Littleborough






A HERITAGE STATEMENT

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1 Preface to Heritage Statement

This Heritage Statement provides a review of the heritage situation at 2003, summarised in section 6 and was prepared by Littleborough Historical & Archaeological Society and the many active participants in the production of the 2003 Littleborough Town Design Statement[7.1]. Much of the framework for this document can be found in A Heritage Strategy for the South Pennines[7.2], to which the Littleborough Civic Trust was a contributor.

It is intended that this statement will demonstrate Littleborough's unique position in the context of South Pennines character and looks forward through the many ongoing and planned heritage projects that will continue to reinforce this position.

We must also acknowledge the enormous contribution made by members of Littleborough Historical and Archaeological Society. They have willingly given complete access to their carefully recorded material that has been built up over the last 30 years. The detail of that archive has been used extensively in the summaries presented in this statement.

For many years people have struggled to define what makes up the strong 'character' that they define as unique to the South Pennine Area. Through the publication of A Heritage Strategy for the South Pennines, we now have a working definition which is widely accepted and which we have adopted to structure our survey of the Heritage that exists in Littleborough. This 'character', when addressing heritage, is made up of three main elements:

- Cultural heritage
- Natural heritage
- Built heritage

All of which encompass a fourth element, that of historical and archaeological heritage.

Cultural heritage brings to mind the growth of the Co-operative movement; natural heritage conjures up the great expanses of moorland and the built heritage the image of the mighty mills or the dual-purpose dwellings of our 18th century predecessors. This historical and archaeological heritage creates the past for us since Neolithic Man.

There are many other contributing factors such as the geology under foot, the current climate, and some of the unique results of local human endeavour. Indeed these factors all played a part in what is probably one of the greatest human initiatives so far – The Industrial Revolution.

Turning to the natural heritage we have so much to rescue or be proud of - but there are also many threats which must be tackled. High on the list is that our Pennines are the only upland landscape with no statutory protection in all England. Perhaps, even worse, the tract of country is sandwiched between two National Park areas. Even if this was entirely unintentional it has meant that the area is at risk. There are no formal guidelines which would control building development and use of open land for quarrying or landfill.

Similarly great swathes of the area are given over to agriculture and when that declines so does the natural and built landscape heritage. A significant element in our modern answer to the decline of heritage is to create a whole range of recreational and educational facilities, which are then made available to the millions of people living in the densely populated areas close by. This is excellent, but not welcomed if it does not include measures to protect the local community and ensure that they too gain benefits and are consulted.

Some of the key elements of any satisfactory solution are to:

- create a comprehensive information base in a form that can continue to be updated;
- ensure that all aspects of the identified heritage contribute to the area, economically, socially and environmentally;
- ensure wide public participation - as this safeguards interests;
- educate all in the value of their heritage;
- gain acceptance that our heritage matters locally, regionally, nationally and internationally.

The overall aim is that the heritage complex must be able to pay for itself or become a revenue earner by continued use. In a similar way, if agriculture is declining there must be diversion into new, income earning activities for farmers and new uses for the land. The study of this continued use should range over cultural and archaeological remains. With other tools it can examine the enclosure patterns, observe the dry stone walls, record the existing patterns of the various settlements, itemise and highlight the qualities of the existing buildings, record and help preserve good examples of the old upland farming life and the urban/rural interface.

Then it can turn its examination to some extensive industrial sites, some little more than history – others still operating for profit today. In the uplands are reservoirs, huge structures built by our predecessors basically with human labour and a shovel. Today our great urban areas rely on them for water, they act as a recreation resource and a home for many birds and animals. This diverse use, of what, a hundred years ago were industrial water feeders, can be illustrated by the development of extensive recreation facilities for rock climbers in a number of the old grit stone quarry sites. The old quarry lines have often become access paths to the countryside.
Regionally, the mills stand as examples of the industrial revolution, often acting as very profitable venues for education and as museums of past activities visited by interested people from all over the world.

Turning to ecology perhaps the example of our existing woodlands says it all. Less than 2% of the Pennines is covered in mature woodland. This is a dire situation for ecology, leading to problems of erosion or flooding. It is a vital job to commence the restoration of vegetation cover. Currently we are left with wide areas of scrub, illustrating how nature has made a start to restore the devastation that started in the Middle Ages and peaked in the 18th century.

Statement:

We trust that our lists and records and comments will blend with our actions to make a real contribution to the Littleborough area in the future.

Trackway adjacent former Starring Pottery, now part of Littleborough Boundary Footpath.

2 Cultural Heritage

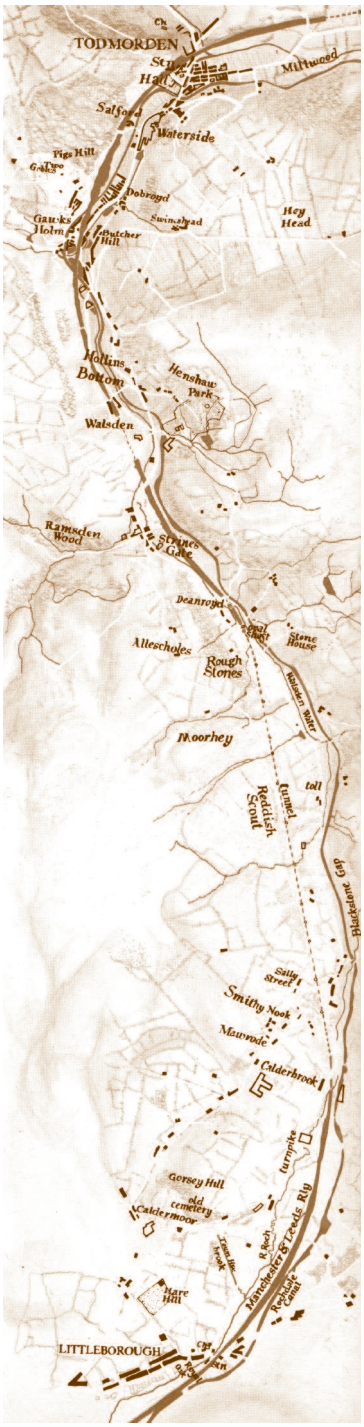
In the South Pennines it is easy to illustrate the enormous physical impact and economic growth that came from the rapid expansion of the textile and associated industries including quarrying, water and transportation. The same forces led to distinctive, sometimes unique human, or social responses such as: philanthropic endeavours, religious non-conformity, the co-operative movements, the birth of permanent Building Societies and Trades Unions and a whole new structure for the education of working class adults. In total these activities represented a rich new addition to our national and regional cultural heritage.

Another factor that influenced the sequence and character of these additions was the simultaneous progressive physical move by the indigenous population. They started by living on and exploiting the tops of the hills and moors, then the hillsides and finally the valley bottoms. Overall the judgement of historians suggests that, as they moved down, they tended to abandon their previous locations.

The human response, living and working at different levels in the area, was to create a distinct and sometimes rich new culture, leading to a proud social and political legacy that finds an expression in our built heritage.

2.1 Language and literature

By way of illustration, one of the immediate results of these developments was a response from writers. In Littleborough we had Jessie Fothergill, the daughter of a prosperous mill owner, writing locally based stories about the people of Littleborough. John Collier, known locally as Tim Bobbin and Edwin Waugh were writing both poetry and prose in their native Lancashire dialect. This strong theme of writing which created poetry and short stories using the dialect (descended from the Saxon language) existed locally into the first quarter of the 20th century. Last but not least, we have World From Rough Stones[7.3], Malcolm Macdonald's fictional masterpiece based on the construction of The Summit Tunnel, which when built was the world's longest railway tunnel, taking the Manchester and Leeds Railway through the Pennines from Littleborough and Lancashire into Todmorden and Yorkshire. These writers are still read today for their literary quality as well as their vivid description of life in the 19th century.



The railway from Littleborough to Todmorden; Rough Stones lies approximately half way along the route.

The use of the South Pennine scenery as a backdrop to historical or fictional works has been commonplace for centuries and today is widely exploited for television, drama and other modern entertainment. This literary aspect promotes our heritage and raises its profile in a very significant way.

The challenge today is to protect and nurture this culture, in ways that benefit the local people, encourage us to continue the great traditions of innovation and respect our heritage.

2.2 Distinct cultural groups

One important stimulus to our cultural heritage was the fact that the job opportunities in the textile industry expanded so rapidly that more people were needed than were available locally. Major groups came from other parts of England, Ireland and Scotland and from abroad. They came from abroad to improve their lot, escape persecution and for many other motives.

Littleborough for example, took many workers from Malta and Italy and those connections are alive and beneficial today. Irish immigrants were also a strong influence during the late 18th and early 19th centuries. Initially finding themselves in Littleborough through employment as navvies on the construction of the Manchester to Leeds Railway (and specifically the Summit Tunnel) they later became a source of much needed labour in the developing textile industry. Finally came the migration of miners from the Cornish tin mining communities and stone masons from the Ridings of Yorkshire whose skills were needed to exploit the rich coal and clay deposits and stone seams that were mined and quarried for over a century in the village. The result was the rise of many initiatives based on self-help and religious dissent, which as well as making money, were powerful influences in the lives of these people. Individual enterprise, self help and co-operation thrived side by side. Self help came from privately organised clubs of many kinds, typically intended to ensure their members could afford good food
or to buy their home. These beginnings were to develop into the country's largest Building Societies and a century of growth for all aspects of the Co-operative Movement. Economic support for workpeople was organised through Mechanics' Institutes and the desire for knowledge led to an explosive growth of Workers' Educational Associations.

The growth of non-conformist religious organisations rooted in the familiar 'grit stone chapels' was astonishing. The foundations, lower walls and drainage arrangements of these chapels were frequently built by parishioners in order to save money. The worshippers included Quakers, Methodists, Baptists, Unitarians and Congregationalists. They erected small community chapels at such a rate in Littleborough, that it overwhelmed the development of the established church. Everywhere the cry was that you must be allowed to follow the religion of your choice and, recognising the importance of education for their future progress, nearly all these chapels offered some opportunity to learn to read and write, and many included a day school.

Politically and economically, the impact of the industrial revolution cannot be over-estimated. This great new community, which was centred on textile manufacture and supply industries of all sorts, was the heartland of the Luddites, the Chartists, the Trades Unions and it should be remembered too that the Independent Labour Party was formed in not-too-distant Bradford in 1893. While the workers built their own houses and chapels the successful mill owners built grand houses, town halls, museums and parks, model villages and worker-producer co-operatives. Some of their factories are magnificently built structures in their own right.

Statement:

We have to preserve, enhance and celebrate our achievements but also relate them to a prosperous tomorrow, remembering that our predecessors forged a revolution and changed a world, so we have an example and can aim high today.

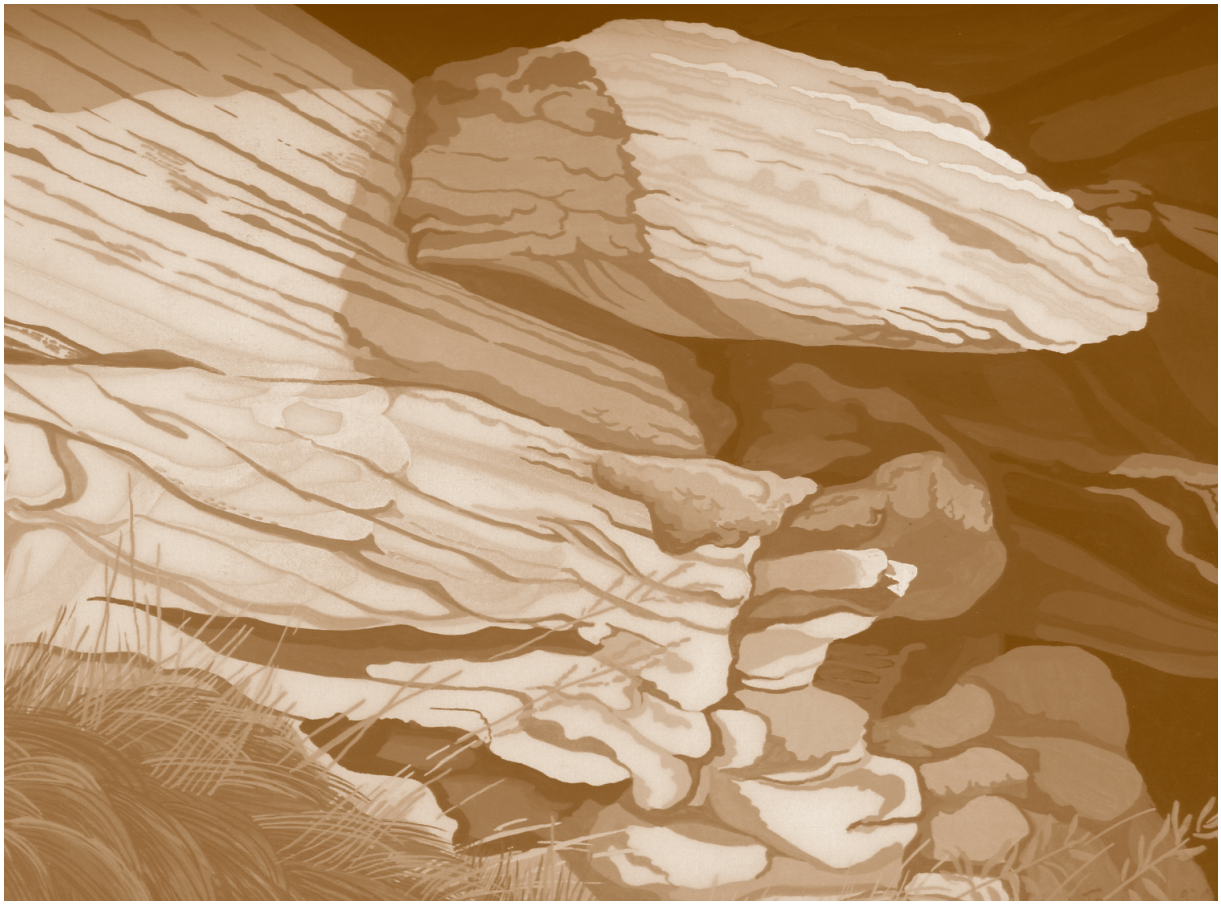
3 Natural Heritage

3.1 Our Pennine Landscape

The formation of the valley, in which Littleborough stands, starts as far back as when the sea covered our area. It was the deposition of large quantities of sand, mud and pebbles that created the millstone grit that features heavily in our landscape, along the ridge from Summit, via Robin Hood's bed at Blackstone Edge to Longden End.

There was a gradual sinking of the land towards sea level and the area we now know as England became a swamp, from which great forests grew, died and deposited their remains in the form of coal which was a feature of Littleborough throughout the 18th & 19th Centuries.

In simple terms, the next phase of the valley's creation came with the ice. During the Glacial Period, ice moved from as far afield as Scotland and Ireland, picking up deposits along the way from Cumberland and the Lake District. Evidence of these glacial erratics can be found deposited at Wilmers Farm, adjacent to Greenhill Methodists Chapel, Clough Road or further afield at Broadfield Park in Rochdale, all of which originate from the Cumberland hills. Thus, all the evidence points to the formation of a glacial melt-water valley. This would have taken place in the period immediately prior to 10,000BC and the evidence is plain to see along the route of the Rivers Roche and Calder as they rise in the hills above Summit.



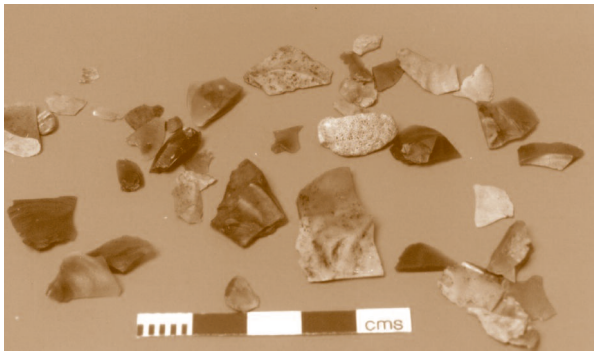
Typical rock formation
Robin Hood's Bed on Blackstone Edge

Example of the deposits of Cumberland stone. Glacial Erratic deposited near Wilmers, Calderbrook

Man first appeared in the area somewhere during the Mesolithic period and there is evidence of his tools and weapons which, according to the style of production, can be placed in that period; around 7,500BC. There has also been some Radio Carbon Dating done on charcoal residues which confirm those finds, many thousands of which are in the Littleborough Historical & Archaeological Society's collections.

There is very little evidence of permanent habitation during that period, through to the later Bronze Age from 3,000BC. These peoples were hunter-gatherers who spent the summers on the moors above the town, where all their relics are found; the valley floor at that time being swampland. They hunted wild boar and red deer mainly, drying the meat, tanning the hides and making ornaments and tools from the bones. They would spend the winters in the Vale of Pickering and would trade their hides etc., for flint with which to make more weapons for the following year's hunting. We know this to be the case, as flint peculiar to the Whitby area is the predominant material, along with some from Wales and Derbyshire, from which they were fashioned. They left behind further evidence of their inhabitation of the area in the form of burial mounds containing cremation burials and evidence, in the form of post holes, tells us a lot about the shape and size of their hut shelters.

There is little, if any, evidence of metal working in the Bronze or Iron Ages in our area, as any traces would have been destroyed by the high levels of acid in the peat beds in which most such evidence is found. However, there is the Bronze Torque that was found at Mawrode (Calderbrook), a copy of which is held in the collections at Touchstones, Rochdale's Museum, whilst the original is deposited with the British Museum - but this may have originally been imported into the area.



Typical flint finds on Blackstone Edge. From the collection of the Littleborough Historical & Archaeological Society

One of the 76 coins forming the Littleborough Hoard, now in the collection of the Littleborough Historical & Archaeological Society

There is little or no evidence to suggest that the Romans settled the area, but we know that they were here. This is evidenced by the large number (over 80) of coin hoard finds, together with small artefacts and, of course, the famous 'silver arm', a solid silver relic which must have been torn from a 'Statuette of Victory'. The original is again held in the British Museum, but a superb copy is displayed at 'Touchstones' in Rochdale. From around eighty known finds, only one of the coin hoards survives intact and this is the 'Littleborough Hoard', of over seventy Roman Dinarii which are held by the Littleborough Historical & Archaeological Society. Some evidence of Roman settlement at both Town House and Stubley exists through finds of pottery and domestic relics. There was thought at one time by Whittaker in his 'History of Whalley' and by Travis (writing locally at the end of the 19th Century), that there was a subordinate station. This was thought to be either at Castle, which lies at the foot of the exposed section of Roman Road, or at Windy Bank, nearer to Littleborough centre. If one were found to have existed, it would be away from the swampy valley floor, which was only drained with the coming of the canal and the industrialisation of the valley in the early part of the 19th Century.

Other subsequent layers of culture have added to the Pennine flavour. The Saxons gave us a dialect that was still used up till the 1870's and is still widely in use in local names today. Examples such as Hurst, a common name in Littleborough that is Saxon for a little valley. Similarly Shaw, a wood.

The Normans used our area as a huge game park and there built our first manor houses such as Town House in 970, recorded in the Domesday Book and Stubley in 1277.

In the next epoch there was the gradual extension of the isolated hamlets to the small community all living in stone houses they built with material from local quarries. The Dual Economy, so typical of our farming existence was also growing as spinning and weaving were taken up and combined with agricultural work, and located in the stone farmstead. Everyone knew about quarrying and mining and with these skills improved roads, mined, extracted minerals, built bridges, and developed an independence of mind that was to be the bedrock of a new religion and a community which would help produce the Industrial Revolution.

Finally, man's own influence on our modern landscape cannot be overlooked. The harnessing of natural resources as a source of early power saw the creation of mill lodges, the diversion of watercourses and the creation of millraces, weirs and even an entire lake. These man made features have now become part of our modern ecology and provide a wildlife habitat as the remnants of the 19th century industrial revolution increasingly revert back to nature.

The valley slopes themselves were much altered in the 18th and 19th Centuries. Terracing of the valley sides through exploitation of mineral resources and the weakening of those slopes through the loss of woodland and vegetation. This latter cause being a combination of a need for the basic resource of timber and the environmental pollution experienced during those congested days of the textile industry.

Statement:

Out of these powerfully formative events our modern Pennine character was born. The long flow of the flat moorland summit areas which is the line of the Pennine Way today, the marvellous ecology of the peat moors, so vulnerable, but so vital to us both in terms of ecology and recreation. Familiar grit stone edges may be geologically young, yet provide people of our own time with an experience of "place" shared with Neolithic man.

Turnslack on Shore Moor, a mill lodge built to serve Higher Shore Mill; now disused and a site of natural heritage.

3.2 The industrial revolution and need for a new strategy

The publication in 2001 of 'A Heritage Strategy for the South Pennines' was based on the material assembled through the survey conducted by the Standing Conference Of South Pennine Authorities (SCOSPA), who proposed a breakdown of the word 'heritage' into a number of sections. The strategy proposed in the publication was to secure the conservation of all aspects of our heritage that were good, to attract money for an action plan that ensured that our heritage will make a positive contribution to the immediate future, within a "sustainable management plan for the South Pennines". The following notes cover key aspects of that strategy and how we can participate locally.

3.3 Threats and priorities

The quality of our landscape and heritage is receiving increased recognition both nationally and at an international level. The part we played in the Industrial Revolution and the richness of the heritage are prime elements leading to this recognition. On the debit side there is a perception that the same heritage is increasingly under threat. This fear comes from a sense of incoherent management and policy, poor organisation, lack of statutory protection, loss of habitats and outside social and economic pressures.

The response has been to recognise and define the features, the habitats, the historical and cultural influences and embody them in a management plan whose prime aim is a sustainable economy. Locally, in developing our own plan, we can contribute to the wider effort since we have not only recognised the difficulties but also have identified many opportunities to do something about them.

The report gives a list of priorities as follows:

- Moorland
- A dual economy
- Industrial development
- Transport and communication
- Social and cultural movements
- Woodlands.

To support these aspirations the report looks at a wide range of issues including geology, farming, ecology, human input and so on. Locally we can demonstrate all of these strands.

Backstone Edge 'Robin Hood's Bed.'

3.4 A management plan and local consultant's report

We have already experienced many of the problems in finding a rational balance between development and the landscape. Changes in ownership or management, pressure from recreational needs, the pressures in the area of an increasingly built environment – all these are real at our local level. We can probably benefit very quickly from a study of the material that is available to frame a local 'Landscape Character Assessment' which could highlight the vulnerable areas and the forces that are driving change. In a similar way a local Countryside Design Study could stimulate change without serious damage to the local heritage. The Town Design Statement lends its support to moves intended to stimulate the local economy and makes practical recommendations for developing a more diverse rural economy. In particular, this might be achieved by deploying Littleborough's South Pennine open land and tourist assets.

There is little doubt that we will benefit from the many ideas put forward for stimulating the economy. There will be contention. Various plans for future development will be put forward. Some of these will compete for sites and for development finance. It is essential that local people and local expertise have an opportunity to contribute to the decision making process. All this development is further encouraged by a recent consultant's report[7.4] that identifies our upper Roche valley as a key area for a major Regeneration Project based on the re-opening of the Rochdale Canal.

3.5 Historical and archaeological heritage

In recognising the historical and archaeological heritage, we have to acknowledge that for many centuries, human activity has been shaping the Southern Pennines. This has left a rich heritage of both national and international importance. Today this influence has become part of our 'character'.

Also, in Littleborough we have a fine example of the interface between landscape and industry, natural upland and a wide range of human structures.

The action of the earlier settlers and a combination of geology and high rainfall have created blanket bogs characterised by water-logged, acidic and infertile peat moors. Many of the archaeological sites are hidden under the peat, but others are exposed. These remains provide the principle source of evidence of human activity and give indications of the role of human endeavour on the developing upland landscapes and how topography and geology influenced the early patterns of settlement.

The artefacts are at risk from the weather, agricultural practices, visitors, and proposed large-scale changes in land use. Finally, though less obvious, the activities of amateur flint collectors and the use of devices to detect metal objects are a cause of concern.

These are serious topics and for further introduction and reading matter in depth look at the sources of information suggested in the Littleborough Civic Trust's Millennium publication, The Story of Littleborough[7.5]. After the prehistoric beginnings we have all the consequent heritage not associated with prehistory, and later written evidence, taking us through the centuries to arrive at 'today'.

Regeneration Project based on the re-opening of the Rochdale Canal.

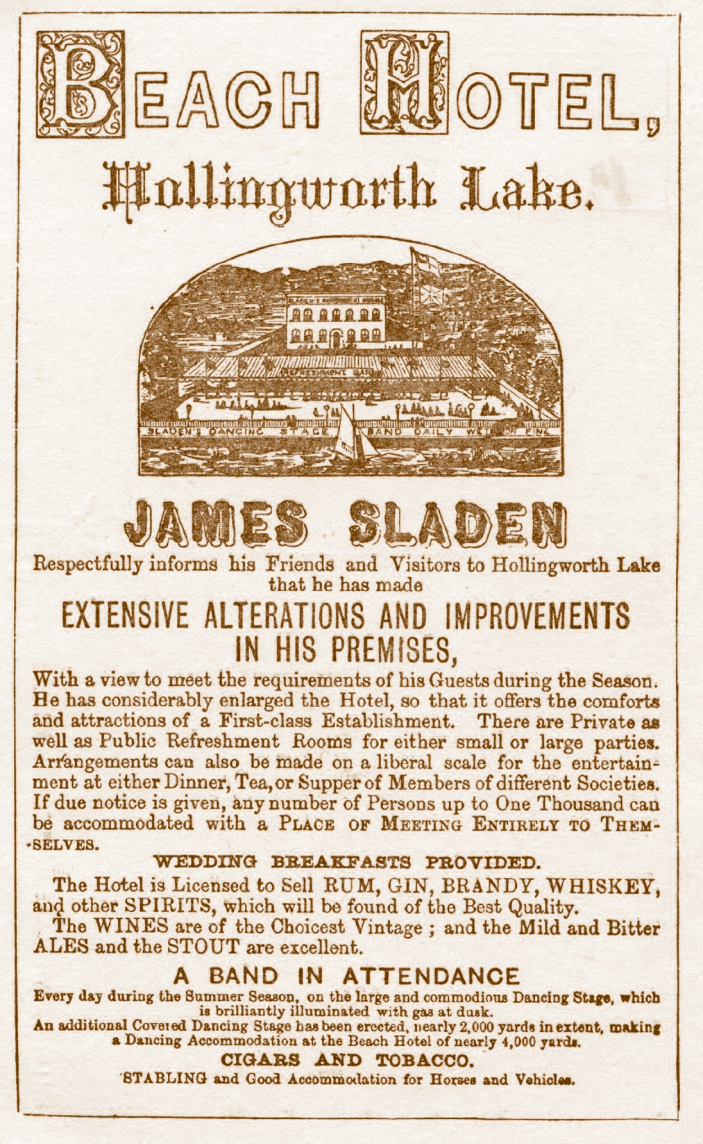
However, as stated earlier, it is the purpose of this submission to outline the general picture of Littleborough in the framework of the modern concept of 'heritage'. Thus to balance the remarks on accepted areas of 'heritage' we outline a feature of our area which only has a short history but which has made an ongoing contribution to the lives of literally millions of people and as such deserves to be considered as living heritage.

The feature we are discussing has developed over many thousands of years. It could be described as a fairly poor stretch of marshy grassland, above Littleborough, which lay immediately below the South Pennine uplands. Very recently, in historical terms, it was decided to open a new canal, which we know today as the Rochdale Canal. Since the chosen route was through the lowest point or 'gateway' in this part of the South Pennines, after numerous bids involving tunnels and other expedients it was decided to build a whole flight of locks to get up to Summit and over into Yorkshire. Such locks need an enormous amount of water and the hunt was on to find the best place to dam the water and provide such volumes. All the obvious possibilities were investigated, but landowners or other vested interests frustrated them, so finally the successful bidder opted to use this stretch of marshy grassland.

In its natural state it had no great advantages, being too low down to get water to flow up to the head of the Summit pass, and since it had no natural basin three long dams had to be built to hold the water. The only real benefit was the extent of the local catchment area. The land was there and it could be bought. It was - and Hollingworth 'Lake' was built. This fascinating piece of built heritage also had to pump the water up hill into a leat or drain which, with typical ingenuity, could be used either to fill the top locks or to bring water to Hollingworth Lake from above.

That solved the problem of keeping enough water to ensure that the canal worked. One of the directors, together with a local textile mill entrepreneur looked at the state of their workers in the mass of mills in Littleborough and decided that they could make money locally just as they saw Blackpool and similar places were starting to do. They got licences to put a 'fleet' of boats on the lake and filled it with fish. Two big hotels sprang up and finally there were six or seven in the locality. Within 20 years it was a thriving centre of leisure and entertainment which lasted beyond the 1914 – 1918 war. Sadly the vision was lost, the area became seedy and it declined into a shabby gentility and finally nearly all the facilities closed. Happily its fortunes have revived to a point where the previously referred to consultant's report sees it as a key element in a new regeneration programme. Already it is seen as 'congested,' which is another way of saying that it is successful again, but must be developed, if it is not to have another decline.

Hollingworth Lake is totally man made but enjoys the opportunity to share in our other entire heritage, starting with the South Pennines which overlook it and the abundant water that fills it. It is a truly modern example of how we can create new heritage through addressing a commercial problem. We take a further look at Hollingworth Lake in Section 4 of this submission.



BEACH HOTEL,

Hollingworth Lake.

JAMES SLADEN

Respectfully informs his Friends and Visitors to Hollingworth Lake that he has made

EXTENSIVE ALTERATIONS AND IMPROVEMENTS IN HIS PREMISES,

With a view to meet the requirements of his Guests during the Season. He has considerably enlarged the Hotel, so that it offers the comforts and attractions of a First-class Establishment. There are Private as well as Public Refreshment Rooms for either small or large parties. Arrangements can also be made on a liberal scale for the entertainment at either Dinner, Tea, or Supper of Members of different Societies. If due notice is given, any number of Persons up to One Thousand can be accommodated with a PLACE OF MEETING ENTIRELY TO THEMSELVES.

WEDDING BREAKFASTS PROVIDED.

The Hotel is Licensed to Sell RUM, GIN, BRANDY, WHISKEY, and other SPIRITS, which will be found of the Best Quality.

The WINES are of the Choicest Vintage ; and the Mild and Bitter ALES and the STOUT are excellent.

A BAND IN ATTENDANCE

Every day during the Summer Season, on the large and commodious Dancing Stage, which is brilliantly illuminated with gas at dusk.

An additional Covered Dancing Stage has been erected, nearly 2,000 yards in extent, making a Dancing Accommodation at the Beach Hotel of nearly 4,000 yards.

CIGARS AND TOBACCO.

STABLING and Good Accommodation for Horses and Vehicles.

Prosperity at Hollingworth Lake in the latter half of the 19th Century.

Statement:

Our natural heritage has brought prosperity to many local people and pleasure to literally millions.

4 Built Heritage

Built

4.1 Listed heritage

Some property is listed in an England-wide record because it has special architectural or historical interest. Owners will have statutory notification of this status from their Local Planning Authority if it applies to any of their property. A listed item can be a castle, a house or a village pump. A single register covers all England and is broken down into three grades of relative importance - Grade 1, Grade 2* and Grade 2.
The statutes and guidance are found in a Planning (Listed Buildings and Conservation Areas) Act of 1990 and the Town and Country Planning Act 1990. Finally there is the Planning Policy Guidance 15, published in September 1994 which advises on Listing.

It is a fair question to ask 'why should I be interested in old buildings? Part of the answer must be that the listed units are the most visible and valuable records of our heritage and yet they are still being used, not to say prized and very valuable, today. They shed light on many of our old ways of living and make sense of much of what we see as we walk round the area today.

As you look at the many houses that are listed, it does not follow that they have always been a house. We have a number of examples of a house that became a public house or a tollhouse or a shop only to revert finally to a family house again in the 20th century. Another common event in the last 50 years has been the change from a farmhouse, to a disused utility building in a group of similar buildings, which then became by degrees transformed into a desirable residence during the 2nd half of the 20th century. Another train of events begins with a number of cottages side by side along one of the packhorse roads. Slowly the cottages have been joined together. Building additions were carried outwards from an original dwelling, sometimes in several stages so that a 17th Century cottage might end up with a Victorian façade. In this way, social improvement is demonstrated by the increased affluence. More convenient housing acquires, in time, 20th Century comforts.

It is worth remembering that we have had periods in the 16th and 17th centuries when our area was relatively prosperous. The result was some large buildings (Yeoman status) of which only the records and sometimes the site ruin remain to remind us of those times.

Handle Hall, as it stands in 2003, renovated and converted into a home

Handle Hall, when the Queen Ann Inn; the building originally built in 1610 as Warcock Hill, home to the Dearden Family

There are no Grade 1 listings in our area but a wealth of Grade 2. Very few have visible remains that are recognised as being earlier than the 17th century. From that time we have a rich heritage both of building and associated heritage such as gateposts, ornamental features etc., all of which have a Grade 2 listing.

If you walk back towards Littleborough on the canal towpath a number of the locks and associated bridges over the canal make up some of the most attractive visual images to be found in our area. They date back to the 18th century and the best examples are Grade 2 listed. The major old halls are also a source of great visual pleasure (see section 4.2) and also some of the long terraces of houses, often built for mill workers, have a distinct 'persona' which has earned their listing.

In addition to the houses and other structures relating to them, there is a range of other fascinating features that are listed. For example there is a metal aqueduct built by George Stephenson to carry the river Roche over the railway line. This is a rare method of construction in England and well worth a short walk to see it and also to look at the tunnel entrances to the Summit Tunnel. Both are listed and on one of them the crest and coat of arms of the company who built the railway line can be seen – a unique feature as no other known example of the coat of arms of the Manchester and Leeds Railway Company exists.

(Above) Stephenson's aquaduct carrying the river Roche over the railway line

(Left) Crest of the Manchester & Leeds railway on the portico of Summit Tunnel West

As you arrive in Littleborough you cannot miss the Wheatsheaf Building ("Round House") in the centre. This was built by the son of a local publican who built up his business partly on his ability to play cricket with the local gentry and their extended families. With the ever-growing number of mills in Littleborough came many salesmen offering goods and services, so there was the need for accommodation of a reasonable standard. Apparently, with much ribald opposition from those who 'knew it would fail' and who disliked the building intensely, it was not only finished but flourished throughout the second half of the Industrial Revolution.

Of all the sites in Littleborough the Townhouse Site is perhaps the most interesting (see section 4.2). Its history goes back beyond the Middle Ages to Saxon times and earlier.

Apart from its historic houses, we also have the magnificent railway viaduct in the centre of Littleborough built by Stephenson in 1839 - a Grade 2 listed structure. Built on a previous bridge which allowed passage over an area which was recognised as very waterlogged and with unstable bands of rock and soil, it has stood firm for over 160 years. In contrast, you can see examples to this day of houses leaning over, within yards of the bridge and indeed some on Victoria Street had to be demolished in the 20th century!

Finally, in the centre is the Coach House of the Falcon Inn and which was rescued by the community and is now a fine Grade 2 listed building. There are of course many more listed structures of interest but the final note might be our very important example, rare in Britain, of a 'winter bee house' which is a short walk from the centre.

There is much else of interest but with a map, and a copy of our location map and booklet of local listed buildings (see bibliography) you can enjoy some of the heritage on our doorsteps.

Statement:

There are houses that have come from many sources including barns, simple cottages, old textile mills and a range of other industrial and commercial ventures. The development of a dual economy led to a great increase in farms in the 18th Century. Industrialisation in the 19th and early 20th Centuries has left its mark in terms of the varied and sometimes densely packed residential and commercial.

4.2 Old family houses

For a considerable time after the Norman Conquest (1066 AD), very little is known of the history of our district. An agricultural economy kept people in isolated communities, away from the more active centres and developments. Communication was difficult and it would only be when some traveller, trader or entertainer passed through the small settlements, that they would get any news from the outside world.

In the 500 years that followed, the records document the growth of a set of house sites handed down from generation to generation of one family name with extensive areas of land under their control. There are no families claiming direct descent from so long ago, but a quick look in the telephone directory shows the names live on, with Beswick, Butterworth, Clegg, Dearden, Dearnley, Halliwell, Schofield, Whitaker and many more.

Not only the families have gone but, as shown in our introduction to the Listed Buildings in Littleborough, the houses they lived in have been lost to much later structures. We have listed nine examples of such sites and two books that will guide you into the fascinating world these families occupied from the earliest recorded date are The Story of Littleborough, previously referred to, and Fishwick's History of Rochdale[7.6]:

- Ton House (Town House) [built in 970]
- Stobbligh (Stubley Hall) [built in 1277]
- Shore Hall [built in 1280]
- Lightohlres (Lightowlers) [built in 1280]
- Dernelegh (Dearnley) [built in 1332]
- Windybonk (Windy Bank) [built in 1335]
- Schofield Hall [built in 1340]
- Steanor Bottom [built in 1390]
- Pike House [built in 1561]

One further family is worth mentioning, although it falls just outside the Littleborough boundary. Their home was Clegg Hall. The Hall was occupied by a branch of the Belfield family from 1287 and later, the Ashton family from 1610. In 1323 a Belfield became Abbot of Whalley a position of great power at that time. The family connection died out in the 18th Century and only a fine but neglected building exists today.

For each site there is either a substantial house, such as Stubley Hall

or an old ruin, such as Clegg Hall

or a site with a much later building, such as Town House

or simply a record of where the building stood, such as Pike House.

Statement:

These houses and their family histories represent the success of their occupants but our area also has a rich heritage, from later dates, of the buildings that were erected and used by ordinary people.

4.3 Workers' Housing

Littleborough entered the 18th century with a mixture of a few established family dwellings and a growing number of Yeoman's dwellings where the occupants had some security of tenure and therefore some incentive to improve them. For the rest of the people the dwellings were very modest, mainly single storey cottages built in stone with a thatched roof. Gradually houses were built which had two floors, loom shops were created above the living room where the light was better and the house became a dual-purpose structure, both home and workplace. The growth of larger mills, which employed many people, located new workers' housing conveniently close to the place of work.

Example of the style of weaver's cottages, some of which still remain in the village, albeit much improved and modernised. These, on the corner of Denhurst Road and Calderbrook Road were demolished and replaced by a row of modern shops.

With the intensification of a building programme to meet the housing needs of Littleborough's workers came a divergence from the traditional grit stone construction. Cheaper, faster methods of building had to be adopted. This led to the harnessing of another rich local resource, clay. The manufacture of bricks locally at Summit, Starring, Smithy Bridge, Sladen Wood, combined with the import of bricks of recognised durability from the Accrington area saw the growth in brick construction which is commonplace today.

Very soon there was a new, familiar sight to this day, of terraces of houses which were built not only near the mills but at cross roads, turnpikes and so on. At this time there was plenty of undeveloped land that was of little worth for anything but poor grazing. There was no shortage of land where the new 'back to back' terrace houses could be built. The construction of such houses was relatively cheap and families had the skill to do much of the building themselves. Soon a house would provide three rooms, a cellar (often with separate entrance) a living room, and a chamber above. In the 1830's you would pay rent of £4 - £7 per annum for such a house.

By the 19th century there was some kind of heating in at least one room and a variety of larger buildings were being erected. The basic building materials were still grit stone or sandstone in our area. Downstairs the floor would be local stone flags, with timber floors above. Stone was a universal material, used for sinks, cupboards, seats etc. The buildings were often badly drained or not at all and often had no water supply.

In the late 1880's there was growing prosperity and people were looking for big improvements in their houses.

As noted elsewhere in this report, the Building Societies grew from small beginnings to provide the workers with a way of buying their own property. The Societies were prepared to wait 20 or more years to get their profit back and were primarily staffed by people who were related to the industrial workers living all round them. The local Co-operative Society also recognised the value of investment in workers housing and this led to the construction of the Bare Hill 'estate' of densely packed back-to-back cottages in a small area behind what is now the main shopping area on Hare Hill Road. Funded by the Littleborough Co-operative Society of Industry, the unmade and un-adopted streets, such as Leah Street, were named after the local Co-operative Society dignitaries of the day.

At much the same time the Government from 1850 onwards began to pass legislation making laws about health, sanitation, flammability etc. Good drainage and sewage disposal became an absolute necessity, but in areas such as Littleborough, this was not achieved until the 1930's in spite of the fact that substantial health legislation was in place by 1870.

Ventilation became of great importance and the cheapest solutions were high rooms and the ubiquitous 'sash window'. Damp proof courses became widespread in the late 19th century along with greatly improved chimneys and flues.
At about the same time the evidence was finally accepted that there was a direct relationship between high mortality rates and living in the 'back to back' terraces leading to the legal termination of this kind of construction in the early 20th century.

A number of back-to-back terraces remain in Littleborough and have been adapted to provide sound living accommodation but there is still evidence of differences in the quality of the former mill worker's housing. We can contrast the conversion from the unsanitary rear yards into gardens as demonstrated at Newall Street with the remaining unmade and un-adopted roads that still divide the houses off Bare Hill Street.

Houses off Bare Hill Street which still retain their unadopted alleys and passages.

Modern gardens to the rear of houses on Newall Street, adapted from the yards and redundant outside lavatory arrangements of the 19th century workers' housing.

The final development in the story of the working people's house was the passing of a new tranche of legislation, which empowered Local Authorities to clear unsanitary housing and to build acceptable replacements. The building activity of the Local Authorities was greatly extended in 1919 after the Great War, when there was an acute shortage of workers houses. The result was the creation of multiple municipal housing estates such as those at Caldermoor, Shore, Stansfield, Dearnley and Smithy Bridge, which are still with us today.

Statement:

The growth of working class housing in Littleborough initially clustered around the industries in which their occupiers were employed. In-filling occurred later with the growth in population and this is now reflected in use of brownfield industrial sites for modern housing of a more luxurious kind that does not provide the affordable housing that was once a necessity when employment was more localised and commuting unknown. A chronology of the development of housing appears in Appendix 1.

4.4 Schools and churches

One aspect of our cultural heritage, referred to in section two, is to be found in the stone construction of schools and places of worship. The connection between church and school in the area was intimate until the 20th century.

The first recorded school building, along with a chapel, was built in Littleborough in 1688, by the Halliwell family. A few years later the same family built a new school in Ealees Lane and some remnants of that school exists on the site today.
By 1727 there was a 'free school' at Hollingworth Fold and within ten years a day school had opened at Smithy Nook. The level of teaching can be estimated by the fact that the alphabet was taught using a grit stone mantelpiece with the letters carved into it.

Family groups at home did much of the teaching, but in 1839 we have the first record of what became commonplace in our area – the chapel-cum-school built by the Temple Wesleyans at Summit. In 1844, greatly worried by the spread of non-conformist worship, the Parish Church opened a school. Notwithstanding that; in the period between 1866–67, three more chapel-based schools were built. The avalanche was unstoppable and by 1902 five more schools were open, one Catholic, one Methodist and three by the force that was to triumph the new 'School Board'. This was a government-supported structure and had a stated intent - to separate school from church.

The former Littleborough Central Board School. The last school to be built in England under the 1870 School Board Act.

The Established Church is represented by a fine building that is removed from its original site closer to the river Roche. The documentation on the church goes back to 1471. Holy Trinity Parish Church is a 'Listed' structure showing the results of three separate additions to the original building and is a worthy structure, well sited in the centre of our community. A noted local historian wrote The Village Church [7.7], an in-depth history of Littleborough Holy Trinity in the 1970's and this remains the definitive source of information for the building and the established church in Littleborough.

The beginning of non conformity really began in people's homes led by Jonathan Mashew. They later built a chapel, "Temple" in 1830, and in Calderbrook James Butterworth and a friend built a chapel at Smithy Nook and a school, Mount Gilead in 1817.

St. Andrews Church, Dearnley. One of several churches to be built in the Littleborough Parish as growth in the local population and church attendance grew in the middle of the 19th century.

In 1824 John Ely from Rochdale came to Summit and eventually in 1834 Ebenezer Chapel was opened in central Summit just back from the main road. Greenhill Methodist Church was built in 1866, which developed from Croft, Shore, Moor edge; where Reuben Wilden of Summit held house meetings. Littleborough Methodists had enough funds to develop the Church Street centre of chapel, school and manse. Another branch built up capital to purchase land by the river Roche at the start of Blackstone Edge road and built in 1809 a chapel called the Methodical Piazza. It closed in 1861, and was pulled down about 1950.

The Methodical Piazza, demolished in the 1950s

Zion United Methodists, a redundant chapel used as a joiners shop for many years before conversion to a house in 2003

Statement:

Today Littleborough is left with a rich heritage of grit stone buildings which have now become houses, shops, or storage places. They are reminders of the effort made by the congregations of mill workers and labourers, who willingly dug out the foundations and put in all the drainage as their contribution to the creation of a place where they could worship in their own fashion: a way often unpopular with other believers. We have lost some of the more ambitious chapels, which held hundreds of people and were built like Greek temples, but happily a representative number remains.

4.5 Inns and public houses

Records of the buying and selling ale as a domestic activity are as old as any we hold locally. The earliest records that one can consult to trace the licensing of beer sellers and brewers are the Manor Court Rolls. These recorded the business of the Manor Court and Rochdale was no exception. A licence was required for the brewing of beer; taxation was an issue and the Assizes sought to punish those found to be evading licensing.

At that time Littleborough in itself did not exist, rather the townships of Blatchinworth, Butterworth and Hundersfield. Fishwick suggests that it was at some time around the turn of the 16th century that Littleborough was first named. In 1535 it was described as "a freehold tenement and certain Acres of land, meadow and pasture lying in the townships of Hundersfield and Butterworth, within the Parish of Rochdale and commonly called Litlebrough".

The lands as described place this area between the church and the river and there is great similarity between this description and the mid 17th century tenement known as the Falcon. Whilst the Falcon is know to date back to 1657 (date stone in what is now the rear entrance) it is more than likely that it was built on the site of an existing earlier smallholding near the junction between the A58 and Canal Street.

The Manor Survey of 1626 gives us the first documentary evidence of licensed premises in the area. Here it describes a John Butterworth being in possession of "The moiety of a tenement called the Ealees wherein he now dwelleth being converted to an Inn the site consisting of a little croft and a garden". It is most likely to have been Ealees Hall, which stood at what is now the junction of Canal Street and the railway viaduct.

The Falcon Inn as it stands in 2003

The White House – both amongst the oldest coaching inns in the village.

There is evidence to suggest that in total since records began, there have been 56 inns, public houses and beerhouses in the Littleborough area, although there was never one period when all were in use as such an establishment at the same time! The resultant architecture from this drinking activity is often delightful and fascinating. A number of the inns are now fine private houses, a number have Grade 2 Listing and happily a healthy number still serve drink and much more.

Generally (or certainly across the former County of Lancashire), public houses as we know them today are realistically the result of changes in licensing laws in 1904. There has been in this country, a system of licensing or control in place to regulate the brewing and selling of ale since records began (with the Magna Carta). It was in 1904, however, that local authorities gained the controls that they needed to curb the proliferation of beerhouses that had grown up in parallel with the industrial revolution.

Statement:

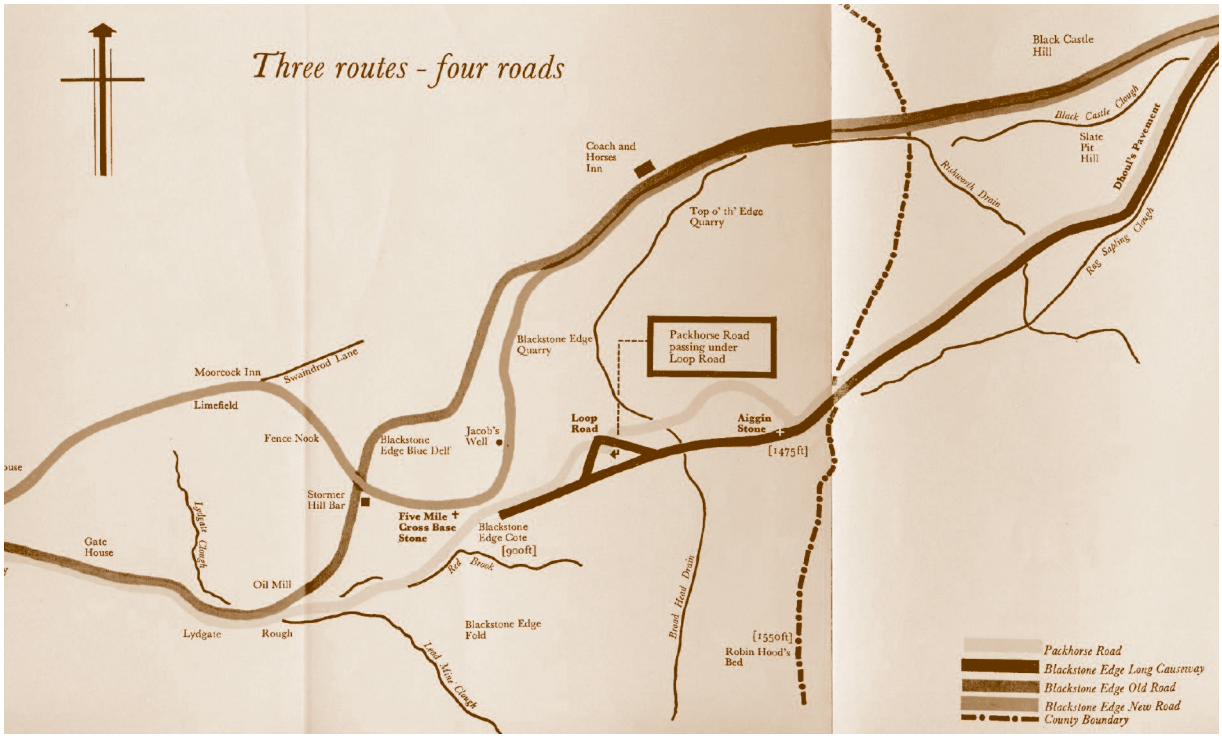
Drinking is a universal habit and we have a fine built heritage with numerous examples of coaching inns:
The Falcon, Rake, Red Lion all dating from the 17th century.
From 1830 there was an explosion of inns, public houses and beer houses. This explosion gradually eliminated the need for brewing in every home. Although there was a Littleborough Brewing Company it is surprising that no on-going brewery of substance emerged.

4.6 Transport routes

There is great interest, from archaeologists and historians, in the pattern of transport routes that have grown up over the ages in our area. It was perhaps 6,000 years ago when the first people in our area realised that geographically, apart from any other benefits, the Pennines had some very useful natural benefits in terms of getting across extensive areas of otherwise bleak and forbidding tracts of country.

Early settlers began the creation of paths and roads, which finally led to the building of the M62 motorway over our part of the Pennines, where the challenges were not as severe as elsewhere. Today we can list a whole net of roads, paths, tracks, bridle-ways, pack horse routes canals and railways, which in total give a fine picture of the land development of human travel.

Very early in our local history, people realised the naturally occurring high shelves on our gritstone hills, offered great advantages to a traveller. Not only were they dry but any danger could be seen in good time. By the time the Romans arrived man had the technology and many of the tools to go anywhere, but common sense made them choose where the gradient was most gentle and the ground underfoot, most stable. Our first men lived up on the hills and started the remarkable network of paths lanes and roads referred to earlier and which are still there today. By Roman times they could construct a web of roads to serve both their military needs and commercial aspirations. One such superb example came straight off the Pennines into the centre of Littleborough and on to Manchester.



Typical of Littleborough is the myriad of routes crossing Blackstone Edge into West Yorkshire

With the growth in mobility, wealth and travel it became a big responsibility to maintain these roads that became part of middle ages culture. Endlessly the trend was for wider, better maintained lines of passage and the mediaeval records are full of disputes and law cases arising from issues of passage along, and the maintenance of, roads. As technology improved it became possible to defy nature and put roads through the valley bottoms thus avoiding the endless ascent and descent of hills with all the challenges and dangers that involved. This was especially true as the loads got heavier. Roads continued to be improved but an enormous stimulus came from the overall growth in richness of the country and the need to be able to move and trade easily.

The need was matched with new solutions such as canals. The Rochdale canal opened in 1804 peaked in 1886 and after the 1914-18 war shut down section by section, finally to close in 1952. Soon after the canal the railways added to the pattern of movement. The building of the railway through Littleborough and under the Pennines to emerge in Yorkshire began in 1837. The Railway Company built from both sides and the railway opened in 1839. As a country we had the machinery and the wealth to overcome the impediments of travel and establish direct routes with scant regard for the shape of the land they crossed. In this case it included the Summit Tunnel which for a short time was the longest tunnel in the world.

Other beacons on this journey towards easy travel were the establishment of toll roads and the discovery of an effective road surfacing technique by using a tar-macadam, a discovery that gave a durable even surface. The way was open for the newly designed motor car that swept the horse drawn vehicles off the road and prepared the way for the modern motorway. 1970 saw the opening of the M62 crossing the Pennines and linking Liverpool to Hull. Ascending to over 1200 feet, the highest motorway in Britain, passes within a mile of Littleborough centre and is carried over an impressive viaduct crossing Rakewood.

Statement:

In a world that has attained a new mobility, the Littleborough area has a stunning collection of examples of many of the stages in the evolution of land travel for humans' as part of its heritage.

4.7 Hollingworth Lake

As well as supplying the Rochdale Canal with water and preserving a variety of wild life with a natural habitat, Hollingworth Lake has been a recreational asset for over the past 150 years. Cheap day excursions to the lake from all around the Greater Manchester area were extremely popular. As a consequence, a number of special attractions, side show booths, a funfair and boat excursions, the sort of activities more likely to be found at a busy seaside resort, were provided for trippers and visitors. Not unsurprisingly, Hollingworth Lake became known affectionately as the "Weighvers Seaport".

The lake and its environs, including its footpath walks, continued to provide recreation for many local people. The opening of the M62 in 1971 brought it within easier range for many of its more devoted visitors from West Yorkshire and East Lancashire.

Hollingworth Lake's status as a Country Park was formalised in 1975 and this was what it had effectively become - a countryside attraction of significance near the conurbations of both Manchester and Leeds-Bradford. It had, and still has, a capacity for drawing to it a large number of visitors throughout the year, seeking enjoyment and relaxation among its unspoilt natural features.

Using its power to promote recreational facilities, the new Greater Manchester County in the mid-1970's funded the provision of extensive landscaping and planting, ample well-designed car parking areas and a visitor centre. Jointly with Rochdale MBC a warden service was set up to oversee the day-to-day running of the Country Park. In visitor numbers, Hollingworth Lake is among the most popular Country Parks in the United Kingdom.

Statement:

From a working reservoir to a Country Park and nature reserve, Hollingworth Lake has formed part of the built heritage for 200 years and has a popular future and a large part to play in the continued heritage of Littleborough.

Visitors to Hollingworth Lake in the early part of the 20th Century.

Situated at the back of the Lake, with its dancing stages and Swiss style buildings, the Lake Hotel was developed in the heyday of Victorian popularity for Hollingworth Lake and its surroundings and eventually became part of the Sladen (Beach Hotel) empire of leisure facilities at the Lake.

A snow-bound Hollingworth Lake in the mid-1950's when winters were more severe and walking across the frozen lake was commonplace in winter.

5 Heritage Projects in Littleborough

5.1 New research facility and public interface for Littleborough Historical and Archaeological Society

There is need for a major display and research facility. The Society has recognition as an archive and also has very significant collection of artefacts, photographs, memorabilia, historic records and remnants: all of which have been in storage since they grew out of their previous premises. Due to cut backs in Heritage Lottery funding, it is unlikely that a new facility can be provided to safeguard the future of this archive and therefore the society is now looking for an existing building with heritage importance in Littleborough in which to house its collections.

5.2 A historical guide to Littleborough Central Conservation Area

The Littleborough Historical and Archaeological Society is currently revising, updating and upgrading a previous smaller publication. When complete this will be a 30/40-page colour illustrated book that will be available for sale. The format is of the nature of a walk through the centre of Littleborough and will be valuable as a basis for introducing local groups and visitors alike to its heritage. Perhaps they will then identify more items of 'community heritage' that would supplement the c.50 identified in the book (we identify 'community heritage' as some artefact or feature we would not like to lose).

5.3 'Glimpses of Littleborough History' and 'History Trail' publications

The Littleborough Historical and Archaeological Society have already produced a very popular range of local history glimpses and trails. These are available for sale in local shops and visitor centres and, at less that £1 each, provide an inexpensive introduction to Littleborough for the local community and visitors alike. Indeed their sale also raises money for the outlets from which they are bought.

These booklets have not only added an extra dimension to field work relating to many of the Town Design Statement 'interest groups' but they are an excellent way of getting a wide range of people interested in issues of listed buildings, the heritage around them and the threats and opportunities.

5.4 Oral history and history recording units

The aim of a local history recording unit is to get a local set of volunteers to record what happens in the area for which they have accepted responsibility; for example a small community or housing estate, or a section of the town centre, etc. Such recording can provide an accurate contemporary record of developments in a consistent way. It is the history of the present and has had considerable success in many locations.

The Littleborough Historical and Archaeological Society has already commenced an Oral History recording project, interviewing older members of the community about their lives and their recollections of local and national historical events. These digital recordings will eventually be transcribed and the original recordings lodged with the North West Sound Archive at Clitheroe Castle.

5.5 A study of tracks, pathways and early transport routes through and in Littleborough

This is a planned project to be undertaken in 2004-5, once work on the Town Design Statement has been completed. Material for this project is being gathered and research has commenced.

5.6 A heritage walk along the newly restored Rochdale Canal

This is a planned piece of work, describing a heritage walk along the banks of the canal within the old Littleborough UDC boundary. This is a timely project as the Rochdale Canal has been opened again in 2002 after a long period of closure and neglect. The canal is to be used as a flagship attraction for a focused regeneration scheme for our area. This new publication will be an excellent framework to get different sections of our community to walk the canal.

Many of the locks and bridges are 'listed' and such locks are to be developed as areas of interest for ecology, habitat, forestation etc., as well as the more obvious water uses, leisure opportunities etc. Again it will be an invaluable encouragement to people to support and record more of their community heritage.

5.7 Friends of Littleborough Railway Station

A new group has formed in Littleborough to adopt the railway station and adjacent Stephenson Viaduct. They plan to regenerate the station environs, create better access, renovate existing buildings and generally improve the quality of Littleborough's historic railway station.

5.8 Other interest areas

The Littleborough Historical and Archaeological Society has identified that the recording of history in Littleborough can be divided into 16 fields of interest; namely:

1. **Buildings**
2. **Churches**
3. **Events**
4. **Geographical Features**
5. **Hollingworth Lake**
6. **Industry**
7. **Inns**
8. **Rochdale**
9. **Roman Road**
10. **Schools**
11. **Sport**
12. **Transport**
13. **Inhabitants**
14. **Maps**
15. **Council**
16. **Family History**

These are of direct relevance to Littleborough, have been of assistance in the production of the Town Design Statement and will be equally crucial for any future heritage strategy.

The list is a formidable one with a strong historical accent. Building on existing material, it can provide us with a wealth of background information relating to the various researches and material collection being done at present and is an invaluable archive and starting point for future work.

Finally it must be noted that a major Town Design Project has been carried out in Littleborough as a Community Project. It is hoped that this will reinforce protection for the existing heritage and sets out guidelines as to how this may be practically put into effect.

6 A Summary of the Current Heritage Position in Littleborough

Both the Littleborough Civic Trust and the Littleborough Historical and Archaeological Society will continue their joint and individual efforts in the future.

There is the opportunity to go further and consider a Local Strategy and Action Plan to maximise the benefits from the work so far. There is a framework available to guide a community project and education and other tools to focus everyone. The plan revolves around priorities and their relationship to objectives.

Such a project requires a community focus. The recent creation of the MoorEnd Community Development Trust will assist in bringing together the diverse interest groups across the whole of the Pennines Township and provide a charitable umbrella organisation through which local energies can be supported.

On completion of our current project we will consider a local plan, based on the material available. The other very significant issue will be to keep it in synergy with the planned aims of our own Local Authority. The plan could have three objectives:

- provide a realistic vision for Littleborough;
- be structured to attract realistic funding;
- continue the preservation and enhancement of our existing Heritage via recently agreed approaches.

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8 Appendices

8.1 Chonology of the development of housing in Littleborough

8.1.1 Individual Buildings

(* = taken from date stone)

Cleggswood Hey	15??	Castle Farm	1691*
Cleggswood	1517	Old Bent House (rebuilt)	1693*
Stubley Hall (rebuilt)	1528	Hollingworth Workhouse	1697
Dearnley Hall	1580	Blackstone Edge Old Rd (5)	17??
Ealees Hall	16??	Calder Cottage	17??
Ealees Hamlet	16??	Cloise Farmhouse	17??
Lightowlers	16??	Green Halghs Farm	17??
Townhouse (first rebuild)	1604	Mawrode	1709*
Shore Hall	1605*	Bear Hill House	1725
Handle Hall (original building)	1610	Croy Cottage	1727*
Windy Bank (rebuilt)	1611*	Higher Hollingworth Farm	1727
Brierley Farm	1614	Lower Clough Farmhouse	1752
Little Clegg Cottages	1620*	3-5 Syke Lane	1755
Pike House	1632*	Higher Hollingworth House	1755*
Hill Top Farm House	1638*	12-16 Church Street	1758*
Lower Shore Farm	1638	Syke Farm	1758*
Whitfield	1638*	House, Smithy Bridge	1788
Falcon Inn	1657*	Townhouse (second rebuild)	1798
Whittaker Fold	1667	Church Street (House)	1799*
Lower Shore House	1668	Handle Hall (rebuilt)	1842*
Schofield Hall	1673	Hollingworth School House	1860*
Higher Hollingworth Farm House	1674*		
Rake Inn	1690*		

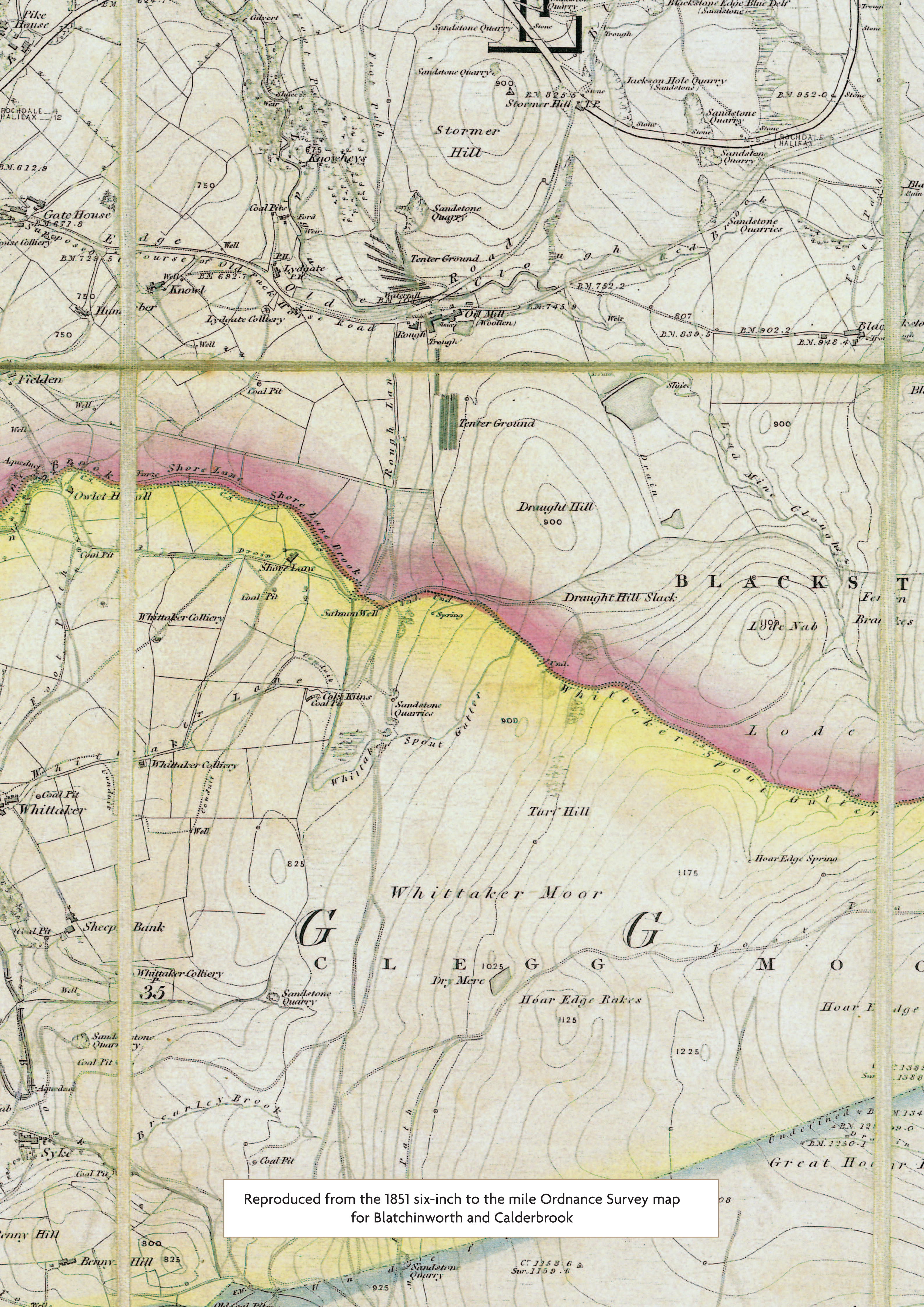
8.1.2 Local Authority Housing

93 houses, Calderbrook Road	1922
36 houses, Calderbrook Road	1925
82 houses, Dearnley	1927
82 houses, Shore Road	1929
10 houses, Durn	1930
28 houses, Shore Road	1938
32 houses, Shore Road	1947
78 houses, Hollingworth Lake	1948
40 houses, Smithy Bridge	1952
92 houses, Calderbrook Road	1953
139 houses, Stansfield Meadows	1955
8 flats, Laneside close	1960
8 flats, Ashworth Close	1962
8 flats, Queens View	1964
33 flats, Saxon House	1965
26 Flats, West View	1967
80 houses, Stansfield Meadows	1968
29 flats, Hare Hill Court	1971
Halliday Court, Smithy Bridge Road	c.1975
Crowther Court, Dearnley	c.1975
Olive Standring Court	1988

8.1.3 Private Enterprise Housing

18 Houses, James Hill Street	1814	66 Houses, Whitelees Road	1876
10 Houses, Salley Street	1821	95 Church Street	1876
100 Church Street	1829	26 Houses, Peel Street	1878
28-32 Church Street	1836	Rehoboth Place, 72-80 Victoria St.	1878
95a Church Street	1836	22 Houses, Ealees Road & Oak St.	1886
15-17 Church Street	1852	4 Houses, Gorsey Bank	1894
31-33 Church Street	1852	109-117 River Side, Todmorden Rd.	1897
Prospect Street & Hare Hill Road	1857	4 Houses, Wingfield Villas, Gale	1898
23-29 Church Street	c.1865	49-61 Hare Hill Terrace	1898
90 Church Street	c.1865	86-88 Hare Hill Road	1898
22 Houses, Sun Street	1867	41 Houses Newall Street	1900
48 Houses, Bare Hill	1868	Field Terrace, 61-71 Todmorden Rd.	1901
1-5 Hare Hill Road	1869	4 Houses, Whitefield Brow	1904
108-124 Hare Hill Road	1873	8 Houses, Pleasant View	1907
12 Houses, Winton Street	1873	9 Houses, Charles Street	1909
21 Houses, Regent Street	1873	East View, 159-173 Todmorden Rd.	1909
Shop & 6 Houses, Hollingworth Rd.	1873	Linden Lea, 24-38 Victoria Street	1909
6 Houses, Brown Lodge Street	1874	7 Houses, Whittle Street	1911
20 Houses, Turf Terrace	1875	119-139 Todmorden Road	1912
22 Houses, East and West Street	c.1875	38 Houses, Deanhead	1914
46-62 Hare Hill Road	1875	17 Houses, Townhouse Road	1915
James Street and Finance Street	c.1875	44 Houses, Timbercliffe	c.1925
Victoria Street & Hare Hill Road	c.1875	24 Houses, Spenwood	c.1935
6 Houses, Durn Lea	1876	56 Houses, Ribble/Hodder Avenue	1950


Town House Shed Mill
Lower Denhurst
Midge Holt
Calder Moor
Hare Hill House
Hare Hill
Lane Cottage
Dearnley
Tenter Ground
Hare Hill Mill
Snug Room
Kershaw Heys
White Lees
Wellington Lodge
White Lees Mill
Littleborough
Trinity Church
(The Littleborough Road)
LANCASHIRE AND YORKSHIRE
Bent House
Windy Bank Wharf
Windy Bank Bridge
Old Packhorse Road
Windy Bank
Littleborough Foundry
Durn
Rake
Wood
Featherstal
Railway Station
Woollen Mill
Inghams
Cleggs Wood Colliery
Pit Top
Clegg
Wood
Lane Foot
Ingham's Barn
Bank Top
Clough Field
Cleggs Wood Hill
Old Coal Pit
Brown Br.
Brown Bank
Brown Bank Top
Fern Bank
Cleggs Wood
Brown Brow Hill
Lower Cleggs Wood
Whittaker Wood
Brearley
C
L
E
Heald
Cleggs Wood Stars
Fisherman's Inn
1676
Hollingworth Hill
Black Butts
Three Lane Ends
Lower Hollingworth
Hollingworth Reservoir
(Supply of the Rochdale Canal)
Hollingworth
Higher Fold
Cleggs Wood Heys
Black Nursery



Reproduced from the 1851 six-inch to the mile Ordnance Survey map for Blatchinworth and Calderbrook

LITTLEBOROUGH CIVIC TRUST

LITTLEBOROUGH HISTORICAL AND ARCHAEOLOGICAL SOCIETY

spanning the bridge of time

A HERITAGE STATEMENT

The pennines TOWNSHIP

ROCHDALE METROPOLITAN BOROUGH COUNCIL

Local Heritage initiative

The Countryside Agency

Heritage Lottery Fund

Nationwide

■ For further information

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