 Town Gate. Marsden. 2002. Early 18th century cottage.



Figure 291. Zone map of Marsden's historic settlement (not to scale)

Industrial Period development

Marsden is a node point for several historic routes over many periods. The Huddersfield and District Archaeological Society investigated the possibility that the Roman Road from Manchester to York descended from Pule Hill to the west and passed along the valley through Marsden. This may survive as potential earthworks in various locations (Lunn, N., Crossland, B., Spence, B. & Clay, G. 2008). Marsden was effectively by-passed in 1758-59 by the Wakefield and Austerlands Trust Turnpike (now Manchester Road). This provided a new route over the moor Standedge. The original route was probably along Old Mount Road which climbed the southern side of Pule Hill. Old Mount Road was replaced also by [New] Mount Road probably around the late 18th or early 19th century but the earlier route can still be traced across the moor. Close Gate Bridge at Hey Green to the west of Marsden was a pack horse bridge which indicates a second route leaving Marsden to the west, this time over the moors to Rochdale south of March Hill. There were several historic routes eastwards down the Colne Valley but these took a more circuitous path and were part a network of lanes connecting the farms and hamlets. The focus of Marsden village core entirely changed in the 18th or 19th century along Peel Street which became a new commercial and civic core. The character of the historic core around Town Gate was radically altered in the late 20th century through demolition and redevelopment with social housing and the replacement of the traffic bridge at the western end of Market Street with a foot bridge. The canal was introduced around 1789 which followed the Calder Valley as far as the Tunnel under Standedge at Tunnel End. A canal basin with warehouse developed here (HLC_PK 46412). The railway was introduced around 1848. Marsden Railway Station has sidings and a goods shed (HLC_PK 3609).

With good transport links and a ready supply of water, Marsden was well placed for the development of mechanised industry. Production moved from hillside folds of domestic workshops or with in the village core to a new zone of industry which was developing along the valley bottoms. Several new mills were introduced. The largest named mills depicted on 19th century OS mapping are listed below (see Figure 293):

- Upper Bank Bottom Mill. Woollen. Pre c.1850. Now lost below early 20th century reservoir dam. No separate HLC record
- Bank Bottom Mill. Woollen. Pre c.1850. Now demolished. Probably lost during early 20th century reservoir construction. No separate HLC record
- Woollen Mill. Post c.1850, though replaced a smaller pre c.1850 mill to the north of the area. Extant and disused. HLC_PK 3553

- Clough Lee Mills. Woollen. Probably pre c.1850. Now modern housing. HLC_PK 3636
- Marsden Foundry. Iron foundry which later became a textile mill. Pre c.1850 origins with later expansion. Demolished. Now housing. HLC_PK 3628
- New Mills. Woollen. Formerly the Old Corn Mill. Pre c.1850 with major post c.1850 expansion. Extant. HLC_PK 3559
- Warehouse Hill Mills. Woollen. Pre c.1850. Partial survival possible. No separate HLC record
- Wood Bottom Mills. Woollen. Pre c.1850 though extended post c.1850. Extant. HLC_PK 3673
- Cellars Clough Mill. Woollen. Pre c.1850. Extant. HLC_PK 3677



Figure 292. Peel Street. Marsden. 2010. Victorian commercial and civic core

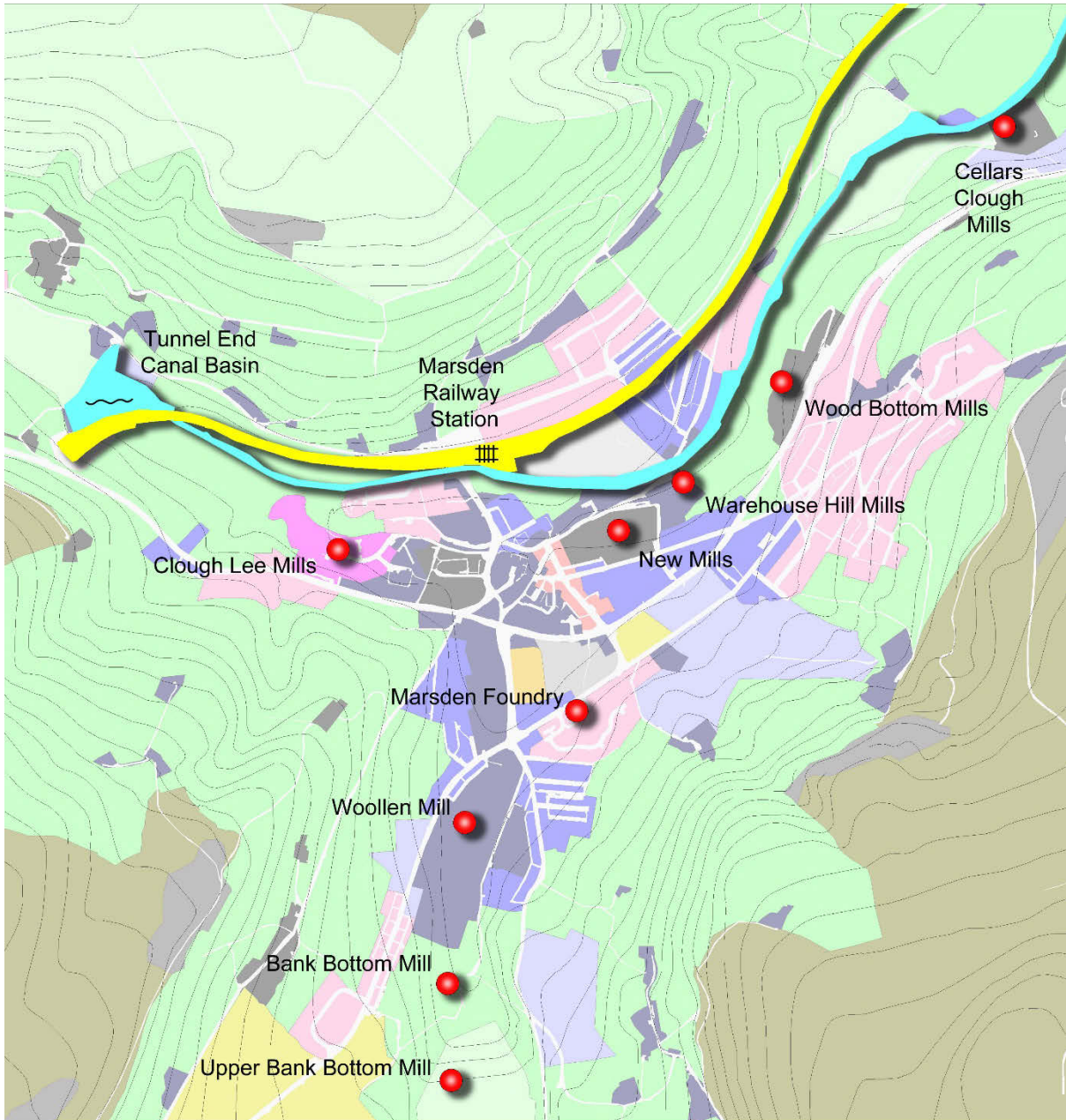


Figure 293. Distribution of Marsden's large scale industrial features depicted on 19th century mapping (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

The introduction of several large mills in the 19th century had an impact on the town. The urban core shifted to Peel Street which became developed in the late 19th and early 20th century with shops and other commercial buildings. Marsden received a new church: St Bartholomew's which was built in 1895 (HLC_PK 3637). Two new schools were built and the town also received a Mechanics' Institute, chapels and a Sunday school (no separate HLC records). Marsden Junior School was built around 1900 to the east of Marsden on the site of a pre c.1850 house (HLC_PK 3704).

Marsden developed a few modest sized zones of Victorian and Edwardian terraced houses. These occurred at all sides of the town on the lower valley slopes. The Brougham Road area to the east was one of the largest (HLC_PK 3624). They also occurred as a discrete grid-iron development to the north around Grange Avenue and to the south on Ings Road and as linear development along Mount Road (HLC_PK 3598, 3626 & 3627). Marsden also contained several villas. Some were small scale, positioned around the town and in the rural hinterland. One or two were prestigious with associated private parkland. Hey Green was built 2km to the west of Marsden some time before c.1850 (HLC_PK 46394). Crow Hill House was one of the largest. It was built before c.1850 to the east of the town (HLC_PK 46525). The house and grounds covered nearly 2 hectares. Ings Lees was built to the south of Marsden in the mid to late 19th century (HLC_PK 46495).

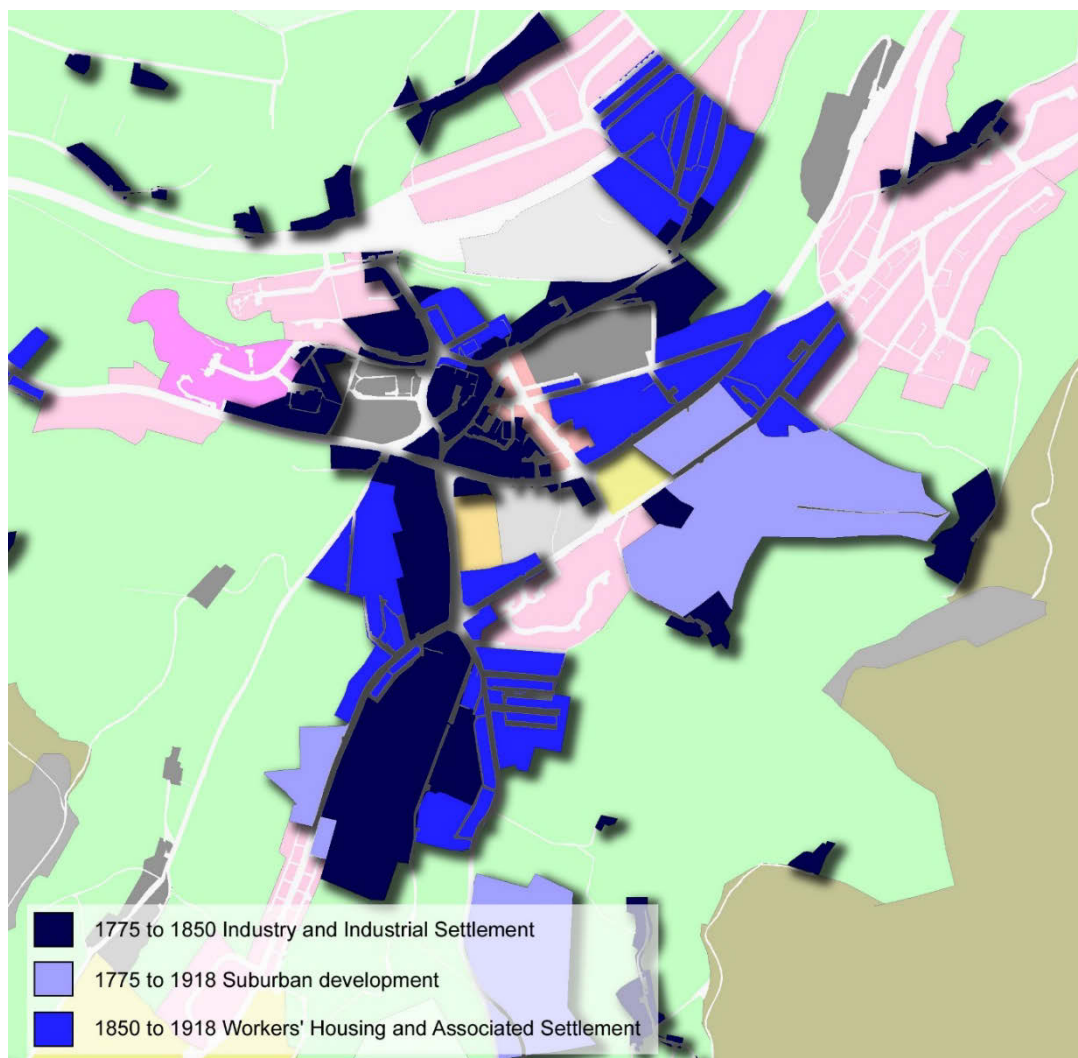


Figure 294. Zone map of the Marsden's Industrial Period development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey.

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Of particular interest to Marsden are the several large scale reservoirs which occupy the high moorland valleys and also occur in the valley bottom associated with the canal as feeder reservoirs of individual textile mills. The Wessenden Valley contains two: the Butterley reservoir and the Wessenden Reservoir (HLC_PK 3541 & 3543). Wessenden is the earliest built around 1840. Butterley was built in c.1900. Both were corporation reservoirs built to provide water for Huddersfield. Deer Hill reservoir was built high on Deer Hill Moss to the east of Marsden in c.1870. This was also built to serve Huddersfield (HLC_PK 3872). The Huddersfield Narrow Canal had a number of feeder reservoirs. Some, such as Red Brook were situated high on the moorland to the north of Marsden (HLC_PK 3539). Tunnel End reservoir was built more immediate to the entrance to the Standedge canal tunnel (HLC_PK 3575).

20th century and beyond

While remaining largely rural in its setting and Industrial Period in its historic character, Marsden has gained a few zones of 20th century housing. Interwar housing is represented by the Woods Estate at the eastern end of Marsden. This was built in the c.1920s as an estate of mainly terraced houses and probably represents Interwar social housing (HLC_PK 3593). This zones was extended eastwards in the post-war period by the houses around Stubbins Road which is a private estate (HLC_PK 3622). Dirker Drive was built in the 1950s as an estate of predominately semi-detached houses to the north of Marsden (HLC_PK 3596). Elsewhere development was smaller in scale consisting of a cul-de-sac or short row of houses. A ribbon development of c.1950s private houses extended along Manchester Road to the west of Marsden (HLC_PK 3644). This area also contained a cul-de-sac of late 1980s houses and a post 1990s estate on the site of Clough Lee Mill (HLC_PK 3664 & 3636).

Marsden's municipal park and the Fall Lane recreation ground were introduced in the early 20th century (HLC_PK 3633 & 3694). The cricket ground on Mount Road to the west of Marsden has a similar early 20th century date (HLC_PK 3549). Marsden was founded further west of the Cricket Ground also in the 1920s. The club occupies former farm land (HLC_PK 3548)

The early historic core north of Town Gate was wholly obliterated in the latter half of the 20th century. The chapel site is now a park and the early settlement was replaced by sheltered housing flats (Wessenden Court. HLC_PK 3639). The southern side of Town Gate has well preserved early Industrial Period character with evidence of earlier dwellings. Market Place and Peel Street preserve later industrial period commercial and civic character with good integrity. On the whole, Marsden is a well preserved industrial town.

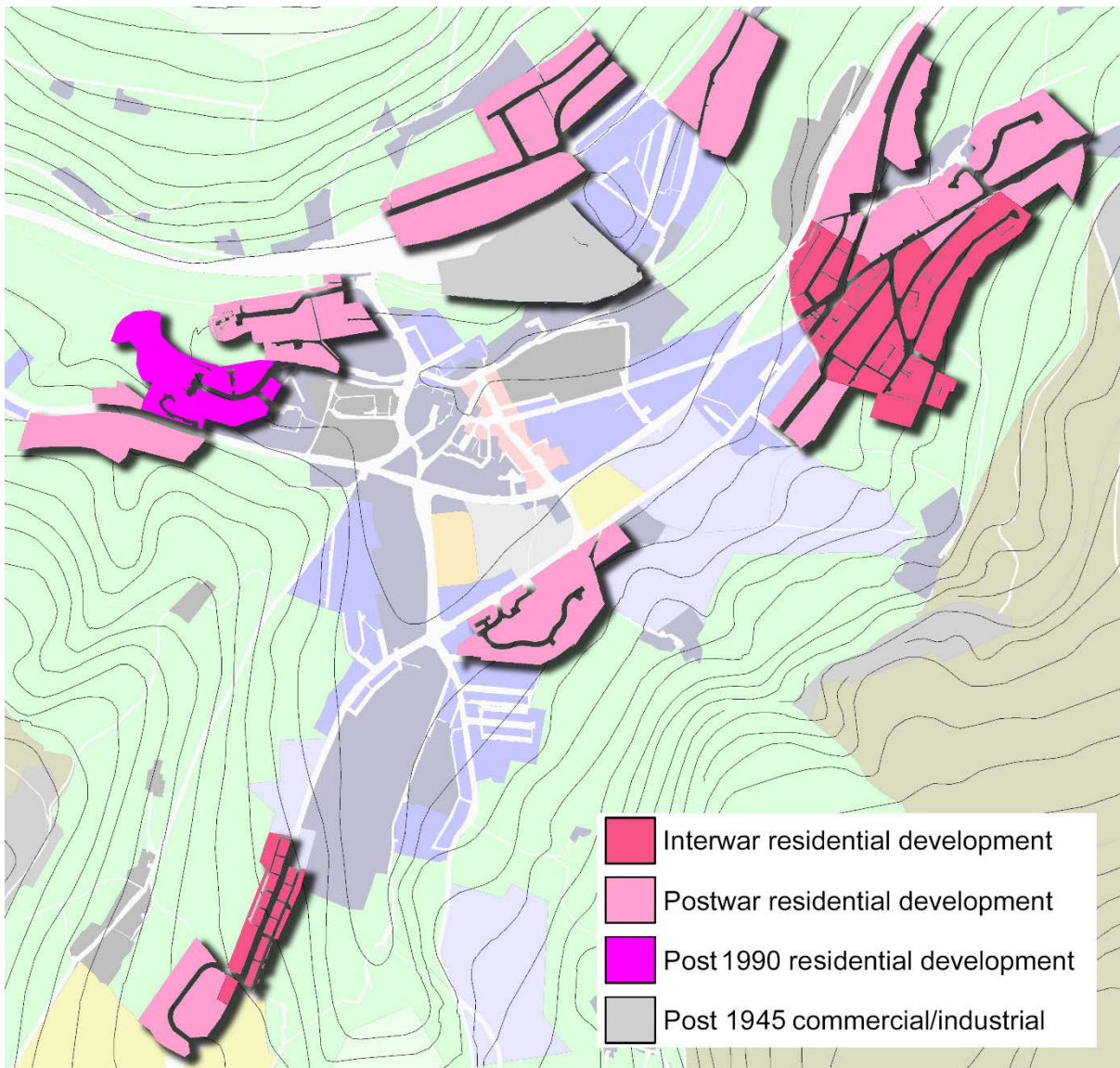


Figure 295. Zone map of Marsden's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

Marsden sits on the confluence of two water courses. The valley drops to the east and the land rises steeply in the other three directions. The valley sides display small irregular fields which probably represent assarts or piecemeal enclosures. The fields become intakes and surveyed enclosure of a later date as the land rises towards the open moor. On the whole, the land survival of historic fields boundaries depicted on 19th century mapping is good with

little in the way of agglomeration. There has been some field abandonment at higher elevations where several farms have been lost or on land which has been affected by the construction of the reservoirs. Here farms were drowned or became isolated by the construction.

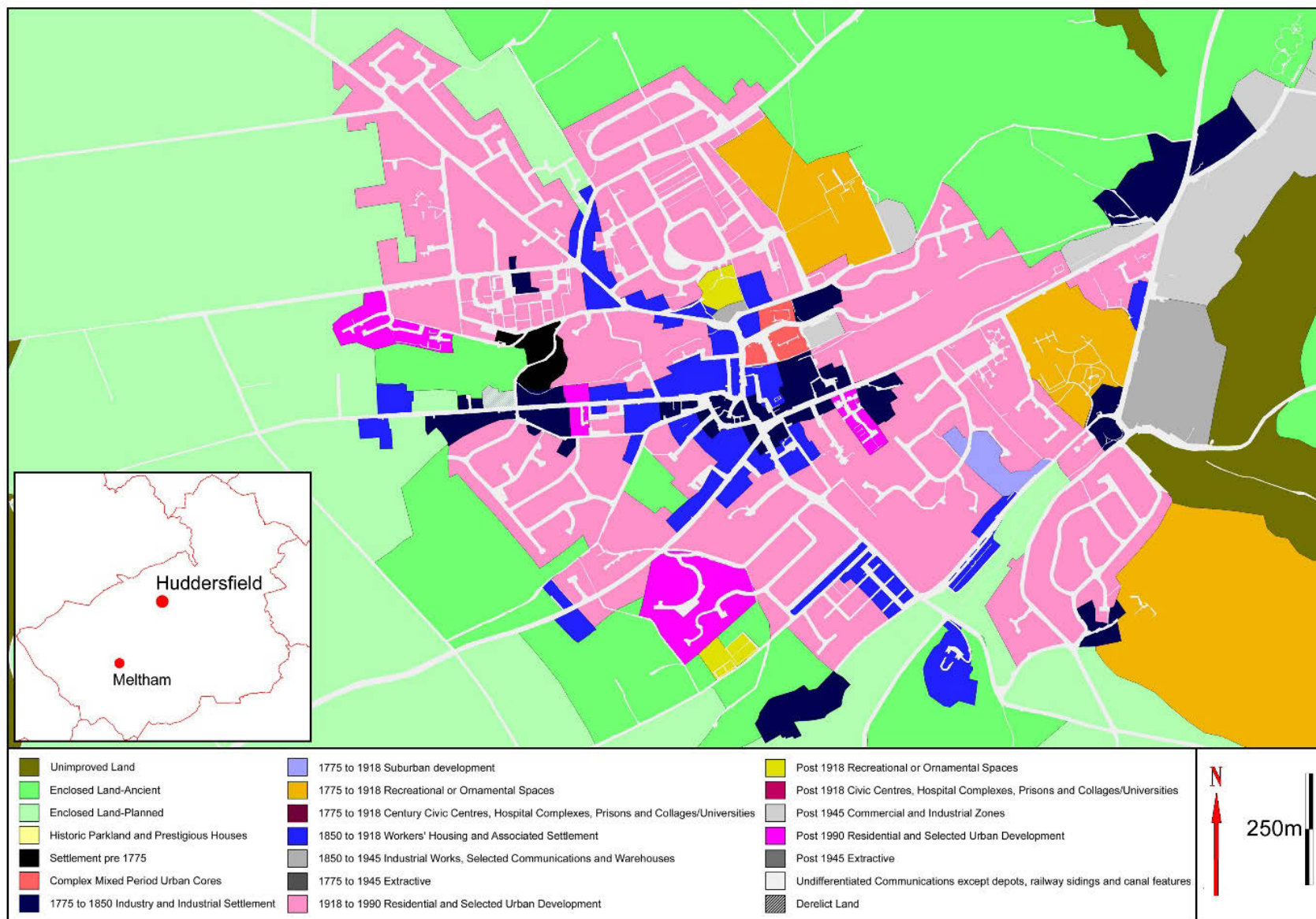
The farms on the northern side of the Marsden valley follow a pattern of a widely dispersed linear development along a track which winds along the hillside. Many are listed and most date to the 18th or early 19th century, though one or two display the vernacular features associated with buildings from the 17th or early 18th century such as Dirker Bank with chamfered half mullion windows to the ground floor (HLC_PK 46428. Images of England UID 420020). The upper floor windows are the long multi-mullioned type associated with domestic textile production of the late 18th and early 19th century, a common feature of the rural hinterland. Berry Greave is another example dating to 1685 (HLC_PK 46405). The Wessenden Valley area to the south of Marsden also contains one or two early farms. Clark Hill Farm dates from 1674 (HLC_PK 46455). It is one of a series of farms along Old Mount Road, an early route out of Marsden. Green Top Farm further west dates to 1671 (HLC_PK 3667). These represent pre-enclosure intake farms of an early date. The Wessenden valley also contains several folds of weavers' cottages.



Figure 296. Blakeley Reservoir. Wessenden. Marsden. 2010

4.2.23 Meltham

Figure 297. Zone study area map of the Meltham locality



Overview

Meltham is a rural settlement probably with medieval origins which developed as a town in the Industrial Period. It is detached from other settlements but is surrounded by a clear zone of 20th century housing. Meltham sits at the western end of the Hall Dike which joins the River Holme around 4.5km to the east. The valley to the east of Meltham is narrow and steep sided. It widens at the western end, the hillside rising to Meltham Moor which remains open moorland. Meltham is positioned in the centre of a horseshoe shaped hillside embayment which is cut by several cloughs, some of which are deep and narrow in places, particularly Thick Hollins Clough to the south of Meltham and Meltham Dike to the north. Meltham is located 7.6km south east of the Huddersfield Town core in the Township of Meltham (180m AOD. OS ref 409947, 410623). The subsurface Geology consists of the Millstone Grit Group of rocks.

Historic core

Meltham may have originated as a village in medieval times. "Meltha" is mentioned in the Domesday Survey of 1086 and at several other times in the later medieval period (Smith, A.H. 1961 Part II. p. 282). Mid-19th century mapping depicts Meltham as having a linear plan along the east-west village high street which corresponds with Huddersfield Road today (HLC_PK 4056). Huddersfield Road as it passed through the village core was formerly named Town Gate. The village high street was wide and irregular and may have once held a market. Settlement at the western end was more irregular, clustered around Market Place and West Gate. Place name evidence also provides a "Green End" which suggests there was a village green in this location. Yard developments were present here and also occurred in yards to the rear of properties fronting Town Gate. The field boundaries to the north and south of Town Gate were long and narrow and ran perpendicular to the lane. These may have represented toft plots or strip allotments. Further afield, the land divisions were also long and narrow with serpentine boundaries suggestive of an enclosed medieval open field system. The hillside 250m to the north of the Meltham core in the Golcar Brow, Mean Lane and Slaithwaite Road area held folds of cottages which were largely of the early Industrial Period (HLC_PK 5577).

The Town Gate area contains a number of listed buildings which indicated the development of the town. Nos. 68 to 72 (even) originated as a high status Yeoman's house of 17th century date (Images of England UID 340854). A second Yeoman's houses is also present occupying 96 to 100 (even) Huddersfield Road (Images of England UID 340855). The majority of listed buildings relate to early workers' cottages and loom shops of the early Industrial Period. The Church of St Bartholomew is situated at the western end at Green End

Road. The church was built in 1782-86 on the site of a church of 1651 (Images of England UID 340845). There are several other listed buildings within 250m of the town core in the Golcar Brow and Green End Road areas. Nearly all are weavers' cottages and loom shops of late 18th to early 19th century date. One row contains a barn. Golcar Brow contains a house of early 18th century date which was formerly named Golcar Hall.

Town Gate contains buildings dating to the 17th century and has a plan form of possibly medieval origins. The village core and rural hinterland became developed with a relatively high density of weavers' cottages from the latter half of the 18th century which indicates a strong local involvement with the domestic textile industry. The construction of the church of 1651 and 1782 indicates two periods of urban growth probably as a result of local woollen textile production.

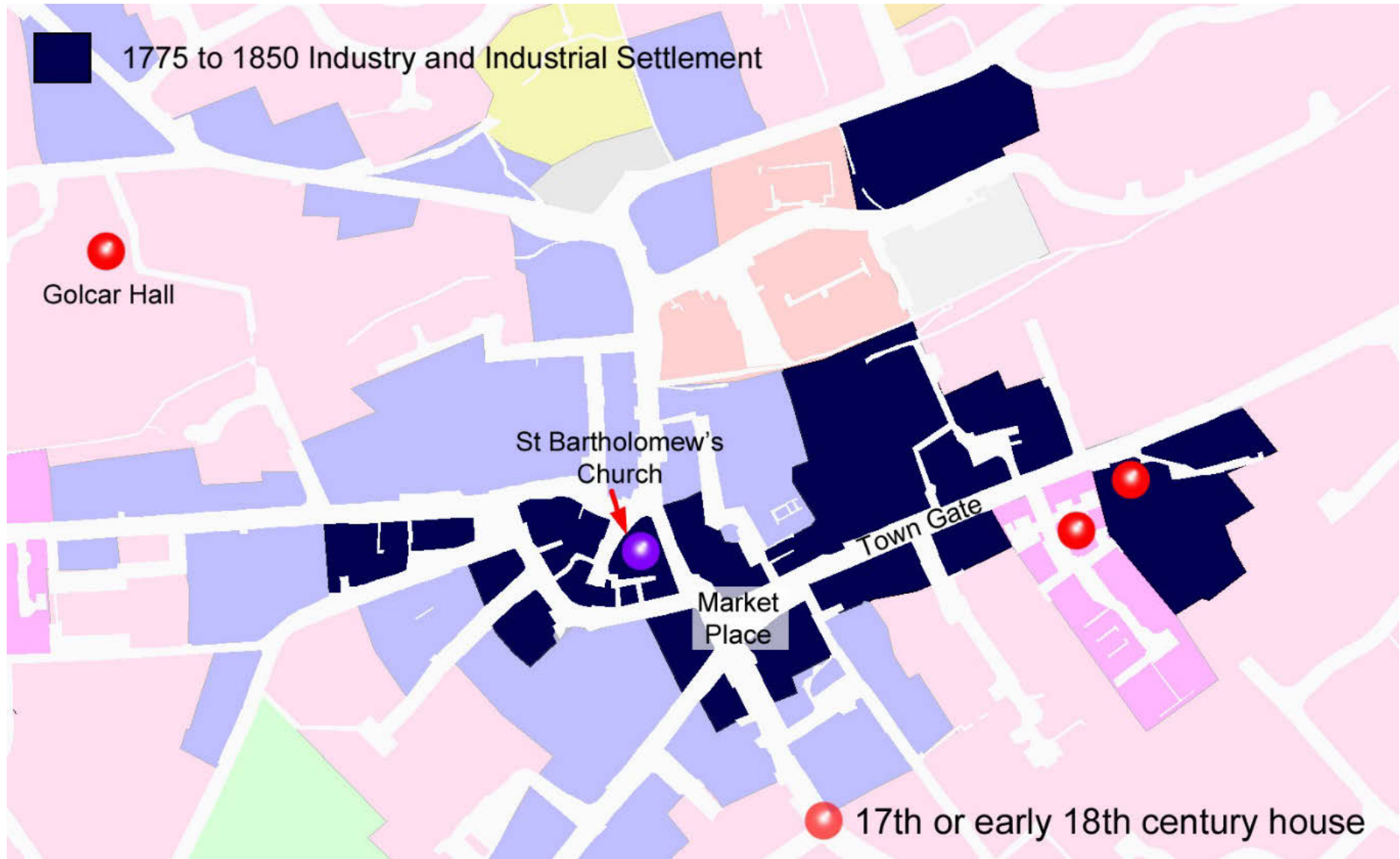


Figure 298. Zone map of Meltham's historic settlement (not to scale)

Industrial Period development

The Yeomans' houses and many weavers' cottages and loom shops both within Meltham and Meltham's rural hinterland stand in testament to the village's involvement in the early textile industry. Although the village was isolated from such trade centres as Huddersfield, it was well placed for mechanised industry having a ready supply of water for power and industrial processes such as dyeing and bleaching. The isolation ended with the introduction of the Meltham Branch Line in 1868 (HLC_PK 4029 & 4030). The station and sidings were positioned in the valley bottom 120m to the north of the village core in an area now occupied by a supermarket carpark. Industry moved from the hillside cottages into the valley bottoms and several mills were constructed. A list of the largest industrial works depicted on 19th century OS mapping is provided below (from west to east). The numbers refer to Figure 299 below:

1. New Bridge Mill. Woollen. Pre c.1850. Demolished. Fragmentary or partial survival possible. No separate HLC record. Part of HLC_PK 3996
2. Rough Nook Dye Works. Pre c.1850. Demolished. Fragmentary or partial survival possible. No separate HLC record. Part of HLC_PK 3996
3. Upper Sunny Bank Mill. Woollen. Pre c.1850. Now housing. Partial survival. HLC_PK 5578.
4. Lower Sunny Bank Mill. Woollen. Pre c.1850. Demolished. Now housing. HLC_PK 5578
5. Owlter Bars Mill. Woollen. Pre c.1850. Demolished. Ponds survives. No separate HLC record. Part of HLC_PK 5635
6. Albion Mill. Woollen. Post c.1850. Demolished. Land derelict. HLC_PK 5572
7. Meltham Foundry. Pre c.1850. Possibly demolished. HLC_PK 5575
8. Sefton Mills. Formerly Mill Moor Mill. Woollen. Pre c.1850. Demolished. Now late 20th century housing. No separate HLC record. Part of HLC_PK 5585
9. Brow Mill. Woollen. Pre c.1850. Condition unclear. Possibly late 20th century housing. No separate HLC record. Part of HLC_PK 5585
10. Gas Works (Meltham Local Board). Post c.1850. Area now contains a gas governor. No separate HLC record. Part of HLC_PK 5586
11. Scar Bottom Dye Works. Pre c.1850. Later a large post c.1850 spinning mill. Demolished. Now a supermarket carpark. HLC_PK 4030
12. Brighthouse Mill. Formerly Old Mill. Pre c.1850. Extant and reused. HLC_PLK 5627
13. Low Cote Mill. Woollen. Pre c.1850. Probably demolished. Now a detached house. HLC_PK 5562.

14. Royd Edge Dye Works. Established as Royd Edge Mill (woollen). Pre c.1850. Largely demolished though site remains undeveloped. HLC_PK 5644
15. Unnamed woollen mill. Pre c.1850. Probably demolished and now occupied by housing although some 18th or 19th century fabric may survive (cottages?). HLC_PK 5564
16. Meltham Mills. Cotton. Pre c.1850. Large site. Became the David Brown Tractor Works in the post-war period. Now the Meltham Mills Industrial Estate. Fragmentary survival of earlier works possible. Part of HLC_PK 4019
17. Cotton Mills. Pre c.1850. Became the David Brown Tractor Works in the post-war period. Now the Meltham Mills Industrial Estate. Fragmentary survival of earlier works possible. Part of HLC_PK 4019
18. Spinks Mire Mill. Woollen. Pre c.1850. Extant but reused and in multiple occupancy. HLC_PK 5561
19. Bent Lay Mill. Silk. Pre c.1850. Extant but reused and in multiple occupancy. HLC_PK 5433
20. Lower Mill. Function unclear. Pre c.1850. Small building range. Demolished. Now fields. No separate HLC record. Part of HLC_PK 5591

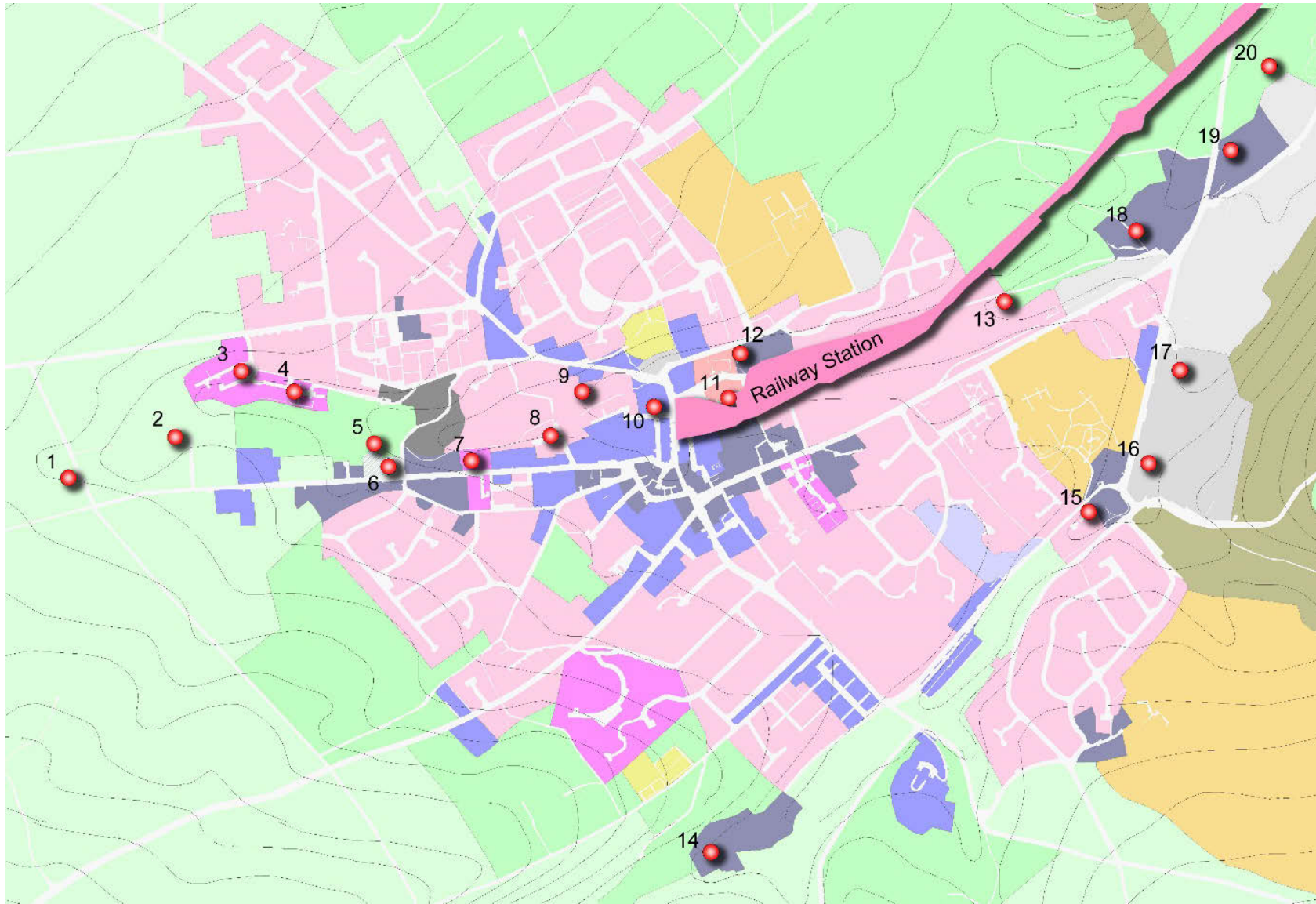


Figure 299. Distribution of larger scale industrial works as depicted on 19th century OS mapping (not to scale)

The Meltham village core developed in the later industrial period as a small commercial core. The Town Gate and Market Place areas gained rows of purpose built shops and small institutes including a small town hall and a small chapel. The earlier industrial period character was added to, rather than replaced (HLC_PK 4056). Station Road came into existence as a commercial core also at this time (HLC_PK 5584). One grid-iron development of terraced houses was depicted on late 19th century OS mapping. Calm Lands, 420m to the south of Meltham was depicted and named in the late 19th century (HLC_PK 4010). Bank Buildings is a long row built to the immediate east at around the same time (HLC_PK 5566). Terraced housing occurred rather as individual rows expanding the town core along Huddersfield Road, Wessenden Head Road, Mill Moor Road, *etc.* (e.g. HLC_PK 5584, 5571, 5580 & 5568).

A small settlement developed around Meltham Mills 1km to the east of Meltham. This area contained terraced rows, overseers' houses, villas and the Church of St. James (e.g. HLC_PK 5565). The largest house in this area was Meltham Hall, an early 19th century villa. The private parkland became a public park in the early 20th century. The hall is extant though now converted to flats. (HLC_PK 4022). Several rows of terraces and the original cotton mills were redeveloped as the Meltham Mills Industrial Park in the 20th century (HLC_PK 4019).

The Thick Hollins Dike valley and the hillside beyond gained several villa status houses. The largest was pre c.1850 Thick Hollins [Hall]. This was a high status house set in an area of private parkland. The hall and park now forms the Meltham Golf Club established in 1908 (HLC_PK 4054). The hall appears to be reused as the club house. Another example is Durker Roods, a large house and garden of mid to late 19th century date (HLC_PK 4034). This area also contained the Meltham Convalescent Home; a large and apparently purpose-built late 19th century medical institute (HLC_PK 5649). The building, with "T" shaped plan is extant and converted to flats.



Figure 300. Zone map of Meltham's later Industrial Period development (not to scale)

20th century and beyond

Meltham is now surrounded by a zone of planned housing estates. These occur on all sides and are predominately post-war and built on previously undeveloped agricultural land. The only Interwar estate of any significant size is the Sunny Heys Estates (social housing) of around 5.5 hectares to the north of Meltham (HLC_PK 4004). Other Interwar developments are small scale and piecemeal occurring on the edges of the village core.

To the west of Sunny Heys is the Westfield Estate built in the c.1970s and Golcar Brow built in the 1990s both as private estates (HLC_PK 4007 & 5585). To the north is the Highfields Estate of the 1950s and to the east of Sunny Heys is The Cobbles built in the 1990s partly on the site of railway sidings (HLC_PK 4005 & 4028). To the south of Meltham (from west to east) is Moorland Rise built in the c.1980s, the Bracewell Estate of the c.1960s, Popley Butts of the c.1950s, Tinker Lane houses of the c.1950s, the Durker Roods Estate of the 1990s, Hall Close of the 1990s and the detached Thick Hollins Estate of the c.1970s (HLC_PK 4038, 4036, 5612, 5619, 4046 & 4016).

A few small workshops were established in the 20th century around Meltham (e.g. HLC_PK 5628). The largest 20th century zone of industry occurred to the east of Meltham on Huddersfield Road. This was on the site of the David Brown Tractor Works. The works were established in the post-war period on the site of former cotton mills and expanded westwards in the c.1970s. The site continues in industrial uses as the Meltham Mills Industrial Estate, the Bent Ley Farm Industrial Estate and the Camira Fabrics works (HLC_PK 4019, 5435 & 4021). Further east is the early 20th century Meltham Sewage Works, a large scale feature which dominates the valley floor (HLC_PK 5434)

The Town Gate and Market Place area still retains much of its Industrial Period character. There is a strong representation of Georgian cottages, loom shops and commercial buildings alongside Victorian shops and institutes. Evidence of earlier dwellings is also apparent. One unlisted row on the northern side of Town Gate also displays the chamfered mullion windows associated with 17th or early 18th century houses (Google Maps 2016). The Market Place area demonstrates a small amount of post-war redevelopment with a short row of shops.

The former industrial zone and railways sidings at the southern end of Station Street was transformed in the late 20th century with the construction of Morrison's supermarket with a large car park (HLC_PK 4029 & 4030).

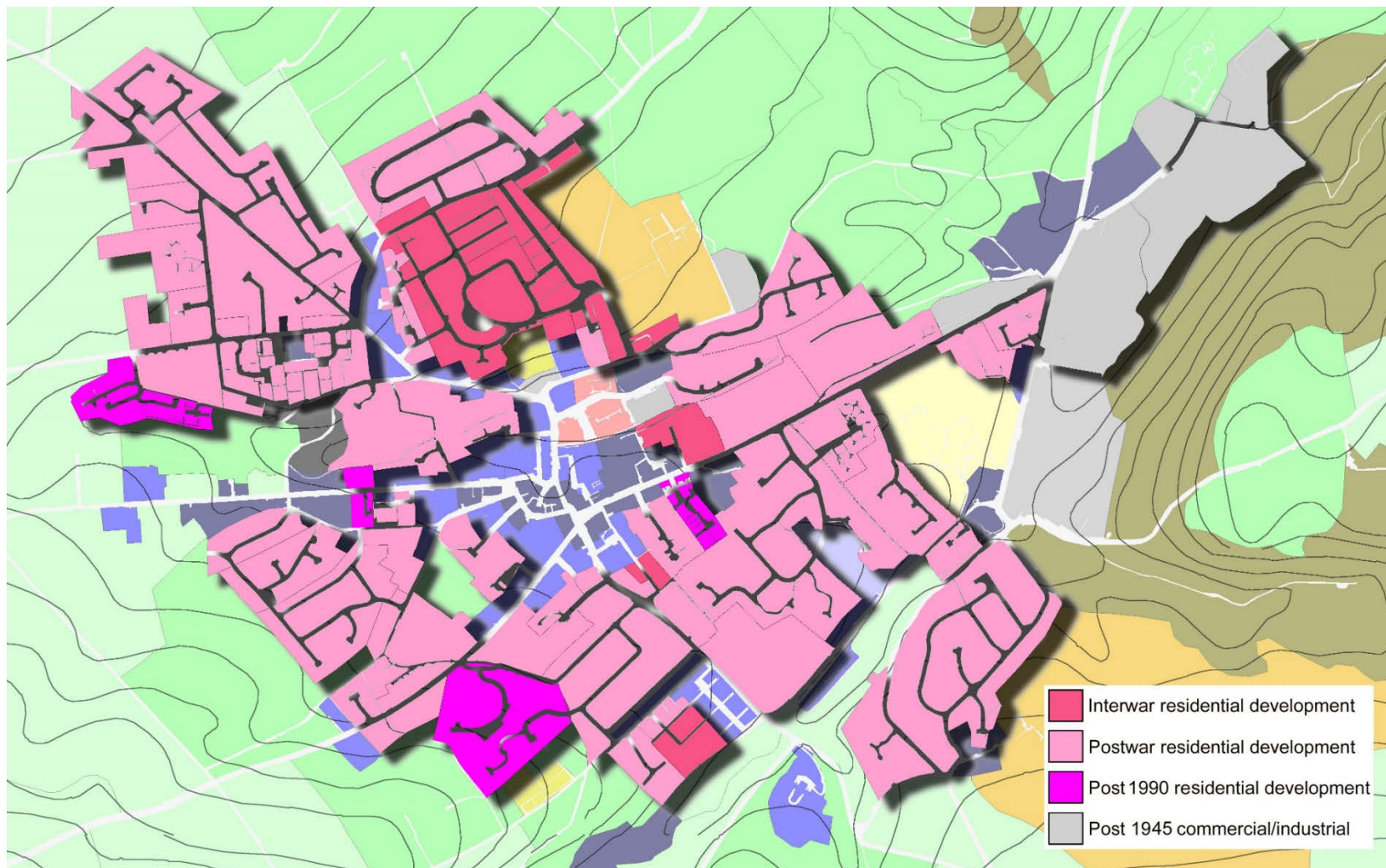


Figure 301. Zone map of Meltham's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

In the mid-19th century, the fields immediately surrounding Meltham displayed the long linear strip form associated with medieval village open field systems. The land rose to the north, south and west to moor. The nearest open moor was 1km to the west of the village. The area between was filled with surveyed enclosure and intakes. The valley to the east was steep-sided. The land was a mix of valley floor meadows, piecemeal enclosure, assarts and ancient woodland. The largest wood was Honley Wood which covered much of the southern side of the valley. There was evidence of further strip fields to the north side of the valley and of the hilltop around South Crossland, although these may have been associated with the village in this location of the same name. This area contains a number of listed farms. Many are of mid-18th century date. The hamlet of Helme 1.3km to the north-east of Meltham contains a loom shop which was converted from a 17th century hall (HLC_PK 3980). This area also contains Lower Edge Farm which also dates from 1648 (Images of England UID 340849).

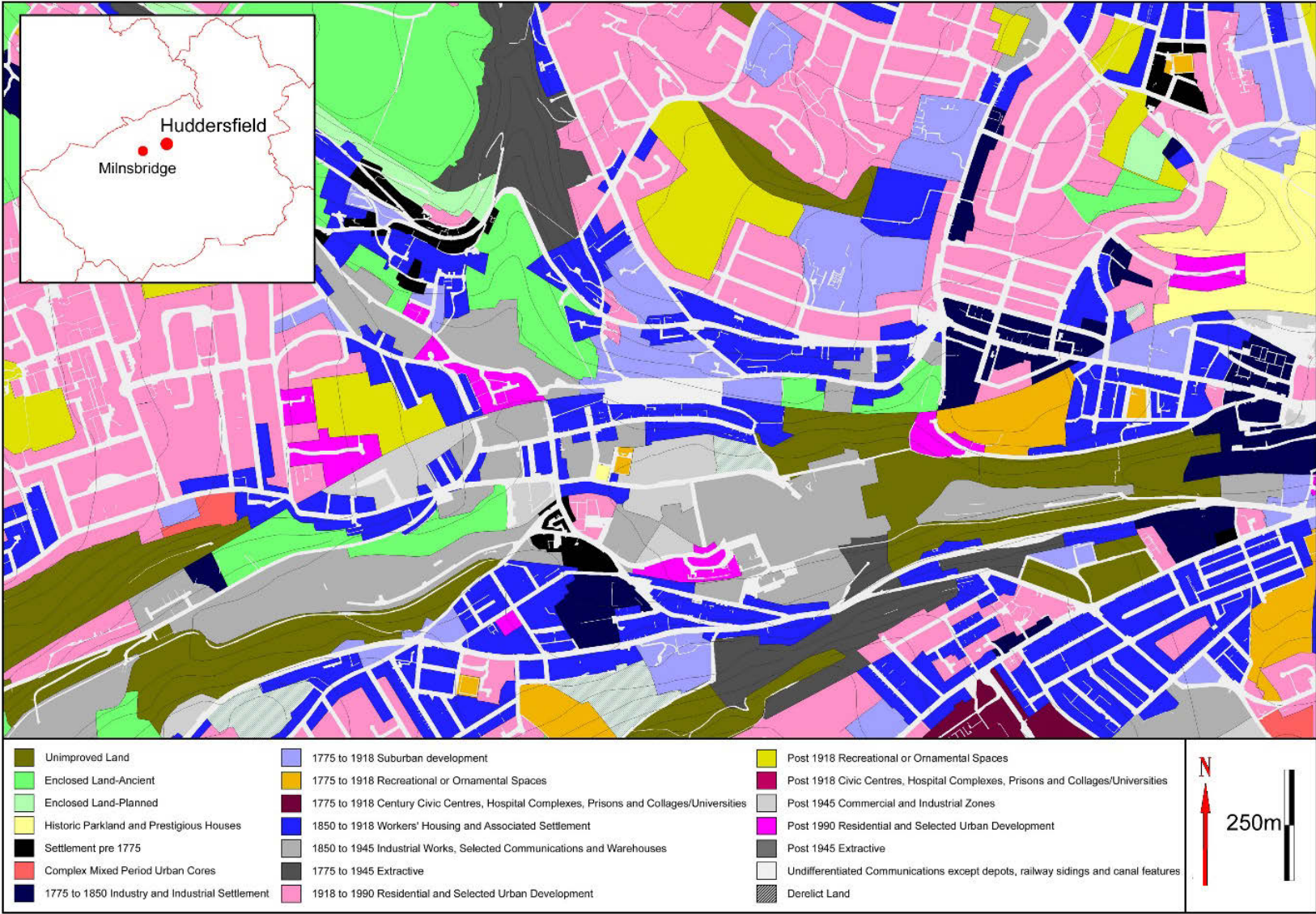
Several large quarries were present in the rural hinterland on all sides. These probably represented a significant contribution to the Industrial Period economy. The survival of field boundaries is best in the upland intakes and areas of surveyed enclosure to the west. The older farmland on the valley to the east was subject to large areas of agglomeration in the 20th century particularly around South Crossland. The woodland boundaries are well preserved.



Figure 302.
Meltham Moor viewed from Honley Moor. 2009

4.2.24 Milnsbridge

Figure 303.
Zone study
area map of
the
Milnsbridge
locality



Overview

Milnsbridge is a settlement of predominately later Industrial Period origins. There is evidence of earlier settlement but this was piecemeal and became subsumed by mills and terraced housing in the 19th century. Milnsbridge is situated in a valley bottom position on the River Colne at the meeting of the Long Wood Brook Valley to the north-west and a short unnamed clough to the north-east. The land rises to the north to the hill tops around Quarmby, to the west to Golcar Flat and to the south to Crossland moor. The Colne flows in an easterly direction towards Huddersfield. Milnsbridge is connected to Huddersfield though a continuous development of largely industrial works and Industrial Period housing. Although the town core of Milnsbridge has a valley bottom location, settlement sprawls on the hillsides both to the north and south. The town is located around 3km to the west of Huddersfield at the junction of three Townships (clockwise): Longwood, Golcar & Linthwaite (90m AOD. OS ref 411512, 416008). The subsurface geology consist of the Millstone Grit Group of rocks.



Figure 304. View of Milnsbridge from Crossland Hill. 2002

Historic core

Milnsbridge, as depicted on mid-19th century mapping, concentrated to the south of the River Colne on the lower slopes of the valley below Crossland Moor and consisted of a fold of clustered cottages around a meeting of three lanes in a triangular arrangement (HLC_PK 4321). The lanes correspond with Morley Lane (formerly Bridge Gate), Yates Lane and Market Street. Milns Bridge was also named at this point. There is nothing to suggest early origins both in terms of street layout or surviving buildings. None of the buildings in this area are listed and a rapid visual inspection reveals a few early Industrial Period cottages on Yates Lane and a later Industrial Period urban core. Earlier origins cannot be ruled out. This was clearly an ancient crossing point and these areas often attracted halls and hamlets. There was low density ancient rural settlement on the surrounding hills however. The northern banks was largely devoid of pre-Industrial Period settlement. Two mills and a row of cottages were present. Of historic significance was Milns Bridge House (HLC_PK 4301). This was located to the north east of the bridge. The house is a hall built around 1756 in the Neo-Classical Style. The house was the home of the local magistrate at the time of the Luddite uprising in the Colne Valley and is of local historic significance. The land to the west of the hall was landscaped with large fish ponds. The house remains as a dilapidated shell occupied by an engineering works. The grounds were lost to an industrial estate in the 20th century.



Figure 305. Milnsbridge House. View from Scar Lane. Milnsbridge. 2002

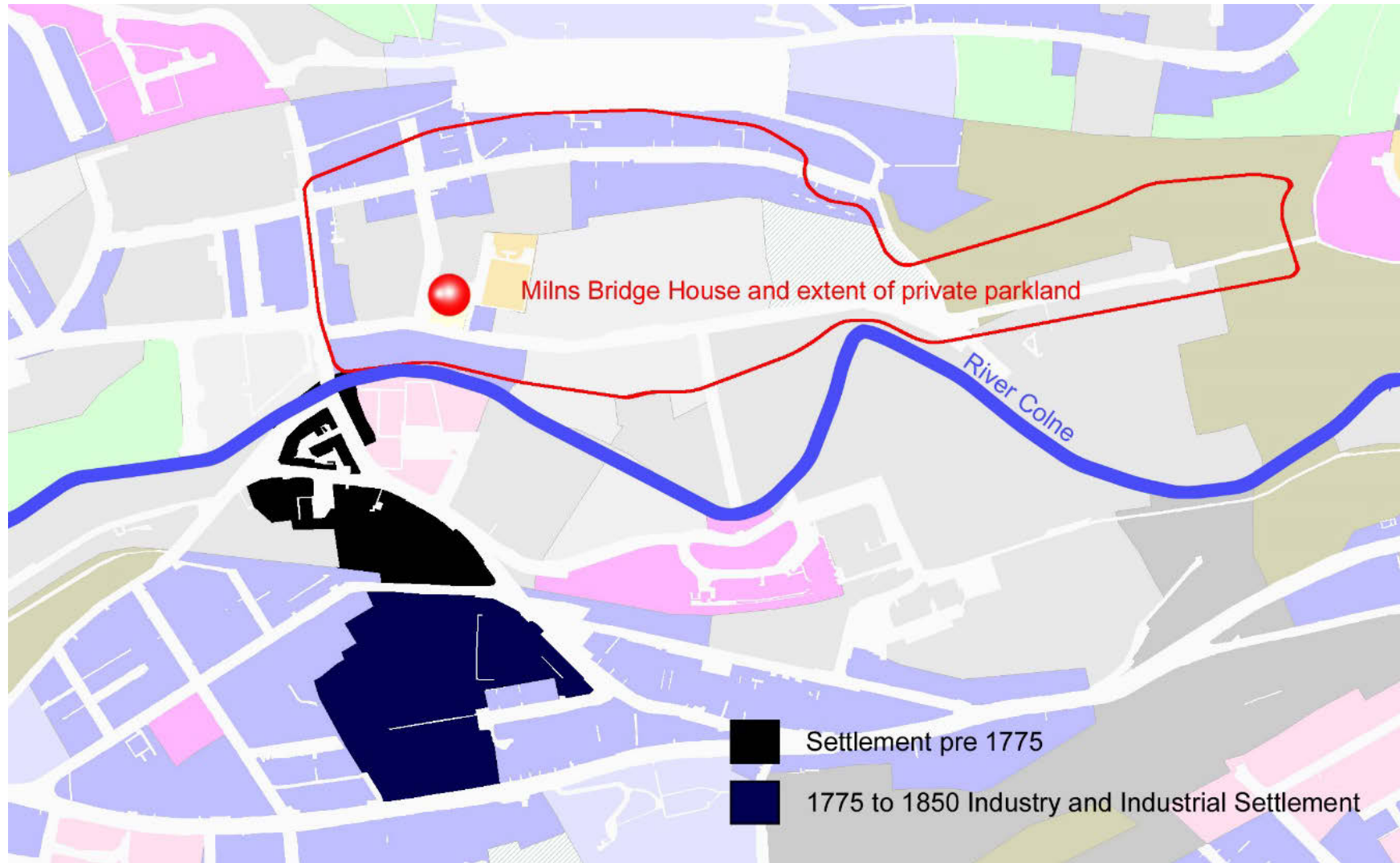


Figure 306. Zone map of the Milnsbridge's historic settlement (not to scale). The name of Milns Bridge House is as it appears on mid-19th century mapping

Industrial Period development

The cottages within the Milnsbridge core are built in the vernacular tradition, though lack the long rows of mullioned windows associated with loom shops. Several loom shops and weavers cottages are present in the Colne Valley these are a present as a linear development and in hillside folds. The settlement of Golcar to the west exhibits a high density of these buildings. The nearest weavers' hamlet to Milnsbridge is situated at Thorn Hill, Longwood on the hill side 800m to the north (HLC_PK 5936). Milnsbridge may have originated as a similar settlement.

With the introduction of mechanised industry, wool production moved from the hills into the valley bottoms. Milnsbridge with a plentiful supply of water for power and processes such as dyeing and bleaching, was ideally suited. Two other factors influenced the growth of industry: the introduction of the canal with a wharf in 1793-98 and the railway around 1850. A canal wharf was present on the south eastern side of Milnsbridge (no separate HLC record). An area of railway sidings was present to the west of Milnsbridge off Scar Lane (HLC_PK 4295). The railway station at Longwood (no longer active) was of less influence due to its elevated position in Longwood, although coal drops were a feature of the station. Both the Colne Valley and the connecting valleys became zones of industry. The larger mills identified on 19th century mapping are listed below. The numbers refer to Figure 307.

1. Ramsden Mill. Woollen. Pre c.1850 origins. Probably at least partially extant. Part of HLC_PK 4218
2. Holme Mill. Woollen. Post c.1850. Probably at least partially extant. Part of HLC_PK 4218
3. Stanley Mill. Woollen. Post c.1850. Partially extant. Part demolished for 20th century housing. Part of HLC_PK 4216
4. Un-named mill. Woollen. Post c.1850. Probably partial extant. Part of HLC_PK 4216
5. Britannia Mill. Woollen. Post c.1850. Extant. Part of HLC_PK 4216
6. Milnsbridge Bottom Chemical Works. Post c.1850. Possibly partly extant. Part of HLC_PK 4224
7. Colne Vale Mill. Woollen. Post c.1850. Probably demolished. Now an industrial estate. Part of HLC_PK 4224
8. Milnsbridge Middle Chemical Works. Post c.1850. Probably demolished. Now an industrial estate. Part of HLC_PK 4224
9. Colne Vale Dye Works. Post c.1850. Probably demolished. Now an industrial estate. Part of HLC_PK 4224

10. Milnsbridge Top Chemical Works. Post c.1850. Probably demolished. Now an industrial estate. Part of HLC_PK 4224
11. Bottom Hall Mills. Woollen. Formerly Sykes Mill (flour and woollen). Pre c.1850 origins. Demolished. Now a supermarket. HLC_PK 5858
12. Colne Vale Drysaltery Works. Post c.1850. Probably extant. Now a depot. HLC_PK 4299
13. Commercial Mills. Probably textile. Post c.1850. Probably extant. Now flats. HLC_PK 4299
14. Spring Garden Mill. Cotton. Pre c.1850. Extant? HLC_PK 4234
15. Bridge Croft Dye Works. Post c.1850. Probably extant. Now a works. Part of HLC_PK 4235
16. Bridge Croft Mill. Woollen. Post c.1850. Probably extant. Now a works. Part of HLC_PK 4235
17. Tannery. Pre c.1850. Demolished. Now a works. Part of HLC_PK 4235
18. Quarmbly Mills. Woollen. Pre c.1850. Partial survival possible. Now a business park. Part of HLC_PK 4314
19. George Street Mill. Woollen. Post c.1850. Demolished. Now a business park. Part of HLC_PK 4314
20. Pollard Street Mill. Probably textile. Post c.1850. Demolished. Now a business park. Part of HLC_PK 4314
21. Elm Ing Mills. Woollen. Post c.1850. Demolished. Now housing. HLC_PK 4306
22. Milnsbridge Iron Works. Post c.1850. Possibly extant. Still in industrial use. Part of HLC_PK 4303
23. Stonefield Mill. Woollen. Post c.1850. Possibly extant. Still in industrial use. Part of HLC_PK 4303
24. Union Mill. Woollen. Post c.1850. Partly extant. Now flats (HLC_PK 4305)
25. Stanley Mills. Woollen. Post c.1850. Possibly extant. Still in industrial use. Part of HLC_PK 4303
26. Burdett Mill. Woollen. Pre c.1850. Partly extant. Now flats HLC_PK 4305
27. Old Mill. Formerly Spring Mill. Possibly extant. Still in industrial use. Part of HLC_PK 4303
28. Stafford Mill. Post c.1850. Possibly partly extant. Now a furniture factory site. HLC_PK 5912
29. Brewery. Pre c.1850. Demolished. Became an early 20th century mill. HLC_PK 4312
30. Chemical Works. Post c.1850. No longer extant. Now a furniture factory site. HLC_PK 5912

31. Lower Bank House Mill. "Logwood" and woollen. Pre c.1850. Demolished. Area remains undeveloped scrub. Part of HLC_PK 5711
32. Britannia Mills. Cotton. Woollen mill built in 1861 replacing a steam powered mill of c.1830-40. Extant. HLC_PK 4690
33. Mark Bottoms Mill. Probably textile. Possibly pre c.1850. Possibly extant. Part of HLC_PK 4690
34. Upper Mill. Probably textile. Pre c.1850. Demolished. Area wooded. Part of HLC_PK 5711
35. Granville Mill. Probably textile. Possibly pre c.1850. Probably extant and in industrial use. Part of HLC_PK 10478
36. Millgate Mills. Probably textile. Possibly pre c.1850. Probably extant and in industrial use. Part of HLC_PK 10478
37. Paddock Mills. Probably textile. Possibly pre c.1850. Probably demolished. Area in industrial use. Part of HLC_PK 10478
38. Crossland Mills. Woollen. Possibly pre c.1850. Fragmentary survival possible. Now mixed industrial/commercial use. HLC_PK 4687
39. Park Wood Mills. Woollen. Formerly pre c.1850 New Mill. Extant and in use as flats. HLC_PK 4215
40. Clough Mill. Woollen. Pre c.1850. Replaced in the 1930s with a larger mill complex. HLC_PK 4091
41. Prospect Mills. Woollen. Post c.1850. Demolished now post 1990 century housing.
42. Grove Mill. Woollen. Pre c.1850. Demolished. Land now scrub. Part of HLC_PK 5938
43. Sunny Bank Mill. Woollen. Post c.1850. Demolished. Land now scrub. Part of HLC_PK 5938
44. Springfield Mill. Probably textile. Post c.1850. Partial survival. Reused as industrial site. Part of HLC_PK 4208
45. Woodlands Mill. Woollen. Post c.1850. Fragmentary or partial survival possible. Reused as industrial site or depot. Part of HLC_PK 4208
46. Dale Street Mills. Woollen. Post c.1850. Extant. In mixed industrial and commercial use. Part of HLC_PK 4208
47. Cliff End Mills. Woollen. Post c.1850. Probably extant. Now a business centre. HLC_PK 5948
48. Longwood Gas Works. Post c.1850. Demolished. Now a business centre. HLC_PK 5948
49. Quarmbly Cliff Mill. Woollen. Post c.1850. Demolished in the 1970s. Land remains derelict. Part of HLC_PK 6355

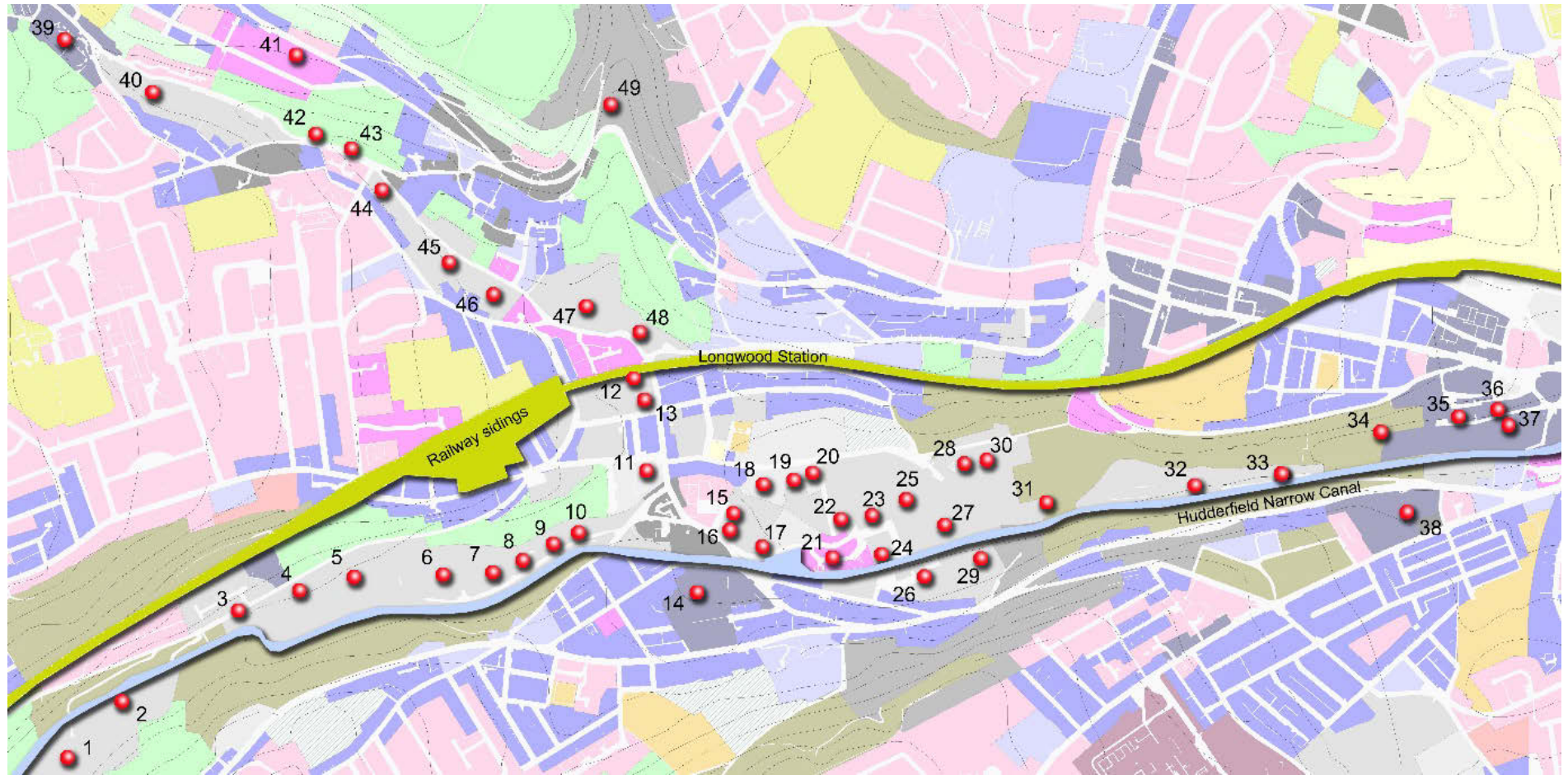


Figure 307. Distribution of the larger mills around Milnsbridge as depicted on 19th century mapping with railway and canal features (not to scale)

Perhaps of equal significance to the textile industries in this part of the Colne Valley are the large scale quarries. It was due to the step-and-shelf topography of the Millstone Grit sequences that sandstone bedrock was exposed in elevated positions on the valley sides. Quarrying was undertaken in this area throughout history, though it became large scale in the later Industrial Period. The largest area of extraction was above the northward facing escarpment of Crossland Moor. Quarries ran along the length of the scar but also extended on to the moorland plateau. One of the largest sites was reused as the Standard Fireworks Factory which occupied a World War I munitions factory (HLC_PK 4286). Other large quarries were also present to the north of Milnsbridge along Golcar Scar and Quarmby Scar (HLC_PK 4180 & 6355).

It was during the later Industrial Period the settlement focus of Milnsbridge shifted to the north of the River Colne where there was previously valley floor meadows, hall and private parkland. Market Street developed in this area as a commercial urban core with purpose built terraced rows of shops. The hall survives, although it appears to have been sub-divided into four separate dwellings by the late 19th century. The private parkland around the upper fish ponds was briefly retained as the Milnsbridge Pleasure Gardens, although this was becoming subsumed by industry. The lower fish ponds had been lost by this point.

Due to the geographical constraints, terraced house development immediately adjacent to Market Street was small scale and piecemeal. Many houses were built and the area was densely developed, though with individual streets and short rows sitting adjacent to the many mills which dominated the valley bottom (HLC_PK 4302). The chief areas of development were along Armitage Road to the east and Lipscombe Street to the west (HLC_PK 5914 & 5861). The Yates Lane area to the south retained its yard developments.

The valley sides also became developed with terraced houses and associated settlement. Much of this occurred as ribbon development. Manchester Road, Scar Lane, Long Wood Lane, Quarmby Road and Long Wood Gate represented a few of the main areas (e.g. 4229, 4294, 6248 & 4087). Manchester Road also developed a commercial element which included inns and a few shops. The single largest zone of terraces occurred to the south of Yates Lane around Croft House Lane. This contained a grid-iron development of through and back-to-back terraced houses of late Victorian and Edwardian date (HLC_PK 4227). Large grid-iron developments are present around 1km to the east of Milnsbridge but these form part of the larger Victorian suburbs of Huddersfield.

Along with terraced houses came villas, although not many. Fern Lee on the hillside to the north was one of the larger. This was demolished in the late 20th century and has now been replaced by modern housing (no separate HLC record). Another example is Broom Field

House to the north west of Milnsbridge. The house is retained amongst the surrounding estate as an apartment conversion (HLC_PK 4210).

The largest institute of the Victorian Period is the St Luke's Church and vicarage built around the mid-19th century the church is still extant (HLC_PK 5911).



Figure 308. Union Mills. Milnsbridge. View from Crossland Hill. 2002

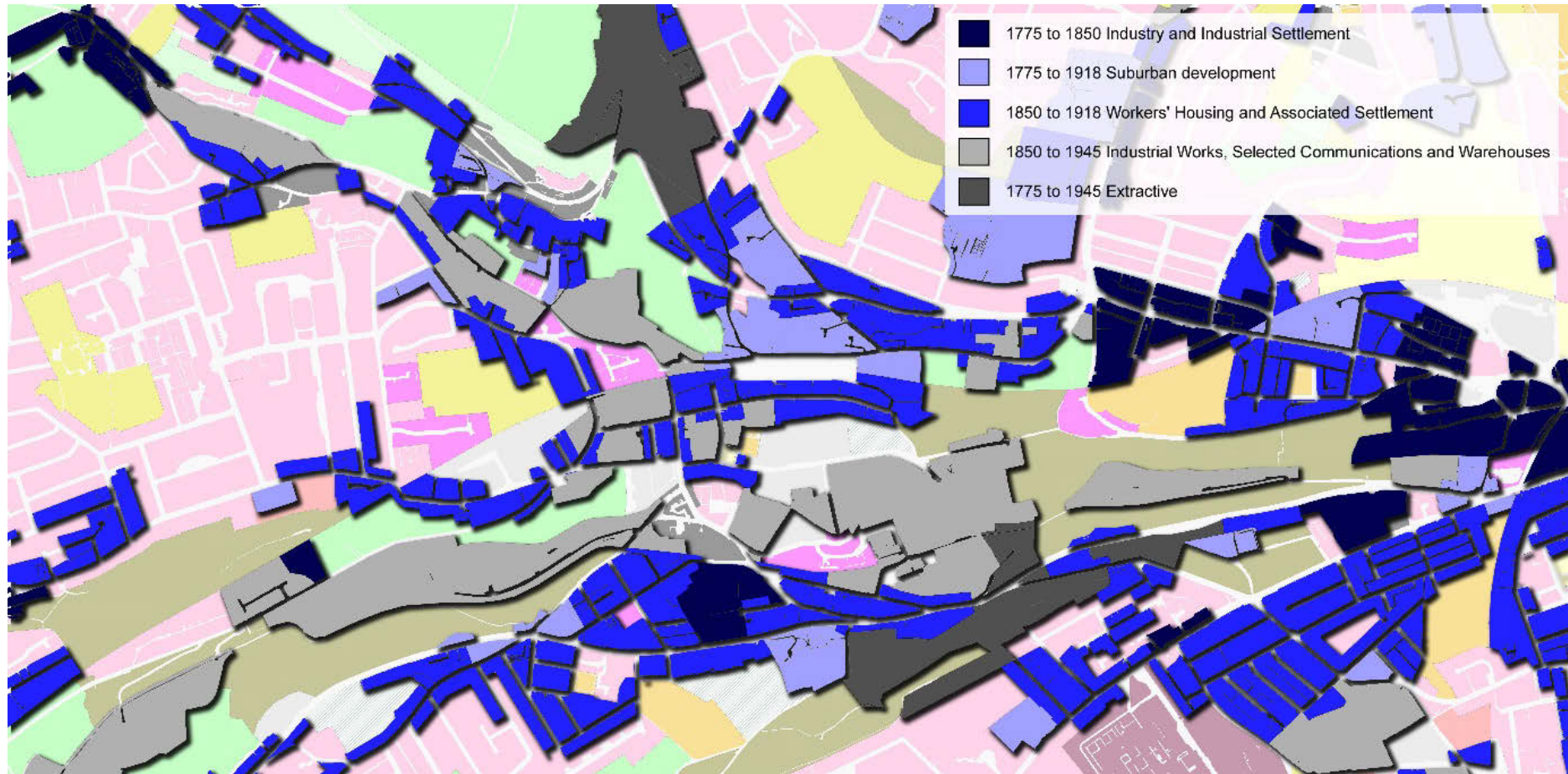


Figure 309. Zone map of Milnsbridge's later Industrial Period development (not to scale)

20th century and beyond

20th century redevelopment within the Milnsbridge town core has been piecemeal. A supermarket replaced Bottom Hall Mills on the western side of Market Street in the 1980s (HLC_PK 5858). And on the eastern side, a small development of social housing replaced earlier terraces (HLC_PK 4320). Market Street and adjacent side streets retain a strong later Industrial Period character with shops, terraced houses and reused mills. Milns Bridge House is extant and surrounded by terraced houses and 20th century industrial works. A few hall estate buildings also survive, but the park is now entirely developed as part of the Colne Business Park. The Yates Lane area contains a mix of Victorian shops, pubs, terraced houses and a few surviving vernacular cottages; a good representation of mixed Industrial Period character. New 20th century housing development in the valley bottom is small scale and piecemeal. The largest development is the Dale View estate which occupied former early 20th century industrial works site on Dale Street (HLC_PK 4298).

The most significant type of modern development along the Colne Valley and Long Wood Brook Valley to the west and east of Milnsbridge is industrial. There is a clear zone of industry in this area which contains industrial and commercial sheds and yards from all periods of the 20th century to post 2000 alongside reused mills and other types of 19th century industrial works (e.g. HLC_PK 4218, 4224, 4302, 4303 & 4690). The zone stretches for over 3km before meeting the industrial zones of Huddersfield in the Folly Hall area and the new Huddersfield College site on Chapel Hill.

New large scale developments of houses has occurred and this is on the high table-lands and more gentle slopes of Golcar to the west, Quarmby to the north and Cowersley to the south. Interwar and post-war housing is represent. Most occurred on previously undeveloped agricultural land, often subsuming earlier development.

Scar Lane and a small close off Scar Lane was developed in the Interwar period with semi-detached houses (HLC_PK 4417 & 4148). Victory Avenue and Larch Road areas of Paddock to the north of Milnsbridge represent Interwar social housing (e.g. HLC_PK 6230). Development in the Warnford Road area of Cowersley is a fairly large estate (3.75 hectares) of semi-detached houses from the c.1930s (HLC_PK 4231). To the immediate west is the Cowersley Estate also built in the c.1930s but this time as social housing (e.g. HLC_PK 4232). Suburban Interwar development extended westwards as linear development along Cowersley Lane (e.g. HLC_PK 5749).

The majority of housing is post-war and was built probably as planned neighbourhood unit estates which includes shops parades, playing fields and large schools. The Golcar Hexham Green estate probably represents the largest post-war development of social

housing (e.g. HLC_PK 4156). This area also contains the Beech County Junior Infant & Nursery School built in the c.1990s (HLC_PK 4152). Cowersley contains the Kinder Avenue estate of c.1970s houses and the contemporary Cowersley Primary School (HLC_PK 4236 & 4233).

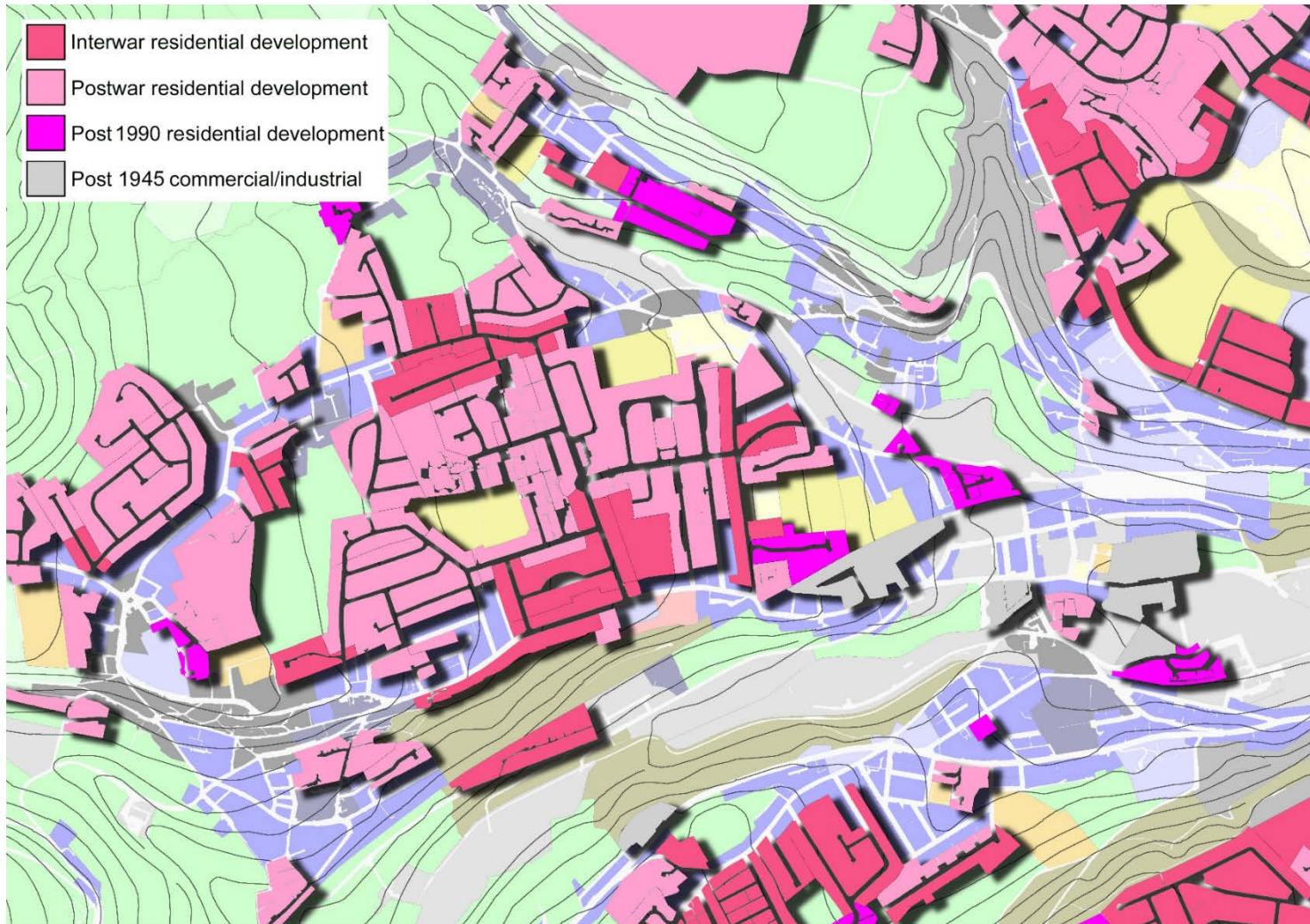


Figure 310. Zone map of Milnsbridge's 20th century to recent urban and industrial development (not to scale)

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Rural hinterland

Milnsbridge was rural in its setting in the mid-19th century. The urban expansion of early Industrial Period Huddersfield was still 1km away to the east. The agricultural land immediately adjacent to Milnsbridge was valley floor meadows which extended along the Colne Valley. The nearest meadows are now present 1.6km to the west beyond the industrial zone of Milnsbridge. The land rises steeply to escarpments at the edges of the table-lands of Golcar Quarmbly, Cowersley and Crossland Moor. The valleys sides were heavily wooded in the mid-19th century. The hill tops probably represented former moor which was enclosed at an early date. This gives way to later surveyed enclosure at higher elevations. A few folds and hamlets in this area have confirmed early dates. Quarmbly to the north contains a hall of 16th century date (HLC_PK 6195). The settlement may have medieval origins. Crossland Hill to the south contains a hall of 17th century date and may also date to the 17th century (HLC_PK 5901). A house of late 17th to early 18th century date was identified on Cowersley Lane (Images of England UID 339721). These settlements have now been largely subsumed by 20th century housing.

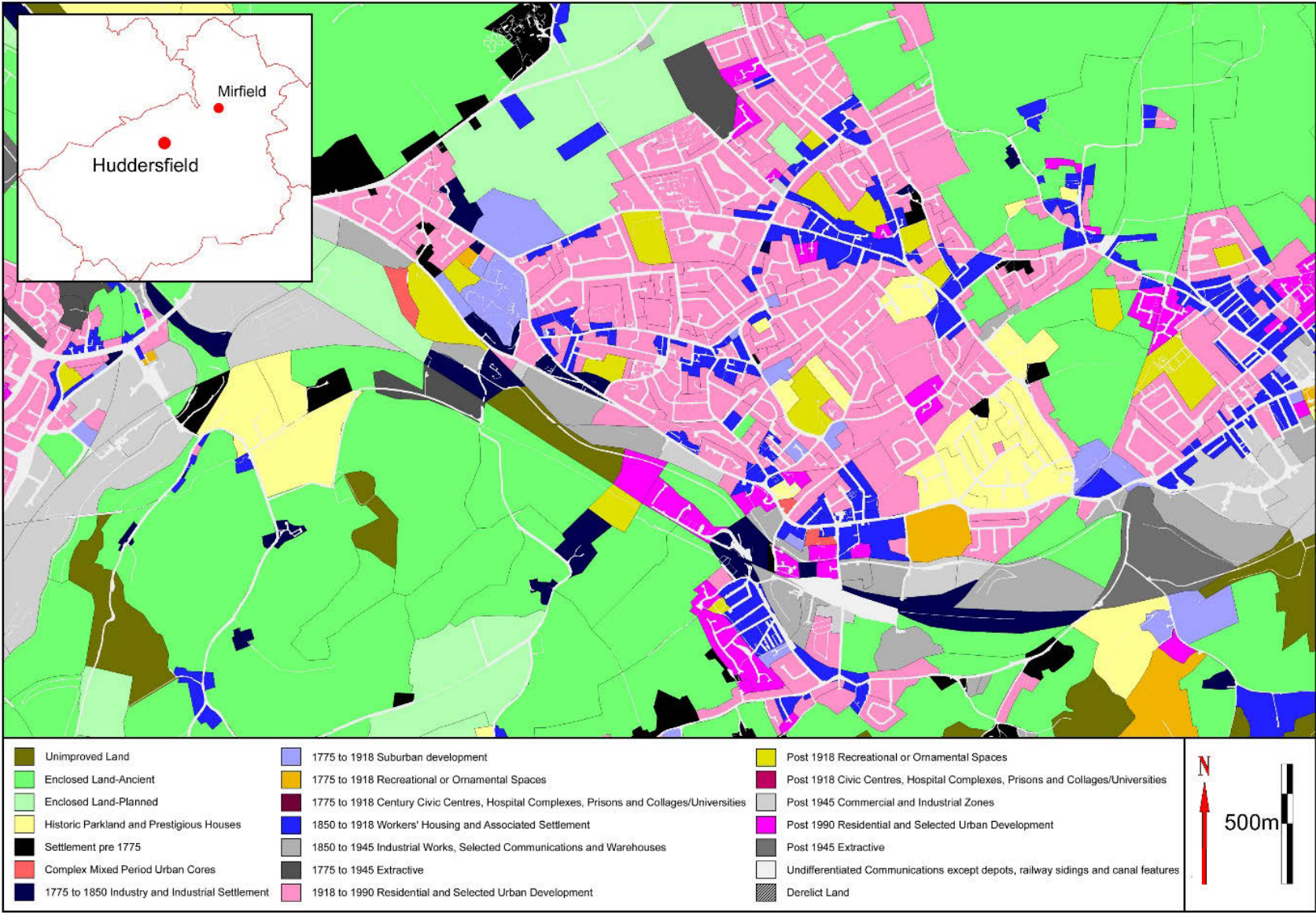
The hillsides became developed with hamlets of weavers' cottages and loom shops in the late 18th to early 19th century. Examples of weavers' hamlet can be found at Longwood, Thorn Hill and Quarmbly Lower Houses to the north of Milnsbridge and on Cowersley Lane to the south (e.g. HLC_PK 5742). Another example is present at Scar Bottom off Britannia Road to the west of Milns Bridge (HLC_PK 5855). The original rural context has been lost through 19th century industrial development or 20th century urban development.



Figure 311. Quarmby Old Hall, Quarmby. 2010

4.2.25 Mirfield

Figure 312.
 Zone study area map
 of the
 Mirfield
 locality



Overview

Settlement in the Mirfield Township, as depicted on mid-19th century mapping, was a collection of dispersed folds and hamlets. These included Towngate, Little London City, Green Side, Lee Green, Battye Ford, Northorpe and Easthorpe Lane to the north of the River Calder and Hopton Fold to the south. Settlement to the south of the Calder was generally lower density and more rural. The antiquity of Mirfield is not in question as the settlement is described in the Domesday Survey of 1086 which also mentions a church. The Township also includes a medieval church, a castle and at least one medieval hall. Mirfield is not named as a village or town on 19th-mid-century mapping, although Mirfield Moor is named to the west of the area. The area known as Towngate which is a high street settlement located near the church and castle is a likely location of an early village core. The Mirfield Township was largely rural in the 19th century, but a zone of industry was developing along the route of the Calder and Hebble Canal which included textile mills and malt kilns. Settlement also developed around the wharfs and basins of the canal. Industry had become more developed in the latter half of the 19th century with expansion of the industrial zone which attracted a zone of workers' housing. It was in the Industrial Period that Huddersfield Road developed as the new commercial and civic core of Mirfield. The hinterland remained relatively rural, but a domestic textile industry is indicated by the presence of tenter fields on mid-19th century OS mapping and several small scale coal pits and collieries were also identified at this time. Mirfield continued to expand with industrial works and associated settlement into the early 20th century. Mid-20th century OS mapping depicts the beginnings of suburban development with the construction of a few small scale housing estates. Mirfield is now connected by a large zone of modern housing development and is joined through ribbon development to nearby Ravensthorpe to the east and Robertown to the north.

The township of Mirfield occupies the hillsides both to the north and south of the River Calder. The river flows in an eastward direction through a relatively steep sided valley at this point. The land rises to the northwest to Mirfield Moor which had been enclosed by the mid-19th century and to the south to Cockley Hill which still contains ancient woodland and fields. The north slopes of the valley contains the highest density of settlement. Mirfield is located 6.7km to the northeast of the Huddersfield Town core and 5km west of Dewsbury (50m AOD, OS ref 420269, 419755 on Dewsbury Road. 70m AOD, OS ref 420813, 420447 on Towngate). The subsurface geology consists of Pennine Lower Coal Measures.

Historic core

"Mirefield" is recorded in the Domesday Survey of 1086 as is the hamlet of "Hoptone" (Smith, A.H. 1961. Part II. pp.197 & 198). These represented two separate vills in the time of

Domesday, though are now both are part of the same Township. Neither are present as named villages on mid-19th century OS mapping, although Mirfield Moor is named to the west and Hopton Fold is found to the south. Several detached settlements are depicted at this time which included Towngate, Northorpe, Lee Green, Little London City, Easthorpe Lane, Battye Ford and Hopton Fold. In addition there were several smaller folds, halls and individual farms. A few settlements in the Township may have originated from the post medieval to Industrial Period, others may be ancient.

Often the church is at the heart of medieval settlement. The oldest identified church in the Mirfield Township is St. Mary's Church at Towngate (HLC_PK 1941). The current church dates from 1871. Within the church grounds is a 13th century tower from an earlier church. A church is mentioned for Mirfield in the Domesday survey and a late Anglo Saxon headstone can be found in the current church. Although churches can be found in locations detached from settlement there are several indications that Towngate was a village in medieval times. The name "Town Gate" or "Town Street" is often given to village high streets in other West Yorkshire medieval towns and villages. It could be that the settlement derived its name from the name of the high street. The church is not the only ancient monument in the settlement. The current church replaced a hall, Castle Hall, which was thought to have been the manor house which was first mentioned in the 13th century occupied by Alexander de Neville. The hall is known to have been renovated in 1522 by Thomas Beaumont, the Beaumont family living in the hall until the 18th century. The building was then partitioned into a number of houses and later used as the Beaumont Arms Inn. The hall was built within the bailey of Castle Hall Hill motte and bailey castle. The castle is thought to have been built between 1086 and 1159. However, there may have been an existing ring-work on this site (HLC_PK 1947).

There may have been settlement reorganisation after the Conquest as the church and castle were detached from Towngate by around 150m in the 19th century. This reorganisation would correspond with the post Conquest tenorial history of the manor. Alric or his son Sveinn of Hopton acquired Mirfield after 1086. This explains why Hopton and Mirfield now form the same township (Michelmore, D.J.H. 1981. *West Yorkshire Archaeological Survey to A.D. 1500*. Volume II. p. 456). Svein son of Alric or his son Adam area is attributed to have built the castle. Villages of a linear high street form are often associated with planned post-Conquest settlement. The Towngate of the mid-19th century consisted of a linear development running for around 320m along the northwest-southeast route of Towngate [Lane]. Cottages were present to both sides. There appear to have been croft plots to the west and a Back Lane is was named in this locality. There are strong indications in the surrounding fields of medieval strips which formed an open field system which is most clear

to the northwest of the village (e.g. HLC_PK 1961, 1964 & 1940). The Old Rectory at the southern end of Towngate was described as a building of antiquity on mid-19th century OS mapping. The rectory is believed to have been built in 1300 (HLC_PK 1956). The current building is thought to date to the 16th century, but has been extensively modernised (Images of England UID 340829). Mirfield Tithe barn (recorded as "Tithe Laithe" on OS mapping) was also believed to be present in this area from the 14th century until 1952 when it was demolished. The positioning of the hall is consistent with post-Conquest planned village settlement and probably represented a manor house. To the immediate south of the Old Rectory is Blake Hall which may also have had medieval origins, although the details are confused. The earliest reference to Blake Hall is the early 16th century, when John Hopton, the Bishop of Norwich was born there. However, this may actually be a reference to a different hall which was located in Hopton (HLC_PK 1951). The last Blake Hall was built in this location in 1745 and enlarged in 1845. Only the stable block survives today (HLC_PK 1937). The hall was surrounded by a private park with an oval boundary which hints at antiquity. In addition to the church and rectory there are two other Listed buildings in the Towngate locality. Ivy Lodge at the northern end of the village on Crowlees Road incorporates 17th century stonework and Over Hall 250m to the north of the village dates to 1721 (Images of England UID 340834 & 340805).

Settlement extended north of Towngate to form the three part-detached hamlets of Green Side, Little London City and Lee Green. Place name evidence on mid-19th century mapping also describes Common Bottom, Green Cottage and Moor Cottage in this locality. These settlements were positioned at the eastern end of Mirfield Moor which was enclosed probably in the 18th or early 19th century. Settlement was focused along two lanes with a triangular arrangement, Greenside Road and Lee Green which probably marked the edge of the pre-enclosure moor. The land in between may have been a village common. Settlement in this area appears to have been early Industrial Period with short rows of cottages, houses and at least one chapel. The economic impetus for settlement growth here may have been local collieries and domestic textile production. Several tenters were depicted in this locality on mid-19th century mapping. A colliery was depicted at Green Side and another 600m to the north east of Green Side. At least one house is known to be ancient in this locality. Wellhouse Farm is a timber framed house dating to 1576 (Images of England UID 340835). There may have been enclosed strip fields to the east of Wellhouse farm on mid-19th century mapping. There were also many folds and cottages forming low density ribbon development along the lanes which crossed Mirfield Moor.

A second hamlet or small village was present 800m to the northeast of Towngate. Northorpe was also a linear development, with the lane widening in the centre to form a small irregular

green. This corresponds with Northorpe Lane today (HLC_PK 2418). The village was mentioned in historic documents as early as 1331 (Smith, A.H. 1961. Part II. p.198). Northorpe also appear to have had an associated open field system. Farms and barns have been identified in the village core which testify the settlement's agricultural origins. Three buildings in the village are Listed. These comprise Northorpe Hall of 17th century date, the hall's aisled barn also of 17th century date and a house dated to 1701 (Images of England UIS 340827, 340828 & 340826).

Hopton Fold is described on the southern side of the Calder valley in the mid-19th century. It was located 2.6km to the south of Towngate. The settlement pattern in this locality was different to that of the Mirfield Towngate area. Hopton was a cluster of houses around the ancient Hopton Hall. The fields were small and irregular and there was more woodland. Settlement consisted of a low density scatter of farms and hall throughout the area. Hopton is also mentioned in the Domesday Survey of 1086 (Smith, A.H. 1961. p.198). Hopton Hall is a high status part timbered hall dating from the 16th century which may represent the location of the original settlement. The hall also has a large associated aisled barn of 16th century origins (Images of England UID 340807 & 340808).

Water powered mills were probably present on the Calder valley from ancient times. West Mill, for example, 2.2km to the west of Town Street was first recorded in 1517 (HLC_PK 1733). Early settlement mainly occurred in the more elevated hillside positions. One of the earliest recorded mills in the Calder valley is Ledgard Mill located on the Calder 1km to the south west of Towngate. The mill is recorded from 1303. The mill building was destroyed and replaced in stone in 1674. The site was recorded as a scribbling mill in the 18th century, but is named as a corn mill on the 1854 map. The later phases appear extant and reused as a Jehovah's Witness Kingdom Hall (HLC_PK 5770). The West Mills (corn) was recorded on 19th century mapping 2km to the northwest of Ledgard Mill. West Mill is first mentioned in 1517 but may have earlier origins and be a medieval corn mill (HLC_PK 1733). 460m to the southeast of West Mill was the Battye Ford Mill which was present in 1741 and may have been an early water powered fulling mill (HLC_PK 1814). Low Mills was present 1km to the southeast of Towngate. Low mills was originally known as Shepley Mills in the 16th century. The mill was a corn mill until 1857, when it became a dual corn and woollen mill (HLC_PK 4514). These early mills formed a string along the Calder. Early water powered corn and fulling mills were present from pre-industrial times. Along with smithy workshops and bake houses, they represented a shared resource which was key to the manorial based economies.

There was a settlement shift in the post medieval period from the hill sides to the valley bottom. Early mechanised industry required water both for power and processing and the River Calder provided both. The valley became a transport corridor for the Dewsbury and Elland Trust Turnpike in 1758-59, the Calder and Hebble Navigation around 1785 and the railway from around 1841 (HLC_PK 1816 & 4389). Linear development was dispersed along the turnpike with concentrations at Battye Ford to the west and Easthorpe Lane to the east. Both settlements had canal basins and associated industry. This zone of industry expanded in the 19th century and Easthorpe Lane became the town of Mirfield.



Figure 313. Zone map of Mirfield's historic settlement (not to scale)

Industrial Period development

It is likely that there has been a cottage industry of woollen textile production in this part of the Pennines since the medieval period. The trade became better organised at the end of the medieval period. The collapse of the feudal system allowed for the rise of the Yeoman

Farmer, who became the major land owners, organised supplies of wool and labour and distributed finished cloth. The Yeoman's house initially acted as home and warehouse both in towns and in rural areas. Later, towns like Halifax, Dewsbury and Huddersfield became centres of distribution. The trade of woollens by the 18th century took place in purpose built cloth halls. Transport was facilitated by purpose built pack horse routes and later turnpikes. Production at this time was still domestic based taking place in cottages with the long rows of multi-light mullioned windows typical of the vernacular architecture of West Yorkshire. Later examples were large with long galleried workshop floors on the top floor which spanned a whole row of cottages. Developments in mechanised industry cause a shift from the hillside based cottage industries into the valley bottoms where purpose built water powered mills were constructed. The frequency and scale of these mills in the valleys increased over time both with the invention of steam powered technology and the introduction of the canals and railways. Which connected the mills of West Yorkshire to national and international markets. This agglomeration of mills is what prompted the growth of Mirfield and prompted towns like Dewsbury to flourish.

The introduction of the Calder and Hebble Navigational Canal in 1785, a waterway which combined managed stretches of the River Calder with newly built canal cuts, prompted a growth in industry along the Calder Valley. Wharfs were present at Battye Ford to the west, Easthorpe and Shepley Bridge to the east. Many woollen mills and the occasional cotton mill were recorded on 19th century mapping in the Calder Navigation corridor. There are a few mill sites which took advantage of the weirs built to control the waters of the Calder and Hebble Navigation. The canals were an effective means for bringing raw materials and fuel and for distributing finished goods. Many mills were built alongside the canal to allow for direct loading on and off barges. Another significant industry in this locality was malting. Two of the earliest malthouses were the adjacent Victoria Malt Kiln and Woodend Malt Kiln located to the south of the Calder from before 1850 (HLC_PK 5331). The large number of malthouses in the Mirfield locality is difficult to explain. The association of Malthouses in Mirfield is with the Calder Navigation. Many malt kilns are found along the length of the both the Aire and Calder Navigation canals. Another small, but important industry, was boat building. The Calder Valley contained a number of yards and docks which may have dated from the origins of the canal (e.g. HLC_PK 1816). Several large quarries were also identified on 19th century mapping within the canal corridor which took advantage of the proximity of canal wharfs and the valley's steep sided topography. A third significant introduction in the Calder Valley was the railway. The Lancashire and Yorkshire Main Line passed though the valley by the mid-19th century (c.1841) with a branch line to Cleckheaton to the east of Mirfield and a large junction to the west which connected Mirfield Station to the Manchester

and Sheffield main lines (e.g. HLC_PK 4741). There were large railway sidings at Mirfield (Easthorpe Lane/Huddersfield Road locality) and Mirfield Woodend Road (HLC_PK 5395 & 3581). A few industrial sites such as the Helm Colliery and the Victoria Malt Kiln had private industrial railways connecting to the main line (HLC_PK 1710 & 5331). Like the canals, the railways attracted industrial development.

Also of significance in the Mirfield locality was coal extraction. Mining probably occurred from the middle ages. The local religious houses were large landowners in West Yorkshire and they undertook coal and iron stone extraction. Several coal pits were identified in the Mirfield locality on mid-19th century mapping which may have prompted the growth of a few rural hamlets. Larger collieries had developed by the late 19th century, although most were lost by the 1930s. They were present throughout the rural landscape of Mirfield. Holm Colliery and Ledgard Bridge Colliery were present in the valley bottom connected to either the Navigation or the railways (HLC_PK 5598 & 1710).

A list of collieries and industrial works in the Mirfield locality is presented below. The key refers to Figure 314 below:

List of collieries:

- A. Un-named Colliery (Cripple Gate). The colliery was operational between 1891 and 1931. Now post-war social housing. HLC_PK 2998
- B. Un-named Colliery. Post-1850. Colliery persisted into the mid-20th century. Now social housing. HLC_PK 2130
- C. Helm Colliery. The colliery was operational between 1897 and 1928. Now reverted to fields. HLC_PK 1710
- D. Heaton Hall Colliery. Post-1850. Lost by 1908. Now fields. HLC_PK 3594
- E. Ledgard Bridge Colliery. Pre 18650. Lost by 1890. Now part of a late 18th century mill site. HLC_PK 5598

List of industrial works:

- 1. Nun Brook Print Works. Post-1850. Replaced lime kilns. Possibly extant but subsumed by later Nunbrook Mills complex. HLC_PK 1720
- 2. West Mills. Flour. Pre-1850 corn mill. Possible medieval origins. Site also included the Calder Bank Mill (woollen and wire) which became incorporated into later mill. Now a car park. HLC_PK 1733
- 3. Battye Ford Mill. Woollen. Pre-1741. May have originated as an early fulling mill. Disused by 1894. Now part of the canal wharfs. HLC_PK 1814

4. Ship building yard on the Battye ford cut of the Calder and Hebble Navigation. The cut was dug by 1785. Boatyard depicted on mid-19th century mapping. Yard extant. HLC_PK 1816
5. Wellington Mill. Cotton. Post-1850. The buildings were reused for the production of doors for Lancaster Bombers during the 2nd World War. Partial survival of original sheds possible. Site reused for modern industry. Part of HLC_PK 5377
6. Sands Mill. Fancy Woollens. Post-1850. Partial survival of original sheds possible. Site reused for modern industry. Part of HLC_PK 5377
7. Bankfield Mill. Woollen and fulling mill. Pre-1850. Formerly Bank Mill. Later became a carpet yarn mill. Possibly extant though expanded as modern works. Part of HLC_PK 5381
8. Clive Mills. Woollen. Post-1850. Appears extant. Part of HLC_PK 5381
9. Victoria Malt Kiln. Pre-1850. Site reused as a piggery in the 1970s. Now cleared for redevelopment. Part of HLC_PK 5331
10. Woodend Malt Kiln. Pre-1850. Site reused as a piggery in the 1970s. Now cleared for redevelopment. Part of HLC_PK 5331
11. Butt End Mill. Woollen. Pre-1850. Built by the Wheatley family as a cloth mill in the 1820s as a fulling and scribbling mill. Appears partly extant. HLC_PK 5595
12. Malt Kiln. Pre-1850. Now modern housing. Part of HLC_PK 5390
13. Ledgard Mill. Ledgard Mill is recorded from 1303. The mill building was destroyed and replaced in stone in 1674. The site was recorded as a scribbling mill in the 18th century, but is named as a corn mill on 1854 map. Reused as a Jehovah's Witness Kingdom Hall. HLC_PK 5770
14. Ledgard Bridge Mill. Probably woollen. Post-1850. Appears extant. HLC_PK 5596
15. Ledgard Bridge Dock Yard. Likely to date to around 1776 when the Calder and Hebble Navigation Mirfield link was opened. Extant. HLC_PK 5391
16. Easthorpe Malthouse. Possible pre-1850 origins. Named on late 19th century OS mapping. Now late 20th century housing. HLC_PK 4734
17. Britannia Mill. Probably woollen. Post-1850. Possibly demolished and replaced by modern works. HLC_PK 4730
18. Mixed industrial small scale works. All post-1850. Included three malthouses, The Perseverance Works (engineering?), the Providence Works (engineering?) and the Gill Bridge Oil Works. Partial survival possible. Reused and site redeveloped for modern industry. HLC_PK 4728
19. Un-named malt kiln. Pre-1850. May have originated as a pre-1798 brewery. Now a post-war garage. HLC_PK 5593
20. Fold Head Mill. Wool spinning. Post-1850. Partly extant and reused. HLC_PK 5786

21. Easthorpe Malshouses. Probably pre-1850. Now a post-1990 supermarket. HLC_PK 5393
22. Un-named malshouse. Pre-1850. Demolished. Now post-1990 housing. HLC_PK 5784
23. Un-named malshouse. Pre-1850. Demolished. Now a playing field. HLC_PK 4535
24. Prince and Queen Malshouses. Post-1850. Probably demolished. Now in modern industrial use. HLC_PK 4725
25. South Brook Mill. Woollen. Established in 1881 and enlarged in 1896. Probably extant though disused. Established in 1881 and enlarged in 1896. HLC_PK 5598
26. Holme Bank Mill. Built in 1872 as a woollen mill. By 1897 the site had expanded to produce blankets and rugs. Probably extant and reused. HLC_PK 4737
27. Wharfs and docks. Likely to date to around 1776 when the Calder and Hebble Navigation Mirfield link was opened. Extant. Wharf in use as a depot. HLC_PK4528
28. Malshouse. Post-1850. Current status unclear. Possibly extant. Part of HLC_PK 4528
29. Low Mills. Corn and Woollen. Low mills were originally known as Shepley Mills in the 16th century. The mill was a corn mill until 1857, when it became a dual corn and woollen mill. Later phases appear extant. HLC_PK 4514

The turnpike, Navigation and railway all come together at Easthorpe Lane (now Huddersfield Road) to form a transport node. It is in this area there is the highest concentration of mill and malshouses. It is perhaps no coincidence that Easthorpe Lane in this locality was the location for the new industrial town of Mirfield.

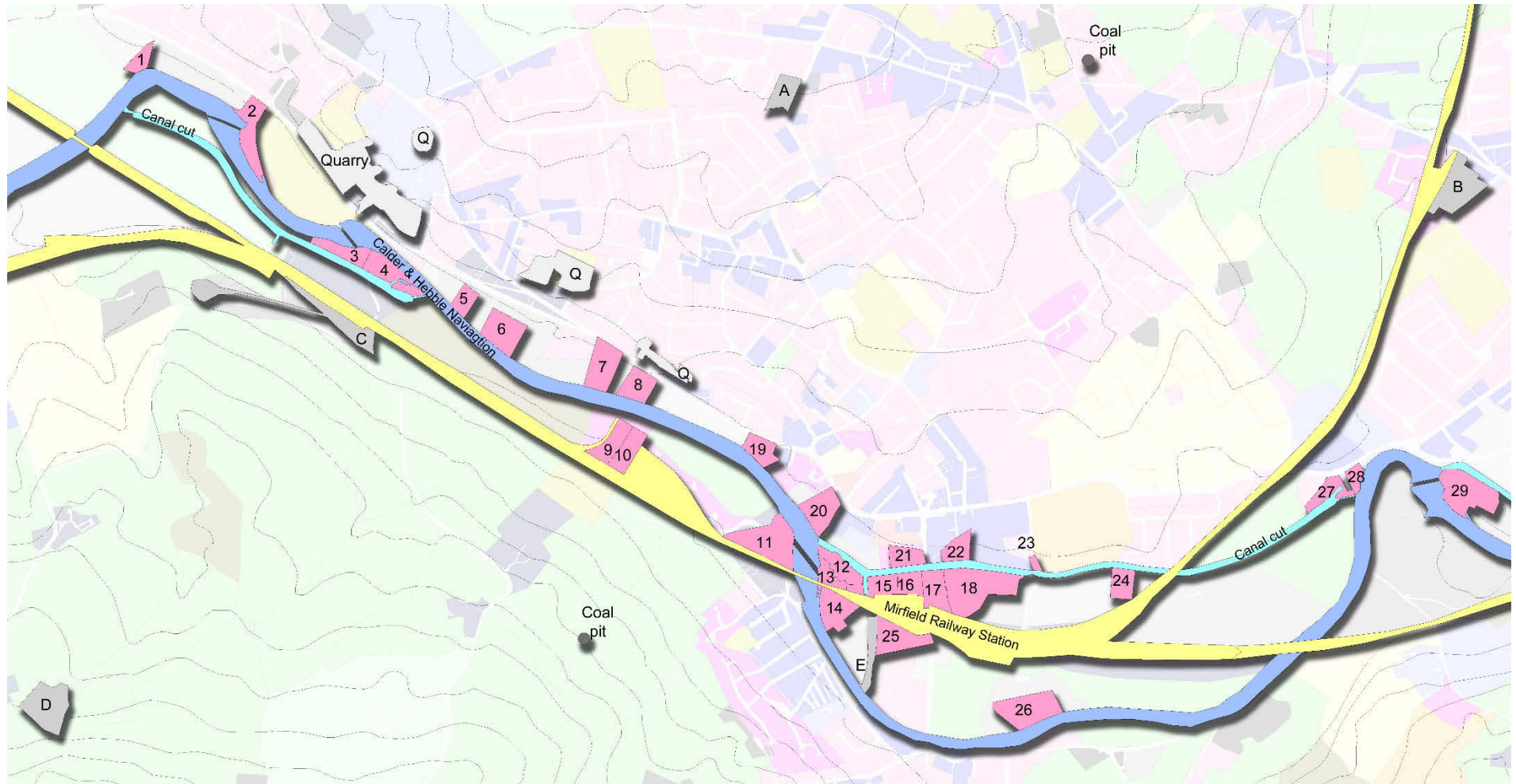


Figure 314. Industrial and communications distribution of the Calder Valley corridor in the Mirfield locality as depicted on 19th century OS mapping. Mills are in pink (numbered key), collieries in dark grey (lettered key)

The Easthorpe area of Mirfield was of mixed character in the mid-19th century. Easthorpe Lane was named the Dewsbury and Elland Trust Turnpike on mid-19th century mapping, although it may have followed an earlier route in places. The Turnpike date from 1758-59. It is now named Huddersfield Road. "East Thorpe" is first recorded in the 16th century (Smith, A.H. 1961. Part II. p.199). Easthorpe Lane in the mid-19th century was lined with detached villa-status houses, a few rows of terraced cottages, a chapel and at least one commercial building, in this case the Black Bull Inn (HLC_PK 5781). The land to the south was occupied by canal features, mills and malt kilns. A transformation had occurred by the end of the 19th century. Easthorpe Lane had now gained a town hall and St Paul's Church built in 1881 (HLC_PK 5389). Settlement along the high street was higher density with further terraces. The commercial element also increased at this time. Importantly, the late 19th century OS mapping had given the Easthorpe Lane settlement the place name label of Mirfield. This area today represents the commercial urban core of Mirfield. It retains a strong later Industrial Period commercial character with purpose built commercial buildings but also has a residential element including terraced rows and detached houses with contemporary institutes. Some houses have been converted to shops. There is mixed period development of 20th century to recent date but this is piecemeal.

Although the Easthorpe Lane locality was well developed with industry, the provision for workers' housing was modest in scale in the late 19th century, with individual rows rather than the large scale grid-iron developments seen in other West Yorkshire towns. One of the largest developments in this locality was New Scarborough 350m to the northwest of Easthorpe which consisted only of three short streets of back-to-back terraced houses in a grid-iron formation (HLC_PK 1902). Rather, the character of Easthorpe was suburban with villas lining Huddersfield Road, occurring both within the town core and as ribbon development both to the east and west (e.g. Ing Grove House. HLC_PK 5802). There was a large zone of high status housing set in areas of private parkland to the north of Easthorpe in the Towngate locality. These included Blake Hall, Westfields and Foxthorpe Villa (e.g. HLC_PK 1867, 1937 & 1927). These were Industrial Period estates, although Blake Hall may have had a medieval precedent.

Settlement on Huddersfield Road to the west of Easthorpe in the mid-19th century was a broken ribbon development which included a mix of industrial works, detached houses, the occasional commercial building, vernacular cottages and terraced houses. All of these elements are present today mixed with piecemeal 20th century to recent developments of domestic, commercial and light industrial buildings. Several historic, pre-1850, hamlets were present along its route. These included (from west to east and within 1.5km of Mirfield): Wards End, Battye Ford, Stocks Bank, Snake Hill and Littlemoor. They are now connected

by continuous development. There was one villa with parkland in the Stocks Bank locality; Bank House which predates 1850 (HLC_PK 1858). There was only one hamlet on Huddersfield Road to the east of Mirfield in 1850 and this was Shepley Bridge situated halfway between Mirfield and Ravensthorpe 2km to the east. Ravensthorpe demonstrated a similar Industrial Period development to Mirfield.

The hinterland to the north of Mirfield remained largely rural in the late 19th century. The dispersed pattern of hamlets and small villages with ribbon developments of cottages along the several lanes which crossed the area was largely set by the mid-19th century. Some may have been ancient, others of Industrial Period original. Late 19th century development increased the size of these hamlets with the addition of a terraced rows and detached houses and the occasional village institute and also redeveloped part of the earlier cores (e.g. HLC_PK 1870, 1834). Towngate, Little London City and Lee Green expanded slightly during this time. Northorpe gained a small zone of terraces to the south of the village, probably associated with the nearby colliery and Northorpe Railway Station (e.g. HLC_PK 2425).

To the south of the River Calder, the hillside around Hopton Fold remained largely unchanged in the later Industrial Period. The valley bottom became developed with the new settlement of Lower Hopton. This was a modest scale detached settlement of largely back-to-back terraced houses with a small commercial core near Ledgard Bridge and a chapel on Calder Road (HLC_PK 5359 & 5363). The development's associations with Lower Hopton are clearly industrial, providing workers' accommodation for the many mills and maltings in this locality.

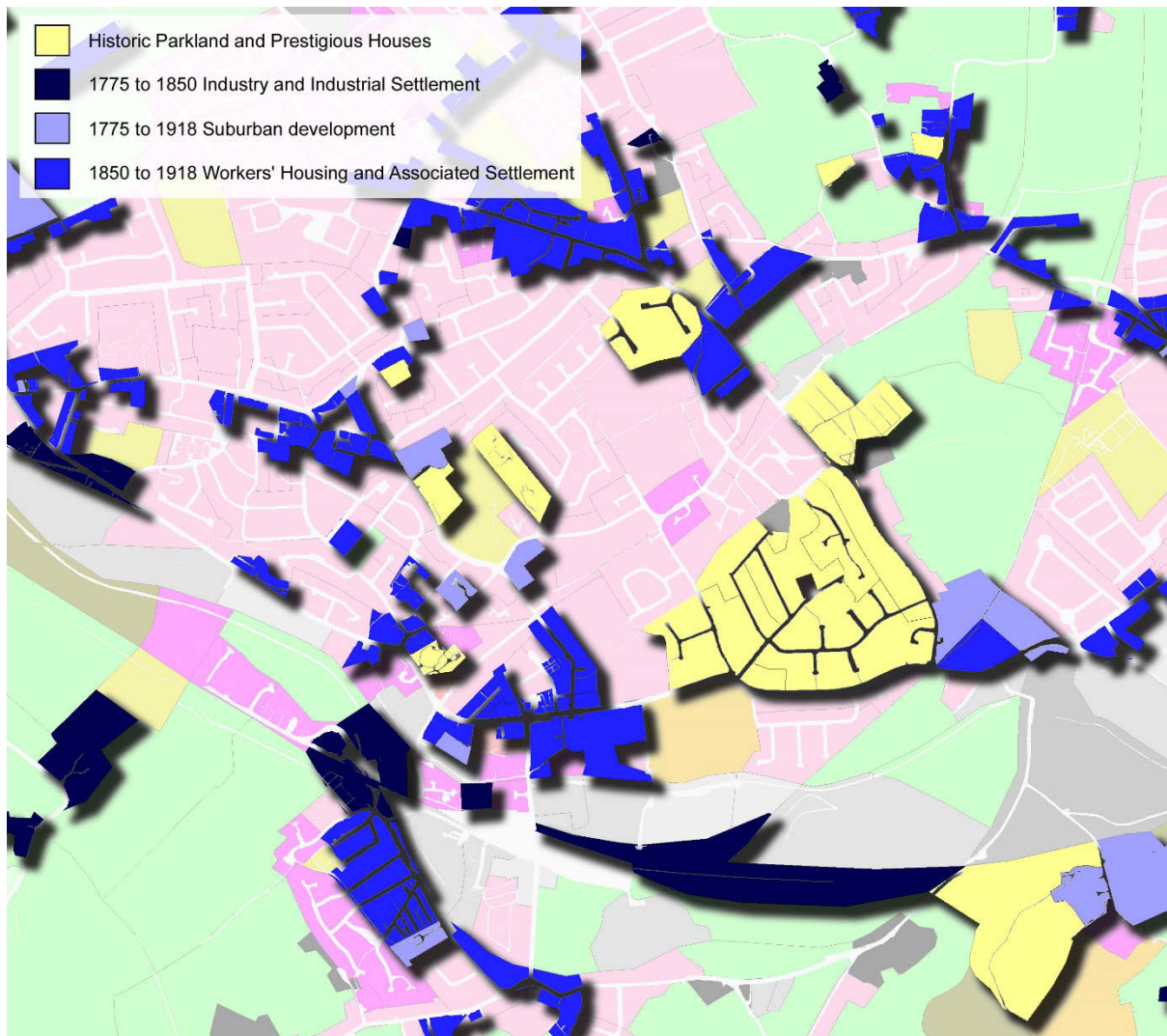


Figure 315. Zone map of Mirfield's later Industrial Period development (not to scale)

20th century and beyond

Industrial Period settlement continued to expand into the early 20th century but only on a relatively small scale. The first housing estates appear in the Interwar period. The largest development of this time was to the west of Mirfield [formerly Eastthorpe] in the Stocks Bank locality. The Wilson Avenue development consisted of 6.5 hectares of semi-detached houses built by 1931 (HLC_PK 1851). The estate expanded to the west and north at around the same time with a private development of detached and semi-detached houses along Quarryside Road and Nab Lane. (HLC_PK 1848 & 1850). Fir Grove was a 4.7 hectare estate of semi-detached houses built on previously undeveloped agricultural land between Mirfield and Ravensthorpe also before 1931 (HLC_PK 1968). Well House Lane was a 3.4 hectare development built in the Green Side locality in the 1930s (HLC_PK 1802).

Development occurred throughout the rural hinterland of Mirfield and much of it was small scale and piecemeal. For example, St Paul's Road was a single street of terraces and semi-

detached houses built by 1931 constructed to the immediate north of Mirfield and Church Lane had a row of detached houses to the west of Mirfield (HLC_PK 5775 & 1938).

Mirfield is now surrounded by a large zone of housing to the north of the Calder with a smaller more dispersed zone in the Lower Hopton and Upper Hopton localities to the south. Mirfield is now connected to Dewsbury through a zone of continuous urban development. The bulk of the development occurs to the north of Mirfield on previously undeveloped land at the southern edge of Mirfield Moor. The predominant character in this area is of private housing (i.e. bungalows, semi-detached and detached houses) built on previously undeveloped land in the 1960s and 70s. For example, Water Royd and West Royd Avenues was built by 1969 (HLC_PK 1798). Fox Royd Avenue and Kings Head Road contained a mix of detached and semi-detached houses and was built in the 1970s to early 1980s (HLC_PK 1758). Priory Way consists of bungalows, detached houses and semi-detached houses of c.1970s date. There are also smaller infill estates of a slightly later date. Haworth Close consists of late 1980s semi-detached houses (HLC_PK 1757). These estates continue northwards, with a similar status and inception date, to meet the housing estates on the southern side of Liversedge and Heckmondwike.

Upper Hopton also gained a medium scale zone of 20th century housing. Interwar development is represented by a single cul-de-sac of semi-detached houses (HLC_PK 5349). The area also includes three larger developments of mid to late 20th century date (e.g. HLC_PK 5342 & 5346)

20th century housing development generally occurred on previously undeveloped land. One notable exception is the Blake Hall estate south of Towngate. The private parkland became developed from the mid-20th century onwards with a private housing development. Only the stable block survives from the 18th century hall (HLC_PK 1937).

Along with housing estates came associated features such as small shop parades, playing fields and schools. The Mirfield 20th century urban conurbation contains several such features. For example, Mirfield Grammar School was built in post-war period, Battyeford Junior, Crossley Fields Infant and Junior School dates from the 1960s and an Infants School which was built in the late 1970s to early 1980s (HLC_PK 1681, 1806 & 1753).

Post-1990 development is smaller in scale in-filling the gap between earlier estate developments (e.g. Leas Croft. HLC_PK 2992). The largest estate occurs on the outer western edge of Lower Hopton. Oakfield Drive is a 4.8 hectare estate built on previously undeveloped pasture (HLC_PK 5340). The Calder Valley contains a small zone of small scale post-1990 estates built on previous industrial sites. For example, Calder View was built

on the site of 19th century railway sidings after 2008 and Brewery Wharf replaced Victorian malthouses (HLC_PK 5386 & 4734).

The Calder Valley is still a zone of industry. Development in the 19th century concentrated around Battye Ford, Mirfield and Ravensthorpe. It is now continuous in an unbroken zone which stretches for over 5km eastward to Dewsbury and beyond. Development in the Mirfield locality is generally medium scale and contains a mix of reused Victorian sheds, 20th century piecemeal development and a few new builds. Each site has its own history with varying representations of historic industrial character. For example, Sands Mill and Wellington Mill were established in the mid to late 19th century in the Battye Ford locality. Sands Mill was initially used for the production of fancy woollens. The buildings were reused for the production of doors for Lancaster Bombers during the 2nd World War. Large industrial shed developments were built on part of this site in the late 20th century, but there is still good survival of some 19th century buildings (HLC_PK 5377). The Jubilee Dye Works south of Mirfield were built by 1931. The site appear to have been wholly redeveloped in the late 20th century (HLC_PK 4727). Ledgard Wharf in Lower Hopton was established as a mill in the mid to late 19th century. The building is extant but has been reused as flats (HLC_PK 5596). One notable industry in this part of the Calder Valley is the large scale gravel extraction which occurred to the east of Mirfield in the late 20th century. The site was established on valley floor meadows and would have provided aggregates. Gravel extraction no longer occurs and the pits are now flooded as fish ponds (HLC_PK 4510).

There is little industrial developed outside the Calder Valley corridor at Mirfield.

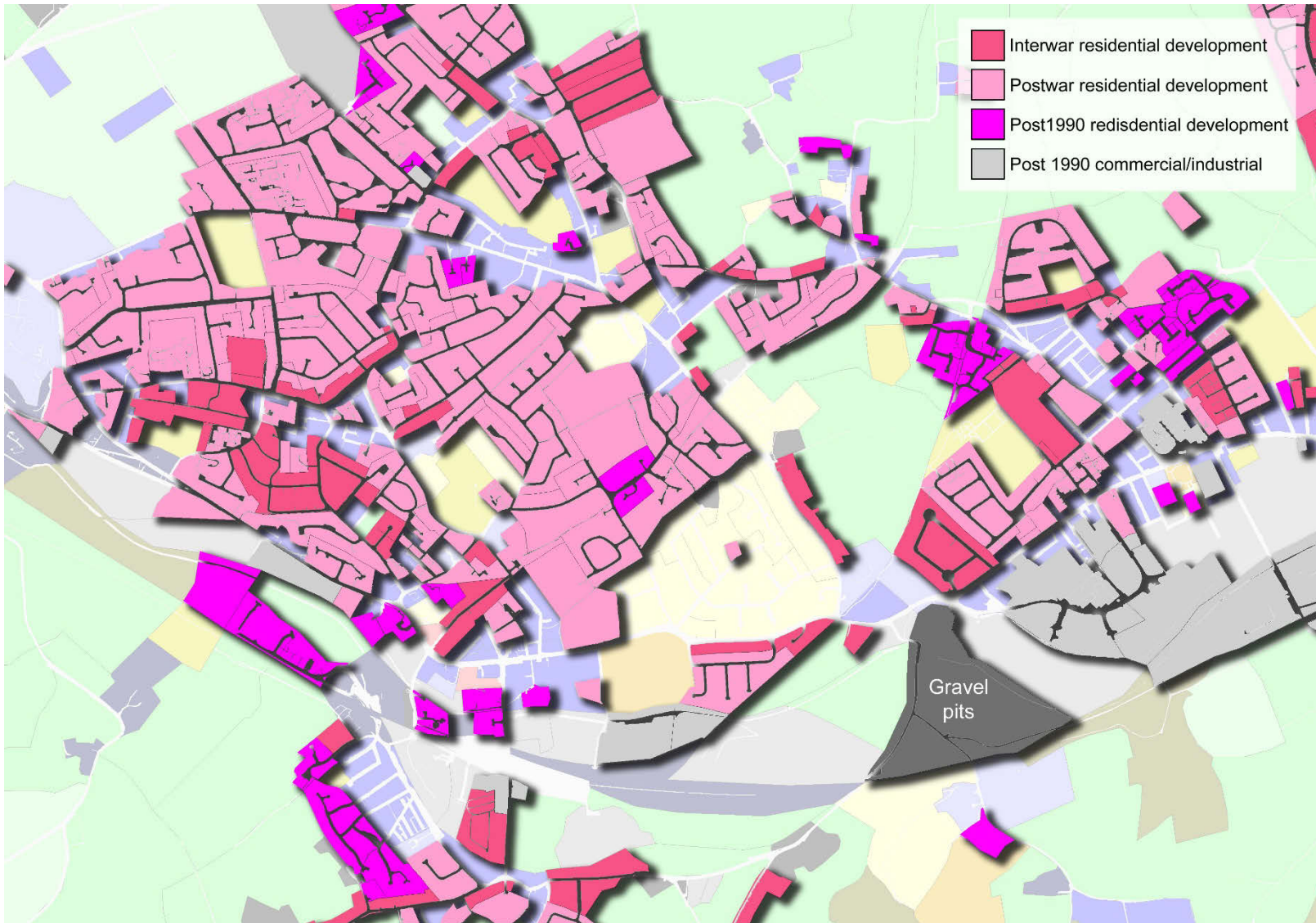


Figure 316. Zone map of Mirfield and Ravensthorpe's 20th century urban and industrial development (not to scale)

Rural hinterland

The settlement of the Mirfield Township in the mid-19th century consisted of scattered farms, folds and hamlets, broken linear development, a zone of industrial development along the Calder Valley and two of three settlements which may have had origins as small villages in the medieval period.

Both Towngate and Northorpe were linear development which may have also had associated field systems. The rural hinterland of Towngate has been wholly developed and the ancient fields have been lost. Agricultural land is present to the east of St Mary's Church which has seen a small amount of 19th and 20th century agglomeration. The original Towngate High Street was developed in the 20th century but still slightly retains a village like character particularly at the northern end with the survival of a few vernacular cottages and later Industrial Period houses.

Northorpe is situated at the north eastern edge of the Mirfield urban conurbation in a semi-rural location. This area still preserves the curved linear form of medieval strips fields with only a slight amount of 19th and 20th century agglomeration. The former village high street contains a mix of 20th century housing, a few Industrial Period terraces and villas and cottages from an earlier period. There are three surviving historic hall-houses: Northorpe Hall, Northorpe Croft and Balderstone Hall with 17th to early 18th century dates (Images of England UID 340827, 340826 & 340790).

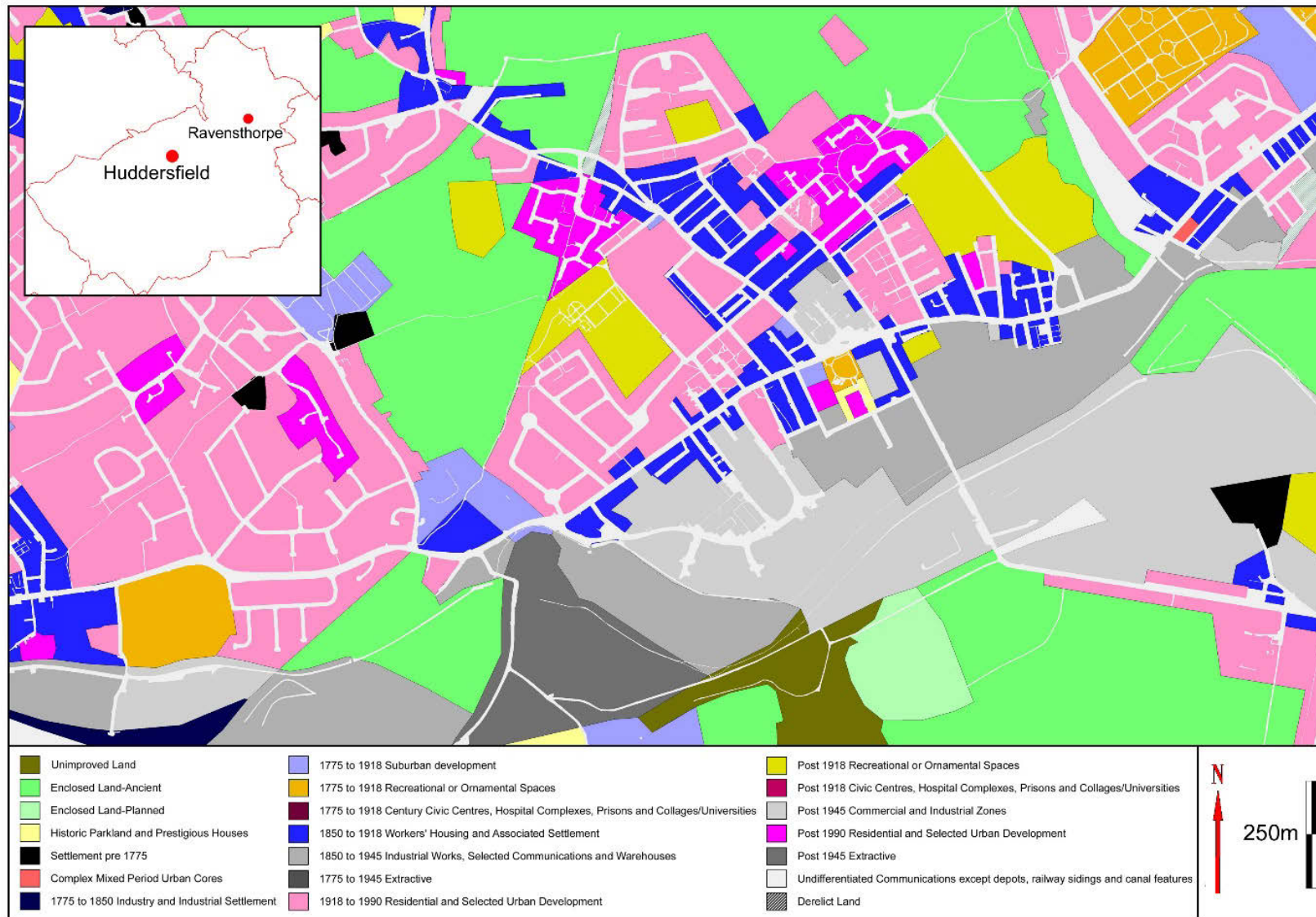
The Towngate village extended northwards to join with the hamlets of Little London City, Green Side and Lee Green. These settlements may have represented common side settlement. The land to the immediate northwest is named Mirfield Moor and in the mid-19th century had the large regular fields associated with later surveyed enclosure. The lanes, Greenside Road and Lee Green, which were the focus of settlement in the 19th century formed a funnel shape which ended at the northern end of Towngate. Although the settlement here appears to have been Industrial Period, at least one house in the group has late medieval origins: Wellhouse Farm originated as a timber framed house dating to 1576 (Images of England UID 340835). The Green Side settlement had largely become subsumed by 20th century urban development, with a few fields of the former common preserved as recreation grounds. Fields to the east of Well House has the curved linear form of enclosed strips but the area now the site of the Crossley Fields Infant and Junior School (HLC_PK 1806). 20th century housing estates have now encroached on the southern side of Mirfield Moor. Beyond the estates there is fair preservation of the former surveyed enclosure. Both Greenside Road and Lee Green contains a strong representation of Industrial Period houses, mainly terraces with the occasional larger house. A few cottages in

this group retain vernacular features of early Industrial Period date, including single cell, single storey cottages which are associated with quarrying and mining industry in west Yorkshire. These are mixed, piecemeal with 20th century residential development.

The northern banks of the Calder are now largely industrialised. Lower Hopton originated as an Industrial Period settlement and contains development from this period and the 20th to 21st century. The hamlet of Upper Hopton may have origins as a fold around an ancient hall. The current Hopton Hall dates from the 16th century but may be older. There is now a zone of 20th century housing to the immediate north of Upper Hopton, otherwise the area remains rural with a fair retention of field boundaries depicted on 19th century mapping. The most agglomeration has occurred to the southwest of Upper Heaton on the upper slopes in the Kirkheaton locality. The Upper Hopton locality in a hillside position which has retain a large amount of ancient woodland. The fields in this area are small and irregular which suggest assarting or piecemeal enclosure from and early date (e.g. HLC_PK 3707 & 3586).

4.2.26 Ravensthorpe

Figure 317.
Zone study
area map of
the
Ravensthorpe
locality



Overview

Ravensthorpe is town entirely of late Industrial Period origins. It is now surrounded by a zone of 20th century housing to the north and is connected to Dewsbury to the east and Mirfield to the west by an industrial corridor along the River Calder to the south. Ravensthorpe is located around 9km to the northeast of the Huddersfield Town core in the Township of Mirfield (40m AOD. OS ref 422477, 420412). The settlement is positioned in a valley bottom location on the northern banks of the River Calder and at the southern end of the Spen Valley. The confluence of the two rivers is around 1km to the east of the town centre. The land rises to the northeast to Dewsbury Moor and to the northwest to Crossley Hill. South of the Calder is the hillside below Lower Whitley. Ravensthorpe sits above a solid geology of the Pennine Lower Coal Measure Group of rocks.

Historic core

The core of Mirfield runs along the east-west Huddersfield Road. On mid-19th century OS mapping this was named Mirfield Lane and was described as the Dewsbury and Elland Trust Turnpike dating to 1758 to 59 (HLC_PK 1990). There was settlement on this route, although it was low density and consisted of an inn, a malt kiln and a few cottages. The Calder Wharf on the Calder and Hebble Navigation Canal was situated at the eastern end. There was no specifically named Ravensthorpe town or village in this location. The only reference to "Ravensthorpe" was Ravens House and Ravens Wharf at the eastern end of the study area.

This area was situated at the southern end of an extensive area of enclosed medieval open fields associated with Northorpe, a small village to the north and Towngate to the west. Both villages had a linear plan. Towngate may have been the larger of the two. It had a Church, village stocks and a hall. The current church was built in 1871, designed by Sir George Gilbert Scott. The church replaced Castle Hall which was demolished in the 1860s. This manor house may have had Anglo-Saxon origins, but its first definite mention is from the 13th century when Alexander de Neville lived there. The hall is known to have been renovated in 1522 by Thomas Beaumont, the Beaumont family living in the hall until the 18th century. The building was then partitioned into a number of houses and later used as the Beaumont Arms Inn. The hall was built within the bailey of Castle Hall Hill motte and bailey castle. The castle is thought to have been built between 1086 and 1159 (HLC_PK 1947). Northorpe is known from the early 14th century (HLC_PK 2418).

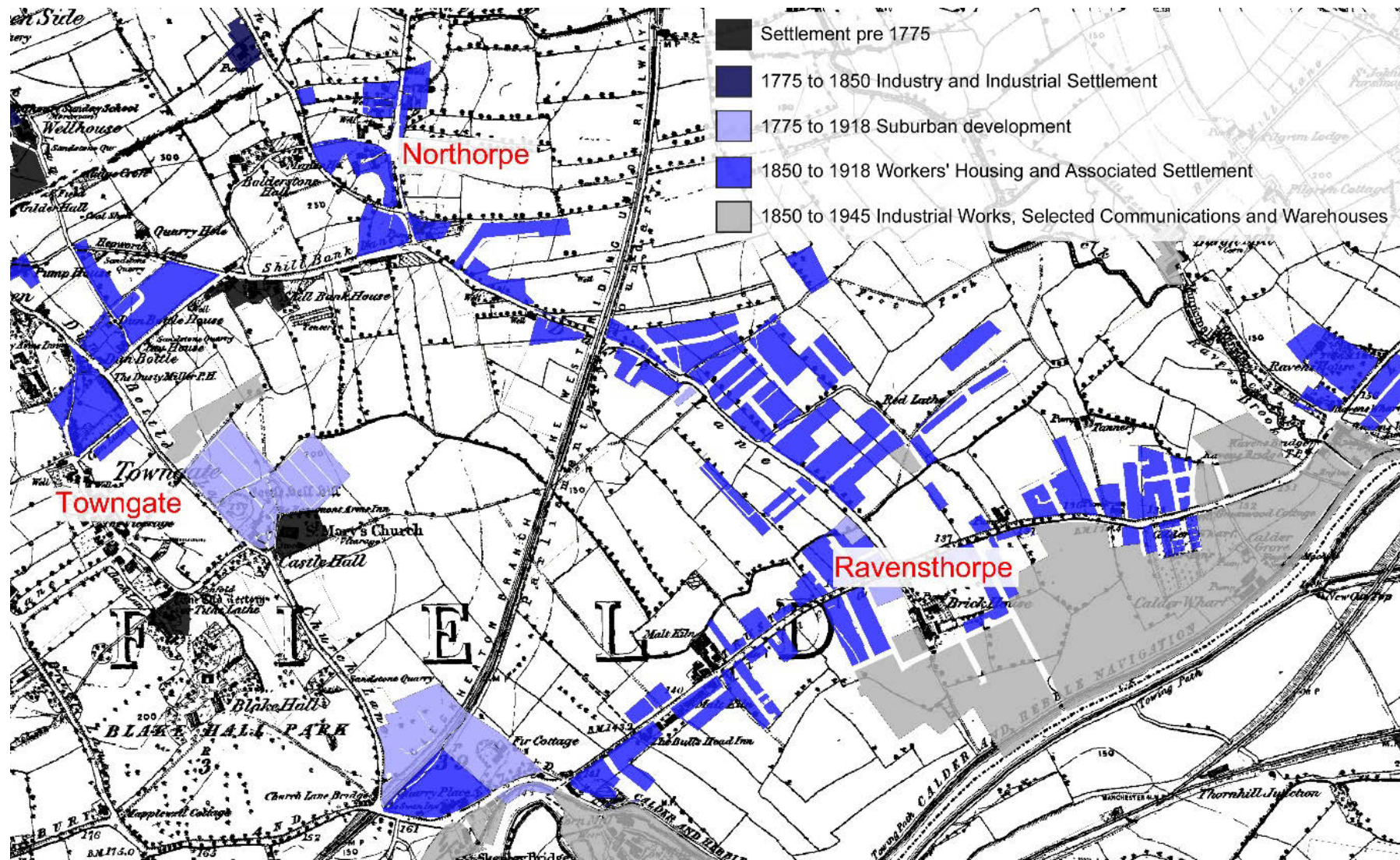


Figure 318. OS 1st edition 6" map of c.1850 with overlay of later Industrial Period HLC zones and surviving pre c.1775 settlement (not to scale).
 Historic mapping: © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

Industrial Period development

Ravensthorpe developed as an industrial town almost entirely in the mid to late 19th century, although the signs in industrialisation were present by c.1850. The Calder and Hebble Navigation Canal of c.1760 and the ready supply of water from the River Calder probably influence industrial development in this area. There were two wharfs: The Calder Wharf and Ravens Wharf to the east. Three mills were depicted. Two were corn mills on the Calder to the west and the third was a corn mill to the northeast of Ravensthorpe on the Burgh Beck in the Spen Valley.

Ravensthorpe had become transformed in the period between c.1850 and c.1894. A large zone of industrial works had developed between Huddersfield Road and the Calder on an area of former valley floor meadows. The zone contained several large scale mills. These included Church Street Mill, Oaklands Mill, Branch Mill, Ravensthorpe Mill, Calder Vale Mill, Netherfield Mill, Calder Wharf Mill and Ravens Ing Mill located across this area. These mills were established in the mid to late 19th century as textile mills of various types. This includes scribbling and fulling mills, woollen mills, a silk mill, shoddy manufacturing, rug production and mungo production. Several elements of the original buildings survive within this complex, although there has been rebuilding works and infilling with modern industrial buildings (HLC_PK 2024). Also in this area was Calder Wharf Mill. It was originally constructed between 1854 and 1857 as a woollen mill (HLC_PK 2026). These mills occurred at the eastern end of the area. Previously this was an area of piecemeal enclosure of valley floor meadows.

Low Mills was present to the far west of the area. Low mills were originally known as Shepley Mills in the 16th century. This was a corn mill until 1857, when it became a dual corn and woollen mill. By 1897 the site was a shoddy mill run by Nephew Lee and Sons (HLC_PK 4514). The area between Huddersfield Road and the Calder continued to develop with industry into the 20th century.

Other industrial works included the Dark Lane Colliery to the north of Ravensthorpe. This was a large colliery served by railway sidings (HLC_PK 2127). The area now contains a post 1990 housing estate. Tan House Chemical Works was constructed in fields to the north east of Ravensthorpe in the mid to late 19th century. It replaced a small tannery (HLC_PK 2048). The works are demolished and the area is a sports ground. The area also gained the Mirfield Gas works in 1856 on land in the centre of Ravensthorpe to the immediate north of Huddersfield Road (HLC_PK 2112). The area is now a retail park.

Two other innovations of the 19th century were the introduction of the Thornhill Railway Junction with sidings in 1841 and the Ravensthorpe Railway Station also with sidings on the

Ravensthorpe Branch Line in 1869 (HLC_PK 4389 & 2056). The later closed in 1962 and is now a part of a cycle route.

It was during the later Industrial Period into the early 20th century that Ravensthorpe became a town. Huddersfield Road developed as a commercial and urban core with purpose built shops and small institutes such as schools, Methodist chapels and St Saviour's Church of 1864 (HLC_PK 1989, 2009, 2017, *etc.*). Ravensthorpe became surrounded by large zones of terraced houses both as individual rows, squares and grid-iron developments. Late Victorian and Edwardian through-terraces and back-to-back terraces are represented (e.g. HLC_PK 1988, 2092, 2080 & 2086). These occurred largely off Huddersfield Road and North Road. Although a few detached houses were built in the Ravensthorpe core, the area was largely working class in character. Villas with large gardens were constructed to the west of the area in the Blake Hall Park area. Two survive, though the setting has been changed by 20th century urban development (HLC_PK 4527 & 4526).

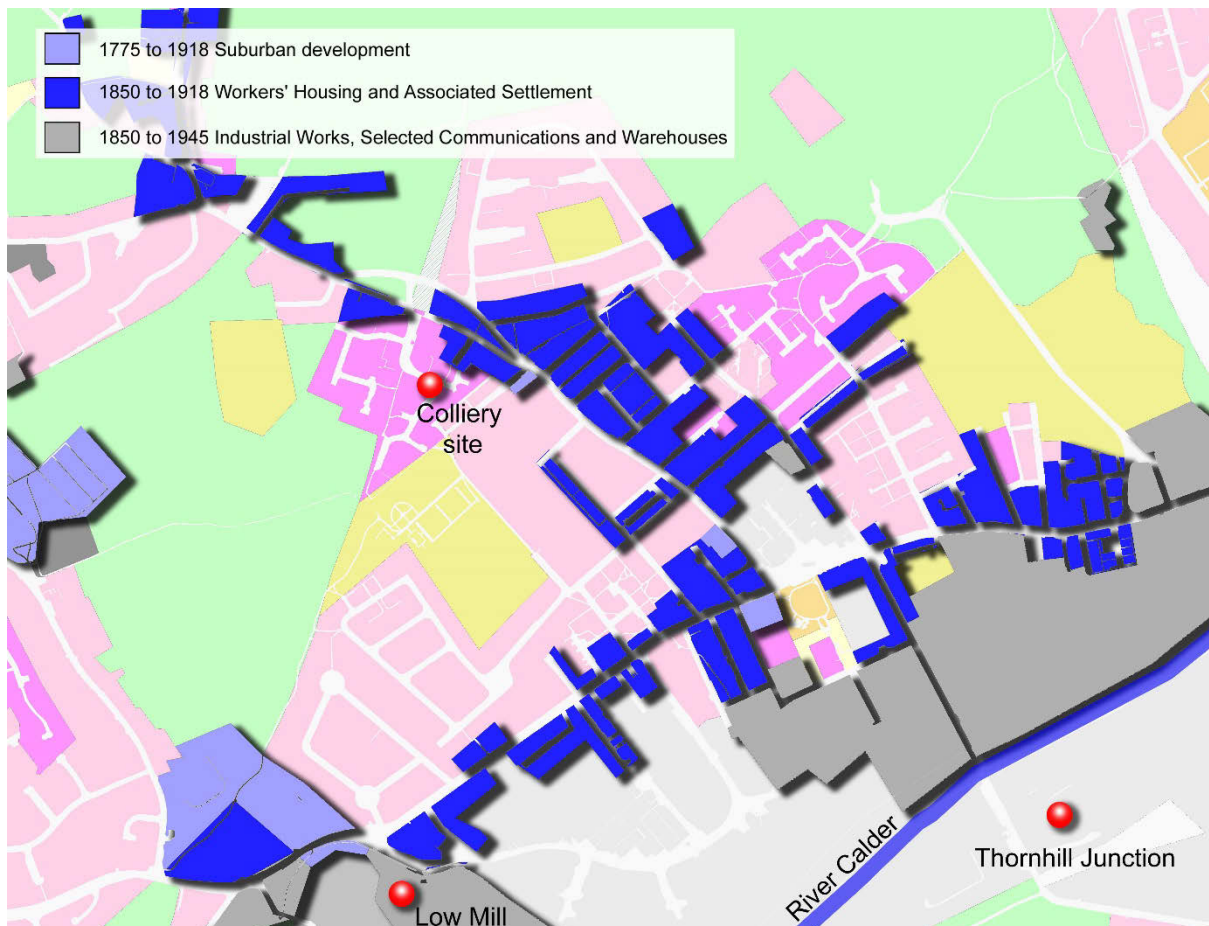


Figure 319. Zone map of the Ravensthorpe's later Industrial Period development (not to scale)

20th century and beyond

Ravensthorpe is now connected through continuous development to Dewsbury to the east and Mirfield to the west. Although both Mirfield and Dewsbury contain large scale housing estates, those around Ravensthorpe tend to be small to medium scale. Interwar, post-war and post 1990 estates are represented. The zones occur almost entirely to the north of Huddersfield Road. Interwar examples include the Fir Grove estate (HLC_PK 1968). The Ravensthorpe Junior School was also built around this time (HLC_PK 1974). The large post-war examples include The Crescent post-war development of social housing and the Northstead Estate which may also be council built houses (HLC_PK 1970 & 2072). The two largest post-war examples include the modern housing estate built on the site of Dark Lane Colliery and Heron Close built around 2002 on previously undeveloped land (e.g. HLC_PK 2127). Many other smaller scale developments are present throughout.

Ravensthorpe sports grounds was established in the 1960s on the site of a tannery to the east of the area and Holroyd Park was established in the 1950s to the west (HLC_PK 2048 & 1972).

The zone of 19th century industry continued to expand in the 20th century. It is now continuous with developments associated with Mirfield and Dewsbury occurring along the Calder Valley. 19th century industry survives reused (HLC_PK 2024 & 4514) and new development occurs often in large scale sheds. The largest is the Ravensthorpe Industrial Estate to the west. This was built after 1993 on an area of valley floor meadows (HLC_PK 2013). The Thornhill Power Station is present to the south of the Ravensthorpe Mills zone (HLC_PK 2027). A small power station is first seen on this site in 1907, part of this building survives. The station more than doubled in size, covering the whole site by the 1970s. The rapid size increase is likely to be in part due to the demands of the nearby mills, which although some had chimneys that suggest steam power, probably were converted to electric power. The spoil heaps are present to the east of the power station (HLC_PK 4395). Other works include the Ravensthorpe Road Industrial Park. A concrete works was established on this site by 1955, and there have been more recent additions of business premises (HLC_PK 4390).

Although Huddersfield Road has now become a busy trunk road, the later industrial period character is well preserved with terraced houses, small institutes and shops along much of its route. Shops tend to be small scale and in terraced rows. The largest shop is a Victorian commercial warehouse at the junction of North Road to the east of the high street. This area also contains St Saviour's Church. The junction area now includes a medium scale modern retail park on the site of the former gasworks (HLC_PK 2112). The mixed commercial and residential Industrial Period character continues eastward along Huddersfield Road in the

direction of Dewsbury. Here the industrial character to the south of Huddersfield Road becomes more dominant. The developments of terraces off Huddersfield Road demonstrate piecemeal redevelopment. The eastern side of North Road retains good survival of Victorian and Edwardian terraced houses with piecemeal 20th century residential development to the west (e.g. HLC_PK 2150).

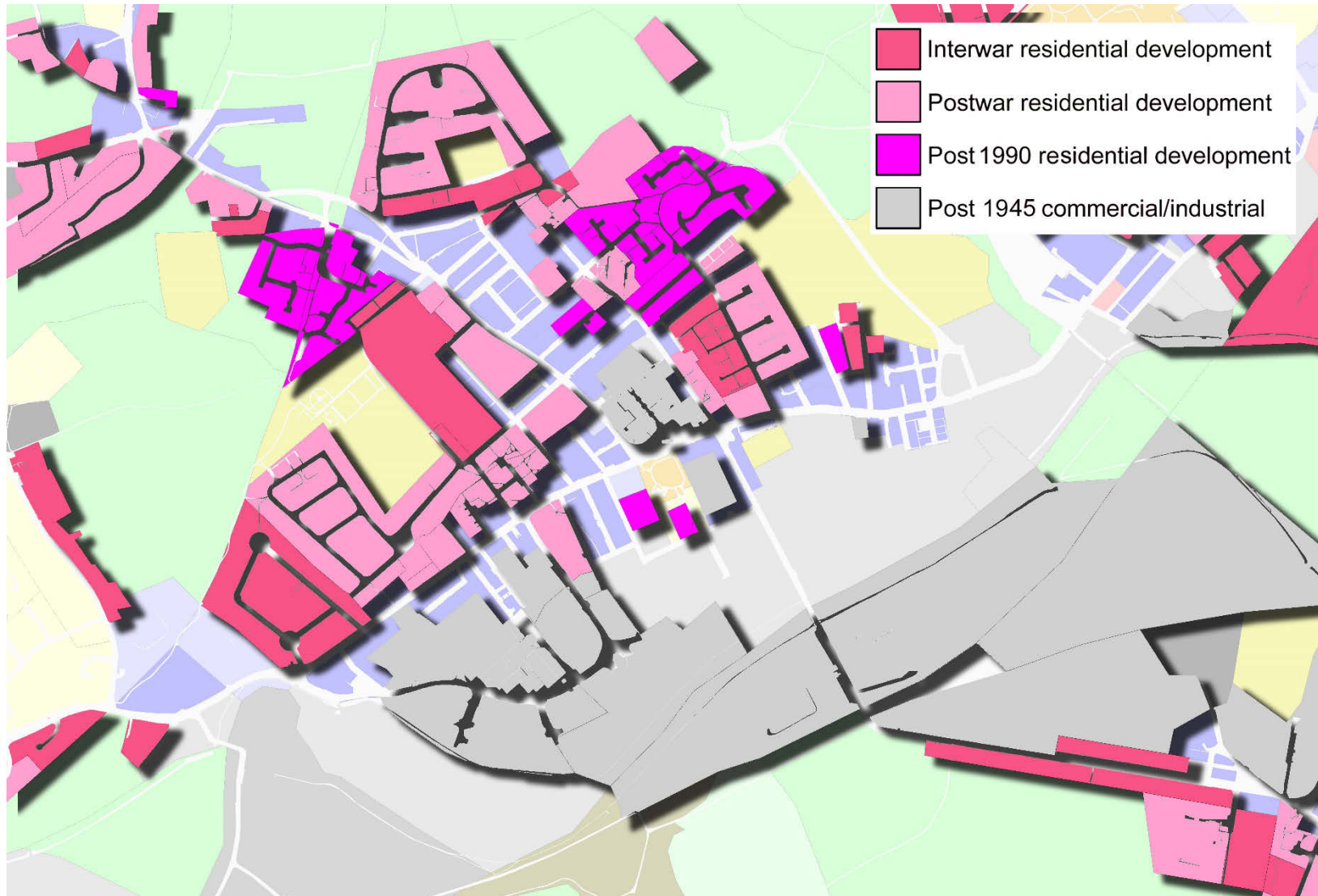


Figure 320. Zone map of Ravensthorpe's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

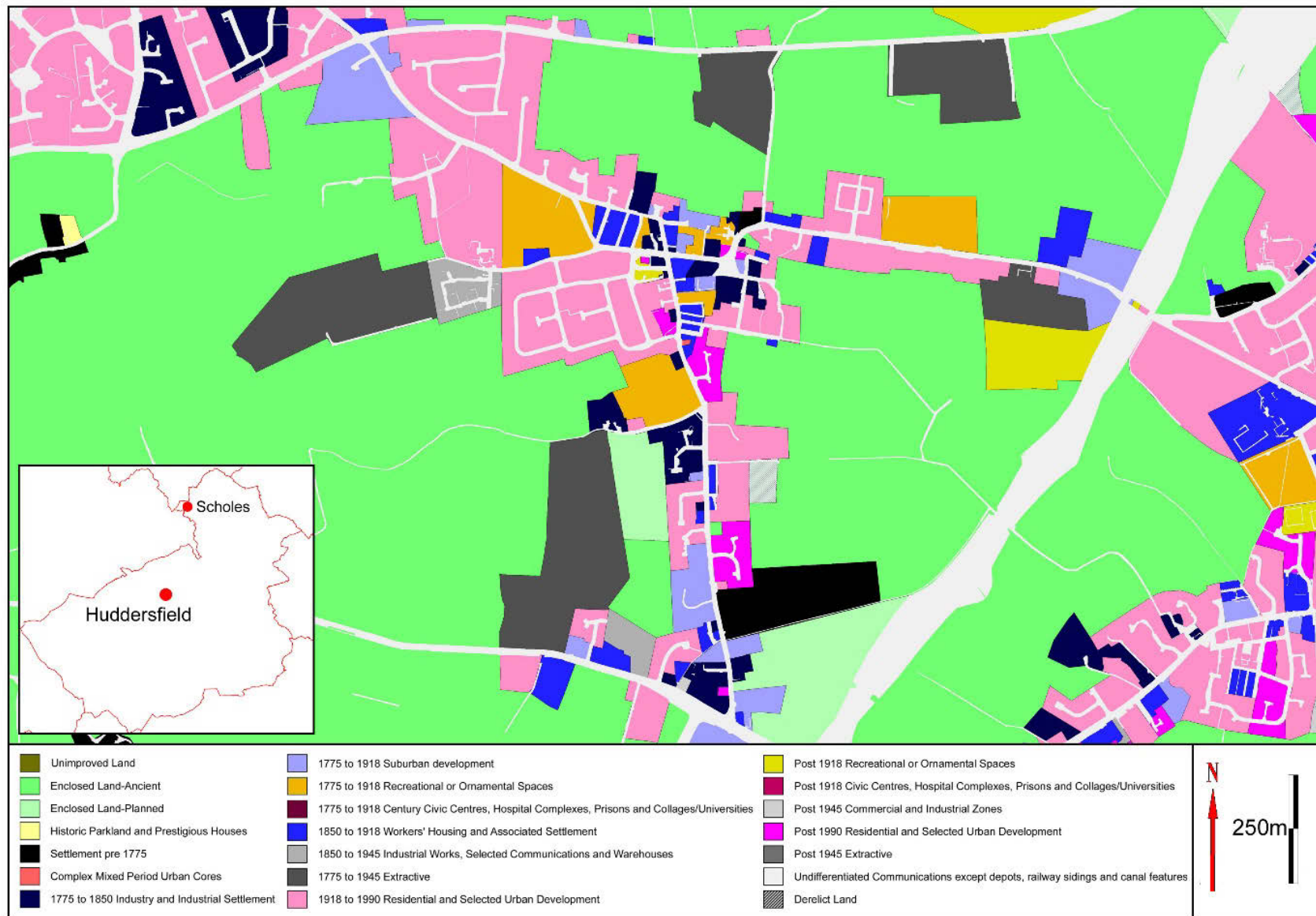
The medieval settlement of Northorpe is largely unrecognisable as a village, with Victorian terraces, a villa and 20th century semi-detached houses and bungalows. There are a few exceptions: Northorpe Hall is a surviving high status 17th century house now in use as a school (HLC_PK 2417). To the immediate south of the hall is Northorpe Croft, a lesser house of 1701 (Images of England UID 340826). Balder Stone Hall is present 250m to the west of Northorpe Hall and dates to 1690 (HLC_PK 2416).

The Towngate village core also demonstrates partial survival with a few surviving cottages along its route mixing with 20th century suburbs. One or two, such as the Old Rectory of early 16th century demonstrate ancient origins. The original rectory is believed to have been built in 1300 for John de Heton (HLC_PK 1956). The rectory hall may have also had a large tithe barn. This area also includes the tower of the Old Church of St Mary believed to originate from the early medieval period and Castle Hall Hill, a motte and bailey castle built between 1086 and 1159 (HLC_PK 1941). To the south of Towngate was Blake Hall. The hall may have had medieval origins, although the date of the associated parkland to the immediate south is unclear (HLC_PK 1937). The current hall was built in 1745 and has become subsumed by modern housing. The outer perimeter of the park survives as the housing estate boundary.

Where not developed, the fields around Northorpe and Towngate survive well from the 19th century with little agglomeration. The meadows of the Spen valley became reorganised in the 20th century possibly as a result of industrial processes. The Calder valley has been radically altered through industrial development or spoil dumping.

4.2.27 Scholes

Figure 321.
Zone study
area map of the
Scholes
locality



Overview

Scholes originated as a village probably of medieval origins which underwent slight development in the Industrial Period. It is now a rural suburb connected by a thread of development to Cleckheaton 2km to the east and Wyke around the same distance to the northwest. Scholes sits in an elevated position in the centre of Hartshead Moor. The moor had been enclosed by the mid-19th century. The land drops away to the east to the Spen Valley and to the west to Clifton Beck. The valley sides are cut with several becks. Both valley systems connect with the Calder valley to the south near Brighouse and Ravensthorpe. Hartshead Moor joins with Wyke Common and Bradford Low Moor to the north. Scholes is situated around 9.5km to the north-northeast of the Huddersfield Town core in the Township of Cleckheaton (160m AOD. OS ref 416626, 425942). The sub-surface geology consists of the Pennine Lower Coal Measure Group of rocks.

Historic core

Town Gate probably represents the earliest part of the core. The plan and layout of houses was more organic in this area in the 19th century.

The village plan had a short irregular street with a small triangular green at the western end. Development extended north of the green for a short distance along Whitechapel Road. The second focus was along Tabbs Lane to the northwest and Scholes Lane (formerly Webster Lane) which ran from Tabbs Lane in a southerly direction. There were a number of folds in the vicinity of Scholes which may have also had ancient origins. These include Popplewell 600m to the west, Hartshead Moor Top 1km to the south and Hartshead Moor Side 1.5km to the southeast. These formed part of a larger low density rural settlement which was dispersed around Hartshead Moor.

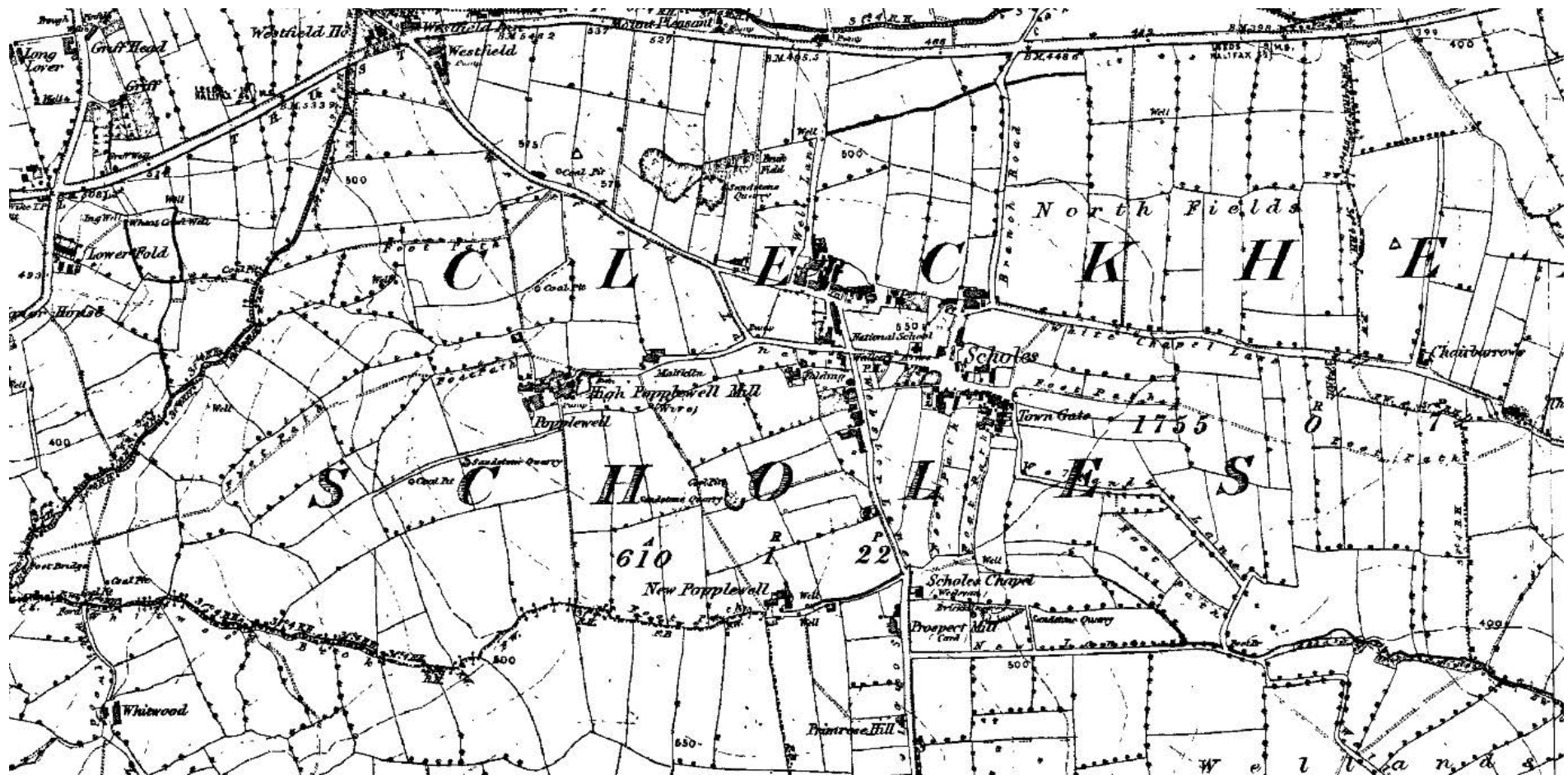


Figure 322. Scholes and Popplewell villages with associated field systems. OS 1st edition 6" map, c.1850. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

The fields surrounding Scholes clearly formed an open field system associated with the medieval village. Not only did the enclosure have the linear and serpentine form associated with strip fields, place name evidence indicates a “North Field” and “West Field”. Ridge and furrows are still visible in fields to the north of Scholes (visible from Whitehall Road). The earliest place name reference to Scholes is from 1229 and Popplewell is first mentioned in 1229 (Smith, A.H. 1961. Part III. pp.17-18).

Scholes contains three listed buildings. 408 White Chapel Road is a house dating to 1638. Adjacent to this is a barn of late 15th to early 16th century date (HLC_PK 7129). There is also a barn of late 18th century date off Tabb Lane (Images of England UID 341078). The Church of St Peter 2.7km to the southeast of Scholes originates in the Norman Period and may have served the village (HLC_PK 6838).



Figure 323. Zone map of Scholes's historic settlement (not to scale)

Industrial Period development

Scholes largely escaped the excessive development of the Industrial Period. The presence of barns and farms within the village suggests Scholes was a village with an agricultural based economy. A number of cottages in the core do date from the early Industrial Period largely around Town Gate with a few cottages around Tabbs Lane (HLC_PK 9807 & 9875). Development in the Scholes Road and Tabbs Lane area tends to be from later Industrial Period (e.g. HLC_PK 9811). A few cottages may have been engaged in weaving. Village workshops were also likely. Mid-19th century OS mapping depicts a small wire mill in Popplewell and a card mill on Scholes Lane to the south of the village (HLC_PK 6978 & 9836). The house on Scholes Lane named Oldfield Nook was built in 1739 by Robert Crossland, a local cardmaker and notable Quaker (HLC_PK 6915). There was also a small amount of local quarrying. The largest was a sandstone quarry with brickfield to the north west of the village (part of HLC_PK 6934). This area and the fields to the west of the village also contained a few coal pits. The village had gained a worsted mill by c.1894. Albert Mill was situated on Scholes Lane to the immediate south of the village (HLC_PK 9801).

The greatest industrial change in the latter half of the 19th century was the introduction of collieries. This was organised development with several local collieries connected by a network of tramways leading to the extensive Low Moor Iron Works 2.5km to the north. See Figure 324 below.

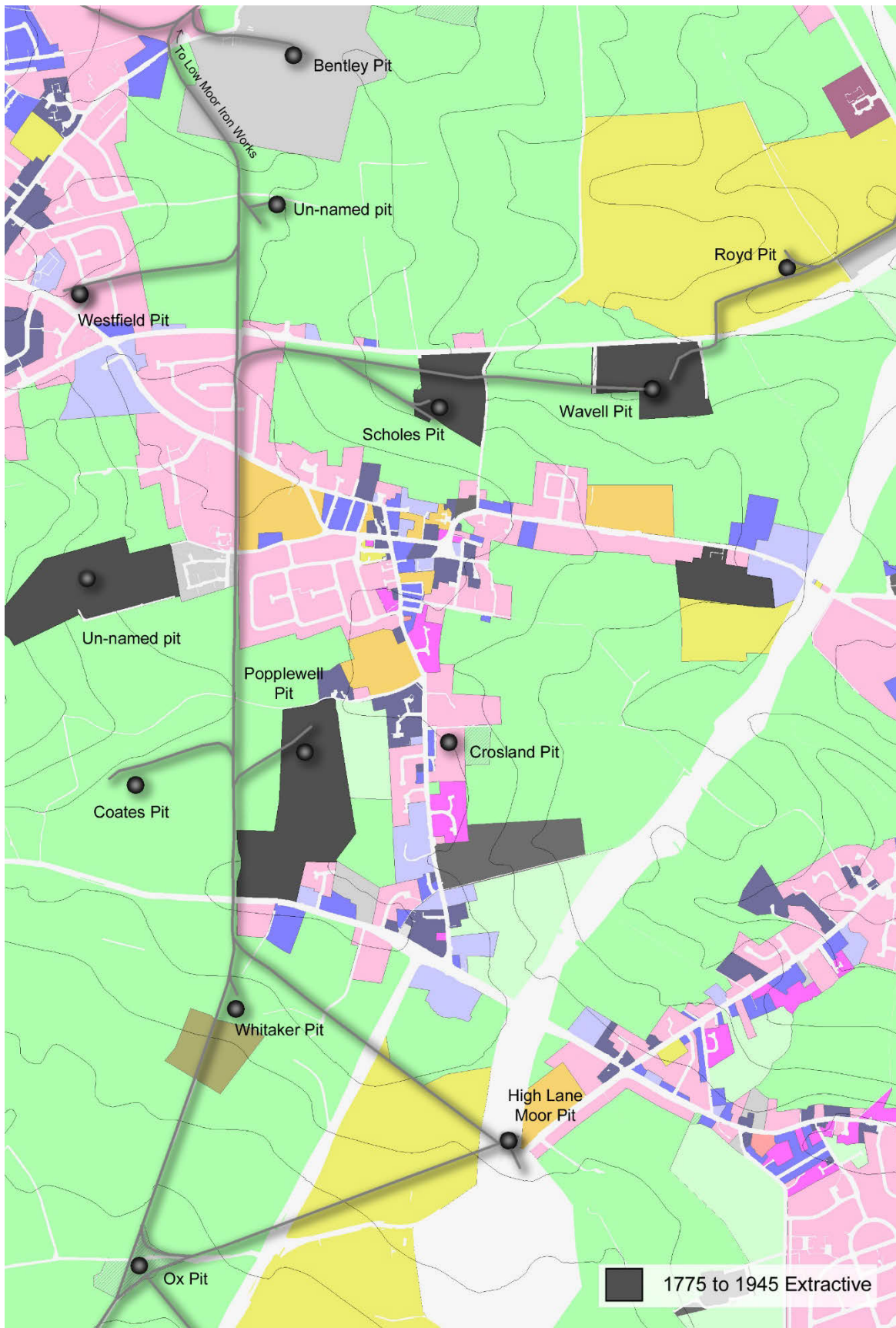


Figure 324. Distribution of late 19th century collieries and mineral tramways. Smaller coal pits are not included (not to scale)

The effects of later industrialisation on Scholes village were slight. Many collieries went out of use by the early 20th century. The settlement gained a few terraced rows which occurred largely in the Tabbs Lane, New Road and Scholes Lane area on the western side of the core. These occurred as short terraced rows throughout and as small grid-iron developments particularly around Wickham Street and Lower Green (HLC_PK 9873 & 9804). The village gained a few small institutes such as a school, Methodist chapel, Friends' Meeting House and Temperance hall (HLC_PK 9887, 9799, 9783 & 9815). The St Philip and St James' Church off Scholes Lane was consecrated in 1877 (HLC_PK 9809). A small commercial core developed around the junction of Tabbs Lane and Westfield Lane which include a few village shops and a public house.

Scholes Cricket Club was founded to the west of the village in 1868 and Cleckheaton New Cemetery was founded to the east of Scholes in 1903 (HLC_PK 9831 & 6925).

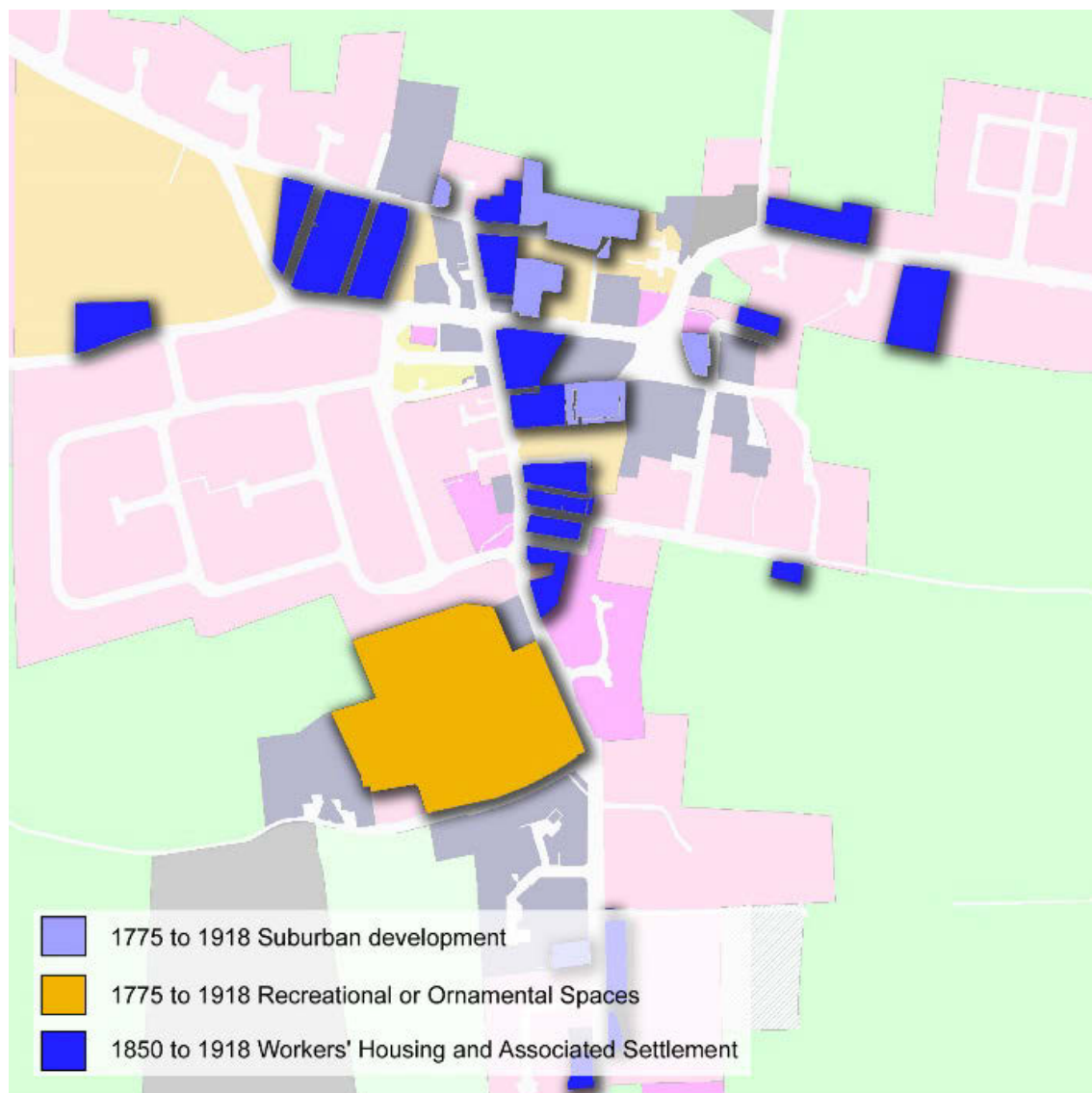


Figure 325. Zone map of Scholes's later Industrial Period development (not to scale)

20th century and beyond

The village is now surrounded by clear zones of 20th century residential development. The largest occur on the western side of the village off Scholes Lane and Westfield Lane. The developments form a continuous zone or housing estate connected to Wyke to the north. This area contains a few developments of semi-detached houses from the Interwar period which occur as ribbon development or small estates (HLC_PK 6939, 6938, 6937 & 6940). The village also gained a row of almshouses on New Road East in 1928 (HLC_PK 9886)

The two largest post-war estates also occur to the west of the village. The Old Popplewell Lane estate consists of post-war semi-detached houses (HLC_PK 6979). The Westfield Lane estate filled in the space between the Interwar developments to the northwest of the village (HLC_PK 6941). This area also includes the Scholes First and Nursery School built in the c.1960s (HLC_PK 6973). The development was largely constructed on previous undeveloped agricultural land.

The area to the east of Scholes also contained a few small estates of the post-war period. Scholes Lane and White Chapel Road became the focus of new builds with ribbon development of cul-de-sacs. These include the Whitechapel Road estate of post-war semi-detached houses and ribbon development of detached and semi-detached houses along White Chapel Road, piecemeal development of late 20th century houses in the Salisbury Road area and a ribbon development of detached houses along Scholes Lane (HLC_PK 7127, 9825, 9805 & 9797).

Post 1990 development is generally small scale and piecemeal particularly around the village core. The two largest developments are the Spinners Way estate built on the site of Albert Mills between 1990 and 2002 and Pavilion View which was built on the site of Prospect Mills after 2012 (HLC_PK 9801 & 9836).

The Town Gate area still retains a village-like character with vernacular cottages, village halls, a few 19th century houses and the 17th century house with late 15th century barn. The later Industrial Period character around Tabbs Lane, New Road East and Scholes Lane also demonstrates good cohesion (e.g. HLC_PK 9873 & 9804). The 20th century intrusion is slight with the occasional bungalow and one or two new shops. Leave these areas and the 20th century character quickly becomes dominant.

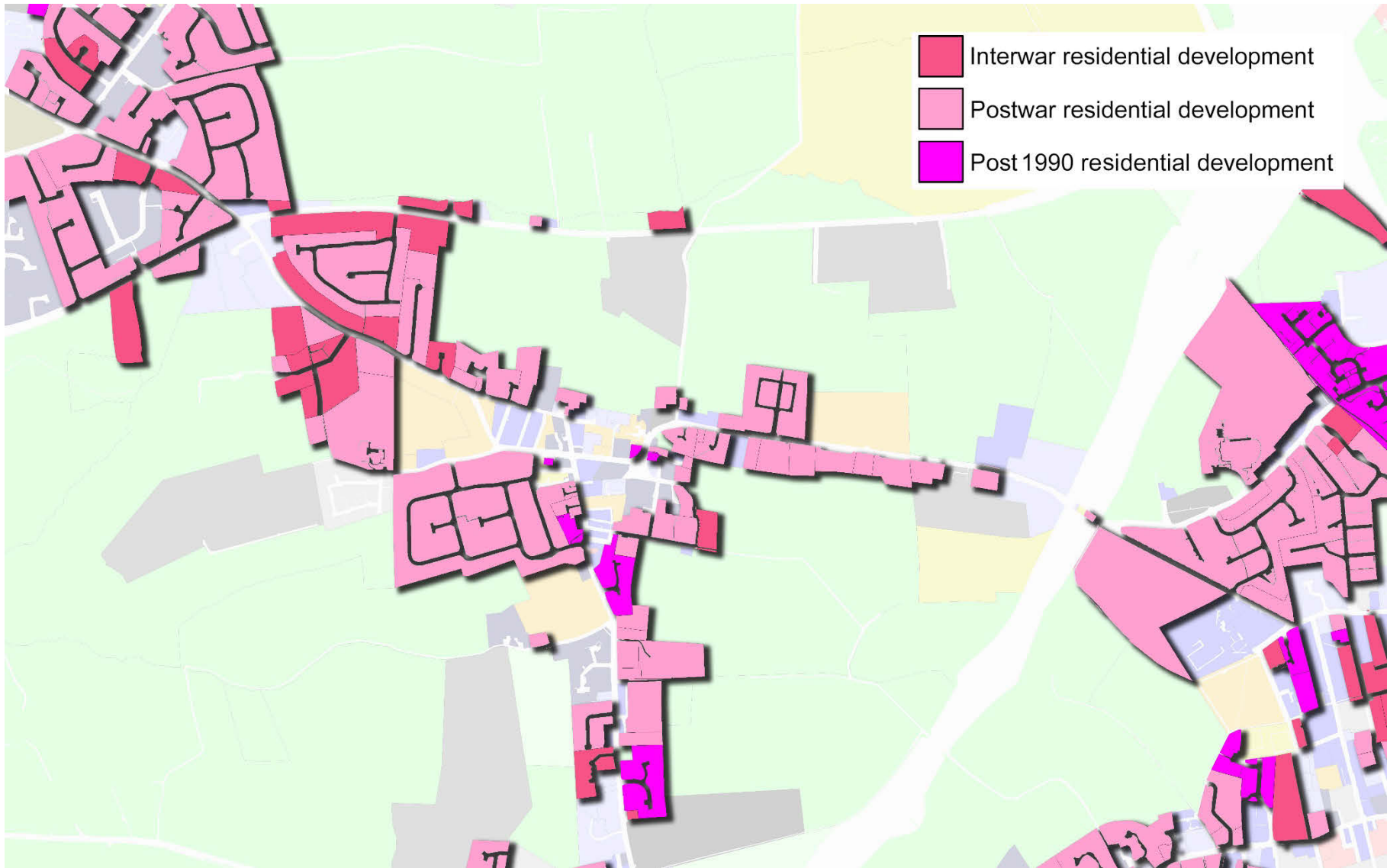


Figure 326. Zone map of the Scholes 20th century to recent urban and industrial development (not to scale)

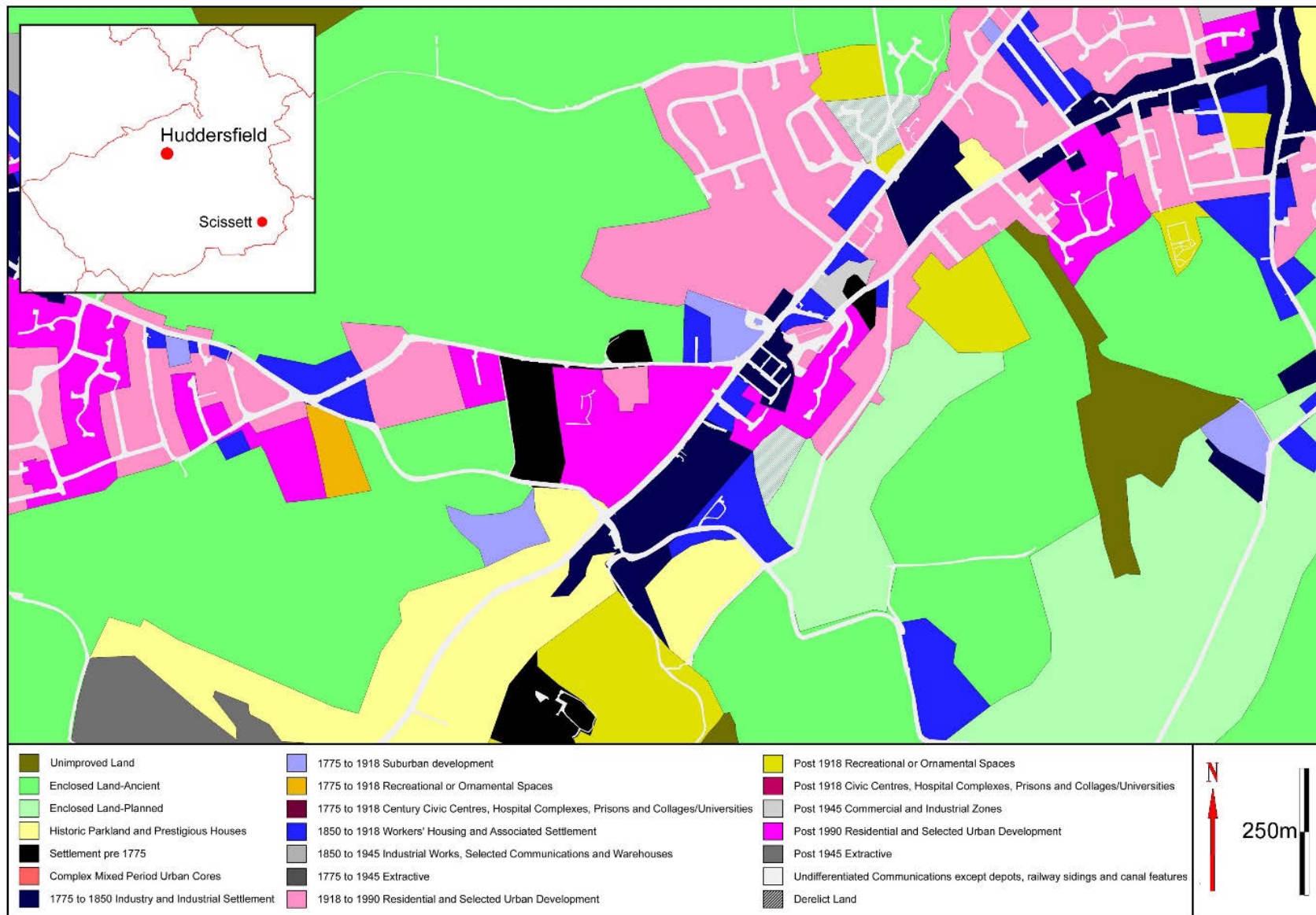
Rural hinterland

The village strip fields are still evident in modern field boundaries where not developed with modern housing. There has been some agglomeration of around 50%. The area between Scholes and Hartshead demonstrates the best survival. The strips to the north are visible as ridge and furrow earthworks. The density of farms in this area is low so it may be assumed that the farms were held within the village.

To the west of Scholes the fields become more piecemeal in character though still probably ancient. The hamlet of Popplewell is now lost beneath the Taylor Close housing estates (HLC_PK 6978). The area contains a fold named Birkdale with three houses and a barn dating from the 17th century (HC_PK 34045).

4.2.28 Scissett

Figure 327.
Zone study
area map of the
Scissett
locality



Overview

Scissett is a small Industrial Period settlement which also developed as a suburb in the 20th century. It is now connected to Skelmanthorpe to the west and Clayton West to the northeast through a ribbon of continuous development. The village is situated 12.3km to the south east of the Huddersfield Town core on the boundary of two Townships: Cumberworth and Cumberworth Half to the west and Clayton West to the east (100m AOD. OS ref 425116, 410643). Scissett is in a valley bottom location on the River Dearne which drains in a north-easterly direction. The land rises to the south east to Hoyland Hill and to the northwest to Skelmanthorpe and Cumberworth Common. Both hills had been enclosed from an early date. Scissett is situated above a solid geology of the Pennine Middle Coal Measure Group of rocks.

Historic core

It is unlikely that Scissett was a village of ancient origins. The first mention as a place name was in 1726 (Smith, A.H. 1961. Part II. p.223). The village high street is aligned with Wakefield Road, a turnpike of 1825-26. The earlier route to Wakefield probably took a more circuitous path before the construction of the turnpike, possibly passing through the pre-Domesday settlement of Skelmanthorpe 1.5km to the northwest. The area around Scissett was named Lower Common in c.1850 and was situated at the south-eastern end of an extensive open field system associated with Clayton West and Skelmanthorpe. The valley at this point was heavily wooded.

There are hints of early origins. Lower Busker Farm on Busker Lane contains a barn of 1633 date (HLC_PK 5229). No.178 Wakefield Road is a house of early vernacular character and may also have a 17th or early 18th century date (Google Street View. 2016). These ranges are probably early farms which have become subsumed.

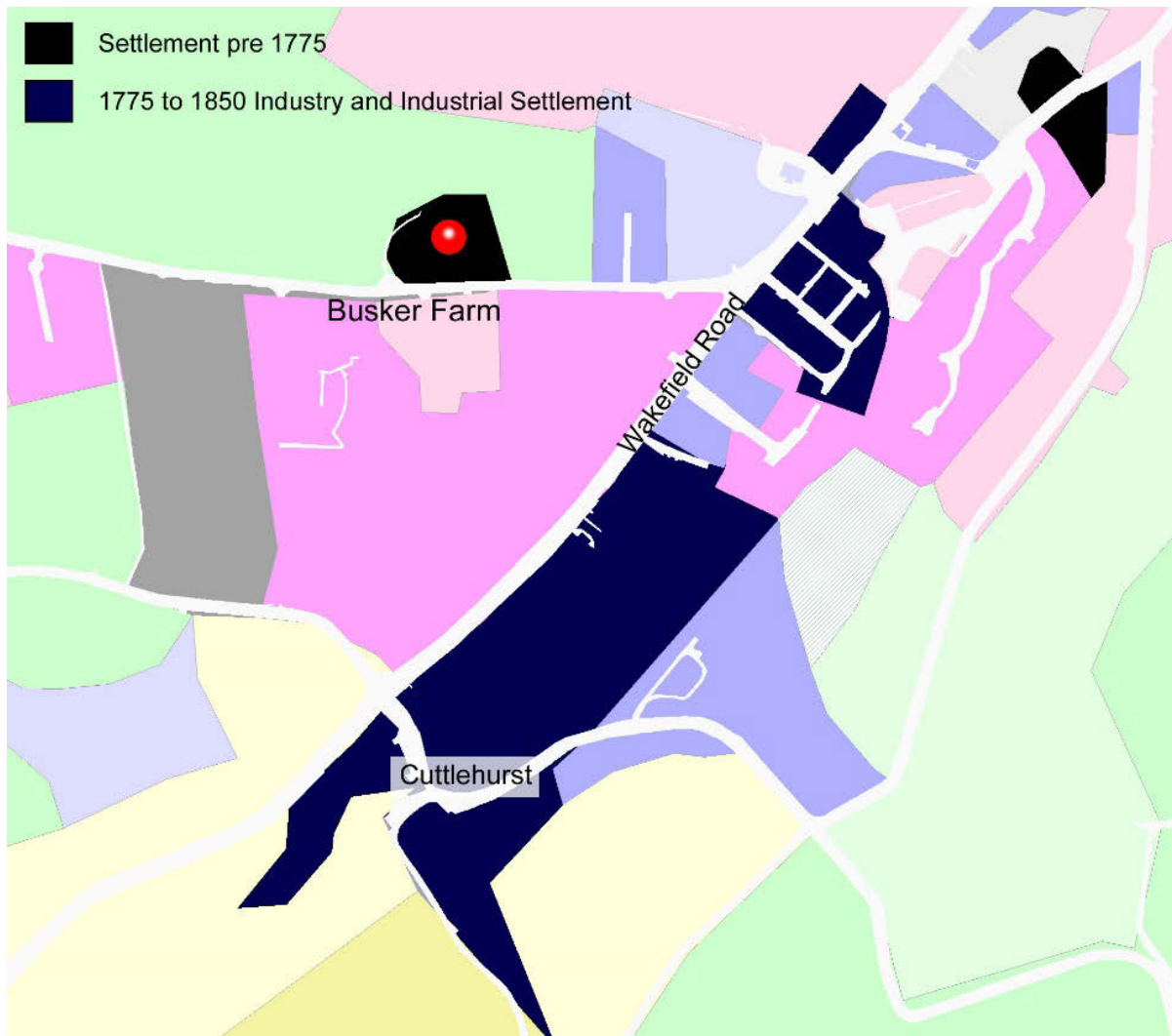


Figure 328. Zone map of Scissett's historic settlement (not to scale)

Industrial Period development

The BBC Domesday Reloaded website provides the following accounts:

"In 1825 Joseph Norton purchased most of the land on which the village now stands. He used water power to drive scribbling and fulling machines and his business supplied yarn to out weavers from whom he collected finished goods. Joseph Norton built a row of houses known as The Fleet..."

Later, Saville St. and Water St. were built but there was no provision for weaving because this had moved to the mills. In the middle 19th century the village expanded rapidly and the Norton Bros. employed 1000 workers. The rapid expansion meant a shortage of church space and St. Augustine's was built and consecrated in 1839"

(www.bbc.co.uk/history/domesday/dblock/GB-424000-408000/ Accessed July 2016).

Scissett contained three large mills and a colliery by the end of the 19th century. Nortonthorpe Mills (formerly High Bridge Mill) and Cuttlehurst Mills were present to the south-western end of the village (HLC_PK 5237). These were large scale woollen and silk mills both predating c.1850. Cuttlehurst Mill has now been demolished. Nortonthorpe Mills was connected by a short tram way to Nortonthorpe Colliery 160m to the east (HLC_PK 5241). The colliery is likely to have been developed to run 'Violet', an engine that was built in 1885-6. The colliery appear to have become disused by 1932 mapping, and is now woodland. At the north-eastern end of the village was a small pre c.1850 corn mill named Marshall Mill and Spring Grove Mill (worsted) (HLC_PK 5278 & 5185). Both predated c.1850. Only Spring Grove Mill survives in this area.

The village gained a few terraced houses occurring both as short rows and small grid-iron developments. The largest is the Fleet originating in the early 19th century. Wakefield Road became a piecemeal development of terraced houses, commercial buildings, shops, industrial works and village institutes such as small schools and a police station.

The Dearne Valley around Scissett was a landscape of mills, collieries and workers' settlement but also one of parks and villas. Four large villa houses with private parkland of various sizes were present by c.1850. The largest were Bagden Hall and Northorpe Hall both to the west of Scissett (HLC_PK 5201 & 5192). Both were built around 1840 by the brothers Joseph and John Norton designed to be identical. Villas also includes Woodland Mount to the west and Spring Grove House to the east (HLC_PK & 5205). The later was probably associated with the mill to the immediate east, which was built by 1835 (HLC_PK 5184). All the halls survive, though the grounds have been subject to infill development. Part of the grounds to Bagden Hall is now a golf course (HLC_PK 5187).

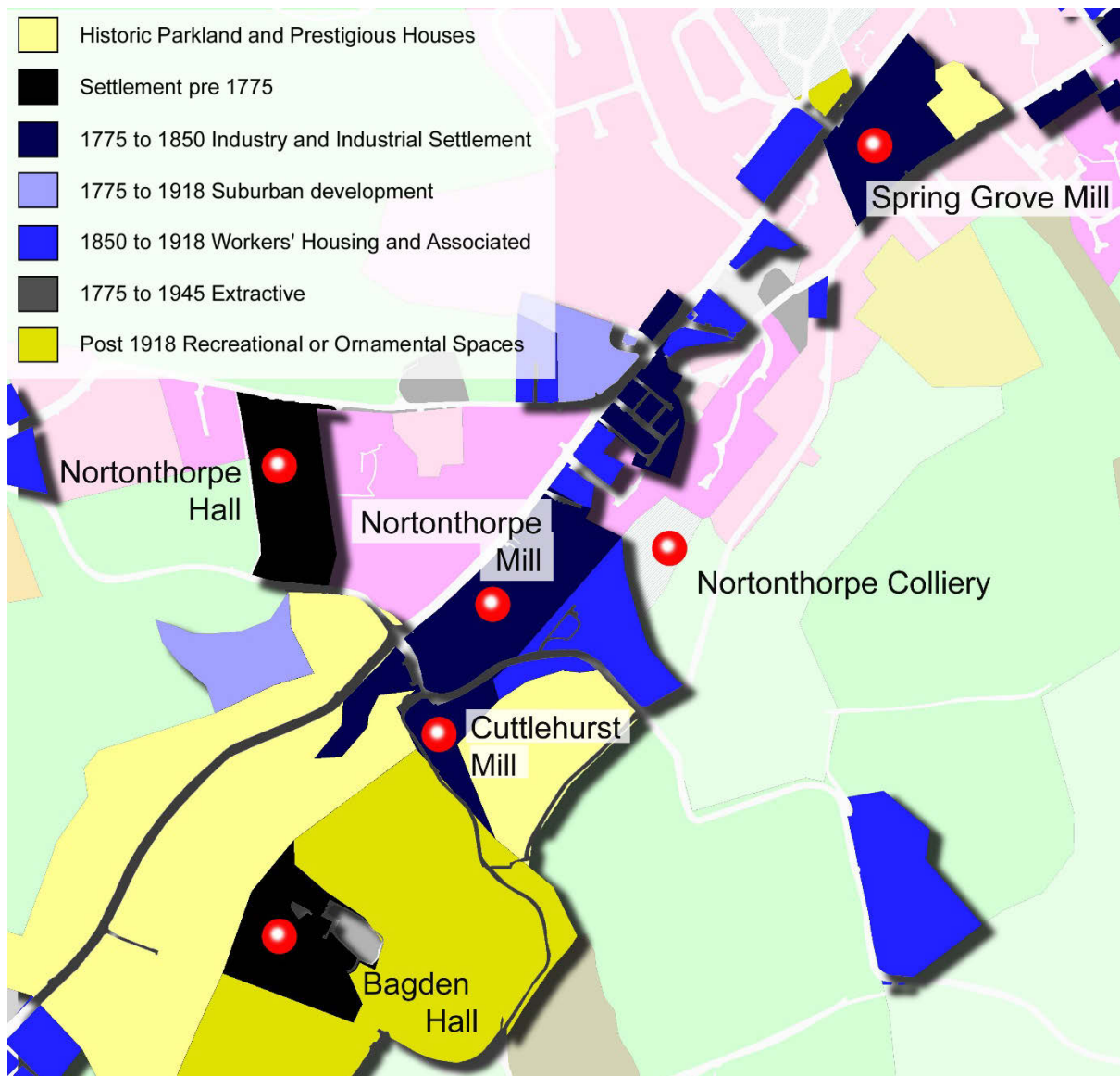


Figure 329. Zone map of Scissett's later Industrial Period development (not to scale)

20th century and beyond

Scissett sits between the large post-war housing estates of Clayton West and Skelmanthorpe (e.g. HLC_PK 5125 & 4944). The 20th century residential development in the Scissett area are smaller in scale. They include a piecemeal development of post-war detached houses along Lower Common Lane and an Interwar development of detached houses on Busker Lane occupying part of the parked landscape of Nortonthorpe Hall (HLC_PK 5268 & 5232). Elsewhere the development is small scale. The early post-war Scissett Middle School and Scissett Church of England First School probably present the largest 20th century development in terms of area (HLC_PK 5140). Nortonthorpe Hall became a school in the late 20th century. The hall may have been demolished and replaced with modern buildings after 2003 (HLC_PK 5201).

The Scissett high street along Wakefield Road retains its industrial period character with a mix of industrial works and piecemeal development of Victorian terraced rows, small institutes, individual houses and commercial buildings particularly at the south-western end. The 20th century intrudes more upon the north-eastern end of the settlement with brick and steel commercial sheds and workshops, a few 20th century houses, a modern depot and the Scissett Swimming Baths of 1928 (HLC_PK 5266).

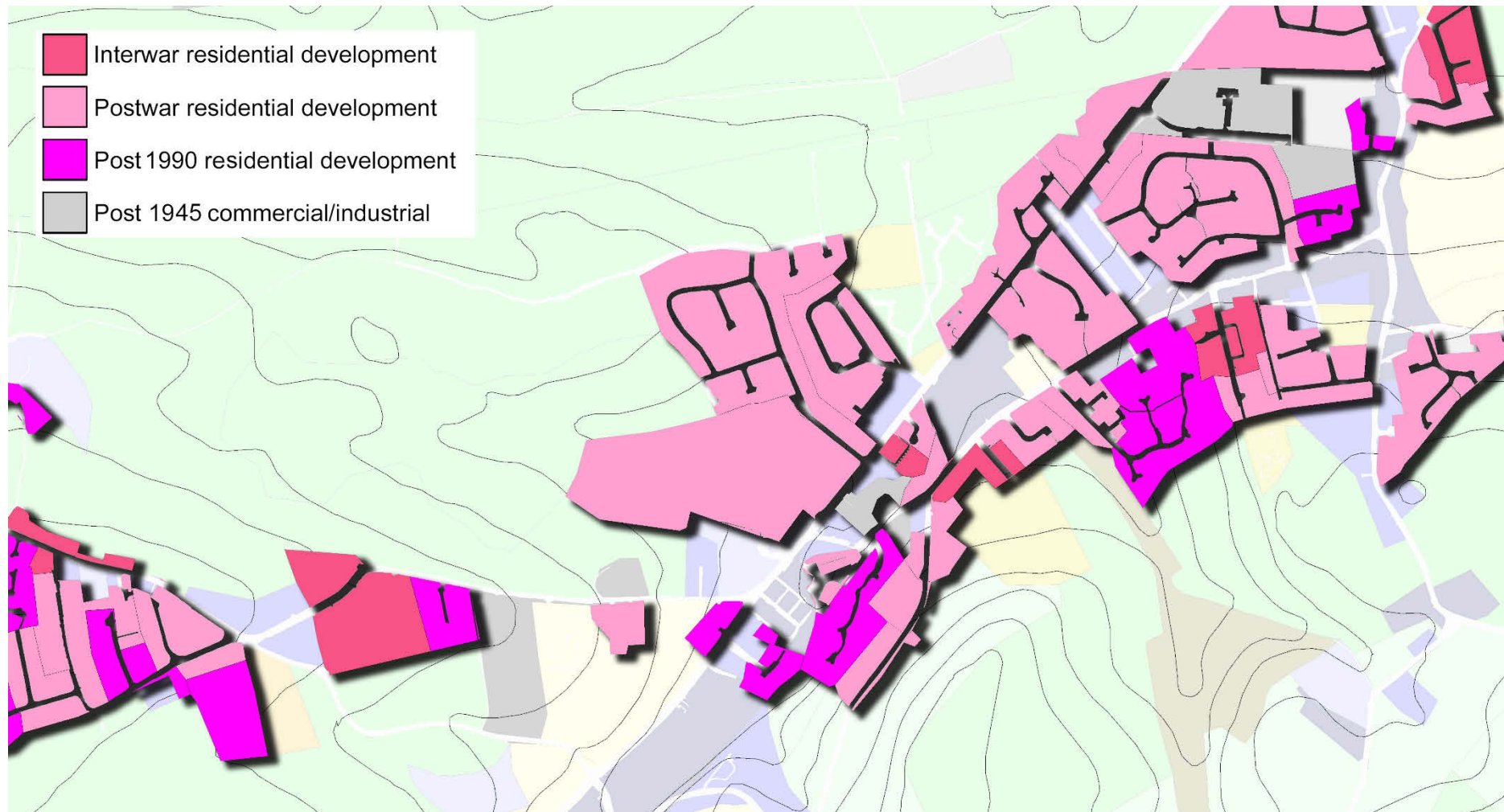


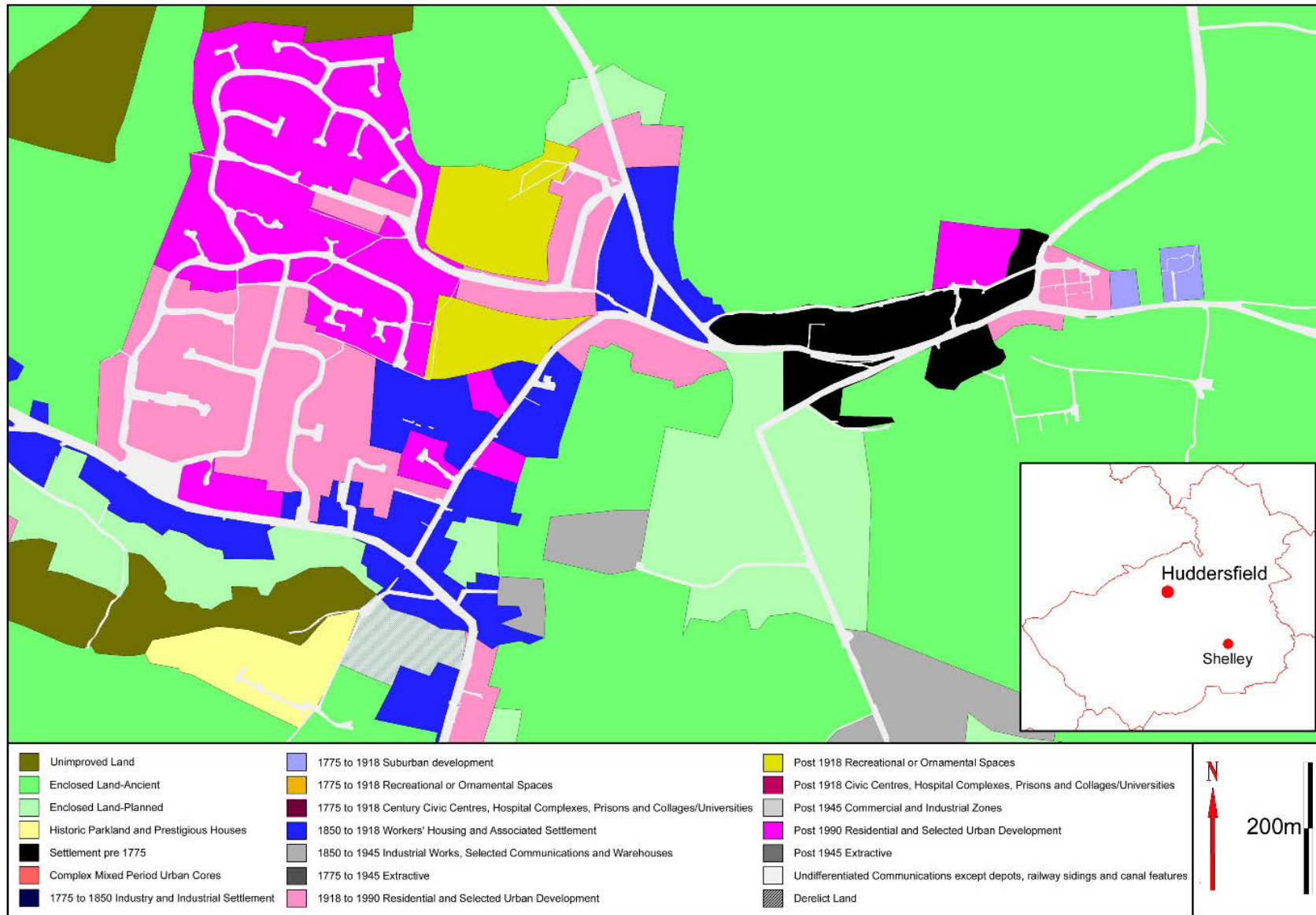
Figure 330. Zone map of Scissett's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

The rural hinterland of Scissett in the mid-19th century was situated between the enclosed open field systems of Clayton West to the north-east and Skelmanthorpe to the east. The land to the east of Scissett was named Upper and Lower Common. The fields were irregular probably representing piecemeal enclosure or assarts of ancient origins. The listed buildings in this area include the Busker Farm barn of 1633, a range of farm buildings at Bagden Hall Farm of 1659 origins and a part timbered hall at Wheatley Hill Farm of 16th century date (HLC_PK 5229, 4777 & 5192). The valley bottom to the south-west of Scissett and along a few of the feeder cloughs were heavily wooded and some of the enclosure patterns in this vicinity may have represented assarts. The field boundaries and woodland boundaries depicted in the 19th century survive well on modern mapping with around 30% agglomeration.

4.2.29 Shelley

Figure 331.
Zone study
area map of the
Shelley
locality



Overview

Shelley is a hill top village of ancient origins, which shifted focus to a new valley bottom village core in the Industrial Period. While Shelley remains rural in its setting it has gained a large zone of modern housing. Shelley consisted of two settlements in the mid-19th century Shelley and Shelley Bank Bottom. Shelley's historic core is situated in a slope-crest position. The land drops steeply to the south to Shepley Dike which drains to the north-west into a deep valley which joins the Calder north-west of Huddersfield. The land rises to the north along a neck of land to Emley Moor which had been enclosed by the mid 19th century. Shelley has long views to the south overlooking the valley and the hills around Shepley and Cumberworth. Shelley Village is located 8km south-east of the Huddersfield Town core in the Township of Shelley (210m AOD. OS ref 420713, 411166). Shelley is situated above a solid geology of the Pennine Lower Coal Measure Group of Rocks. Shelley Bank Bottom is a settlement perhaps of Industrial Period origins situated at a lower elevation 700m to the south-west of the old village at the end of Far Bank [Lane].

Historic core

The historic core of Shelley was a linear development occupying the northern side of Huddersfield Road which ran for about 400m (HLC_PK 5625). Settlement also extended westwards along Huddersfield Road (named Town End in the mid-19th century) and to the South along Far Bank Lane with a nucleation at Shelley Bank Bottom at its southern end (HLC_PK 5657). The village settlement was less dense to the south of Huddersfield Road probably due to the slope. The village had a typical linear high street plan with strip fields running perpendicular to the main route and there was even a Back Lane which suggests croft plots. The area of strip fields around Shelley clearly depicted on mid-19th century mapping was fairly extensive occupying land to the north, east and the slopes to the south. Shelley probably had a largely agricultural based economy into the post medieval period and this is suggested by the presence of farm buildings within the village core.

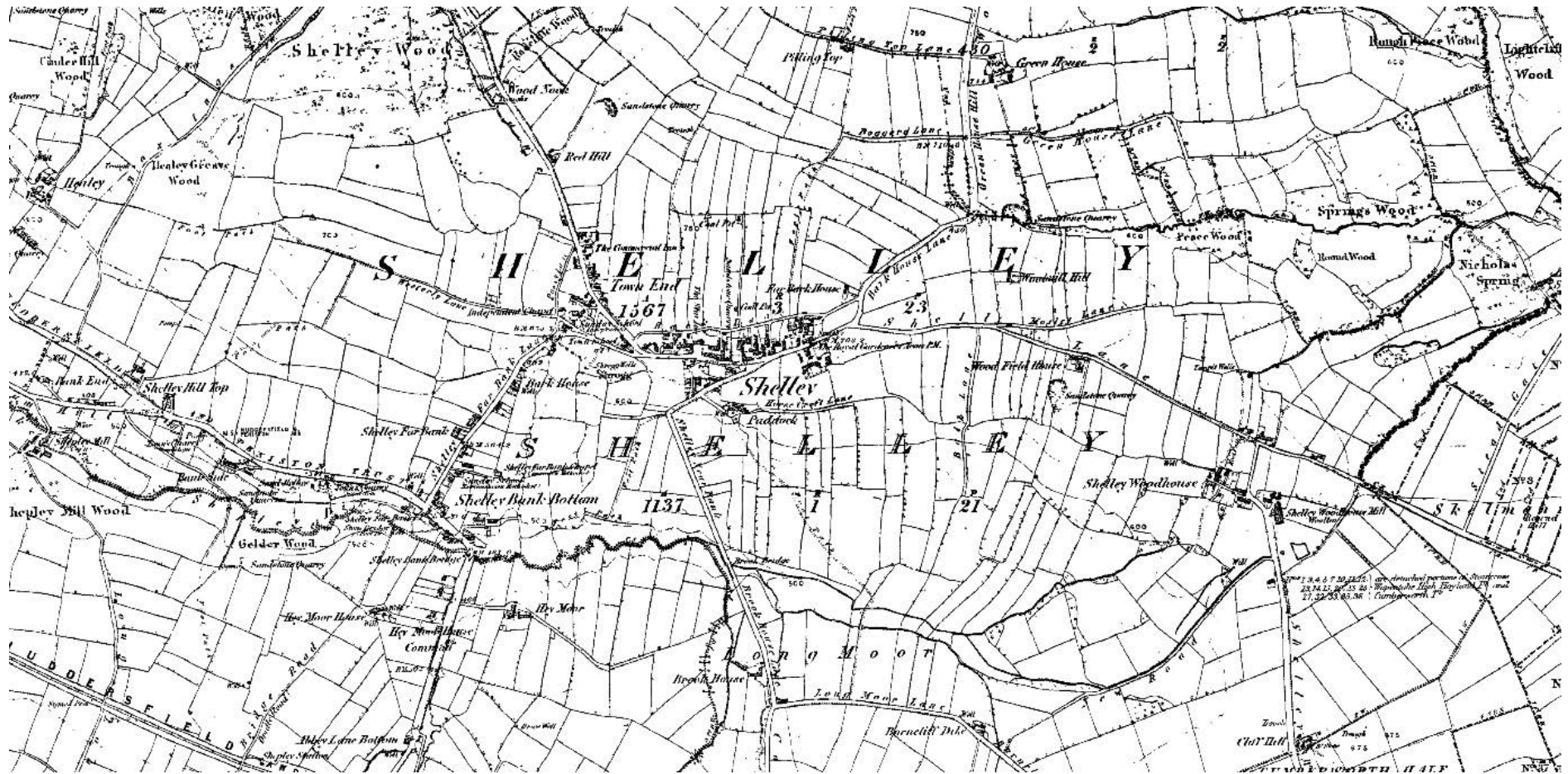


Figure 332. Shelley village with associated open field systems. OS 1st edition 6" map, c.1850. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

Shelley probably has ancient origins. “Scelneleie” is recorded in the Domesday Survey of 1086 and at several other times in the later medieval period (Smith, A.H. 1961. Part II. p.248). The village contains three listed buildings which comprise Shelley Hall of 17th century date, a house dating to 1703 and an aisled barn of 17th century or earlier date (Images of England UID 341165, 341166 & 341162). All sit within the historic core as defined above (HLC_PK 5625). The Church of Emmanuel is situated 450m to the east of the village and this dates to 1868 (Images of England UID 341163).

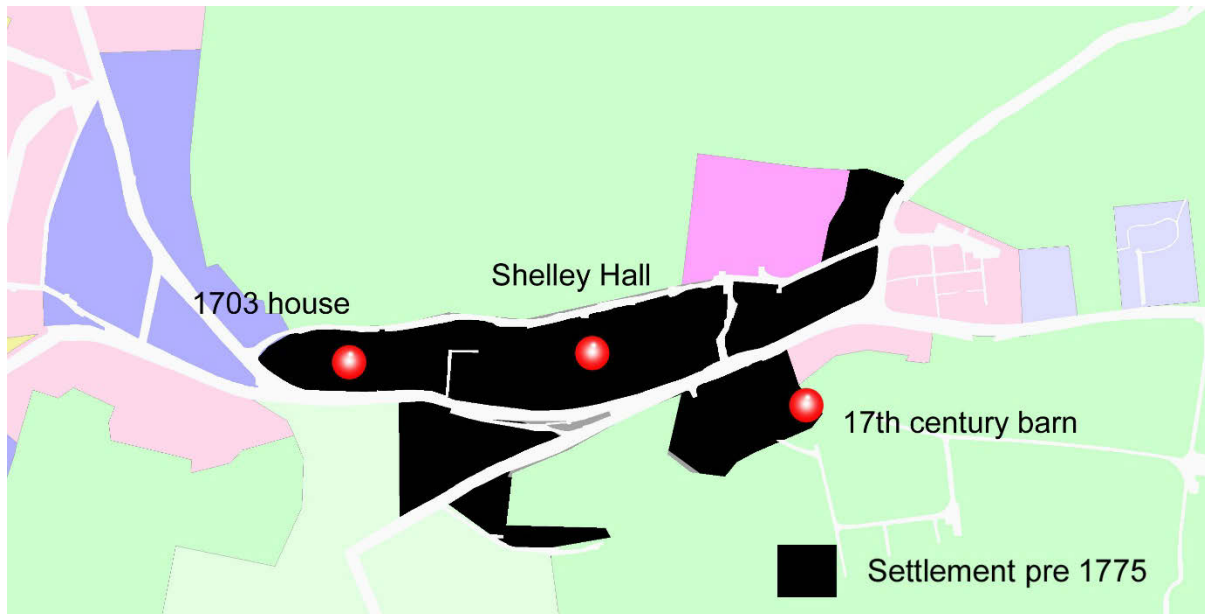


Figure 333. Zone map of the Shelley's historic settlement (not to scale)

Industrial Period development

The village gained a few weavers' cottages during the early Industrial Period of the later 18th and early 19th century. With the exception of a few Victorian houses and short terraced rows, there was little change between c.1850 and c.1894. Later 19th century OS mapping depicts houses fronting Huddersfield Road with developed rear yards. Shelley Hall was set off the road and Town End was developed as a detached fold. The Shelley at time had an inn, Sunday school, village school and a church. There was also a smithy. The only other signs of industry were the several rows of weavers' cottages identifiable today (Google Street View 2016). The village appeared to have remained largely static from the early 19th century. This character appears largely extant, although there has been some infill development with individual modern houses.

Industry had moved to the valley bottom. There was only one mill of significant size in Shelley and that was the “Shepley” New Mills built in the mid to late 19th century (HLC_PK 5719). It was situated at Shelley Bank Bottom. The mill was demolished in the c.1990s and the area remains derelict. A glue and size works was present on the hill side to the east of

Shelley Bank Bottom and "Shepley" Corn Mill was present on Shepley Dike to the west (HLC_PK 5632). A few structures associated with the corn mill may survive. The site works is now an abattoir. 800m to the east of Shelley Bank Bottom was Brook Houses Mill of mid to late 19th century date (HLC_PK 5696). The mill specialised in sealskins. Parts of the 19th century complex may have survived, though the area has largely been redeveloped with modern works. The area gained a few terraced rows along Penistone Road and Shelley Far Bank Lane and also a Sunday school, a Methodist chapel, burial ground, a board school and a large villa named Wood Lea (e.g. HLC_PK 5642, 5657 & 5721).

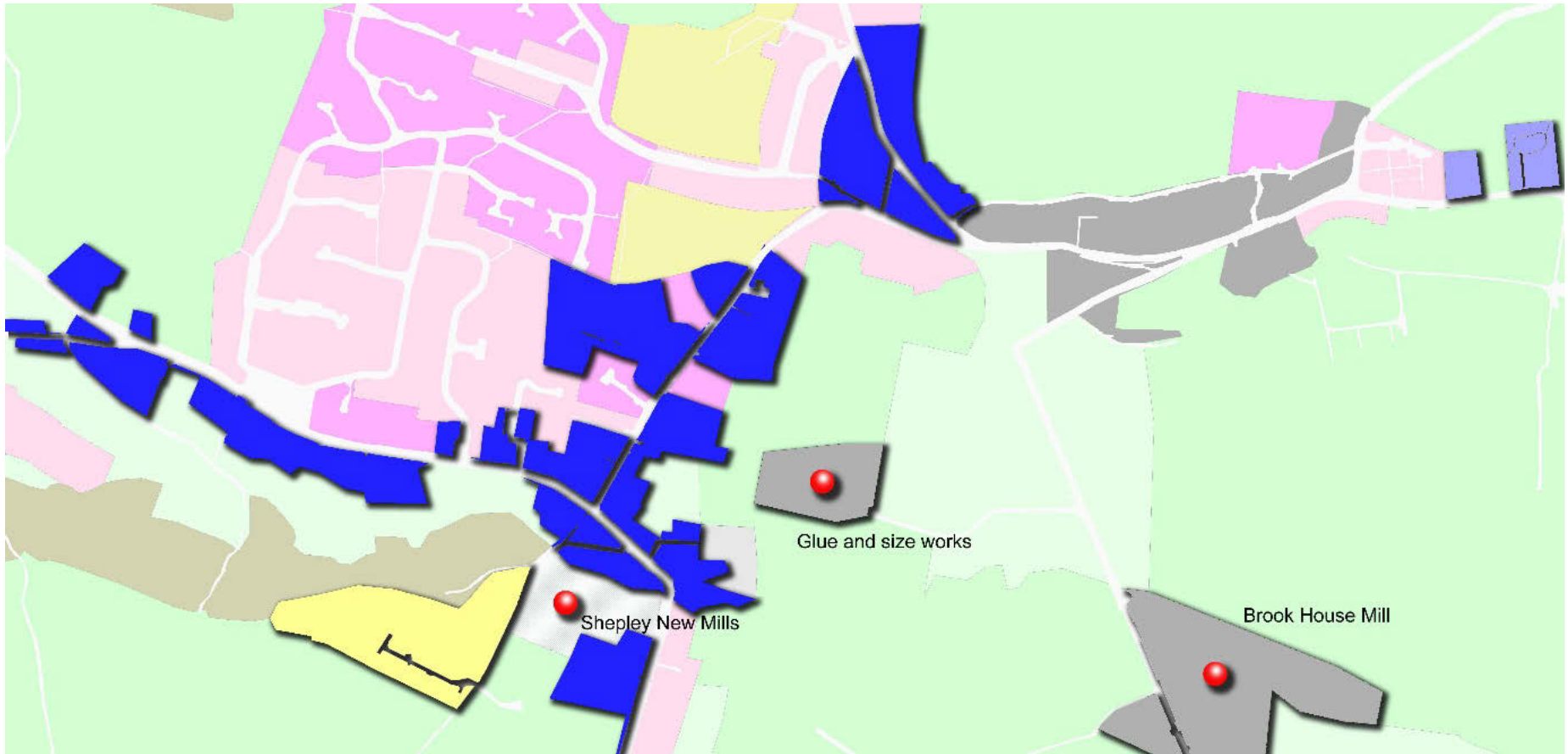


Figure 334. Zone map of Shelley's later Industrial Period development (not to scale)

20th century and beyond

The historic core retains its village like character but with piecemeal 20th century new builds including a new shop and several detached houses. The western end of the village was extended in the Interwar period with a small group of houses (HLC_PK 5634). Penistone Road and its continuation south east along Abbey Road area has a strong later Industrial Period character with rows of terraces and detached houses. Some are Victorian and a few are in a later vernacular tradition. Abbey Road includes a row of 20th century houses.

At the western end of Penistone Road where the terraces begin to dwindle is the entrance to the Park Drive Estate. This is a large private estate (11.3 hectares) of detached houses dating from the mid to late 1970s (HLC_PK 4950). The estate was expanded northwards with the Hawthorne Way Estate of similar scale and status in the late 20th to early 21st century (HLC_PK 4945). Other post-war development includes a linear development of semi-detached houses along Westerly Lane and a group of detached houses on Far Bank, a few small groups of post 1990 detached houses and a small post 1990 cul-de-sac of short terraced rows off Far Bank Lane (HLC_PK 4957, 5638, 5647, 5652, 5645 & 5647). All were built on previously undeveloped land and the prevailing status attribute is suburban rather than social housing.

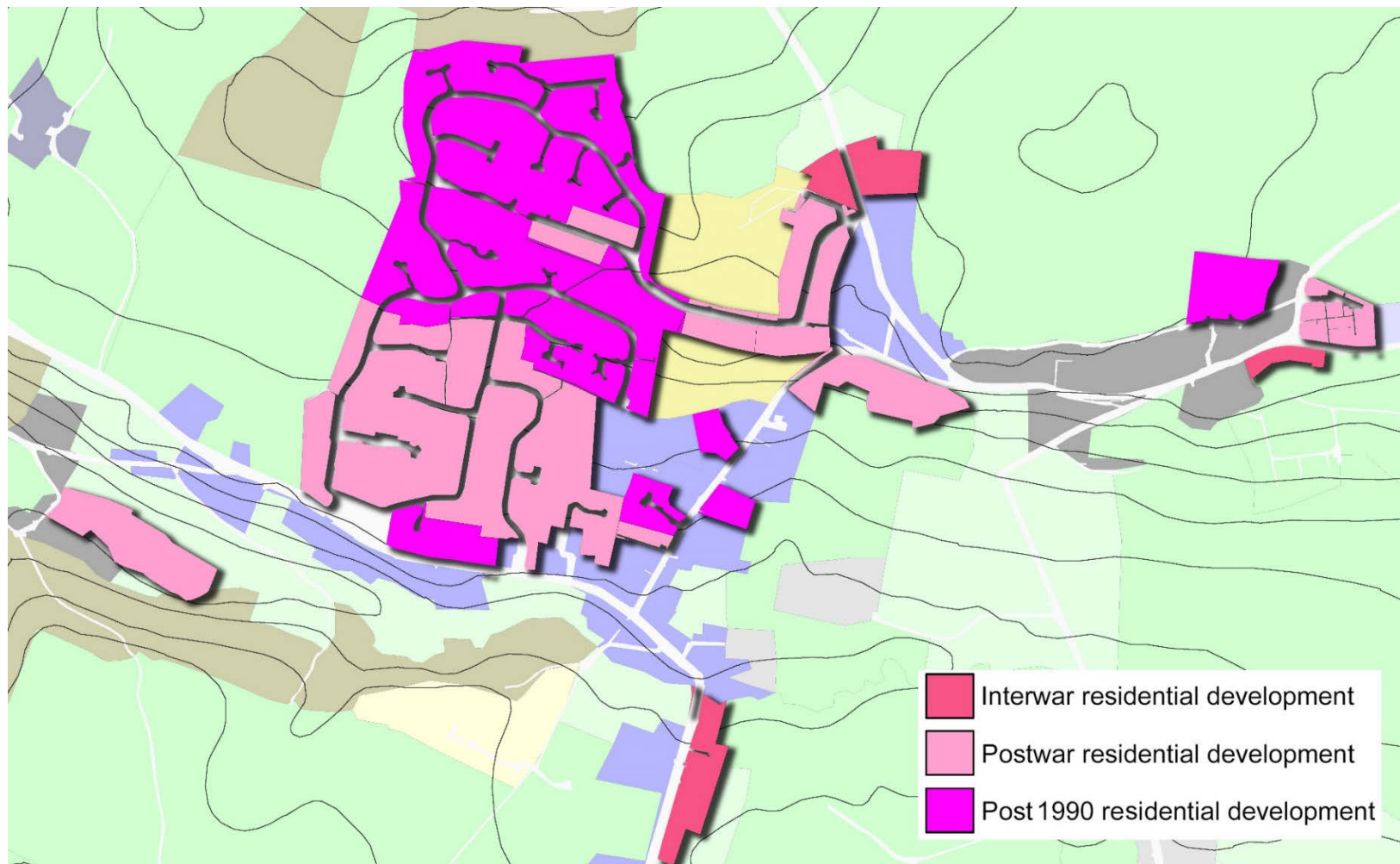


Figure 335. Zone map of Shelley's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

The strip fields associated with Shelley were extensive and occurred to the north, west and south of the village. They may have also been present on the western side. The strip fields show over 50% agglomeration in parts (much less in other) though the linear form is still identifiable on modern mapping. Farms in this area are low density and only one is listed to the late 18th to early 19th century. It is likely that the farms were contained within the village core.

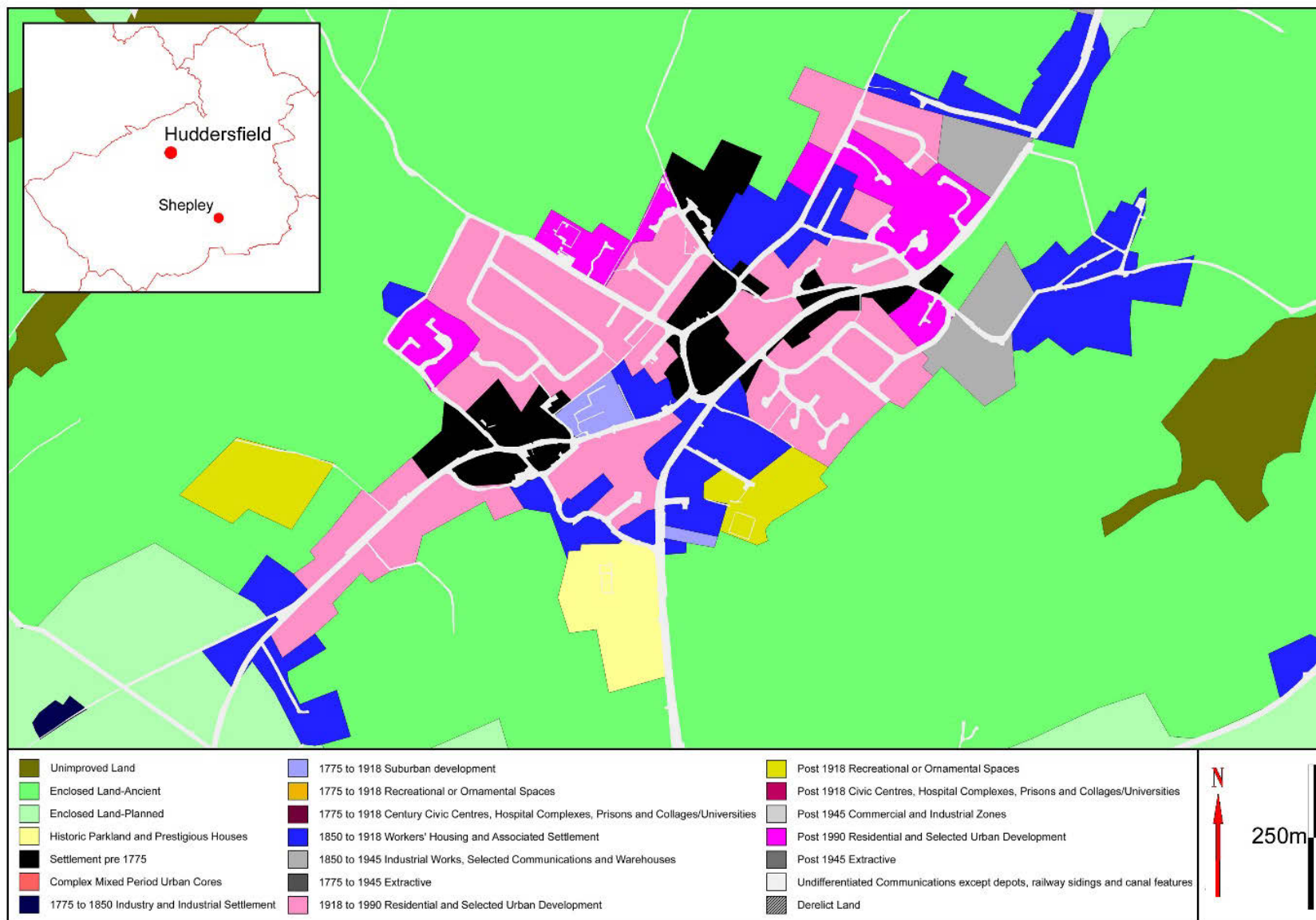
To the east of the Shelley open fields was Cumberworth Common and Skelmanthorpe Common. The latter was enclosed in 1802 (HLC_PK 4748).

The field boundaries on land beyond the strip fields to the north and west were irregular with small woods and probably represented piecemeal enclosure or assarts. This area contains the highest density of farms in the Shelley area, some of which may have ancient origins.

The valley bottom to the south of Shelley remains wooded in many parts. Several woods were depicted and named in c.1850. The valley downstream of Shelley Bank Bottom contains a few listed buildings. Most are weavers' cottages and loom shops. Birks Gate at Thunder Bridge 1.6km to the west of Shelley is an early 18th century country house (HLC_PK 6253). The other listed buildings in Thunder Bridge are late 18th and early 19th century loom shops and cottages (HLC_PK 46437).

4.2.30 Shepley

Figure 336.
Zone study
area map of
the Shepley
locality



Overview

Shepley is a rural settlement with probable medieval origins. Industrial Period expansion was slight. The settlement now has a small surrounding zone of 20th century residential development. Although rural, it is connected by a thread of continuous development along Abbey Road North to nearby Shelley Bank Bottom. Shepley is situated on a gentle north-east sloping shelf of land below Dearne Common and Maythorn Slack, a high moor to the south-west which was largely enclosed by the mid-19th century. The land drops to the north and east to the Shepley Dike valley which drains to the north-west. The hillside on which Shepley sits is cut by several valleys which flow into Shepley Dike. Shepley is situated on the northern side of such a dike (un-named on mapping). One of the largest is Stone Wood Dike to the north-west, which is a deep wooded clough. The land gently rises to the south-west before meeting the steep escarpment slopes of the former moor. Shepley is situated 8.5km south-east of the Huddersfield Town core in the Township of Shepley (200m AOD. OS ref 419364, 409756). The subsurface geology consist of the Pennine Lower Coal Measure Group of rocks.

Historic core

Shepley was probably one of the larger village settlements in south-east Kirklees in the medieval period. "Scipelei" is mentioned in the Domesday Survey of 1086 and at several other times in the later medieval period (Smith, A.H. 1961. Part II. p.250). The manor was held in Shepley by the Knights of St John of Jerusalem in the 14th century (www.ianaire.pwp.blueyonder.co.uk/early_history.html).

Shepley was a nucleated settlement with two cores. Mid-19th century mapping puts the hall in a detached fold of cottages to the east of the village on Station Road (HLC_K 5829). Marsh Lane ran from the hall for around 250m to the west to a cluster of buildings around the meeting of Marsh Lane, Church Lane and Cliffe Road. The lanes formed a triangular arrangement (HLC_PK 5761). The village layout was organic and may have originally had a "village green" form. Settlement in this area consisted largely of folds of cottages. Further evidence of a medieval village comes in the form of the long narrow field boundaries which are most evident on land to the north-west of the village. These probably represent the enclosed remnants of a former open-field system. 19th century mapping indicates a number of farms within the village which indicates a historic agricultural based economy.

The village contains several Listed buildings which illustrate the development of the town from at least the post medieval period. Shepley Hall is a house of 1608. The house was built on the site of an earlier house which probably represented the original manor house (Images of England UID 341218). The hall group also contains a 17th century house, a 17th century

house which preserves c.15th century timber framing and 18th century cottages (Images of England UID 314216, 341215 & 341217). Other Listed buildings within the village include a pair of late 18th century cottages, an early to mid-19th century house, the Church of St Paul dating to 1848 and a large villa dating to 1888-91 (Images of England UID 341217, 341135, 341134 & 351264).

The village now has largely later Industrial Period character along the routes described above. The hall group is a prominent feature on Station Road but Victorian terraces and piecemeal 20th century residential development dominates.

The area around Marsh Lane also contains terraces, the occasional villa and a few modern houses. There is also a row of vernacular cottages with the long rows of mullioned first floor windows associated with late 18th to early 19th century weaver's cottages. Similar cottages are present on Lydgate Road to the east and Church Lane and Cliffe Road to the west. Here the character is more village like with a mix of early Industrial Period cottages alongside a few early agricultural sheds, Victorian terraces and 20th century houses.

The village core was effectively by-passed in 1777 by the Huddersfield and Penistone Trust Turnpike (now Abbey Road). The original route probably ran along Stretch Gate, which is now a bridleway leading to Shelley.

Of interest is the house named Shepley Abbey. It is situated on the south-eastern continuation of Lydgate Road (now named The Knowle). Shepley Abbey is situated on the corner of the lane where it is cut by Abbey Road. Although the house is Georgian in appearance, the yard to the rear contains sheds with chamfered mullion windows indicating there was a house here of possible 17th century date or earlier (part of HLC_PK 5829).

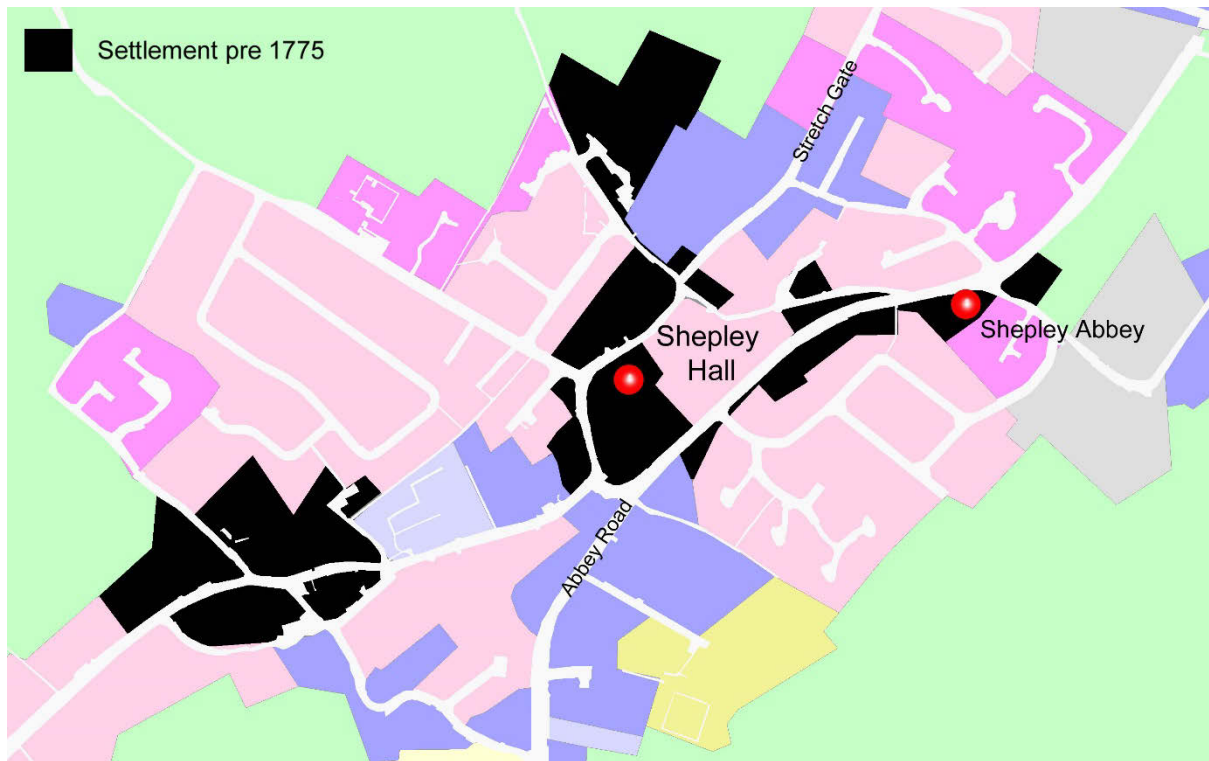


Figure 337. Zone map of the Shepley's historic settlement (not to scale)

Industrial Period development

Beyond probable blacksmith workshops and weavers' cottages, the village core of Shepley contains no large scale industry. Nor are there any large scale residential developments of later Industrial Period date. There are several terraced rows which form an extension of the earlier villa core and generally occurred as piecemeal development of individual rows along the main routes and as such represent a strong visual presence in the core (most terraces are included in HLC_PK 5829). Abbey Road became a zone of development for terraces but also for a small linear zone of detached houses (HLC_PK 5763). One of the largest is the Listed Cliffe Top House. Cliffe House was built by 1888-91 for a local brewer (HLC_PK 5760). A few of the 19th century suburban housing may have occurred as a result of the introduction of the Shepley Railway Station in 1859 on the Penistone Line. This connected Shepley to Huddersfield and the rail networks of South Yorkshire. St Paul's Church was built in 1848 (HLC_PK 576). Shepley also gained two Methodist chapels, a burial ground and Sunday school. Shepley First School is a former Board School built to the east of Abbey Road in the late 19th to early 20th century (HLC_PK 5755). A small commercial core with a few village shops and a pub developed at the southern end of Station Road.

The nearest mill to the village was Victoria Mills (woollen) built 500m to the east of the village. The mill may have predated c.1850 but expanded to its full size in the mid to late 19th century (HLC_PK 5831). The mill appears extant. Abbey Lane Malthouse was built 600m to

the north-east of the village in the mid to late 19th century (HLC_PK 5730). This area also held a small gas works and a stone cutting yard. The brewery also appears extant. The Lane Head area 900m south above Shepley contained the Highfield Brewery. This was an extensive site of mid to late 19th century date which had its own gasometer (HLC_PK 5847). The main brewery buildings have been demolished and the area now contains modern housing. To the immediate east of the brewery site are the extensive Lane Head and Appleton Quarry sites (HLC_PK 5021). Quarries were established before c.1850 but became large scale by the end of the 19th century. The quarries are still partly active. Mapping of c.1850 depicted a row of cottages and the Royal Sovereign Inn. Further cottages were added by the late 19th century creating a small industrial hamlet (e.g. HLC_PK 5020).

Essentially, Shepley remained a rural village at the end of the 19th century.

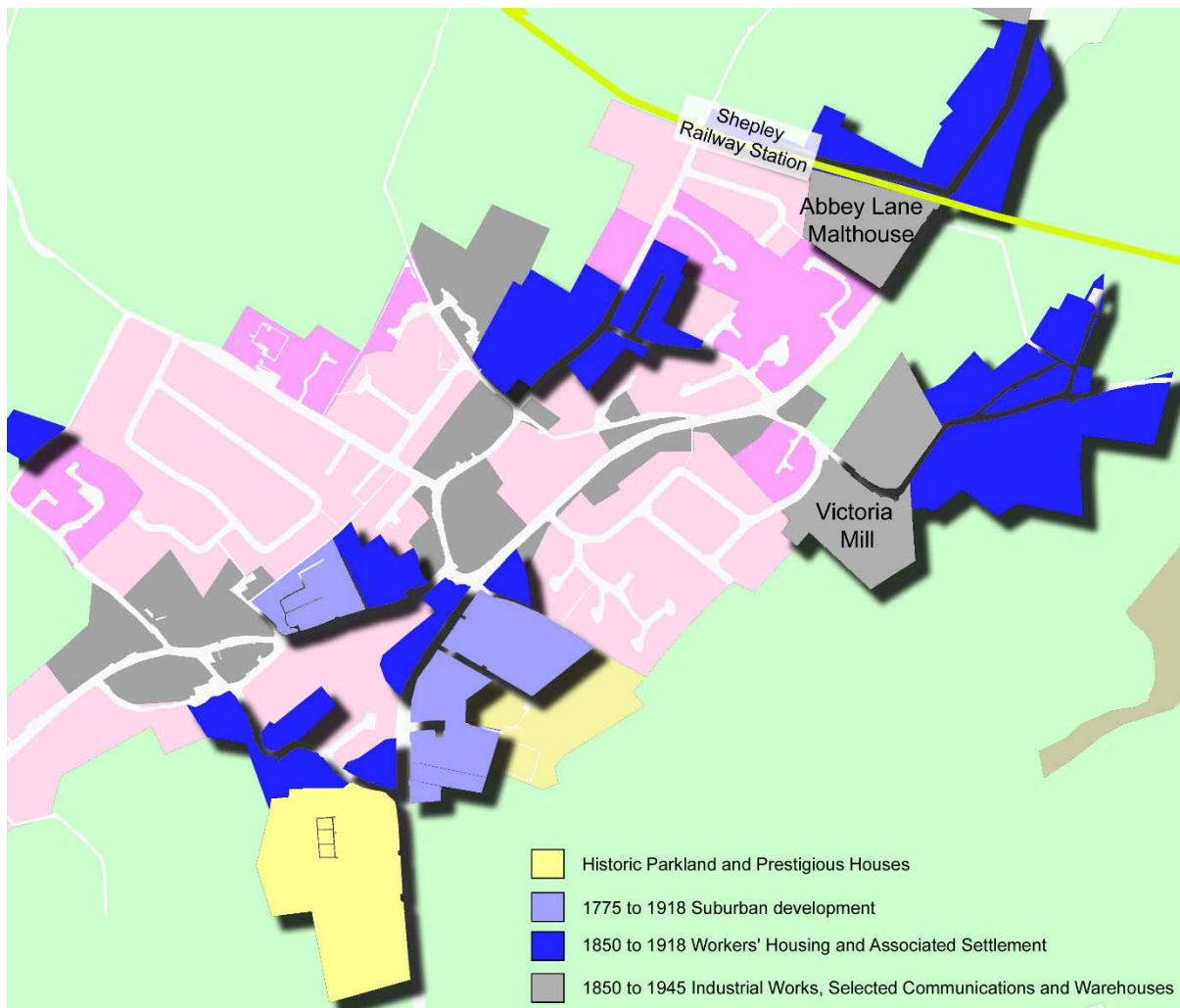


Figure 338. Zone map of the Shepley's later Industrial Period development (not to scale)

20th century and beyond

Much of the 20th century development around the village core is piecemeal. A few larger estates do exist. They form an outer zone on all sides of the village. It is predominantly post-war and suburban in character built on previously undeveloped land. The largest is present to the north-west of Shepley. Stock Way is a 5 hectare estate built in the c.1960s or 70s (HLC_PK 5676). Other estates on the northern side of Shepley consist of single cul-de-sac developments ranging in date from the 1950s to the 1980s (e.g. HLC_PK 5679, 5822 & 5738). There is a large post 1990s estate at the eastern end of Shepley: Hillside is a private development built in the early 1990s on previously undeveloped land (HLC_PK 5815). Jenkins Lane was built on the outer western end of the urban conurbation c.2008 on the site of a Victorian villa (HLC_PK 5660).

The three largest estates to the south of Shepley consist of the 1980s Eastfield estate, the 1980s Stonecroft Gardens and Marsh Lane of similar date (HLC_PK 5713, 5716 & 5750). Settlement also extended westwards as linear development along Marsh Lane from the c.1970s (HLC_PK 5710).

Shepley Cricket Club was added to the west of the village in the c.1930s (HLC_PK 4979).

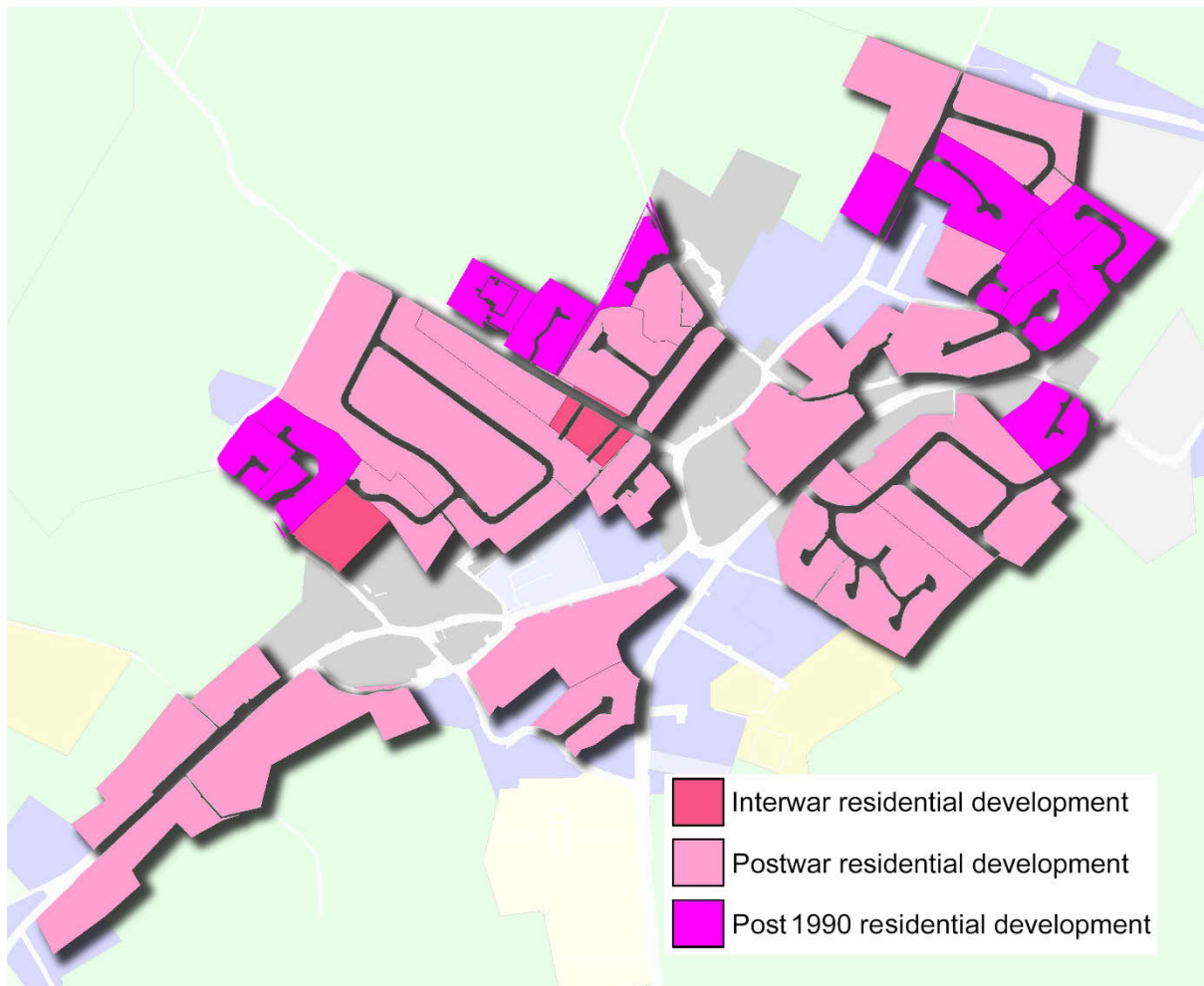


Figure 339. Zone map of Shepley's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

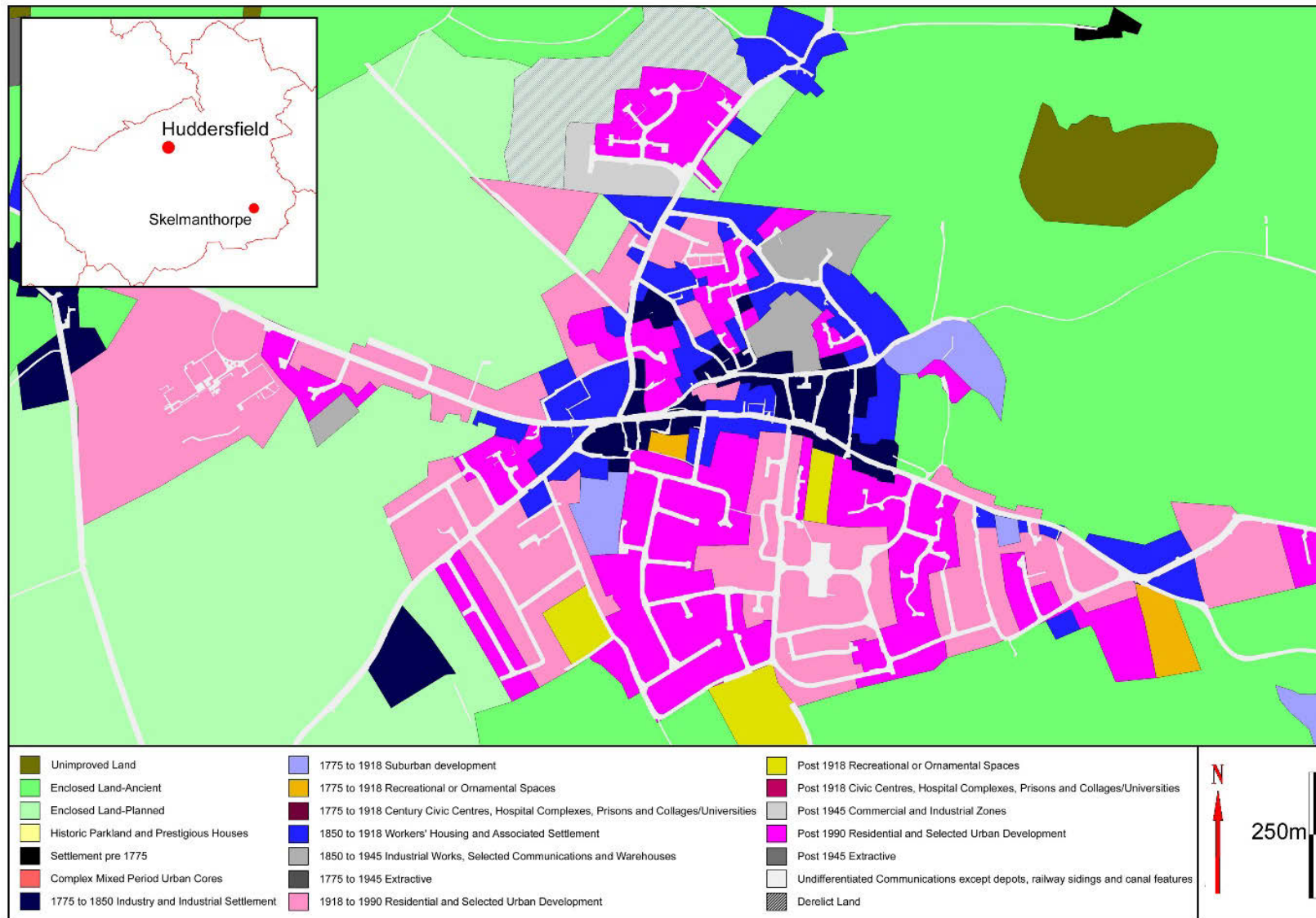
The fields to the north and west of Shepley in the mid-19th century were fairly large but had long narrow profiles which suggest they were enclosed medieval strip fields. If the fields in this area do represent the remnants of a medieval open field system it was extensive in size. Around one fifth of this area has been developed with 20th century housing. These has also been some 20th century agglomeration with around 50% loss of internal boundaries. The fields merged with the open fields system of Fulstone to the west.

Shepley is situated on a projection of a hill delimited by cloughs and the Shepley Dike valley on three sides. The valleys still contain large woodland, as depicted on mapping of the mid-19th century with little loss of the woodland's extent. Enclosure in these areas tend to be more irregular suggesting assarting or piecemeal enclosure. The high table lands around 2km to the south of Shepley contain large regular fields which suggest this was open moor enclosed in the 18th or 19th century. The amount of field boundaries in this area increased during the latter half of the 19th century and the survival of fields is good.

The land to the south of Shepley appears to be more piecemeal in character. Lane Head Farm is Listed. It dates to the early 18th century but may contain 16th century fabric (HLC_PK 5852). The locality is given the name "Common" in c.1850 which suggest it may have once functioned as the village common but which became enclosed in the late to early post medieval period.

4.2.31 Skelmanthorpe

Figure 340.
 Zone study
 area map of
 the
 Skelmanthorpe
 locality



Overview

Skelmanthorpe is a village of ancient origins which became enlarged in the Industrial Period and is now surrounded by large housing estates of the 20th century date. Skelmanthorpe is situated in a north facing hill side position above Baildon Dike leading to Park Gate Dike which flows eastwards into the River Dearne. The land rises to the south to Cumberworth Common and then drops down again into the Dearne Valley. The land runs to the east along a horseshoe shaped ridge leading to Emley Moor to the 2.6km north. Skelmanthorpe is situated around 11km south east of the Huddersfield Town core in the township of Cumberworth and Cumberworth Half (160m AOD. OS ref 423073, 410606). The sub-surface geology consists of the Pennine Lower Coal Measure Group of Rock.

Historic core

Skelmanthorpe was probably a village of at least local importance in the middle ages. "Scemeltorp" is mentioned in the Domesday Survey of 1086 and at several other times during the later medieval period (Smith, A.H. 1961. Part II. p.221). Judging by the extent of the surrounding strip fields, the village was one of the largest in this part of Kirklees. The fields extended to the east and south of the village. The area to the north and west were named Skelmanthorpe Common and Cumberworth Common.

Mid-19th century mapping depicts the densest settlement along two routes: Huddersfield Road leading to Commercial Road and Elm Street (HLC_PK 5048). The two routes, with an east-west alignment, met at the western end of the village in a "Y" shaped arrangement. The north-south streets in between, corresponding with Lodge Street, Queen Street and King Street were developed with rows and folds of buildings. Settlement was most dense in this area. It is difficult to establish, within the limitations of the HLC Project, whether Elm Street or Commercial Road represented an original village high street. Elm Street certainly appears to have been the most organic in form, widening at its western end into a triangular green. Commercial Road appears to have "cut" earlier strip field boundaries particularly at the eastern end. There were a number of sub-cores. A fold was present at the western end of Skelmanthorpe around Common End and Ratcliffe Street. Green Side at the north-eastern end of the village was also developed as a small hamlet probably of early Industrial Period date (HLC_PK 5087).



Figure 341. Skelmanthorpe village and associated strip fields. OS 1st edition 6" map, c. 1850. © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

The town's Listed buildings confirm a developed settlement at least from the early post medieval period but do little to identify a medieval village plan. No.5 Commercial Road, at the western end of the settlement is a detached houses dating to 1642 (Images of England UID 341293). This stands at the junction of Elm Street and Commercial Road fronting Commercial Road. It stood in relative isolation from the village core in c.1850. The houses stands next to a later barn. Nos. 12 & 14 Queen Street stands in the heart of Skelmanthorpe on one of the north-south streets between Elm Street and Commercial Road. This is a much altered 17th century house (HLC_PK 5048). To the west in a similar position on Lodge Street is a 17th century or earlier cruck framed barn (Images of England UID 341309). A house on King Street was also observed by the writer to have reset chamfered mullion windows from a 17th or early 18th century house (Lunn. May 2016). No.11 Lodge Street also displays 17th century features. Other buildings in this area hint at early origins (Lunn. May 2016). The fold at Radcliffe Road at the western end of the village may also be of interest with strong indications of early dwellings and sheds.



Figure 342. No. 16 King Street Skelmanthorpe. House showing reset 17th or early 18th century fenestrations



Figure 343. No. 11 Lodge Street with street fronting gable wall with dove holes and 17th or early 18th century fenestrations

The identified 17th century buildings indicate a nucleated settlement in the Queen Street area with a clustered rather than a linear plan. They also indicate farms within the village core. The presence of a row of listed weavers' cottages on King Street demonstrate redevelopment in the early Industrial Period (Images of England UID 341308).

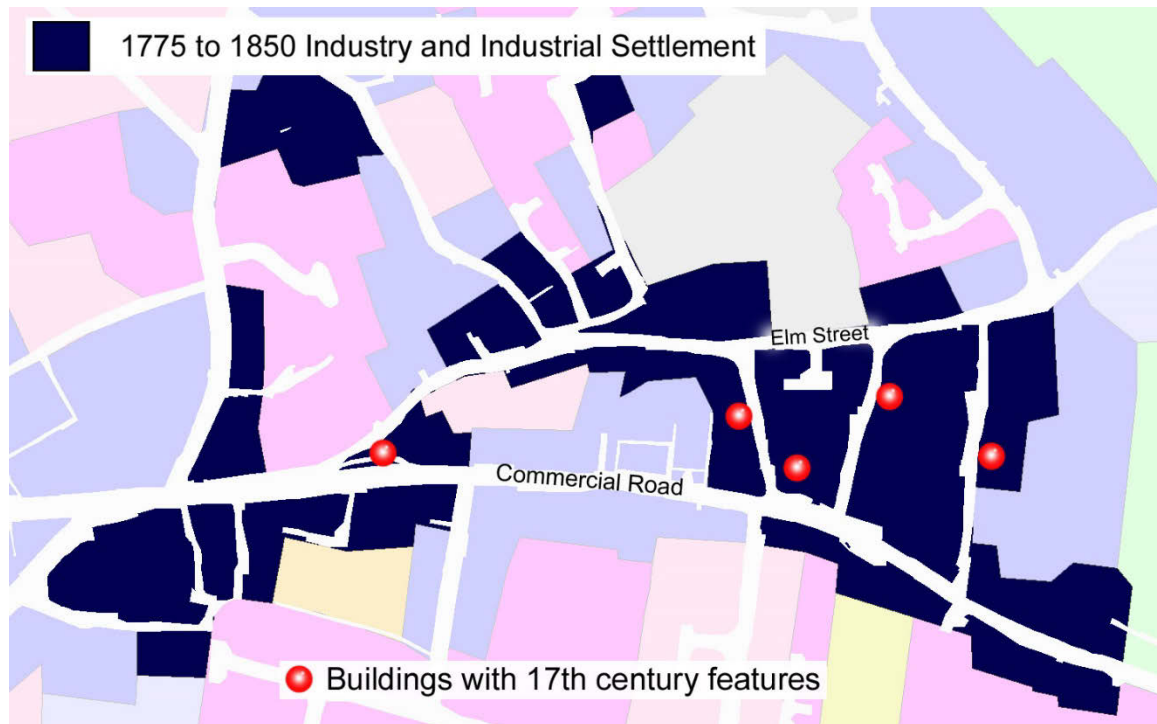


Figure 344. Zone map of the Skelmanthorpe's historic settlement (not to scale)

Industrial Period development

The large number of weavers; cottages and loom shops around Queen Street area core confirm Skelmanthorpe's involvement in textile production in the early Industrial Period. Cottages were also constructed in other parts of the village such as Dale Street, Elm Street, Station Road, Wood Street, Huddersfield Road, and Cumberworth Road. These probably represent an expansion of the early settlement core both to the north and west as low density settlement of scattered rows of cottages and folds. Development also included other houses, shops, inns and village institutes. The eastern end of the village along Commercial Street has a predominantly later Industrial Period character away from the early settlement around Queen Street, King Street, *etc.*

Mechanised industry had not made a large impact by c.1850. The situation changed during the latter half of the 19th century. Skelmanthorpe had gained three mills: Elm Mills (woollen), Green Side Mill (Fancy Shawls *etc.*) and Tentercroft Mills (probably textile) (HLC_PK 5066, 5037 & 5072). Some mills may have predated c.1850 but were not named on available mid-19th century mapping. The mills were located on the slopes to the north of the village. All mills demonstrate good or partial survival. The Station Road and Greenside area around the

mills became development with terraced houses. This was relatively high density housing but with piecemeal construction with an irregular layout. Also of economic importance to Skelmanthorpe was the Emley Moor Colliery which was located to the north-west of the village off Station Road (HLC_PK 4930). The site contained railway sidings connected to the Skelmanthorpe Railway Station. The area contained a few colliery sheds in the late 19th century and a tram-way leading 900m north to the Nine Clogs Colliery. The area around the sidings were redeveloped at the turn of the 20th century with the Emley Moor Colliery. A few terraced rows were built in association with the colliery. The colliery was demolished by 1993 and the current housing estate was built shortly after 2009.

The station on the Lancashire Railway Clayton West Branch Line opened in 1879 and closed in 1966. The line remains open and is run by enthusiasts.

Commercial Road developed as a commercial urban core in the late 19th and into the early 20th century with houses, shops, pubs and other commercial buildings and also institutes and civic buildings. These included council offices, a Methodist chapel and the Skelmanthorpe Cooperative Society stores. Development on Commercial Road continued into the early 20th century with construction of an Odeon style cinema. The eastern extension of Commercial Road continued with the development of rows of Victorian and Edwardian terraced houses. If Commercial Road was o't the high street in ancient times it certainly became formalised as one in the later Industrial Period. St Aidan's Church was built off Cumberworth Road in the late 19th century (HLC_PK 4914). The village's largest villa is on Pilling Lane to the east (HLC_PK 5083).



Figure 345.
Weavers'
cottages on
Lodge Street.
Skelmanthorpe.
2016

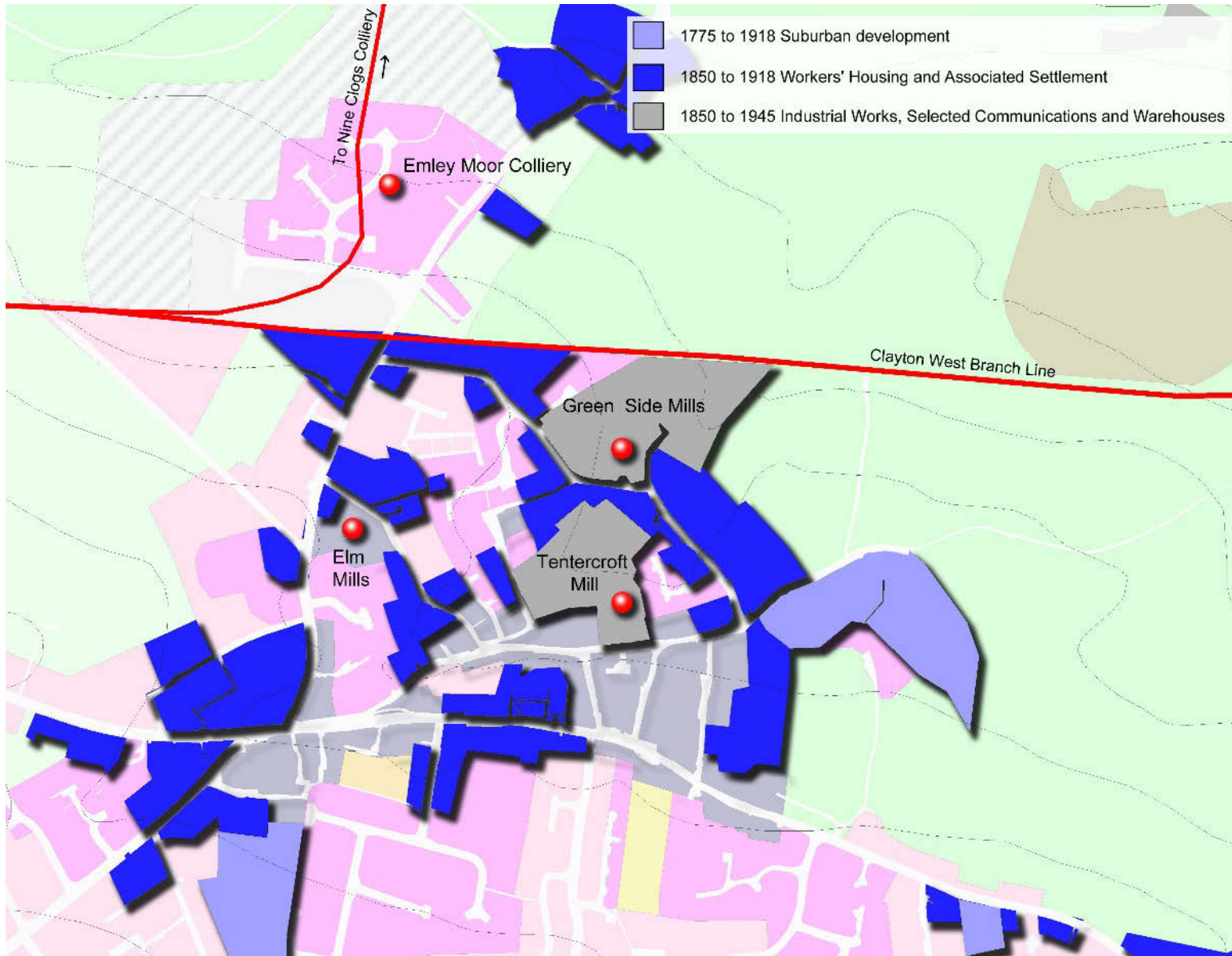


Figure 346. Zone map of Skelmanthorpe's later Industrial Period development (not to scale)

20th century and beyond

Skelmanthorpe now contains one of the largest housing estate suburbs of this part of south-east Kirklees. The Interwar estates are small scale and piecemeal occurring predominantly as linear developments along Station Road, Huddersfield Road, Commercial Road and Cumberworth Road (e.g. HLC_PK 4881, 4911, 4934 & 4988). New Road and Pickles Lane is a street of largely detached housing built in the 1930s to the 1950s to the east of Skelmanthorpe (HLC_PK 4989). The character attribute is suburban rather than social housing. Previous land use was predominately farm land.

The largest post-war estates occur to the south of Commercial Road. Manor Rise is the largest and is a council estate built in the c.1950s (HLC_PK 4872). Mixed development occurred in the c.1970s to the southwest of Skelmanthorpe around Cumberworth Road, Bedale Avenue & Westfield Avenue (HLC_PK 4846, 4844 & 4912). These were predominantly built on previously undeveloped agricultural land. Other notable late 20th century developments include the large scale Shelley High School built in the late 1970s to early 1980s on Huddersfield Road (HLC_PK 4886). St Aidan's First School was built in the centre of the housing development to the south of Commercial Road in the early 1980s (HLC_PK 4834).

The southern side of Skelmanthorpe also contains two large estates built after 1990. The Elmfield Drive Estate and Woodland Drive were built in the 1990s on previously undeveloped land (HLC_PK 4833, 4829 & 4821). Two smaller post 1990 estates occurred to the west. Dene Road and Gardeners Walk, again with no previous development (HLC_PK 4838 & 4843).

20th century development to the north of Skelmanthorpe is small scale and piecemeal. All phases from the 20th century are represented. Two of the largest estates, Score Croft and The Foldings are post 1990 (HLC_PK 5060 & 4937). This area also includes a small amount of modern industry. The Skelmanthorpe Business Park reuses the Tentercroft Mill site (HLC_PK 5072). The Station Road Depot was built by 2002 on the site of a quarry and later a sawmill yard (HLC_PK 4941). Skelmanthorpe Technology Park and the Boggart Lane housing development were built on the site of the Emley Moor Colliery and sidings (HLC_PK 4931 & 4930). These are surrounded by a large area of derelict land.

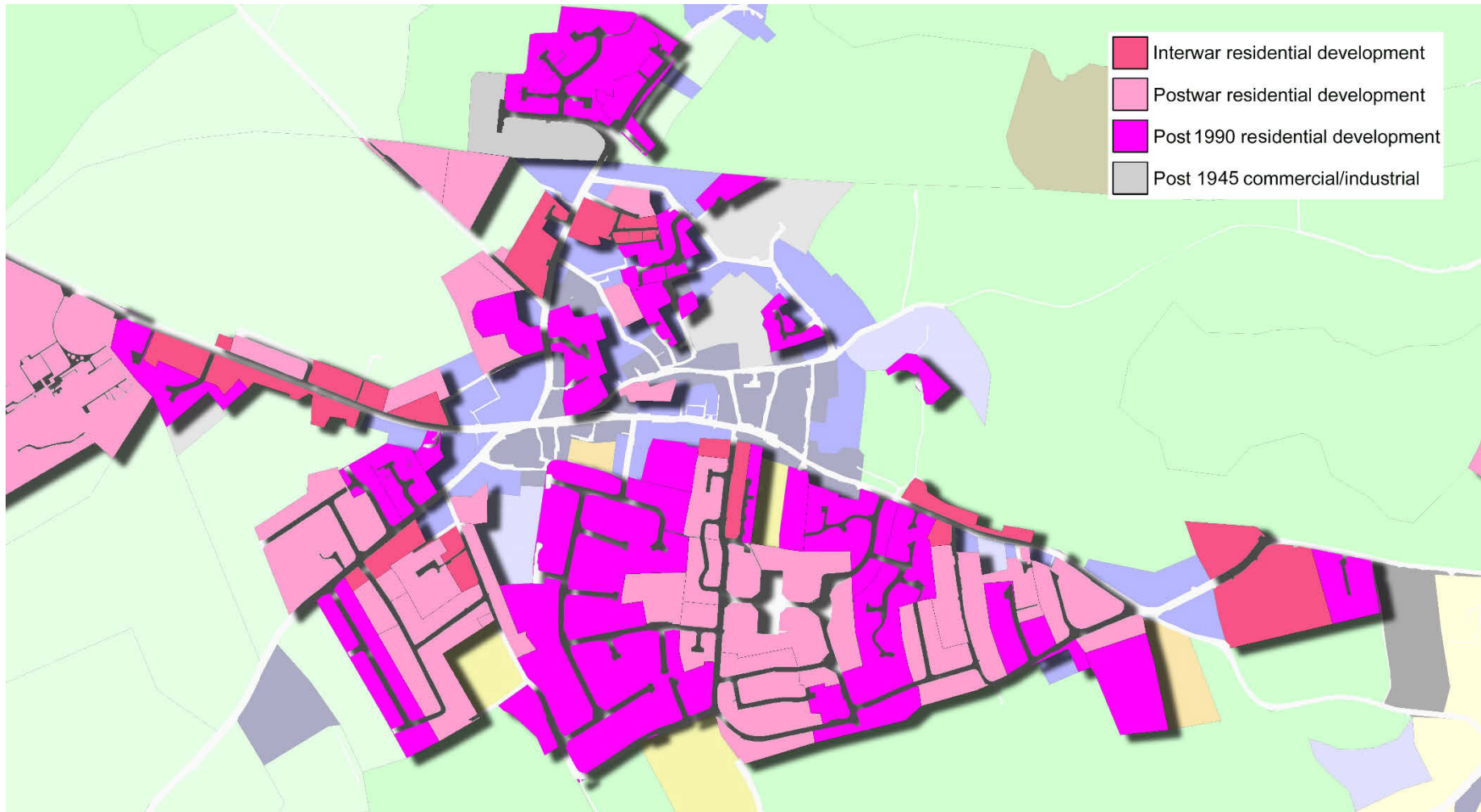


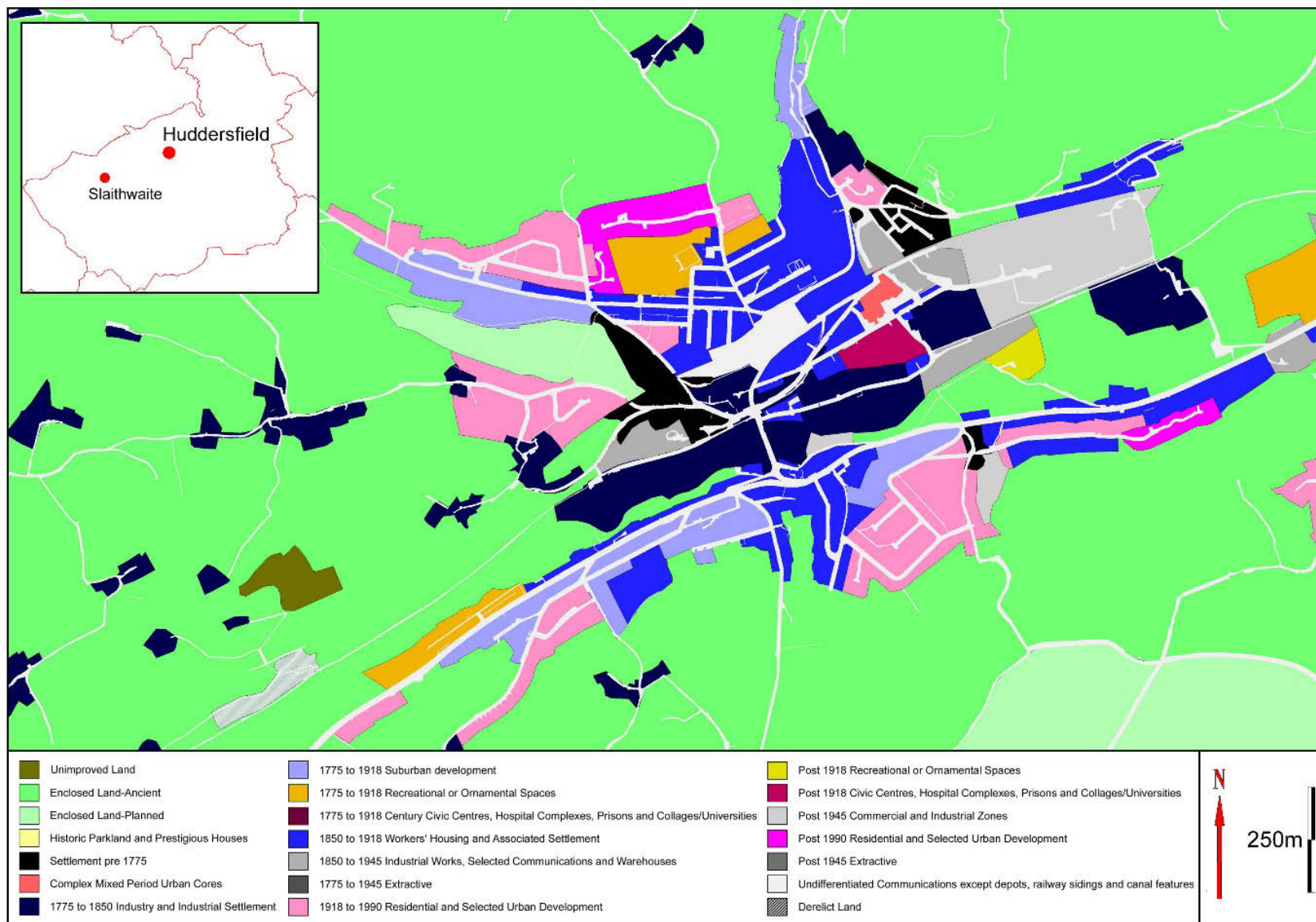
Figure 347. Zone map of Skelmanthorpe's 20th century to recent urban and industrial development (not to scale)

Rural hinterland

Skelmanthorpe has a sprawling plan in c.1850. The early Industrial Period development to the north of the town occupied probable former strip allotments or tofts. Evidence of strip fields is clear on 19th century enclosure patterns. These occurred on a large scale to the south and east of the village. This pattern has largely been lost due to 20th century housing development and agglomeration. The land in the Park Gate Dike valley to the north of Skelmanthorpe has a more irregular field pattern probably representing assarts and/or piecemeal enclosure. This area contains the highest density of farms, some may have ancient origins. The survival of historic boundaries is better here with around 30% agglomeration. Scissett Wood has been lost, although the perimeters have been preserved as field boundaries. The land to the west of the village was named Skelmanthorpe Common and Cumberworth Common and had large regular fields which originated from their enclosure in 1802. Agglomeration stands at around 50% in this area, though the overall field pattern is preserved. The few farms in this area probably date to the time of enclosure. The land to the west of the common enters into the open field systems of Shelley village.

4.2.32 Slaithwaite

Figure 348.
Zone study
area map of
the
Slaithwaite
locality



Overview

Slaithwaite is an industrial town probably with an ancient core. The town has a rural setting but is connected to other settlements eastward along the Colne Valley by an almost continuous thread of largely Industrial Period development. Slaithwaite is situated in a valley bottom position around a crossing of the River Colne. The river drains in an easterly direction and the valley is steep sided at this point. Slaithwaite is located at the confluence of two cloughs with the Colne giving the valley a “K” shaped arrangement. These are Merry Dale Clough to the north-west and Crimble Clough to the north-east. The land rises to the north to Pole Moor and Wholestone Moor and to the south to Black Moor and Crossland Moor. Slaithwaite is 7km to the south-west of the Huddersfield Town core in the Township of Slaithwaite (130m AOD. OS ref 407888, 413976). The southern part of the settlement sits in the Townships of Lingards to the south-west and Linthwaite to the south-east. The subsurface geology consists of the Millstone Grit Group of rocks.

Historic core

It is likely that Slaithwaite originated as a settlement of the medieval period and that settlement focused around Slaithwaite Hall. “Sladweit” is first mentioned in historic records in 1178 and at many other times in the later medieval period (Smith. A.H. 1961. Part II. p.307). The current Slaithwaite Hall dates to the late 16th century. It is located at the western end of the village on the northern banks of the Calder on Nabbs Lane. No. 11 Nabbs Lane is also of ancient origins. It is a single storey shed which originated as a cruck-framed building of late medieval date (both are part of HLC_PK 4404). A second hall “Old Slaithwaite Hall” is situated in a hill top position 2.5km to the south-west. This also has an open hall plan of late medieval date (HLC_PK 3809). The Old Hall is entirely rural and detached from the Slaithwaite core however.

Slaithwaite Hall is positioned at a meeting of lanes coming down from the northern hills which include Howgate Road, Bank Gate, Holme Lane, Church Street, Old Bank and Market Place. An early plan is hard to discern from available mapping but it is likely that a medieval bridge was present at this point, probably to the east of Slaithwaite Hall. The plan and orientation of the village was altered in the late 18th and early 19th century by the construction of the Huddersfield Narrow Canal around 1794-98, Manchester Road which originated as a turnpike bypassed the village to the south in 1758 to 1759 and the railway built around 1845 (HLC_PK 3790). It could be suggested that the early core was a nucleated green settlement at the junction of Nabbs Lane and Church Street at the southern end of Merry Dale. The area which corresponds with a green was identified as a burial

ground in c.1850 which suggests it may have been an formerly an open space. Settlement may also have extended eastwards along Carr Lane.

On the southern side of the Colne, the settlement appears to be largely Industrial Period in character, although Ned Lane, Kitchen Fold and Kiln Hill may be early routes predating the turnpike. This area contains an ancient building, Linfit Hall. The hall is a high status hall house dating to c.1600 situate around 600m to the south east of the Slaithwaite historic core. It was originally a manor house within the Township of Linthwaite. It stood as an isolated fold in c.1850.



Figure 349. Slaithwaite Old Hall. West Slaithwaite. 2008

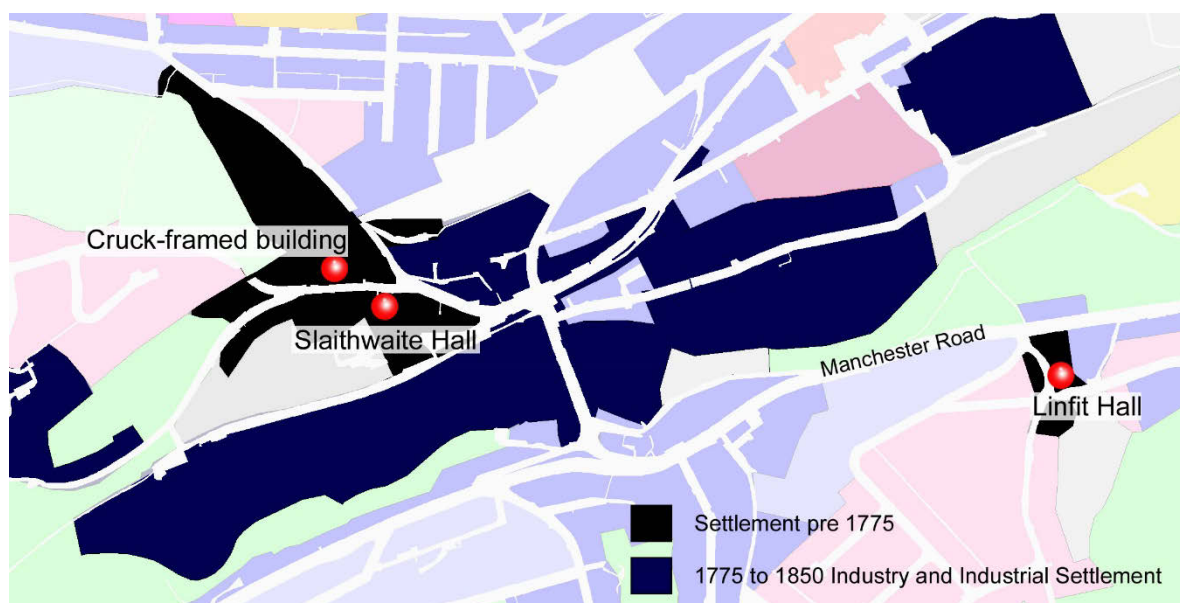


Figure 350. Zone map of Slaithwaite's historic settlement (not to scale)

Industrial Period development

The majority of listed building within the Slaithwaite core are from the Industrial Period. There are several weavers' cottages and loom shops. These are features which occur in great numbers along the Colne Valley both in villages, as ribbon development along Manchester Road and in folds on the surrounding hills. The northern side of the Colne also contains a village lock-up from 1831, the Slaithwaite Free School of early 18th century origins, several Gothic Revival terraced cottages of c.1850 date and the railway viaduct (Images of England UID 408958, 412619, 411051 & 420016). To the south of the Colne are further weavers' cottages, a sub-villa status terraced row of 1825, a row of early 19th century terraced houses, a Baptist Chapel of 1816 and a mid-19th century mill chimney (Images of England UID 412136, 409935, 411695, 412119 & 406350). These demonstrate a clear involvement in both the domestic and mechanised textile industry and a rapid expansion of the town from the late 18th century.

The textile industry moved from the hills to the valley bottoms from the late 18th century, a place that was better suited for the large mills both in terms of water resources for power and processing and access to the newly constructed Huddersfield Narrow Canal which connected Slaithwaite not only to Huddersfield and Leeds but also to Manchester. The Colne Valley and Merry Dale became a large scale zone of Industry. The large mills depicted on 19th century mapping are listed below (from west to east). The numbers refer to Figure 351 below.

1. Shaw Carr Wood Mill. Cotton and later Woollen. Pre c.1850. Demolished. Ruins partly visible. HLC_PK 46584

2. Upper Mill. Woollen. Pre c.1850. Pre c.1850. Extant. Part of HLC_PK 3800
3. Commercial Mills. Woollen. Post c.1850. Extant. Part of HLC_PK 3800
4. Colne Mill. Woollen. Pre c.1850. Demolished. Now retail. Part of HLC_PK 3800
5. Corn Mill. Pre c.1850. Probably extant. Part of HLC_PK 3802
6. Britannia Mill. Originally a dye works. Post c.1850. Probably extant. Part of HLC_PK 3802
7. Clough House Mill. Cotton and woollen. Pre c.1850. Demolished. Ponds and other fabric survives. HLC_PK 46168
8. Bank Gate Mill. Woollen. Possible medieval corn mill site. Victorian mill extant. HLC_PK 3776
9. Globe Mill. Woollen. Post c.1850. Extant. Part of HLC_PK 3802
10. Un-named woollen mill. Post c.1850. Mostly extant. Part of HLC_PK 3802
11. Gas works. Post c.1850. Probably demolished. Now an industrial estate. Part of HLC_PK 3802
12. Slaithwaite Spinning Mill (southern extent). Cotton. Post c.1850. Probably demolished. Now an industrial estate. Part of HLC_PK 3802
13. Slaithwaite Spinning Mill (northern extent). Cotton. Post c.1850. Probably demolished. Now a leisure centre. HLC_PK 4399
14. Un-named mill body. Probably textile. Post c.1850. Demolished. Now a health centre and fire station. Part of HLC_PK 5522
15. Waterside Mill. Pre c.1850. Woollen.
16. Plat Mill. Woollen. Post c.1850. Partial survival. Now a depot. Part of HLC_PK 5522
17. Spa Mill. Woollen. Post c.1850. Extant. HLC_PK 3803. Demolished. Now a council depot. HLC_PK 5535
18. Lees Mill. Woollen. Pre c.1850. Extant. HLC_PK 5530

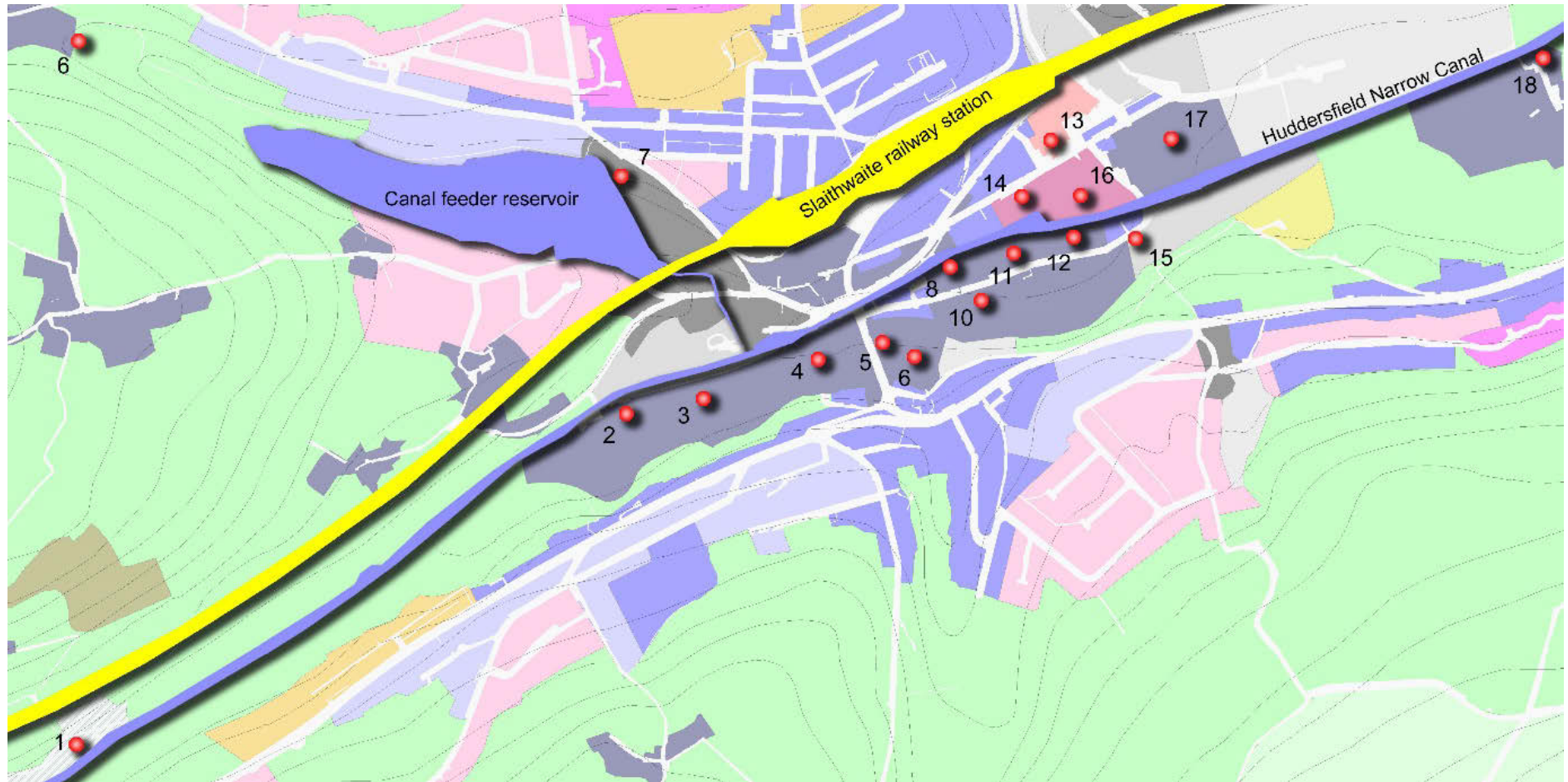


Figure 351. Distribution of Slaithwaite's larger mills as depicted on 19th century mapping with canal and railway features (not to scale)

Slaithwaite became a small town during the Industrial Period. A commercial core developed along Britannia Road and along Carr Street with purpose built shops and even a town hall (HLC_PK 5524), although street-side mills and the canal basin on Carr Lane were a dominating presence (all part of HLC_PK 3808). Slaithwaite Parish Church was built in 1796 (Images of England UID 408960). There was even an attempt to create a park. This was located to the eastern end of the town beyond the zone of mills. There were spa baths and even a band stand. The area is now playing fields (HLC_PK 5534). It was probably around this time that Manchester Road also became more developed. Two chapels were identified in this area built during the Industrial Period (part of HLC_PK 3860). The cricket ground on Hill Top and Manchester Road cemetery were also added in the late 19th century and early 20th century (HLC_PK 3821 & 3864).

Slaithwaite developed several large zones of terraced housing. The largest zone was in the Hill Top area to the north of the town. Here are several large grid iron developments of Victorian and Edwardian date (e.g. HLC_PK 3823 & 3775). An additional zone was built to the north west of Slaithwaite in the Crimble Bank area (HLC_PK 3788 & 4391). Station Road and Carr Lane expanded the village core to the north-west (HLC_PK 5520). Terraced house development to the south of the Colne occurred largely as ribbon development along Manchester Road or on lanes leading south along Commercial Street and Varley Road (HLC_PK 3859, 3860, 5514 & 4330). The hillside south of Manchester Road also contained most of the town's villa status houses, though these tended to be early 20th century in date, of piecemeal construction and not particularly large (HLC_PK 3862 & 5517). The Manchester Road area also gained the Nields County Primary School (HLC_PK 3863).

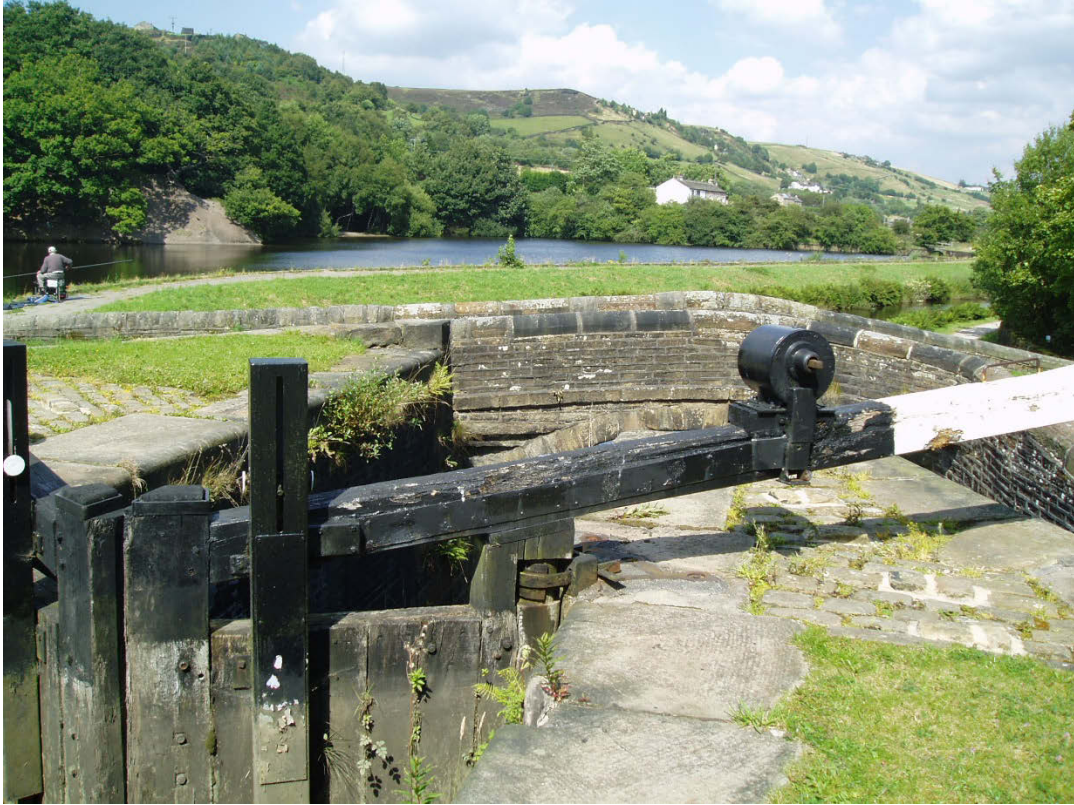


Figure 352. Huddersfield Narrow Canal. Booth. West Slaithwaite



Figure 353. Britannia Mill.
Slaithwaite. 2002

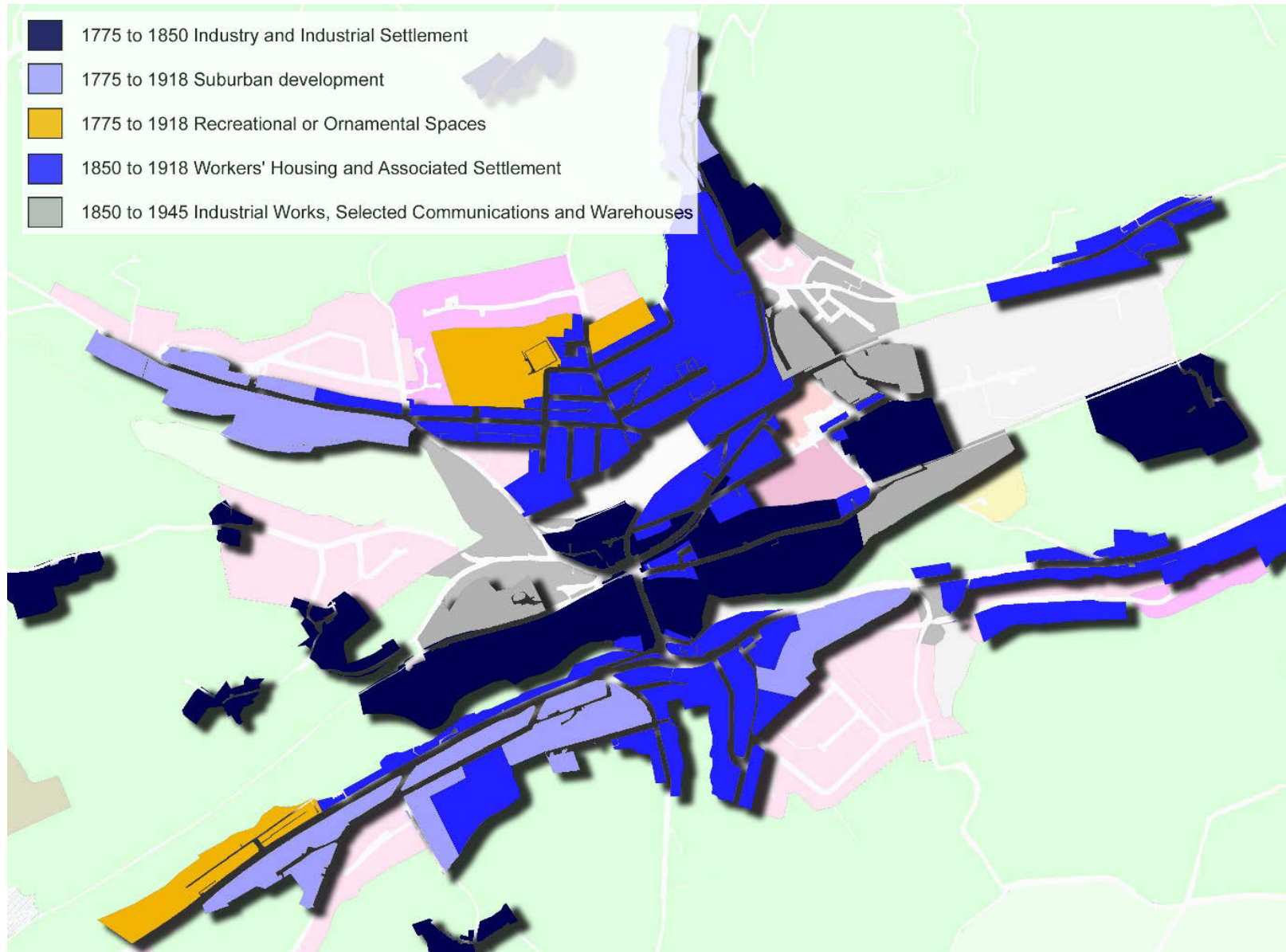


Figure 354.
Zone map of
Slaithwaite's
later Industrial
Period
development
(not to scale)

20th century and beyond

Slaitwaite still remains a town with a well preserved industrial character. The impact of the 20th century in the town core and along Manchester Road is slight and piecemeal. This was reinforced in the last decade by the reopening of the Huddersfield Narrow Canal and the reinstatement of the wharf as a recreational area.

Expansion has been largely on the peripheries. The zone of 19th century industry to the east of the town was redeveloped and expanded in the 20th century with new industrial sheds and a few civic buildings such as swimming baths, a health centre and a council depot. The largest new industrial zone is the Spa Fields Industrial Estate which was founded in the 19th century. This is a nine hectare site (HLC_PK 4221). This area still retains a dominant presence of tall 19th century mill buildings.

There have been a few medium scale housing estates constructed on the urban peripheries. Those to the north of the Colne occur in the Merry Dale and Hill Top area to the west of Slaitwaite. Terraces continued to be built into the early 20th century. Later developments comprise a piecemeal development of early 20th century detached and semi-detached houses along Longlands Road, the Longlands Estate of Interwar semi-detached houses, the Blakestones Estate of the 1970s and the post 1990 Meadow Lane estate (HLC_PK 3773, 3771, 3778 & 3819). The character is generally suburban rather than social housing and all were built on previously undeveloped land. This area also contains the Slaitwaite Church of England Junior and Infants School built in the 1970s (HLC_PK 3780).

Development to the south of the Colne was similarly small scale. There is a piecemeal development of detached and semi-detached houses in the Nields Road area to the west (HLC_PK 3862). The two largest estates are the Springfield Avenue estate of the 1930s and the Gordon Street estate of the late 1950s (HLC_PK 3857 & 4239). These consisted of several short terraced rows, possibly representing social housing.

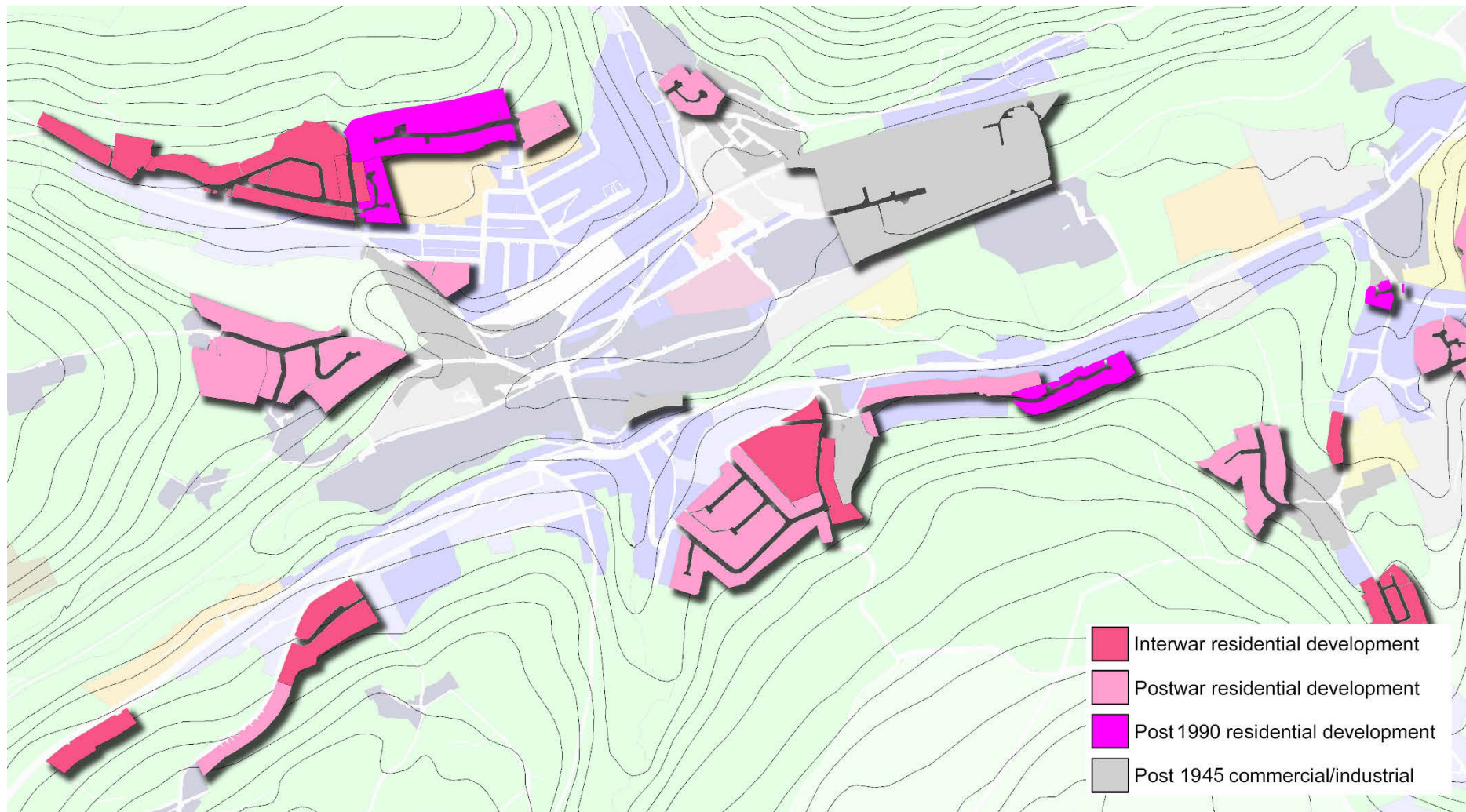


Figure 355. Zone map of Slaitwaite's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

The landscape around Slaithwaite is one of valleys and cloughs. The hills have the characteristic step and shelf profile rising to high open moors associated with the Millstone Grit Series of rocks. The enclosure patterns are generally one of small irregular fields representing piecemeal enclosure and assarts, particularly on the valley sides. These give way to intakes farms and surveyed enclosure at higher elevations. The Colne Valley contains only a few woods, although the steep-sided cloughs leading from the valley exhibit more woodland with a good survival of historic woodland boundaries. The survival of early field boundaries is generally good. The amount of field agglomeration is generally specific to individual farms estates ranging from hardly any to over 50% agglomeration.

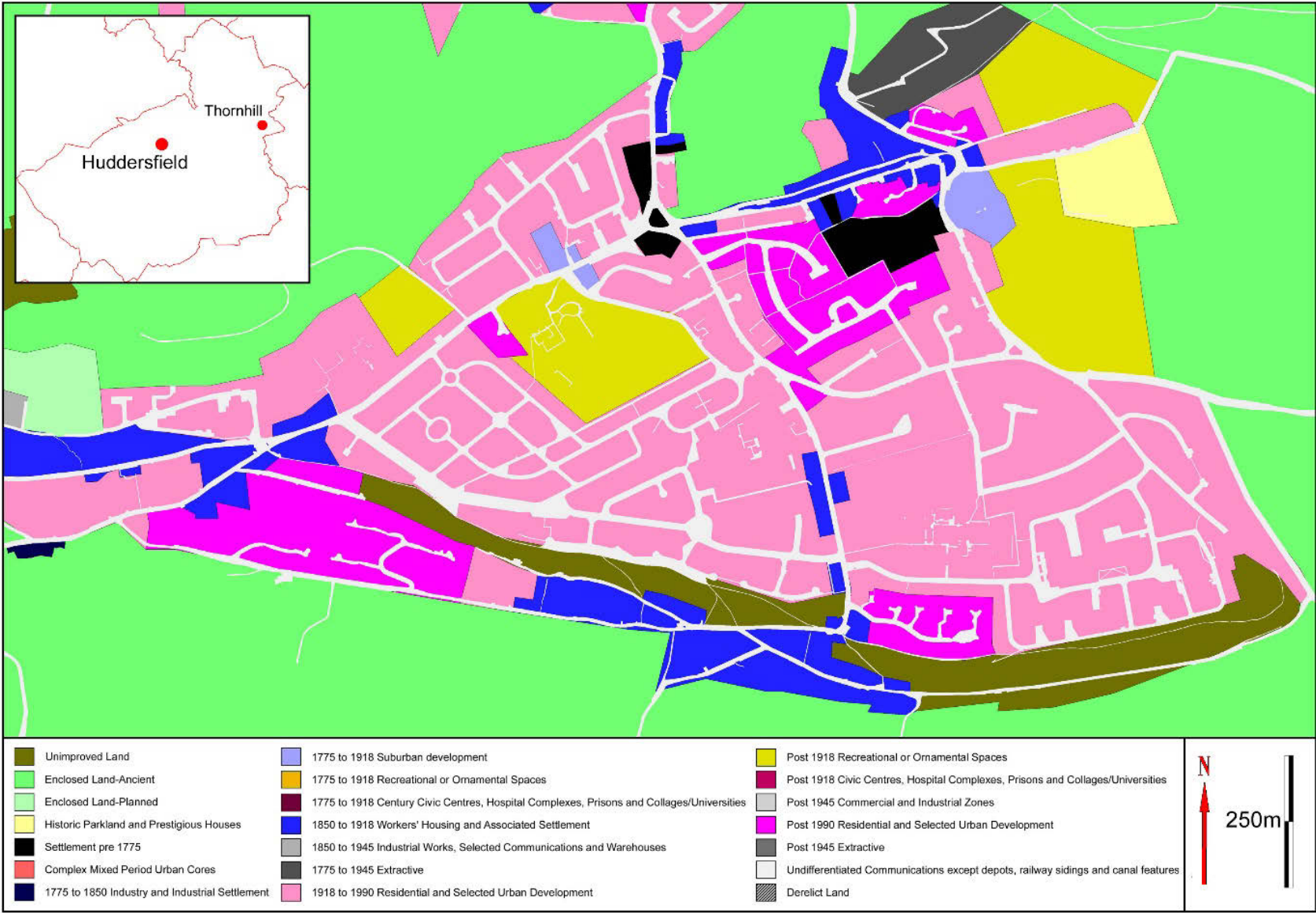
The survival of historic farms is also good. A few farms have been abandoned along the moorland edge. Rural buildings in this area have been well documented and many, such as Slaithwaite Old Hall, have ancient origins. The farms occur in a relatively high density and are connected by a networks of lanes suggesting a long settled rural landscape. The majority of the population of Slaithwaite probably lived in the rural hinterland before the Industrial Period. The listed buildings in this area contain several farms with 17th century dates but also many 18th and 19th century farms with farm buildings and many weavers' cottages. Examples are numerous.



Figure 356.
Hill Top Fold.
West
Slaithwaite

4.2.33 Thornhill

Figure 357.
 Zone study area map of the
 Thornhill locality



Overview

Thornhill originated as rural settlement probably of medieval origins which developed as a small colliery town in the later industrial period. It is now surrounded by a large zone of 20th century urban development and attached to the larger Dewsbury urban conurbation by a thread of development along Overthorpe Road. Thornhill is situated at the eastern end of a neck of hill which projects eastwards from Lower Whitley. The land then rises to the west and south to Whitley Heights and Grange Moor. The hill on which Thornhill sits drops down to the north to the Calder Valley which is wide at this point. The Calder flows in an easterly direction towards Wakefield. The valley to the south contains Howroyd Beck Leading to Smithy Brook. The two valley systems meet 3.3km to the east at Horbury Bridge. Thornhill sits around 11km to the east of the Huddersfield Town core in the Township of Thornhill (120m AOD. OS ref 424956, 418705). The subsurface geology is the Pennine Lower Coal Measures to the west of the area and Pennine Middle Coal Measures to the east.

Historic core

It is likely that Thornhill is a settlement of great antiquity. "Torni" is mentioned in the Domesday Survey of 1086 and at several other times in the late medieval period (Smith, A.H. 1961. Part II. p.211). Anglian crosses and tombstones found in the yard of St Michael and All Angels' Church indicate settlement here from at least the 9th century (HLC_PK 4259). There was probably a church of a least local importance here before the current 15th century church. The village also contains an important hall situated to the east of the village. It was the seat of the locally important Savile family (HLC_PK 4292). The area to the immediate west of the hall contains a moated site. Excavations revealed a 13th century timber framed building and a c.1450 stone hall which was destroyed in the English Civil War when it was besieged (HLC_PK 4292). There are also indications that the land was previously ploughed as part of an open field system.

The settlement of Thornhill in c.1850 had two focal points. The Cowmes to the east corresponds with Combs Road. It held the historic church and rectory, a grammar school and a hamlet of houses and cottages occurring as linear development along Combs Road and The Combs [Road] (HLC_PK 4269). 500m to the west was Thornhill "Town". This was a linear high-street development along the northwest route of The Town [Road] (HLC_PK 4258). Settlement ran for around 300m terminating at a crossroads green to the north which contains an ancient market cross base (HLC_PK 4252). Thornhill Town has the appearance of a planned medieval village of post Conquest date. There were long enclosures running perpendicular to the high street which may represent croft plots. The surrounding fields had long serpentine boundaries which were clearly depicted to the west of Thornhill on the flat

lands above the Thornhill Edge escarpment. The fields to the east had similar boundaries although the fields here were larger with fewer internal subdivisions.

It is possible that the church may have represented a settlement focus in pre-Conquest times. The hall may also have been a pre-Conquest site. A deer park is known to have been present in this vicinity, probably to the north of the hall (Saxton 1602). In addition to the hall and associated features is a cottage with a cruck framed roof and wall studding components (Images of England UID 340735). Strip fields also seem to respect the early settlement in this area. Other listed buildings in the Combs area include a 17th century house, a hall of 17th century date, the Old Rectory which incorporates 17th century building fabric and the former Thornhill Grammar school built in 1634 (Images of England UID 340715, 340717, 340712 & 340716). The Savile Arms Public House near the church may also be early.

“The Town” may represent a shift in the focus of the high street as a post-Conquest village or post medieval expansion, although this is speculation. In addition to the cross base there is a cottage of 17th or early 18th century date, although this was detached from the high street in c.1850 (Images of England UID 340713). 100m further west is the site of Overthorpe Hall. Overthorpe Hall was the seat of the Radcliffe family, and is marked on Rolstone's 1634 map of Thornhill. The hall was bought by the Dewsbury Corporation in 1936. On 1955 mapping the hall has been demolished and a public park established within the grounds and remaining part of the parkland (HLC_PK 4089).

The survival of historic settlement on the high street is poor as a result of 20th century redevelopment. 19th century and possibly late 18th century houses are present. The houses at No 19 “The Town” hints at earlier origins as a village farm or similar (Google Street View 2016).



Figure 358. Zone map of the Thornhill's historic settlement (not to scale)

Industrial Period development

Expansion in the later Industrial Period was slight. It consisted of a few rows of terraced houses, a parochial hall and a Thornhill Local Board Offices. This development was largely confined to The Combs and The Common, a connecting road leading northwards (e.g. HLC_PK 4179 & 4276). A few terraced rows were also built in the Town area of Thornhill. A new town developed 1.5km to the north of Thornhill Village in an area named Thorn Hill Lees. This was at the southern extent of the Dewsbury Industrial Period urban development. Thornhill Station with a large area of sidings was also situated in Thorn Hill Lees. The area contained most of the Industrial Period urban development in the Thornhill area.

The biggest introduction in the latter half of the 19th century was the Combs Colliery situated 300m to the north of Thornhill Hall (HLC_PLK 4196). The colliery was large scale and was connected to the rail networks by a dedicated mineral railway leading to Ingham's Sidings and to wharfs along the Calder and Hebble Navigation Canal (of c.1769) (HLC_PK 4204). Ingham's Colliery was present to the west of Thornhill. This was established as Cromwell Colliery before c.1850. The colliery also had a mineral railway and incline which led to the north-west to meet the Navigation Canal. There was a brickyard, coke ovens, a glass works and forge along the course of the railway (HLC_PK 4383). The mineral rail altered its course by the late 19th century to meet the Thornhill Railway Junction further west (HLC_PK 4543). A third colliery, Hostingley Pit, was located 1.3 km to the south-east of Thornhill. This colliery pre-dated c.1850 and was also connected to the canal along a mineral railway (HLC_PK 4125).

Industry was developing in a corridor along the Calder Valley to the south of Dewsbury. The area was notable for the Providence Glass Works, the Savile Town Glass Works and Thornhill Iron Works (HLC_PK 4366, 7877 & 4383). The "Original Glass Works" was built adjacent to the iron works. Only the Savile Town Glass Works post-dated c.1850. The area also include a few small mills (shoddy & flock), a chemical works and a corporation gas works.

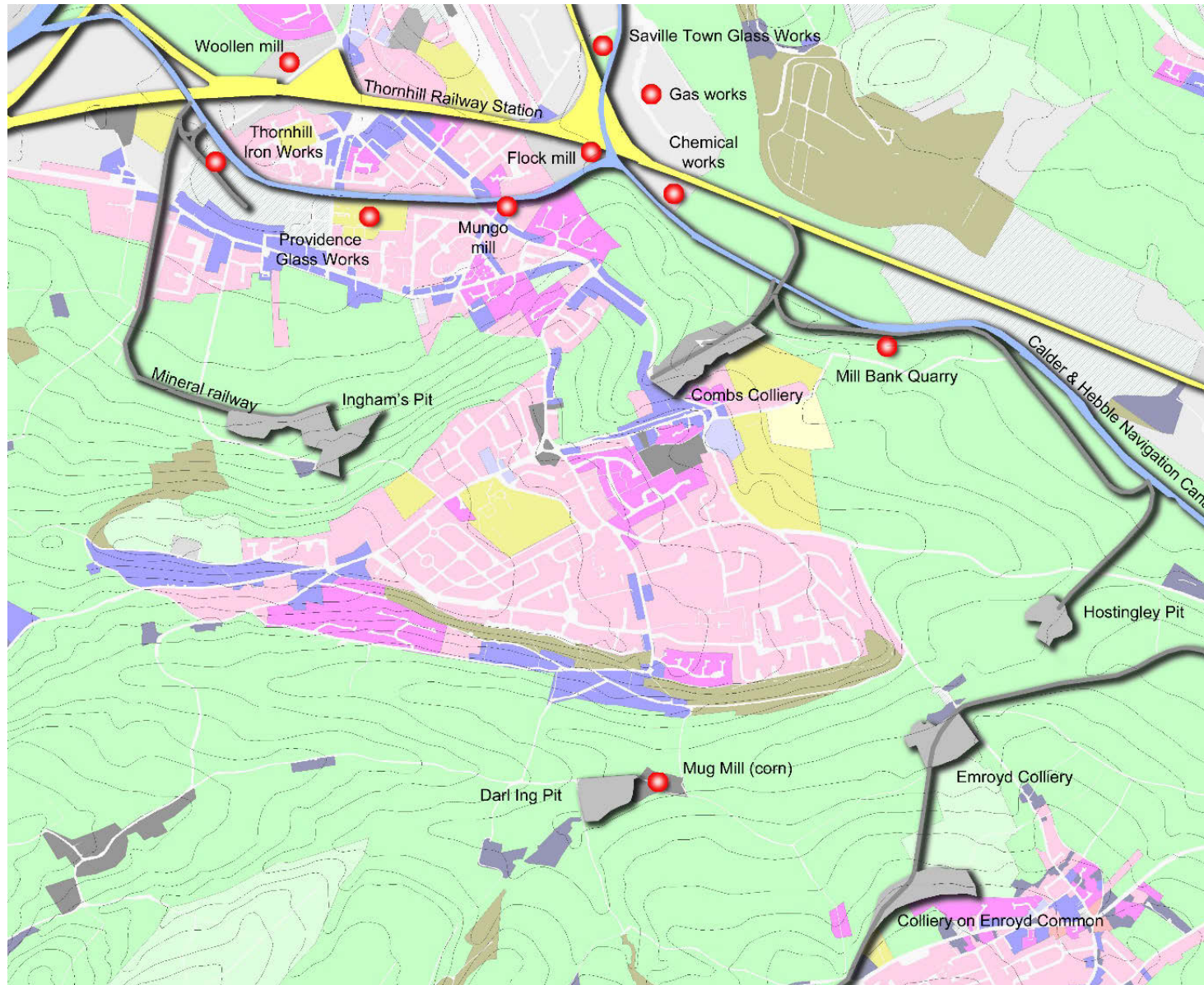


Figure 359. Distribution of collieries, industrial works and industrial communications routes as depicted on the OS 25" 2nd edition map of c.1894 (not to scale)

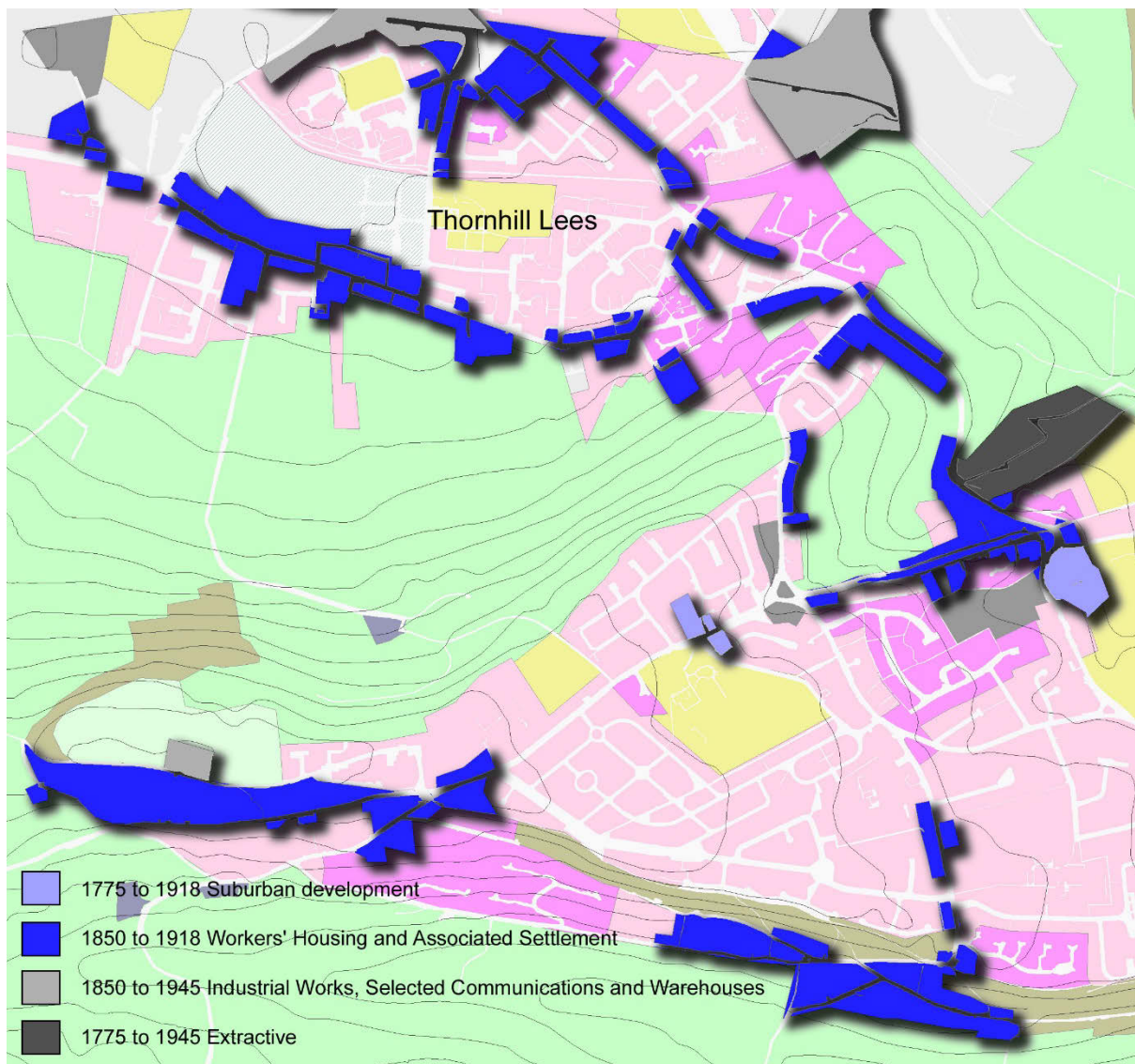


Figure 360. Zone map of Thornhill's later Industrial Period development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

20th century and beyond

The hill top area of land between The Combs and Thornhill Edge is now entirely covered with 20th century urban development. The Overthorpe Avenue, Cross Road and Castle Crescent development to the north of the area form a large 1930s zone of probable social housing (HLC_PK 4094). This area also includes the Thornhill Junior and Infants School built in the 1920s or 30s. Suburban Interwar housing also occurs along Church Lane and Glebe Gate to the east of the 20th century housing zone (HLC_PK 4106 & 4111).

Post-war development is represented by the c.1950s and 60s Valley Drive and Partridge Crescent, Edge Avenue and Mountain Road social housing developments (HLC_PK 4099,

4173 & 4112). The Overthorpe Junior, Infant and Nursery School was built in the c.1960s and the Thornhill High School was built in the centre of the zone in the c.1970s (HLC_PK 4082 & 4114). Most developments were built on previously undeveloped land.

Post 1990 development is also present. Henley Avenue was built in the 1990s on former fields to the east of The Town (HLC_PK 4155). High Meadows and Daleside is a private development on Thornhill Edge built around 2000 (HLC_PK 4068). Leith Court was built at the eastern end of the 20th century housing zone around 2000 on the site of an Interwar recreation ground (HLC_PK 4117).

“The Town” has lost much of its early character. A few vernacular cottages of questionable date survive along with piecemeal terraces and other housing types from the later Industrial period. 20th century development is a dominant presence with the piecemeal development of houses of various periods, the intruding edges of the larger estates and a small shop parade. The most village-like area is around the St Michael and All Angels’ Church and Savile Arms on Church Lane with surviving vernacular cottages, leafy villa gardens and an historic pub. Travelling eastward on Church Lane, the housing types become more suburban. At the far eastern end of the road is the entrance to Thornhill Rectory Park. This was originally the private parkland associated with the Rectory. The land was bought by Dewsbury Corporation in 1947 (HLC_PK 4300). At the northern end of the park is the Scheduled moat and hall site.

Another area with good survival of early historic character is Combs Road to the east of Thornhill. The character is predominantly Industrial period and domestic, though it does contain the 17th century hall and grammar school.

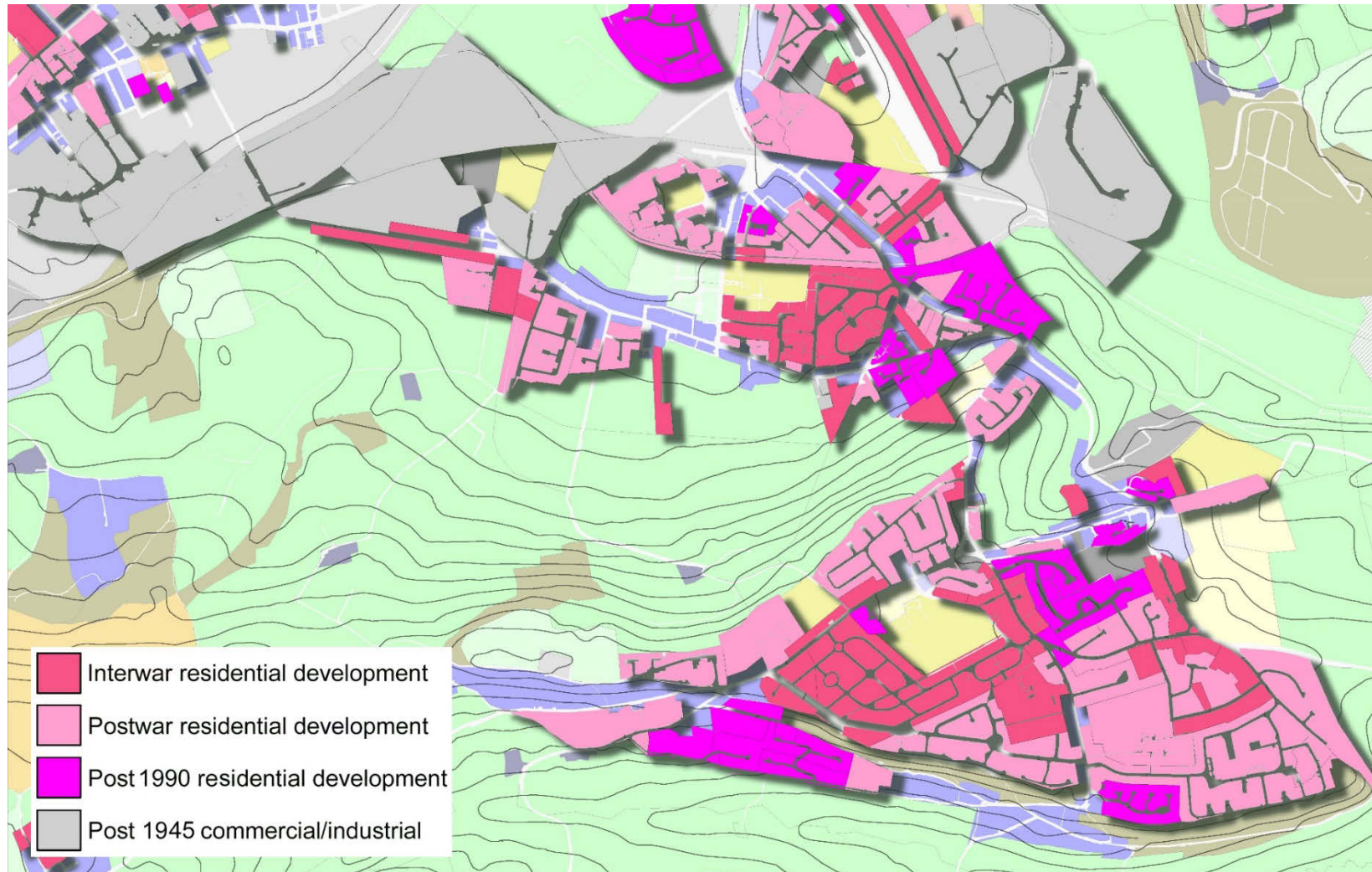


Figure 361. Zone map of Thornhill's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

Much of the hill top plateau around Thornhill was covered with what appear to be enclosed strip fields and these may have also extended down the slope to the west in the direction of Thornhill Hall. Only the historic boundaries in the vicinity of the hall survive. The rest have been developed with 20th century housing. The land to the north of the hall was named Thornhill Park and was probably the deer park depicted on the Saxton Map of 1602. It had been enclosed by the mid-19th century. This area contains Park House Farm of c.1700 date (Images of England UID 340720). The land here has become partly agglomerated probably as a result of 19th and 20th century extraction activities.

The Calder valley floor consisted of the meandering loops of the River Calder and valley floor meadows. The field boundaries have been altered by encroaching industry, sewage works, mineral railway, canals, *etc.* One farm is still active in this area. Lodge Farm house dates to the mid to late 18th century (Images of England UID 340749). The barn is an aisled timber framed structure dating to the 17th century (Images of England UID 340750). Also of interest in the Calder valley is Thornhill Lees Hall. This is a timber framed hall of c.1412 (HLC_PK 4402 & Images of England UID 340743). The group at Thornhill Hall also contains a 17th century stone hall, a 17th century barn, and the remains of a 17th century half-timbered gate house. The few paddocks survive adjacent to the house but the area is now largely developed with 20th century housing and industry.

Thornhill Edge has a hillside hamlet which clustered around the winding lanes of Albion Road, Edge Junction and Edge Road. This was a fairly well developed settlement in the 19th century with a hotel, chapel, church and Sunday school. The character appears early industrial Period with later additions, though early origins cannot be ruled out (HLC_PK 4064). It is situated only 800m away from the Emroyd Colliery which may have been the motivating influence for settlement here (HLC_PK 36533). Mug Mill (Corn) and a second colliery, Darl Ing Pit, were situated 280m south of the hamlet (HLC_PK 36556 & 36557) (see Figure 359 above). The corn mill may have had ancient origins.

The land in the valley system to the south of Thornhill Edge has an ancient piecemeal character with small irregular fields and ancient woodland on the steep slopes and cloughs. The largest settlement in this area is Briest Field, a hamlet situated 2km to the south-west of Thornhill. It is likely that the settlement has medieval origins with its own small open field system. It is a linear development along the winding Briestfield Road which contains a 17th century listed barn. Most of the settlement in this area consists of individual farms. The survival of farms and ancient field boundaries depicted on 19th century mapping is good in this area (e.g. HLC_PK 46213).

4.2.34 Thurstonland and Fulstone

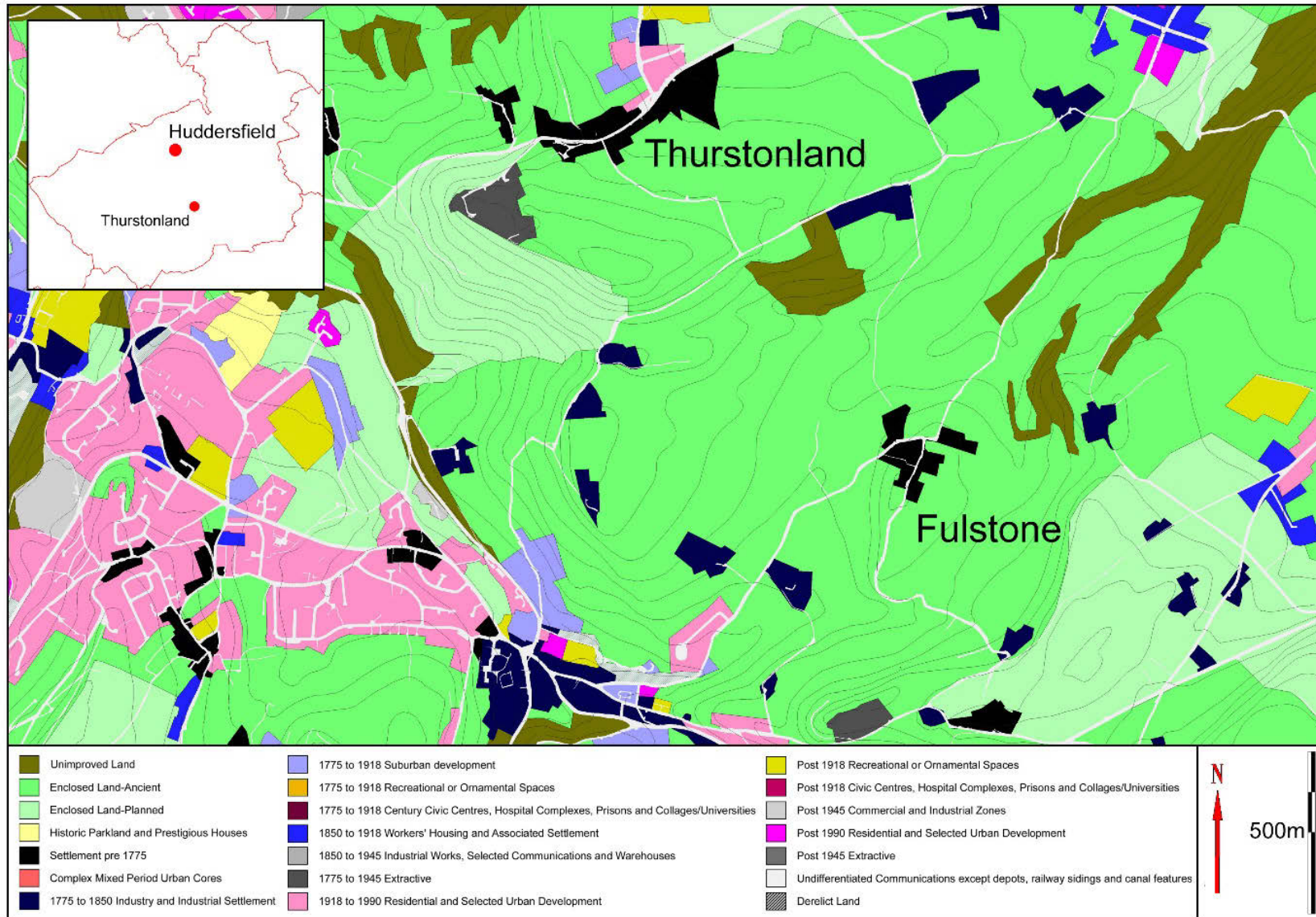


Figure 362.
Zone study area map of the Thurstonland and Fulstone locality

Overview

Thurstonland and Fulstone are included in the settlement gazetteer description section not because they are settlements of significant size or that they represent settlements of great historical significance, rather they are villages with medieval origins which demonstrate a shift in settlement focus from the hill tops to the valley bottoms in the Industrial Period. The influence of the later Industrial Period and 20th century development has been limited in both villages. Thurstonland and Fulstone are both situated in hill top positions on hilltops projecting from Farnley Moor which is located around 1.5km to the north. The land drops steeply to the west and south into the New Mill Dike valley system. The land drops in a gentler pace to the east to the Shepley Beck valley. The hillside both to the west and east is cut by several, often deep cloughs, giving the hill an irregular shape. Each village sits within the centre of its own Township of the same name. Thurstonland is situated 6.5km to the south-east of the Huddersfield Town core (230m AOD. OS ref 416675, 410533). Fulstone is 7.6km south-east of Huddersfield (220m AOD. OS ref 417463, 409,407). The Subsurface geology consists of the Pennine Lower Coal Measure Group of rocks which becomes the Millstone Grit group to the west.

Historic core

Thurstonland was the larger of the two settlements in the 19th century. It consisted of a linear development running for around 400m along the east-west route of the high street now named "The Village" (HLC_PK 6304). An organic nucleation of three or four yard developments was situated to the centre-west at the top of Hollow Gate. This group may have represented the earliest part of the settlement. The Listed buildings forming this fold consist of a cruck framed barn of probable 16th century date, a 17th century cottage, a large 17th century barn, two 18th century houses, and several weavers' cottages/loom shops (Images of England UID 341246, 341249, 341180, 341245, 341238, 341237 & 341237). The village also includes several other Listed weavers' cottages of late 18th to early 19th century date, an endowed school of 1767 date, an early 19th century Methodist Chapel with Sunday School and a church dating to 1870. The Listed buildings demonstrate rural beginnings from the late medieval period and expansion in the early Industrial Period. It is likely that Thurstonland was a village or hamlet with medieval origins. "Tostenland" is mentioned in the Domesday Survey of 1086 and several other times in the later medieval period (Smith, A.H. Part II p.251). The village had a modest sized open field system. Enclosed strip fields are clearly visible to the south of the village.

Fulstone is situated around 1km to the south of Thurstonland. The village is a linear development running on the north south route of Whitley Lane for around 160m. The extent

of the village has change little from the mid-19th century with a good survival of 19th century building footprints. The four Listed buildings comprise a 17th to early 18th century farm house, an 18th to early 19th century farm house, a pair of late 18th to early 19th century cottages and an early to mid-19th century barn (images of England UID 340613, 340616, 340615, 340614). Although the earliest building in this hamlet is 17th century, the medieval origins of Fulstone are probable. "Fugelestun" is also mentioned in Domesday and at later times. It was named "Foolstone" in the 19th century (Smith, A.H. Part II p.239). The village also had a clearly defined open field system which extended on all sides connecting with Thurstonland to the west and Shepley to the east. This area of south Kirklees as deep valleys.

It is not uncommon for the larger medieval village settlements to be situated on the table lands above the valleys in the south Kirklees district. This was probably because the valleys sides were steep and the valley bottoms heavily wooded and water logged in earlier times. Many hill side farms in this area also have medieval origins. The hill 2.5km to the south west contains three medieval villages: Wooldale, Scholes and Hepworth (HLC_PK 5174, 5262 & 6435). All demonstrate strip fields and buildings with early origins. Upperthong village is present in a similar position 5km to the west above Holmfirth and Shelley 3.7km to the north-east (HLC_PK 5000 & 5625). Shelley, Upperthong, Wooldale and Hepworth all have Domesday references. What seems to be the case with most of these villages is that they demonstrate farms within the core of ancient origins but also domestic workshops from the 18th century. These continued to be developed until the early 19th century. Most villages seem frozen from this point in time.

This is due to the settlements moving to the valley bottoms as a result of the mechanisation of industry; in the case of south Kirklees the woollen and to a lesser extent the cotton industry.

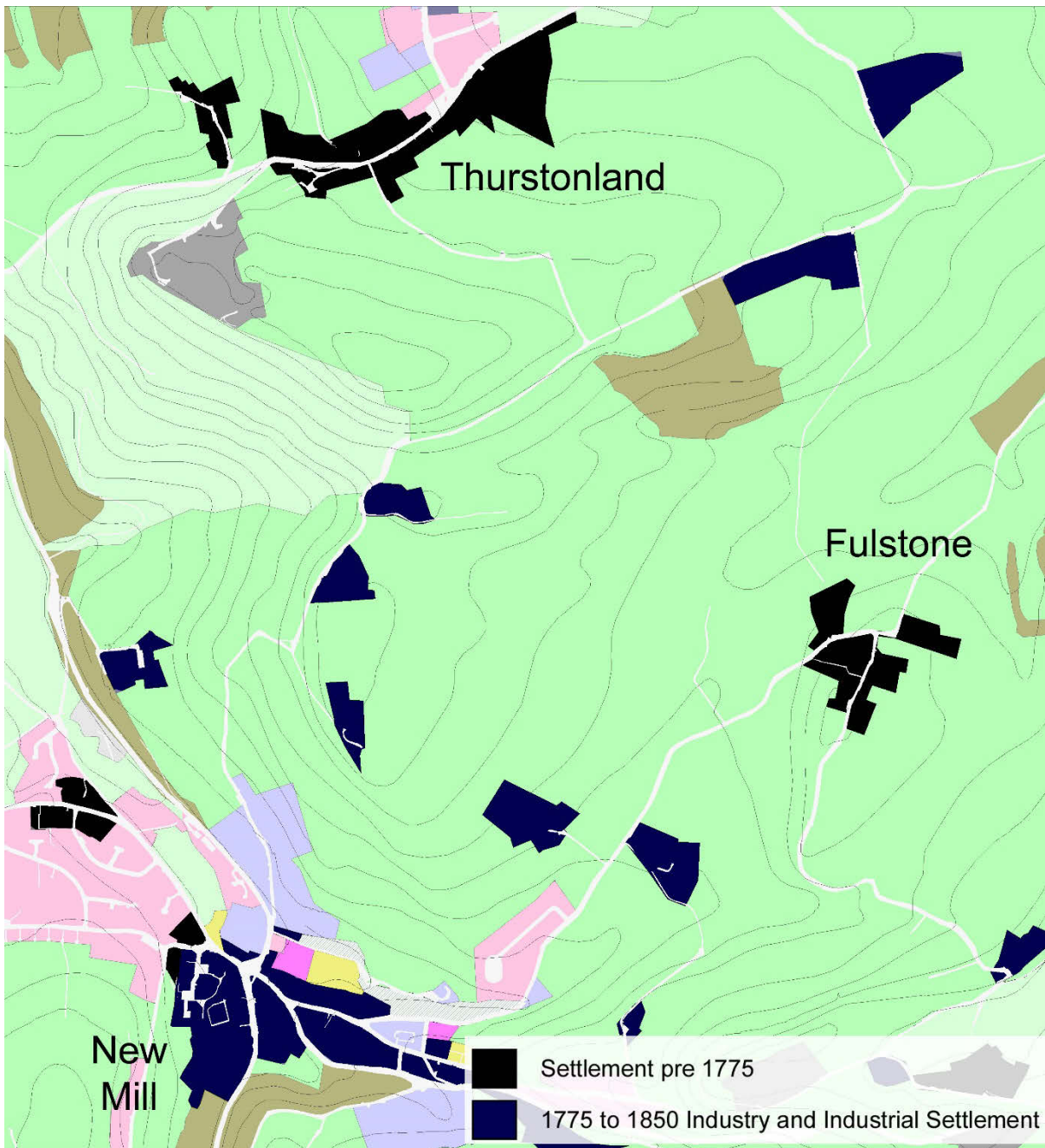


Figure 363. Zone map of the Thurstonland and Fulstone's historic settlement (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Industrial Period development

Thurstonland did have one industry in the late 19th century. A brick and stone works to the south-west of the village. This was established as a sandstone quarry before c.1850 (HLC_PK 6319). So quarrying was a small but a contributing economic factor in the economy of this hill top area. 1km to the south-west an industrial zone had developed in the valley bottom along New Mill Dike and its continuation northwards towards the mills around

Meltham and Honley and to the mills of Hepworth. The largest mills depicted on 19th century mapping are listed below (see Figure 364):

- Wildspur Mill. Woollen. Pre c.1850. Extant as flats. HLC_PK 5428
- Ing Nook Mill. Woollen Pre c.1850. Partly extant? HLC_PK 5313
- New Mills. Woollen. Pre c.1850 origins. Demolished. now post 1990 housing
- Sudehill Mills. Woollen. Post c.1850. Later phases may be extant. HLC_PK 6425
- Holme Bottom Mill. Small woollen mill. Pre c.1850. Possibly an ancient site. Now housing. Fragmentary or partial survival possible. HLC_PK 6423
- Lydgate Mill. Woollen. Possibly pre c.1850. Demolished. Now c.1970s housing.
- Kirk Bridge Mill. Rope and Twine. Largely demolished. Fragmentary or partial survival possible. HLC_PK 5838
- Un-named woollen mill. Post c.1850. Demolished. Now c.1970s housing. HLC_PK 5188
- Stony Bank Mill. Woollen. Pre c.1850. Demolished. Now post 1990s housing. HLC_PK 5387
- Upper Mytholm Bridge Mills. Woollen. Demolished. Now post 1990s housing. Pre c.1850. HLC_PK 6337
- Corn Mill. Pre 1850. Demolished probably by c.1894. Possibly ancient. No separate HLC record. Part of HLC_PK 6401. Land undeveloped.
- Lower Mytholm Bridge Mil. Woollen. Formerly Bridge Royd Mill. Pre c.1850. Demolished. Now woodland as part of campsite. No separate HLC record. Part of HLC_PK 5811
- Rock Mill. Woollen. Post 1850. Demolished. Now a late 20th century business park. HLC_PK 6331

Also of note in the valley bottoms area the coal pits. The largest was Snowgate Head Colliery 1km to the south of Fulstone (HLC_PK 10161). Further smaller scale mines were present along the course of the valley.

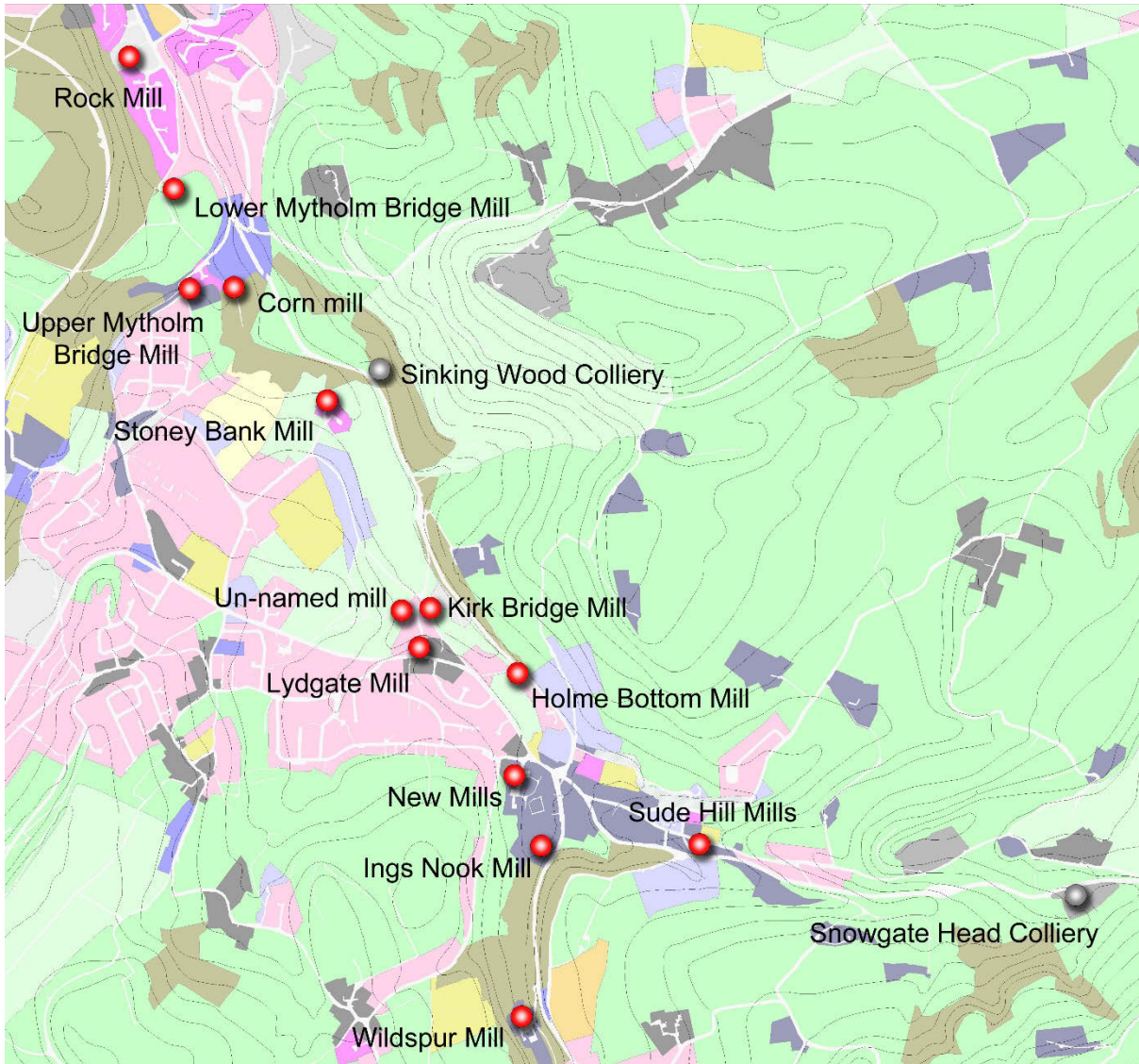


Figure 364. Distribution of larger mills in the New Mill Dike valley depicted on 19th century mapping (not to scale). Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

The village of New Mill situated in the valley bottom 1.3km to the south-west of Fulstone developed as an Industrial Period settlement. There may have been a previous ancient settlement at New Mill. The village is at a meeting of lanes which probably shared a crossing point over the river. The valley bottom here also became the location for folds of weavers' cottages and loom shops so early Industrial Period settlement is also possible. Jackson Bridge 1.3km to the north of New Mill is noted for its weavers' cottages on the lower valley slopes. The appearance of New Mill is one of a later Industrial Period settlement. New Mill developed a small commercial core around the junction of Holmfirth Road and Huddersfield Road. Terraced houses occurred as rows and ribbon development rather than grid-iron developments probably partly due to the geographical constraints of the valley bottom. A few

villas were also built around New Mill on the urban peripheries (e.g. HLC_PK 10149). The village even gained a few small institutes such as Christ Church of 1830 and village school.

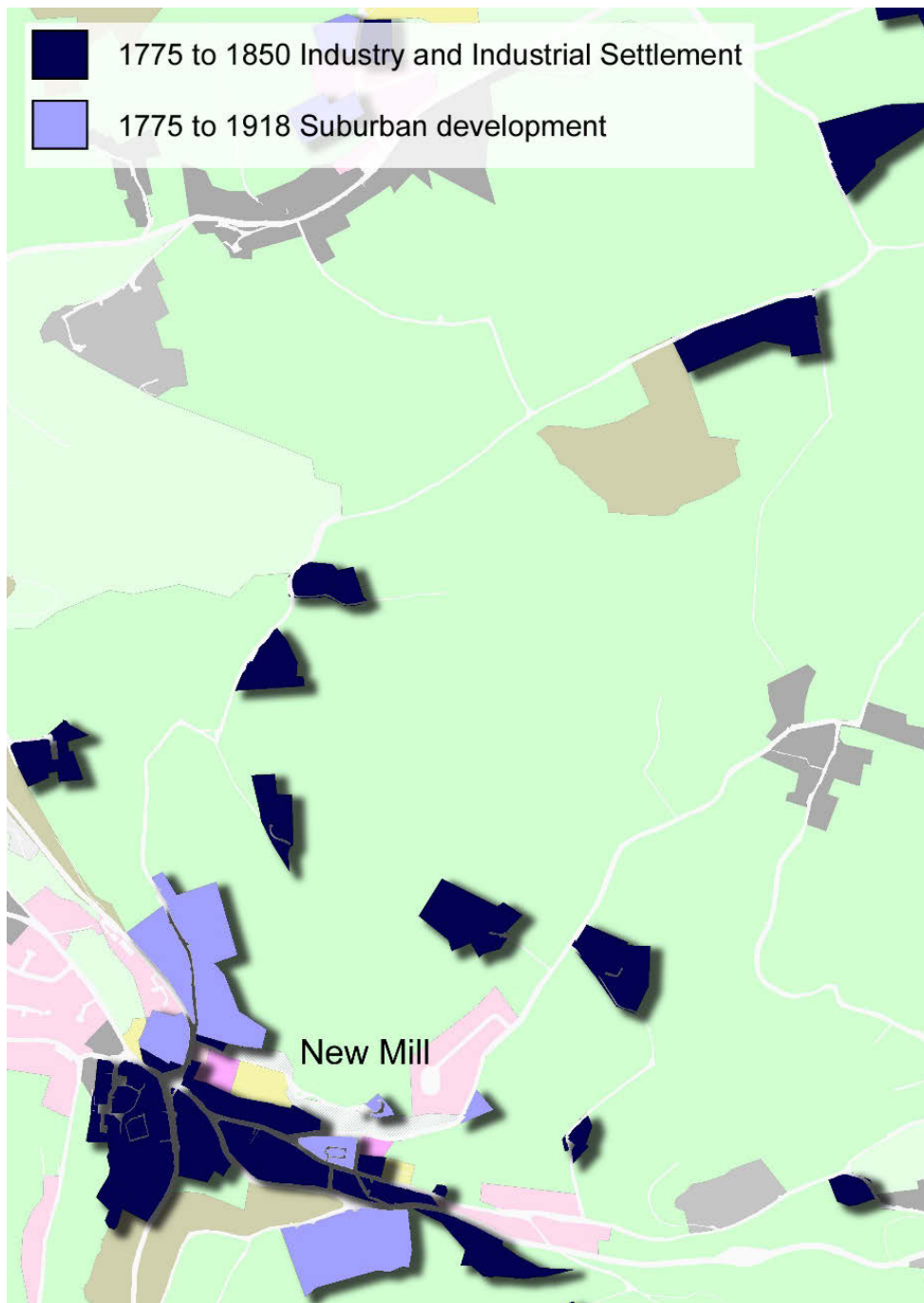


Figure 365.
Zone map of
Thurstonland
and Fulstone's
later Industrial
Period
development
(not to scale)

20th century and beyond

The only 20th century development in the two hill top villages occurred in Thurstonland and this consists of a c.1970s cul-de-sac of semi-detached houses and a few detached houses (HLC_PK 6308). The former brick works may also be converted to residential use (HLC_PK 6319). New Mill gained a small 20th century piecemeal development of detached houses in

the 20th century and also a cul-de-sac of c.1980s Bungalows (HLC_PK 6461 & 6422). The demolition of New Mill provided land after 2009 for a new estate (HLC_PK 10168). Much of the development around New Mill occurred on the expanding peripheries of Holmfirth in the Wooldale area to the north-west.

New Mil still retains its Industrial Period Character, although the junction of Huddersfield Road and Holmfirth Road has been altered by road widening and the construction of a post-war row of shops and village library.

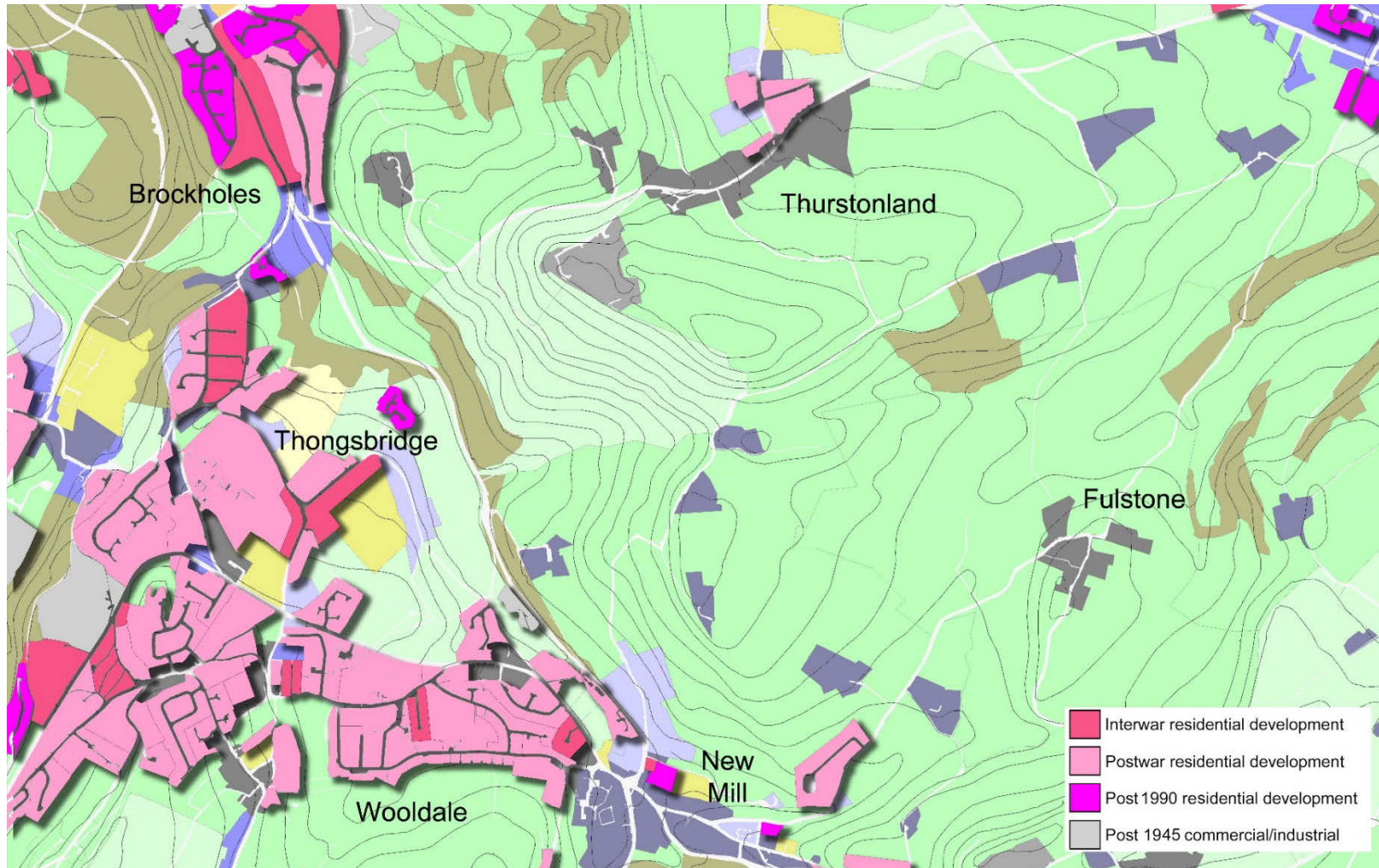


Figure 366. Zone map of the Thurstonland locality's 20th century to recent urban and industrial development (not to scale) Based upon the DiGMapGB-625 dataset, with the permission of the British Geological Survey. Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved

Rural hinterland

The fields around Thurstonland and Fulstone contained what appear to be enclosed strip fields associated with the villages. There is good surviving examples of these at both villages. Agglomeration has occurred but this is localised, probably associated with individual farming estates. In certain localities over 50% of the internal boundaries have been lost.

The slopes above the New Mill valley are steep and contain a mixture of small irregular fields with scattered farms and woodland. A few farms in this locality are Listed. Bank End house and barn both date to the 17th century (HLC_PK 46583). Top of the Hill contains a house dating to 1753 (HLC_PK 46581). The farm complex on Snowgate Head to the south of Fulstone contains a cruck-framed barn of 17th century date (HLC_PK 10159).

The slopes to the east of Thurstonland and Fulstone, beyond the strip fields, also contain houses with confirmed early post medieval dates. Blake house to the north of Thurstonland contains two 17th century barns and a 17th century farm (HLC_PK 46410). These areas also contains farms of 18th and early 19th century origins.

4.3 Complex Urban Core analysis

4.3.1 Batley

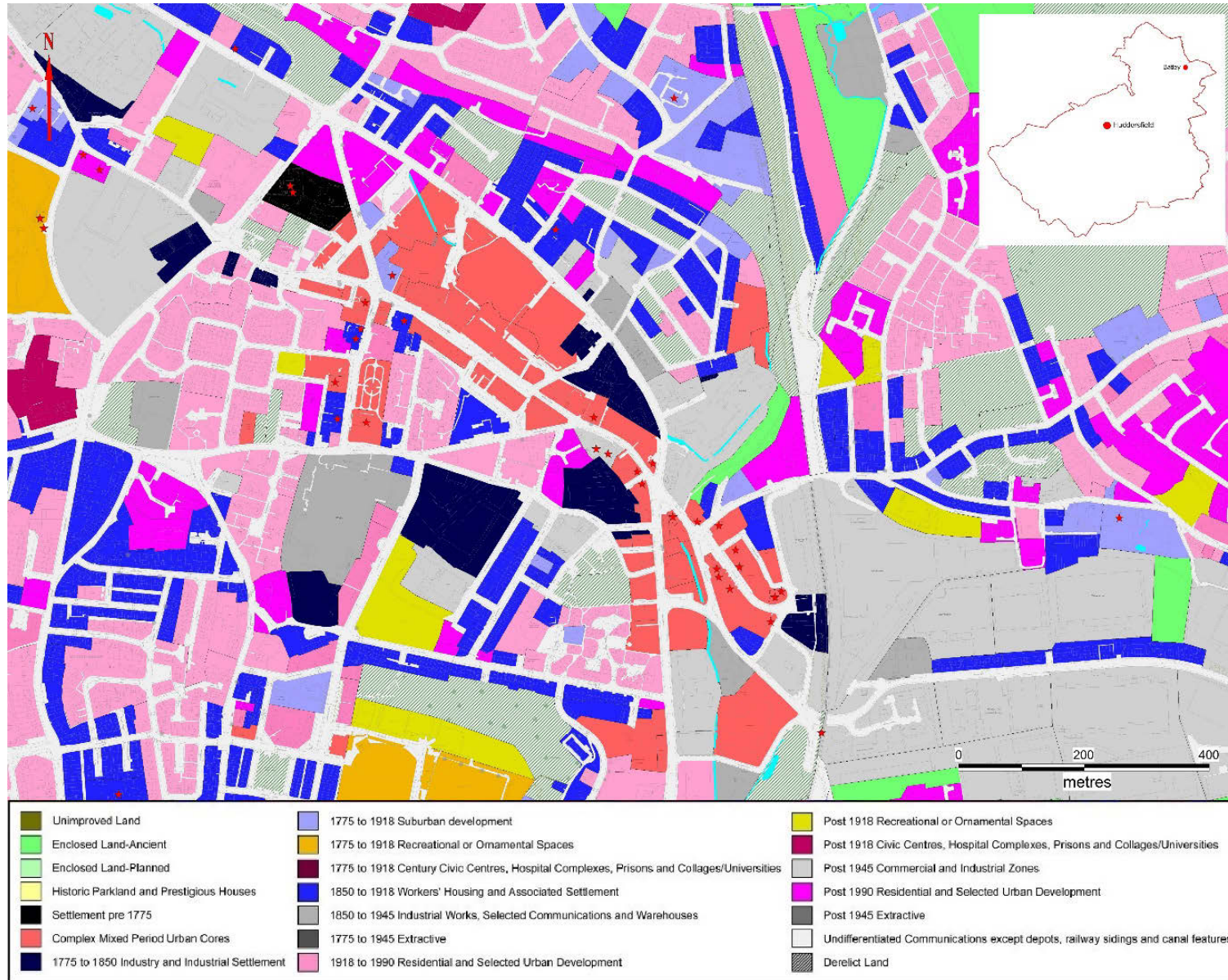


Figure 367. Zone study area map of the Batley locality

Overview

Settlements in Batley and Spen are based around the hills and valleys of the Spen and Calder rivers, although the valleys are wider and generally less steep than in other parts of Kirklees. The historic building legacy of the industrial revolution make for attractive townscapes; although the built-up areas of Heckmondwike, Batley and Dewsbury have merged into one urban area, and many settlements are separated by only relatively narrow areas of green belt.

Topographically, modern Batley lies at the bottom of a narrow valley, and on the steep slopes of the surrounding hills. The valley is transected by two streams – Batley Beck, which runs northwest to southeast along the valley floor, and Howley Beck, which runs into the valley from the slopes of Howley Hill to the north. Geologically, Batley lies on the Middle Coal Measures. The sandstones of the area comprise good building stone, and surface outcropping of the coal seams is common.

Historic Core

Prior to the 1700s little is known of the history of Batley. The name Batley probably derived from the Old English personal name 'Bata' and 'leah' meaning forest or glade. The 1086 Domesday Book lists the vill as having "6 villagers and 4 smallholders with 5 ploughs" in the village.

Batley in the 1700s did not contain a single principal village, but rather encompassed a number of small settlements, all of a similar size. The hamlets of Batley, Havercroft and Clark Green formed the nucleus of what is now Batley town centre, in the valley bottom. They were surrounded, at varying distances further along the valley bottom and on the surrounding slopes, by a loose group of additional hamlets which included Upper Batley, Carlinghow, White Lee, Healey, Staincliffe, Chapel Fold, Batley Carr, Purwell and Soothill. Until the beginning of the 19th century the population of the whole of Batley was probably fewer than 2500.

Most of the housing in the area probably took the form of small cottages, with the exception of **Batley Old Hall** – a manor house with an agriculturally orientated hamlet adjacent (**HLC_PK 11191**). These buildings were constructed of the easily obtainable local sandstone. Local supplies of fuel were abundant – undocumented drift mines, dug into the hillsides where the local coal seams outcropped, were probably very common. Water was obtained from the open becks, and from numerous small wells in the area.

Very little of pre-Industrial Revolution Batley survives. The oldest surviving building in the town centre is the **Church of All Saints (HLC_PK 10506)**. This is a Grade I Listed Church, constructed c.1485 in Perpendicular style, but incorporating parts of an earlier 13th century structure. It consists of a three-bay aisled nave with a west tower and south porch, and a two-bay chancel with full-length flanking chapels and a 20th century north vestry. The church has a large irregular churchyard that is now used as a municipal park. The present fabric of the building mainly dates to the major remodelling in the late medieval period with further additions in the 18th and 19th centuries.

The structural history of Batley church is difficult to interpret, since all internal wall faces are plastered and the external elevations only bear witness to the later phases of re-modelling. A framed plan of the church, hanging at the west end of the south aisle, differentiates three different phases of construction: 1) the nave and a short chancel in the 12th century; 2) a narrow south aisle and a chancel extension in the late 13th century; 3) an enlargement to present dimensions in the 15th century. The earliest part of the present church would appear to be the walls of the nave. No direct evidence survives of the date of the nave walling; its thickness of 0.85m would suggest a date in the 12th century. The tower may also be of a 12th century date, although it is much altered. Three sections of medieval cross slabs (WYHER PRN 7948) have been re-used in the external walls of the church; two in the west end of the parapet of the south clerestory and a third in the wall of the south aisle. These probably date to the 12th or 13th century.

In the late medieval period the church underwent a major remodelling, these works are thought to have taken place in the 15th century, with the Mirfield Chapel on the north of the chancel being added in 1482. The chapel contains two alabaster effigies of Sir William and Lady Anne Mirfield, c.1496, on stone tomb chest with low relief carving of a series of ladies holding shields.

Alterations continued in the post-medieval period. The Lady Chapel to the south has a parclose screen dating to the late 16th century, the cornice of which is decorated with shields, mermen and dragons. The south porch was re-built in 1748 and the tower was completely re-faced in either the later 18th century or the early 19th century. A further restoration occurred in 1873 by Walter Hanstock.

Carlinghow Corn Mill (HLC_PK 10503). Grade II Listed. Seven buildings comprising the remains of a former corn mill. The first OS map, published in 1854, names the mill as a corn mill, and a manorial corn mill is recorded from the seventeenth century, owned by the Copley family and with two pairs of grindstones (later four) and a dam extending to Wilton Park. The surviving buildings are late eighteenth-century with nineteenth- and twentieth-century

extensions and alterations. Carlinghow continued to operate as a corn mill into the later nineteenth century and is marked as such on the 1894 OS 1:2500 map. The presence of a substantial chimney suggests a change to steam power at some point in the mid to late 19th century. The Exley family bought the mill in c.1914 and operated it as a mill furnishers, buying and selling on mill equipment. By the early 20th century the buildings were derelict and by 1933 the water supply had been cut off. Line shafts were introduced after the Second World War to run lathes used in the reconditioning of textile machinery. First depicted as the Park Works on the OS 1:2500 map of 1956, remaining as such until the mid-1990s mapping. A block attached to one side of the main mill was rebuilt after collapse in the late twentieth century, while another on the other side, which originally housed the water wheel, collapsed in the early twentieth century and is partially rebuilt. The buildings are now used by a commercial hire company (heavy plant hire).

Late 18th and Early 19th Century Settlement

Very little survives of the pre-Industrial Revolution settlement, with the majority of existing buildings dating to the late 18th to early 19th century. Much of Batley's early housing stock has been demolished during mid to late 20th century clearances. Extant dwellings include:

Nos. 29 and 31 Grange Road, Staincliffe (HLC_PK 6831). Unlisted block of two semi-detached cottages, constructed in sandstone with a thackstone roof. Probably early 18th century, they formed in the 1840s, a component of Low Fold; the remainder of the settlement has since been demolished (replaced by modern maisonettes – HLC_PK 6832). Probably the earliest surviving house in the Batley area.

Nos. 80 and 82 Purlwell Lane (within HLC_PK 11765). An unlisted block of two semi-detached stone cottages dating to the late 18th to early 19th century (they are not depicted on a Purlwell estate map of 1756).

No. 1 Chapel Fold (HLC_PK 6801). Unlisted late 18th century squatter's cottage constructed in sandstone with a thackstone roof. Single storey, with two bays.

Carlinghow New Hall (HLC_PK 11287). Double gabled plan house with associated outbuildings (now a cottage). Possibly mid to late 18th century house, remodelled in the 19th Century. Unlisted

Civic buildings are limited to the **National School** on Bradford Road (**HLC_PK 11299**). Sandstone-built, single storey with basement and three bays. Possibly c.1780 with

modifications of 1848. Said originally to have housed the Batley Court of Requests which was set up in 1780. Converted to use as a National School in 1848.

One of the oldest buildings in Upper Batley is Batley Hall. The history of Batley Hall is somewhat obscure but it is known that in the 12th century, the Copley family held the manor of Batley which comprised the whole of the township of Batley and which was held under the Crown as part of the Duchy of Lancaster. The present Hall was built in 1857 as a farmhouse on the foundations of the building erected by William Copley in 1370 which had fallen into disrepair and had been demolished a few years earlier. All that now remains is an unusual small brick structure (which is today a Listed structure) in the grounds which was once thought to be a private chapel built in 1465 for Lady Elizabeth Copley. The grounds of Batley Hall once extended up to the eastern side of Upper Batley Low Lane but were divided by the construction of a railway line (now abandoned) in the mid-19th century. In the section of grounds detached from the Hall, Elmwood House was built in 1861 for a local mill owner and a second house, Oakwood House, was built a few years later.

Late 18th Century Textile Mills

The industrial history of the Batley area, in common with that of many parts of West Yorkshire, has been dominated by the textile industry. In addition, a smaller proportion of the population has traditionally been employed in coal mining and quarrying, and in the trades of engineering, millwrighting and machine manufacture, often in a capacity ancillary to the textile industry.

The economy of Batley in the 18th century probably still had much in common with that of the late medieval period, with agriculture and domestic production of woollen textiles forming the most common occupations. There are indications in the probate inventories for the late 17th and early 18th centuries of an unusually high proportion of clothiers and yeomen/clothiers within the population of the parish. Although most of the individual stages of cloth production had been subsumed into the factory system by the mid-19th century, there seems to have been a tenacious survival of private hand-loom weaving in Batley until well into the 1860s, a fact which argues for a very strong industry at this earlier period. Unfortunately, for the 18th century clothing manufacturers, neither the fall nor the flow of the available streams, particularly the Batley Beck, was sufficient to provide a good source of water power. Although the application of power to some stages of the textile industry was common by the end of the 18th century (and indeed from the Medieval period in the case of the fulling of cloth) there is little evidence for early applications of power in the Batley area.

Water power was used primarily to power the grinding of corn at **Carlinghow Mill (see HLC_PK 10503)** and Rouse Mill (now demolished). There does not appear to have been a water-powered fulling mill (or latterly, a fulling and scribbling mill) in the immediate vicinity. The only recorded use of water power within the context of textile manufacture in the 18th century was at Howley Park, to the north of Batley town centre. It seems that many Batley clothiers took their cloth to the Dewsbury Mills on the Calder for fulling, but by the 1780s these facilities were overloaded, whilst output was reduced in dry summers. 1786 saw a petition to the lord of the manor from clothiers around the Batley and Birstall boundary for fulling provision there, but power remained a problem. A small mill built by Messrs Nussey and Clapham at Brookroyd may have been worked by donkey power, and was only for scribbling and slubbing, processes done to prepare wool for spinning.

By the beginning of the 19th century, lack of water power may have begun to stifle development of the textile industry within Batley. It probably retarded the introduction into the area of the earliest major technological innovation in the woollen industry, scribbling/carding machines, which were widely adopted in the 1770s. Fortunately, it was the introduction of steam power that made the difference, which opened up new possibilities for mechanisation in an area conspicuously rich in coal and poor in water.

Several steam powered mills were built in the district in the 1790s. A local one was that built at Birstall Smithies, which seems to have been roughly contemporary with the first in Batley itself, the Clerk Green Mill (sometimes known as Old Craft Mill). This was very quickly followed by another Batley one in Havercroft, referred to at first as the Batley Subscription Mill, but by the 1830s called The Old Mill (depicted as Batley Mill on the Ordnance Survey 1st Edition map of 1853). Few locally were in a position singly to make this kind of investment; these were "Company Mills" where groups of clothiers banded together, each putting in perhaps £50 or £100 towards these ventures.

Clerk Green Mill (site – see HLC_PK 11763 and 11803). The site of one of the earliest mills in Batley, established c.1796. Following examination of company deeds, Theodore Cooke Taylor writing in 1946 mentions one dated May 5th 1796 which describes it as:

"That mill or building lately erected ...for scribbling and carding and spinning of wool at Clerk Green.... and also the steam engine with its appurtenances and also the engines and machines now made or to be made and fixed for the purpose of scribbling and carding and spinning of wool"

The mill may at first have lacked fulling facilities, but by 1804 Taylor finds a mention of fulling stocks. By 1829 the mill was used for the rag-pulling for shoddy. The mill complex was enlarged between 1854 and 1880, and again in the 1920s (by which time it was in the hands of Joseph Auty). The earlier part of the mill was demolished between 1958 and 1970, with a 1920s extension surviving through to the 1990s. This too was demolished in the 1990s; the site now occupied by a small housing estate and a nursing home (Lynson Court). Only the retaining wall of the earlier mill survives. To the north, facing Purlwell Lane, are two buildings that may date to the late 18th to early 19th century, possibly part of the mill complex or part of a tannery immediately east of the mill (Ordnance Survey 1st Edition 6 inches to the mile map of 1853). A small cottage (now shops) has a blocked in 1st floor door, possibly once used for loading. Immediately west is a T-shaped building, now in commercial use, that may be mill or tannery related.

Batley Subscription Mill, later Old Mill (site - see HLC_PK 10497). This mill must have come into use soon after the Clerk Green one, built on a plot of land originally known as Lower Calcroft between Commercial Street and Batley Beck. Again it was a Company mill, a group of 23 men putting up money for the venture. It appears that the mill was operated in the early years by Messrs John Scatcherd & Co, for in 1833 the Leeds Mercury reported the death of a Joseph Clarkson who had been for upwards of 30 years bookkeeper to Messrs. John Scatcherd & Co. of the Old Mill. John Scatcherd himself died in the previous year and his shares in the mill were put up for sale. A deed of 1835 in which Joseph Senior is bought out by the other proprietors refers to the Mill as in the possession of Messrs. Hall, Sheard and Company, a firm listed in an 1842 Directory as scribbling and fulling millers.

By 1846, when a share was offered for sale, the mill was in the occupation of Messrs Thomas Wilby & Co, and they are listed there as woollen manufacturers in an 1855 directory. However, a deed of 15th October 1851, a mortgage from Samuel Burnley to John Burnley of £150 on security of one thirty-sixth part of the Old Mill refers to it as now in the possession of Messrs Michael Sheard and Sons.

In 1858, a directory listing shows Michael Sheard & Sons as scribbling and fulling millers there, as well as at Valley Mills. It was Michael Sheard and Sons who were described as in occupation when the mill was offered for sale early in 1862, described as a woollen mill with steam engine, fulling stocks, scribbling, carding and spinning machines, dyehouse and drying room, warehouses and other buildings. There was extra building land, and the proximity to the Railway Station was highlighted.

By May of 1862 John Blackburn was in possession and selling the existing machinery explicitly to make room for the Mungo, Shoddy and Flock business. Blackburn already had a business in Germany and was to acquire another, and in these early days large amounts of pulled shoddy and mungo is said to have been imported under his trademark J. Blackburn must have installed equipment of his own, but perhaps started modestly, or was concentrating on importing, for an account of Ned Wilson who worked there from the beginning says that there was only one rag machine at first of which he was placed in charge.

Considerable damage was done by a major fire late on May 9th 1871. A three storey building forty yards long is said to have been burnt to the ground, Damage estimated at around £20,000 is said to have been covered by insurance. Whilst the German mills later passed into the hands of his John's brother and nephew, the Batley mill was rebuilt and was long to remain in Blackburn hands. The Old Mill was sold, but continued as an active concern for some time, finally closing in 1971. The mill buildings survived until c.1990 when they were demolished, with the area being levelled to form a car park for a large supermarket immediately east (HLC_PK 10530).

Early 19th Century Textile Mills

From the mid-1820s, a substantial boom in textile mill development seems to have occurred in the Batley area. This boom can be attributed to the impetus provided by the improvement of the local system of transport, and secondly by the introduction of a new raw material.

The Dewsbury to Gomersal Turnpike (now Bradford Road) was first proposed in 1826; construction was completed in 1832. Until the opening of this toll route, road transport to and from Batley had avoided the marshy valley bottom, and had therefore involved a steep climb in every direction before any of the neighbouring villages could be reached. An early attempt to improve communications (a canal scheme of 1799), had failed, and it was only with the opening of the New Road (as it was known until well into the 1850s) when transport improved. That was followed by the introduction of the beginnings of a railway system in 1848. The improvement to the Batley transport network represented by the construction of the road and the railway, provided Batley with access to markets outside the immediate vicinity.

In addition, the development of the Recovered Wool branch of the textile industry in the early years of the 19th century provided the textile manufacturers of Batley with a new source of raw material. Credit for the process of recycling soft rags into material which

could be rewoven, called shoddy, is generally given to Benjamin Law, a local man said to have perfected the process around 1813. This new product was seen as inferior to other textiles, and had some battles for acceptance, as it was considered to constitute the adulteration of sound woollen cloth. Those who used them were not always willing to own up to it. Furthermore, it was not unknown in the early years for clothiers making use of a proportion of shoddy in their woollen cloth to conceal the fact. Indeed their presence even later has usually not been acknowledged as such, though terms such as "virgin wool" and "pure new wool" can define their absence. They were made, of course, for a cheaper product, especially when wages were low. By the 1830s, however, the practice of using recycled fibres was well-accepted. The variety of material available for recycling was increased in the 1840s, when George Parr (another local man) perfected a technique which permitted the carding of reused fibres from hard cloth, which subsequently became known as mungo.¹

It was a dirty trade, and smoking chimneys and more coal pits to fuel the boilers made Batley a dirtier place. Early rag machines were known as "devils" with reason, for they spewed out unpleasant dust, and could catch fire. Sorting rags took some skill, but it was an ill paid occupation done by women and children. At first this was often in small family ventures, with all members rallying round, but later moved into larger mills.

The construction of Batley Mill and the Old Craft Mill was followed in the years before 1825 by the establishment of a small number of additional mills, including Purwell Mills, Hick Lane Mills, Hick Well Mills, Carlinghow Mills, New Ing Mill, Albion Mills, Blakeridge Mills, Bridge Mills (also known as Cambridge Mills), Staincliffe Mills and Batley Carr Mills.

Purlwell Mills (HLC_PK 11593 and 11594). Clerk Green Mill must have done well enough for some of those involved to embark on another venture - Purlwell Mill is said to have been built by James Hall, though Willans associated him with his brothers, Robert Brearley senior and Thomas Hirst (Willans 1880).

In 1839 Joseph Parker's obituary tells us that he, Michael Spedding, Phineas Fox, and Leeds merchant Matthew Johnson were in partnership with James Hall there under the style of Hall, Johnson, Spedding & Co. The mill was put up for sale in 1841, described as a scribbling and fulling mill with a 20 horsepower engine made by the Bowling Iron Works, and with equipment including "2 rag machines with speed wheel and gearing of the most

¹ shoddy is recycled wool fibres obtained by grinding unfelted or loosely woven woollen or worsted rags, very often knitted goods, jumpers, stockings etc. Mungo is recycled woollen fibres, finer in diameter, but usually shorter in length than shoddy, made by grinding harder rags, the best being made from tailors' clippings which gave a longer staple which obtained a better price. Both types of fibre were used for blending in various portions with new wool to enable the spinners and then the weavers to make a cheaper cloth.

valuable description" (Willans 1880). In 1865 William Dean's mortgagees offered the mill for sale, and it may be at this time that it passed into Joseph Brearley's hands. Joseph Brearley was assisted in the business by his sons, but himself ran into difficulties in the late 1880s

In 1891, at a time when some 100 hands were said to have been at work fire broke out on the top floor of the mill, described as a four storey building where all the processes of woollen manufacturing were carried out. Although the building was described as fully insured it was destroyed and many were made unemployed.

It would appear the building was rebuilt after 1891, being used as a rag warehouse (possible shoddy manufacture) by H. Broadhead and G. Broadbent up to 1896. By 1926 it was used by G.E. Fozzard, who is described as being a rag merchant. The buildings are depicted as a mill on the Ordnance Survey map of 1970, used as a waste manufacture (presumably rags) by H.T. Fox Limited.² The main building was demolished sometime between 1970 and 1990, except for a small ancillary building to the north which is currently disused. The site is now occupied by an **Islamic School (HLC_PK 11594)** and a car park used by Fox's Biscuits (see HLC_PK 10380).

Hick Lane Mill (site – see HLC_PK 11267). This mill, again a company mill, founded in 1822, was said to have been the first built for the production of shoddy cloth, and of it James Willans commented that it was: "*... owned by a company of nearly all the principal manufacturers then in Batley, the Speddings, Sheards, Jubbs, Foxes etc.*" (Willans 1880). In terms of shoddy production, according to a later account, some of these men, Joseph Jubb, John and Phineas Fox, and John Burnley, together with George Newsome, are said to have been those who in 1818 made a rag machine, copying Benjamin Law's idea. The mill was on Hick Lane, but the present Bradford Road, for a long while just "New Road" had not yet been built, and it must then have seemed like a continuation of Rouse Mill Lane. A deed of 1823 mentions the right to draw water from the stream known as Wooller Beck to work a steam engine, and to supply the fulling and other stocks and for every other purpose of the said mill and premises. There is no specific mention of rag machines. Quite who first operated the mill is not wholly clear, a directory of 1829 refers to a firm of Burnley, Spedding & Co as fulling millers, but does not say where. By 1834 the firm of Sheard, Spedding & Co are listed at Hick Lane Mill as flushing and drugget manufacturers.

After a time John Burnley built a mill of his own nearby, Hick Well Mill. He died early in 1836, and in July his heirs pulled out of Sheard, Spedding and Co, then described as scribbling

² www.thegazette.co.uk/London/issue/45833/page/13812/data.pdf

and fulling millers and manufacturers at Hick Lane, leaving Michael Spedding, Michael Sheard, Joseph Jubb and Phineas Fox.

Michael Sheard the Elder's will of 1836 refers to his four shares in Hick Lane Mill, "now in the possession of Messrs Sheard, Spedding and Company" He also mentions his stock in trade,



looms, jennies and implements of trade. In 1839 Sheard Spedding & Co advertised for a man to take charge of 2 steam engines at Batley New Mill".

Figure 368. No. 401 Batley Barless Fire Company. Grade II Listed. The sole remnant of one of the largest and most prosperous mills in Batley. Present use is retail and storage. © Copyright Betty Longbottom and licensed for reuse under this Creative Commons Licence.

In 1866 there was a fire in which part of the works burned down. A four storey building replaced that which had been destroyed, and this was of what was termed fireproof construction designed by the firm of J. Bagshaw and Sons. Here a framework of cast iron columns and beams had brick arches between the intermediate joists, covered with concrete planked over to form the floors. Doors between sections were of boiler plate, and hoists between floors had iron shutters. It is also around this time that a shop and offices were built at the corner of Hick Lane and Bradford Road (Grade II Listed No. 401 Batley Barless Fire Company).³

Fire, despite earlier measures taken, was to bring the end, as on September 25th 1969 a major fire destroyed the whole save for the office section. The site was cleared by the mid-1970s, and the plot is now a small car park.

Hick Well Mills (HLC_PK 11809). Hick Well Mills was established in the early 1820s by John Burnley, who is listed in a commercial directory of that date as a flushing manufacturer. John Burnley and Sons occupied the mill into the 1840s, and are listed in the directories as woollen manufacturers, manufacturers of flushing, drugget, etc., and as scribbling and fulling millers.

The lodge at the main gate to the mill preserves within its west wall a plaque that was probably set into one of the earlier mills. The plaque, which is inscribed 'THE REFORM BILL received the Royal assent June 16th 1832', provides an interesting insight into the political sympathies of a rising Batley manufacturer.

The firm was clearly using shoddy, for when John died in 1836 in his will, seemingly envisaging sons Abraham, Samuel and Jacob carrying on the business, he specified that son John was to have the use of one rag machine and other equipment subject to an annual fee. Willans (1880) tells us that somehow the sons did not do so well as their father, and by 1861 the mill was for sale.

It was bought by Sheards, who took on premises equipped for the full process of making cloth, with machines for scribbling and carding, spinning, weaving and finishing, as well as

³ Grade II Listed Batley Barless Fire Company. Shop and offices, c.1870. Flatiron building constructed in sandstone ashlar with a pitched slate roof. Three storeys high with half-basement. The north wall has a blocked first floor doorway which must have communicated with Hick Lane Mills. The sole remnant of one of the largest and most prosperous mills in Batley. Present use is retail and storage.

rooms for rag grinding. There seems to have been some rebuilding under the Sheard regime, and towards the end of their period of ownership. It remained in their hands until the firm went into liquidation in 1907. It too was sold, and by the 1920s was in the occupation of the firm of James Hunt, importers and exporters of woollen and cotton rags.

All of the principal buildings now present at Hick Well Mills had been constructed by 1890. Although one of the original mill buildings appears to have survived into the 1950s, none of the earliest mill buildings have survived to the present day. The available map evidence suggests that the mill was comprehensively rebuilt during the third quarter of the 19th century (Gomersall 1996). Judged on appearance and apparent conformity with the map of the early 1850s, the oldest surviving structure on the site appears to be a weathered stone building that has the appearance of a small forge or smithy. The remainder of the buildings on the site apparently date from the period between the mid-1850s and the mid-1880s. The mill closed in 1971. The present use is light industry and retail, although some parts appear



disused and derelict.

Figure 369. Offices of Carlinghow Mills. This building is dated 1877 © Copyright Betty Longbottom and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/486812

In 1826 **Carlinghow Mills (HLC_PK 10315)** was established by John Nussey in 1826; he was said to have chosen this site in order to take advantage of the proposed turnpike. Nussey, who manufactured woollen broadcloth, is known to have carried out his own preparatory processes and fulling at Carlinghow, but the mill appears to have also functioned as a public mill into the 1860s. Carlinghow Mills was surveyed as part of the RCHME/WYAS Yorkshire Textile Mills Survey in 1986. The mill complex comprises a group of buildings of various dates. The original buildings on this site were destroyed by fire in 1831.

The earliest surviving building is the mill built as a replacement in 1831-2. This mill has a central engine house and is of fireproof construction of an uncommon and early type. All of the buildings that were associated with this building have subsequently been demolished. Other buildings that survive at the site also date to the 19th century, including a two storey office with a datestone of 1877 (Goodhall & Giles, 1986). The mill buildings are unlisted, with current use as small business and industrial units.

New Ing Mills (HLC_PK 10437). New Ing Mills was a company mill established in 1839 and operated as a finishing mill, and the firm of Jubb, Sheard & Co. were operating as cloth dressers there in 1845.



Figure 370. New Ings Mill. Four storey weaving shed dated to 1863. © Copyright Betty Longbottom and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/487193

By 1859 George Sheard had died, and the partnership was dissolved. Joseph Jubb was now to carry on the business under the name of the New Ing Mill Company with his three younger sons, Joseph, George and Samuel. The firm then added a weaving shed. In 1862 Joseph Jubb junior pulled out of the partnership, but the others continued to develop the concern, and in 1863 built a four storeyed mill of fireproof construction, where the whole process of making cloth could be carried out. The mill remained in Jubb hands until 1902, when it was sold to a John Blackburn then the owner of Providence Mill. The company ceased trading in 1985. The main division within the mills complex is provided by a narrow yard running from front to rear, with the principal buildings – a multi-storied mill and weaving sheds – to the west and lesser buildings, including the finishing departments and boiler house, to the east. The area east of the yard was the first to be developed, and among the buildings in this part are remains of pre-1850 structures. The site is dominated, however, by buildings of the 1860s, erected in the first years of the Jubbs' sole occupation of the mills. The mill is currently mixed commercial and industrial use, with some parts available to let.

Albion Mills (HLC_PK 11713) was built in 1831 as a company mill by eighteen local clothiers. The original complex included a two-storeyed ten-bay mill incorporating an internal end engine house, attached boiler house with drying floors over the boilers, chimney, single-storeyed cloth dryhouse and a dyehouse. A rag-grinding shed was added before 1850, when mill was fully integrated with both spinning and weaving conducted on site. The complex is typical of the Heavy Woollen area in its inclusion of rag-grinding sheds and is an interesting example of a company mill. Although Albion Mill was functioning as a fully integrated woollen mills by the 1850s, the majority of the structures relating to this later phase of work have been demolished. The mill is built of coursed rubble sandstone with channelled tooling with a blue slate roof that survives in part. The main range is a two storey, ten-bay mill incorporating the end engine house. The mill is of conventional construction with timber beams and joists. Albion Mill contains the earliest mill structures surviving in Batley (WYHER PRN 3614). Currently used for commercial business (tyres) since c.1990. Some loss of original fabric between 2002 and 2009.

Blakeridge Mills (HLC_PK 10316 and 10370) was established by the Taylor family in 1820. It was operated by various members of the family throughout the 19th and most of the 20th centuries. The Mills comprise a series of multi-storeyed mills and other associated buildings. The nucleus of the mill was provided by a house with workshops on what is now Blakeridge Lane, first occupied by Thomas Taylor and family. In 1820 the site comprised only a house and workshops, but loomshops and press shop were soon added, with spinning and fulling undertaken at a nearby company mill.

After 1845 production concentrated at Blakeridge with enlargement of existing buildings and construction of new steam powered mills in 1863, 1870 and 1904. Powerloom weaving was located partly in the multi-storey building and partly in sheds. Early 20th century prosperity evident in construction of a very large mill in 1912-3, it was probably electrically powered, a large wool warehouse in 1914 and offices in 1923. The polygon at HLC_PK 10370 represents the original mill site, as depicted on the 1st Edition 1:10560 map of 1854. This part of the mill complex is now derelict (Google Streetview, 2012). The earliest surviving building on the site originally housed wilying, fulling and warehouse facilities and was completed in 1863. Another building, which housed finishing processes, may also date from the 1860s. Another building was constructed in 1870, and all the remaining buildings on the site are of 20th century date. Although a large proportion of the mill complex survives, it should be noted that substantial demolition, especially of minor structures, has taken place on the site since the 1960s.

Bridge or Cambridge Mills (HLC_PK 11714) was established on this site in the 1820s, and it is possible that portions of the surviving buildings date from this period. The remains comprise a single sandstone building standing four storeys high. The Bridge Mill Co., Batley Carr, are listed as Scribbling and Fulling Millers in the Batley Trades Directory of 1866. The mill was being used as an artificial manure factory by the 1930s. It now forms part of Baig Business Park.

Staincliffe Mill (HLC_PK 11510). There is a mill depicted on this site on the Ordnance Survey 1st Edition map of 1854, but it is possible that (with the exception of some portion of the southern half of the complex) all of the standing structures are late 19th to early 20th century. The multi-storey mill building of the early 19th century, which formed the focal point of the site until relatively recently, has been demolished, except for a much altered remnant. It was established as a blanket mill by Thomas Wood. Its current use is light industry and warehousing.

Batley Carr Mills (HLC_PK 11767). Batley Carr Mill (depicted as Ellis's Mill on the OS 1st Edition map of 1854) comprises of thirteen separate buildings, a number of which are multi-storeyed. They range in date from a multi-storeyed fulling, scribbling and carding mill of 1827-1830 to twisting, warping and winding sheds of 1923. The mill building is listed Grade II and is regarded as a well-preserved example of an integrated woollen mill, established in the 1820s and expanded throughout the course of the 19th century. The earliest phase relates to the 1827-1830 Fulling, scribbling and carding mill; built of sandstone, this building is seven bays long, and of three storeys with an attic. The north-west elevation features square

windows openings with stone lintels and sills and a door with a bracketed stone lintel. On its north-west side are the raising shop, the drying house and a range of single-storey sheds. Archaeological Services WYAS undertook survey and recording work at Batley Carr Mills. The building recording was required as a condition of Listed Building Consent (Swann 2005). Converted into low-rise apartments by 2008.

Mid to Late 19th Century Settlement

In addition to industrial growth, the second half of the 19th century witnessed a considerable increase in Batley's civic dignity, a considerable improvement in civic amenities, and the development of a commercial core. The municipal buildings of Batley's town centre appear to have survived virtually intact, as have a number of the town's Nonconformist Chapels. The commercial architecture of the late 19th century is still well represented by the parades of shops, a number of individual commercial premises scattered throughout the Batley area. In general, domestic architecture has, unfortunately, fared less well. Virtually all of the town's once numerous back-to-backs appear to have been swept away in slum clearances of the



1950s and 1960s.

Figure 371. Early 20th century back-to-back 'cluster' housing along Talbot Street.

Photograph © Google Earth 2016

During the 19th century, the population of Batley increased from around 2,500 to nearly 30,000. The housing stock similarly increased from around five hundred dwellings to over seven thousand in the same period (Finnegan and Sigsworth 1978, 29). Arguably the most common house type to be constructed during this period was the back-to-back, built either in rows, or in groups of four ('cluster' houses). The construction of back-to-backs proper was banned as insanitary in 1871, considerably later than in most other parts of the country. The construction of 'cluster' housing, however, continued well into the 20th century, along with that of through terraces. Cluster housing was often considered to be an acceptable high-density alternative to the unhygienic back-to-back. The majority of surviving dwellings date to the period 1870 to 1910 - a surviving late 19th century 'cluster' housing can be found on Caledonia Road (Nos. 2a, 2b, 4a and 4b), while particularly good groups of early 20th century 'cluster' houses can be found at the northern end of Dark Lane (HLC_PK 11761 – dated 1901), and either side of Talbot Street (HLC_PK 8584 - dating to between 1880 and 1900).

Later 19th Century workers terraced can be found throughout the town, with distinct groupings to the west, southwest and southeast of the commercial core, and to the north along Bradford Road. However, this distribution is more indicative of what terraced housing survives through to the present day, rather than what was actually there – like much of the former back-to-back housing stock, many terraced housing blocks were demolished during slum clearance in the 1950s and 1960s, through to modern redevelopment in areas such as Field Lane and along Commercial Street. In some instances, perhaps erroneously, modern terraced housing developments have recorded as the Terraced Housing Character Sub-Type, often replacing earlier housing types (as part of estates, such as at Gordale Rise – see HLC_PK 6764). These are located towards the west and south of the town.

As members of Batley gained in wealth, Upper Batley began to develop as a favoured suburban location for wealthy mill owners. The larger Victorian properties in Upper Batley are grand in size and design with equally large gardens and mature trees to further emphasise the grandeur of the buildings and the status of the owners of these buildings. In keeping with the values prevalent in Victorian Britain, these local wealthy business people invested in the Church of St Thomas at Grosvenor Road. The church occupies a prominent position on the top of a hill and can be seen clearly from Batley town centre.

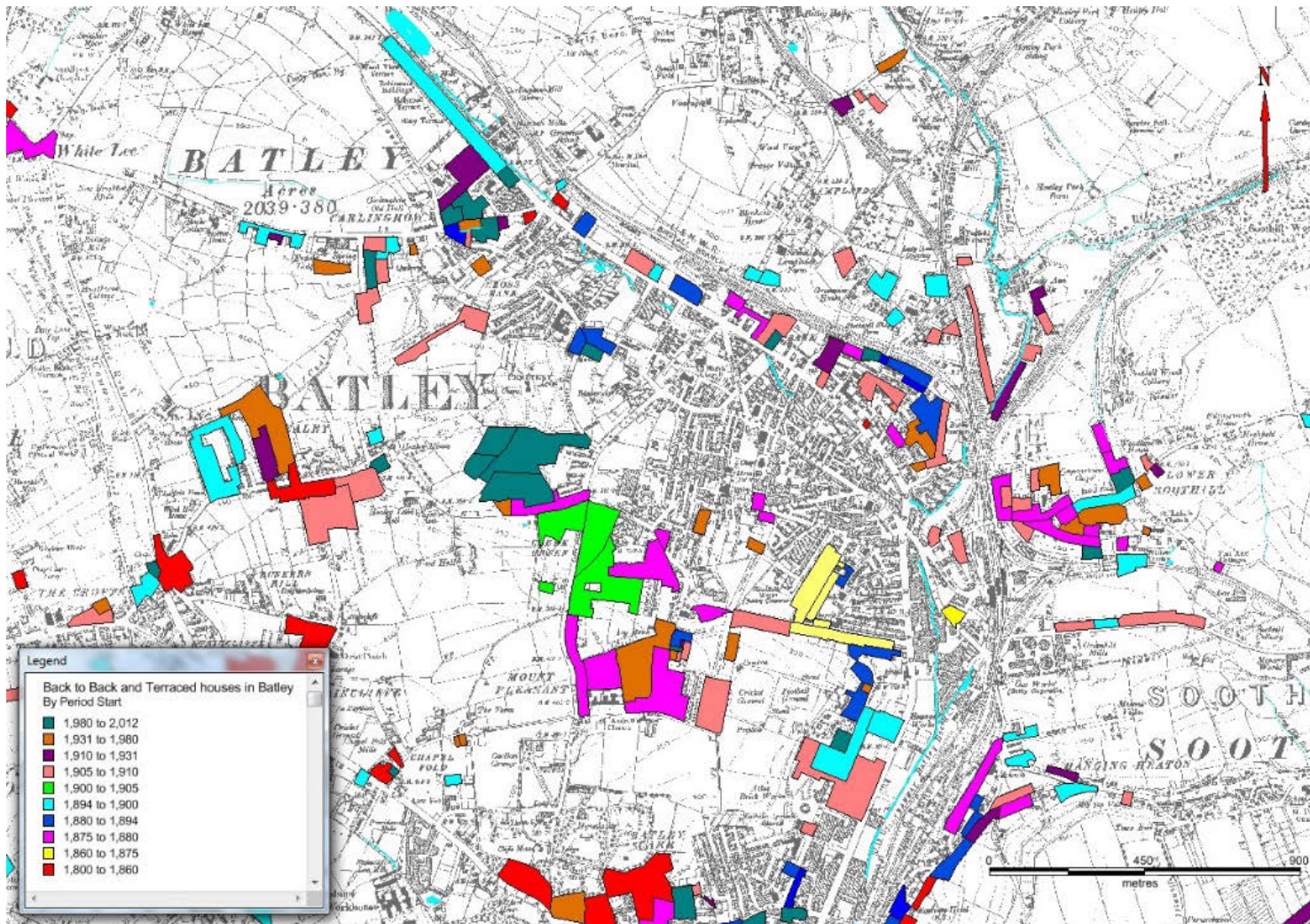


Figure 372. Current terraced and back-to-back housing (by Period Start) in Batley (coloured polygons) set against former terraced and back-to-back housing depicted on the Ordnance Survey 3rd Edition map of 1908. Housing loss, predominantly through 1950s to 1970s clearance, is noticeable in the Cross Bank and Havercroft areas of the town. Further loss has occurred in the Field Lane area in the 1990s. Historic mapping: © and database right Crown Copyright and Landmark Information Group Ltd (all rights reserved 2016) Licence numbers 000394 and TP0024

Commercial and Civic Core

The construction of the first parade of shops within the town centre, the Exchange Buildings, took place in 1872, followed in 1874 by the erection of a parade of shops which still stands on the corner of Upper Commercial Street and Market Square.



Figure 373. The Exchange Buildings, Commercial Street. © Copyright Betty Longbottom and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/487210

Nos. 15-25 Exchange Buildings, Commercial Street (within HLC_PK 11812). Unlisted parade of ground floor shops with two

floors of offices (formerly accommodation) above. Built 1872 (central inscription between first and second floors 'Exchange Buildings 1872'). Possibly the earliest purpose built shops with accommodation over in Batley.

Along the southern side of Commercial Street are rows of unlisted shops leading up to Market Square, one with a datestone of 1874 (within HLC_PK 11812). There has been some later infill, including a 1930s shopping arcade. On the north side of Commercial Street there has been wholesale clearance of former shops (some possibly dating to the early to mid-19th century). These have been replaced by a 1970s shopping arcade (HLC_PK 10532) and car parking for a large-scale supermarket (HLC_PK 10530).

On Market Square are Grade II Listed Nos. 1-12 Market Place and Nos. 2, 4, 6, and 7 Back Providence Street (HLC_PK 11417). Grade II Listed Row of 8 shops c.1875. Ashlar facades with slate roofs and 9 gable stacks. 3 storey.

Opposite, and continuing down Branch Road, are a range of shops dating to the late 19th century (once again, possibly c.1875). There has been some later 20th century demolition and insertion (HLC_PK 11433 and 11447).

Further commercial and religious buildings of note continue along Hick Lane:

Grade II Listed former Barclays Bank (now a public house). Detached bank building in Free Gothic style. Dated 1877. Ashlar. Steeply pitched gabled slate roof with ashlar roll top copings.

Grade II Listed Wesleyan Methodist Chapel (HLC_PK 11808). Circa 1870. Dressed stone with ashlar dressings and rusticated ashlar quoins. Pitched slate roof. 6 bay hall with 4 bay pedimented gable front. 2 storeys. Also an associated, but separately Listed, former Sunday School immediately east.

Grade II Listed former Midland Bank (now public house - within HLC_PK 11810). Detached bank building in Classical style. Mid to late 19th century. Ashlar with rusticated quoins and ground floor. Two storeys high, with a hipped slate roof.

Grade II Listed former National Westminster bank (now offices - within HLC_PK 11810). Bank and former manager's house c.1905. In the Renaissance style. Ashlar with ashlar dressings and slate hipped roofs with 3 tall wall stacks.

The granting of the Batley Borough Charter in 1867 appears to have encouraged the construction of a number of impressive public buildings during the last half of the 19th century and the beginning of the 20th century. Although the Market Hall was demolished before the end of the 19th century, the buildings which remain, lining the Market Square, still form a fine town-centre group:

Town Hall (HLC_PK 11411). Grade II Listed Town Hall in Classical Style, incorporating Mechanics' Institute of 1854. Dated 1905 by Walter Hanstock & Son of Batley. Ashlar with rusticated quoins. Hipped slate roof with guilloche frieze and bracketed cornice. 2 storeys. 7-bay façade.

Public Library (HLC_PK 11418). Grade II Listed Carnegie Library dated 1906 by Walter Hanstock of Batley. Pitch faced stone with ashlar dressings. Hipped slate roof. 2 storeys with basement to right due to sloping site, and distinctive 2-tier central clock tower.

Zion Methodist Chapel (HLC_PK 11410). Dated 1869 by Walter Hanstock and Michael Sheard of Batley. Ashlar. Hipped slate roof with moulded eaves cornice. 2 storeys and basement. 7 bay hall by 5 bay gable frontage.

To the south, further along Cambridge Street, are:

Grade II Listed Former Technical School (now the Al Hashim Academy – HLC_PK 11423). A fine example of a purpose-built technical school. 1893 and c.1900. Designed by Harry Bagshaw Buckley of Batley. Rock-faced stone with ashlar dressing. Slate roofs the central one with clerestory.

Grade II Listed Public Baths (HLC_PK 11419). 1893. Designed by Walter Hanstock. Rock-faced stone with ashlar dressings and slate roofs. Main front has central projecting entrance block, 3 storey with a hipped roof and a central stack.

Important unlisted buildings within the commercial core include:

Salvation Army Castle, Branch Road (HLC_PK 11403). A two storey sandstone-built Salvation Army Citadel constructed probably in the 1870s. Used as a skating rink in the 1980s. Currently vacant.

The West End Public House, Upper Commercial Street (HLC_PK 11432). Three storey sandstone-built public house that is apparently marked on the Ordnance Survey 1st Edition map of 1854, although not clearly marked as a public house. Possibly a former 'weiving hoil' – a building which housed hand looms, prior to the general adoption of the power loom by the woollen industry which occurred by 1860 (Anon 1883).

Preston Jenkinson Carpets, Bradford Road (within HLC_PK 11810). Three storey brick-built shop with sandstone detailing. Early 20th century (extant 1919). The pediment bears inscription 'Jenkinson' in white-on-green mosaic. Recently refurbished, now a night club.

Outside of the commercial core, several civic and religious buildings dating to the mid to late 19th century survive, although often re-used or sometimes derelict. Only a few of these buildings have any statutory protection.

Batley Cemetery (HLC_PK 2498) was laid out in 1865, with cemetery chapels and lodge added in 1875 (Grade II Listed).

The Church of St John (HLC_PK 7588), at the junction of Ealand Street and Pearly Street, was built in 1879 and is Grade II Listed, as is the later St John's Sunday School of 1907.

St Mary's Roman Catholic Church, Upton Street (HLC_PK 11365) is a single storey church built in 1870 (Grade II Listed).

Mid to later 19th Century Textile Mills

The impetus to development given by improved transport and by the introduction of a cheaper raw material had resulted, by the late 1840s, in the construction of a dozen new mills. By 1866, twenty-seven mills are named in a local Trades Directory; this number had increased to thirty-seven by the end of the century. These mills were constructed for the most part along the main thoroughfares. Not surprisingly, advantage was taken of the stretches of easily accessible building land which had been opened up by the construction of the turnpike, with particularly dense concentrations of mills developing to the west of Batley town centre and around the junction with Jack Lane, at Batley Carr.

During the early 1800s, blanket production formed a large part of the textile output of the Batley area. By the 19th century, the major object of production was woollen cloth. Although the majority of mills, by the second half of the 19th century, appear to be functioning as private, integrated woollen mills, it is clear from the Directory listings that, until the 1870s, some mills were still functioning as public mills. These mills provided carding and fulling services in the traditional way, to small manufacturers in the area who were carrying out their own spinning and weaving. There is evidence that cloth finishing was also still available locally as a separate service. By 1871, however, only a single public fulling mill is listed in the local directory, and by 1881, there are no separate listings. It can be inferred that by this time all of the mills in the Batley area were functioning as fully integrated woollen mills, although in some cases weaving may have been carried on off-site, or by another company.

Valley Mills (HLC_PK 10437). Only a small section now remains of these once substantial mills in Field Lane next to New Ing Mill. These are said to have been built by the Sheard's, probably in the mid-1850s, for they do not appear on a map of 1854, but by 1858 Michael Sheard and Sons are listed as scribbling and fulling millers at Old and Valley Mills, and an 1870 White's directory lists Sheard's at Hick Lane, Hick Well and Valley mills. A few years later they belonged to Joseph Parker and Sons, who are listed there by 1878. In 1878 Edwin Sheard was also listed as on the premises in business as an oil merchant. By the late 1870s the firm seems to have been in financial difficulties and in 1881 Joseph and his son of the same name withdrew from the firm. In 1927 Kelly's Directory lists Wrigley and Parker Bros. Ltd at Green Hill and Valley Mills and with a warehouse in Station Road. Three buildings remain dating the late 19th and early 20th century, currently used as storage and light industry.

Cheapside Mills (HLC_PK 10491). Cheapside Mills was built in the 1840s as a steam-powered fulling, scribbling and spinning mill by the Colbeck Brothers. In 1872, the mill was sold to J, T & J Taylor. Considerable additions and alterations were made to the mill

buildings by the Taylors between 1872 and the 1930s. The firm closed Cheapside Mills in 1961. The site is presently in multiple occupancy (Gomersall 1996). A large proportion of the mill has been demolished. The five buildings that survive, however, span almost the whole of the site's period of use. Three of them were built by the Colbeck Brothers in the 1850s/60s. Another building built by the Colbeck Brothers in the 1840s was badly damaged by fire in 1879, but some sections of the external walling survived. These were used by the Taylors in 1895 as the basis for the rebuild that now occupies the site. The fifth surviving building was constructed between 1921 and 1923 by the Taylors.

Immediately south of Cheapside Mills is the site of the former **Phoenix Mill (within HLC_PK 10491)**. Phoenix Mill was probably built in the early 1860s as a steam-powered mill, originally for woollen spinning with some rag-grinding. It later became a warehouse and shoddy works. The original mill had an unusual plan incorporating an internal engine and boiler house. This arrangement only lasted until the building became a shoddy mill in the early 1870s and a new warehouse, rag-grinding block and engine house were constructed. The mill formed part of the industrial development of the Batley Beck Valley. The mill consisted of a small group of buildings of various date which included the principal mill, warehouse, rag-grinding block, engine house and willey house. The inception date of the group was around 1847-51. The early mill may have been built as a small woollen mill with the capacity for rag grinding on the ground floor of the warehouse block. The mill was steam powered with an internal engine house and boiler. This is an unusual arrangement not found at other mills. Within ten years of construction the mill underwent expansion and alteration which included a new engine house. These later additions described a change in the mill's industrial activities as processes shifted to shoddy manufacture - the original mill became a warehouse making the engine room redundant. The mill complex survived until the late 1990s, when it was demolished (the site is now a car park).

Victoria Mill (HLC_PK 11301) was recorded during demolition in May 1986 (RCHME, 1986). The earliest located reference to the mill dates from 1871, when it was occupied by Joseph Jubb, a woollen manufacturer. The mill was steam powered, with an engine of 60-horse power, and dyeing was carried out on the site. Water for the manufacturing was obtained from wells, the water of the beck being unfit for anything but the boilers. The mill comprised four main elements in 1899, when it is first shown on insurance plans: an office and warehouse block at the north end of the site, fronting Bradford Road; a multi-storied mill with internal end engine house and detached boiler house, lying at the southeast corner of the site; an eight-bay weaving shed on the west side of the plot; and a complex of sheds at the northeast corner including facilities for willeying, weaving, milling and finishing. Prior to

demolition in 1986, only the office block and the large weaving shed survived in recognisable and substantial form. Between 1899 and 1905 the spinning mill was rebuilt as a fireproof structure, possibly in acknowledgement of the cause of the original mill's destruction. The surviving mill offices now forms part of Batley Enterprise Centre - mixed industrial and commercial units dating to the early 21st century.

Dock Ings Mill (HLC_PK 11311). The construction of Dock Ing Mill was begun by David Healey (died 1873) and continued under J.H. Fox & Co. The mill is first depicted on the 1894 O.S 1:2500 map, named as a woollen mill, and was an integrated mill dealing in the expanding rag and shoddy trade of the late-19th century in Batley, manufacturing a range of coarse cloths from recycled material. It has a tower dated 1899. In 1910 it was operated by Brigg and Sons who traded at the mill until the 1930s. The mill closed in 1955 and is now in multiple use. Parts of the main frontage and the chimney were demolished between 1986 and 2004, and further buildings were lost by 2012. Three buildings comprise the remains of Dock Ing Mills: a) weaving sheds of sandstone construction. Single storey top-lit sheds. Possibly of two phases of construction - northernmost of nine bays constituted first phase, b) spinning mill of sandstone. Two storeys, six by thirteen bays. Double span roof with intermediate four storey stair tower. Internal engine house at north end (engine house window in north face of tower) Taking-in doors in Bay 6 east; hoist intact. Tower crenelated, and carries inscription '1899/DOCK ING/MILL', c) offices, weighbridge, remainder of boiler house. Sandstone. Two storeys, five bays (west) and at least one bay (east - this wing partially demolished) flanking central wagon arch with single storey over. Door bay 1 (west). Weighbridge plate intact beneath arch. Eastern wing, now demolished, appeared to partially encompass boiler house; brick chimney partially extant (appears to have been lowered). In the mid- 1990s Dock Ing Mills was converted into light industry (Gomersall/WYAS, 1993: 34-35).

Bottoms Mill (HLC_PK 11541). Single building comprising the remains of Bottoms Mills, which was established in 1850 by George and James Stubley. A three storey building with 16 bays, constructed in sandstone (façade) with a brick superstructure. Described in *Industries of Yorkshire* (1888) as one of the largest heavy woollen firms in the kingdom. Ceased to function as a textile mill in the 1960s. The building is now used as offices, with the majority of the mill demolished and replaced by modern commercial premises in the 1980s-90s.

Warwick Road Mills (HLC_PK 11786) was established in the early 1870s by Jarvis Broadhead, who ran the mill into the 1880s. By the early 1890s the mill was occupied as an

integrated woollen mill by Joseph Wilson, then in the late 1890s as two integrated woollen mills, by Wilson and by J. Fenton & Sons. The site became rag warehouses after 1915. The buildings were occupied by light industry and a community centre in the mid-1990s (Gomersall 1996). All of the buildings on the site appear to be contemporary to one another, and probably date from the 1870s.

Immediately north of Warwick Road Mills are the remains of **Livingstone Mills (HLC_PK 10520)**. Established as the Batley Co-operative Manufacturing Company Mill in 1871 and acquired by the Co-operative Wholesale Society in 1886. Ceased to function as a textile mill in 1961. A single building (powered shed, probably for weaving). In the mid-1990s the building was used for storage.

Springwell Mill (HLC_PK 10521). Textile mill constructed in the late 19th century on the site of earlier (and much smaller) mill, probably dating to the mid-19th century. Much of the original mill buildings were demolished between 1970 and 1990, although two 19th century warehouses remain. In the mid-1990s used as warehousing. Includes two Grade II Listed woollen warehouses dating to 1875/80.

Redbrick Mills (the site of Victoria Mill – HLC_PK 10490). Woollen mills first depicted on the OS 1st Edition 1:10560 map of 1854. Original mill constructed on the site in 1836 by Oates, Porritt and Sons; it had passed into the hands of Joseph Newsome and Sons by the late 1880s. Part of the 1880s building rebuilt in 1917, with the main Redbrick Mill shed dating to 1923 (datestone). Converted to mixed light industrial and commercial (retail) use in 2006.

Albert Mills (HLC_PK 11794). Albert Mills is a Shoddy Mill, and was probably built in the late 1870s. The business appears to have been founded by the firm of T. Purdy and Sons, Ltd. A two-storey brick building of two bays square formed the mill offices. A second building, across the road from the offices, still exists and initially served as a warehouse, with spinning on the first floor. It is a two-storey brick building that is eleven bays long. The spinning area was occupied by the firm of S. Fearnley from the mid-1890s to the early 1910s. Thereafter, the entire building was used as a warehouse. To the east of this second building is a single-storey north-lit shed of three bays, which housed the mill's rag-grinding machines. A second warehouse, recently damaged by fire and now demolished, formerly stood to the north of the offices. All of the buildings on site had been constructed by 1892. Structural detail suggests that the second building may have been built somewhat earlier than the other buildings, but nothing is known of its history prior to the 1890s. T. Purdy and Sons operated at this site into the 1950s. The mill was being used for the production of Rag Wool in 1996 (Gomersall 1996), but now mixed commercial use and part derelict. The mills were apparently

constructed on the site of earlier courtyard housing / vernacular cottages that are depicted on the OS 1:1056 Town Plan of 1852 and probably dating to the early to mid-19th century.

Spafield Mill (HLC_PK 11637). This is probably Spa Mill, which James Willans says was built in the 1850s by John Wharton, and subsequently worked by his son, Henry Wharton JP. Three buildings survive, including a two-storey, eight bay spinning mill constructed in sandstone. To the south is another two-storey spinning /weaving mill and engine house and a separate beam engine house. In use as a rag warehouse/rag processing mill in 1996 (Gomersall 1996). Current use is furniture and bed manufacturers.

Lady Ann Mills (HLC_PK 8035). Five buildings comprising the remains of Lady Ann Mills, including weaving shed, a powered mill and warehousing. The original mill buildings on this site were constructed in the 1860s by Isaac Colbeck, formerly of Colbeck Brothers (Cheapside Mills). Considerable alterations appear to have taken place in the early 20th century. Ceased to function as a textile mill in 1977, now forms part of Lady Ann Business Park.

Greenhill Mills (HLC_PK 7464). Built by R. and J. Newsome in the late 1850s (Richard Newsome is listed in White's Directory for 1853, and Greenhill Mills is listed by name in the trades directory of 1866). Four buildings comprising a three storey sandstone warehouse, a three storey spinning mill, a two storey beam engine house and a single storey shed. Ceased to function as a textile mill in 1930. By 1948, a change to metalworking with additions to east (as Vulcan Works on the Ordnance Survey 4th Edition map of 1948). Currently used for metalworking and fabrication as part of the Grange Road Industrial Estate.

Bulrush Mills (HLC_PK 11302). Bulrush Mills were established in 1868 by Talbot, Senior and Co. It was then run by R & J Talbot & Co in the 1880s-1890s. The main mill building has been demolished, but ancillary buildings survive with alterations. Comparatively few structural remains of interest survive and therefore the Mills were not described in detail in 'Batley Textile Mills' (Gomersall 1996). Now forms part of the Bulrush Business Park (mixed commercial and industrial use).

Alexandra Mills (HLC_PK 11569). Currently a leisure centre / commercial premises (since c.1990), re-using former mill buildings. Five buildings standing, including a single storey weaving shed, a group of eight single storey rag grinding shed, a powered multi-storey mill, a two storey spinning mill, and a two storey office and gate lodge. There is also a beam engine house dated to 1916 (datestone in pediment of first bay). Alexandra Mills is depicted

on the OS 1:500 Town Plan of Batley (1890) and was probably established in the mid to late 19th century (c.1875) on the site of earlier corn mill (Rouse Mill - see 11654) which is depicted on the Ordnance Survey 1st Edition 1:10560 map of 1854.

Immediately south of Alexandra Mills is **Savile Mills (HLC_PK 11621)**. A late 19th century textile mill established by J. and J. Saxton. Saxton's are listed as oil extractors at Savile Mills in the commercial directory of 1891. Much of the mill complex was demolished between 2002 and 2009, leaving a single shed (date unknown). Used for light engineering.

Carr Top Mills (site – see HLC_PK 11644). Carr Top Mills appears as 'New Mills (card)' on the Ordnance Survey 25" map of 1889. According to Willans (1888), the mill had originally been built by Jonas Haley as a machine shop. By 1915 it had acquired the name 'Carr Top Mills' and operated as a woollen mill. The bulk of the mill complex was demolished in the early 1980s, leaving just a single detached house, (probably originally a manager's house). Constructed in sandstone, with a thackstone roof. It is now derelict and boarded up. The site of the former mill is now a modern housing development.

In addition to the mills which dominated the area, a major feature of Batley's textile production from the middle to late 19th century were its rag warehouses. Listings for merchants dealing in rags, flock, shoddy and mungo were prolific in the directories of this period; numbers rose to a high point in the 1860s, when 128 individual dealers were listed. Although the numbers of rag dealers subsequently decreased, they remained predominant in the Batley commercial scene throughout the 19th and into the early 20th century. Numerous rag warehouses, where rags were picked over, were built in the Batley area, and many of them exist today (albeit in different use). Distribution of individual warehouses is fairly general; as with the textile mills, however, significant groupings are located close to the main roads or within easy access to the railway station. The trade in rag was international, and much of the material handled in Batley came from Central Europe and beyond.

The majority of Batley rag merchants were not, however, involved in the actual production of shoddy or mungo from the rags in which they traded. Although the recovered wool industry dominated Batley's textile manufacture, the number of mills which specialised in the production of shoddy and mungo was relatively small, apparently never exceeding single figures until the 1890s. The number of workers involved in the production of shoddy and mungo in the 1850s was estimated by Samuel Jubb as being only 10% of the total number of textile workers (Jubb 1860). The actual figure may have been as low as 6% (Finnegan and Sigsworth 1978, 64-66). It is true, however, that many textile mills appear to have employed a proportion of shoddy and mungo, within their woollen cloth, which was produced

on the premises for their own use. The presence of one or two rag-grinding machines within the bounds of an otherwise traditional woollen mill was not uncommon.

A surprising number of warehouses of all periods have escaped demolition, with particularly fine groups still extant on Bar Street (HLC_PK 11809 and 11553), Station Road (HLC_PK 11651, 11652 and 11653), and Bradford Road (HLC_PK 10521 and 11711 and 11712). Many of these have been given Listed Building status. Many rag warehouses have fine ornamentation and detailing, particularly those dating from the 1860s through to the 1890s - "*Batley ... produced warehouses the splendour of which was partly due to a desire to live down an ambivalent reputation' [of the shoddy trade].*" (Girouard 1990, p.246)

The bulk of the remaining manufacturing industries operating within Batley in the 19th century were, in varying degrees, connected with the textile industries. Eight major engineering/machine-making firms had been established in the area by the 1860s; these firms often specialised in the production of textile machinery. In addition, a few manufacturers (card clothers, drive-belt manufacturers, basket makers, shuttle and bobbin makers) existed to supply particular requirements of the textile industry. Although it seems that in large measure, the premises of Batley's engineers and machinists have vanished, two notable survivals can be seen in the premises of Walker and Smith (within HLC_PK 10317) and in the remains of the Victoria Foundry on Bradford Road.

Victoria Foundry (HLC_PK 11475). Iron foundry and engineering works established c.1866, currently comprising five structures arranged around a central courtyard. Listed as the premises of Jas. Bagshaw and Son, engineers, iron and brass founders, millwrights etc. The firm produced a range of products, ranging from single and compound engines, structural ironwork, and oil and water cisterns. The premises continued as an engineering works until at least the 1950s. Currently warehousing and light industry.

The other major industry of the Batley area, coal mining, had become well established by the end of the 18th century. The earliest workings are those documented at White Lee in 1677; by the 1780s, a number of further pits had been established (Haigh 1978, 34). The site of former Batley Colliery (HLC_PK 10499) is now public greenspace. A former deep-shaft mine which opened in the early 19th century, and in operation through to 1929. The site was left derelict after closure, with the site being grassed over and landscaped in the 1990s. Acquired by the Critchley family of Batley hall in the 1830s. There is directory evidence from the 1890s to suggest that brick and tile were also being produced on the site, presumably from the fireclays often associated with the West Yorkshire coal seams.

The town's insufficient and heavily polluted water supply was augmented, first by a small and unsatisfactory reservoir in the 1850s, and then by a further six reservoirs and holding reservoirs in the years following 1870. Batley Sewage Works opened in 1889. Town gas was available in the 1820s from a works in Dewsbury, but it was not until 1850 that gas street-lighting was introduced. The Grange Road Gas Works (site – see HLC_PK 7463), the last remnant of which was demolished in the 1990s, was established in 1862; locally generated electricity was available from 1902.

20th Century Development

In sharp contrast to the prosperity of the 19th century, the 20th century has seen the gradual extinction of the textile industry within the Batley area. Although some mill development did continue to take place in the early part of the century, notably at Blakeridge Mills, Victoria Mill and Cheapside Mill, the general picture is one of decline. As detailed by Haigh, the depression of the 1920s, the immediate post-war period and the slump of the 1950s/early 1960s resulted in a series of mill closures from which the Batley textile industry has never recovered. Although a small group of mills are involved in the production of cloth, the majority, where still extant, today stand vacant, or are occupied by various forms of light industry. Recently, a few former mills have been converted into residential apartments. The survival of the non-textile industries is similarly sparse. No active collieries or brickworks remained functioning in the Batley area into the second half of the 20th century.

Much of Batley's 20th century housing stock is in the form of small to medium-scale Interwar housing developments, located to the northwest (Carlinghow Road and Ealand Road) and south of the town (along Track Road), and later, large-scale social housing estates, the majority of these found to the west and southwest of the town centre. Perhaps surprisingly, there are very few large-scale Interwar housing developments in or around Batley; the largest being the Ealand Estate at 13.5ha (HLC_PK 7584).

In general, Post-Second World War estate development has occurred on greenfield sites on the periphery of the town, effectively closing the gap between Batley and surrounding urban centres (notably Dewsbury). The largest post-war housing estates are the 22ha estate at Manor Way (HLC_PK 6784), and the nearly 40ha site along Grasmere Road, to the extreme east of Batley (HLC_PK 7594).

There appears to be a slow-down, or even gap, between the major Interwar and early post Second World War building programmes and modern (post 1980s) redevelopment – there are few examples of housing developments for the period 1965 to 1983, the majority of these being infill developments or rebuilds on the site of former back-to-back or terraced housing. It is possible that this is a reflection of the 1950s/60s slump mentioned above. It

would appear that the major phase of redevelopment around the town occurred in the 1980s through to the late 1990s on former brownfield sites (redevelopment of former industrial or residential sites).

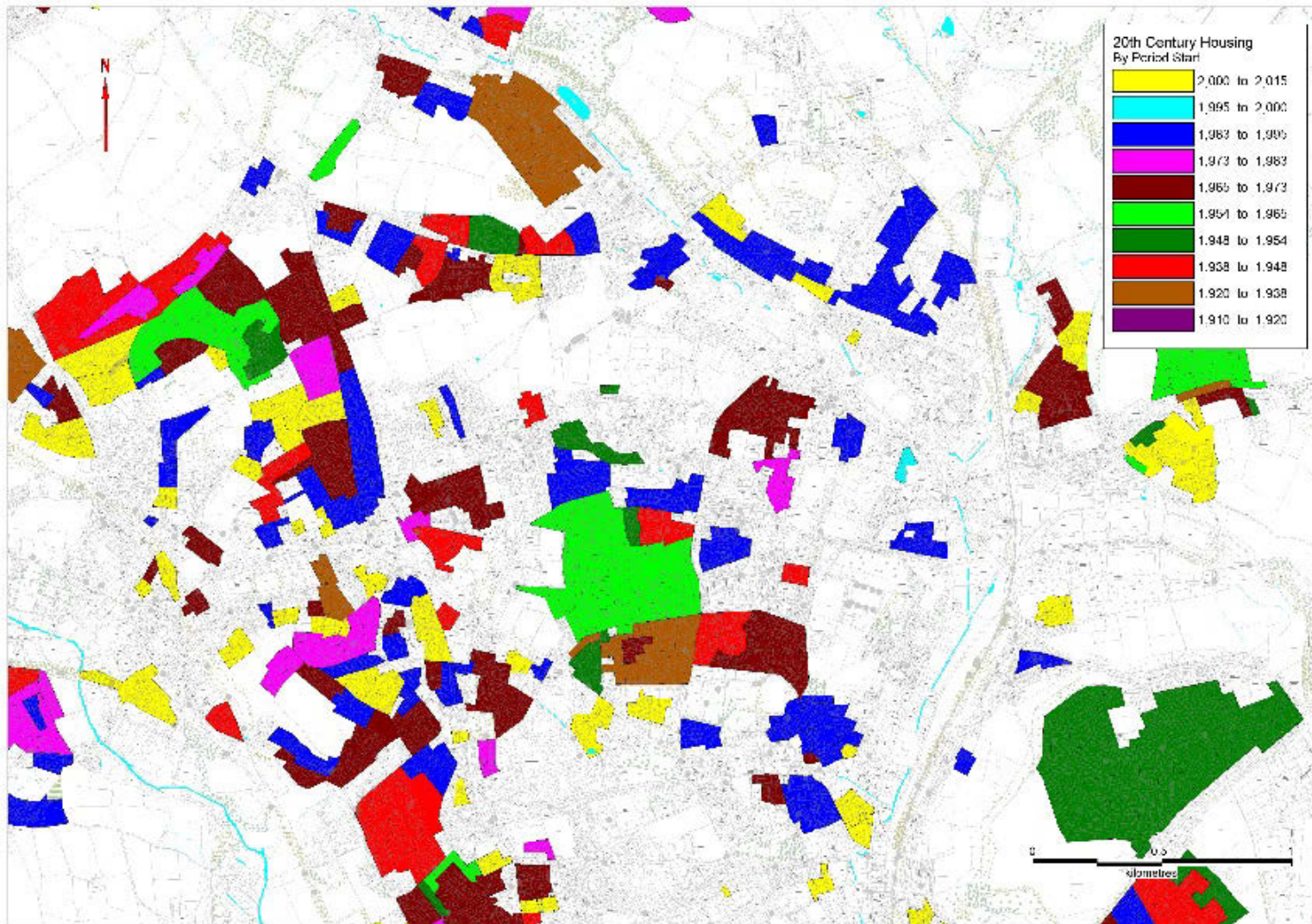


Figure 374. 20th century housing development in Batley (by Period Start). Interwar and early post Second World War developments are located to the northwest and south of the town, with later blocks of 1950s to 1970s housing to the west, south and southeast. Post 1970s housing is found throughout the area, much of it as infill or brownfield sites (particularly to the north of the town centre).

During the 1990s, Batley was the focus of an urban regeneration scheme (Batley City Challenge 1993-98). By the end of 1998, key successes of City Challenge included:

- the new Challenge Way link road to the M1, and associated road junction improvements. This has led to the development of large-scale industrial estates and business parks to the east of the town (including Grange Road Business Park – HLC_PK 7465)
- a flagship Business and Technology Centre (on the site of the former Gas Works – see HLC_PK 7463) providing education, training and support to the local workforce.
- nearly 500 buildings, particularly those associated with the former textile industry on brownfield sites had been renewed or redeveloped
- a Green Grant scheme established to help organisations financially, including community groups in small- scale environmental improvement projects. Buildings have been stone cleaned and green spaces created
- the town centre, Market Place and Commercial Street revival projects have improved the immediate town centre of Batley. In turn, this has encouraged a mini renaissance of cultural and retail growth in the heart of the City Challenge area
- retailing and tourism have increased dramatically as a consequence of the Yorkshire Mill village complex (in part re-using Cheapside Mill – see HLC_PK 10491) and other associated service industries, in renewed warehousing on Bradford Road. Redbrick Mill, houses many top end furniture retailers such as Heal's and Multi York and local textile manufacturers Skopos. Shackletons occupy one of the many former mills along Bradford Road. This 'golden mile' of retail is collectively known as the Yorkshire Mill Mile.
- 2,500 local authority owned homes have been renewed. This has had a positive effect on the local community, allowing residents to take a greater ownership and pride in their immediate area. Indirectly it has helped combat many associated social problems of the estates, such as crime and poor health. Many of these homes have since been bought under the 1980 Right to Buy legislation. The West Yorkshire HLC has recorded this change, particularly in the redevelopment of housing on Hayburn Road (HLC_PK 6763), where former late 1940s and early 50s prefabricated housing has been demolished and replaced by modern housing.

4.3.2 Dewsbury

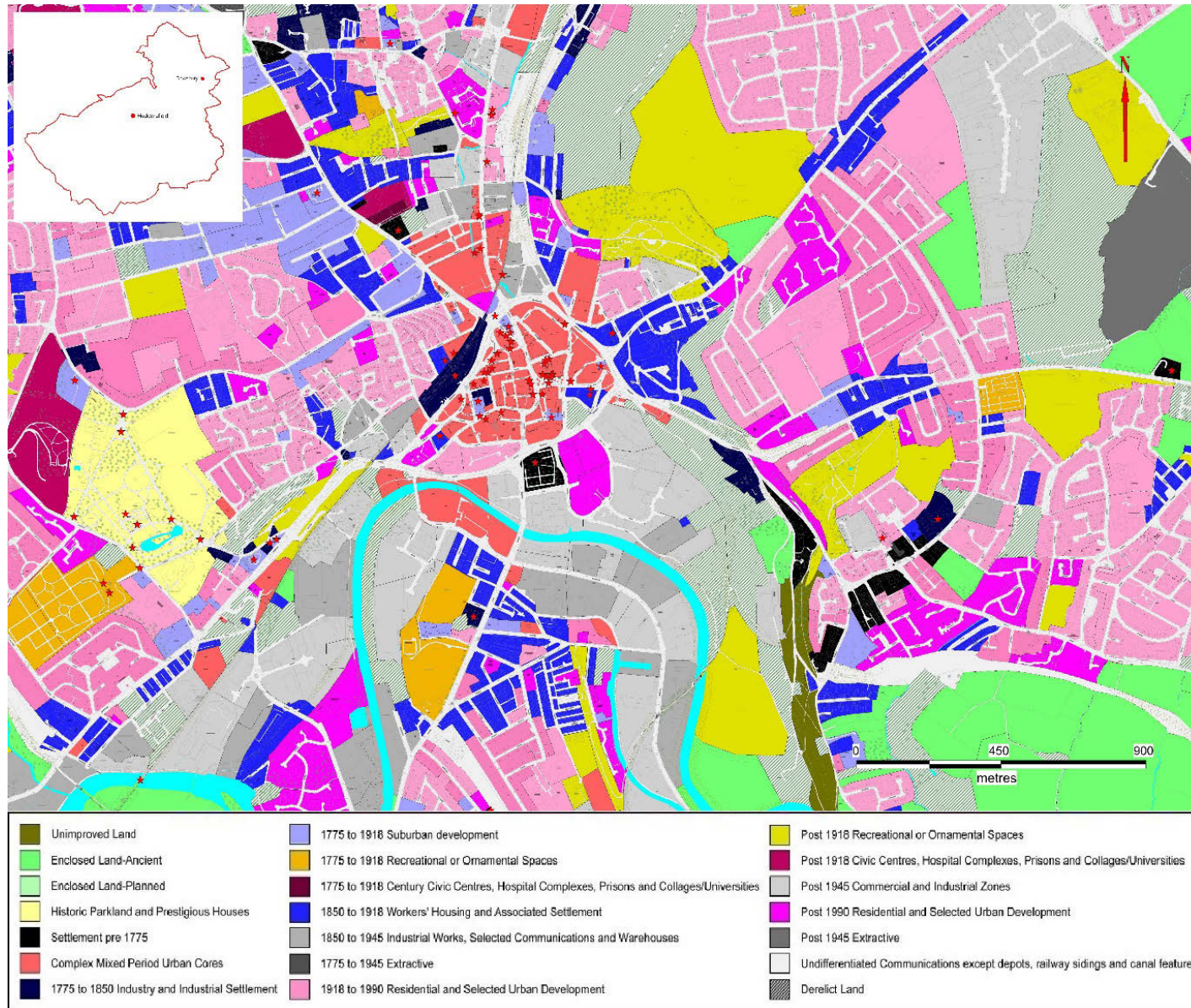


Figure 375. Study area zone map of the Dewsbury locality

Overview

Dewsbury is situated between a number of larger towns and cities. Leeds and Bradford lie 13km to the north, Huddersfield a similar distance to the south west, and Wakefield some 10km east. In recent years its proximity to these major urban centres, the M1 and M62 motorways with access to Manchester, Leeds and Sheffield, and the Huddersfield Line with rail links to Leeds, Manchester and Liverpool, have contributed to its rising popularity as a commuter town. Dewsbury is part of the West Yorkshire Urban Area, and the natural boundaries of the town are not well defined, with built up areas of the town running into neighbouring Batley, Heckmondwike and Ossett. The population of the Dewsbury Poor Law Area was 29,730 in 1801 and grew to 167,643 in 1901. The period of fastest growth was between 1851 and 1881 when the population more than doubled – 71,768 to 153,712, an increase of 82,000 people.

Dewsbury is dominated by hills, notably Earlsheaton, Dewsbury Moor and Thornhill with the town centre at between 40m - 55m above sea level to the north of a bend on the River Calder. Dewsbury is positioned within the hinterland of Pennine uplands to the west and the undulating coalfield landscapes to the east. The heart of the town centre is positioned at the base of slopes to the north east and the banks of the River Calder and its floodplain to the south. The approach down from Earlsheaton through the Wakefield Road cutting, constructed in 1830, is dramatic with the view of the town centre nestling in the Calder Valley opening up on descent. Geologically, the town is situated on rock dated to the Carboniferous Period, consisting of Pennine Lower Coal Measures mudstones, siltstones, sandstone and coal. Quaternary Period glacial deposits and gravels exist in the Calder Valley. Coal, stone and gravel have all been exploited commercially around the town.

The urban form of Dewsbury has been structured by the hills, the river and its tributary, and the main historic entrances and gateways into the town. The earliest entrances, which joined at the Market Place are:

- The route to the north via Northgate and the Bradford Road
- The route to the east along Wakefield Road
- The route following Daisy Hill, Old Westgate and the Huddersfield Road to the west

These were later joined in the 19th Century by:

- the Halifax Road which joins the Bradford Road on Northgate

- the Leeds Road which now joins Wakefield Road on the Ring Road
- and there was no route to the south until 1863 when the Savile Bridge over the River Calder was opened and followed the route south from Church Street (previously called Priest Lane) past Dewsbury Minster.

Much of the clarity of these traditional gateways has been lost by the construction of the Ring Road and other road circulation changes. For example, the Wakefield Old Road has been closed and ends in a small car park.

Historic Core of Dewsbury

No known prehistoric artefacts have been found within Dewsbury town, although three flints were found at Crow Nest Park, to the west of Dewsbury in 1952, two of which were undatable, the third a Bronze Age thumb scraper (WYHER PRN 3944).

It is possible that prehistoric activity occurred on glacial alluvial deposits near the banks of the River Calder, since prehistoric artefacts have been found on these deposits in the vicinity of Wakefield (Faull and Moorhouse 1981, 85-86).

Roman artefacts found within or near the town are sparse. A possible Roman urn was recovered from a stone structure in Church Street during development in 1821. The date of the pottery and precise findspot is unknown (Baines 1822, 161-162). A Roman spear was reportedly found during excavation works on a Mr Halliley's estate but, once again, the precise location and findspot is unknown (Baines 1822, 161; WYHER PRN 1714). Coin hoards have been discovered in the general vicinity. A hoard, found at Dewsbury Moor in 1863, c.2km west of Dewsbury, included gold and silver coins dating to the 2nd Century A.D. (WYHER PRN 1776). In 1925 coins dating to A.D. 69 to A.D. 128 were found c.1km west of Dewsbury, at Crow Nest Park. Another coin hoard was found at Overthorpe, Thornhill, in 1938, c.3.5km south of Dewsbury. The date of the coins ranged from A.D. 69 to A.D. 180 (Greene 1955, 555-6).

The conjectured line of a Roman road, which branched east from Roman Road 712, via Cleckheaton, is thought to pass through Liversedge and Dewsbury, towards a Roman villa at Snapethorpe, Wakefield. The road supposedly followed the same route as the present A638. Similarly, the medieval road, or 'Wakefield Gate', to the east of Dewsbury, is believed to be part of the Roman route. The old English term *Straet*, or street, found in field and place-names near the A638 possibly imply a paved way, street, or Roman road (Faull and Moorhouse 1981, 156). In the mid-19th century, Greenwood observed that he knew of no relics, or traces of a Roman route, being found at Dewsbury (Greenwood 1859, 6, 10).

Evidence for Anglo-Saxon occupation is similarly sparse, and is limited to the Domesday record of 1086 and Anglo-Saxon remains found within the parish church. The Domesday survey of 1086 recorded Dewsbury as belonging to the king: 'in *Deusberia* there are 3 carucates taxable which tow ploughs can plough. This land belongs to Wakefield. However, King Edward had a manor in it. Now it is in the King's hands'. The value before and after the survey was 10s (Faull and Stinson 1986, 1Y 17). The records imply that both Wakefield and Dewsbury were important pre-Conquest royal centres. The two were independent, but administratively linked. Dewsbury may have had a defensive and ecclesiastical function and Wakefield an administrative capacity (Faull and Moorhouse 1981, 226).

Dewsbury was probably the site of a minster. After the Conquest its parishes encompassed an area of over 400 square miles, many of which were situated within the Manor of Wakefield. It possibly served as a larger royal estate prior to the Conquest (Faull and Moorhouse 1981, 226).

A number of interpretations of the meaning of Dewsbury have been put forward. Dewsbury is believed to derive from the Welsh personal name *Dewi*, and *burh*, meaning *Dewi's* stronghold or fortification (Smith 1961, 184-5). Similarly, it may relate to an Anglo-Saxon fortification, possibly guarding a crossing point of the River Calder (Faull and Moorhouse 1981, 226). It is not clear where this fortification lay, but early maps of Dewsbury show two areas of initial focus for development. One is adjacent to the Minster, but what may be the fortified site is in the area now known as Boothroyd where field-name evidence suggests the existence of a fortification here or close by, possibly on the Dewsbury Moor/Daw Green spur. Such a position could command both the ecclesiastical focus in the valley bottom and the ford across the Calder at Thornhill Lees (now the site of Cleggford Bridge).

The place name may be associated with the lost site of *Bury Close*. *Bury Close* is believed to have been situated in the vicinity of Boothroyd Lane and County Primary School. If originating from this vicinity, it may explain the town's two areas of growth, one around the parish church and one at Daw Green, in the vicinity of **HLC_PK 10399 and 10419** (Scargill and Lee 1983). Hunter in the 'Ecclesiastical History of Dewsbury' thought the name derived from *Dui*, a god of the Brigantes, commemorated on a Roman altar found at Greetland (Chadwick 1893, 16).

According to the Domesday survey, Dewsbury contained six villagers and two smallholders, four ploughs, a priest, and a church (Faull and Stinson 1986, 1Y 17). Information relating to the settlement in the early medieval period relies on the tradition that Paulinus supposedly preached and baptised on the banks of the River Calder in 627. The only direct statement associating Paulinus to Dewsbury is by William Camden in 1582 who had heard of a cross

on which was inscribed "*Hic Paulinus praedicavit et celebravit*" - 'Paulinus preaches and celebrated [mass] here' (Hunter 1886, 28; Faull and Moorhouse 1981, 160). However, no early antiquary or topographer, including Dodsworth and Johnston, had seen the cross. Similarly, Ralph Thoresby, whilst visiting Dewsbury in 1691, could find anyone who had seen the cross. Hunter concludes that Camden's record was from a traditional testimony, collected from the local inhabitants and the Savile family with whom he was acquainted (Hunter 1886, 37).

A number of arguments have been postulated suggesting Paulinus did not visit Dewsbury. It is thought unlikely that oral tradition of St Paulinus would have been handed down from the 7th century to be carved on a medieval cross (Faull and Moorhouse 1981, 161). Scargill and Lee argue that Dewsbury would have already been Christian at this time since it lay within the British Kingdom of Elmet. Elmet had been conquered in 617 by Edwin, the pagan Anglo-Saxon King of Northumbria, who had been converted to Christianity by St Paulinus (Scargill and Lee 1983). In contradiction, Hunter suggests that Dewsbury would have been a favourable site for baptisms, since Paulinus performed his baptisms in running streams. Saxons crosses in Whalley, Lancashire, were similarly believed to have been erected to commemorate the preaching of Christianity by Augustine or his followers (Hunter 1886, 40 and 41).

Crosses were established for a number of reasons: as funerary monuments, monastic markers for hallowed ground, to identify a centre for public worship, or to listen to a preacher, prior to the construction of a church. In the 9th Century Life of St Willibald, it was observed that crosses were erected on the site where daily prayers were said when there was no church (Faull and Moorhouse 1981, 210).

It has been argued that Dewsbury was a monastic site. W.G. Collingwood suggested that the monastery of Abbott Thrythwulf, referred to in writing by Bede, might relate to a monastery at Dewsbury (Collingwood, 1915). Furthermore, it has been argued by Scargill and Lee that as Dewsbury lay within the British kingdom Elmet, the Anglo-Saxons may have adopted a pre-existing cemetery in the 7th century, with a church eventually built on the site (Scargill and Lee 1983; Faull and Moorhouse 1981, 221). Churchyards used by the British could be oval in shape, such as at Bramham near Leeds. From the air it is clearly boat shaped. Archaeologists think that such oval churchyards may be the sign of a British church. The end of a similar oval can be seen on an 18th-century map of Dewsbury which suggests that Dewsbury church too may have had a British origin, and the same may be true of Hemsworth.

Dewsbury Minster (HLC_PK 7741). Grade II* Listed. The first church on the site was probably built in the 8th century in wood. Quite a small stone church would probably have replaced this soon after. A band of masonry and angle quoins, above the 13th century nave arcades, are the only known remains of the Anglo-Saxon building (about 980AD). Taken with the shape of the high-pitched medieval roof which can be seen above today's altar, we can deduce that the building at that time was very high and stretched from today's altar at one end to the font at the other with side walls on the line of the present arches. The size of this building confirms its importance.

The windows were probably quite high up, narrow and in pairs, creating a fairly gloomy interior. We know that by the Norman period at the latest, a tower was built behind where the altar now stands, as the tower steps and a Norman consecration stone survive within the present 1767 tower. In the Anglo-Saxon and Norman times the altar would have stood symbolically at the eastern end of the church in a small chancel, close to where the font is now. Records suggest images or statues of the Saints surrounded it.

The chapel of St Peter was situated in the churchyard, its precise function, date and location unknown. The building was possibly formed part of the Anglo-Saxon minster; being a rare example of a detached chantry chapel situated within a churchyard (Chadwick 1909, 55). The chapel was demolished when the church was rebuilt around 1336 (Scargill and Lee 1983).

The church also has a substantial collection of Anglo-Saxon stone sculpture, which would equally suggest that it was a church of high status. There are several fragments of crosses which are stylistically of early to mid-9th century date. A cross-shaft displays scenes of the miracles of the loaves and the fishes, the miracle of Cana, and the Madonna and Child. A cross-head depicts an angel with a cleric kneeling before it, and carries an inscription that the cross was erected in memory of an individual whose name is now lost. In the loaves and the fishes panel there is a crowd of people, and this may be an indication of the evangelical context of this sculpture, alongside the angel. Another piece of sculpture is a fragment of a further cross-shaft, which W.G. Collingwood suggests contains part of a crucifixion scene (Collingwood 1915, 162-69).

The figure of Christ in Majesty is one of several fragments of Anglo-Saxon stone sculpture to be found in the church at Dewsbury. Above the figure of Christ enthroned in Majesty is an incomplete inscription that reads: I HIS XLVS, possibly an incorrect abbreviation for Iesus Christus. The halo has a narrow moulding round the rim but no cross, as is usual with depictions of Christ. However, the drilled eyes would have contained paste glass which

means the sculpture would have been coloured, so the halo probably had a coloured cross. Christ is clean-shaven with long hair knotted by the ears, following Anglo-Saxon tradition. His stylised over garment falls in folds and is draped over his left arm. In his left hand he holds a scroll. His disproportionately large right hand is held palm outwards, as with other carved images of Christ from Dewsbury, emphasising Christ's blessing. A moulding, visible to the right of Christ, indicates he was probably framed and separated from the neighbouring apostles. The fragment is dated to the early 9th century.

Medieval Dewsbury



Figure 376. Saxton map of 1600 - 'A plan of the towne of Dewesbury with the course of the river and the waies from Master Birkbye mill to the ouer and nether myllnes, of Dewesburie. Made by Christofer Saxton Anno Domini 1600.' © Kirklees Metropolitan Council

The present town appears to retain some of its medieval street pattern with Daisy Hill, Westgate and Church Street following early routes mapped by Saxton in 1600. Apart from the parish church, it is believed there are no extant structures relating to early occupation in the town, the majority of buildings dating from the 19th century (Scargill and Lee 1983).

Documentary evidence indicates that both a fulling mill and water mill were established at Dewsbury by a least by the 13th century. The fulling of cloth is documented in the Wakefield Court Rolls, dated 1297, which record an affray where Roger the Fuller of Mirfield, with

others, broke open the door and searched the house of William the Fuller of Dewsbury. Rectory account rolls for the year 1348-1349 record the respective amounts of 10s and £4 received for rents of a fulling mill and water mill. For the years 1349-50 and 1350-1351, 13s 4d was received for the fulling mill, but only 40s was received from the farm of the water mill since no-one would rent it on account of the Black Death (Chadwick 1911, 353 and 367). In this period (1348-56) repairs were made to the bank of a millpond which was frequently broken by floods. Work was also carried out on the mill goit where 21 men were employed over a series of three shifts to repair it (Chadwick 1911, 378).

The precise location of the sites are unknown but were probably situated on or near the mill sites recorded by Saxton in 1600, at the side of the Beck or near the River Calder, to the southwest of the settlement. The manorial mills may originally have been located on the river Calder close to the parish church, but by the year 1500 they stood further upstream, on a water channel or 'goit' cut between two stretches of the river on its long loop southwards towards Thornhill (see HLC_PK 7941 and 7968). The site of **Upper Mill (HLC_PK 7941)** has been derelict since c.1955. At the site of **Lower Mills (HLC_PK 7968)**, the original water mill appears to have gone by 1955, followed by subsequent demolitions, alterations and rebuilds in the area. However, some of the original ancillary mill buildings remain. Currently used as an equestrian / riding centre (company established here c.2004)

Upper and Lower (or Low) Mills, Dewsbury (HLC_PK 7941 and 7968). Two water-powered mills built across (respectively) the west and east ends of a leat dug across a bow of the River Calder. They are shown as Over and Nether Mills on the Saxton map of Dewsbury (c.1600), in positions exactly maintained throughout the later cartographic record. The medieval Rectory Manor included a corn and fulling mill from 1348 to 1547 and there are references to both in the Rectory Manor Account Rolls for 1349 and 1350, but it is clear from the wording that the fulling mill, at least, was in Hartshead, where a portion of the Rectory Manor was located, and not on the site in question. The numerous references in the Dewsbury Court Rolls 1578-1595 to Mylnefeild (and the single reference to Goytehillclose) probably do refer, however, to the Upper/Lower Mills area. A disputed succession led to a court case in 1615-1617 which has provide a remarkably detailed account of the mills towards the end of the 16th century.

A map of 1634, in the possession of the Savile Estate Office, depicts a water wheel and fulling hammer on the site of *Overmylne* shown on Saxton's map of 1600 (Glover 1959, 340). Correspondence of March 1677, from the tenant of the mills to the owner, requests money spent on repairs to 'our Great Dam' damaged by the great frost and ice in January of

that year. Repairs were also carried out to the fulling wheels of the Lower Mill, where 5 or the 6 wheels to the mill were 'made new'.

Remains of both mills relating to the 18th/19th century phase of use, survive as earthworks to the present day. Sections of the leat have been backfilled, but substantial portions remain as a deep, dry ditch. Excavation and recording was carried out on the site of Lower Mill from 1984 to 1991 by the Wheelwright Archaeological Society and their findings have been written up in a booklet published 2006 (a copy of which is on file at West Yorkshire HER). The earliest structural remains uncovered by the excavations formed part of a horizontal timber framework set in the goit just upstream from the 18th and 19th century mill. Tree-ring analysis of four samples from of the timbers (carried out by Sheffield University) dated the framework to c.1591-1595. Further details of the excavations and of the documentary research are presented in this publication.

The later corn mill, known as the Town Mill, situated on the Beck, was formerly the property of the rector, and was originally a water mill. Court rolls of 1579 ordered a *wearesteade* to be repaired at the side of the beck going into Crackenedge. This site is believed to lie near the 20th century weir that existed on the Beck under the London and North Western Railway arch over Bradford Road (in the vicinity of HLC_PK 10425). The weir supplied the goit for the Town Mill (Chadwick 1911, 408).

Saxton's map clearly depicts early occupied areas of Dewsbury as a scattered linear settlement extending along the present routes of Westgate, Daisy Hill, Priest Lane (Church Street) and Market Place. Buildings are also recorded continuing northwards, from the Market Place, for a short distance along Northgate. Further settlement is shown immediately to the north of the church and a mill and buildings are depicted in the vicinity of the old Wakefield Road and the Beck. A few buildings stand to the east of the church. There is documented evidence of 16th century occupation on the west side of the Church Street – in 1591 a messuage or tenement, called a *Meastead* or *New Wales* [sic], '*lately built and occupied by John Walker, abutted Priest Lane (Church Street) to the east, and a close called Westyardes to the west*' (Chadwick 1911, 458). It must be stressed that the buildings depicted on Saxton's map are not a true representation of actual settlement; Saxton may have merely stylised the areas where development had occurred.

Dewsbury market was opened in the 14th Century for local clothiers, but the plagues in 1593 and 1603 closed the market until it was reopened in 1741 in Market Place. A market cross is depicted on the west side of the market place on Saxton's map. (Scargill and Lee 1983).

Thirty-seven inhabitants are recorded in the Dewsbury Poll Tax of 1379, suggesting a population of between 100-150 inhabitants (Weldrake 1996, 5). Occupations include 1 merchant, 1 carpenter, 2 tailors (*cissor*), 1 weaver (*textor*), 1 shoemaker (*sutor*) and 1 fuller. Listed occupations paid 6d tax, apart from the merchant who paid a higher rate of tax of 12d. The remaining and majority of taxed inhabitants paid 4d (YAS 1881, Vol.6, 305).

The population at Dewsbury was affected by the Black Death. Dewsbury Account Rolls reveal there was a plague in 1349-1350. As mentioned above, no tenant was interested in renting the water mill because of the plague. In the same year, only 24s was received for the tithe hay of Dewsbury with Hartshead parish since the majority of the meadows had not been cut on account of the Black Death (Chadwick 1911, 369). Similarly, in 1593, the population would have shrunk due to the plague. Some of the plague victims in this period were buried in their houses or at Spinkwell (Chadwick 1893, 19). Parish registers of this date record occupants or families being buried at home, '*Christopher Denton, elder, buried of the plague... at his owne house*' and '*Willme Denton buryed of the plage... at thyre father's howse*'. At least 12 people were buried at '*Denton's howse*' between July and September 1593 (Greenwood 1859).

Rectory accounts of Edmund Savage, dated between 1348 and 1356, not only indicate which fields were held by the manor, but also suggest that some land enclosure had taken place in this period. Gates, ditches and waterways were also maintained. Field-names recorded in 1349-50 include a meadow called *le Avenams*, also a field known as *Brookyarde*, where 5s was received for herbage, and *Westyarde*, where 6s was received from the sale of pasture and herbage (Chadwick 1911, 369). It is believed that *le Avenams* was one of the earliest pieces of enclosed land in Dewsbury. *Brookyarde* was possibly situated within an area known, in 1600, as *Brook Hole*, to the south of the church. *Westyarde*, in 1591, is located to the west of Priest lane (Chadwick 1911, 458). Field-names are recorded in deeds dating to the mid-15th century. The fields include a pasture known as *Southforth* bounded to the west by *le Broke* (now the Beck) and two common fields known as *Estfelde* and *Craconhedge*. These two common fields were situated along the eastern side of the town (Chadwick 1911, 63). North Field, Mylne Field (Mill Field), Eastfield and Crackenedge were common field-names of Dewsbury, the field-names surviving into the 19th century.

Between 1348 and 1356 a dam was made to keep water out of the *le Avenams* meadow and the cemetery, and 16 perches of ditch were dug around *Brookyarde*. Also at this time, an embankment on the River Calder was established in order to protect the lord of the manor's meadow (Chadwick 1911, 371).

At the time of the Norman Conquest the manor and church of Dewsbury were in the hands of the crown, but were granted to the second Earl of Warenne c.1091-1097 (Chadwick 1911, 6). These holdings probably formed part of the Graveship of Ossett under which title it eventually became merged in the manor of Wakefield (Chadwick 1911, 349).

A rectory Manor at Dewsbury, which included part of Hartshead, was in existence by 1166 and was held by the rectors of Dewsbury of the Lords of Wakefield (Weldrake 1996, 3). It is believed that all the lower part of Dewsbury was included in the Rectory manor, and was originally glebe land belonging to Dewsbury church, divided by the vicar or rector amongst his freehold and copyhold tenants (Chadwick 1911, 349). The western part of the Dewsbury township, including Ravensbrook and Boothroyd, the site of the Wheelwright Grammar School, and Dewsbury Moor, lay within the manor of Wakefield, rather than the Rectory manor (Weldrake 1996, 203).

An undated grant, by the second Earl of Warenne, granted Dewsbury church with a number of other churches and chapels, to the Priory of Lewes. The grant was confirmed by the Archbishop of Canterbury in 1121. A charter dated 1325 granted the advowsons⁴ of both Dewsbury and Wakefield churches to Sir Hugh le Despenser. In 1348/49 the advowsons were transferred to King Edward III, who subsequently gave them to St Stephens College, Westminster. St Stephen's appointed vicars to Dewsbury from 1349 until 1546 (Chadwick 1911, 7). The last rector was John de Maydenstone who resigned his living in exchange for a canonry in the college, at the time when Dewsbury church was appropriated to the college (Chadwick 1911, 23). On the Dissolution of the college, c.1546, the rectory returned to the crown. In the mid-16th century the rectory manor was leased to the Savile family, the crown retaining the lordship until 1606 (Chadwick 1911, 7 and 23).

It is believed that Dewsbury church was a minster or 'mother church'. Four different classes of church are documented in the 11th century, a chief minster or cathedral (the seat of a bishop), a minster or monasterium, and two types of smaller churches established by landowners for the use of local inhabitants. A mother church acted as a base for missionary work over the surrounding area and also received payments of pensions or portions of tithes from other parish churches. Wakefield and a number of townships paid tithes to Dewsbury from at least the 14th century. Documentary sources, dated 1535, reveal that pensions received from the parish churches of Almondbury, Bradford, Huddersfield, Kirkheaton,

⁴ **Advowson** (or "patronage") is the right in English law of a patron (avowee) to present to the diocesan bishop (or in some cases the ordinary if not the same person) a nominee for appointment to a vacant ecclesiastical benefice or church living, a process known as presentation (*jus praesentandi*, Latin: "the right of presenting"). The word derives, via French, from the Latin *advocare*, from *vocare* "to call" plus *ad*, "to, towards", thus a "summoning". In effect, an advowson is the right to nominate a person to be parish priest (subject to episcopal approval), and such right was often originally held by the lord of the manor of the principal manor within the parish.

Kirkburton and Thornhill (Faull and Moorhouse 1981, 212-13). The dependant parishes of Dewsbury appear to have been spread over a considerable area, many within the manor of Wakefield. The area has been estimated at around 400 square miles, stretching from Wakefield to the Pennines (Smith 1967, 1).

In 1170 the Minster was enlarged by the construction (on the south side) of a fairly small aisle with four arches. The northern arches and aisle were built in 1220 and are the most outstanding architectural feature in the Minster by reason of the four detached shafts in each pillar. Both aisles were enlarged with new outer walls and windows in the 18th century. The roof bosses have been preserved from the 15th century but the Chancel of the same period, which housed the altar, has now vanished.

Documentary evidence suggests repairs to the church were carried out in the 14th century. A licence dated 1336 granting the demolition of a chapel in the churchyard (St Peter's Chapel), requested its material was to be reused in the construction or repair of the church (Chadwick 1893, 27; Scargill and Lee 1983). Repairs to the church appeared necessary by the 15th century – an inquiry into the state of the church and vicarage by the dean and chapter of York, in 1464-5, revealed that the chancel of the church was defective in timbers, roof, walls and windows. The church could not be repaired for less than £5 (Chadwick 1911, 61). There was only one chantry chapel in the church, dedicated to our Lady and founded by John de Soothill in 1492, although it may be of an earlier date since the will of William Fyrth of Dewsbury, bequeathing to the chantry of *Dewesbery* one close of land called *le Ker*, lying within the parish of *Battley*, dates to September 1490 (Chadwick 1911, 67).

Wills dating to the 16th century show the church was known by two names in this period. Thome Saxton in 1534 requested his body to be buried in the churchyard of *All sanctes*, Dewsbury, whilst Christofer Nayler, in 1540-41, requested burial in the middle alley within the parish church of *Allhallos* at Dewesberie (Chadwick 1911, 70-71). John Colt, in 1548, the vicar of Dewsbury, asked for his body to be buried on the south side of the '*churche of alhallowes*' (Chadwick 1893, 26). The names of All Hallows and All saints appear to be significant to the pre-Conquest period (Ryder 1993, 24). Ryder's study of 69 West Yorkshire medieval churches and chapels, identified just under a third of these churches (21) dedicated to All Saints or All Hallows. Twelve of these stood on proven or suspected Roman or pre-Conquest sites, with a further five churches to this dedication possessing pre-Conquest sculpture (Ryder 1993, 24). Close to where the refectory is now, northeast of the Minster, stood a two-storey Moot Hall. It is believed to have been rebuilt in the 13th century from an Anglo-Saxon building and used as an administrative centre for the Rectory Manor

(Scargill and Lee 1983). Chadwick suggests it was built in 1246 and was the hall of the rectory or manor house, used for the purpose of holding the manor court, which continued until the late 19th century (Chadwick 1893, 20). It was probably transferred, with other possessions of the rectory manor, to St Stephen's College, Westminster in 1348-49 – between 1348-50 repairs were carried out to a thatched grange roof (possibly a barn), kitchen, bakehouse, ditches to Dewsbury manor and the Moot Hall. A report in 1950 identifies the Moot Hall as a late 13th century hall with an undercroft. A restored fireplace with stone hood was situated near the west window. The cellar was lit by chamfered horizontal windows, with a double recess in the west wall. The walls were constructed of random rubble Magnesian limestone, and the gables were rebuilt in the 18th century. The building was demolished in 1962 to widen the Ring Road.

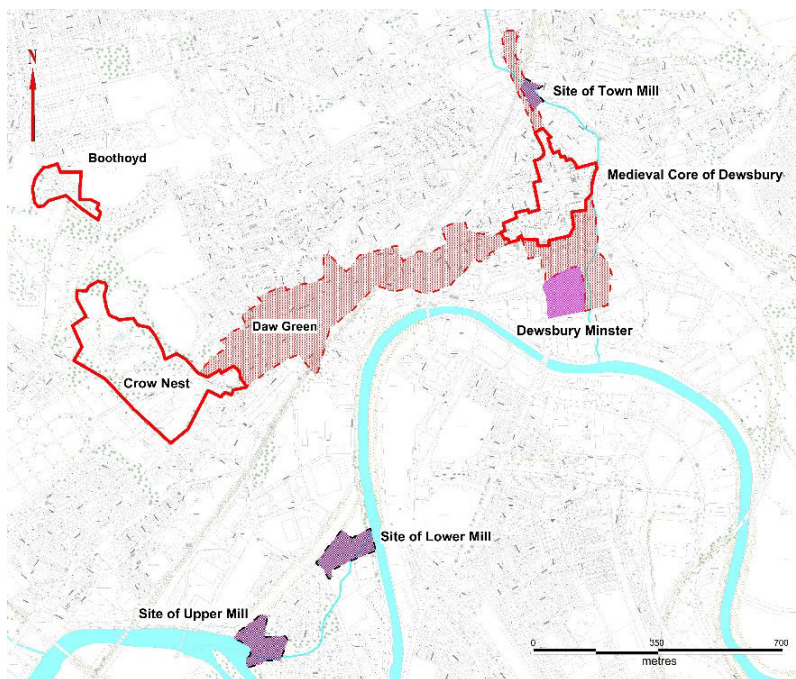


Figure 377. Conjectural map of Dewsbury in the late medieval to early post medieval period. The town centre of Dewsbury is quite small (solid red area), with linear developments to the south towards the parish church, along Northgate towards the Town Mill, and to the southwest towards Daw Green leading to Crow Nest (established by c.1571). The sites of former settlement lost to later 19th through to later 20th century developments are depicted in areas shaded red. The sites of the medieval mills are also depicted as purple

Beyond and to the east of the Moot Hall stood the Vicarage, a former timber-framed structure, which was constituted in 1349 after the rectory had been granted to St Stephen's College. It was required to contain a hall and a least two chambers, a kitchen, stable, granary, cowshed, garden and close, near to the church (Chadwick 1886, 48). Accounts dating to 1348-56 mention that four new keys and locks were bought for the vicarage (Chadwick 1911, 384). The Vicarage was demolished in 1884 to allow enlargement of the church. Chadwick infers that the vicarage had replaced a previous building on this site, as during demolition the foundations of an earlier building could be traced. It was observed that

it had been built with an oak framework, with massive stone and wood foundations (Chadwick 1893, 20).

Post-medieval Dewsbury

Development of the town appears to have been slow. Settlement by the mid-18th century, compared to Saxton's map of 1600, had only slightly increased. Development around 1760 had mainly taken place in the daw Green area, and in the vicinity of the present Victoria Centre, at Webster Hill and Old Westgate. More buildings line the side of Northgate and the north of Market Place. The south side of Market Place appears to be enclosed and occupied, and by 1804 this parcel of land, from the Market Place to the parish church is more extensively developed than land nearby.

A large number of enclosures took place in 1760, particularly in the North Field and Mill Field. By the end of the 18th century a large part of the Rectory Manor had been enclosed (Glover 1959, 347). Common land was mainly in the areas of Dewsbury Moor and Daw Green. Field-names recorded in 1761 included *Rais Gills* and *Pighills* to the southwest of Dewsbury within the loop of the river.

The Hearth Tax of 1672 lists 105 households, suggesting an estimated population of 424 inhabitants (total households x 4.04). Seventy-one households contained 1 to 2 hearths, 27 had 3 to 5 hearths, whilst 7 had 6 hearths or more. The largest building contained 10 hearths. Seventeen per cent of households were not assessed (Ripon Historical Society 1992, 17-18). Glover noted that there were 76 cottage tenants paying rent to the Lord of the Manor in 1761 (Glover 1959, 346). In 1762, the Rectory Manor comprised 11 freehold and 46 copyhold tenants with some cottages built upon the waste (Greenwood 1859, 117). By 1793 the population of Dewsbury had risen to 1,040 inhabitants (Chadwick 1893, 19).

By the late 18th century three turnpike roads ran from Dewsbury to Halifax, to Elland (Huddersfield Road) and the Wakefield (Scargill and Lee 1983). The new road to Elland was established in 1757 (Glover 1959, 349).

A new bridge was built to the east of Market Place, over Dewsbury Beck, in the mid-18th century (Scargill and Lee 1983). A river crossing point, south of Brook Hole, is recorded by c.1760.

Correspondence of 1677 records a wooden bridge was situated across the mill goit between the Upper and Lower mills. The bridge, used as a high road for carriers to London, was in

need of repair, and a request was made to replace it with a stone bridge which would require less maintenance (NH2292).

There are very few late 18th to early 19th century dwellings (as vernacular cottages or farms) to be found in Dewsbury, with most of these located outside the town centre. A small block of cottages are located to the north of the town, near Halifax Road. **Nos. 21 to 33 Carlton Road (HLC_PK 11732)** are depicted on the OS 1:1056 Town Plan of 1852 as Meadow Cottage, and probably date to the early to mid-19th century, with some later (1854 to 1890) additions. Immediately west is **Rookby Cottage (HLC_PK 9148)**. A detached vernacular cottage which is depicted on the Ordnance Survey 1st Edition 1:10560 map of 1854. It probably dates to the late 18th to early 19th century, akin to other buildings (extant or demolished) in the vicinity. To the extreme west of Dewsbury, clustered around St Matthew's Church (HLC_PK 10217) is a group of late 18th to early 19th century cottages forming the nucleus of West Town. **Nos. 25 to 29 Cemetery Road (HLC_PK 10211)** appear on the Ordnance Survey 1st Edition map of 1854. Comprising a former laithe house with a central wagon entrance (blocked in) to form three cottages. **Nos. 40-46 Cemetery Road (HLC_PK 11093; WYHER 9477)** is a terrace of stone-built houses; they are also visible on the 1st Edition OS map that was surveyed in 1851, therefore suggesting that the buildings were constructed during the mid-19th century at the latest. **Nos. 122-124 Huddersfield Road (HLC_PK 11099)** also appear on the 1st Edition mapping, and probably date to the late 18th to early 19th century.

South of the River Calder, within the Savile Town area, is the site of **Bottoms Farmhouse (HLC_PK 7801)** which is a Grade II Listed late 18th century farm. It is constructed primarily of brick, which is unusual for this region, and retains a number of original features, including stone quoins and sash windows with glazing bars. Further south, along Caledonian Road, is another farmhouse which dates to the early to mid-18th century. **Headfield Farm (HLC_PK 7917 and 7918)** is depicted on the Ordnance Survey 1:1056 Town Plan of Dewsbury (1852). A barn immediately north is Grade II Listed, and has a (re-used) datestone of 'T W 1753'. The buildings were in use up until c.2009. The farmhouse appears to have been demolished sometime between 2010 and 2012 (Google Earth), with the barn having been recently converted into housing.

Dewsbury Museum - Crow Nest House (HLC_PK 2224). Grade II Listed. A house has been associated with this site since the 16th century. The first definite information however comes from the early 18th century, when Crow Nest was in the Bedford family. It is likely that the Bedfords owned and lived at Crow Nest in the 17th and early 18th Centuries but very

little is known about the family. Several items of the old parish church plate were inscribed 'The gift of Thomas Bedford, Esquire, to the Church of Dewsbury, 1735' and when he died, in 1743, he left £500 as an endowment for a charity school so he was clearly a man of means.

At first glance, the house appears to date from the early 18th Century but there are, in fact, many earlier features. The stone mullioned windows at the side and rear possibly date from the late 16th or early 17th Century. It is not clear whether these are in their original positions but it does seem likely that the main part of the building, at ground and first floor level, dates from this earlier time. When viewed from the lawn, the front of the house shows two distinct phases of building. The ground and first floor seem to be of about 1710; this is confirmed by an illustration of the house on a map from the 1760s. At second floor level, it originally had three dormer windows and a hipped roof. It was quite common in the 18th Century to put a new façade on an existing building, retaining the older part behind it. At some point in the early 19th Century, probably in the 1820s, the Hagues rebuilt the upper storey and roof, adding a central pediment. They also added the wings at either end of the front elevation. It was remodelled internally at the same time, creating a house in keeping with the status of a man who was an important local industrialist and a Justice of the Peace.



Figure 378. Dewsbury Museum – Crow Nest House © Copyright Betty Longbottom and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/3628500

18th century field boundaries still define the shape of the park's eastern perimeter. A drawing of 1761 shows the house, coach House and stables (Grade II Listed), garden, and grounds, including a gazebo (Grade II Listed) and an adjacent farm. In 1798, Crow Nest was purchased by John Hague, the lands including 'the Bowling Green, the South Garden, the Paddock, the Rye Close' (Womersley 1996). Improvements were made over the following century, including the remodelling of the house and development of agricultural land into parkland. The parkland appears fully developed on the Ordnance Survey 1st Edition map of 1854 **Crow Nest Park (HLC_PK 2220 and 2214)**.

The Hagues lived through and contributed much to an exciting period of Dewsbury's history. The Crow Nest Estate included seventy acres of farmland but it is unlikely that John Hague senior farmed this himself. What we know of him suggests he was more a businessman than a farmer and he probably leased the land to neighbouring farmers. In 1811, he bought the Dewsbury mills Estate, one mile to the south west of Dewsbury, for £33,750. It included the Mill house, land, mill buildings, machinery and some stocks of wool and yarn. He then

formed a partnership with his son (another John) and a nephew, Thomas Cook. The financial capital for this project was £15,000 - £10,000 from John Hague, £2,000 from his son and £3,000 from Thomas Cook. In 1824, John Wormald of Gomersal joined the partnership and it became Hagues, Cook & Wormald, with a £20,000 capital base. When the Hagues withdrew their interest at the end of the 1850s, it became Thos. Cook, Son & Wormald and later, Wormald & Walker Ltd. John Hague junior was a Justice of the Peace for over 30 years, a Deputy-Lieutenant of the West Riding and a trustee of the Daw Green Charity School. After his death, the estate passed to his widow and, then, to a relative - Mr Thomas Hague Cook - who died in 1877. His son, Mr Thomas Reginald Cook, sold the property to Dewsbury Corporation in 1893, when it was converted into a public park (see below).

The Calder and Hebble canal was constructed as a result of legislations dating to 1758, 1769 and 1825. Much of the navigation occupied the course of the river, the remainder comprising cuts to avoid meanders and mill weirs, including a cutting 3 furlongs in length between Ravensbrook and Dewsbury (Glover 1959, 346). Part of the loop of the River Calder, immediately south of the town, was incorporated into the route of the Calder and Hebble Navigation Canal, which opened in 1769, between Wakefield and Salterhebble. **Canal Cottage (HLC_PK 7969)** is depicted on the OS 1:1056 Town Plan of Dewsbury (1852). The 1852 mapping also shows a canal wharf immediately to the south (as Tweedales Wharf), fronting onto the (now backfilled) Dewsbury Canal. A new cut was made in 1798 to the south of the river in order to bypass the bend of the river. **Thornhill Lees Lock (HLC_PK 4551)**, a double lock and basin was constructed where the new cut began.

In 1606 James I granted the Rectory Manor to trustees on behalf of Sire George Savile of Thornhill (Chadwick 1911, 7 and 22). The Savile family held the manor until 1672 when it was sold to John Peebles, formerly the steward of the manor and clerk of the peace. A legal document of 1762 describes the Rectory Manor as lying within the Manor of Wakefield, and with the township and parish of Dewsbury. An article by John Broadbent, relating to Dewsbury Inclosure, confirms that there were two manors situated within the township at the end of the 18th century. Dewsbury Moor fell within the Manor of Wakefield, with George Osborne, the Duke of Leeds, as Lord of the Manor. The town, northwards from the river to Batley Carr comprised the Rectory Manor (Broadbent 1997, 209).

On Peeble's death the Rectory manor subsequently passed to his son-in-law, Joseph Richardson, whose family held the manor until 1792 when it was sold to Charles Steer, who

immediately conveyed it to Richard Milnes. In 1799, on the bankruptcy of Milnes, the architect John Carr bought the manor.

Industrial Period Development

The industrial history of the Dewsbury area, in common with that of many parts of West Yorkshire, has been dominated by the textile industry. In addition, a smaller proportion of the population has traditionally been employed in coal mining and quarrying, and in the trades of engineering, millwrighting and machine manufacture, often in a capacity ancillary to the textile industry.

A survey of 1757 noted that Mr Banks and Mr Greenwood respectively owned Dewsbury New Mill and Dewsbury Mills. In 1766 the Upper and Lower Mills were used for cloth fulling and other purposes (Glover 1959, 351). John Greenwood became a freehold tenant of part of the land near the mills in 1794 and within 20 years had extended his freeholdings to include a significant area of land lying between the Upper and Lower Mills. He introduced water-powered scribbing engines to work the fulling stocks. The slubbing process was added in the 1780s and was worked by hand. Dyeing and shearing of cloth occurred at the mill in the 1790s. In c.1791 Greenwood erected a new mill - by 1790 there were three broadcloth fulling mills in Dewsbury: Dewsbury Lower, Dewsbury Upper, and Dewsbury New (Jenkins 1975, 7).

Dewsbury Mills (HLC_PK 7966) is depicted on the 1852 O.S map and expands to the south during the second part of the 19th century (HLC_PK 7965). Modern digital mapping shows Dewsbury Mills on this site (Master Map 2015) and some 19th century mill buildings are extant (Google Street View 2015). Dewsbury Mill, according to a detailed rating valuation of 1803-1804, comprised the New Mill, Upper Fulling Mill, Wood Mill, Lower Fulling Mill and goyt, Cornmill, maltkiln and yard (WYHER files, 1803). In 1811 John Hague, a cloth manufacturer, purchased the land, buildings and equipment of Dewsbury Mills known as the Upper and Lower Mills, used for the grinding of corn and grain, chipping and grinding of wood. The remaining mills were used for the fulling of cloth, scribbing, carding, slubbing and the spinning of wool. The property comprised five mills, with goits, dams and wheelraces. There was also a dwelling house, formerly occupied by the Greenwoods, a malt kiln, a cotton spinning mill, and a house containing a gig mill for the cropping of cloth. The estate land at this time was mainly used for farming or tentering of fulled cloths. In 1812 new buildings were erected, comprising a wool warehouse, cloth warehouse and a drying house with stoves. The corn mill was leased in 1819, with a few other buildings, to William Fearnley and a new weaving department was established in 1820 (Glover 1959, 354-72). In

1822 the mill was worked by Hague and Cook who, prior to the mid-19th century, introduced power looms, although three water wheels supplied some of the motive power. In 1831, Thomas Cook of the Hague-Cook partnership installed an iron floor in the new dryhouse. Records show that in 1862 there were fewer than 200 looms in the whole building (page 1974, 429). By the beginning of the 20th century the mills were run by Messrs Wormald and Walker, blanket manufacturers. The number of looms had increased to 700 with 1500 employees (Page 1974, 429).

Other early woollen mills at Dewsbury in this period included Aldams Mill, Croft Mill and Kilncroft Mill, respectively established by 1790, 1793 and 1800 (Jenkins 1975, 253-4). Mills established elsewhere in Dewsbury by the 19th century include Spring Mills in 1808, Watergate New Mill (by Hemmingway, Wilson and Auty in 1815), Ing Mill (by Tug and Co. in 1821), Spinkwell Mill (Oldroyd and Son, 1818), Anchor Mills in 1833 (Jenkins 1975, 254), and Little Royd Mills in Nether Soothill (first quarter of the 19th century). The Calder Steam Mill (corn) on Thornhill Road appears to have been established c.1835 by Jonathan Fearnley. These early mills are for the most part located by watercourses; either along the banks of the River Calder or either side of the Dewsbury (Batley) Beck.

Aldams Mills is a 19th century textile mill that is now demolished (**site – see HLC_PK 11109**). The mill complex was located on site between Old Westgate and Aldams Road. Established c.1790. Perhaps the first steam engine powered mill in the area (1807) (Dewsbury Corporation Handbook published in the 1930s). The earliest record for the mill comes from a plan of estate at Dewsbury and Kirkheaton, divided for sale in 1835; this illustration gives a clear building plan outline, map location and a sketch of the mill buildings drawn from the east (RCHME, 1988). The mill is also visible on the 1st edition OS map that was surveyed in 1851 (map sheet 247) as well as the subsequent 2nd edition OS maps surveyed, 1894, 1905 and 1931. The Mill buildings are very clearly shown on the 1870 Patterson map of Dewsbury. The name Aldams derived from the field name at the location of the mills. Two fields covering a large area to the west of the church are shown on the Parson and Thompson map of the manor or rectory of Dewsbury (1761) both with the name Aldams. Aldams mill failed during a depression of trade in 1834 under the ownership of Halliley and was put up for sale but no buyer found (Glover 1959, 440). The mill is pictured on a plan with lots for sale in 1835 (RCHME). In 1840 the mill is described as 'one of the most complete woollen manufactures in the north of England' with the following detail 'extensive carding, scribbling and fulling mill called Aldams Mill, consisting of a mill, 60 yards long by 13 yards wide and three storeys high - with counting house, three large warehouses, press shops, wool chambers, weaving shops, lighted with gas and heated with steam, wool and pieces

frying house, heated by stream, dyeing house, cistern, gas house, steam engine of 50 horse power with boilers, shafts and going gear, five wyllies, fourteen scribblers, six single and five double carders, fourteen billies, two tommies, two mules, three raising gigs, ten fulling stocks, three rag machines and one washing machine and other machinery...' (Glover 1959, 443). The mill was demolished before 1990 and the site is now occupied by Dewsbury police headquarters.

Kiln Mill, Ings Mill and Victoria Mill (HLC_PK 10224). Kiln, Victoria and Ings Mills are depicted on the OS 1:10560 Town Plan of Dewsbury (1851) and the 1st Edition 1:10560 map (1854). Kiln Mill (possibly Kilncroft Mill mentioned above) was established c.1800, with nearby Ings Mill in 1821. The mills were in operation until the 1970's. Ings Mill had been demolished by 1990, much of the mill complex lies derelict with only Victoria Mills in use (converted to other industry). Part of Kiln Mill still stands, although derelict and in ruinous condition.

Watergate Mill (HLC_PK 10201) is annotated here on the 1st Edition OS map, surveyed 1854. It is shown on later historic O.S maps as West End Mills. In a sale advert of 1861 it is described as comprising a complex of buildings, including a mill three storeys in height, a shed mill with a nearly new 60-horse power engine, smiths shop, warehouse, three-storey wool warehouse. Other buildings included a weaving shed, dye house and two-storey weaving shop, offices, engine and boiler houses, as well as a cottage and stables (located into the far north-west corner of the complex) (Dewsbury Reporter April 1861). Converted into engineering use in the 1970s.

Eastfield Mills (HLC_PK 7770, 7783 and 7772). Eastfield Mills appears on the Ordnance Survey 1st Edition map of 1854, established by John Greenwood in the early 1800s. By the mid-19th century it was operated by Robert and Arthur Greenwood, until their bankruptcy in 1883.⁵ It was taken over by Thomas Chadwick in the late 1880s. The company, later Thomas Chadwick and Sons, still operates today (as part of Standard Wool Ltd). At Eastfield Mills freshlyshorn greasy wool is cleaned so that it is ready to be spun into yarn. The 50 strong teams' annual wool production had grown to more than 20 million kilos and it is now one of only two remaining commission wool scourers in the UK. In the region of 20 to 25 million kilos of greasy wool are process each year, to be ultimately used in the carpet trade.⁶ The original mill appears to survive (although heavily altered), with a later shed (c.1880s) to the immediate north. Later 1960s to 1980s additions to the north and south (HLC_PK 7772).

⁵ www.thegazette.co.uk/London/issue/25234/page/2771/data.pdf

⁶ www.thepressnews.co.uk/business/last-of-chadwicks-ends-link-with-textile-firm/

The mill owner's house (HLC_PK 7783), depicted on the Ordnance Survey 1st Edition map of 1854 survives intact, currently used as offices to the modern scouring mill.

Anchor Mill and Foundry (HLC_PK 7823 and 10226). Site of a former textile mill established in 1833. Sales particulars of 1861 describe a freehold scribbing and fulling mill, with a dyehouse and dryhouse, as situated at 'The Anchor'. The particulars could relate to Anchor Mills (Ordnance Survey 1854 and 1894) situated on the west side of Anchor Road and the northern bank of the River Calder. The boiler and dyehouse contained one 30-horse boiler, and a 20-horse boiler. A 22-horse bean engine stood in the engine house. The bottom room of the mill contained six pairs of fulling stocks, three wood cisterns, two willeys and other machinery. Six pairs of fulling stocks were let to Messrs Oates and Blakeley. Other buildings in the mill complex included weaving shops and sheds (Dewsbury Reporter, November 1861). The Anchor Foundry stood to the east of the mill complex, east of Anchor. The foundry appears to have been demolished in the 1980s, leaving the area derelict until the construction of modern commercial premises in the period 2002 to 2009.

Spinkwell Mills (HLC_PK 11716 and 10422). A mill complex first depicted on the Ordnance Survey 1st Edition 1:10560 map of 1854 and dating to the early to mid-19th century. Established by Mark Oldroyd in 1818, later developed by his son (also known as Mark Oldroyd). It contained a number of monuments associated with the textile industry, including weaving sheds, spinning mill, warehouses and engine sheds. Spinkwell Mill used to be owned by one of the best known and most public spirited men in Dewsbury's history, Sir Mark Oldroyd, who employed 2,500 workers and had the biggest textile manufacturing base in the country. Oldroyd's became one of the world's largest cloth manufacturers with mills in Dewsbury, Leeds, Germany and Silesia. Sir Mark donated large sums to worthy causes, in health and education, and also served the town as an MP, local councillor, alderman and mayor. The two Mark Oldroyd's also ran the other mills in the town – Calder, Bridge, and Queen's Mills.



Figure 379. Spinkwell Mills (this building dates to 1910). © Copyright Humphrey Bolton and licensed for reuse under this Creative Commons Licence.
www.geograph.org.uk/photo/228467

Oldroyd's had a reputation for producing high quality cloth, exported all over the world and provided the khaki cloth for British soldiers during the Second World War. The company closed in 1959. Nothing of the mid-19th century mill survives, with most of it being demolished during late 19th and early 20th century redevelopment of the complex. Most of the huge complex was knocked down in the late 50s and 60s, the area being given over to a supermarket (HLC_PK 10422 - built between 1970 and 1990, altered again between 2002 to 2009) but an imposing warehouse, constructed in 1910, survived (HLC_PK 11716). For years it stood largely empty, except for a discount furniture warehouse on the ground floor. The warehouse was converted after 2002 into more than 90 flats, many with balconies and roof gardens. The complex boats a gymnasium and a secure car park.

Calder Works, Thornhill Road (HLC_PK 1935 and 7936). Established before 1852 as Calder Steam Mill (Corn) with associated large detached villa house to front (as depicted on the OS 1:1056 Town Plan of Dewsbury. Established by Jonathan Fearnley c.1835. The original 1850's house and mill building survive, the mill buildings much altered and enlarged (particularly in the period 1852 to 1894). The steam mill depicted on the 1852 map has an

associated canal cut (Fernley's Cut) which has been subsequently infilled. Fernley's cut appears to have been established c.1834 (supplying water to the mill site of the same date?). From the mapping, it would appear that a range of purposely built terraced housing (HLC_PK 7934: WYHER 9501 and 9505) was constructed to serve this mill or one nearby (probably established by Wormald and Walkers c.1873). By 1894 the mill complex had increased in size and number of buildings (see 7936), and was known as Calder Dyeware Mills (suggesting a possible change of use). The mills were voluntarily wound up on the 14th November 1902, and the mill is depicted as disused on the 1908 mapping. By 1922 the site had, once again, increased in size depicted as Calder Works (Machinery). The buildings revert to Calder Dyeware Mills on the 1938 mapping and by 1965 is depicted as "Calder Works". The complex is currently used to manufacture waxed / weatherproof fabric (British Millerain Ltd).

The site of former **New Wakefield Mills (HLC_PK 10424)** is now a car park. New Wakefield Mills are depicted on the OS 1st Edition 1:10560 map of 1854 and probably date to the early to mid-19th century. At first small scale, but much enlarged by 1894. Demolished before 1990 to form a large car park.

Very few late 18th to early 19th century wool warehouses survive in the town. Notable exceptions are the Grade II Listed warehouses along Wellington Road (**within HLC_PK 10386**). Nos. 9, 11 and 13 Wellington Road (and No. 26 Bond Street) date to the late 18th through to mid-19th century. Number 9 Wellington Road is a late 18th century, three storey warehouse with rusticated quoins and a three bay gabled front. No. 11 is an office which dates to c.1800, while No. 13 is a c.1850 warehouse and offices. No. 26 Bond Street is a c.1800 offices with moulded cornice, and rusticated ground floor, and first, second floor and third floor cill bands.

Industrial Period Settlement

The Minster was in a very poor state of repair by 1764. By then it was also too small for the expanding town of Dewsbury. Permission was granted for collections throughout the county of York to pay for the enlargement and rebuilding of the Minster, the design of which was entrusted to the highly regarded architect John Carr who hailed from Horbury (Ryder 1993, 18). His work in Georgian style can still be seen in the design of the walls in the North Aisle and in the tower dating from 1767 (Unfortunately his matching South Aisle was demolished and rebuilt in 1895 in the Gothic Style which had become more fashionable). In 1850, the roof of the Nave was raised so that an organ and “singing loft” could be installed above where the altar now stands, galleries were built along the walls above both aisles, a 3-decker pulpit was introduced and box pews were renewed in oak throughout the worship area. Behind the old altar was installed the magnificent new window in memory of Samuel and

Mary Becket and their children. It can now be seen in the refectory.



www.geograph.org.uk/photo/3900230

Figure 380. Dewsbury Minster © Copyright Tim Green and licensed for reuse under this Creative Commons Licence.

The Moot Hall became the property of John Peebles in 1672. It became the property of a malster, Abraham Hemingway of Dewsbury, in 1790 (Chadwick 1911, 345). Conveyancing deeds of 1790 note that it was 'late or now called the Court House, but now used as a malthouse or maltkiln'. A drying kiln and other structures adjoined the building (Chadwick 1911, 345).

Glebe terriers, dated 1748, record the site of the vicarage as being 20 yards in length. The garden, close to the vicarage, measured 40 yards in length and 12 yards in breadth.

A Wesleyan Methodist house was founded in 1764 – the site of a Wesleyan graveyard is situated to the east of Wesley Place, north of Wellington Road (HLC_PK 11136).

Dewsbury acquired another market in 1742, established by the Duke of Leeds (Scargill and Lee 1983).

Numbers 16-18 Market Place (within HLC_PK 10386) is believed to be the oldest domestic building in the town centre, constructed in the late 18th century although possibly having earlier origins. Its façade was rebuilt in the 1830s. A draper, a currier and a watchmaker occupied the ground floor shops in the early Victorian period. Part of the building was replaced by 'The Picture House' c.1910. Just across the road was Dewsbury's Market Cross, built in 1826 and demolished only 27 years later.

Mid to late 19th Century Development

In 1800 Dewsbury had a population of only 4,500, most of whom worked in the woollen cloth-making trades. But the introduction of machinery, and the invention of shoddy in 1813, soon changed that. Dewsbury became the centre of the shoddy wool industry: recycling old woollen items by mixing them with new wool and making them into heavy blankets and uniforms. Shoddy makes for a short staple (fibre length) that is easily raised – the process which brings up the nap on a piece of cloth to make it furry and soft. The term "shoddy" is somewhat misleading as the layperson would hardly know the difference between this and new cloth. At one point three quarters of the world's shoddy trade passed through Dewsbury, which, along with Morley, Batley and Spen, was known as the "Heavy Woollen District". The entry of "professions and trades" for Dewsbury in Pigot's Directory of 1834 lists 100 names under Blanket Manufacturers; and this growth was reflected in a Cloth and Blanket Hall being built in 1836. The extension of the Calder Navigation in the 1760s opened up the region to the Irish Sea to the west and the North Sea to the east. By the end of the 1860s the population had risen to nearly 25,000, and by 1871 to 54,000. The proximity of coal also

helped: having 32 collieries in the Dewsbury district in 1872, when the number working in blanket manufacturers totalled 1,042 males and 292 females. Although most of the wool was local, some of it was also brought from the Antipodes and Australia via Hull and Liverpool.

According to a Trade Directory of 1866, the old parts of Dewsbury were not 'prepossessing in appearance', and apart from the suburbs no regular street pattern had been adopted in the erection of new buildings (White 1866, 897). The importance of Dewsbury as a textile centre is reflected in the three railway stations, served by different railway companies, within the town:

To the northwest of the town is **Dewsbury Railway Station (HLC_PK 10396)**. A railway station in Tudor style, built in 1848 for the London and North Western Railway Company. Ashlar with pitched slate roofs. Entrance block of two storeys with hipped roof, parapet and ashlar stacks. It has a four-bay symmetrical facade. It is still used, although former sidings, engine sheds and warehouses to the immediate north were demolished during development of Dewsbury Ring Road in the late 20th century.

To the south of the town is the site of the **Lancashire and Yorkshire Railway Station**, which was located immediately west of the Town Hall (**HLC_PK 11113**). The station opened in 1867 and closed in 1930 (Scargill and Lee 1983). It was sold to the Dewsbury Corporation in 1937 and demolished between 1938-9. The site is now a partly landscaped area. A contemporary large-scale goods station, yards, sidings and sheds located immediately to the south and east survived until the late 1970s. The area lay derelict for some time until redevelopment in the 1990s. The plots, immediately east of Dewsbury Minster, are now the site of two large sports centres and government offices (**HLC_PK 7762 and 7774**), a retail park (**HLC_PK 7775 and 7763**) and a supermarket (**HLC_PK 7764**).

Central Station (within HLC_PK 10414) was opened in 1880 by the Great Northern Railway. Passenger trains operated to Leeds, Bradford and Wakefield, with through services to London King's Cross. Newspapers and perishable goods came in daily on goods trains and were distributed from the station yard. From 1923 it was owned by the London North Eastern Railway. In 1951 it was named Central Station by British Railways. After its closure in 1964, the building decayed until its façade was incorporated into the Ring Road which crosses here.

The first Savile Bridge, of three fifty-foot masonry arches, was built in 1862. The bridge, and a street 60ft in width leading from Dewsbury Thornhill Lees Station, was opened for traffic in March 1863. It was built in order to connect the Savile Estate with Dewsbury (Kelly 1913). Its

opening allowed the development of Savile Town on what had previously been farmland crossed by the disused 'Old Cut' of the Calder and Hebble navigation - '*Several other streets have since been formed, and manufactories and dwelling houses have sprung up in various directions. The Dewsbury Corporation Gas Works have been removed here. The Wesleyans have a chapel here, to which Sunday schools are attached*' (Kelly 1913). Growth of traffic meant that in 1936 the original bridge had to be replaced by a single reinforced concrete span, and further widening has been carried out in recent years.

The growth of the 'new town' was enhanced by the establishment of the Savile Town Canal Basin. The original Calder and Hebble navigation was opened in 1762, and until the 1790s used to continue to the right of the basin to join the river Calder. In 1876 the Aire and Calder Navigation Company created the **Savile Town Basin (HLC_PK 7857)**, transforming it into a new and bustling port for Dewsbury. Barges delivered all manner of goods in cargoes of up to 75 tonnes between Goole and Hull in the east and Manchester and Liverpool in the west. The yard closed in 1958 and the basin is now used by pleasure craft. The original stable block is now a real ale pub (The Leggers Inn) and a café.

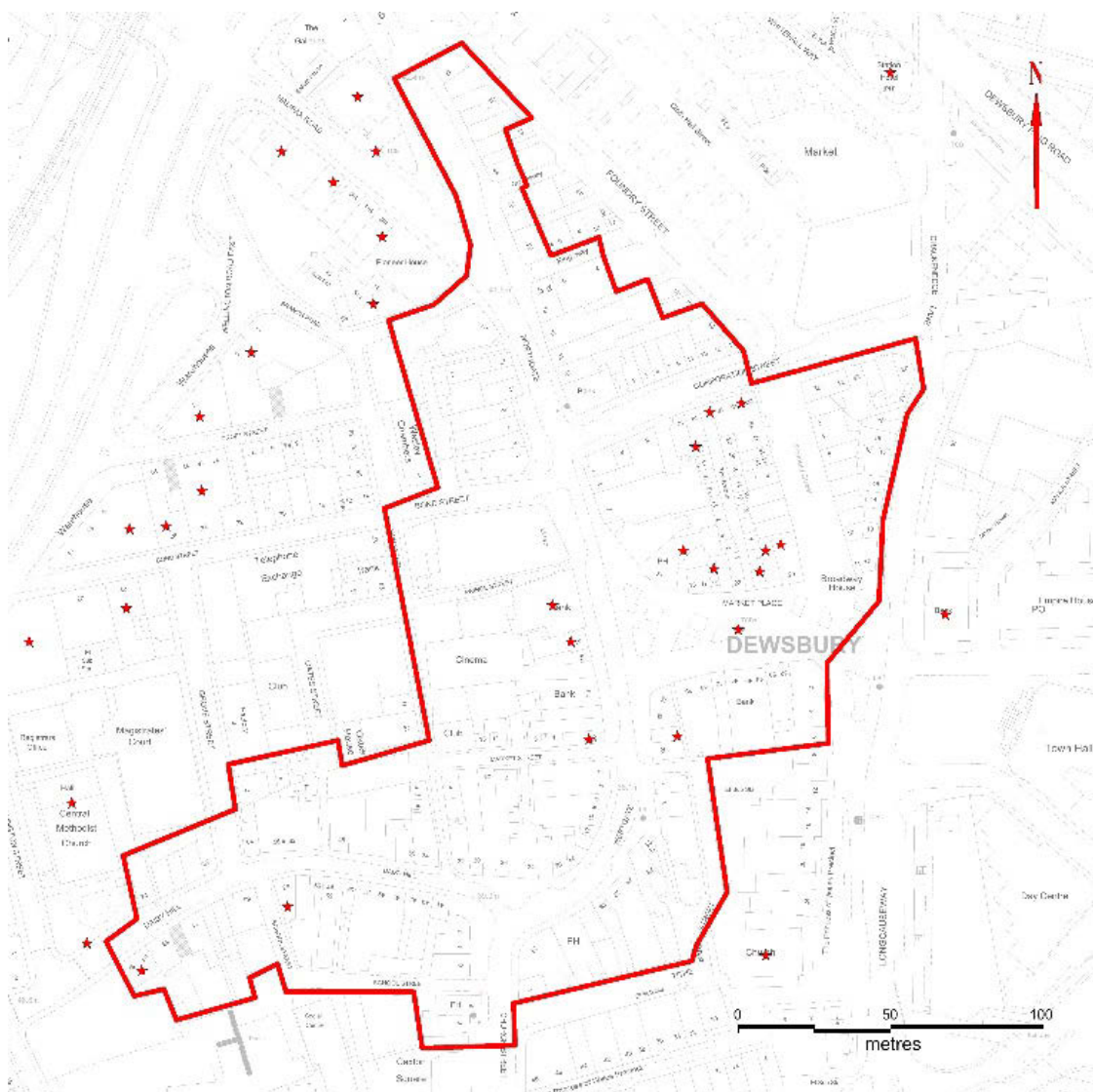


Figure 381. Dewsbury Town Centre, showing surviving street pattern and possible burgage plots (Listed Buildings as red stars)

Aside from the parish church, the oldest surviving feature of modern Dewsbury town centre is its street pattern, which comprises essentially Church Street, Daisy Hill, Westgate, The Market Place and Northgate. The Ordnance Survey map of 1854 shows the extent to which Dewsbury had grown in the first fifty years of the 19th Century. The first railway station, sidings and warehouse were operational, and Northgate, Westgate and Market Place can be seen to be the centre of the town. Much of the town centre had been built-up, though many of the buildings were small scale. Areas where there is limited development are - on the east side of the Dewsbury Beck which marks the end the Market Place; further north on the west side of the Beck, which was later to become the site of the open and covered market; and the streets climbing the hill towards the station have many empty sites.

Something of the small-scale, essentially close-knit, nature of pre-Industrial Dewsbury survives in the town centre - the 1:500 Ordnance Survey Town Plan of 1888-9 depicts a series of long, narrow residential plots perpendicular to the main streets of Daisy Hill and Westgate, to the northern side of Market Place, and to the western side of Northgate as far as Branch Road. These are suggestive of medieval burgage plots, which eventually led to the formation of yards in the 18th and 19th centuries. Many of these former houses have been altered or rebuilt as commercial properties now forming the commercial core of Dewsbury. Early to mid-19th century buildings line Daisy Hill, Westgate and Market Place, all falling within a Commercial Core HLC Character Type (**HLC_PK 10386**). In comparison to the, typically, three storey scale of buildings around the Market Place and Northgate, Daisy Hill is largely made up of two storey, and compact three storey, buildings. Together with the finer grain of the narrow street and the gentle curve as it rises up the hill, this creates a more informal and intimate character, in comparison with the grandeur of the Market Place and the Town Hall or the planned formality of the grid layout of Bond Street and Croft Street. This characteristic is accentuated by the greater variety of building heights, materials and details.

Grade II Listed Nos 85 and 87 Daisy Hill is a former early 19th century villa house that has been subdivided. Ashlar construction in Classical style, with a stone slate roof. Further east is Grade II Listed No.63 Daisy Hill, another early 19th century house (now shop). Purpose built early 19th century shops line Westgate and Market Place, including Grade II Listed Nos. 1, 3 and 5 Market Street and No. 26 Market Place, and Nos. 27-29 Market Place. Mid to later 19th and early 20th century shops and a public house (The Black Bull) probably replaced earlier residential and commercial properties, although it is possible that earlier fabric may be incorporated into these builds (as at No. 14 to 18 Market Place – see above).

Later 19th and early 20th century rebuilds and insertions, such as The Arcade (Nos. 1-22, constructed c.1899) and The Queensway and Kingsway developments (early 1920s), have tended to respect earlier building plots. Included in this zone is the Grade II Listed **Central Methodist Chapel on Daisy Hill (HLC_PK 7743)** which dates to 1839. It is now used as the Elam Pentecostal Church.

The Rectory Manor remained with the Carr family until 1847 when it was conveyed to Jeremiah Marriot of Dewsbury. The Marriot family held the manor into the 1900s. In 1862 Dewsbury became a Municipal Borough and subsequently raised to the County Borough in 1913. Small tithes payable to the vicar, ordained in 1349, were extinguished in 1805, when the Commissioner for Enclosure allocated, in compensation, 15 acres of land at Crows Nest. The vicar subsequently sold this land to the Burial Board in order to provide a cemetery for Dewsbury parish (Greenwood 1859, 107).

Dewsbury Cemetery (HLC_PK 2044) is a Grade II Registered Park and Garden. On 26 May 1857 a vestry meeting in Dewsbury parish church determined that a Burial Board should be established and by August of that year it had been agreed that an area of c.15 acres (6ha) of land at Dewsbury Moor should be purchased for a cemetery. The purchase, from the minister of the parish, the Rev Thomas Allbutt, was completed in January 1859 at a cost of £2500 (Burial Board Minutes). In December 1858 Jeremiah Marriott and Son were appointed as surveyors and architects. On 11 February 1859 the Board approved plans for the chapels and other buildings and a total estimate for buildings and laying out the cemetery of £4000 which included two chapels (Grade II Listed), a lodge, and £60 for 'levelling the round hill' (ibid). At the same meeting the Board resolved to seek designs for laying out the cemetery from Mr Gay of Bradford and Mr William Barratt of St John's, Wakefield. The party whose plan was not adopted was to be paid £10 10s while no payment was proposed to the successful candidate on the understanding that they would receive the contract for laying out and planting (ibid). In March 1859 the Board determined to adopt the plan by William Barratt with supervision of the works by Marriott (ibid). This is possibly the same William Barratt who designed Albert Park, Middlesborough (qv) in c 1868. The contract for the buildings, in the sum of £1064 13s 0d, was awarded to William Chappel (Kirklees Metropolitan Council 2001). Dewsbury Cemetery was opened on 1 January 1860. In 1886 the cemetery was extended to the south-west with the purchase of c 7 acres (c 3ha) from John Wormald for the sum of £3170 plus a contribution of £221 3s 6d towards the construction of Ravenshouse Road on the new south-west cemetery boundary (Watch and Cemetery Committee Minutes). Tenants of Pilgrim Cottages, on the extension land, were given notice to quit in 1886 and new boundary walling was completed by the Borough

Surveyor in c 1890 (Kirklees Metropolitan Council 2001). The 1894 Ordnance Survey map indicates a hospital on the site of the cottages and the 1907 and 1922 Ordnance Survey maps indicate an enclosed yard and buildings in the same location. The 1938 edition indicates one small building remaining but no evidence of this now (2002) appears to remain. In 1979 the cemetery was extended to the north-east (outside the area here registered) to provide a Muslim burial area. The lodge was demolished in c 1986 and the two chapels are no longer in use. Dewsbury Cemetery remains (2002) in use and in the ownership of Kirklees Metropolitan Council.

Crow Nest Park (HLC_PK 2220 and 2214). In January 1893, the 74 acre (c.31ha) Crow Nest estate, which included formal gardens and parkland, was bought by Dewsbury Corporation, though evidence indicates that plans were laid for the public park by 1891. The interior of the house was altered by the Borough Engineer, H.C. Marks, who, with the assistance of Mr Daniels, the park superintendent, was also responsible for laying out the public park. A plan of the park appeared in the local newspaper in 1891 (Dewsbury Reporter, 12 December 1891) showing a range of features, including a lake, a bandstand, entrance lodges, and several areas set aside for sporting activities. The 18th century 'Temple' gazebo, as well as service buildings and the kitchen garden, were retained for the park. Selected tree belts and copses were also retained and enhanced by additional planting. The park was officially opened, though not yet complete, in September 1893. For the occasion, Mr Daniels introduced extensive carpet beds, including one which featured the borough's coat of arms (Dewsbury Reporter, August 1893). The park was enlarged during the 20th century. Tennis courts and allotments had appeared on the west side by 1931 and by the same date, what were designated 'Play Lawns' in 1891 had become the site of housing on the east side of the park. The Recreation Ground was allocated to rugby. In 1960, land to the west was given up for an extension to the crematorium. The park remains (2015) essentially as it was laid out in 1893 and is still in public use. When the corporation took over the estate, the house was simply used as a depot for the park. But, soon afterwards, a group of local people persuaded the Corporation to create a small museum. Some minor alterations to the building were made, such as introducing the stained-glass windows but, generally, the conversion consisted of little more than bringing in display cases. The first two rooms were opened in 1896, displaying Egyptian and Ethnographic artefacts, as well as natural history specimens, many of which came from other museums as a donation or on loan. The house functions as Dewsbury Museum, with the former coach house and stables as an urban wildlife centre.

Dewsbury Minster - In 1878 it was mooted that the whole Minster should be demolished and a new Victorian edifice should be built as had happened in many other places. However

the architect G.C. Street recognised the beauty of the arches in both aisles and persuaded the church authorities not to demolish them. Instead, work started in 1884 on a major extension behind the old altar, which effectively doubled the size of the worship area. The extension turned the worship area into the traditional cross-shape facing east. The “foot” of the cross was where the tower is now and the altar was located in a new area that formed the top of the cross. Above the Altar a large beautiful stained glass window was installed in memory of Elizabeth Caldwell. It is still in its original position and can now be inspected closely in the upper room. The two new “arms” of the cross (called Transepts) now contain the Heritage display and the entrance foyer (or Narthex). In 1884 most of this huge worship area was filled with new wooden pews. During the rebuilding of the walls in the south aisle, the “lost font” was discovered and reassembled. It is a rare example of a thirteenth century font. The galleries in the aisles were taken down at this time but the line of an old gallery is still visible around the north aisle wall. Several smaller rooms were constructed such as the Morning Chapel (which is now the refectory), a choir vestry (which is now the refectory kitchen), a Lady Chapel and a Vicars’ vestry. The Reredos (a large wooden screen carved with the images of Saints), which is in the Narthex, was constructed in 1913 and installed behind the altar. The effect of all these changes was to create a church of Cathedral proportions. This may have been deliberate as the Dewsbury and Wakefield Churches were in direct competition as the seat of the Bishop for the new Wakefield Diocese created in 1888. Unfortunately Dewsbury lost and Wakefield became the Cathedral City.

Mid to late 19th century Industrial Development

Calder Bank Mills (HLP_PK 7925) is a woollen mill, built in 1861 by Day, Howgate and Holt. The complex is dominated by two large blocks, a multi storey warehouse at the south east corner of the site and a single-storey expanse of sheds of many periods. Grouped around these are lesser buildings including a dyehouse, boiler house, and engine house. Fire damaged parts of the first mill on the site, destroyed by fire in 1883, survive next to the river (Giles and Goodall, 1986). The mill was extended westwards in c.1872 and the complex included a spinning mill, weaving shed, warehouse, dyehouse, finishing and tentering departments and some other small buildings. The spinning mill was destroyed by fire in 1883 and in the same year the remaining mill buildings were sold to E. Fox and Sons, shoddy and mungo manufactures. The mill was converted to a shoddy and mungo works although parts of the mill were let to tenants who continued manufacture woollen cloth. In 1973 Calder Bank Mills was purchased by S. Lyles and Sons carpet yarn spinners and dyers (ASWYAS 2001, 36). S. Lyles and Sons, went into administration in July 2010. Calder Bank Mills was sold to Cleckheaton based Westex Carpets for an undisclosed sum. The plant and

machinery at the mill was also sold in a separate deal worth close to £2 million. Westex continue to use the dyehouse facilities on the site.



Figure 382. Textile Mills sites of Dewsbury and Savile Town. Early to mid-19th century mills are in green, while later 19th century mills are in red. A small block of early 20th century mills (Scarborough Mills) is in yellow. In this area, all of the mills are located on the banks of the River Calder, with all Savile Town Mills dating to after 1962.



Figure 383. Cloth Hall Mills, Dewsbury. Dated 1874, with a portrait gallery of carved stone heads on the ground floor façade. The upper floors are apartments now, and the ground floor is 'Kiddies Kingdom'. © Copyright Humphrey Bolton and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/230749

Cloth Hall Mills (within HLC_PK 10394). Unlisted. The Machell Brothers moved their shoddy and mungo business from Bradford Road to Cloth Hall Mills in 1874. Portrait busts of Robert Fletcher Machell and his brother William, together with Cobden and Disraeli, adorn the office frontage. William was mayor of Dewsbury in 1880 - 1882. The quadrangle of mill buildings lay behind the former Railway Hotel. The building has been recently converted into apartments, with ground floor shops and has been incorporated into a Commercial Core (Urban) HLC Character Type along with the early 20th century market.

Britannia Mill (site - HLC_PK 7766) is shown on Pattersons 1870 map of Dewsbury and on the 2nd edition OS map, surveyed 1894 (map sheet 247NE), but is not shown on the 1st Edition, surveyed 1851 (map sheet 247, 1854). Almost all of the large plot occupied by the mill complex is shown as tenter fields on the 1851 O.S map indicating textile production in the area before the mill was built. Britannia Mills was originally a blanket and rug manufacturers, the complex occupied about five acres of ground on the north side of the River Calder. The main building is said to be of four storeys and contained the carding and scribbling departments; adjoining is a large block of stone-built buildings used for weaving, the storage of wool and also for blending (Industries of Yorkshire, 1888). A description of

Britannia Mill in 1895 stated that there were 3600 spindles and 300 looms and Glover suggests that the capacity of the mill increased by 30% in the period from 1870-95 and that employees had trebled in the same period (Glover 1959, 503-504). The mill was demolished in the late 1980s and the site is occupied by a large commercial warehouse.

Immediately east of Britannia Mill, was the site of **Calder Mills (HLC_PK 7768)**, which was established in the late 19th century. Calder Mills is first depicted on the OS 2nd Edition map of 1894 and the earlier 1:500 Dewsbury Town Plan of 1890. It was demolished in the 1980s, the site is now occupied by modern warehousing.

The mid to late 19th century saw the development of the textile industry to the south of the River Calder, in the area of Savile Town.

Midland Mills, Albert Mills, Bridge Mills and Heckmondwike Carpets (site – see HLC_PK 7778). This was a complex of mill buildings located on the south side of the River. The buildings were demolished after planning permission was granted to Asda Stores Ltd in 2001 to build a new store on Mill Street West. Although not Listed Buildings, the complex was considered to be of historic interest, and was a condition of the consent that Asda undertook a programme of recording works in accordance with a brief issued by West Yorkshire Archaeology Advisory Services (WYAAS). The buildings formed a group of late 19th century/early 20th century structures relating to textile manufacture, including a woollen mill, a shoddy and mungo mill, a rag auction warehouse and other ancillary buildings (WYHER 7778). Elements of three mill complexes were represented, namely Midland Mills (west end), Albert Mills (centre) and Bridge Mills (east of centre), while the east end of the side was marked by a large shed latterly known as Heckmondwike Carpets (WYHER PRN 7778). The Albert Mills complex is annotated on the 1894, 1908 and 1948 O.S maps. Midland Mills was added to the east in the 20th century and is shown only on the 1948 O.S map. Also within this group was a former rag warehouse built for Robert Thornton and Son's. This was late example completed in 1915, comprising a two-storey building (ground floor and full basement), brick with stone front, steel-framed with wooden trusses. Auction and storage space was 300ft by 150ft, with offices along the Mill Street frontage (Giles and Goodall 1992, 171). This was probably the last purpose-built rag auction house in the Shoddy Triangle (the Recovered Wool Industry began to decline after about 1920).

To the east of Savile Bridge, either side of Mill Street East, are a number of large-scale textile mills all established in the late 19th century, with many dating to the period 1863 (the construction of Savile Bridge, and effectively the establishment of Savile Town) to 1890

(when they first appear on the Ordnance Survey 1:500 Town Plan of 1890). Many of the surviving buildings here are rather utilitarian hammer-stone constructions, with little or no ornamentation, suggesting similar construction dates or building phases. Much of the fabric of these mills survives, although much altered, rebuilt and re-used.

Cut End Mills (HLC_PK 7780 and 7847) is first depicted on the Ordnance Survey 1:500 Town Plan of 1890. There has been a bus depot here since 1936 (datestone on building). Originally part of the Cut End Mills complex, with possibly re-use or, more probably rebuild, of original mill buildings. Much of the mill complex has been demolished (now forming the bulk of an Arriva Bus depot), with only a few ancillary buildings standing.

Spenn Valley Dairy (HLC_PK 7849), is a re-use of former dye works buildings first depicted on the OS 1:500 Town Plan of Dewsbury (1890). Change to a dairy occurred in the period 1933 to 1938.

Queen's Mills (HLC_PK 7781) on the north side of Mill Street East, is first depicted on the OS 1:500 Town Plan of Dewsbury (1890). From the late 1970s or 1980s, these buildings are mixed commercial and light industrial use. The mill expanded to the south of Mill Street in the 1930s (**HLC_PK 7850 and 7851**), in-part re-using the former Britannia Dye and Chemical Works (established between 1855 and 1890), and with the construction of large weaving sheds immediately east sometime before 1933-38. The former dye works was demolished sometime between 1956 and 1965, and a new warehouse constructed. This complex is currently used as for paper and printing works (greeting cards) and as a warehouse.

King's Mills and Crown Mills (HLC_PK 7782) were also established in the late 19th century, both being depicted on the OS 1:500 Town Plan of Dewsbury. The two mills were originally on separate plot - the Crown Mills, to the south of the plot, apparently absorbed into the King's Mills complex in the 1940s-50s. The King's Mills were enlarged again in the 1970s. Part of the original mill building still stands, fronting on to Mill Street East, although much of the complex (including the Crown Mills) was demolished in the late 1970s. It is now used by a distribution and warehousing company. **The Northumbria Works (HLC_PK 7859)** is an engineering works established between 1922 and 1938.



Figure 384.
Savile Mills,
Dewsbury ©
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rg.uk/photo/3739
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To the south of
Mill Street East is
the **Savile
Business
Centre (HLC_PK**

7809), which was established on the site (and in part re-using) buildings of the former Savile Woollen Mills. Present day use includes bed making, allied to the textile industry. Savile Woollen Mills was constructed between 1855 and 1890 (first depicted on the OS 1:500 Town Plan of Dewsbury, 1890). The original mill site, established in the mid to late 19th century was enlarged to the west and south in the 1930's. Now in mixed commercial use.

Immediately east is **Victoria Mills (HLC_PK 7810)**. First depicted on the OS 1:500 Town Plan of Dewsbury (1890), the angle of the buildings matches a former mill pond and small canal that used to run past the buildings (as a continuance northwest from Savile Town Wharf to the River Calder). The leat appears to have been backfilled in sometime in the period 1948 to 1956. The original four-storey mill building and water-tower still stands, with modern extensions to the north and northeast. Although currently part of a Business Park, the original mill building lies vacant.

Headfield Mills (HLC_PK 4604) to the extreme south of Savile Town, was built in the late 19th century, probably after 1863. It is depicted on the Ordnance Survey 1:500 Town Plan of 1890, and currently has mixed commercial and light industrial use.

In addition to the mills which dominated the area, a major feature of Dewsbury's textile production from the middle to late 19th century were its rag warehouses. Many rag warehouses have fine ornamentation and detailing, particularly those dating from the 1860s through to the 1890s. Distribution of individual warehouses is fairly general; as with the textile mills, however, significant groupings are located close to the main roads (particularly

along Bradford Road and Wellington Road), or within easy access to the railway station. Surviving examples include:

Grade II Listed **Nos. 23 and 25 Bradford Road (HLC_PK 10463)**. Nos. 23 is a Rag warehouse c.1860. Constructed in ashlar and coursed rubble with ashlar dressings. Slate roofs. No. 25 is of similar date, constructed in coursed rubble with ashlar dressing. Both of them are re-used, with the lower floors as shops and the upper floor seemingly disused. Separately listed Grade II, **Nos. 43 and 45 Bradford Road (HLC_PK 11735)**. These are rag and wool warehouses dating to around 1880. Both are rock-faced stone constructions with ashlar dressing. Currently storage and commercial use. Grade II Listed **No. 128 Bradford Road (HLC_PK 13711)** was the subject of an archaeological assessment in 1988 by Colum Giles as part of the WYAS/RCHME Yorkshire Textile Mills Surveys. The photographic images produced by the assessment are held by WYAAS (Giles, C. (WYAS/RCHME). 1988). It forms part of the shoddy and mungo industry of the Dewsbury district which originated in the early 19th century (the report provides a more compressive account). The firm of Machell Brothers was among the more substantial of the local merchants. In 1864 the Machell brothers were described as rag and wool merchants, having bought land on Bradford Road in 1862. By 1875, the firm had left the warehouse on Bradford road which was then occupied by a succession of textile manufacturers and merchants. It was a wool and rag warehouse in 1923 through to the late 1980s. Today it is disused and boarded up.

No. 150 Bradford Road (HLC_PK 11712) is Grade II Listed and dates to the mid-19th century, with minor 20th century alteration. It stands three storeys high, constructed in dressed stone with ashlar dressings and Welsh slate roofs. It is currently used as a sports gym. Immediately north is **No. 152 Bradford Road (HLC_PK 11712)**. A rag and wool warehouse constructed c.1840. It is also Grade II Listed and is currently a small supermarket.

Other, unlisted, mid to late 19th century rag and wool warehouses can be found either side of Bradford Road, leading to towards Batley Carr. It would appear than none of these are currently used for textile storage, with the majority converted into commercial use (as ground floor shops), with their upper floors often disused, boarded up and left derelict. These include **Klein's Warehouse (within HLC_PK 10511)**. This is late 19th-century warehouse originally built by Messrs. Klein & Co. There are several photographs relating to an 1876 expansion of the warehouse and that depict the front elevation of the building on file at West Yorkshire HER; these show a three-storey structure of four bays with round-arched mullioned windows and a tall, elaborate central taking-in door with a smaller entrance to its left. The building is

currently vacant. Further north is **No. 12 Upper South Street (HLC_PK 11728)**. This is a 19th century textile warehouse. Its construction date is uncertain, however Upper South Street does not appear on the 1st Edition OS map, surveyed 1851 (map sheet 232, 1854), indicating that the warehouse was built during the late 1850s at the earliest. A print, illustrating the plan layout of the warehouse is dated 1871 (RCHME, 1988). Currently used a small engineering firm.

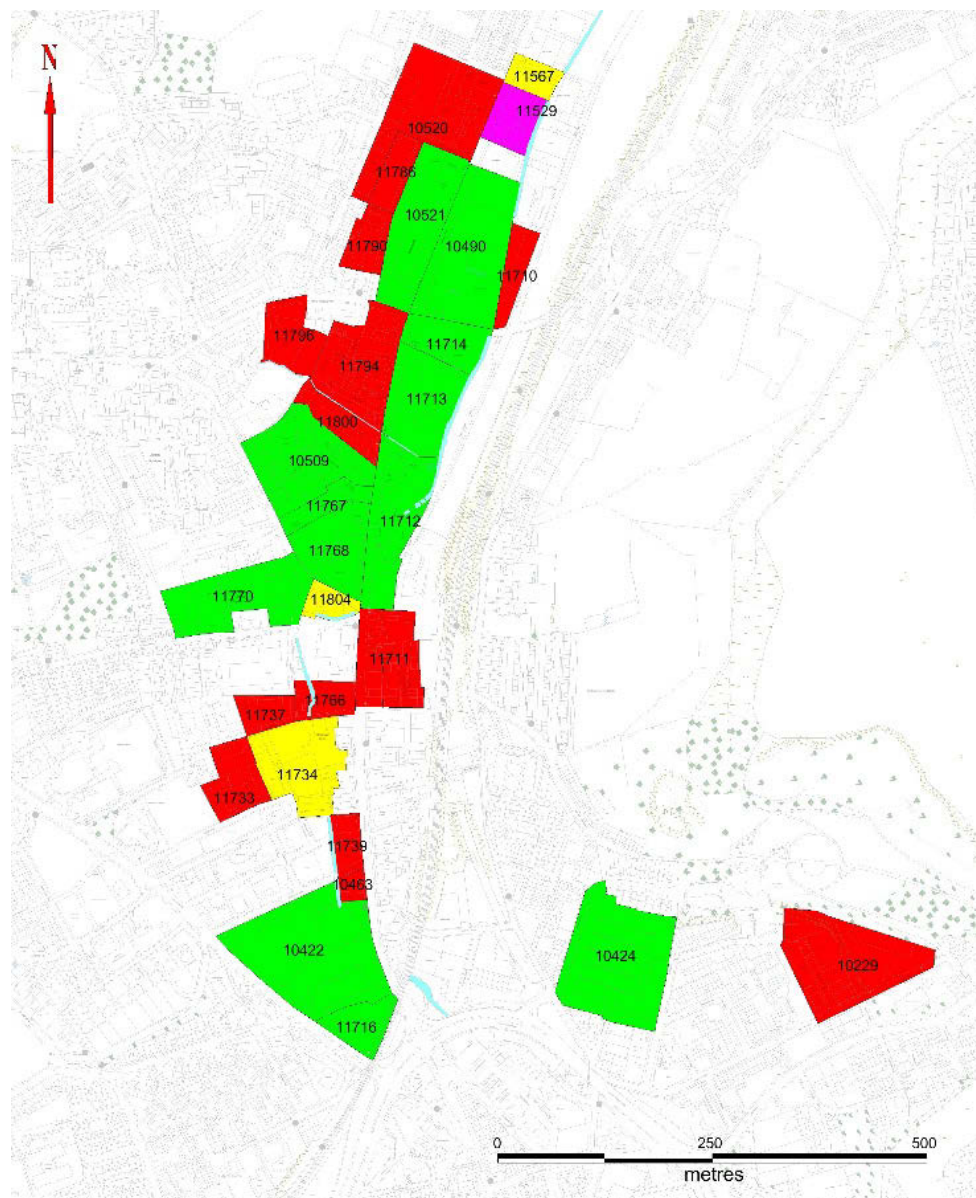


Figure 385. Textile Mill and warehouse sites (by Period) to the north of Dewsbury town centre. Early to mid-19th century mills are in green, while later 19th century mills are in red. The majority of buildings are rag or wool warehouses, with only a few production centres represented (including Spinkwell Mill – HLC_PK 11716 and 10422). Small blocks of early 20th century mills is in yellow, and a single pre-1922 in pink. In this area, all of the mills are located either side of Dewsby (Batley) Beck and/or Bradford Road.

Grade II Listed Nos. 3-5, and 7-9 Wellington Road (HLC_PK 10386). Nos. 3-5 Wellington Road are wool textile offices and warehouse built c.1880. Built for James Howgate and Sons, in the Italianate style. Ashlar with ashlar dressings and slate roofs. Grade II Listed Nos. 7-9 Wellington Road. The buildings along Wellington Road were erected after 1850 on surplus land sold off by the London and North Western Railway Company. They served as warehouses and selling houses for woollen cloth manufacturers. Later in the century, warehouses were provided on mill sites and by 1890 many of the Wellington Road buildings had become rag warehouses. Though less stylish than its neighbours, this warehouse retains its hoist and the "taking-in" doors on each floor. All of these buildings are now commercial offices.

The 'Reporter' Building (within HLC_PK 10408) is located on the junction between Wellington Road and Wellington Street. Built in 1851 on land owned by the London and North Western Railway Company, it was occupied at first by rag merchants, the last being Henry Day. The Dewsbury Reporter, founded in 1858 and originally based in Daisy Hill, moved here in 1897 and in 1905 bought the building outright for £2000.

Mid to late 19th Century Civic, Religious and Commercial Core

During the last decades of the 19th Century, extensive new shopping streets were developed in the town centre. Handsome new buildings replaced areas of older, smaller-scale buildings and extended beyond the limits of the 18th Century town. For example, Northgate had been built-up earlier, but it was the opening of the large store by the Dewsbury Pioneers Industrial Society in 1888 that developed it as a shopping street.

Civic consciousness was an important factor in the redevelopment of Dewsbury with the Municipal Borough – incorporated in 1864, being a prime mover. Examples included: creating new thoroughfares – Corporation Street replaced a narrow alleyway called New Bridge Street; a sewerage system was completed in 1883; the Town Hall was opened in 1889; the Baths and Library opened in 1896; a site was cleared for the Covered Market which opened in 1904; and the post office was erected in 1908.



Figure 386.
 Dewsbury Town Hall © Copyright David Ward and licensed for reuse under this Creative Commons Licence.
www.geograph.org.uk/photo/518804

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 1889). The Grade II Listed **Town Hall (HLC_PK 10413)** was built in 1886 - 1889 of local ashlar stone in French Renaissance style at a cost of £40,000. It housed the municipal offices, courthouse and police station of the Borough Council which was incorporated in 1862. Designed by the eminent Dewsbury architects Holtom and Fox, it was built by Chadwick and Sons of Staincliffe.

The Grade II Listed **United Reformed Church** on Long Causeway (**HLC_PK 7742**) is the third church on this site serving a congregation of Independents originally formed in 1814. The present church was built in 1882 - 1884 to the designs of Walter Hanstock of Batley. Behind the elaborate Gothic façade is a typical galleried chapel interior.

Barclay's Bank (within HLC_PK 10414) on Market Place is Grade II Listed and is a three storey commercial building constructed in Italianate Palazzo style. Late 19th century (c.1870s). Ashlar with rustication and vermiculation to ground floor.

The Grade II Listed **Gothic Revival Baptist Church (HLC_PK 7744)** on Wakefield Old Road was opened in 1871. These buildings are set within blocks of 1930s shopping arcades (including Broadway House) and 1960s offices (Empire House). The present Empire House stands on the site of the former manor house and later the Empire Theatre. John Peebles, who had bought the Rectory Manor in 1672, built the manor house, noted for its plasterwork ceiling. The Empire Theatre stood on this site around 1909 until demolition in 1961 to make

way for Empire House, a shop and office block. In the 19th century land to the east of the manor house, on the north side of Wakefield Road, and the east side of Leeds Road contained well-to-do houses with extensive gardens. Many of these were demolished prior to construction of the Dewsbury Ring Road in the 1970s to 80s, although a few survive along **Bank Street and Highgate Terrace (HLC_PK 11350)**.

Dewsbury Market (Unlisted – see HLC_PK 10394) was originally held in the Market Place, although the covered market was opened in 1904 and the last stalls in the original Market Place were finally moved to the present market location in 1937. The area was famous as the “Heavy Woollen District” due to the manufacture of quality blanket, coats and military uniform, the street through the Open market area known as Cloth Hall Street reflects this era of history in the area. Further modernisation which developed in the 1980s and 1990s complement the area resulting in a large thriving market.



Figure 387. Dewsbury Covered Market - Corporation Street © Copyright Betty Longbottom and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/711308

Dewsbury Library (HLC_PK 10410) is a Grade II Listed Public Library constructed 1894-96, and altered in 1931 and 1967. Designed by G.E.T. Lawrence. Rock-faced stone with ashlar dressings. Hipped slate roofs with single octagonal cupola.

Dewsbury was pivotal to the Shoddy and Mungo industries, which recycled woollen items by mixing them with new wool to make heavy blankets and uniforms. It was the success of these industries and the wealth they created that inspired mill owners, and groups such as *the Industrial Pioneers' Society*, as members of *the Co-operative movement* to build grand, beautiful buildings, to display their pride and offer benefit to the town. On Halifax Road, a block of three separately listed buildings forms a group of commercial premises established by the Co-operative Society in the period 1879 through to 1914 (**within HLC_PK 10386**). It includes the Dewsbury Pioneer Buildings (Pioneer House). The Co-operative Society Stores were designed by Holtom and Fox and opened in 1880. Departmental shops were on the ground floor; library, conversation rooms and offices on the first floor and an Industrial Hall (1500 seats) on the second floor. Further extensions northward were added in 1896 and 1914, the latter in a flamboyant Baroque style. The Hall was converted to a cinema in 1922. The buildings are currently vacant.

Across Halifax Road is the Grade II Listed **Former Salem Methodist Church (HLC_PK 10406)**, now Pakistani Madrassa. Dated 1863. Ashlar. 2 tall storeys plus basement. 5-bay front. The tympanum is richly decorated with scrolled foliage and has central roundel with 'SALEM 1863' in raised capitals.

The western side of the town centre has a particular character and layout, which distinguishes it from the other areas described above. Despite being constructed on the steepest slopes within the area, the street pattern forms a grid of inter-connected routes. Three and four storey buildings to each side of the narrow streets create deep 'canyons' of public space between them, framing views westwards to the railway station and eastwards, over the town centre, to the wooded hillsides beyond. The area has a different ambience to the other parts of the character area, not only because of the distinctive built form within the area but also because the buildings are largely in commercial use rather than the predominance of retail in the other parts of the town centre. This core part of the character area provides the connection to the heart of the town centre - Market Place and Northgate. It includes the principal warehouse and office buildings constructed in the 19th century, which are symbolic of the wealth and prosperity that the textile industry brought to the area of Dewsbury at that time.

Large-scale, three and four storey late 19th century commercial buildings can be found along Bond Street and Wellington Street (**HLC_PK 10386**), including: No. 21 Bond Street – Grade II Listed Commercial building, in modified Italian style. Late 19th century. Ashlar,

rusticated to ground floor. 4 storeys with cornice between and to eaves. No. 23 Bond Street – Grade II Listed Large commercial building in Classical style. Late 19th century. Ashlar. 3 storeys. No. 15 Wellington Road – Grade II Listed Large Italianate commercial building curving round a corner site. Late 19th century. Ashlar with rusticated quoins and ground floor with some vermiculation. 4 storeys with sill bands and deep bracketed eaves cornice and blocking course. All of these buildings are currently used as offices, forming a block of commercial offices (including the Dewsbury Business Centre in Nos. 9 to 13 Wellington Road) towards the northwest of the town.

Further civic and administration buildings can be found immediately outside the town centre. These include the former **Eastborough Board School (HLC_PK 11336)** on Rockley Street (now Eastborough Junior, Infants and Nursery School). It is a Grade II Listed Building. Built in 1879 in Gothic Revival Style, it is a richly ornamented hammer-dressed stone building with gabled pitched roofs.

The County Court (HLC_PK 10412) near Dewsbury Station, is a Grade II Listed Large Classical County Court building of the late 19th century. Rusticated ashlar with alternate courses vermiculated at ground floor level. Hipped slate roof with tall eaves stack with bracketed cornice.

Boothroyds House (HLC_PK 9141). Formerly Dewsbury Infirmary, a cottage hospital with eight beds opened in Northgate in 1876. This site in Halifax Road was bought two years later and temporary buildings were used until the Infirmary opened in 1881. This building, by Kirk & Sons of Dewsbury was built in the gothic style and could accommodate forty patients. Enlargement in 1909 increased the bed complement to sixty and the Infirmary served until 1930, when the new General Hospital was opened. The building later housed municipal offices and clinics, and latterly was an annexe to the Technical College. It was converted into apartments in the late 1990's.

Immediately north is the Technical College (now part of Kirklees College – see **HLC_PK 9142 and 9143**). Unlisted. The foundation stone of the Technical and Art School was laid in March 1888 by Mark Oldroyd.

Masonic Lodge (HLC_PK 9147). Unlisted. The foundation stone was laid in 1865, beneath which was deposited a bottle, hermetically sealed, containing copies of newspapers, lists of directors, and the names of the members of the Masonic Order in Dewsbury. The occasion was a huge civic affair, with members of various Lodges wearing Masonic regalia walking in

procession, preceded by the works band of Messrs. Mark Oldroyd Ltd. The building was completed in 1866 at a cost of £863.10.3d.

St Mark's Church (HLC_PK 9144) is Grade II Listed. St Mark's is a typical mid-Victorian church built for a prosperous suburb. When it was consecrated in 1865 church architecture had been influenced by the writings of A.W.N. Pugin and the Camden Society, and St Mark's conforms to their ideal middle pointed style. The architects were Mallinson and Healey of Halifax. St Mark's closed in 1998 and the building has recently been restored as a church and school for Dewsbury Gospel Church. The organ and some stained glass were removed to Dewsbury Minster.

To the extreme south of Dewsbury, at Thornhill Lees, are a group of religious and educational buildings established in the mid to late 19th century. This small group of buildings was established at a crossing point over the River Calder (Clegg Ford Bridge), the meeting point of a number of roads (including Savile Road in 1863) and near to Thornton Lees Railway Station (site – see HLC_PK 4543). The group comprises: Grade II Listed Thornhill Lees Church of England School and school-master's house built c.1858 (**HLC_PK 4609**); Grade II Thornhill Lees Vicarage, c.1858 (**HLC_PK 4610**) and Grade II Church of the Holy Innocents. Church of the Holy Innocents (**HLC_PK 4607**), Thornhill Lees, was consecrated on 23 June 1858. This impressive church was built overlooking road, river and railway during the height of the industrial revolution, to which it owes its very existence. In the mid nineteenth century the area was rapidly changing from agriculture to heavy industry. The Cook and Wormald families of Dewsbury Mills and Messrs Ingham and Hague were among those who commissioned Mallinson and Healey to create a church in the Early Decorated style of Victorian Gothic Architecture. These early benefactors are commemorated within the stained glass windows. The church celebrated its 150th anniversary in June 2008, however, the congregation dwindled to such low numbers that sadly the church announced in 2010 that it would finally close its doors the following year. Many prominent industrialists are buried in the graveyard, including the Kilner Brothers, glass manufacturers.

Mid to Late 19th Century Residential Settlement

Dewsbury, as well as making blankets and heavy cloth, was the centre of the shoddy and mungo trade. By 1862 the town was recognised as the uncrowned Queen of the Heavy Woollen District, and rows of poor quality houses were built around the mills to accommodate mill workers (Scargill and Lee 1983). It was not until after the Second World

War when the textile trade, and also the supporting coal industry, began to decline, that mills became obsolete and associated slum housing around them demolished (Scargill and Lee 1983). Virtually all of the town's once numerous back-to-backs, courtyard housing and poor quality and terraced housing appear to have been swept away in slum clearances of the 1950s and 1960s. Surviving examples can be found on **Ward Street** in Crackenedge (**HLC_PK 11679**) – a group of mid-19th century back-to-backs that were probably associated with Cracken Edge Colliery (see HLC_PK 11725), and **Scout Hill Terrace** (**HLC_PK 7979**) to the southwest of Dewsbury town centre. This block of back-to-back terracing was probably associated with an adjacent shoddy mill and earlier brick and tile works (see HLC_PK 7982).

Wholesale removal of the towns back-to-backs and terraced has produced an anomaly within the West Yorkshire landscape – a town centre without any dwellings (apart from a few late 20th and early 20th century low-rise flats and conversions). Dewsbury's town centre is now a primarily commercial and civic centre, with residential areas located on its periphery.

Later 19th Century terraced can be found throughout the town, with distinct groupings to the northwest (along Halifax Road), the north (along Crackenedge Lane), the south (as the separate settlement development of Savile Town), to the east of the commercial core (in the area of Battye Street and along Wakefield Road), and to the northeast (along Leeds Road). However, this distribution is perhaps more indicative of what terraced housing survives through to the present day, rather than what was actually there in the past – like much of the former back-to-back housing stock, many terraced housing blocks were demolished during slum clearance in the 1950s/60s, and as a result of modern redevelopment. In some instances, perhaps erroneously, modern terraced housing developments have been recorded as the Terraced Housing Character Sub-Type.

As with much of the industrial fabric of Savile Town, the terraced workers residential stock here dates to after 1863. The most complete block of late 19th century grid-iron terraced housing (HLC_PK 7562) can be found to the south of the Savile Business Centre, with later terraced additions dating to the period 1905 to 1910, and again between 1910 and 1931. Subsequent mid to late-1930s through to 1950s housing estate development has occurred to the south.

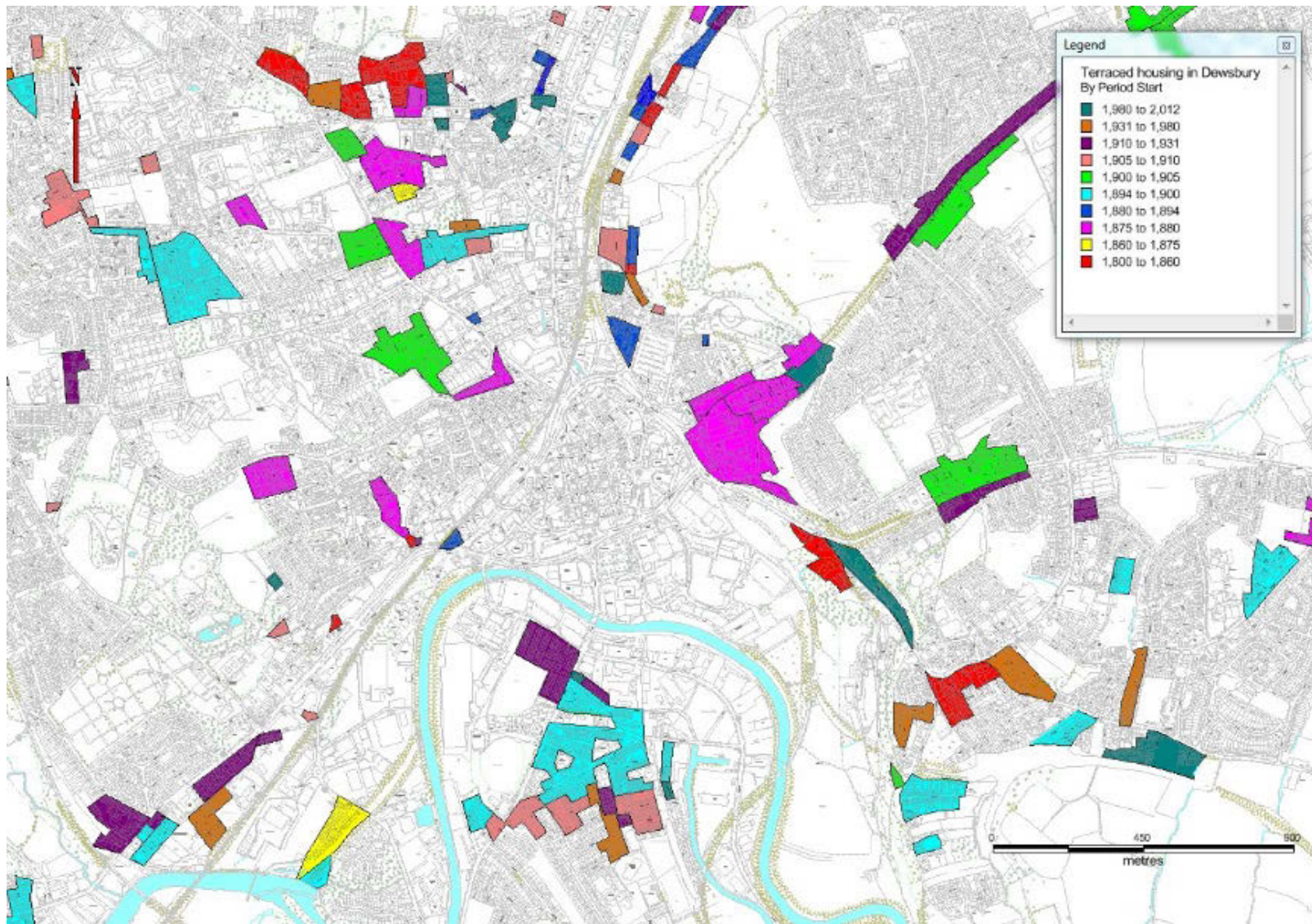


Figure 389.
Terraced
housing in
Dewsbury (by
Period Start)

As members of Dewsbury gained in wealth, parts of Dewsbury began to develop as a favoured suburban location for wealthy mill owners. The larger Victorian properties to the northwest of Dewsbury are grand in size and design with equally large gardens and mature trees to further emphasise the grandeur of the buildings and the status of the owners of these buildings. In keeping with the values prevalent in Victorian Britain, these local wealthy business people invested in civic, religious and commercial buildings often located near to their premises.

20th Century Development

In sharp contrast to the prosperity of the 19th century, the 20th century has seen the gradual extinction of the textile industry within the Dewsbury area. Although some mill development did continue to take place in the early part of the century, notably at Scout Hill Mills (HLC_PK 7988), Scarborough Mills (HLC_PK 7860, 7861 and Savile Bridge Mills (HLC_PK 7779 and 7846), the general picture is one of decline. The depression of the 1920s, the immediate post-war period and the slump of the 1950s/early 1960s resulted in a series of mill closures from which the Dewsbury textile industry has never recovered.

Scout Hill Mills (HLC_PK 7988; WYHER 9497). This is a textile mill dating from the early 20th century. The exact construction date of the building is unknown. A building of similar size and shape as Scout Hill Mills is visible on the revised 1905 OS map, however it is marked as 'Pipe Works'. Nevertheless, the building is labelled on the OS map as Scout Hill Mills by the 1931 edition. Further to this, a photographic print of an illustrated letterhead relating to Scout Hill Mills is on file at West Yorkshire HER. This print is dated 1919, and names S. Stross & Sons Ltd (importers and exporters of woollen rags, wool, hair etc.) as the owners. An illustration of the mills is also featured on the letterhead.

Scarborough Mills (site – see HLC_PK 7860, 7861 and 11076). A group of modern buildings (a Muslim Girls High School, terraced housing) and derelict land established between 1990 and 2001 on the site of former Scarborough Mills buildings. Scarborough Mills was established between 1894 and 1908 (in this area) on former piecemeal enclosure fields / valley floor meadows.

Savile Bridge Mills (HLC_PK 7779 and 7846), Mill Street East. Textile mill (mungo) established between 1922 and 1933. Currently used by Henry Day and Son Ltd (fabric printers). To the south (HLC_PK 7779), mill buildings were established here in the 1930s on

the site of an earlier tram or bus depot (built sometime between 1893 and 1908). These have been converted into light engineering use.

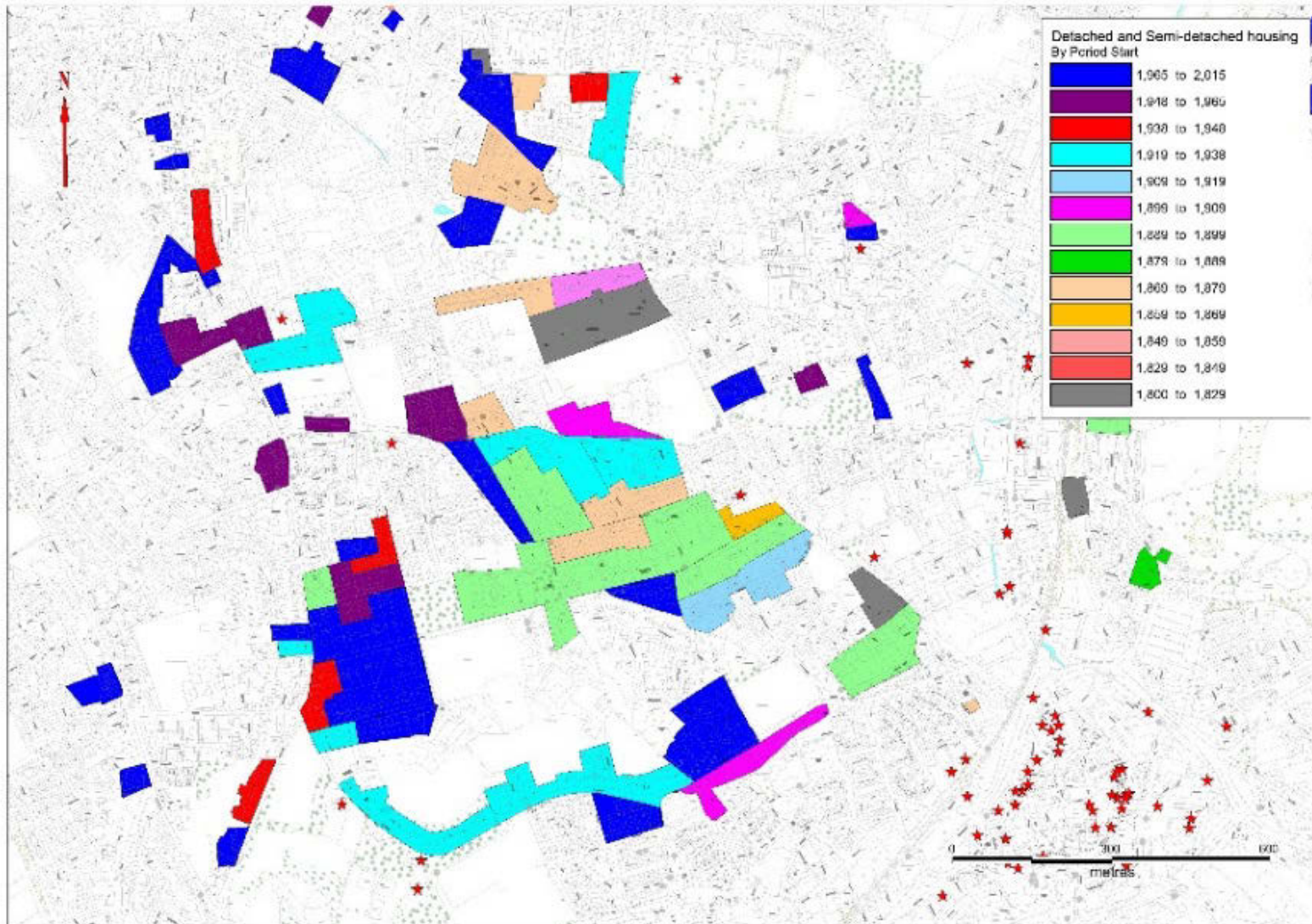


Figure 389.
Detached and
Semi-detached
Housing in
Dewsbury (by
Period Start)

By the 1900's the majority of the urban fabric, comprising dense development serviced by narrow cobbled streets, was in place. The maps of 1922 and 1933 and photographs of this period show that there are few significant urban developments that change the built environment. The building of the Post Office, and the clearance of the site for Kingsway and Queensway Arcades on Northgate and the site for Broadway House on Crackenedge Lane identify future new developments. Where changes occur, the existing buildings were often

altered for new uses



Figure 390. The Princess of Wales Shopping Centre (HLC_PK 11112). © Copyright David Ward and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/518802

During the second half of the 20th Century, further economic and social changes resulted in new alterations to the town centre townscapes. Much of the urban integrity of the town centre was lost by the construction of the ring road and large scale, architecturally bland developments immediately outside the town centre in 1980's (including the **Princess of Wales Centre – HLC_PK 11112**). Although the ring road relieves traffic from the town centre it creates a physical, economical and emotional disconnection from its residential and manufacturing hinterland.

However, the economic decline associated with the dwindling importance of the textile industries over the last century has had the benefit of preserving much of the fine 19th century architecture, which combined with the town's proximity to the M1 and M62 motorways and the Huddersfield Line served by the Trans-Pennine Express rail route, make

it an attractive location for commuters and represent powerful ingredients of sustainable regeneration.

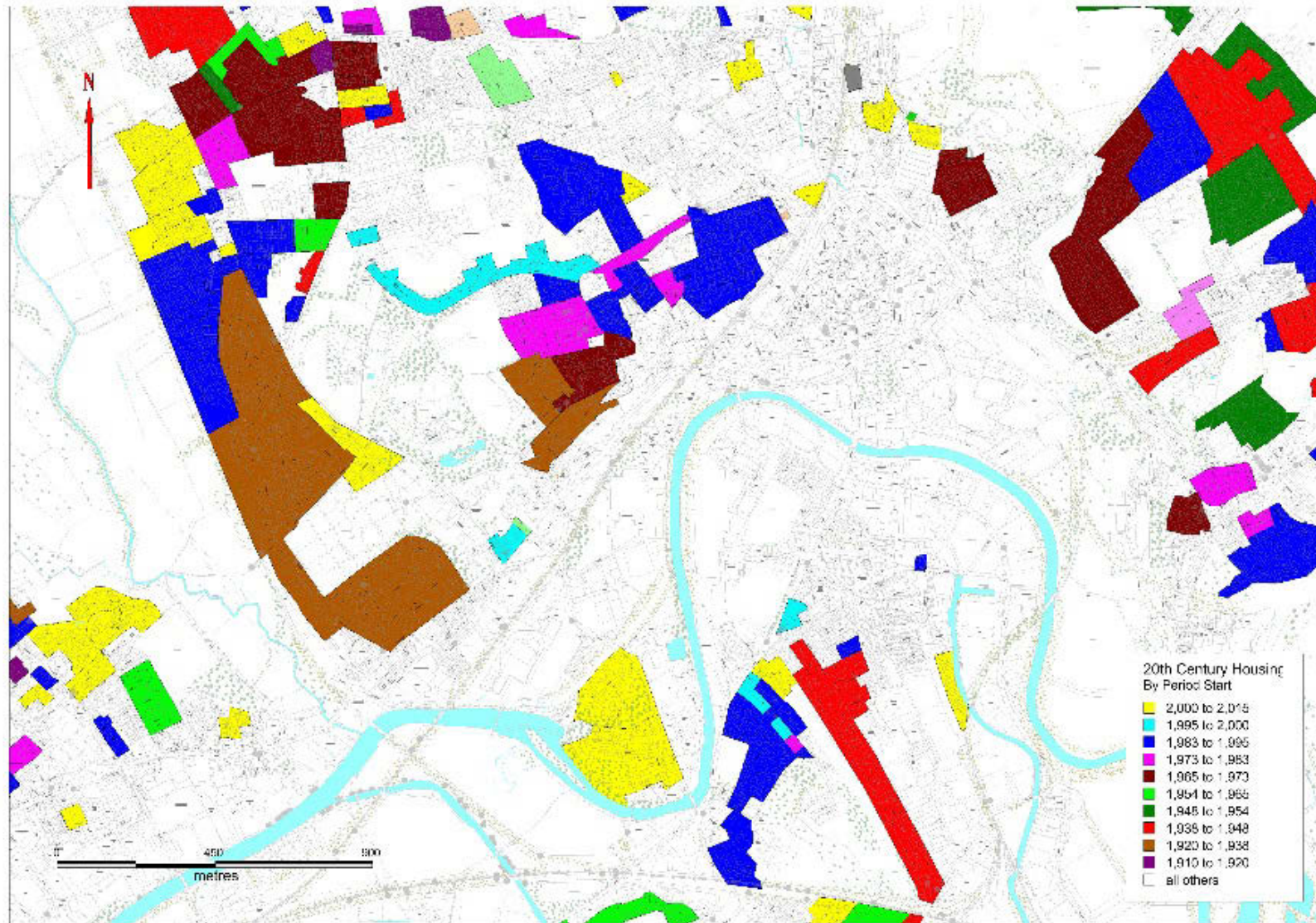


Figure 391.
Interwar and
Post Second
World War
residential
areas (by
Period Start).

Large-scale Interwar housing estate development has occurred away from the town centre, established predominantly to the west in the area of Crow Nest and West Town (**HLC_PK 2052**) and to the east in the separate settlement of Earlsheaton. There was also further development of the Savile Town area in the Interwar period (**HLC_PK 4590**). Interwar slum clearance and brownfield redevelopment occurred in the region of Daw Green, where a large block of closely-knit back-to-back and courtyard housing has been demolished and replaced by social housing (**HLC_PK 10398 and 10399**). Further clearance and redevelopment has occurred in the 1960s through to the 1980s (for instance at **HLC_PK 11565, 11566, 10385 and 10387**).

4.3.3 Huddersfield

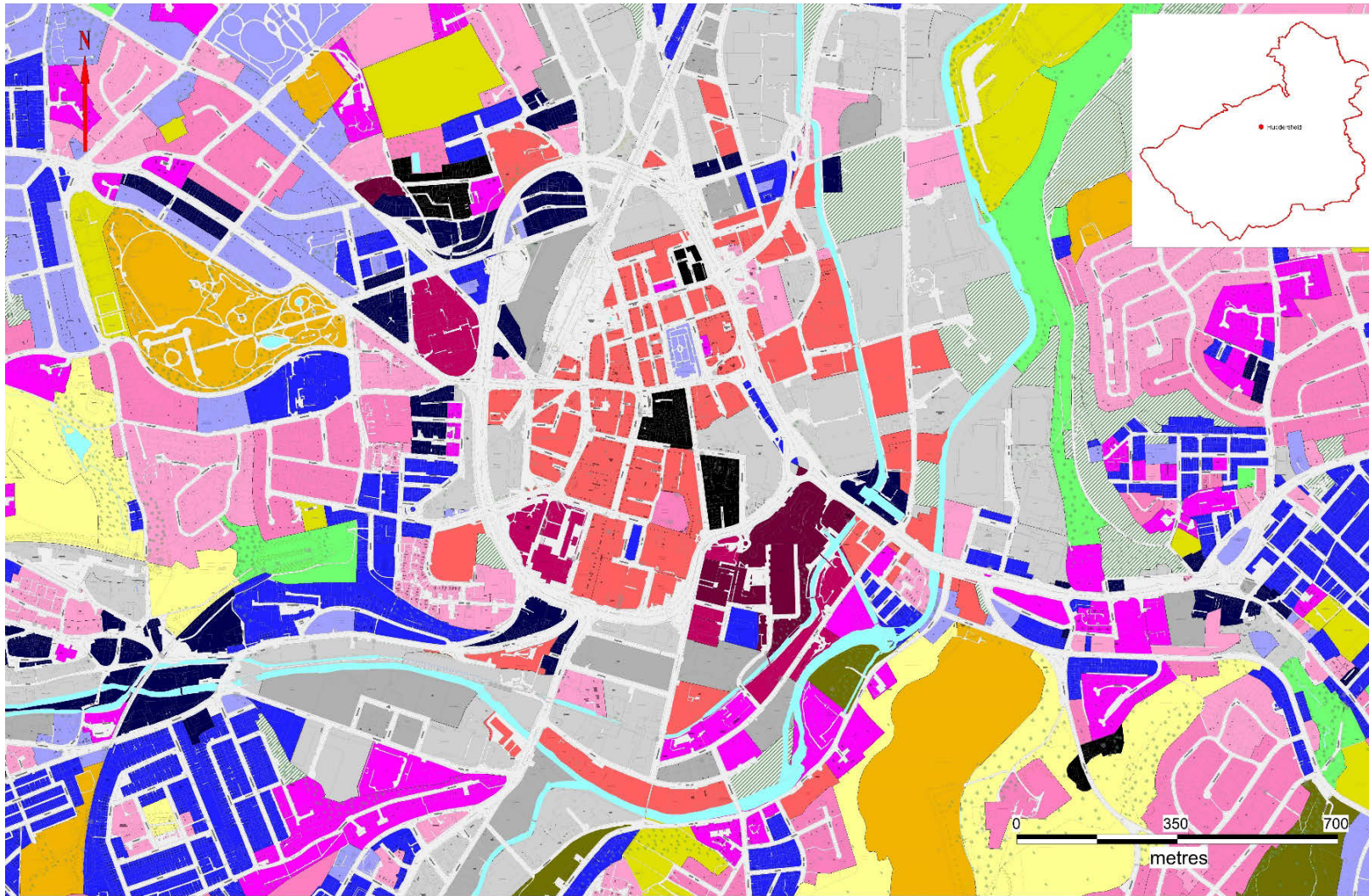


Figure 392. Study zone map of the Huddersfield locality



Overview

The town of Huddersfield is situated on a spur of land to the immediate northwest of the confluence between River Colne and the River Holme. The river Colne flows eastwards to the south of the town before turning through 90 degrees to continue northwards to the east of Huddersfield. The east side of the town lies at a height of approximately 55m Above Ordnance Datum (AOD) while the south is at approximately 70m AOD. From here the land rises gradually to the northwest to approximately 135m AOD. The Holme Valley sweeps from north to south through the town with a broad flood plain and steep slopes to the east. It is joined from the south by the steep sided Colne Valley and itself becomes more deeply incised.

The surrounding neighbourhoods of Springwood, Highfield, Edgerton, Thornton Lodge and Dalton Fold sit above the town centre - enjoying views across and along the valleys. These traditionally have been the most desirable parts of the town. The flat valley bottom was developed for industry and this area remains within the flood zone shown in light blue on the plan. However very little of this lies within the highest risk flood area.

A range of solid geologies and superficial (or drift) deposits are recorded within the study area. The solid geology within much of the centre of the Huddersfield comprises of Middle Band Rock Sandstone overlaid by Head superficial or drift deposits composed of a mixture of clay, silts, sand and gravel. To the east and south of here and running along the river Colne valley basin the solid geology is recorded as Pennine Lower Coal Measures Formation overlaid by clay, silt, sand and gravel alluvium. An isolated pocket of Pennine Lower Coal Measures Formation solid geology is also recorded in the area of the train station, although no superficial deposits are recorded.

A band of Middle Bank Rock Sandstone runs in an approximate semi-circle to the west and south of the town, to the north of the river Colne, while to the west is a further arc of Pennine Lower Coal Measures Formation which covers an area to the west of the study area. To the east of the river Colne, the solid geology is 80 Yard Rock sandstone. No superficial deposits are recorded in association with any of these. In addition to this, a small pocket of Soft Bed Flags sandstone overlaid by glaciofluvial deposits lies in the Firth Street area. The overlying soils are unclassified, although around Huddersfield they are recorded as being a combination of Rivington 1 and Rivington 2 association (Soil Survey of England and Wales 1983).

Prehistoric and Roman

Evidence for human activity during the prehistoric and Roman periods within the town of Huddersfield is very limited. Recorded prehistoric finds within the study area consist of isolated finds of worked flint and comprise a Bronze Age axe hammer⁷, a knife⁸ and an arrowhead⁹. The details of these finds are scant and almost nothing is known of their provenance, thus little can be concluded about the nature of prehistoric settlement in Huddersfield.

Romano-British finds from the town are similarly inconclusive. The most substantial of these are the reported foundations of a Roman temple found along with the remains of an altar dedicated to Fortune by Antonius Modestus in 1743.¹⁰ Just where these were found is not reported, although it does suggest some form of occupation in the Huddersfield area during the Roman period. The evidence for occupation is further supported by the find of a brooch¹¹ and a coin¹² in the town.

Anglo-Saxon

There is no known evidence for human activity in Huddersfield during the post-Roman and Anglo-Saxon periods. A paucity of archaeological evidence for occupation 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 1981a).

The Domesday survey records that Huddersfield was held by Godwine both before and after the Norman Conquest, although in 1086 it is recorded as being waste (Williams and Martin

⁷ A stone axe hammer was reported as being found in Huddersfield, although the find spot is not known.

⁸ A flint knife is recorded as being found in a bed of clay at Turnbridge, near Huddersfield. It is now held by the Tolson Memorial Museum.

⁹ A leaf-shaped arrowhead dated to the Neolithic period was found at Kilner Bank. It is held by the Tolson Memorial Museum.

¹⁰ The foundations of Roman temple along with the remains of an altar dedicated to Fortune by Antonius Modestus of the VI legion are reported as being found in Huddersfield in 1743 (Faull 1981b, 167). The position of the temple and the current location of the finds is unknown.

¹¹ A bronze brooch dated to the Roman period was found somewhere in Huddersfield. The brooch is currently held by the British Museum.

¹² A coin depicting Vespasian and dated to the A.D 69-79 was found in the garden of Bradley Mills, possibly in the early 20th century. The coin was previously thought to be attributed to Nero and may therefore be the same coin that was recorded as being found in 1917 at River Walk, Bradley Mills (Teasdill 1961)

2003). Its inclusion in the survey suggests some form of settlement had been established here by the later Saxon period. At this time, Huddersfield formed part of the parish of Dewsbury, the latter being an important centre for Christianity prior to the Norman Conquest, and it has been proposed that some form ecclesiastical building may have established in Huddersfield at this time (Addy 1992, 85).

Medieval (11th to 15th century)

While it is not clear where the focus of any earlier Anglo-Saxon settlement may have been in Huddersfield, it is likely that the medieval settlement grew up around the site of the 11th century Church, later replaced in the early 19th century by the present **St Peter's Church (HLC_PK 10255)**. No structures of medieval date survive within the town centre.



Figure 393. St Peter's Church Huddersfield (HLC_PK 10255) © Copyright Steve Jaikens and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/351683

St Peter's Church (HLC_PK 10255; WYHER PRN 932) was established by the late 11th century and was endowed by Walter de Laci, the second son of Ilbert de Laci, the Lord of

Pontefract. A survey of the church in 1288 valued it at £9 6s 8d, considerably less than the church at Almondbury, valued at £40. The exact location of this early church is unknown. The Norman Church was rebuilt in 1503, possibly retaining some elements of the earlier building. The replacement church was given to Nostell Priory by Robert de Laci and Hugh de la Val. This church stood until it was demolished in 1834. The current church was completed in 1836, although it incorporates some elements from the second church, including the font, while the floor from the earlier church was left in-situ to form part of the crypt, the replacement floor being some 2.4m above its predecessor. Road widening along Kirkgate in the 1850s resulted in the reduction of size of the church yard and a number of burials were removed to Huddersfield Cemetery. The burial ground was no longer in use by 1894, and in 1952 the Local Authority transformed the land to the north of the church into St Peter's Gardens. A building assessment was undertaken by ARCUS in June 2005 (Stenton and Douglas 2005). It is Grade II* Listed.

Landowner and Administration

Huddersfield formed part of the estates held by Ilbert de Laci, who along with the King held much of the land in West Yorkshire. In the early 14th century, the Earl of Lancaster acquired the Honour of Pontefract through his marriage to a de Lacy. After his execution for treason, the Honour was then held by the Crown (Rumsby 1992, 8).

As stated above, however, the manor continued to be held by Godwine post-conquest. Between the late 12th and early 13th centuries, some 6 carucates (48 bovates) of land, the majority of the land in Huddersfield, was granted by Roger de Laci to Colin d'Amenvill, also known as Colin de Quatremars. In 1283, the principal landholder was Fulk de Batonia, and by 1318 it was Richard de Byron. The de Byron's continued to hold land here into the 16th century (Michelmores 1981, 408-9).

Roger de Lacy also granted a smaller part of Huddersfield, totalling some 12 bovates in size, along with part of the demesne meadow, the wood and a share of the rent from the mill, to William de Beaumont. The family, who later shortened their names to just Beaumont, continued to hold land here throughout the medieval period. Other smaller holdings and undertenancies are documented throughout the medieval period, including those held by Adam de Hepworth from the later 13th century. The church and the rectory lands were held from the early 12th century by Nostell Priory (Michelmores 1981, 408-9).

To the west of the Huddersfield were the hamlets of Edgerton and Gledholt, which became established in the medieval period. Records show that 2 bovates of land in Edgerton was initially held by William de Beaumont until it passed to Adam de Mirfield in the early 15th century (Michelmore 1981, 408-9). Gledholt is recorded as being part of Huddersfield by 1346. Land in Gledholt was probably held by John de Gledholt until it passed to Richard Beaumont in 1425. Documents from the early 15th century also record the granting a portion of the land here by Adam Mirfield to William Netilton (Michelmore 1981, 408-9). The Shaws are also recorded as holding land in Gledholt (Redmonds 1992, 24).

The place-name Huddersfield is first recorded in the Domesday Book as *Odersfeld* and in the 12th century as *Huderesfeld*. The first element of the name is thought by Smith (1961, 296) to represent a personal name and thus the origins of the place name are from 'Hudread's piece of open country', perhaps in reference to an earlier Anglo-Saxon settlement here. The earliest reference to the settlement known later as Gledholt is in 1296 and is thought to mean 'wood which kites frequented' (Smith 1961, 297). Edgerton is first recorded a little later in 1311 and is thought to refer to a personal name, possibly Ecgheard (Smith 1961, 296).

Settlement

While no maps detailing the layout of the medieval settlement of Huddersfield are known to exist, the morphology of the town can be inferred using archaeological evidence, documentary sources and later cartographic material. This suggests the medieval settlement was likely focussed around the St Peter's Church, founded in the 11th century. 18th-century mapping reveals that by this time the settlement was principally located along Kirkgate and around the Beast Market area to the east of the church and it is reasonable to assume that the medieval settlement lay within these margins. An archaeological investigation at Tomlinson's Yard, to the north-east of the church, revealed a probable medieval surface associated with pottery of late 12th to 14th-century date (Pearson 1999)¹³, while a sub-rectangular feature containing organic material, suggesting it was waterlogged, and associated with pottery of 14th and 15th-century date was identified at Venn Street (Howell 1998)¹⁴, to the south-east.

¹³ An archaeological watching brief was undertaken by On-Site Archaeology between April and November 1998 at Tomlinson's Yard. Much of the monitored area was seen to have been disturbed by modern activity, although a firm grey sandy clay with occasional charcoal flecks and measuring up to 0.3m in depth was identified overlying the natural. Unlike to the other deposits noted on the site, this deposit contained eleven sherds of pottery dating from the late 12th to 14th century and therefore probably represents some form of medieval surface.

¹⁴ In 1998, ASWYAS undertook an archaeological evaluation in Huddersfield Town Centre prior to the development of Kingsgate. A total of six evaluation trenches were excavated, to the west of Venn Street and on land between Venn Street and Oldgate, of which two (Trenches A and C) contained archaeological significant deposits. The features identified in Trench C are

While Kirkgate probably represents one of the earliest established routeways and the name is usually Anglo-Saxon in origin, the earliest reference to a street of this name in Huddersfield occurs around the early 19th century. In a survey undertaken in 1797 this particular routeway is referred to as Church Street, while 17th-century documents make reference to Churchyate and Lower Churchyates, perhaps indicating that there were two defined routeways leading to the church by this time. The name Kirkgate may thus have been applied at a later date, perhaps in response to its use in other towns or potentially due to the long-used and previously unrecorded use of this name by the inhabitants of Huddersfield (Redmonds 1981, 3).

There is also evidence for occupation during the medieval period outside of the main settlement. The remains of a possible motte and bailey castle have been identified relatively recently at Hill House, to the north of the town (see **HLC_PK 10636; WYHER PRN 4394**).¹⁵ Given that the de Laci's occupied the castle nearby at Almondbury, it seems plausible that any property here may have been established by either the de Quatremars' or the de Beaumont's (Michelmores 1981, 409). The site may only have been briefly occupied, perhaps in the earlier part of the medieval period, and thus appears to have been largely forgotten since its abandonment. This unfortunately resulted in the site being heavily impacted by modern development. There is also evidence for occupation at Bay Hall (**HLC_PK 10693; WYHER PRN 7005**) by the 15th century, again located to the north of the main settlement, while the site of the manorial mill which may have served both Huddersfield and Almondbury lay to the south, now known as **Kings Mill (HLC_PK 7496; WYHER PRN 2874)**¹⁶.

To the west is **Gledholt Hall (HLC_PK 10457)**, which was originally built in the 13th century by the Gledholt family and remained in their possession until the 16th century (the current

described below. Trench A originated as a T-shaped trench but was subsequently extended after archaeological remains were identified within it. A large, sub-rectangular feature measuring at least 10m in length and 5.5m in width was exposed in the trench. A gully measuring 0.6m ran into the feature from the east and extended beyond the trench. The sub-rectangular feature was 0.75m in depth and had been lined with worked sandstone flags. The feature was filled with a sequence of clays mixed with redeposited natural material and organic material. Two wooden stakes positioned upright and probably in-situ were identified at the northern end of the feature. Several sherds of pottery dated to the 14th to 15th centuries were recovered from both the layers underlying the stone-lined feature and from within its fill

¹⁵ The remains of a large circular earthwork or mound is located on Beacon Street, to the north of the town, known locally as Hill House. In 1905, Ella Armitage suggested that this was the remains of a motte and subsequent excavations, although limited, have confirmed this to be a man-made feature. The excavation, undertaken by J. A. Gilks in 1987, also recorded a wide ditch cut into the natural geology (CBA Forum 1987, 33). No remains of an associated bailey have been identified, although the outline of one can be inferred from the surrounding street pattern and topography. It is plausible, therefore, that this mound was occupied, perhaps only briefly, by some form of defensive structure in the earlier medieval period possibly built by Colin Quatremars or William de Beaumont (Faull and Moorhouse 1981, 409). The site has been heavily impacted by later development which has truncated the mound on all sides and the mound is largely covered in trees.

¹⁶ The Kings Mill site was occupied probably from the earlier medieval period and was originally part of the manor of Almondbury. A survey dated to 1340 records a water corn mill, a fulling mill and a dye-house while a lease of 1561 is recorded as being a fulling mill and corn mill. The mills are probably to have also served the manor of Huddersfield from an early date and were also known as Huddersfield Mills. The manors of Almondbury and Huddersfield passed to the Crown in the 16th century after which it is likely that the name "Kings Mill" came into usage. It became part of the manor of Huddersfield in the 17th century after the Ramsdens gained the soke rights (Crump and Ghorbal 1935, 25; Kipling and Brooke 2005).

house does not appear to date to before 1720, and has been extensively reworked throughout the 19th and early 20th centuries).

Population and Occupations

A poll tax return from 1379 records taxes collected from 84 individuals. It also lists a merchant, wright, smith, tailor and a farmer. The main occupation for the population was probably agriculture with the occupants farming in common within the open fields surrounding the settlement. Sheep rearing and textile manufacture formed an important part of the economy throughout much of Yorkshire in the medieval period and records show this activity was occurring within Huddersfield by the 13th century for sale at the market at Almondbury (Crump and Ghorbal 1935, 25).

The 16th and 17th centuries

The 16th century marks the arrival of the Ramsden family to Huddersfield and their eventual purchase of the manor. They continued to hold the manor until 1920 and represent a very important element of the history of Huddersfield and its eventual development into a town. There is little archaeological evidence for activity within the settlement during the 16th and 17th centuries and it is probable that the settlement developed in size gradually during this period. The economy was still primarily based on agriculture, with textile manufacture undertaken mainly within a domestic setting as a supplementary income.

Landowner and Administration

It was in the 16th century that the Ramsden family grew to be the most prominent and influential family in Huddersfield culminating in the purchase of the manor in 1599. They continued to be the principal landowners here until the early 20th century. The Ramsdens were textile manufacturers from Elland and in 1528 Robert Ramsden began to buy up small parcels of land around the manor of Elland. His son, William, married Joanne Wood, daughter of probably the wealthiest inhabitant in the Huddersfield area, John Wood, and niece of Richard Beaumont. Through this marriage, William and his family were able to increase their landholdings, including the lands and property formerly owned by Nostell Priory prior to the dissolution (Whomsley and Haigh 1992).

In 1580, William Ramsden died childless and the estate passed to his brother John, and he was he who purchased the manor of Huddersfield from the Crown (Kipling and Brooke

2005). The estate then devolved to John's nephew William, who bought the manor of Huddersfield from the crown in 1599. His son John bought Almondbury Manor in 1627 and their principal seat was Longley Hall at Almondbury, to the south-east of the study area (Whomsley and Haigh 1992). They also acquired the soke rights of the Almondbury manorial mill (King's Mill mentioned earlier), and its administration was transferred to the Huddersfield manor (Kipling and Brooke 2005). The Ramsdens were also responsible for the petition for the grant of market rights in 1671, although they subsequently leased the tolls and profits from it to other local business men (Redmonds 1981; Law 1992). A survey of Almondbury in 1584 describes the hamlet of Edgerton as being held freely by Edward Cowper, and comprising a single messuage and lands. Gledholt was owned by the Mirfields and leased by the Hirsts, who continued to hold it to the end of the 17th century (Redmonds 1992, 23).

Settlement

Settlement at the end of the 16th century is described as comprising several houses grouped in an area to the east of the church and parsonage. Documents from the mid-17th century make reference to a 'Towngate' in Huddersfield, which is assumed to have represented the main thoroughfare through the settlement (Redmonds 1981, 2-3). After the granting of market rights in 1671, a market cross was erected and the main market area established, possibly in the area of the current Market Place, although it may have also been focussed behind the buildings on Kirkgate (Law 1992, 70). The market place may have just been used for the trading of textiles and certain types of foodstuffs given the emergence of an area known as 'Beast Market', at the east end of the settlement, during the 17th century (Redmonds 1981; Law 1992).

The extent of the main settlement during the 16th and 17th centuries is not clear, although 17th-century remains found during the archaeological excavation in Oldgate¹⁷ (Howell 1998) indicate that the settlement extended this far south-east of the church. Much of the study area was probably in agricultural use at this time. The ongoing emergence of the wealthy textile merchants and the ability to obtain areas of land through enclosure was, however, leading to the increased appearance of private houses and estates around the outskirts of the town, such as Green Head Hall, New House and Bay Hall. By the early 17th century, the

¹⁷ In 1998, ASWYAS undertook an archaeological evaluation in Huddersfield Town Centre prior to the development of Kingsgate. A total of six evaluation trenches were excavated, to the west of Venn Street and on land between Venn Street and Oldgate, of which two (Trenches A and C) contained archaeologically significant deposits. The features identified in Trench A are described above. Trench C extended for 15m parallel to the west side of Oldgate and to the east of a recently demolished building. A small sub-circular feature measuring up to 0.65m in depth and containing sherds of 17th-century pottery was identified within the trench. A shallow linear feature was also recorded running east-west through the trench which contained numerous large sherds of pottery, many of which were also dated to the 17th century (Howell 1998).

township of Huddersfield is thought to have comprised of around 50 separate settlement sites (Redmonds 1992, 32).

Population and Occupation

The hearth tax return 1672 records 145 buildings in Huddersfield, although this value probably includes the surrounding hamlets, such as Deighton and Bradley. Of these, fifteen houses are omitted by reasons of poverty. The majority of properties contained just one hearth, while the largest two, occupied by Mathew Wilkinson and Mrs Sarah Brooke, contained eight.¹⁸ The population was in the main undertaking agriculture at a subsistence level alongside textile manufacture. Textile working was undertaken within the home and often was done to supplement the main income from agriculture, although this balance was to change gradually throughout the 17th century. The main type of textile produced, known as kerseys, was a cheap, coarse narrow woollen cloth, although by the later 17th century there was a gradual increase in the numbers of worsted cloths, woven from long wools, being produced. The 17th century also saw the emergence of a new, wealthier class of textile manufacturers who had been able acquire land in freehold since the dissolution of the monasteries (Crump and Ghorbal 1935).

The site of **Green Head Hall (HLC_PK 9954)** was located to the west of the town centre and is shown on the 1797 Plan of Huddersfield. It is recorded as being the home of the Hirst family in 1524 and was later occupied by the Wilkinsons. The estate later formed Greenhead Park. The house appears to have been demolished by 1930, being replaced by a High School for Girls. It is now occupied by Greenhead College.

The Market Cross (within HLC_PK 10291; WYHER PRN 8107). The market cross was originally erected in 1671 after the granting of a Market Charter for Huddersfield. The cross is mainly an early 20th-century replica, although the Lower section of the three piece shaft is thought to be original. The market cross has been moved on several occasions. It is Grade II Listed.

New House (within HLC_PK 10718). The property known as New House or Newhouse was established around 1521 by Thomas Brooke after he was granted land on Sheepridge Common (Redmonds 1992, 27). The position of the house is shown on the 1797 map of Huddersfield located to the west of New North Road to the north of the town. The site had

¹⁸ www.hearthtax.org.uk/communities/westridding/

been redeveloped by 1894 and was then occupied by dense housing, although the original house still stands and is a Grade II Listed Building (Nos. 27 and 29 Elmwood). 18th century, possibly older. Stucco, with a pitched stone slate roof. Two storeys and attics. The irregularity of this elevation suggests a timber-framed building re-cased.

Grade II Listed **Nos. 23-27 Bay Hall (HLC_PK 10693; WYHER PRN 7005)** represents the remains of a 16th-century timber-framed aisled hall which has since been converted into two separate dwellings. It was restored in 1895 and converted into two stone cottages, with a third single storey building added to the eastern end (No. 27). Tree ring analysis of timbers from within the building was undertaken by ARCUS in July 1997. This established that the east cross-wing was constructed after AD 1502. A single timber from a fire-hood was dated to after AD 1513, while a tie-beam provided a felling date of AD 1678-9 (Boswijk and Tyers 1997). An archaeological investigation within the footprint of the current building identified the possible remains of an earlier structure underlying this, suggesting the site has been long occupied.¹⁹ Bay Hall represents the oldest building in the study area.

Longley New Hall (HLC_PK 7139) and Park (HLC_PK 6498 and 6500). Grade II Listed House, now school (see below), completed 1870 for the Ramsden family, by William Henry Crossland. Dressed coursed sandstone from local quarries with ashlar quoins and dressings, under blue slate roofs in diminishing courses. The hall was built to replace a Tudor building on the same site (depicted as Longley Hall on the Ordnance Survey 1st Edition map of 1854), commissioned by Sir John William Ramsden, 5th baronet. William Henry Crossland was closely associated with the family who owned the manor of Huddersfield. The house was sold in 1920 to the Huddersfield Corporation and in 1924 a Girls school was opened in the building. This was replaced by a special school in 1959 which uses the hall as part of its premises. The parkland was converted into a golf course (Longley Park Golf Club) after 1920.

18th century

¹⁹ An archaeological evaluation was undertaken by ASWYAS at Bay Hall in June 1995. The work was undertaken on the ground underneath the suspended wooden floors of two rooms (parlour and kitchen) within the building prior to its refurbishment. Trench 1 encompassed the northern half of the parlour and revealed no significant archaeological finds or features. Trench 2 investigated all of the area below the kitchen and a line of three post-holes running east-west, broadly parallel to a brick partition. A thin layer composed of flat stones set within a silty-clay matrix and measuring in excess of 1.24m by 1.14m was exposed in the north-western end of the trench which either was cut by two of the post-holes or abutted them. Two sherds of 15th-century pottery were recovered during the investigations, one each in one of the post-holes and the stone layer, along with several pieces of slag, coal, thackstone roof tile and worked stone, much of it used as packing within the post-holes. The post-holes likely represent the remains of an earlier building, although the packing material used in could indicate the presence of a structure here prior to the one represented by the post-holes. The stone layer is interpreted as either a floor or foundation layer (Brown 1998).

At the start of the 18th century, Huddersfield was still a small settlement focussed around the church. The granting of market rights and the continued growth in textile manufacture meant that the settlement did begin to see some expansion towards the end of the century. The Ramsdens too were investing in the area, in particular with the establishment of the Cloth Hall. A significant number of features from this period have been identified within the study area.

Landowners and Administration

As the principal landowner in Huddersfield, the Ramsden family continued to dominate and control the growth and development of Huddersfield throughout the 18th century. As such, they oversaw the emergence of Huddersfield as an important centre for textile trade and manufacture and were directly responsible for the expansion in the markets areas, the construction of the Cloth Hall (**site, HLC_PK 10282; WYHER 9899**), and the building of the canals through the town (the Huddersfield Narrow Canal and the Huddersfield Broad Canal), allowing the place to become a key inland port (Kipling and Brooke 2005).

The extent of the land held by other landowners within the town can be seen from the 1797 plan of Huddersfield. This shows that Sir John Lister Kaye held a substantial amount of land forming the Green Head estate, while the Walker family held the freehold of land to the north of the town.

Settlement

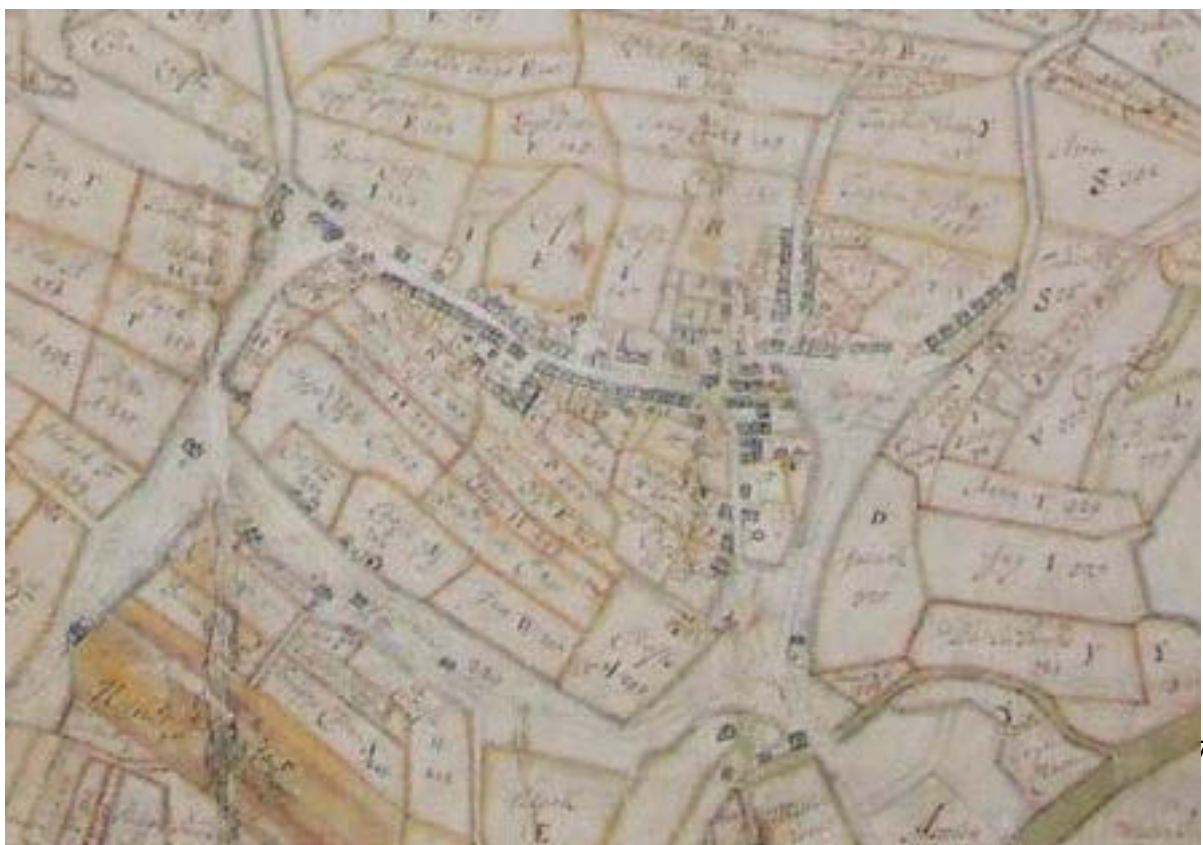


Figure 394. Extract from the 1716 map of the estate belonging to the Right Honourable Sir William Bart. In his manor of Huddersfield. From Almondbury and Huddersfield: A Map Collection, 1634-1860 published by Huddersfield Public Library

The extent of the settlement in the early 18th century is demonstrated on the 1716 map of Huddersfield, which shows development running along the north and south sides of Kirkgate. At the east end of Kirkgate settlement continues northwards along Leeds Road and 'Northgate' (which approximately correlates with Lord Street) and southward along Oldgate. To the west, occupation appears to peter out towards what later is known as Westgate. The market place is also visible on the south side of the road, forming a small square area surrounded by buildings. The north end of the Northgate terminates to the north and appears to have provided access to the fields which surrounded the settlement. To the south of Kirkgate and running roughly parallel was a second routeway which connected to both Southgate and Market Place, forming continuous access. The land bounded by these roads



appears to have comprised of small plots of land in the main. This routeway is labelled on a plan from 1818 as 'Back Street', although it later forms High Street and Ramsden Street (Redmonds 1981).

Figure 395. Extract from the 1798 Plan of Huddersfield. From Almondbury and Huddersfield: A Map Collection, 1634-1860 published by Huddersfield Public Library

A plan of 1797 shows the route of what later is known as New Street, Buxton Road and Chapel Hill which runs from the market place south and was the turnpike road which connected Huddersfield with Woodhead, completed in 1769. The route of this road is thought to have followed an existing footpath (Redmonds 1981, 28). By 1778 settlement at the west end of Kirkgate had increased around the Westgate area and southwards along the route labelled later as Upper Headrow. This end of the settlement was dominated by the Cloth Hall. The site of the new shambles is visible to the south of the market place on the east side of New Street. This was built in 1771 by Sir John Ramsden to accommodate around 40 butchers (Law 1992).

The increased importance of textile manufacture and the role of Huddersfield as centre for trade resulted in the construction of a canal through the east side of the town in the late 18th century. The 'Broad' Canal, otherwise known as Sir John Ramsden's canal, was completed in 1780 and provided a route between Huddersfield and the Calder and Hebble navigation to the north. The route of this canal ran broadly north-south through the east side of the study area. Construction of the 'Narrow' Canal began in 1794 and it ran from the terminus of the Broad Canal at the Aspley Basin (**HLC_PK 10710**) westwards towards the Ashton Canal near Manchester (Earnshaw 1993). The location of the canal would provide a focus for later industrial development in Huddersfield.

Population and Occupations

The cartographic evidence demonstrates the gradual increase of the size of Huddersfield throughout the 18th century as the population steadily grew. The textile industry continued to form an important and increasing element of the local economy throughout the 18th century, culminating in the building of the Cloth Hall in 1766, which provided a secure and enclosed environment to trade in (Giles 1992). There was also the continued increase in the importance of the merchant-manufacturers who employed weavers and purchased pieces from independent clothiers. By the mid-18th century, Huddersfield formed part of an international trade network, exporting textiles to Ireland, Germany and America (Kipling and Brooke 2005).

In the main, textile manufacture continued to be undertaken within the home by all members of the family, although some processes were undertaken in mills, such as fulling and in the later part of the century scribbling and carding (Giles 1992, 280). In 1716, Shorefoot Mill was built and powered from water from the Shore Foot Mill tail goit. The continued growth in the industry led to the establishment of Aspley Mill in 1775.

The continuing development of an urban landscape would have also provided increased opportunities for employment in other trades and it is likely that the settlement attracted masons, joiners and carpenters to assist in the building of the new properties. The development of the new shambles area also demonstrates the importance of the meat market.

The **Huddersfield Cloth Hall (site, see HLC_PK 10282)** The Cloth Hall was erected in 1766 by Sir John Ramsden and consisted of just one story. Enlarged by his son in 1780 the enlargement consisted of a second story, around the circle only. In 1848 the Cloth Hall was restored by his Grandson, Sir J.W. Ramsden, who in 1863 also erected the North and South Transepts, as well as providing a main entrance. The trade having changed, the Cloth Hall was converted into an Exchange and Newsroom in 1881, with the upper part of the building still continuing to be occupied by small scale manufacturers. It was said that these alterations had resulted in the Cloth Hall becoming a great benefit to the town of Huddersfield, as well as the Estate. In 1855 an Exchange was advocated for Huddersfield and a plan was presented by Mr Tarn, for a one story Exchange for the site opposite the new George Hotel, a site which later became occupied by G.W. Croslands Warehouses. The Cloth Hall was demolished in 1929-30, and the Art Deco style Ritz Cinema was built where this impressive building one stood. This too has now gone and has been replaced with a Sainsburys supermarket. Fragments of the building have been re-erected in Ravensknowle Park.

The Huddersfield Broad Canal was built between 1778 and 1780. It was originally known as the Sir John Ramsden Canal and it ran from Aspley Basin, in the south-east of the town, northwards and linking with the Calder-Hebble navigation at Cooper Bridge. Work on the Narrow Canal which ran from Aspley Basin westwards to the Ashton Canal began in 1794 (Earnshaw 1993).

Work began on the construction of the Huddersfield Narrow canal in 1794 and it was officially opened in April 1811 (Kirklees Metropolitan Council 1990). It was connected to the Broad Canal at the **Aspley Basin (HLC_PK 10710)**.

Aspley Basin (HLC_PK 10710). Currently a mix of modern commercial and re-used canal buildings alongside the Aspley Canal Basin. Aspley Basin was one of the busiest places in Huddersfield for over 150 years. It came into being when the Broad Canal was completed 1774-80 and greatly increased in importance once the Narrow Canal was finished in 1811.

The site was laid out with wharves, cranes and housing for canal workers creating a small dockland. It was a flourishing place because goods had to be transhipped here from the Broad Canal barges to narrowboats and vice versa. But canal traffic began to decline in the mid to late 1800's, so the basin lost much of its former importance. The Narrow Canal was closed to navigation in 1944 and more recent improvement schemes have eradicated many of the buildings associated with the basin's heyday. Includes Grade II Listed buildings: Riverside House, Aspley Place is a canal warehouse constructed 1774-80. Constructed in hammer-dressed stone, with a pitched stone and slate roof, standing two-storeys high. The canal basin is also Grade II listed, built between at the same time. Stone curbs to waters' edge all round with mooring irons. The original terminus of Sir John Ramsden's Canal.



Figure 396. John Ramsden Court, Huddersfield Broad Canal. It was erected c.1776 by Sir John Ramsden for storing wool. There are taking-in doors on four levels and the remains of a winch system on the top floor. The right hand wing was added between 1780 and 1825; it was originally longer but was truncated when the Wakefield Road was widened in the 1960's. The warehouse is a Grade II* listed building. © Copyright David Dixon and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/4304494

Across Wakefield Road is another former canal warehouse, contained within **HLC_PK 10054**. Built at the same time as the canal basin, it is constructed in hammer dressed stone with a pitched slate roof. It is a Grade II* Listed Building. The University of Huddersfield originally owned the building but sold it for residential use in the 1980's. It has since bought it back to include on the overall campus regeneration plans, and has been converted into university offices as part of the **University of Huddersfield Queensgate Campus (HLC_PK 10054)**.²⁰

Shorefoot Mill was a water-powered mill established in around 1716 in the south-eastern end of the town. It was located along a long leat which ran off and then returned to the river Colne. It was originally used as a corn mill, and later for textile manufacture. It ceased to be used in 1915 and has since been demolished (Minter and Minter 1993, 41). The site now forms part of the **University of Huddersfield Queensgate Campus (HLC_PK 10054)**, which was redeveloped in the 1970s, and again c.2007.

Aspley Mills was a water-powered mill established in around 1775. It was located on a smaller leat which ran from off from the Shorefoot Mill tail race and into the river Colne. The mill buildings and associated outbuildings were demolished sometime in the 1970s during redevelopment of the former technical College (now part of the **University of Huddersfield Queensgate Campus – HLC_PK 10054**).

The Kings Mill (HLC_PK 10142) is located on the east side of Kings Mill Lane. Built in the late 18th to early 19th centuries, it was the manorial mill of the Manor of Almondbury and is thought to occupy the site of an earlier medieval mill. It is Grade II listed (the mill appears to have been demolished during housing development prior to 2002).

A number of buildings of possible 18th-century date have been identified in Huddersfield town area. Those along New Street (within **HLC_PK 10284, 10286 and 10292**) and Kirkgate (**HLC_PK 10290 and 10291**) form a distinct group; part of the historic and later commercial core of the town.

New Street (within HLC_PK 10284, 10286 and 10292): On the western side of News Street (HLC_PK 10284 and 10292). Nos 2 to 14 New Street were built in the 18th to early 19th century and are Grade II listed. Constructed as housing, later converted into commercial premises with modern shopfronts. Three-storey No. 28 New Street dates to the

²⁰ www.examiner.co.uk/news/west-yorkshire-news/one-huddersfields-oldest-buildings-new-10390359

18th century, constructed in stucco. It is Grade II listed. Grade II Listed No. 34 New Street is dated to the 18th century, constructed in whitewashed stone with a pitched slate roof. It has three ranges of 19th century windows and an archway to Hawksby's Court, complete with fine mid-19th century wrought iron gates. To the eastern side of New Street, Nos 29 to 35 New Street (within HLC_PK 10286) were built in the 18th century (with mid to late 19th, and 20th century alterations). They are Grade II listed.

No. 13 Chancery Lane (also within HLC_PK 10292; WYHER 9821) was probably built as a warehouse. In March 2006, No. 13 Chancery, along with the neighbouring No. 15 Chancery Lane, underwent a programme of archaeological building recording undertaken by ARCUS. No. 13 is Grade II Listed, constructed in hammer-dressed stone with a pitched slate roof, and stands four storeys high. The archaeological recording established that the warehouse at No. 13 probably dated to around 1797 to 1825. It originally faced onto a courtyard and was originally two storeys high and 'L' shaped in plan. At some point, an additional two storeys were added and an additional "infill" building added to the south-east corner (Duckworth and Jessop 2006).

Kirkgate (HLC_PK 10290 and 10291): Grade II Listed No. 4 Kirkgate is dated to the 18th to early 19th centuries, three-storeys high and constructed in hammer-dressed stone and with a pitched slate roof. No. 6 Kirkgate and No. 8 Kirkgate are of similar date and construction, and are Grade II Listed, as are Nos 10 and 12 Kirkgate. Also included in this group are Nos. 7 and 9 Market Place, which date to the late 18th or early 19th century. Further east is No. 24 Kirkgate (**within HLC_PK 10290**), which was built in the 18th or early 19th centuries. It stands three-storeys high, constructed in colour-washed hammer-dressed stone with a hipped late roof. It is Grade II listed.

Also included in **HLC_PK 10291** are some of the earliest buildings in the town centre – **Nos. 15, 15A and 17 King Street** date to the mid to late 18th century, constructed in ashlar with pitched stone slate roofs. Mid to late 18th century details such as moulded eaves cornice and five ranges of sashes survive, but much of the ground floor is lost to modern shopfronts.

The Exchange Buildings (within HLC_PK 10284), located on the east side of Market Street, were built in the 18th or early 19th century. Constructed in hammer-dressed stone and hipped slate roof, they stand three storeys high with attic. They are Grade II listed.

Three yards, known as **Wormalds Yard, Goldthorpe's Yard and Hammond's Yard** (all within **HLC_PK is 10303**), established to the south of King Street in the later 18th century

have survived, although the buildings within these yards are dated to the early 19th century. The yards were entirely enclosed by houses used for both domestic and commercial purposes. Many more of these yards were probably established throughout the town in order to meet the demands of the rapidly rising population at this time, although the cramped, unsanitary conditions in them resulted in many being demolished in the 20th century. **Wormalds Yard** located on the south side of King Street. The yard area dates to the late 18th-century yard and was enclosed by two or three-storey blind-back houses built in the late 18th to early 19th centuries. The buildings would have originally had a single room on each floor, and some would have also had cellar dwellings (Caffyn 1986, 40-41, 44, 53). Nos 7 and 8 Wormalds Yard are dated to the early 19th century and are Grade II listed. **Goldthorpe's Yard** lies to the south of King Street and was established in the late 18th century. A group of small cottages surround the yard which date from the late 18th to mid-19th century which were used for a combination of domestic and commercial accommodation. Nos 2 and 3 Goldthorpe's Yard date to the early 19th century and appear to be the earliest buildings in yard. They are Grade II listed. They were surveyed by ASWYAS as part of an archaeological building recording in 2001 (Swann 2001). **Hammond's Yard** lies to the south of King Street and accessed through an arch between Nos 46 and 48 King Street. Hammond's yard, along with the nearby Wormalds Yard and Goldthorpe's Yard, was established in the late 18th to early 19th century. Nos 1 to 4 Hammond's Yard date to the early 19th century and are Grade II listed.

Nos 11 to 15 Beastmarket (within HLC_PK 10298) cottages which date to the 18th century. Constructed in hammer-dressed stone with pitched stone slate roof. Two storeys high with tall brick chimney stacks. They are Grade II Listed, and currently used as a hotel.

Gledholt Hall (HLC_PK 10457; WYHER 9804 and 9805) is a two-storey house of medieval origin, but little earlier than 1720 is visible. It was altered in the late 18th or early 19th century, the mid-19th century and again in 1923. It was established in the 13th century by the Gledholt family, and remained in their possession until the 16th century, after which it was held by the Hirsts. In 1686 the Hirsts sold it to Matthew Wilkinson of Greenhead Hall. His son John Wilkinson married Ellen Townley, daughter of John Townley of Newhouse Hall, and it is probably they who are responsible for much of the rebuilding of the house. From 1852 to 1868 it was occupied by T.P. Crosland, MP for Huddersfield. It is Grade II listed. The house and former coach house (separately listed) have recently been converted into apartments.

Vernacular cottages **Nos 7 and 9 Greenhead Road (within HLC_PK 10523)** are probably 18th century in date. They are Grade II listed, as are neighbouring **Nos 11 and 13 Greenhead Road**, which were built between the 18th and early 19th century. They are also Grade II listed.



Figure 397. 18th century vernacular cottages, Greenhead Road (WYHLC Project)

No. 4 Wheathouse Road (HLC_PK 9260) is an 18th century house, built of hammer-dressed stone, with a pitched stone slate roof. 2 storeys. South elevation has two casements with long timber lintels. East elevation features various windows, including one 2-light stone mullioned window. North elevation has one 2-light stone mullioned window on the first floor. Ashlar stack with moulded base and corncicing.

Grade II Listed **No. 9 Bay Hall (within HLC_PK 10693)** is dated to the 18th century, constructed in roughcast stone, with a pitched stone slate roof. There are various stone mullions to the rear of the house, and one six-light stone mullioned staircase window. Immediately east is the adjoining, yet separately Grade II Listed, **No. 7 Bay Hall**. Similar build as No. 9, with a continuous staircase window with glazing bars to rear.

No. 4 Macaulay Street (within HLC_PK 10283) was built in the late 18th to early 19th century. Constructed in hammer-dressed stone, it stands three storeys high and has a range of three-light stone mullioned sash windows with glazing bars and a single staircase window. It is Grade II listed. Immediately northwest, and adjoining, is the Grade II Listed **Plumbers Arms** (public house), which dates to the late 18th or early 19th century. Again of hammer-dressed stone with a pitch slate roof.

Nos 1 and 3 and the premises of the Benson Tool Hire Company (HLC_PK 10730) is a re-used former detached villa house (Woodland House) that is depicted on the OS 1:1056

Town Plan of 1851 and probably dates to the late 18th to early 19th century. Includes Grade II Listed Nos 1 and 3 and the premises of the Benson Tool Hire Company. 18th or early 19th century, constructed in hammer dressed stone.

The emergence of Huddersfield as a centre of trade would have led to an increase in the number of visitors to the town, particularly on market days. A total of four public houses in Huddersfield have been identified as being of possible 18th century date: the Plumbers Arms mentioned above (within HLC_PK 10283), the White Swan, the Fleece and the George Inn.

The White Swan Public House (within HLC_PK 10291), located on the south side of Kirkgate, was built in the 18th or early 19th centuries. Constructed in hammer-dressed stone, with a pitched slate roof. It stands three- storeys high, with a modern shop. It is Grade II listed.

The Fleece Public House (HLC_PK 10290), located on the south side of Kirkgate, is thought to date to the 18th century, although it has been altered in the 19th century. Again constructed in hammer-dressed stone, with a pitched stone slate roof. It is Grade II Listed.

The **George Hotel (within HLC_PK 10296)**. Formerly the George Inn, and originally standing on north side of the Market Place, it was taken down by Sir John William Ramsden, 5th Bart, in 1850, to make way for John William Street, and re-erected here. As an inn it was replaced by the George Hotel. It became local government offices in the 1970s, and is now being converted into student accommodation (Google Streetview, 2015).

19th century

The 19th century represents the main period of expansion within the town of Huddersfield and its development as an important centre of textile manufacturing.

Landowners and administration

Development from 1770 to 1850 was dominated by, the Ramsden Estate. Building was undertaken in an ad, hoc and informal manner by small capitalists from all ranks of society. Some limited building took place on freehold land but most houses were built on leasehold tenure or tenancy at will, the latter being available on the Ramsden Estate. The Ramsdens sought to exercise control over the scale and pace of these developments with mixed success initially, although from the mid-19th century onwards they were instrumental in how the modern town was shaped.

After 1850 an increasing number of landowners participated in land development as suburbanisation took place, firstly amongst the upper middle classes and after 1880 amongst the lower middle classes. Consequently the Ramsden Estate's near monopoly of development land declined" and that Estate found it increasingly difficult to let land on the terms and conditions it wished. Builders, however, had a widening choice of locations in which to build and exhibited a preference for land available on long-term leasehold. By 1867 this had become the tenure on which land was available throughout Huddersfield.

During the final years of the nineteenth century a number of changes were manifest in the mechanics of land development. Construction costs rose, primarily as a result of the introduction of byelaws governing house-building. Thus, not only did builders increasingly concentrate on building for the lower middle classes at the expense of the working classes, but they also increased the size of building projects. Moreover, house building was now chiefly initiated by members of the lower middle classes or building contractors on a speculative basis rather than the contractual basis that had been the practice. Meanwhile, landowners found themselves in increasing competition with each other in the supply of land. By the beginning of the twentieth century some of the smaller landowners were offering land for development on freehold as well as leasehold tenure, whichever a builder preferred.

The town was made into a parliamentary borough in 1832 allowing for a single seat Parliament, and in 1868 it became a municipal borough with its own elected corporation. In 1881, the corporation comprised of a mayor, 14 aldermen and 42 councillors, and they were responsible for the water and electricity supply to the town, along with public transport and education (Kelly Directory 1881). In 1876, the Corporation purchased the market rights from the Ramsden estate for £39,802 and gained control of all land and sites used for trade (Law 1992, 81).

Settlement



Figure 398. Extract from the 1828 Huddersfield map made for the Commissioner of the Waterworks. West Yorkshire Archive Service MAPS MC1

The 1828 plan of Huddersfield reveals the extent of the development of the town in the early decades of the 19th century. Expansion appears to have mostly been concentrated within the area bounded by Kirkgate and Westgate to the north, and Back Street and High Street to the south. King Street has by now been cut through running parallel to the south of Kirkgate and a new shambles or animal market established on its south side. Queen Street and Peter Gate (later Cross Church Street) are also shown for the first time on this plan. There has also been continued development along Market Street to the south. Beyond the main core of the settlement, industrial buildings are shown located alongside the canal and the river Colne, including a malt kiln and Aspley Mill.

The early 19th-century cartographic evidence reveals the ongoing gradual development in Huddersfield, focussed initially on the area between Kirkgate and High Street, and later southwards along New North Road and Market Street, northwards along Leeds Road and eastwards along Quay Street. On his arrival in Huddersfield in 1846, Isaac Horden describes the town as consisting of Kirkgate, Market Place, New Street, Buxton Road, Cross Church Street, Queen Street, Ramsden Street, High Street, North end of Market Street, King Street, Cloth Hall street and 'Top o' th' Town' (Hordern n.d).

The stimulus for the growth of the settlement was the result of increased employment opportunities brought about by the increased industrialisation of the textile industry, and Huddersfield, along with the other mill towns in the area, saw an in-flux of occupants during this period. The population required housing and as a result buildings were established infilling the areas around existing commercial buildings, around the tenter crofts and in cramped yard areas. These tended to be cramped and unsanitary areas of occupation and were occupied by the poorest families in the town. The Ramsdens did attempt to control the quality, quantity and positioning of housing within their manor, but the steward and agent they employed to administer the estate in the early 19th century were unable or unwilling to keep pace with the developments occurring in the town (Springlett 1992, 459). They were more successful, however, in their endeavours to restrict the building of all new industrial developments to the outskirts of the town (ibid.).

Huddersfield, like many northern towns, grew dramatically during the 1830s onwards. With a subsequent increase in population the town needed more houses. The town's expansion from township through to incorporation as a borough in 1868, to that of County borough in 1888, saw the town of Huddersfield expand as well as its boundaries, resulting in the merger of multiple townships, one with the other.

In contrast to the early 19th century, there was a marked increase in the building of commercial buildings in later 19th century. This change coincided with the death of Sir John Ramsden in 1839 after which the estate was supervised by Trustees for thirteen years until Sir John William Ramsden was old enough to manage it himself. The previous restrictions imposed on any development were lessened and a concerted effort to promote the town as a commercial and trading centre was undertaken (Wyles 1992, 310). There was also an effort to increase the availability of domestic dwellings within the town, although quality and styles imposed by the Ramsdens, particularly the restrictions on the building of back-to-backs, meant that many of the houses built were unaffordable for the poorest occupants of the town (Springlett 1992).

Much of the wealth created from the textile industry was channelled into buildings and a new town was created to the west of the original core. The 'new town', with its grid of streets to the south-east of the station, was the vision of George Loch, agent to the Ramsden estate, which owned the town centre until 1920. Loch had already been instrumental in bringing a through railway to Huddersfield on a line which opened up the opportunity for development. But the open square itself owed more to Joshua Hobson, a campaigning journalist and radical politician who was clerk to the Improvement Commissioners – predecessor of the Borough Council - at the time.

A grid of streets was laid out north of Westgate leading up to a new square in front of the railway station. A further grid of streets was laid out to the south west which has been less well preserved. Civic institutions were developed on a grand scale including the Town Hall, a circular Piece Hall (long since demolished) and the Technical School to train mill managers (that was to become the University). Equal quantities of civic pride were poured into private buildings such as banks, merchant's offices and shops.

The Ordnance Survey maps of 1854 and 1889 demonstrate the rate and extent of development in the later 19th century. Many new roads were laid out to the north and south of Kirkgate, recorded examples of which are Spring Grove Street (in 1856), Swallow Street (1856), Dundas Street (1846), Fox Street (1848), John William Street (1856), St Peters Street (1856), Brook Street (1856), Northumberland Street (1856), Queen Street South (between 1854 and 1894), Firth Street (between 1854 and 1894) and St Andrews Road (between 1854 and 1894). In some cases, the roads were laid out and the land alongside divided into building plots for sale (Hordern n.d).



Figure 399.
Extent of
Huddersfield on
the Ordnance
Survey 1st
Edition 6" map
of 1854

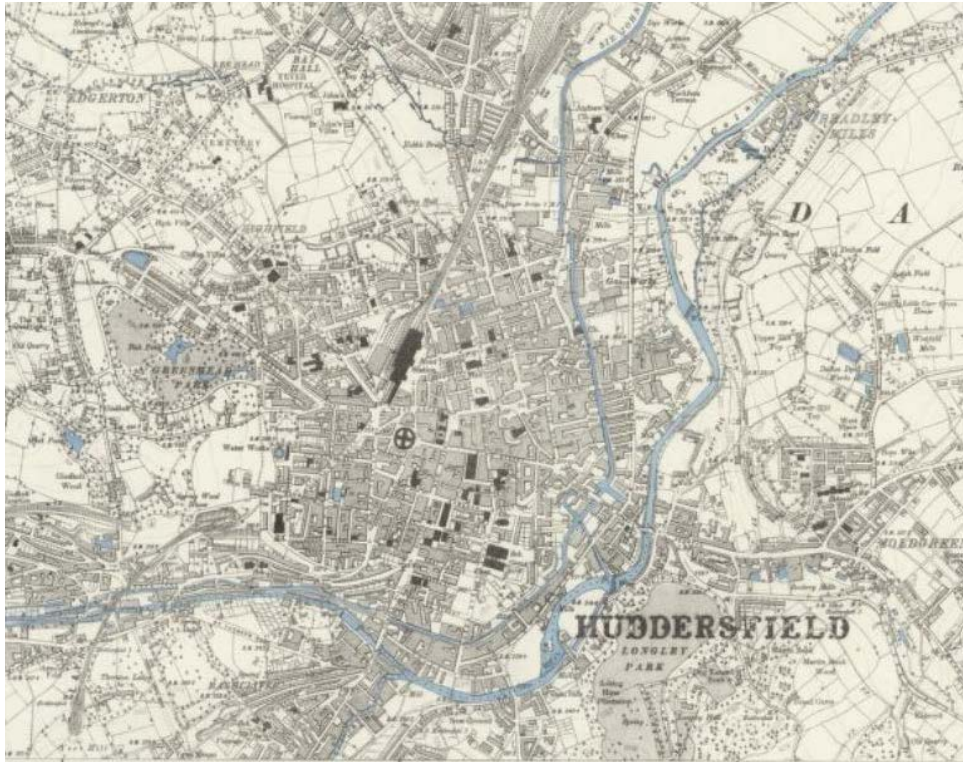


Figure 400.
Extent of
Huddersfield on
the Ordnance
Survey 2nd
Edition map of
1889. © and
database right
Crown
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Information
Group Ltd (all
rights reserved
2016) Licence
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000394 and
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The mid to later 19th century also saw movement away from the historic core of the town northwards with the building of the railway station in 1847 (HLC_PK 10237, and later HLC_PK 10238) and St George's Square (HLC_PK 10293 and 10295), and later the new market for fruit and vegetables completed in 1889.

Population and occupations

The population of Huddersfield township increased from 7268 in 1801 to 30,880 in 1851 and in to 46,098 by the end of the century (Page 1974, 525). Most of this increased population

was in the working class who occupied the cramped slums which appeared around the factories. The main impetus for this growth was the changing nature of textile production which became increasingly focussed within the mills and factories established throughout the town. Many of the developments in the textile industry were opposed by the workers and in 1811 and 1812 Huddersfield formed the focus of the Yorkshire Luddite disturbances (Hargreaves 1992).

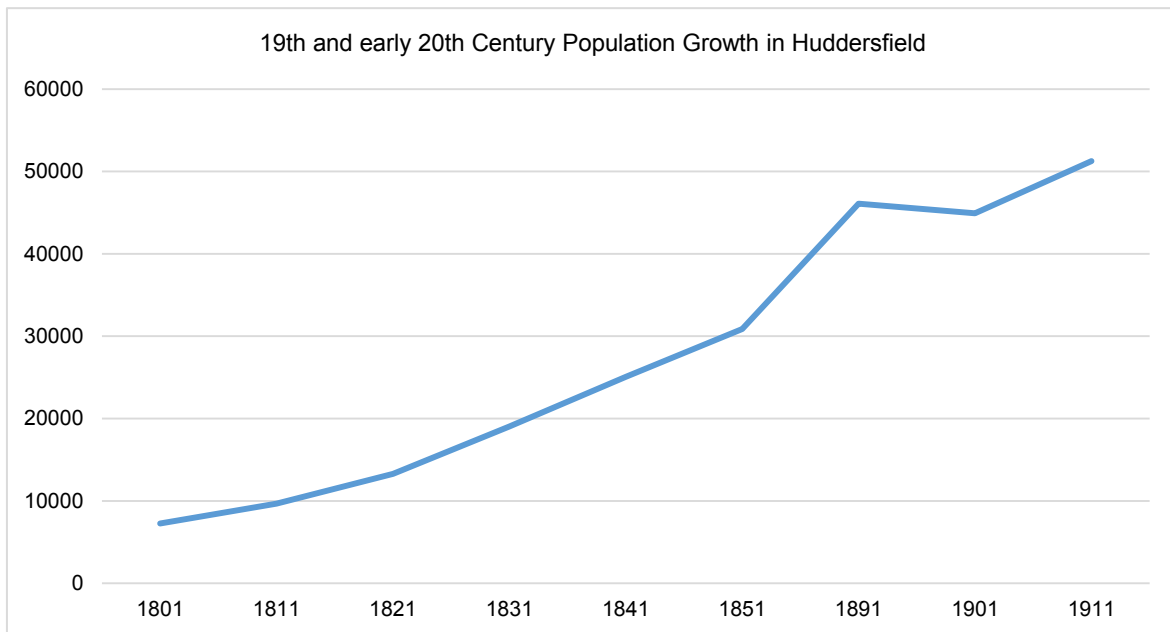


Figure 401. 19th and Early 20th Century Population Growth in Huddersfield. GB Historical GIS / University of Portsmouth, Huddersfield SubD through time | Population Statistics | Total Population, *A Vision of Britain through Time*.
www.visionofbritain.org.uk/unit/10555358/cube/TOT_POP

Kelly’s directory from 1881 describes Huddersfield as: “... *the head of the fancy woollen trade; the goods manufactured here consisting of plain and fancy woollens, broadcloths, doeskins, worsted coatings, trouserings, woollen cords, Bedford cords, vestings, tweeds, mantle cloths, shawls, serges, cashmerettes, mohair and scaleskin cloth. In addition to this, worsted, silk, and cotton are worked up into an endless variety of fancy goods, including dress skirts and dresses of the finest quality.... Spinning, doubling and cotton warp manufacturing are carried on to a considerable extent; there are also several silk spinning mills and extensive iron foundries for the manufacture of steam engines and boilers, hydraulic presses and other machines used in the different branches of the textile manufacture*”.

Other types of industrial activity identified within the study area include rope making, lime processing and coal mining. Kelly's Directory of 1881 lists the range of commercial ventures present in the town at this time, including confectioners, shoe makers, chemist, green grocer and tobacconists.

Many of the surviving buildings identified as being of early 19th century date lie within the historic core of the settlement within the area bounded by Kirkgate and what was formerly known as Back Street, now Ramsden Street. The location of these confirms that much of the expansion was in-filling within the defined limits of the settlement. The Ramsden undertook little of this expansion themselves and attempts to control the scale and nature of the building works were not always entirely successful. The properties in Wormalds Yard, Goldthorpe's Yard, and Hammond's Yard represent the remains of buildings constructed to house the poorer workers. The establishment of these yard areas is thought to have occurred in the 18th century, while the properties that currently occupy them are consistently dated to the early 19th century and it maybe that these replaced earlier buildings here.

The quantity of buildings included here demonstrates clearly when development in Huddersfield peaked, spurred on by the change in the approach of the Ramsden estate to this after 1836. The main aim was to expand the town centre northwards and to provide more domestic properties. Many of these new houses were built along Trinity Street, New North Road and the newly created Fitzwilliam Street, to the west of the town centre. Unfortunately, many of these houses were too expensive for the working class population and instead were occupied by the middle and artisan classes. The St George's Square area also began to emerge at this time and was intended to be the town's new piazza, complementing the design of the adjacent station building (Pevsner 1956, 273; Wyles 1992, 329). The majority of the buildings constructed around St George's Square at this time comprised warehousing and office space, although the exterior of the buildings purposefully disguised their utilitarian purpose (Wyles 1992).



Figure 402. Detached and semi-detached villa housing on New North Road (WYHLC Project)

In contrast, much fewer late 19th century buildings have been recorded or listed within the study area. This does not indicate that development had substantially slowed at this time as the cartographic evidence clearly demonstrates the continued growth in the town, rather it is a product of the way in which buildings are selected to be Listed Buildings.

Residential

In addition to industrial growth, the second half of the 19th century witnessed a considerable increase in Huddersfield's civic dignity, a considerable improvement in civic amenities, and the development of a commercial core. The municipal buildings of Huddersfield's town centre appear to have survived virtually intact, as have a number of the town's Nonconformist Chapels. The commercial architecture of the late 19th century is still well represented by the parades of shops, a number of individual commercial premises scattered throughout the Huddersfield area. In general, domestic architecture has, unfortunately, fared less well.

By the mid-19th century the consequences of urbanisation accompanying rapid commercial and industrial expansion experienced earlier in the century were becoming apparent. 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'. With few exceptions, the older crowded courts have disappeared, declared unfit for human habitation by the standards of the 20th century.

In 1847 the Town Improvements Act was passed, enabling local authorities to regulate building. Huddersfield began to implement these powers in 1869 and also obtained the Huddersfield Improvement and Town Government Act in 1870. These powers effectively required and person wishing to construct a building to submit plans to a Building Committee (or Board) set up by the local authority. The Committee was particularly strict regarding all new buildings, and demanded that plans for new-builds be submitted for their scrutiny and approval. It meant that from that time on, all houses erected in Huddersfield had to be built to a certain minimum standard. The Committee also ensured that there was sufficient ventilation, within and around the houses; also that they were provided with a decent water supply and adequate sewerage facilities. Planning records of the Huddersfield Building Committee show that such powers were taken seriously, and many original plans were rejected for breaches of the bye-laws on these matters.

Naturally, the standards and requirements for new buildings changed over the years, both in terms of local and national legislation. But the most controversial of all were the regulations regarding back-to-back house. Such houses had been a traditional way of providing homes for low paid industrial workers in many parts of the country throughout previous centuries. Though by the second half of the 19th century it had become accepted by most public health experts, and many local authorities, that living in such houses meant a poor standard of health for their occupiers. However, Huddersfield, and many other towns within the West Riding continued to defend the right of builders to put up back-to-back houses despite national and county pressures to outlaw them.

Concentrations of early to mid-19th century terracing can be found in Hightown, to the immediate northwest of the Railway Station, representing lower middle-class housing on the periphery of the commercial core.

People were attracted to the town to find employment in the new mills and this period of urbanisation saw the population of the town rise considerably. This increase necessitated the construction of workers' housing, mostly in the form of terraced and back-to-back dwellings, often set on regular grid street patterns. They are representative of a building style that dominated many nineteenth century towns. They are distinctive to the region in that they are vernacular buildings constructed of local stone. The main period of construction was 1864-1919, with the majority of the type constructed c.1890 to 1910. The dominant housing

type is generally standardised terraced property, although a distinct hierarchy of building types can be discerned. This ranges from simple two-up-two-down designs, through to large townhouses providing dedicated scullery kitchens, larders, entrance hallways and bathrooms in addition to a small privately enclosed garden area. For the smaller properties, it is common for there to be regular passageways between the houses, opening on to communal yards that are shared between groups of the houses; this design has been explained as a continuation of patterns established through the longer established tradition of constructing domestic courts of back-to-back houses (Muthesius 1979).

With a few exceptions and isolated survivals, virtually all of the town's once numerous back-to-backs appear to have been swept away in slum clearances of the 1950s and 1960s. Arguably the most common house type to be constructed during this period was the back-to-back, built either in rows, or in groups of four ('cluster' houses). The construction of back-to-backs proper was banned as insanitary in 1871, considerably later than in most other parts of the country. The construction of 'cluster' housing, however, continued well into the 20th century, along with that of through terraces. Cluster housing was often considered to be an acceptable high-density alternative to the unhygienic back-to-back. The majority of surviving dwellings date to the period 1870 to 1910 - surviving late 19th century 'cluster' housing can be found in Fartown on Poplar Street (**HLC_PK 8351 and 8353**). Within the town centre, there is an isolated example on Colne Street (**HLC_PK 10705**). The largest single block of surviving back-to-backs is in Moldgreen, which date to the 1860s (**HLC_PK 9175**).

An interesting survival of back-to-back terracing can be found in Fartown, along Bradford Road (**HLC_PK 10657**). No. 299 Bradford Road, Huddersfield represents one of a number of back-to-back terraced properties (along Bradford Road) with passageways through to the rear of the houses. Doors of wood and steel were fitted at each end of these passageways to form surface air raid shelters (Roper 1996). Some of these doors have now been removed but additional extant examples include those at Nos. 187 and 211 Bradford Road.

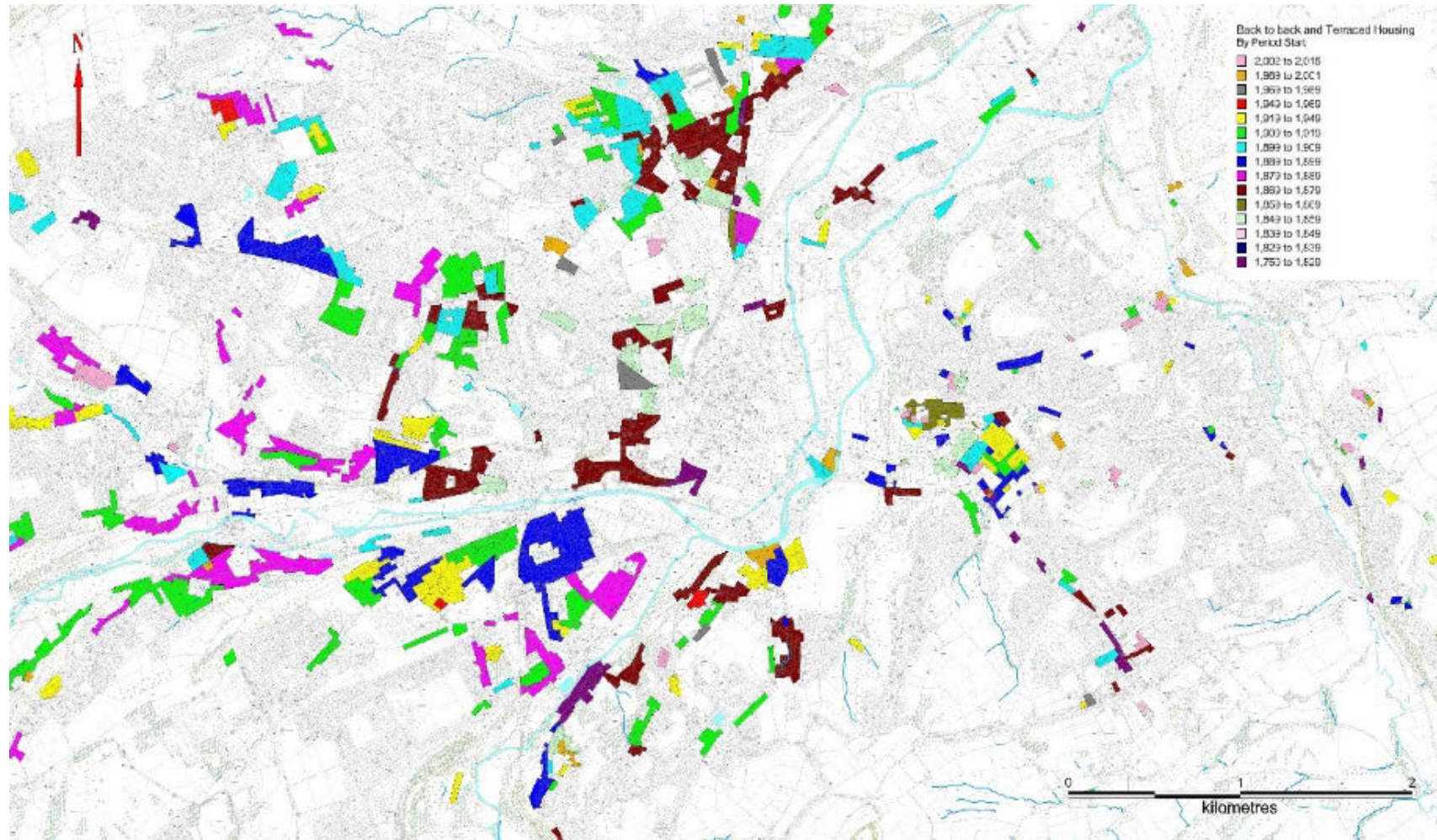


Figure 403. Extant back-to-back and terraced housing in Huddersfield (by Period Start). Four main areas of terraced and back-to-back housing can be found on the outskirts of the town, with no surviving housing in the town centre. The concentrations are clustered around earlier settlements - Birkby, Fartown, Dalton, Moldgreen and Crosland Moor.

The evidence from Ordnance Survey maps show that a large number of homes built in Huddersfield during the last thirty years of the nineteenth century were back-to-backs and inferior terracing. After 1880 large scale developments of inferior terraced and back-to-back houses became the norm in areas such as Birkby, Fartown, Dalton, Moldgreen and Crosland Moor, serviced by new tram routes and creating homogenous suburbs in terms of physical infrastructure, if not social mix. It is these suburbs which remain the main inheritance of the Victorian housebuilding process. However, this distribution is more indicative of what terraced housing survives through to the present day, rather than what was actually there – like much of the former back-to-back housing stock, many terraced housing blocks were demolished during slum clearance in the 1950s and 1960s, through to modern redevelopment.

Compared to the working classes, the middle and upper class housing survival has fared much better – their homes were built on the outskirts of the town, concentrated to the northwest of the town centre. Large villas in extensive grounds were built in Upper Edgerton between 1855 and 1875, smaller detached, semi-detached and terraced villas at Hightown in the 1850s to 1860s, and detached and semi-detached villas at Gledholt in the 1870s. Construction of higher and middle-class continued in these areas well into the early 20th century (see below).

Upper Edgerton (centred on **HLC_PK 6300, 6315, 6363, 6364**). Edgerton Conservation Area - the character of this area is predominantly that of a leafy Victorian residential area, with large, architecturally interesting, detached buildings set in generous grounds. The mature trees, shrubs and hedges in the private gardens, partially screen the buildings and create a sense of open space and area separated from the public highways by stone walls. In view of the fact that the majority of the buildings were built at a similar period, during the mid-late 19th century, the historic buildings reflect the styles favoured by the Victorian builders, and are generally based on either the medieval or Georgian period. The larger detached buildings were individually designed as set pieces, in order to reflect the status of the owner and set them apart from their neighbours. The earlier buildings are constructed of natural stone, with a pitched roof covered with natural stone or blue slates and with timber framed sash or casement windows. Many of the buildings also have leaded lights often incorporating coloured glass. Along the side roads off Halifax Road, there are a number of smaller properties, which were designed as villa pairs, and these are of a similar style to the larger detached buildings. The later twentieth century buildings also reflect the earlier form but utilise a simpler architectural details, often with pitched roof covered in red clay tiles. Many of the buildings within in the area are of a very high architectural quality and as a consequence

are listed as being of architectural or historic significance. The buildings in this area are still predominantly in residential use, but some of the larger houses are now in multiple occupation as nursing homes, hostels, or hotels. A number of the properties along Halifax and Edgerton Road have been converted to offices. In some areas, poor quality 20th century development has occurred on infill sites and the introduction of inappropriate modern development, often bungalows, within the garden areas of some of the properties for example at Ravensdeane has resulted in an erosion of the special character of the area.

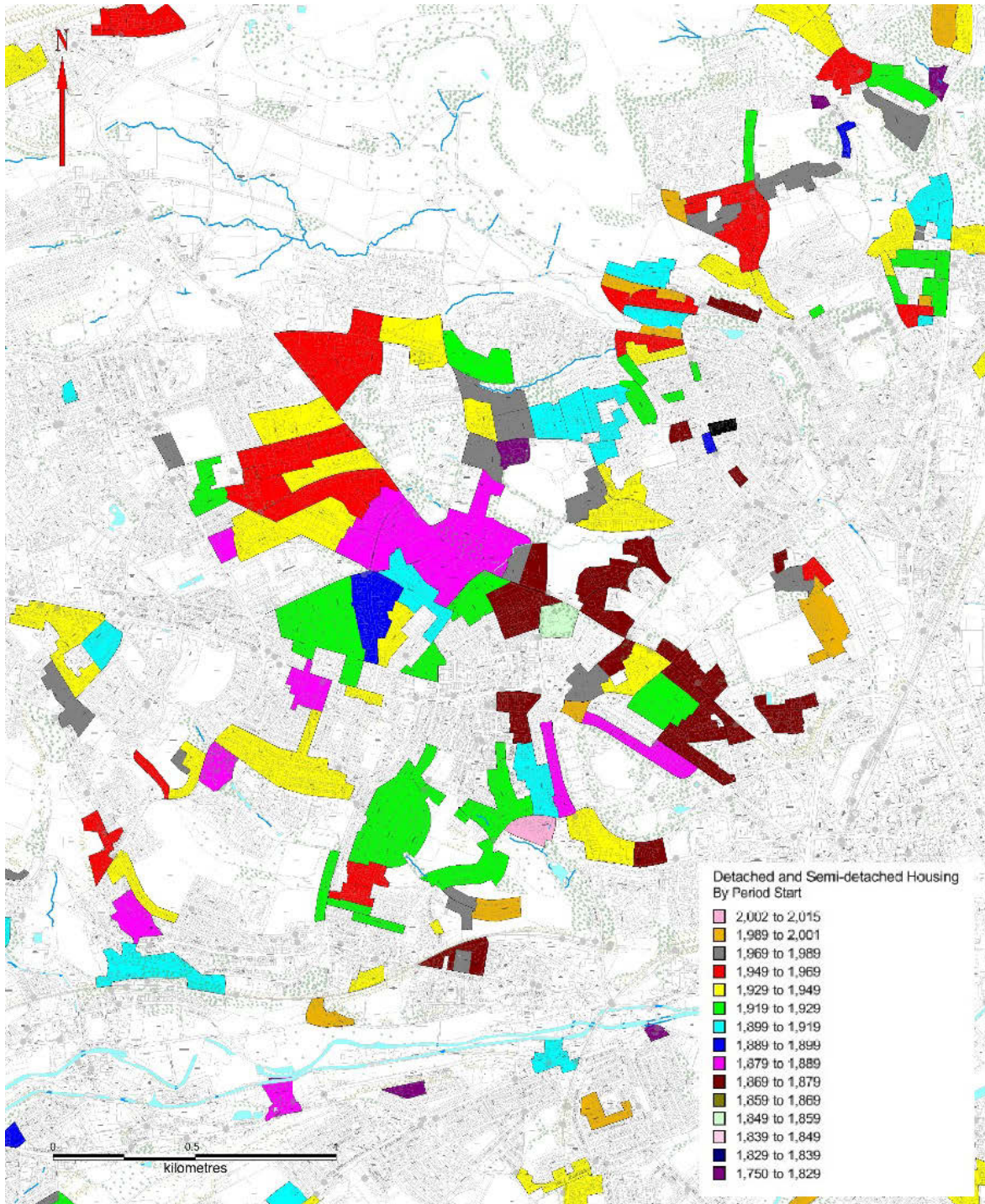


Figure 404. Detached and semi-detached housing, Huddersfield (by Period Start). Detached villa housing dating to the 19th and early 20th century is concentrated in the Upper Edgerton area of Huddersfield

Industrial Buildings

A great many buildings associated with industrial activity were established in Huddersfield during the 19th century, particularly those associated with textile manufacturing. The mills

and factories were typically positioned outside of the town centre, mainly to the east and south of the settlement. Their locations are due in part to the influence of the Ramsdens who sought to keep industry away from the commercial and domestic buildings, although they are also clearly occupying sites close to the water courses. Most new mills sites in the study area were constructed between 1850 and 1880, after which the trend was to extend the existing sites rather than build new ones. Some, such as the **Folly Hall Mill** complex (**HLC_PK 10039**), were built as speculations. Many of the buildings have since been demolished.

Bradley Mills (HLC_PK 10690; WYHER 4277). Industrial complex marked on Ordnance Survey 1st Edition map of 1854; evidently still in operation. Potentially on the site of the Medieval water-powered corn mill of Dalton. Currently, there is a weir on the River Colne slightly upstream from this site at SE 1540 1769, but stone banking on the east side of the river at SE 1533 1763 may indicate the position of an earlier or additional weir. Note also the road that crosses the Colne downstream from the present weir at SE 1550 1779. Any potential Medieval site is assumed to have been obliterated.

There are two Grade II Listed Buildings at **Bradley Mills** (LBS Nos: 339580 & 339581); however, it is thought that one may have been demolished (LBS no. 339581). LBS no. 339580 is named as 'northeast mill building at Bradley Mills' by English Heritage, and is described as follows: It dates to early or mid-19th century, and is built of hammer-dressed stone. It has a double slate roof, with a parapet to the valley and two circular oculi at each end. It is five storeys high, and has 14 ranges of windows with glazing bars on the east side and late 19th century industrial windows on the west side. A gig mill (a textile mill employing rotary wire cylinders for napping) was introduced at Bradley Mills by 1784, and a shearing frame was introduced in 1800, withdrawn and then re-introduced in 1803. Currently the complex is a mixture of light engineering, other industrial and commercial premises.

Triangle Business Park (HLC_PK 10507) was built in 2009, on the site of Gledholt Mills (woollen), which was built prior to 1845 (depicted as Paddock Foot Mill on the Ordnance Survey 1:1056 Town Plan of 1851). Paddock Foot Mill was established in the mid-19th century on the site of a former fulling mill extant in the 1700s.²¹ A single building survives, which probably dates to the later 19th century.

²¹ www.undergroundhistories.wordpress.com/a-catalogue-of-the-textile-mills-and-factories-of-the-huddersfield-area-c-1790-1914-part-two/

Granville Mill (HLC_PK 10478) is depicted on the Ordnance Survey 1:1056 Town Plan of Huddersfield (1851) as Armitage's Mill, which was established in 1824. The main part of the mill complex appears mid to late 19th century (including a four storey weaving shed), although parts of the earlier 19th century mill may survive, particularly to the west of the complex. Crescent mill appears to be a later 19th century addition to the south. Currently mixed commercial and industrial use.

Waterloo Mills (HLC_PK 10265). Early to mid-19th century textile mill depicted as Cliffs Mill on the Ordnance Survey 1:1056 Town Plan of Huddersfield (1851). By the Ordnance Survey 1:500 town Plan of 1890, depicted as Waterloo Mills. L-shape in plan, with a southern three storey block constructed in hammer-dressed stone with an ashlar front on to Old Leeds Road, six bays with a central wagon entrance. The northern block is two storeys in hammer-dressed sandstone. In 1856 owned by Messrs Butterworth and Sons. By 1908, used by Marsden and Co. woollen and angora spinners.²² The northern block is currently light industrial use, the southern block is disused and derelict (Google Streetview 2015).

The **Union Dyeware Mill (within HLC_PK 10513)** is dated to the late 19th century. It is recorded in the Yorkshire Textile Mills survey gazetteer (Giles and Goodall 1992). Reused as a variety of commercial and industrial units, with some buildings having been replaced completely. Between 2012 and 2015 all former buildings were demolished, with the area now derelict land and a small temporary car park.

Springdale Mill (HLC_PK 10514), also known as Starkey's Mill, was a woollen mill established in 1819. It expanded rapidly to fill the island between the River Colne and the canal. By 1835, the site included four multi-storeyed mills used in all stages of woollen manufacture. The site represented a very large-scale and early development of the mechanically integrated woollen manufacturing site (RCHME 1992, 209). Most of the buildings have been demolished. The block end onto the canal, comprising a three-storey structure survived until relatively recently (as a Grade II Listed Building), but apparently it has been demolished sometime between 1987 and 2002. The site is now commercial warehousing.

²² <https://undergroundhistories.wordpress.com/a-catalogue-of-the-textile-mills-and-factories-of-the-huddersfield-area-c-1790-1914-part-three/>



Figure 405. Folly Hall Mills, Huddersfield. Converted to office and business use. This image is of the Grade II Listed Fireproof Mill. © Copyright Julian Osley and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/4208264

Folly Hall Mills (HLC_PK 10039) comprises a group of mills, sheds and other buildings established in 1825 by Joseph Kaye a local entrepreneur as a speculation constructed for occupation by tenants (RCHME, 1986, p.1; Giles & Goodall 1992, p. 209). The principal mill building is Listed Grade II*. Folly Hall Mills comprises of a group of buildings of different dates reflecting different ownerships. The site is dominated by multi-storeyed mills the main one of which (mill 1) lies to the north of the site and commands attention by its size and architectural quality (RCHME, 1986, p.3; Giles & Goodall 1992, p. 209). Behind this mill is a smaller mill (mill 2) which is located at the south-east corner of the site. In 1844 Mill 1 was reduced to a shell by fire. The destruction was not, however, complete and enough still survived in a stable condition to allow the retention of some of the walling and a replacement was otherwise built on its foundations. Constriction of the site and the maintenance of part of the mill led to a replacement of similar size and form. The earlier mill was seventeen bays and six-storeys and the 1844 mill was (including basement and attic) the same length and height (RCHME 1986, p.4). The design of the new mill, however, added the feature of a slightly projecting central area, seven bays in the lower storeys but only three in the upper floors where a pediment pierced by a stylized Venetian window lights the attic (RCHME 1986, p.4). The design of the re-built mill does not reflect multiple occupancy as each floor

represents an undivided working space and no multiple entrances are evident (RCHME 1986, p.4). Each floor is served by taking in doors in the eastern and western gable walls opening onto the landings. The rebuilt mill was fully fireproof with brick jack arches, stone flag floors, cast-iron columns and a cast-iron roof (RCHME 1986, p. 4).

The mill was powered by an engine housed in an engine house located in the easternmost bay on the basement ground and first floors. It is believed that the engine house survived the 1844 fire and therefore the engine house dates from the first building on the site (RCHME 1986, p.5). The beam engine which powered the mill was located in a building located on the south-east corner of mill 1 and it is possible that this may also have been original (RCHME 1986, p.5). To the south of this boiler house is the chimney which is square in plan and again probably original. Power was taken from a flywheel and transmitted to every floor of the mill by a vertical shaft which came from the main floor area in the bay next to the engine house. Traps in the brick vaults allowed the shaft to rise through the floors and a thick stone wall dividing the east end bay from the mill was used to give support to the shaft. The shaft rose into the attic and the top was supported in an iron casting spanning the stone wall to the east and the first floor roof truss to the west (RCHME, 1986, p.5). On each floor power was transmitted by line shafting to individual machines, which is evident by a D-shaped bolting section face for each column (RCHME 1986, p.5). The specific functions of each of the floors of the mill is no longer evident, however, the RCHME (1986, p.5) suggest that the upper floors may have been used largely for spinning as weaving was carried out in a purpose built weaving factory to the south. Small rooms over the engine house may have been used as store rooms or offices. The list of tenants before 1844 also included a cloth finisher and any tenant involved in the same processes would have required a significant amount of water and would have presumably used the basement floor for this process (RCHME 1986, p.5).

Folly Hall Mills extended into an area now occupied by a large casino building (**HLC_PK 10040**). Buildings are depicted here as Folly Hall Mills on the Ordnance Survey 1:1056 Town Plan of 1851, changing name to Centre Mills by the Ordnance Survey 1:500 Town Plan of 1890. Probably at the same time as Folly Hall Mills (c.1825), they were apparently demolished by 1948, and a large-scale shed was erected. This building was demolished by 1994, although the perimeter walls and structure of the building appears to have been incorporated into the casino build, which was built in 2000.

To the immediate north of Folly Hall Mills is the site of the former Engine Bridge Works (machinery), which is depicted on the Ordnance Survey 1:1056 Town Plan of 1851 (as a dye house). Probably early to mid-19th century, with later alterations and additions in the 1930s

to 1950s. The buildings survived until the period 2009 to 2011, when they were demolished to make way for the new **Kirklees College Building (HLC_PK 10517 and 10627)**.

Numerous mid-late 19th century woollen mill buildings follow the route of Albert Street, substantial elements of which are still extant (**all within HLC_PK 4750**). The majority have been reused for a variety of industrial and commercial purposes, while some have been demolished. Included in this group are:

Broadfield Mills - Mid-19th century textile mill, recorded as part of the RCHME's Yorkshire Textile Mill Survey (see gazetteer in 1986 publication, p.240). The majority of the mill complex was demolished in the late 1980s, although a four storey weaving shed (now mixed industrial and commercial premises) stands to the south. Immediately north of this are the remains of a two-storey shed (much has been removed), and another four storey building (offices?) which is now a commercial premises. Further north, No. 29 Albert Street, was part of the Broadfield Mills complex, forming the premises of Messrs Gledhill Bros (now part of The Gatehouse Enterprise Centre). It is a Grade II Listed Building. On the other side of the River Holme is the current **Perseverance Mills (HLC_PK 7709)**; an extension of Broadfield Mills in the period 1894 to 1908 (first depicted on the Ordnance Survey 3rd Edition map of 1908). The mill has closed but the buildings remain and have been divided into commercial units.

The **Albert Works** building dates to the later 19th to early 20th century, although an attached office (possible house) may date to the mid-19th century. To the rear of the present building was the site of Springfield Mill (worsted waste) and the Spa Field Works (mungo), both demolished in the period 2003 to 2009 (Google Earth).

In between the Albert Works and the Albert Mills, is the former Lockwood Spa Public Baths (see below) which is now used as a commercial premises (tyre store and sales).

Albert Mills Woollen Mill was built in 1853. Constructed of hammer-dressed stone, with ashlar dressings and a pitched stone slate roof. Of three storeys. Modillion eaves cornice. Blocking course. Continuous first floor sill and ground floor impost bands. Fifteen ranges of windows with glazing bars, round-arched on ground floor, with rock-faced voussoirs and keystones. Entrance bay flanked by giant rusticated pilasters with urns on top: semi-circular panel with "Albert Mills 1853" in sans-serif capitals. Double doors with moulded panels in semi-circular arch with moulded surround and vermiculated keystone. Two oculi with keystones on first floor. One pair of round-arched windows on second floor, with central

colonnade, consoles to moulded voussoirs, and keystone. One-storey extension to north: pitched slate roof: stone brackets to gutter. Ten segment-headed windows with glazing bars, plain raised voussoirs, continuous plain raised impost band and continuous sill band. South elevation has parapet with shaped west terminal (Text edited from English Heritage's National Heritage List of England, 1978). The mill was visited by Colum Giles and Ian Goodhall in 1986 as part of the RCHME's Yorkshire Textile Mill Survey. A copy of their detailed report is on file at West Yorkshire HER, along with copies of the photographs taken by the RCHME in 1988. The mills are currently in commercial use (warehouse and offices).

Much of the adjoining Victoria Mills (fancy woollens) complex has been demolished, with only a few single and two-storey warehouses surviving (now as commercial sheds). Much of the complex is now occupied by late 20th century commercial and industrial buildings.

Further north are the former Raschliffe Dyewood Mills, a mid to late 19th century dye works built on the site of an earlier textile mill of the same name. The present building stands two storeys high, and has an L-shape plan. Currently commercial use.

Immediately north are Rashcliffe Mills. Currently used by Taylor and Lodge, cloth manufacturers. The company has occupied its Rashcliffe Mills factory in Huddersfield since its founding in 1883. By 1889 - Cloth finishing plant installed, and in 1945 the mill was converted from steam to electric power. The mill is depicted on the earlier Ordnance Survey 1:1056 Town Plan of Huddersfield (1851) as Rashcliffe Mill (woollen) – a large single shed, with ancillary buildings (including boiler rooms) to the north and a gasometer to the south. By the Ordnance 1:500 Town Plan of 1890, buildings had been added to the north and west of the single shed. The imprint of the earlier weaving shed has been retained (visible on aerial photography) as has, presumably, much of its fabric.

Finally, at the extreme northern end of the polygon (**HLC_PK 4750**) are the fragmentary remains of the former Rushcliffe Iron Works and Hope Foundry (now within an area depicted on modern mapping as the Broomfield Business Park). Much of this pre-1850 iron works has been demolished, although some fabric remains. Now commercial and light industrial use.

To the south of the River Holme is the 1980s **Queen's Mill Industrial Estate (HLC_PK 7495)**; the site of the former Queen's Mill (woollen), Providence Mill (fancy worsted) and Little Royd Mill (woollen). All of these mills dated to the mid to late 19th century (first depicted on the Ordnance Survey 1:500 Town Plan of Huddersfield, 1890). They were

demolished in the late 20th century. Now occupied by large-scale commercial and industrial warehouses.

A number of former textile mills and mill sites lie either side of Colne Road. On the south side of the road (**HLC_PK 10043**), nothing remains of the former Engine Bridge Mills (established in the early to mid-19th century as the Eastwoods Mill), Britannia Dye Works and the Colne Dye Works (previously Folly Hall Dyeworks in the early to mid-19th century); these having been demolished in the later 20th century. The former Colne Steel Foundry, Colne Brass Factory and Atlas Machine Works, located to the south, survived until demolition between 2003 and 2009. The area is now commercial warehousing and car parks. Further east, between the foot bridge and King's Bridge was the site of former small-scale engineering and metal working buildings first depicted on the Ordnance Survey 1:1056 Town Plan of 1890. The Valley Works, Globe Works, Lead Works, Colne Road Iron Works and King's Bridge Mills survived through to the late 20th century before being demolished. The area is now commercial warehousing.

On the north side of the road, **Britannia Mills (HLC_PK 10518; WYHER 3599)** was constructed between 1860 and 1880 as a woollen spinning mill by Joseph Hopkinson an Engineer from Huddersfield. The mill was constructed on land owned by Sir John William Ramsden and in 1860 Hopkinson took a 99-year lease on the site and agreed to build within a year 'one good and substantial Mill'. Plans attached to the lease show the site with the large mills on the north and east sides of a warehouse with a small weaving shed attached to the west end of the north mill. . The complex was built, between 1860-1 and 1879, but not strictly as shown on the plan and not within the 12-month period. It would appear from quite an early date that the mills were built as a speculation by Hopkinson as his name is not mentioned as an occupier until 1866. The mills appear to have had multiple occupants, which as well as woollen spinners at various dates included woollen manufacturers, cotton spinners and manufacturers and waste dealers (RCHME 1986, p. 1). In 1895 the mill passed into the hands of Joseph Lumb & Sons, Worsted Spinners (of the nearby Folly Hall Mills). Joseph Lumb & Sons were lessees of the Ramsdens, until 1920 when the Ramsden Estate was taken over by the Corporation of Huddersfield. The lease of the large part of the site expired in 1959 and Lumbs vacated the property (RCHME 1986, p. 1). In recent years the mills have been by a blanket manufacturer, but in 1985 were not used for textile manufacture (RCHME 1986). Much of the complex has been demolished and replaced by 20th century warehousing, but a three storey weaving shed still stands.

Immediately east of Britannia Mill, is **Colne Road Mills (HLC_PK 10518; WYHER 10356)**. Southern section of property now known as Fairfield Mills (i.e. area south of line of Huddersfield Narrow Canal) actually the remnants of Colne Road Mills. Both these mills were built post-1850. Fairfield Mill was established c.1855 (and later), while Colne Road Mills possibly was built c.1850. The site was visited by Helen Gomersall (WYAAS) in April 2001. During her inspection, she noted that the earliest surviving section of Colne Road Mills lies adjacent to the line of the canal. Originally there was a north wing but this is now demolished for construction of buildings over the canal in the 1980s (Gomersall, 2001). The northernmost (narrow) building seems to have been used as offices and warehousing; it has a light cast/wrought iron roof frame (tensioned) which may merit recording if property re-roofed. There is a semi-circular stair/WC tower to the rear, probably an original feature. Building to the south (possibly of late 19th century date) features cast-iron columns with wooden beams – line of open arcading at ground floor level at the back may indicate stable/wagon shed. The north eastern block of Colne Road Mills, located on the west side of Queen Street South, is dated to the mid-19th century. It is Grade II Listed and currently used for mixed light engineering and commercial purposes.

Albion Mills (HLC_PK 10519; WYHER 10300) is a Victorian textile mill. Construction date uncertain; the mill buildings are first visible on the historic OS map, surveyed 1889, however the surviving (Grade II listed) archway features a plaque with the date 1867 inscribed. The mill complex, which used to cover the whole corner site of Chapel Hill/Milford Street now appears to be partly demolished and/or redeveloped (see GIS, 2010). The surviving archway is built of ashlar, with a hammer-dressed stone parapet, moulded voussoirs, imposts and cornice (English Heritage's Listed Building Description). The mill complex was photographed by RCHME in May 1984 (copies of prints are held in WYHER), however the mill was not included as an entry in the Yorkshire Textile Mill Survey, which was conducted by Colum Giles and Ian Goodall during the 1980s (published 1992). It has recently (c.1990) been converted into apartments.

Priestroyd Mills (HLC_PK 10052; WYHER 10325) is located on the corner of Firth Street and Queen Street South. The block fronting onto Firth Street was built in 1835, while the facing Queen Street dates to 1869. The site was mainly used for the manufacture of heavy textile machinery. It was substantially damaged by fire on three occasions, in 1881, 1911 and 1977, the latter resulting in the loss of the upper-most floor. It is Grade II listed. In 2003, ASWYAS completed a building recording of the mill in advance of the partial demolition and conversion of the building (Swann and Prudhoe 2003).

The dyehouse is located to the north of Firth Street alongside the canal. It was built in the mid-19th century and formed part of the Priestroyd Mill complex. The dyehouse appears to have been used initially for machinery assembly and in more recent history it was used as a commercial laundry. In 2003 it was surveyed by ASWYAS as part of an archaeological building recording, along with the B Baker Building to the south (Swann 2004).

The **B Baker building (HLC_PK 10052; WYHER 10320)** is a five-storey mill constructed on the north side of Firth Street between 1865 and 1869. It formed part of the Priestroyd Mill complex and its lower floors were used for machinery assembly after it was built, with the upper floors used for the manufacturing and spinning of cotton. It was later used for the manufacture of ladies fashions. In 2003 it was surveyed by ASWYAS as part of an archaeological building recording, along with the dyehouse (Swann 2004).

Commercial Mills (HLC_PK 10124; WYHER 10324) lie between the Huddersfield Narrow Canal and Firth Street, and comprise of two 3-storey spinning mills of 1861 and 1864 respectively. The two main mills are linked by a tower and covered cart-entry from Firth Street. A horizontal engine house lies to the rear of the 1861 mill and a single-storey range of mill offices lies to the rear of the 1864 mill. Some demolition and rebuilding have apparently taken place in recent years (Gibson, 2009). The complex is Listed Grade II and has been in use for manufacture until recently. Archaeological Services WYAS (ASWAYS) undertook building recording work at the Mills on three separate occasions (11th August 2004, 20th & 21st April 2005, and 31st January 2006), prior to the conversion of the buildings to residential use. The building positioned alongside the canal within the Commercial Mills, located off Firth Street, dates to 1861. It is Grade II listed. The two buildings located alongside First Street within the Commercial Mills site date to 1861 and 1864. They are Grade II listed. The complex also includes an office and engine house, also dated to the mid to late 19th century. The site was originally occupied by John Schofield and Sons and was used for spinning, although by 1879 it was occupied by a number of businesses. The site was surveyed by ASWYAS between 2004 and 2006 (Gibson 2009).



Figure 406. Firth Street Mills and Larchfield Mills, Huddersfield. To the left of the chimney is the 6 storey Firth Street Mills, originally built as a cotton mill but later used by Fred Lawton & Sons Ltd for carpet yarn spinning. To the right is the 5 storey Larchfield Mills, built as a woollen mill. Both mills are now part of Huddersfield University. There was a second square chimney alongside the octagonal stone one but this was dismantled piecemeal. Photograph taken in 1998 prior to conversion. © Copyright Chris Allen and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/2207472

Firth Street Mills (HLC_PK 10053) was constructed in 1865-6 on land owned and leased by Thomas Firth, although the earliest records of the mill date to the 1886 when it was known as Priestroyd's Mill. By 1889 it had become known as Firth Street Mills, with a separate site now called Priestroyd Mills (see **HLC_PK 10052** above). The mill appears to have been used predominately for cotton spinning and although a weaving plant was added in 1889, no reference to this occurs after 1919. The site was surveyed by the Royal Commission on the Historical Monuments of England as part of the Yorkshire Textile Mills Survey in 1986-7 (RCHME 1987). It is Grade II listed. Now part of the University of Huddersfield.

Larchfield Mill (HLC_PK 10053) was established in 1865-6 on Firth Street, between the Huddersfield Canal and the river Colne. The mill was a steam powered multi-storey structure and associated sheds were added by 1889. The site was operated by George Brook, listed in the directories as manufacturer of either fancy woollens or woollens and worsted cloth

between 1870 to the early 20th century. The factory was then owned by the Huddersfield Corporation and was occupied by a number of companies. The site was surveyed by the RCHME in 1987 as part of the Yorkshire Textile Mill survey (RCHME 1987b). An assessment of one of the weaving sheds was undertaken by Colin Briden in 1996 (Briden 1996) and a photographic survey was completed by ASWYAS in 2000 (Swann 2000) prior to their demolition. The main mill building is Grade II listed. Now part of the University of Huddersfield.

Zetland Mill (HLC_PK 10051; WYHER 10350) site occupies the east side of Queen Street South. It was built in 1854 and is Grade II listed. Main block of 19th-century textile mill, including chimney at south end and gates and north end; built c.1854. Built of hammer dressed stone, with ashlar dressings, and a hipped slate roof. It stands 5 storeys high. In the West Yorkshire HER files there is a copy of a photograph taken in c.1981 that depicts some building demolition of, apparently, the Zetland Mills site (RCHME, 1987). The historic OS map, published in 1930 (sheet 246 SE) does indicate that the mill did once occupy a larger site, suggesting that the partly demolished building in the c.1981 photograph may have been located to the north of the current extant, and listed, mill building.

Turnbridge Mill (HLC_PK 10264) is located on either side of Quay Street. To the north is are mill buildings of c.1872 (depicted as Turn Bridge Kiln and Turn Bridge Foundry on the Ordnance Survey 1:1056 Town Plan of 1851). Later part of a cotton spinning mill for the Hirst Brothers. By the 1890 Ordnance Survey 1:500 Town Plan, the mill was part of Turn Bridge Mills, which included an 1846 textile mill on the south side of Quay Street (this building is Grade II Listed). Turnbridge Mills passed into the ownership of J.L. Brierley Ltd. in 1895. The complex also includes a Grade II Listed Chimney (Minter and Minter 1993).

Phoenix Mill (HLC_PK 9611) located on Learoyd Street, is early 19th century in date. It is Grade II listed. Constructed in hammer-dressed stone with a pitched slate roof. It stands 5 storeys with attics. By the end of the 20th century the buildings had been re-used for light industrial and commercial purposes, forming part of the Grove Works complex.

Field Mill (within HLC_PK 9535). The Red Doles Industrial Estate was mostly built during the period 1989-2002, around the still extant Field Mills, which was built during the period 1854-1889 (depicted on the Ordnance Survey 1:2500 map of 1889). Large-scale woollen mill, established certainly by 1874 – a report in the Huddersfield Examiner dated 1st August 1874, records a fire at Field Mill, causing £15,000 damage. The buildings were owned by Fred Carter & Co (spinners) and T.A. Brown & Co: (woollen manufacturers). Probably rebuilt

at this time. By 1877, owned by Edwin Walker and Co.²³ Comprises a large three and two storey weaving mill that has been reroofed, with large sheds to the southwest. Ancillary buildings to west, with later 20th century additions to north and west. Currently mixed industrial use as part of a large industrial estate.

Trafalgar Mills (HLC_PK 8283; WYHER 3677): built by Messrs Learoyd Brothers & Co. in 1896. The mill building was designed by Mr. A. E. Learoyd himself in collaboration with a number of architects. Worsted cloth mill for men's wear: manufacturing "plain & fancy worsted suitings, trouserings, coatings, dyed blue serges, dress suitings and overcoats" (WYHER PRN 3677 files). Now commercial units.

Bayhall Mill (HLC_PK 9520). Large textile mill complex established in 1863 for Stork Bros.²⁴ A range of weaving sheds dating from the mid to late 19th century through to the 1930s and 40s. 1970s works block added to south. Central block is five storeys, with a central water tower attached. Large chimney stack to rear of this building. Currently mixed commercial and industrial use, with some parts as cloth warehouse and others apparently disused and derelict.

Close Mill (site, see HLC_PK 10633). Predominantly an area of terraced housing, mostly built during the period 1908-30. Close Mill (woollen) was built before 1854, and stood on the part of the site now occupied by a car repair garage. A former wood and corn mill, converted into scribbling mill by 1813.²⁵ By 1851 it is described as a scribbling mill 57ft by 35ft by three storeys, complete with a 14hp steam engine.²⁶ Demolished before 1965. A late 18th to early 19th century house to the north (Clough Lodge) is Grade II Listed.

Clough House Mill (site, see HLC_PK 9009). The woollen mill and associated millpond is first shown on the 1854 map. Built in the late 18th century as a corn or wood mill, converted into scribbling mill in the early 19th century. A tallow factory and refuse tip are shown on the site on the 1966 map. Demolished in the 1990s, the site is now occupied by a modern housing development constructed c.2000. The millpond was still in existence in 2009. Parts of the mill have been retained as garden walls.

²³ <https://undergroundhistories.wordpress.com/a-catalogue-of-the-textile-mills-and-factories-of-the-huddersfield-area-c-1790-1914/>

²⁴ <https://undergroundhistories.wordpress.com/a-catalogue-of-the-textile-mills-and-factories-of-the-huddersfield-area-c-1790-1914/>

²⁵ <https://undergroundhistories.wordpress.com/a-catalogue-of-the-textile-mills-and-factories-of-the-huddersfield-area-c-1790-1914/>

²⁶ <https://undergroundhistories.wordpress.com/a-catalogue-of-the-textile-mills-and-factories-of-the-huddersfield-area-c-1790-1914/>

Bankfield Mills (HLC_PK 10571). Established as Rookery Mills by 1848. Premises of Beaumont and Taylor in 1848. Additions to mill by John Day in 1850. The 1851 census record John Day employing 63 men, 30 boys, 7 girls and 160 handloom weavers. On October 29th, the Huddersfield Chronicle records that a factory chimney in course of erection, fell in easterly direction destroying a two storey building used as smith and carpenters shop.²⁷ Portions of the mill collapsed on the 4th February 1871 (Huddersfield Examiner).²⁸ Most of the complex dates to the 1950s through to the 1970s, although parts date to the mid to late 19th century. Includes a Grade II Listed mid-19th century mill building, constructed in hammer-dressed stone with a hipped slate roof. 3 storeys and basement. Currently operated by J.T. Johnson and Sons, textile finishers.

Arabian Mills (HLC_PK 10721). A mixed commercial/industrial area, which re-uses many buildings of the former Arabian Mills (corn mill, later dye works). The mill was built during the period 1854-94, and became disused by the period 1908-30. The earlier Marriott's Chemical Works is shown on part of the site on the 1854 map. Parts of the mid to late 19th century mill survives and are re-used. Possible survival, although fragmentary, of the earlier Chemical Works.

Lane Dyehouse (HLC_PK 9610). The site of former dyehouse established in the 1820s, with back-to-back housing to the immediate south. Mixed industrial use by the 1960s. Buildings remained here until demolition in the period 2003 to 2009. Now part derelict land. The perimeter wall of the dye works survives.

Dalton Lee Mill (site, see HLC_PK 8282). NGR 1698 2851. Established in the 1820s. Described by the Leeds Mercury on 21st February as being a three storey fulling with a 16hp steam engine, four scribbers, six carders and six billys. Also seven cottages for work people. Majority of this mill was demolished during the development of Dalton Dyeworks around 1915 (see below).

Public and Administrative Buildings

Huddersfield became a Borough in 1868, with an elected Council, and completed its Town Hall in 1881. In both respects it was a 'late starter', compared to the other major towns of West Yorkshire – though it would make up for lost time by pioneering many municipal

²⁷ <https://undergroundhistories.wordpress.com/a-catalogue-of-the-textile-mills-and-factories-of-the-huddersfield-area-c-1790-1914/>

²⁸ <https://undergroundhistories.wordpress.com/a-catalogue-of-the-textile-mills-and-factories-of-the-huddersfield-area-c-1790-1914/>

services over the next twenty years. However, modern local government had been emerging in the town since 1820, operating from various other buildings until the Town Hall was finally built. Before 1820 the governance of the growing town was in the hands of the lord of the manor and major landowner, Sir John Ramsden; the Justices of the Peace, appointed by the Government; and the parish vestry, which had civil as well as ecclesiastical responsibilities. The vestry elected several local officials annually, but there were no professional local government officers.

This began to change in 1820 with the establishment of the Commissioners of Lighting, Watching & Cleansing. For an area extending only 1200 yards from the Market Place, and stopping at the river, there were 59 of these Commissioners (compared with 69 Councillors today for the 160 square miles of Kirklees!). In theory all appointed by Sir John Ramsden but in practice self-selected, they introduced gas lighting, street cleaning and a small night-time police force. Their meeting place was the old George Hotel, in Market Place; it was taken down in 1850 to make way for John William St, but the facade still stands in St Peter's Street.

In 1837 the vestry took advantage of new legislation to set up a Board of Highway Surveyors. This dozen-strong body had responsibility for road maintenance in the 'hamlet' of Huddersfield, a wider area than the Commissioners", and employed a professional surveyor. Unlike the Commissioners, the Board was elected by ratepayers, and met in more humble surroundings at the Pack Horse Hotel in Kirkgate.

Neither body had adequate powers to cope with the public health problems of the fast-growing town. In 1848 both were swept away and replaced by the Improvement Commissioners. Eighteen of these were elected by the better-off ratepayers, plus three still appointed by the lord of the manor. The new body had much more extensive powers over highways, public health and policing – though still only within the 1200-yard radius - and established an elaborate system of committees and salaried officers much like the future Borough Council. It needed more than just a meeting place and established its offices at South Parade, now lost beneath the ring road at the top of Chapel Hill.

In 1859, however, the Commissioners moved to new accommodation in the Philosophical Hall on Ramsden St. This large public hall had been opened in 1837 by the Huddersfield Philosophical Society and was later rebuilt as the Theatre Royal, standing where the Piazza is today until 1961. It housed the Improvement Commissioners until their replacement by the

Borough Council in 1868 (the new Council also absorbed the recently-established Local Boards of surrounding areas like Lindley, Lockwood and Mold Green.)

By then the idea of a single town hall had been under discussion for at least 25 years. A ratepayers' meeting in 1843 had called for suitable rooms to be provided to accommodate meetings "for every department of the Town's business" and to house all its civic documents. Nothing came of this, nor of a more ambitious proposal ten years" later for a grand Town Hall in St George's Square: plans for this were drawn up by J P Pritchett, architect of the parish church and railway station, but fell foul of poor relations between the town and the Ramsden estate, and the site was later taken for Britannia Buildings.

When the town was incorporated in 1868, therefore, there was no 'home' for the new Council, which continued to operate from the Philosophical Hall for another 10 years. The present Town Hall was completed in two phases, the smaller Municipal Offices in 1878 and the larger Town Hall proper in 1881. The latter included the concert hall and the magistrates' court. Until then the Philosophical Hall/theatre had been the town's major venue for concerts and other entertainments, while the magistrates had dispensed justice at the court house in Princess St, which was also the county lock-up. Until 1858 they had been based at the Guild Hall, a privately-owned building behind Ramsden Street Chapel, which had opened in 1838 and was, with the Chapel, demolished a century later to make way for the library.



Figure 407.
Huddersfield Town Hall and Concert Hall. The front building is the Town Hall and the back part is the Concert Hall. © Copyright Stanley Walker and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/321863

The Guild and Philosophical Halls were on opposite sides of Bull and Mouth Street, between today's library and Piazza. Also there when they were built in the late 1830s were a police house and town lock-up, and nearby in Queen Street was the handsome (civil) county court of 1825, still standing today next to the Lawrence Batley Theatre. By the 1840s, therefore, a small 'civic quarter' had been established just yards from the site of today's Town Hall.

The building of the **Huddersfield Town Hall (HLC_PK 10304)** was controversial as the original designs and location were blocked by the Improvement Commissioners and instead a less ornate and spectacular building was established in Ramsden Street between 1875 and 1881. The Huddersfield Town Hall was built in two parts, with the lower part fronting on Ramsden Street being completed in 1875-6, while the higher part leading onto Princess Street dates to 1878-81 (Wyles 1992, 329-30). It is Grade II Listed.

The classical **County Court (within HLC_PK 10303)** was built in 1825, and has a symmetrical ashlar façade of two storeys with pediment above. The door with moulded panels and fanlight is set in a Tuscan porch with blocking course above which is sculpted the Royal Arms. An oval plaque in the pediment is inscribed 'Court of Requests 1825'.

Former **Lockwood Baths (within HLC_PK 4750)** dates to the mid-19th century. Built to complement the Spa Hotel on Lockwood Road (now **No. 188 Lockwood Road – within HLC_PK 4754**). Ashlar. Pitched slate roof. One storey. Coped gable in centre.

The 19th century saw vast improvements in electricity and power supply and the Ramsden estate and later the Huddersfield Corporation managed these supplies.

The site of **Huddersfield Gasworks (HLC_PK 8612, 9396, 9612, 9613)** is first depicted on Ordnance Survey 1894, later Huddersfield Corporation electricity generating station (1905 OS map). Established in the mid-19th century. Former offices to the North Eastern gas Board still stand, and is a Grade II Listed Building (currently commercial offices). The majority of the site was demolished by 1995. Apart from a surviving 1930s gas holder (first depicted on the Ordnance Survey 4th Edition map of 1948), the northern part of the site is now occupied by a garage and car showroom, while to the south it is derelict land.

Recreational

The former **Princess Cinema (within HLC_PK 10297)**. Grade II Listed. A mid-19th century warehouse that was converted into a cinema in 1923. Architect Captain Clifford Hickson of Stott, Sykes and Hickson (Huddersfield), built in the same style as its neighbours i.e. Nos. 1 and 3. The work involved new, lower, foundations and a steel framework erected within the old walls. The Singing Fool, the first full length talkie, starring Al Johnson, ran for four weeks in 1929. The Princess Cinema closed in the 1970s and has since been used as a discotheque most recently called Beyond Beach Babylon. Now a casino.

The **waterworks department** was located in Water Street (**HLC_PK 10522**). The former office of Huddersfield Corporation Waterworks Department occupied Nos 1 to 5 Water Street. They were built in 1828. It is Grade II Listed, as is the former depot of and workshops which were added in the mid-19th century. In 1980s, the buildings formed part of the Springwood Scheme, a programme of regeneration aimed at improving the Springwood housing area. The former early 19th century reservoir depicted here on the OS 1st Edition map of 1854 was demolished prior to redevelopment.

Parks, Gardens and Cemeteries.

Greenhead Park (HLC_PK 8505 and 8507). Discussions concerning Huddersfield's need for a public park appear to have taken place as early as 1858 when Sir John William Ramsden proposed the establishment of a park on the Springwood estate. The conditions which accompanied the offer were deemed unacceptable and little further action took place until shortly after the town had been incorporated into a Borough in 1868 when the arguments for a public park were revived. These were primarily instigated by the Alderman and JP, Thomas Denham, who, having viewed the housing developments proposed by the Ramsden Estate for the parkland of Greenhead Hall (standing north-west of the centre of Huddersfield), recommended that the Corporation should buy the land for use as a public park. Concerns over the cost and conditions delayed the purchase from Sir John Ramsden. From 1870 to 1873 however Denham rented the land, provided rustic seats and a concert platform, and opened it to the public for recreational use. The Corporation took over the tenancy in 1873 and in 1884 bought an area of c.12ha comprising the current park with the exception of the tennis courts and bowling greens, which were added in 1927.

In 1882, the perimeter road around the park, Park Drive, was set out. Work began in 1883 on the laying out of the park itself under the direction of the Borough Surveyor, Mr. Dugdales, and it was formally opened to the public in September 1884. By 1889 (Ordnance Survey 1:500 Town Plan) most of the site had been laid out and the majority of the park's

distinctive elements had been established. Prominent features included the principal east/west path, which terminated in the monumental, two-sided promenade terrace, and the five fishponds, bridges, and arbours. The timber bandstand on its stone platform, and the stone fountain basin in the Italian Gardens were also in place.



Figure 408. Greenhead Park, Huddersfield (WYHLC Project)

The park was extended westwards in 1927 to include an open strip of land between Park Drive and Gledholt Road. As a result, the north-west stretch of Park Drive was absorbed into the circulation of the park. A pavilion was constructed to the east of what had been Park Drive to serve new tennis courts and bowling greens. The park remains (2000) in public ownership. It contains six Listed structures. It is also designated as a Registered Park and Garden (Grade II).

Norman Park (HLC_PK 8349) opened in 1896. It encompasses both 'park' and 'rec' areas (separated by Birkby Hall Road) and borders on to Norman Road, Jack Hill and Halifax Old Road. It originally featured a series of cascades and a fountain, the remains of which can be seen in the stream. The park also has a war memorial which was unveiled in 1920.

Edgerton Cemetery (HLC_PK 8513) was established in 1855 and another four acres were added in 1885. Today the cemetery is almost full and often burials take place in pre-existing

family graves. It replaced the burial ground at St Peter's Church which had become full. Demand for burial space in Huddersfield, in common with other towns and cities in the 19th century led to the creation of Municipal Cemeteries. The architect hired to create the new cemetery was James Pritchett who, just a few years earlier, had designed Huddersfield's grand railway station. The first sod on the site at Edgerton was turned on 13th September 1852, which also happened to be the day Sir J. W. Ramsden celebrated his coming of age. It contains three listed buildings which includes the mortuary chapel.



Figure 409. Edgerton Cemetery, Huddersfield (WYHLC Project)

Churches and Religious Buildings

The Huddersfield town area contains records of nineteen churches established during the 19th century in order to serve the increased population and the ever diverse branches of Christianity. St Peter's Church, formed the focus of the medieval settlement, although the present church on this site was built in 1834. St Peter's Church, which was established in the late 11th century, was rebuilt in 1836 (described above – see **HLC_PK 10255; WYHER 932**).

The **Gledholt Methodist Church (HLC_PK 8511)** was built in the mid-19th century. It is Grade II listed. Two storeys, constructed in rock-faced stone with ashlar dressings. The church is still in use, although the Sunday School to the rear (datestone of 1908) appears to have been converted into apartments.



Figure 410. Gledholt Wesleyan Methodist Church and former Sunday School (WYHLC Project)

The **Church of the Holy Trinity (HLC_PK 8510)** is a large early 19th-century town church and forms one of a group of churches built in Huddersfield at this time to serve the growing population. It was designed by Thomas Taylor and built between 1816 and 1819. It was substantially altered in 1995 with the removal of most of the nave furnishings, the portioning off of the service rooms from the main body of the church. It is Grade II* listed.

The **Highfield United Reformed Church (HLC_PK 10717)**, located on the north side of New North Road, dates to the mid-19th century. It is Grade II listed. Converted into apartments.

The **Apostolic Church (HLC_PK 10363)**, located on Mountjoy Road, dates to the mid-19th century. It is Grade II listed.

The **Church of St Thomas (HLC_PK 10515)**, located on the north side of Manchester Road, was built in 1857-59 based on the design of Sir G. G. Scott. It is Grade II* listed.

The foundation stone in the **Church of St John (HLC_PK 9044)** was laid in 1851 by Sir John William Ramsden who built the church in memory of his father. It was consecrated in 1853. It is Grade II* listed.

St Patrick's Roman Catholic Church (HLC_PK 10345) St Patrick's Roman Catholic Church, located on New North Road was built in 1832. It is Grade II listed.

The **Hill House United Reformed Church (HLC_PK 9045)**, located on the east side of Clara Street, was built in the mid-19th century. It is Grade II listed.

Milton Congregational Church (HLC_PK 10055) is located on the east side of Queensgate. It was built in the mid to late 19th century and is Grade II listed.

The Arts Centre (within HLC_PK 10303) occupies a former Wesleyan Chapel and is situated on the east side of Queen Street. It was built in 1819. The building and the dwarf wall enclosing Queens Square are Grade II* listed.

St Pauls Church, now **St Paul's Centre (HLC_PK 10232)** was built in 1829. It is Grade II listed. Now part of Huddersfield University (c.1985).

The **Church of St Andrew (HLC_PK 9606)**, located on Leeds Road, was built in 1870 by W.H. Crossland. The west choir vestry was added in 1914 by William Cooper. It was declared redundant in 1975 and was subsequently used by a local Roman-Catholic congregation until 2001. It is Grade II listed. Currently disused.

Fartown Trinity Methodist Church (HLC_PK 8732). A Sunday School was built in 1889-1890, behind the adjacent chapel. When the chapel was demolished in 1971-1974, the Sunday School was converted into a chapel (West Yorkshire Archive Service, 2000).

Our Lady of Częstochowa, Queen of Poland Church (HLC_PK 10342). The church was built in around 1850, as a Unitarian church, and became a Polish church in 1961 (Huddersfield Local Studies Library, 2010). It was originally surrounded by terraced housing, dating from the same period. The housing was cleared during the 1960s to allow the Huddersfield Ring Road to be built.

Elim Pentecostal Church (HLC_PK 10245). The church was built during the period 1854-94, and became Elim Pentecostal Church in 1931 (Elim Pentecostal Church, 2012). It was originally surrounded by terraced housing, which was cleared during the period 1966-87.

Church of St Stephen (HLC_PK 4785). Grade II Listed Cruciform plan with south porch, south-east tower and north-east vestry built in 1864. Church in the early-Decorated style fashionable in the 1860s, with low walls, steeply pitched roofs, and windows with recessed tracery. Architects: Blackmoor & Mitchell-Withers.

Primrose Hill Baptist Church (HLC_PK 7484). The church was built in 1881, but was no longer in use in 2012.

Mold Green United Reformed Church (HLC_PK 10806). Modern church building, constructed in 1988 on the site of earlier United Reformed Church dating to 1868 (demolished to make way for the re-routing of the A629 Roadway).

Transportation.

Quay Street Bridge. An iron lifting bridge is located on Quay Street (at the junction between **HLC_PK 9479, 9480 and 10264**), where it passes over the Calder and Hebble Navigation canal. It is dated to 1865. It is designated as a Scheduled Ancient Monument.

The Railway Station (HLC_PK 10237), located in St George's Square, was built in 1846-50 based on the designs of J.P. Pritchett of York. It is Grade I listed. The grandeur of the station is the result of its being built at the joint expense of the Huddersfield and Manchester Railway and Canal Company (absorbed by the LNWR in July 1847) and the Manchester and Leeds Railway. The former built the line, and planned to extend it to Leeds via Dewsbury. The latter, having failed to win this concession, needed running rights to connect their main line at Cooper Bridge with their subsidiary from Springwood Junction to Sheffield.



Figure 411. Huddersfield Railway Station ©

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www.geograph.org.uk/photo/4302491

The foundation stone was laid by Joshua Fitzwilliam, the Lord Lieutenant, on 9 October 1846, when a

public holiday was declared and church bells were rung from dawn till dusk. It was partly opened for the commencement of services in August 1847, but not completed until October 1850. It had only one platform until October 1886, when the roof over the tracks, which had been begun in 1878, but had collapsed in course of construction in August 1885 (killing 4 men), was finally completed. The central part housed elaborate refreshment rooms which functioned until at least 1883.

Also contained within **HLC_PK 10237** is the Island Building, which was built in 1884-6 and formed part of the extension of passenger facilities undertaken at this time, primarily the construction of a new platform. The extension was necessitated by the increased demand from passengers and traffic upon the railway. The Island Building was used as a waiting room for both male and female first class passengers and female second class passengers, and as a refreshment room. In 2005, the building was surveyed by ASWYAS in advance of its refurbishment (Swann 2006). Unlisted.

The railway complex also includes two separately listed former good sheds or warehouses (**HLC_PK 10238**): Grade II Listed stone warehouse in goods yard. Either this or its larger neighbour beside the Ring Road were built between 1878 and 1883, at the time when Huddersfield Station was enlarged. Hammer-dressed stone with a pitched slate roof. For a time used as the Brian Jackson College of Open Learning, now Yorkshire Children's Centre. The larger Grade II Listed brick warehouse was also built between 1878 and 1883, when the station was also enlarged. Constructed in red brick, with blue brick strings and dressings, and yellow brick eaves, cornice and paired brackets. 5 storeys to railway, three to yard.

Currently derelict, with the former railway yard used as car parking. A Grade II Listed former tower in the northwest corner of the railway yard is also currently derelict.

The Paddock Viaduct (HLC_PK 10512) was built for the Lancashire and Yorkshire Railway Company in around 1850 and provides a route over the Colne, the Huddersfield Canal and the Paddock Foot. It is Grade II listed. In 2007 to 2008, ARCUS undertook an archaeological building recording of the Paddock Viaduct during its restoration (Barnes and Jessop 2008).

The **Gledholt Tunnel and Huddersfield Tunnel (HLC_PK 10415)**, at Springwood Junction, were built between 1845 and 1849. They are both Grade II Listed. The site had previously been part of the grounds of Spring Wood House, which is first shown on the Ordnance Survey 1st Edition map of 1854.²⁹ The tunnels provide the southerly route of the station, while the north the line is carried by the **Huddersfield Railway Viaduct (HLC_PK 10428)**. It is also Grade II Listed. In addition, two large Victorian ventilation shafts (**within HLC_PK 10244 and 10524**) were installed at the Spring Wood railway tunnel prior to 1850. Unlisted.

Schools

Prior to the passing of the Education Act in 1870 much of the schooling was provided by the religious establishments, and example of which is the Milton Congregational Chapel Sunday School (**HLC_PK 10055**). Some education facilities were provided by charities such as the Huddersfield Scientific and Mechanics' Institute, founded in 1825 with the intention of providing education to the working classes. The first School Board was established in 1871 and the first board school opened in 1872. Birkby Junior School opened as the Hillhouse Board School in 1878 (**HLC_PK 8609**).

Greenhead College (HLC_PK 9954). The college was previously a high school for girls, which opened in 1909 (Huddersfield One, n.d.). The site had previously been Greenhead Hall, which was shown on Jefferys' map of 1775.

The former **Wentworth School (within HLC_PK 10348)** was originally a house built 1882-3 for George Kirk, an iron founder. It is Grade II Listed.

²⁹ Spring Wood House is first shown on Kemp's map of 1833. By 1930 it is known as Springwood Hall. It was demolished sometime after 1948 and the house and gardens are now occupied by housing (HLC_PK 10351) and public greenspace (HLC_PK 10381).

Central (Kaye's) College (within HLC_PK 10717) was built in the north side of New North Road in the mid-19th century. It is Grade II Listed. Now apartments

Huddersfield Technical College (HLC_PK 10338), formerly known as Newsome County Secondary School was built on the north side of New North Road in 1838-9. It is Grade II Listed.



Figure 412. Huddersfield Technical College, Huddersfield (WYHLC Project)

No. 43 Spring Street (within HLC_PK 10524) was formerly used as an infant school. It was built in the mid-19th century and is Grade II listed.

The **Huddersfield Education Committee Clarent Tutorial Centre (within HLC_PK 10336)** was built in the mid-19th century. It is Grade II listed. Recently converted into apartments.

Birkby Junior School (HLC_PK 8609) is located on the east side of Wasp Nest Road. The earliest part of the building dates to 1878 when it opened as the Hillhouse Board School. This part of the building is recorded as a community centre at the time of the Siswick survey in 2006. An extension was built for girls in 1882. A further building was added in 1909 which

was known as the Higher Elementary School. It became a Boys school in 1924, and in 1952 the Hillhouse Technical School. In 1957 the technical school merged with Huddersfield College and in 1958 moved to new premises in Salendine Nook. Between 1958 and 1968, it formed part of the Fartown Secondary School, after which it became Birkby County Junior School (Siswick 2006). It is Grade II listed.

Birkby Infant and Nursery School (HLC_PK 8517). A workhouse is recorded on the site as early as 1777. It became a fever hospital in 1872, and was demolished to allow the school to be built in around 1910 (Higginbotham, 2012). Possible survival of workhouse fabric (although unlikely)

No. 14 Portland Street (HLC_PK 10528). The former school located to the north of No. 14 Portland Street was built in 1845 and is Grade II listed. Now used as a nursery.

Spring Grove County Primary School (HLC_PK 10246) on Bow Street. Mid-19th century. Former Infant School. Ashlar. Hipped slate roof. Architect: Edward Hughes

Hospitals, Infirmaries and Workhouses

Saint Luke's Hospital (HLC_PK 4628; WYHER 4759). 1960s hospital situated on the site of and incorporating many of the buildings associated with the Crosland Moor Workhouse. The Crosland Moor Workhouse, designed by John Kirk, was opened on Friday 9th August 1872. The workhouse later became St Luke's Hospital. Services at the site were gradually run down prior to the hospital's closure c.2011. By 2014, all buildings had been demolished and the site is now derelict land (awaiting redevelopment)

Huddersfield College (HLC_PK 9956) moved to this site in 1968, when it was known as Huddersfield Technical College. One of the buildings is Grade II* Listed - Huddersfield Technical College, which was built in 1831 as an infirmary. Architect John Oates or Joseph Kaye. Two storeys high, constructed in ashlar with a hipped slate roof. Terraced housing is shown on part of the site in 1854, but it was cleared to allow the college to expand during the 1960's. Currently disused and boarded up, awaiting redevelopment (Google Streetview 2015).

Colleges and Universities

The **University of Huddersfield (HLC_PK 10054)**.³⁰ Huddersfield has a rich history of vocational education dating back to the creation of the Huddersfield Scientific and



Mechanics' Institute in 1825. The determination to offer vocational education was extended in 1841 when the Young Men's Mental Improvement Society was established through the inspiration of German merchant Frederic Schwann, who conducted an export business in the town. By 1884, the Society had merged with the town's Female Educational Institute to become the Technical School and Mechanics' Institution and had moved into new premises, now the Ramsden Building³¹ on the University's Queensgate Campus.

Figure 413. The Ramsden Buiding, University of Huddersfield. It was designed by Edward Hughes in 1881-4. Grade II listed. © Copyright Stephen Richards and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/1454679

³⁰ <https://www.hud.ac.uk/about/history-of-huddersfield/>

³¹ Grade II Listed Ramsden Building at the University of Huddersfield 1881-4. Architect E Hughes. Hammer dressed stone. Ashlar dressings. Hipped slate roof. 3 storeys. In 2002 the building was converted to creative lofts by Brewster Bye of Leeds.

In 1896 it was renamed the Huddersfield Technical College. Over the first fifty years the curriculum changed significantly. Its early success was based on elementary education, but it subsequently provided technical and scientific support for the town's industries. By the turn of the century both chemistry and textiles were well established, along with the 'commercial' subjects needed by many of the manufacturing firms of the day. Science, technology and business studies characterised the institution a century ago. By 1914 about 1,800 students were taught at the college, including students for final honours degrees in Arts and Sciences awarded by London University.

To the north of the town is **Kirklees College Highfield Centre (HLC_PK 10338)**, formerly Highfield Huddersfield Technical College, whose best known pupil was H.H. Asquith. Grade II Listed. Architect: J P Pritchett of York. It is a two storey building constructed in ashlar, with a hipped slate roof.

Commercial

The market rights and the money gained from tolls was granted to the Huddersfield Corporation in 1876 and it built a market hall for retail and wholesale trading on King Street. In 1887-89, a new covered market for the selling of fruit and vegetables was built on Byram Street.

Byram Buildings and Byram Arcade (within HLC_PK 10295). Grade II Listed. 1880-81. Architect W.H. Crossland. Hammer-dressed stone. Pitched slate roof. 5 storeys. 5 gabled front. The building is loosely Gothic with good wrought ironwork within the arcade, but the gabled façade appears influenced by the design of Hanseatic warehouses. Austerity is avoided by elaborate detailing such as the wrought iron fanlight over which is sculpted the arms of the Ramsdens supported by gryphons. The lintel of the Mezzanine is highlighted by contemporary glazed tiles.

The Wholesale Market (HLC_PK 10270). Grade II* Listed. The Wholesale Market or Open Market; also known as Monday Market. Built in 1887-9. This fine cast iron building signals the union of architecture and engineering. The building was designed by the Borough Surveyor, R.S. Dugdale. The general market is on Mon, Thurs and Sat, whilst a second-hand market occurs on Tuesday and Saturday.

Brick Buildings, Nos. 2 – 14 New Street (HLC_PK 10284). Grade II Listed. 18th or early 19th century, refaced in mid-19th century. Stucco. Pitched stone slate roof. 3 storeys.

Modillion eaves cornice. Moulded string below 2nd floor windows. Modern shops. 12 New Street was developed in the late eighteenth century, but little remains of that period. Several buildings were refaced in the mid-nineteenth century, such as the **Brick Buildings**, opposite *The Boot & Shoe*. These were built as a prestigious block by the Ramsdens around 1770—out of bricks that had been procured but were not needed for the erection of the Market Hall.

Huddersfield Industrial Co-operative Society (within HLC_PK 10307). The main block designed by J. Berry (1893-4) reflects the Mixed Renaissance style of many late nineteenth century buildings. The former butchery department is Grade II Listed. Now a shop.

The **Prudential Assurance Buildings**, New Street (**within HLC_PK 10307**). Grade II Listed. Housing an opticians at ground level, this building is almost the exception in Huddersfield, being constructed of terra cotta and red brick rather than stone. It was built just before the end of the nineteenth century, and designed by Sir Alfred Waterhouse, a prominent Victorian architect. He is probably best remembered for the design of the Town Hall in his home town of Manchester, and the design of the Natural History Museum in London. The design of the Assurance Building is similar to that used by Prudential throughout the country.

The first buildings of note along **Queen Street (within HLC_PK 10303)** are the ashlar faced town houses, now mainly offices, constructed about 1830. The houses are indicative of the rising affluence of the growing middle class which in turn created work for a growing number of craftsmen in stone. The quiet classical facades echo the Georgian conventions of design, based on decorum, conformity and the use of traditional elements. Such buildings excel because of their simplicity and symmetry, even though Ruskin, the eminent Victorian critic, thought the style ‘... utterly devoid of life, honourableness or power of doing good.’ The traditional detailing included moulded eaves cornices, blocking course and door surrounds comprising Tuscan columns and entablature. The windows would originally have been sash windows with small panes and glazing bars.

Nos. 1, 3 & 5 Water Street (HLC_PK 10524): 1828. Ashlar. Hipped slate roof. 2 storeys. Moulded eaves cornice. Blocking course. Band. 5 ranges of sashes, of which central ones break forward and are crowned by pediment: oval plaque in tympanum inscribed—Water Works. Established by Subscription. MDCCCXXVIII. 3 doors, 2 with 6 moulded panels. Extension northwards: hammer dressed stone. Hipped stone slate roof. 2 storeys. Stone

brackets to gutter. 6 ranges of windows (One blocked) and one oculus with 4 keystones at north end.

Former Depot and workshops of Huddersfield Corporation Waterworks Department, Spring Street (HLC_PK 10523): Mid-19th century. Ashlar. Moulded eaves cornice. Blocking course. 6 rusticated pilasters. Segmentheaded carriage entrance with moulded impost, rusticated voussoirs and vermiculated keystones.



Figure 414. Early to mid-19th century terraced housing on Spring Street, Huddersfield (WYHLC Project)

Nos. 38 to 44 (even), Nos. 244A, 46, 48, 48A, Nos. 50 to 58 (Even) Spring Street (HLC_PK 10524): Early or mid-19th century. Ashlar. Pitched stone slate roof. 2 storeys. Stone brackets to gutters. Nos. 50 –56 have modillioned eaves cornices. No 42 and Nos. 52-56 have a band. 2 ranges of sashes each. No 40 has one door with 4 moulded panels. No 42 has 2 doors with 4 moulded panels each. No 54 has one door with 3 moulded panels. No 48 has a trabeated carriage entrance, recessed slightly. No 56 has a passage entrance with plank raised. Nos. 50 – 56 have cast iron area railings with spear finials, No 54's also with

urn finials. **No 58 Spring Street (HLC_PK 10523)**: Mid-19th century. Ashlar. Pitched slate roof. 2 storeys. Moulded eaves cornice. 2 casements with moulded surrounds on 1st floor. Canted ground floor bay with panelled aprons, sashes, cornice, blocking course and sculpted wreath. Ornate cast iron railings. **No 31A Spring Street (HLC_PK 10524)**: Early or mid-19th century. Ashlar. Pitched slate roof. 2 storeys. Moulded eaves cornice. 2 ranges of sashes with moulded surrounds. Door with 4 moulded panels, Tuscan pilasters, full entablature and blocking course. **No 31 Spring Street (HLC_PK 10524)**: Early or mid-19th century. Ashlar. Pitched Slater roof. 2 storeys. Moulded eaves cornice. Blocking course. Acroteria with sculpted wreath. 2 1st floor sashes with moulded surrounds. Canted ground floor bay with Tuscan piers, sashes, moulded cornice, blocking course, sculpted wreath. Door with 4 moulded panels, Tuscan pilasters, full entablature with dentils, blocking course and sculpted wreath. **No 33 Spring Street (HLC_PK 10524)**: Early or mid-19th century. Ashlar. Pitched slate roof. 2 storeys. Moulded eaves cornice. Blocking course. 2 ranges of sashes. Door with one moulded panel, Tuscan pilasters, moulded cornice and blocking course. **No 35 Spring Street (HLC_PK 10524)**: Mid-19th century. Ashlar. Pitched slate roof. 2 storeys. Moulded eaves cornice. Blocking course. 2 sashes on 1st floor. Canted ground floor bay with sashes, chamfered lintels, moulded cornice and blocking course. Door with 3 moulded panels, Tuscan pilasters, moulded cornice and blocking course. Passage door with 4 moulded panels, blind depressed arched fanlight, and hollow chamfered reveals. **Nos. 37 and 41 Spring Street (HLC_PK 10524)**: Early or mid-19th century. Ashlar. Pitched slate roof. 2 storeys. Moulded eaves cornice. Blocking course. Band. 2 ranges of sashes each. Nos. 37 and 41 have doors with moulded panels. No 39 has door with sunk panels and semi-circular fanlight with glazing bars, moulded voussoirs and imposts. Cast iron railings with spear finials. **Nos. 45, 47, 49 and 53 Spring Street (HLC_PK 10524)**: Early or mid-19th century. Ashlar. Pitched slate roof. 2 storeys. Moulded eaves cornice. 2 ranges of sashes each. Nos. 49 and 53 have doors with 4 moulded panels each and fanlights. No 53's with glazing bars. No 49 has a passage entrance with moulded voussoirs and imposts. **No 7 Water Street (HLC_PK 10524)**: Early or mid-19th century. Ashlar. Hipped slate roof. 2 storeys. Moulded eaves cornice. Blocking course. Band. 3 ranges of sashes. Canted ground floor bay with moulded cornice and blocking course. Door with 4 moulded panels, masked by late 19th century porch. **Nos. 9 and 11 Water Street (West side)**: Mid-19th century. Ashlar. Pitched slate roof. 2 storeys. Moulded eaves cornice. Blocking course. 2 ranges of sashes those on ground floor with moulded surround, plain frieze and moulded cornice. Door with Tuscan $\frac{3}{4}$ columns, moulded cornice and blocking course. No 11 has a door to a passageway with 4 moulded panels, blind semi-circular fanlight, moulded voussoirs and imposts and vermiculated keystone.

The Riding School (now Livingstones' Bar) and The Zetland Hotel (HLC_PK 10303). Grade II Listed. A fine ashlar building with typical neo-classical detailing such as the rusticated basement, giant Tuscan pilasters and full entablature. It is said the building originally stood in Temple Street and was called The Druid's Hotel. It was demolished with other buildings as part of the railway station development, and re-erected here in 1847 with a new façade designed by William Wallen. The Riding School was used chiefly by the local unit of the West Yorkshire Yeomanry Cavalry, but for several months of the year was also used as a theatre.

19th Century Commercial Yards

The White Hart Yard – This hotel and its yard are still in existence on the corner of Cloth Hall Street and Market Street and was one of the main centres of the fancy goods trade for the greater part of the 19th century. The yard is bounded by the rather stark walls of the Exchange Buildings, this name being carved, possibly as an afterthought, on the lintel over one of the windows. The name is probably related to the ground floor of the Cloth Hall becoming an Exchange and News Room in 1881.

King's Head Yard – This presumably started as stabling behind the Inn (which was on Cloth Hall Street and demolished in 1924 – on the site of the TSB bank. There is still a passage (from Imperial Arcade which leads to the remains of the ... yard, now used as a private car park. About 1820, the King's Head Yard was the centre of the 'fancy goods' trade.

Queen's Tap Yard – This runs from Market Street, at the opposite end of the (former) Queen's Hotel from Imperial Arcade, down onto the remains of the old King's Head Yard.

The Swan with Two Necks Yard – This was the original name of The Royal Swan public house in Westgate. The inn dates from the early 19th century and from its name must have been well up the pecking order. The yard, which has entrances in both Chancery Lane and Westgate, is surrounded by some early two-storey warehouses and some taller ones of a later date.

Brook's and Laycock's (or Lancaster's) Yards. No 2 Brook's Yard (North side) is probably early 19th century in date, constructed in hammer-dressed stone, with a lean-to stone slate roof. It stands three storeys high, with three ranges of windows; nearly all are late 19th

sashes, but the top floor retains original fenestration. No. 4 and warehouse between Nos. 2 & 4 (North side) are early 19th century, constructed in ashlar, with a pitched stone slate roof. Nos. 5 to 9 (odd) (South side) are mid 19th century, two-storey hammer-dressed stone buildings, with a pitched stone slate roof. Likewise, No. 8 Brook's Yard (East End) is early 19th century in date. It stands two storeys high, constructed in hammer-dressed stone, with a pitched stone slate roof.

The Union Bank Yard. A passage from New Street is paved with large stones, worn by wagon wheels. It leads to the Union Bank Café Bar and Restaurant, a decent, well-preserved stone building and to Greaves' Photographers. The remains of a crane lift are attached to a wall. The Halifax and Huddersfield Union Bank moved from the yard to No. 3. Westgate in 1868. After a series of amalgamations, the bank became a branch of Lloyds Bank, which remains on the Westgate/Market Square corner. **Nos. 1 & 2 Union Bank Yard** is early 19th century in date, built in hammer-dressed stone and with a pitched stone slate roof. 3 storeys. **No 3 Union Bank Yard** is also early 19th century, and of similar construction. **Nos. 6 & 7 Union Bank Yard** are two storey buildings dating to the early 19th century.

Imperial Arcade was erected by a Mr J.R. Hopkinson between 1873 and 1875. Prior to its construction there were two yards between New Street and Market Street which abutted but were not joined; these were the Queen's yard at the top end and Hanson's Yard at the New Street end. The latter name was presumably derived from Hanson and Co., cabinet makers, of New Street, who occupied premises immediately on the north side of the Arcade entrance. It took its name from the Imperial Hotel directly opposite on the other side of New Street which had been built in 1845.

Greenwood's Yard, now Market Avenue. This is now (a) partially covered shopping arcade, containing a variety of retail establishments and several cafes. Greenwood's Yard is shown on the 1851 large scale Ordnance Survey map of Huddersfield and in the 1866 directory; it is not referred to in earlier directories. It was still known as Greenwood's Yard in 1924, but it had changed to Market Avenue by 1934. The original single storey shops which had become rather tatty were swept away and replaced by modern shops. The Avenue retains something of its old atmosphere and a crane is still attached to a wall at high level.

The Lion Arcade. Grade II* Listed. 1853. Architect J.P.Pritchett. Hipped slate roof. 3 storeys. It was built by Samuel Oldfield as an arcade of shops and storage for wool manufacturers. Pritchett's success in designing the railway station did not prevent Tite from ensuring major amendments were made to the design of Lion Arcade. The style is certainly

more chaotic than the very formal composition of other buildings that surround it. This is partly rectified above the eaves cornice where the end pavilions have a solid parapet, piers with ornamental caps and flanking scrolls. Crowning the building is the statue of a lion, now modelled in fibreglass, replacing the original of coade stone by John Seeley (b. 1789).

Britannia Buildings. Grade II* Listed. Britannia Buildings, built as warehouses and offices by George Crosland between 1856 -1859 and designed by Sir William Cocking, is now occupied by the Yorkshire Building Society. It is, perhaps, the finest Italianate building in the square, the elevation to John William Street providing the best idea of Tite's original design. The boldly sculpted masks, rustication, deep eaves cornice with its scrolled brackets and rich festoons are an element of the sumptuous quality. The elevation to St George's Square has a central parapet bearing the Royal Arms above which is the huge sculpture of Britannia. The ground floor shop front of the 1920s has plate glass, bronze mullions and late neo-classical surrounds including motifs of Egyptian, Aztec and Tudor derivation.

Tite's Buildings. Grade II* Listed. The block flanking the station, Tite's Buildings (1856), was designed by Sir William Tite. It has a fine Italianate façade, the ground floor windows having rusticated semi-circular heads, the first floor window with pediments and balustrading below. Such opulent details again disguise the fact that the block was built as a warehouse with intermediate courtyards. The design of buildings was directly influenced by the requirements local merchants. In 1949, H.R. Hitchcock wrote in the *Architectural Review*: "... in the cities of the North the merchants were seeking by the 1840s in the warehouses which were their principal places of business; a more fully architectural character than that of the utilitarian mills whence their goods came." The "palazzo" style adopted was taken from the great commercial seaports of Italy, such as Venice and Genoa, which had undergone a similar expansion of trade and commerce from the thirteenth to fifteenth centuries. The warehouses mimic these town houses by having an entrance hall with staircase leading to offices overlooking the square or street with warehouses at the rear, serviced from courtyards.

Williams' and Glynn's Bank, Market Place (now Royal Bank of Scotland). Grade II Listed. Williams and Glynn's Bank (c.1860) by William Cocking is Italianate in form but with much ornate and eclectic detailing. The ground floor has a Composite pilastrade with full entablature which has foliate carving in the frieze. The round arched windows have masks on the keystones and polished marble columns in the jambs. There is further foliate carving in the spandrels and on the porch which has an ornate cresting. There are moulded brackets to second floor windows and festoons on either side of the frames.

Eddison's Estate Agents, High Street. Next to The Commercial is a building occupied by Eddison's Estate Agents. Dating from about 1860, it encompasses a wealth of High Victorian Gothic. Pointed sash windows have pink marble columnettes and voussoirs with alternating pink sandstone. The rich ornamental carving includes masks on keystones, sculpted spandrels and capitals to colonettes and elaborate cast iron gates.

Shopfront at Geoff Neary, Jewellers, No 2 Market Walk. Two characteristic late Victorian shopfronts to Fillans, the Jewellers. The painted glass panels, curved glass and moulded wood surrounds have immense charm in a town where most nineteenth century shopfronts have been destroyed.

The Mechanics' Institution (within HLC_PK 10272) on Northumberland Street. The Mechanics' Institution was built in 1859, by Travis and Mangnall of Manchester. Italianate style with Tuscan pilasters dividing windows, set within blind arches and capped by a prominent full entablature with 'Mechanics Institution' inscribed in the frieze. The growth of such institutions was paralleled by their architectural development. Recently converted into apartments and commercial use.

The Post Office, Northumberland Street (HLC_PK 10306). Post Office building (1874 -5) by W.H. Crossland was constructed at a cost of £11,000. The single storey central block has a crenellated parapet with ornamental finials. Now the Huddersfield Christian Fellowship Centre.

The Marble Works (within HLC_PK 10297), Nos. 13 and 17 and Nos. 1 and 3 Brook Street. Built in 1863. Both are in an architecturally Mixed Style using elements such as Gothic ashlar fanlights inscribed with quatrefoils and the foliage of Romanesque character on Nos. 13 and 17. Both groups incorporate various materials, such as iron in Nos. 13 and 17, the glazed tiles in the pilasters and in Nos. 1 and 3, the geometrically shaped pieces of marble which form '1869' in the oculus. Currently in commercial use, although apparently empty (Google Streetview 2015).

Freemason's Hall, No 80 Fitzwilliam Street (HLC_PK 10346). Mid-19th century. Hammer-dressed stone. Ashlar dressings. Hipped slate roof. 2 storeys.

No 84 Fitzwilliam Street. Mid-19th century. Ashlar. Hipped slate roof. 4 storeys. No 84 was built in 1873 for Oates Bairstow & Sons. Although the deposited plans are missing, the architects may have been John Kirk & Sons.

20th century

The 20th century saw the end of the textile manufacturing industry in Halifax for which the town had been reputed since the medieval period, although the rise in other industries ensured the ongoing prosperity of the town. The remodelling the town centre and the clearing of the slum areas continued, culminating with a large programme of redevelopment in the 1970s.

Modern development has been less kind to the town. The Ring Road was completed in the 1970s before which all of the traffic between Leeds and Manchester passed along New Street. The ring road has subsequently become a focus for modern development, particularly on Northgate. The core of the town however escaped the worst of the 1960s and 70s redevelopments and retains its Victorian character.

There remains a largely undamaged area of urban form in the heart of the town centre. This however has become an island of well-defined streets surrounded by a sea of low density development and poorly defined space. Whereas on the historic plans the town centre merges seamlessly into the surrounding neighbourhoods and suburbs, it is now separated from them. This is due to a number of factors; the damage done by the ring road, the decline of traditional industry, large-scale retailing, modernist development from the 1960s and 70s and surface parking.

The most coherent area of urban form is the New Town grid. The grid of streets remains visible on the plan. The buildings are largely built to the back of the pavement so that they

clearly define the streets.

The grain of development is generally fine grained (made up of a large number of small buildings).



Figure 415. Queensgate Market Hall. Built 1968-70, and designed by J. Seymour Harris Partnership, with Leonard and Partners as consultant engineers. © Copyright Kay Williams and licensed for reuse under this Creative Commons Licence.

www.geograph.org.uk/photo/3958342

However the larger footprints of the **Queensgate (HLC_PK 10242)** and **Kingsgate (HLC_PK 10288)** shopping centres together with the **Tesco store (HLC_PK 10249)** to the north disrupt this pattern. The urban structure of the suburbs of Springwood, and Highfield is also strong with the lower density structure of the Victorian suburbs still clearly visible on the plan. Elsewhere the urban structure of the town is poorly defined. This includes the large floorplate retailers along Leeds and Bradford Road, the industrial uses in the valley bottom, the large blocks on Northgate and Southgate and the surface parking along Castlegate.

The clearest patterns of activity are residential, office/ commercial and retail. Residential use dominates those areas at the edge of the ring-road and the wider hinterland. Office/ commercial and retail are both quite tightly clustered within the ring-road. Retail dictates most activity on the westerly side of the town centre and commercial/ office the more easterly and northerly areas. Both these uses can be found scattered as smaller pockets of use along key roads such as the Beck Road retail estate. Light industry and storage uses tend to be huddled along or close to the rivers. With the exception of the University Campus most educational buildings are fairly scattered - as are civic and community. The majority of leisure/ hotel and transport buildings are – as expected - situated quite centrally.

Administration

At the start of the 20th century, much of the land upon which Huddersfield stood was still part of the estate owned by the Ramsdens. In 1920 the family decided to sell the estate to the Corporation for £1.3 million and thus the connection between the Ramsdens and Huddersfield ended. The corporation continued to be responsible for public health, education, transport, town planning, policing, libraries and water supply, although a number of these were later transferred to other, specialised bodies. After the local government reorganisation in 1974, Halifax became part of the metropolitan district of Kirklees.

Settlement

The town has continued to expand gradually throughout the 20th century, particularly to the north-west of the town. The town centre appears to have escaped the mass redevelopments seen in other industrialised towns, such as Halifax, as evidenced by the number of 18th and

19th century buildings still known to survive here. Some alterations have taken place, such as the rebuilding of the Market Place in 1906 and the demolition of the Cloth Hall in 1930. New areas of housing were created to accommodate the occupants of the slum areas after they were cleared, such as the **Moldgreen Tenements (site – see HLC_PK 10750)**³² and **Kirkgate Tenements (HLC_PK 10289)**.

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. There was continued development of higher class housing in the Upper Edgerton area in the early part of the 20th century, and establishment of workers housing (as municipal estates) throughout the Huddersfield area.

Population and Occupations

The population of the township of Huddersfield had fallen slightly to 44,921 in 1901 (Page 1974, 525). The 1951 census records approximate 130,000 individuals within the Metropolitan Borough of Huddersfield (www.visionofbritain.org.uk/), while the 2001 census records some 1400 people as living in the town centre.³³ Retail and manufacturing still form an important part of the local economy, although textile manufacture ceased to dominate here as with other centres of textile production in the region.

Residential

At the beginning of the twentieth century development within the Upper Edgerton area had continued at a similar pace. The most notable buildings to be constructed in this period were designed by the architect Edgar Wood, who in 1894 completed **Briarcourt (HLC_PK 6303)** on Occupation Road and **Banney Royd (within HLC_PK 6315)** on Halifax Road in 1902. Other development within the area was concentrated along the existing highways with new buildings at the southern end of Thornhill Road and Cleveland Road. Further development occurred along Murray Road and there was a variety of isolated development along the north side of Halifax Road. By the early 1920's development in the area had slowed down following the disruption of the First World War. However, by 1922, Talbot Avenue had been laid out with new buildings situated on its northern side close to the junction with Halifax

³² Moldgreen Tenements. In 1911-12, four council tenement blocks consisting of 60 flats and six houses were built off Wakefield Road. The buildings were designed by K.F. Campbell. Those occupying cellar dwellings were given priority over the tenancies (Caffyn 1986, 137). By the late 20th century, the buildings were in a derelict state and were demolished in 2009. The site is now occupied by low-rise flats.

³³ www.kirklees.gov.uk

Road. This development signalled the shift away from the construction of large detached houses set in generous grounds to the more modest forms of suburban housing. By the beginning of the 1930's the pace of development in the area had resumed to its pre-war level with significant areas of development on the south side of Halifax/Edgerton Road. Further development had occurred along Daisy Lea Lane, on the north side of Talbot Avenue, Thornhill Road and along Sunnybank Road. Historic map evidence also shows that Rumbold Road was laid out in 1931, but no buildings had been constructed by this date. Despite the predominant style that reflected the earlier periods of developments. Development in the designated area was again interrupted with outbreak of World War Two and no significant development took place until the 1960's and 1970's. At this period, development primarily occurred by infill within the large garden areas of the earlier properties, with examples along the east side of Bryan Road and the south side of Queens Road. This form of development continued throughout the twentieth century with the erection of apartment blocks and small cul-de-sacs, such as Sunnyside on the northern side of Edgerton Road. During this period, **St Patrick's RC Primary School (HLC_PK 8357)**, the only public building in the area was constructed. Throughout the latter half of the twentieth century many of large family houses were converted to offices, residential nursing homes and educational facilities. As a result, many of these buildings were extended to the side and rear. Also, during this period the tram service ceased, the tram lines were removed from Halifax/Edgerton Road but the tram shelter on Edgerton Road was retained as a bus shelter.

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. Interwar housing developments encircle the town, with particular concentrations to the east of the town centre (at Moldgreen and Dalton), and as a broad band running from Oakes in the west, to the south (from Milnsbridge and Crosland Moor) and on to the southeast (to Ashenhurst and Lowerhouses). The majority of late 20th century housing developments are concentrated to the extreme northeast and west of the town centre.

A huge scheme of slum clearance and redevelopment was announced in 1936. The scheduled area included some of the oldest property in the town between Shorehead and Northumberland Street. "Whole streets will disappear by the clearance of hundreds of houses, and the new layout of the area provides for three miniature parks, the widening of several roads and a new model lodging house" (Huddersfield Corporation Annual Report, 1936-7). The inhabitants of the area were to be rehoused at Brackenhall, which was completed in 1940, the latest in a long line of municipal housing schemes which began in 1880-2 with the building of artisans; dwellings at Turnbridge. Between 1914 and 1936 the

Corporation built 3,369 homes, a further 332 were under construction at Deighton and plans for 1,343 more had been drawn up by the time war was declared in 1939.

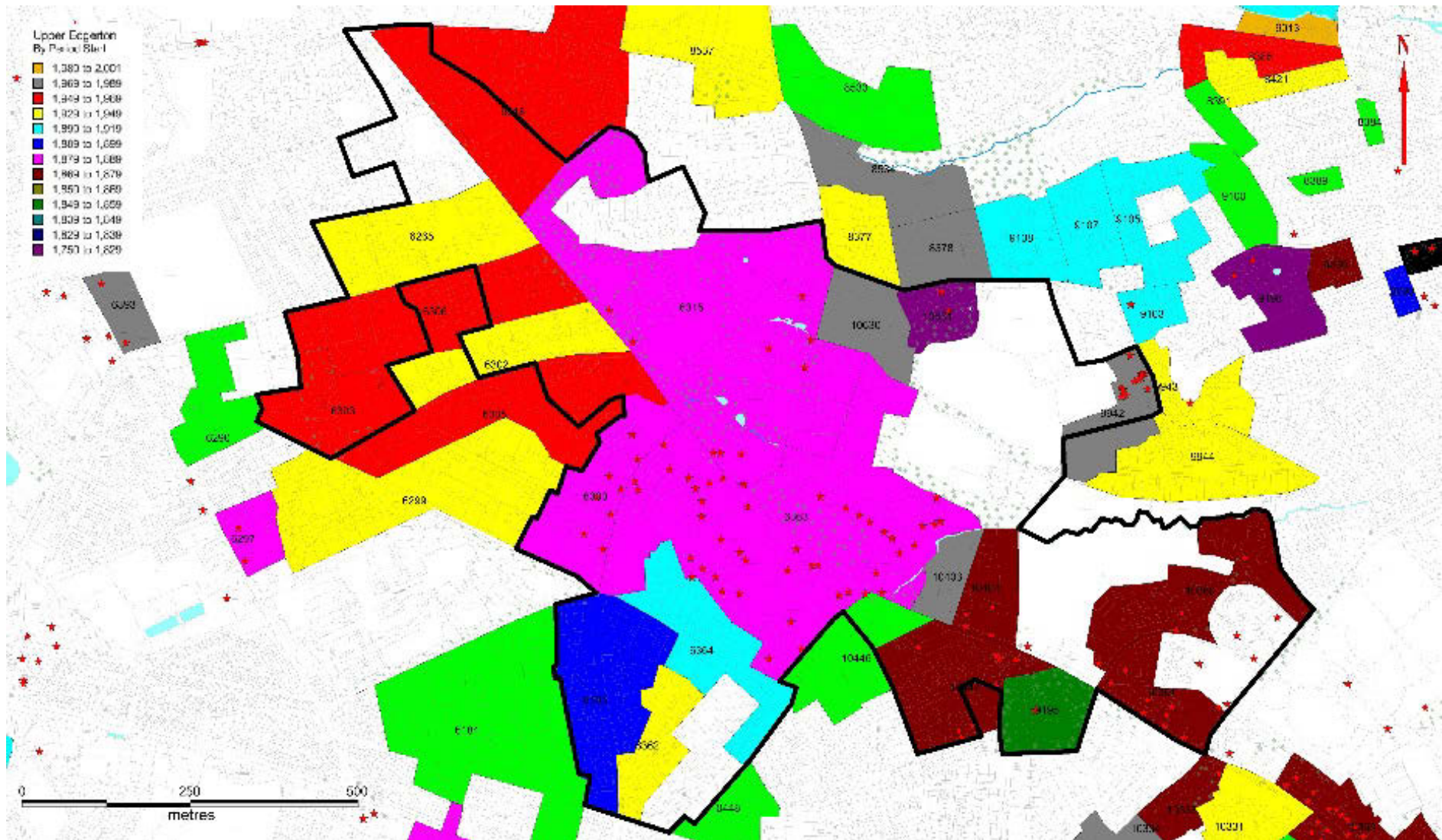


Figure 416. Upper Edgerton residential area (by Period Start). A group of late 19th and early 20th century villa houses with later infill and development. The area is now a Conservation Area (boundary marked in black) and contains several Listed Buildings (red stars).

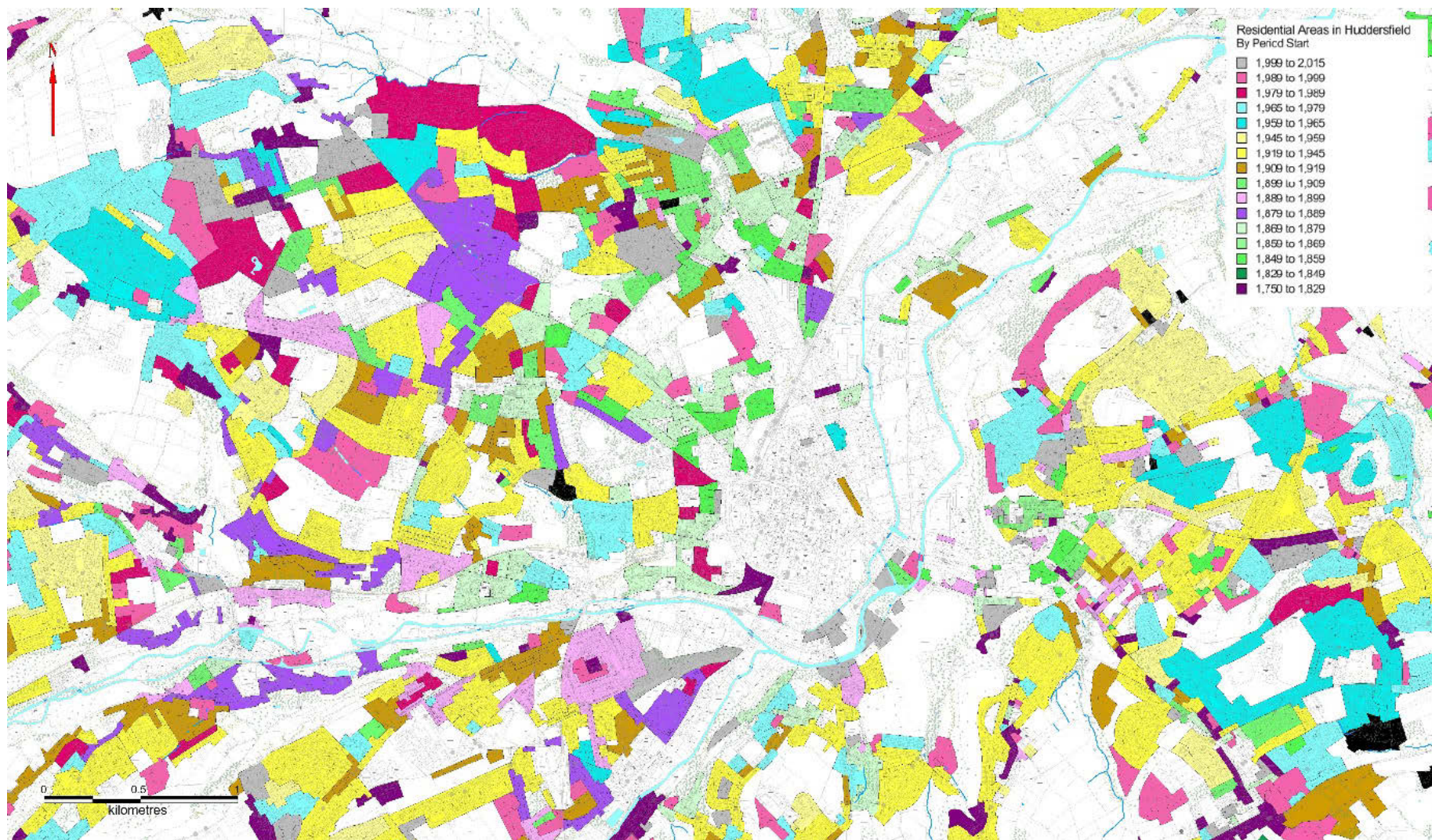


Figure 417. Current Housing Stock in Huddersfield (by Period Start).



Figure 418. Council houses on Bradley Boulevard. Part of the Brackenhall Housing Estate, established in the 1940s. © Copyright Humphrey Bolton and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/363764

Further Clearances began between South Parade and High Street at the opposite end of the town. After the Second World War this was developed as a temporary bus station and later became the site for the Civic Centre. The redevelopment of the Leeds Road area came to nothing with large areas remaining as open ground until the 1960s when offices, flats and a new ring road were built.

The only listed buildings of 20th-century date within the Huddersfield town centre area are the Grade II Listed **Kirkgate Tenements (HLC_PK 10289)**. These were constructed in 1914 by the Huddersfield Corporation on a site previously occupied by slum dwellings. Designed by K.F. Campbell, Borough Engineer, in coursed dressed sandstone with slate roofs. This group of three Huddersfield Corporation tenement blocks has survived almost unchanged. Pre-First World War local authority housing is relatively rare outside London, and this group is unusual in catering for the very poorest clients. The Kirkgate tenements, although relatively plain, have some architectural presence and embellishments commensurate with

their function. Stylistically they are in the forefront of the design of such buildings, being early examples among a small group in Northern cities. They form a strong group and have survived with remarkably little alteration both externally and internally, though some internal features have been lost.

Commercial

Huddersfield has a large and diverse retail shopping area — enclosed within the town's ring road — compared with other towns of its size. The present town centre is almost entirely a product of commercial and industrial development since the 18th century. The large-scale development of the town centre had reached its peak in the 1880s. Since then there had been a hiatus in new retailing construction until the inter-war period, with the exception of the Huddersfield Industrial Society (Co-operative) premises in Buxton Road. The inter-war period saw a change in emphasis as large-scale department stores were constructed on behalf of the Huddersfield Industrial Society, Marks & Spencer and F.W. Woolworth. Shop façade replacement could radically alter the appearance of a building, particularly as many people's perception of a town centre is heavily influenced by the ground floor aspects presented by the shops. Shop façade replacement grew in popularity during the inter-war years. The façade projected an image - 51% of the shops replaced their facades between 1900 and 1939. In the main shopping streets replacement rates were much higher (for instance 70% in New Street). Both Marks & Spencer (employing a Southport architect) and F.W. Woolworth (using their own architects' department) built stores in New Street in 1933 (Thompson 1992 341-364).

High Street Buildings (HLC_PK 10240) dating from 1936. Designed by Norman Culley, Head of the School of Art, these purpose-built shops and offices were seen as a taste of things to come. Similar developments were planned elsewhere, though never undertaken. High Street Buildings were bought by Huddersfield Corporation in about 1970 for office and continue to be used by Kirklees Council.



Figure 419. Station Street Buildings, Huddersfield © Copyright Julian Osley and licensed for reuse under this Creative Commons Licence. www.geograph.org.uk/photo/4209932

Station Street Buildings (within HLC_PK 10295). Grade II Listed. Early 20th century. Ashlar. 2 storeys and basement. 3 storeys to St. Peter's Street.

The **West Yorkshire Bank, No 1 Westgate (within HLC_PK 10292)**. Unlisted. Opposite Market Place is Lloyds Bank (1912) by Gibson, Skipwith & Gordon on the corner of New Street and Westgate. The bank is neo-classical baroque with finely carved stonework, especially the bold figures carved above the doorway. Now Lloyds TSB Bank

Nos 1 and 3 Market Place (HLC_PK 10293) date to 1913 and were originally occupied by the Bradford District Bank. The former Bradford District Bank premises by W. Carby Hall on the corner of Westgate and Railway Street similarly reflect the dying stages of the Classical Revival. Built in 1913, the building displays similar characteristics to the other neo-Baroque buildings in the town centre such as Lloyds Bank. Now occupied by an estate agent, a finance company and offices.

The (New) Post Office, Northumberland Street (HLC_PK 10306). Not Listed. The far grander 'new' post office was completed in 1914, and designed by C.P. Wilkinson. At ground floor level, the building is dominated by rusticated ashlar and robust keystones to the tall arch of the windows. The building generally has 'classical' architectural overtones.

The Grade II Listed **Queensgate Market (HLC_PK 10242)** was built in 1968-70 to accommodate 187 stalls and 27 shop units. It represents part of the ongoing development of the town as a centre for retail.

Schools

Royds Hall School (HLC_PK 6226). 1920s school, which has been expanded during the 20th century. Originally opened as the Royds Hall Grammar School in 1921. This school was situated within Royds Hall Mansion, built in 1866 by Sir Joseph Crosland. This building still forms the core of the present school.

Longley School (HLC_PK 7139). Longley School was opened in 1924, in the building of Longley Hall. The hall was built in 1870 to replace a Tudor building on the same site (English Heritage 2012, List No. 1390979).

St Patrick's Primary School (HLC_PK 8357). The school was built during the period 1966-1972. The site had previously been used as playing fields, from the mid-20th century.

Rawthorpe High School and Rawthorpe Infants and Nursery School (HLC_PK 8622) High school and nursery/infants school built between 1956 and 1960. The adjoining **Rawthorpe Junior School (HLC_PK 8627)** was established between 1970 and 1979.

Colleges and Universities

University of Huddersfield (HLC_PK 10054).³⁴ From 1914 the Technical College continued to evolve in both size and character. Advanced research, especially in chemistry, was an early feature. Student numbers rose steadily, requiring additional premises both on the present campus and elsewhere in the town. In 1947 a new Huddersfield Technical (Teachers) College had been located within the institution, becoming one of only four in the country. The Teachers College established in its own premises in 1958.

In 1963 the College of Technology become Huddersfield Polytechnic, and in 1992 to The University of Huddersfield. In 1996 the former West Yorkshire College of Health Studies was incorporated into the School of Human and Health Sciences. 2005 also saw the opening of a new Students' Union on the main campus, which lead to the refurbishment of the Milton Building which was transformed into new Drama facilities and were opened by Chancellor Sir Patrick Stewart in the same year. The iconic Creative Arts Building, situated on the main ring road was opened housing a new recital hall, electro-acoustic research studio, art and design studios and live recording facilities. Her Majesty The Queen and the Duke of Edinburgh visited the University in 2007 to unveil the foundation stone of the building.

The University continued to invest in its estate with the opening of a brand new £16m Business School which houses a mock court room and contemporary social space overlooking a central courtyard. In May 2013, HRH The Duke of York, KG, opened the University's new 3M Buckley Innovation Centre which houses a Young Entrepreneurs Centre in his name. The new £12m Centre provides a unique environment and facilitates partnerships between businesses and the University. In January 2014, the University opened Student Central, a £22.5m development which brings together the University's support services, access to the library and computing facilities, sport and leisure and a range of eating and social spaces under one roof. The university continues to expand, with the establishment of accommodation blocks and facilities throughout the town. Many of these are new builds on brownfield sites; the site of former industrial or residential areas (e.g. **King's Mill - HLC_PK 10142; Aspley Mills – HLC_PK 10703**). In some instances, former

³⁴ <https://www.hud.ac.uk/about/history-of-huddersfield/>

industrial buildings, particularly textile mills, have been modified and adapted (**Firth Street Mills and Larchfield Mills - HLC_PK 10053**).

Recreational

The Empire Cinema (**B316**) and the **Library and Art Gallery (HLC_PK 10285)** were built in the early 20th century. Both are now listed buildings.

The **Empire Cinema (within HLC_PK 10297)**. Early 20th century, in a classical style which complements the classicism of John William Street. Constructed in ashlar. Two storeys. Now an internet café and gaming centre.

Library and Art Gallery (HLC_PK 10285) built in 1937, designed by E.H. Ashburner, steel framed and faced with local pink stone. Opened in 1940, still in original use. The plan form is square with a central atrium containing the main staircase through three storeys plus basement. Grade II Listed.

The former **Palladium Cinema (within HLC_PK 10692)**. Unlisted. The former cinema on Blacker Road opened on 16 March 1914. Designed by J.H. Hall of Huddersfield, it had 500 seats. It closed in February 1937, re-opening as the Carlton on 340 August in the same year. The cinema had been extended with the addition of a balcony which increased its capacity to 674 seats. The building is now being enlarged once again. It houses a mosque.

The **Palace Theatre (HLC_PK 10294)**. Unlisted. The cinema opened in 1909. Gutted by fire in 1936, it reopened the following year with Art Deco features, some of which can still be seen. The 1937 rebuilding was designed by Birmingham architect Roland Satchwell. Now being converted into student flats.

Churches and Religious Buildings

Church of St Cuthbert (HLC_PK 8355). Grade II Listed Anglican Church, built 1920s-1956, by Hoare and Wheeler of London. Constructed of coursed and dressed rusticated local stone and grey slate roof. Birkby, a suburb of Huddersfield, was expanding in the early 20th century and church services were first held in the parish hall, immediately to the east of the current church, which was built in 1913. Local fundraising provided the money to build the church in the 1920s, and the London architectural practice of Hoare and Wheeler was

commissioned. Hoare and Wheeler were involved in the design or redesign of a number of churches throughout the country, as well as other buildings. Those listed include Rudolf Steiner House in London and the Church of St Mark in Berkshire, as well as the nave and tower of the Grade II* Church of the Holy Trinity in Newcastle upon Tyne. The original design included a tower at the west end and a north aisle, but the funds for this were insufficient and the west end was finally completed without the tower in 1956. Subsequent changes have included the removal of the fixed seating in the nave, the insertion of the screen over the narthex and the kitchen partition, and the moving forward of the altar. A photograph of 1936 appears to show some panelling to either side of a curtained reredos at the east end, which is now gone. The Parish Hall was sold off in the 1990s.

Birkby Baptist Church (HLC_PK 9247) c.1900. Constructed of hammer dressed stone, with a low pitched slate roof, with overhanging eaves. Broad tapering buttresses. Hall church plan. Flat-topped dormers with wooden tracery. Undercroft. Transept. South-west porch with hipped roof. Low crenellated tower in north-west angle, with gargoyles, pyramidal roof and tall wooden finial canted chapel on north side. There is also a 2-storey minister's house on north side canted bays with crenellated parapets. Door in moulded arch with gable arcs. Window tracery is of early 16th-century type, with some art nouveau flourished (for example those in the east and west windows).

Church of God of Prophecy (HLC_PK 7403). The church was built in around 1910.

Dalton St Pauls Methodist Church (HLC_PK 9168). Constructed in 1913-14 on land previously part of Dalton Rope and Twine Works.

St Joseph's Catholic Church (HLC_PK 10745). The Church property comprises an Edwardian well designed Yorkshire Stone Church built in 1915 (designed by Oswald White) on two levels, the lower level being occupied by a Parish Hall with Stage, Kitchen and ancillaries. Originally built as an Anglican Church it was acquired by the Diocese in 1953. The Church was re-ordered and tastefully redecorated in 1977. Constructed on the site of an earlier mission church which is depicted on the OS 1:2500 map of 1907.

Millhouse Lane Sikh Temple (HLC_PK 8601). The Sikh temple is first shown on the 1982 map. It was extended in 1997 and 2010, when the adjacent community annexe was built (The Huddersfield Daily Examiner, 2010). The site previously had terraced housing, dating from the period 1854-1894. Prior to 1854, vernacular cottages are shown on the site.

St Patrick's Catholic Centre and New North Road Baptist Church (HLC_PK 10340) were built during the period 1966-77. Terraced housing and a chapel stood on the site previously, built during the mid-nineteenth century. This central part of Huddersfield dates back to the late 17th century to early 18th century.

Huddersfield Spiritualist Church (HLC_PK 10276). The church was built during the period 1966-72. Industrial premises are shown on the site in 1854.

Huddersfield Methodist Mission (HLC_PK 10273). The mission was built in 2000. The site is within the commercial core of Huddersfield built during the mid-nineteenth century.

Prospect Road Sikh Temple (within HLC_PK 10575). The area includes a Sikh temple and leisure centre that was built during the 1980s, following the clearance of an area of back-to-back/courtyard houses.

Jubilee Centre (HLC_PK 10484). An industrial unit, built during the period 1972-87, that was converted into a church in 1995 (Community Church, 2012). The area was previously terraced housing, built in the mid-nineteenth century.

Industrial

The **Central Iron Works (HLC_PK 10045 and 10050)** on Chapel Hill was built during the period 1908-1930. It later became an engineering works for Thomas Broadbent & Sons Ltd. Buxton Road Chapel (Wesleyan) had previously stood on the site, since before 1854.

Empress Works (HLC_PK 4747 and 10041). Early 20th century works. A date stone above one of the works says 1917. It is unclear from the available evidence as to what the works were used for, but it seems likely that they were engineering works, given the large entrance ways visible on Google Streetview.

Britannia Works (site, see HLC_PK 9093). The site of Hopkinson's Britannia Works (valve manufacturers) which was built in 1903. Company founded as J. Hopkinson and Co. in 1843. Large-scale former engineering works demolished by 2009. Now the site of a large modern housing estate.

Dalton Dyeworks (HLC_PK 8281 and 8282).³⁵ Large-scale Dyeworks built in 1915 in response to dye shortages during World War I. Pre-war consumption of dyes in Britain was 20,000 tons, of which 18,000 tons were imported from Germany. With the onset of World War I, stocks of dyes and intermediates were depleted and the textile industry was in danger of being shutdown. Explosives were also needed for the war effort, so the Government subsidized some firms, including Read Holliday, to boost their output of picric acid and TNT. In 1915 a new company, British Dyestuffs Ltd, was formed which purchased Read Holliday and Sons. The Government provided part of the capital, repayable in ten years. The research staff in Huddersfield grew to 100 chemists to support the range of acid, basic, mordant, sulphur and vat dyes. The Turnbridge Works, which had produced dyes since 1860, was becoming obsolete. A new plant was built in Dalton, on a site further down the River Colne valley. The design and layout of the Dalton Works presented startup problems. In 1918 British Dyes began a relationship with Levinstein, Ltd., the largest independent company with a dye works in Blackley, Manchester. Dr. Herbert Levinstein, head of the company, made recommendations to solve the operating problems at Dalton. The Dalton Works covered several hundred acres and had units for the production of raw materials such as oleum (fuming sulphuric acid) and nitric acid; intermediates such as benzidine; and azo, alizarine, and vat dyes. By 1920 the total UK output was 25,000 tons of which the British Dyestuffs Corporation produced 16,000. But the range of the company's dyes was small: 500 compared with 2,000 dyes available to British manufacturers before the war. In 1926 Imperial Chemical Industries (ICI) was formed when British Dyestuffs Corporation merged with three other large companies to become a major part of the global industry. By the late 20th century the works was producing agrochemicals. Nothing of the First World War Dyeworks survives, with most buildings dating to the 1940s through to the 1980s. Wholesale demolition and levelling occurred between 2002 and 2009, resulting in removal of much of the 1940s to 1960s fabric leaving large plots of derelict land. No evidence remains of Dalton Lees Mill or its race, which crossed the area prior to the dye works being built.

Hospitals

Princess Royal Community Health Centre (HLC_PK 9955). The health centre was previously a maternity hospital, built between 1928 and 1934 (The Huddersfield Daily Examiner, 2006). Part of the hospital was originally a vicarage, built in 1842, and is Grade II Listed. (List No.339914).

³⁵ http://www.gracesguide.co.uk/British_Dyestuffs_Corporation