



Carnforth Conservation Area Appraisal

Adopted June 2014

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Produced for Lancaster City Council by the Architectural History Practice and IBI Taylor Young (2012)



IBI TaylorYoung



1. Introduction

This report provides a Conservation Area Appraisal of the Carnforth Conservation Area. Following English Heritage guidance (Understanding Place, 2011), it describes the special character of the area, assesses its current condition and makes recommendations for future conservation management, including for the public realm. The appraisal will also be used to inform future planning decisions, to help protect the heritage significance of the area.

The first draft of this appraisal formed the subject of a six-week public consultation period from 4 February until 15 March 2013. The appraisal was posted on the Council's website, with hardcopies available to view in Lancaster and Morecambe Town Halls, as well as in Lancaster, Morecambe and Carnforth Libraries.

A Consultation Report was produced, and final amendments made. The final draft was then considered by the Planning Policy Cabinet Liaison Group on 8 May 2013, and received Management Team approval on 9 June 2014. Final approval was given by Individual Cabinet Member Decision on 16 June 2014, with an implementation date (following a call-in period) of 24 June 2014.

Conservation areas are designated under the 1990 Planning (Listed Buildings & Conservation Areas) Act, which requires local authorities to review conservation area designations and if, appropriate, to designate additional areas. This appraisal has been produced to define and record the special architectural and historic interest of the Carnforth Conservation Area, following designation in 2011.

The authors are grateful to Morecambe Library and Lancashire County Archaeology Service for help with research and historic maps, used in this appraisal. The Lancashire Lantern Image Archive photograph is courtesy of the Heritage Manager, Cultural Services, Lancashire County Council.

1.2 Planning Policy Context

The National Planning Policy Framework (NPPF, 2012) requires local planning authorities to identify and assess the significance of heritage assets (including Conservation Areas). It requires that information about the significance of the historic environment should be made publicly accessible. This Appraisal directly responds to these requirements.

The Lancaster Core Strategy was adopted by Lancaster City Council in 2008. Within this document, the vision for Carnforth is "a successful market town and service centre for North Lancashire and South Cumbria". The Core Strategy proposes the regeneration of Carnforth as a market town and a visitor destination focused on its railway heritage. Policy ER 2 defines Carnforth as a 'Regeneration Priority Area', directing its development as a rural service centre with the development of large derelict sites, relocation of poorly located uses and new pedestrian links.

Policy SC5 seeks to achieve quality in design of new buildings and this will have a particular focus in Regeneration Priority Areas and in the conservation areas generally. A Development Management planning document is currently in draft and is currently undergoing public consultation (to 14 December 2012). This contains important planning policy relevant to development within conservation areas and Lancaster City Centre.

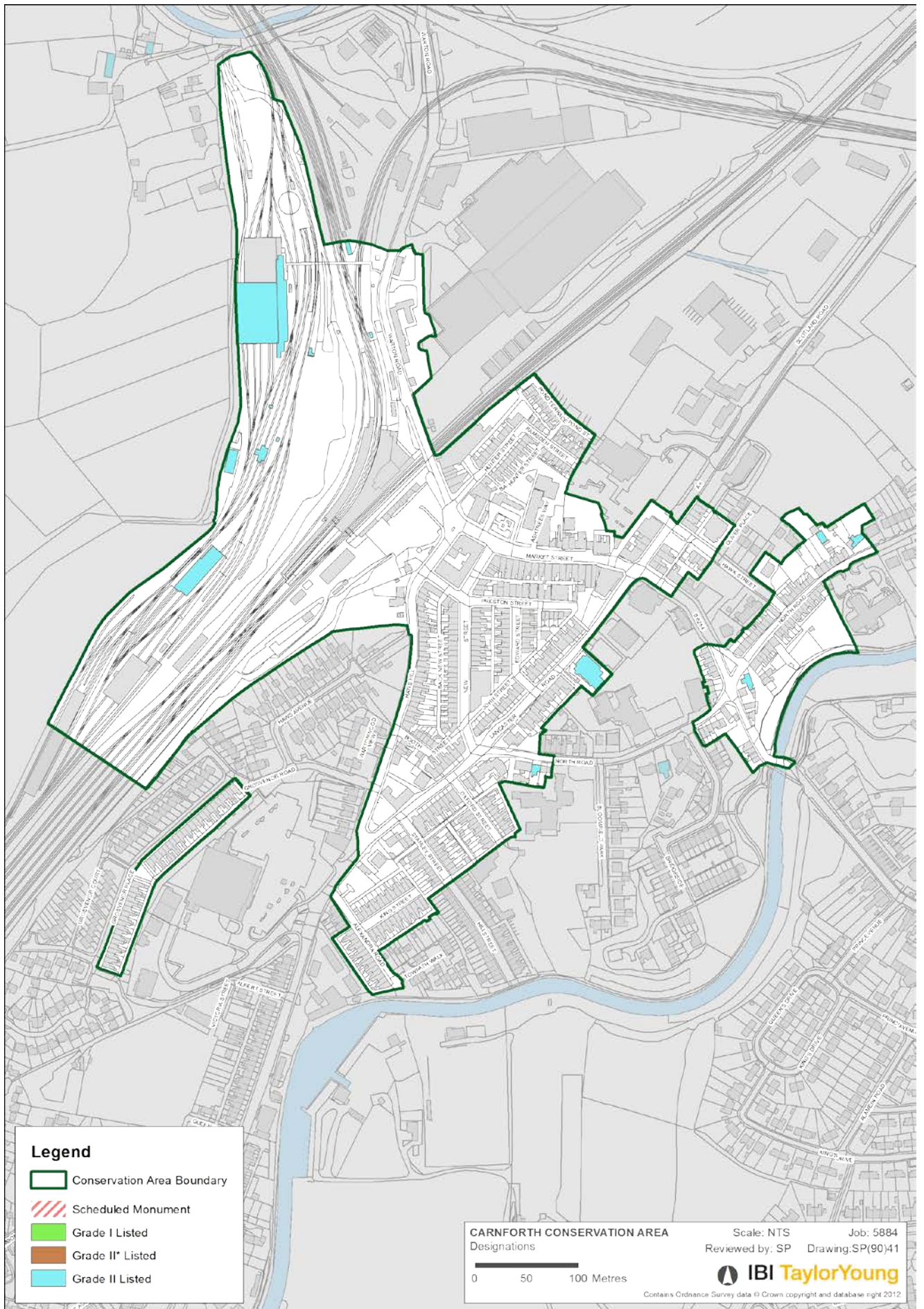
Carnforth is a recently designated Conservation Area. Following a scoping report by the Conservation Studio recommending designation in 2010, and approved by Lancaster City Council, the designation took effect on 4 March 2011. The designation process included consultation with local residents and landowners.

Figure 1.1 illustrates the current conservation area designations in the area. In addition to the Carnforth Conservation Area boundary it shows Listed Buildings. Conservation areas are

designated under the 1990 Planning (Listed Buildings & Conservation Areas) Act, which requires local authorities to review conservation area designations and if, appropriate, to designate additional areas. This appraisal has been produced to define and record the special architectural and historic interest of the Conservation Area, following its designation in 2011.

There are twelve listed buildings and railway-related structures within the Conservation Area, all Grade II listed. There are no Scheduled Monuments nor other heritage designations, and no significant land-use allocations affecting the area. There are currently no Article 4 Directions.

Figure 1.1: Conservation Designations



1.3 Summary of Special Interest

“Carnforth has special historic and architectural interest as a small market town in North Lancashire, that owes its present form to rapid expansion in the second half of the 19th century. On North Road, some earlier houses have survived, reflecting the town’s origins as a farming community. The town centre has a strong and consistent character resulting from the extensive survival of late nineteenth century architecture. There are attractive parades of Victorian shops, banks and hotels on Market Street, a striking former Co-operative store on New Street and a few good examples of late Victorian community buildings such as the Hawk Street Chapel.

The Carnforth Ironworks (mostly cleared) and the railway prompted the building of terraced housing for working people. The varying styles, materials and scale of this housing define many of Carnforth’s streets. The Grosvenor Place terraces are a good surviving example of planned housing for railway workers, built in brick, an unusual material in the conservation area. The prevailing building materials are a mixture of local limestone and sandstone; rough cast render is a characteristic finish on older vernacular buildings. Architectural features such as strong building corners are distinctive of late 19th century development.

The railway heritage of Carnforth is nationally important and eight of the railway structures are listed, although there is currently no public access and there are concerns about the poor condition of these structures. Non-designated buildings such as the railway station also contribute strongly to the character of the conservation area.

The public realm is dominated by the A6 which brings heavy traffic. The hard landscaping is mostly of low quality and in need of investment. There are few public open spaces in this densely developed town; Market Square is the most

attractive. Characterful streets include North Road and its junction with Market Street leading to the canal, where there is a small green space. The conservation area lies on hilly ground and this creates good views out of the town to the surrounding countryside, particularly towards Warton Crag.



Above: Strong building corners

2. The Conservation Area Appraisal

2.1 Location and Setting

Carnforth lies at the northern edge of Lancashire, close to the border with Cumbria. The town is approximately 1 mile inland of Morecambe Bay, sited south of the lowest crossing over the river Keer. It is around 7 miles north-west of Morecambe, straddling the A6 (which becomes Lancaster Road through Carnforth). The town is also highly accessible from the M6, which lies only 1 mile to the east with a junction close by. West Coast Main Line trains pass through Carnforth but no longer stop here; the station serves trains on the line between Barrow, Lancaster and Leeds.

Carnforth stands on the south side of the River Keer, at the point where the coastal drumlin strip meets the Arnside - Silverdale limestone area. The land rises to the southeast, representing the beginnings of the watershed ridge between the rivers Keer and Lune. The oldest part of the settlement lies on the ridge along North Road.

The limestone Warton Crag is visible to the north-west, within the Arnside and Silverdale AONB, and a landscape of drumlins and low hills lies to the north and east, with the Cumbrian fells further north. Views to surrounding hills and farmland play an important role in the setting of the Conservation Area. The Lancaster Canal passes the Conservation Area to its south-eastern edge but does not play a large role in its setting due to its position in a cutting.

2.2 Conservation Area Boundary

The Conservation Area is focused on the Town Centre and also includes peripheral areas of housing and railway infrastructure. The railway land extends north-west of the Town Centre, with terraced housing on streets east and west

of Lancaster Road/Scotland Road. The designation includes two separate but nearby 'satellite' areas. These comprise two long terraces of housing on Grosvenor Place and part of North Road, close to its junction with Market Street. The Conservation Area boundary is shown on Figure 1.1.

2.3 Historical Development

There is a lack of published history for Carnforth, and the most reliable recent source is the 2006 Historic Town Assessment Report for Carnforth and Warton, part of the Lancashire Historic Environment Record¹. The Victoria County History (VCH), Volume 8 published in 1914, provides historical background; this and the 2006 survey are key sources for the following summary.

The northern corner of Morecambe Bay was probably occupied in the Palaeolithic period (500,000BC-10,000BC); remains of this date were found in caves at Kirkhead, Lindale and Warton. During the last ice age, the area would not have been habitable, but hunter gatherers of Mesolithic date (10,000 – 4,000BC) are known to have travelled through the area following the retreat of the ice. The first permanent settlers were probably farmers of the Neolithic era (4,000-2,000BC) and it has been suggested that the Keer valley was used at this time as a route to the sea, for the export of axes from Langdale in the prehistoric period.

Local historian, John Lucas, recorded the location of a possible Neolithic long barrow in 1744, close to the crossroads in the centre at Hellbank or Hallbank, and two stone hand axes were found on the site of the Station Hotel in c1890. Evidence for later prehistoric and Romano-British settlement is sparse, but burial cairns of the Bronze Age and the presence of the massive Iron Age hillfort

¹ Lancashire County Council & Egerton Lea, Carnforth & Warton *Historic Town Assessment Report*, 2006. This is available online at <http://www.lancashire.gov.uk/corporate/web/vjew.asp?siteid=4398&pageid=20340&e=e>.

on the nearby Warton Crag suggest a settled and organised society here. No Roman roads are known to pass through the area, but a fragment of slag dated to this period demonstrates that local iron deposits were already being exploited.

Records of the manor begin at the time of Domesday in 1086, at which time the township of Carnforth was assessed as two plough-lands, part of Earl Tostig's great lordship of Halton. The place name at that time was *Chrenefbrde* – variously interpreted as heron ford or Keer ford. Field-names, such as Chapel Flat, suggest a chapel of ease in Carnforth, which was originally part of Bolton-le-Sands parish and was transferred to Warton about 1208. Warton was the more important place as it had borough status and a parish church from the 13th century. Medieval Carnforth is likely to have been similar in form to the loose linear village along North Road, depicted on Yates's county map of 1786. This road to Burton joined the road from Warton at Carnforth Lodge.

A corn mill was in existence by 1312, and still in operation in the early 18th century. This was near a house called Bridge End (the birthplace of historian John Lucas) and fed by springs. Warton mill was on the Keer at Millhead, shown on Yates 1786 map. The Carnforth area was affected by Scottish raids in 1316 and 1322 and houses and gardens were destroyed and burnt. The hearth tax return of 1666 shows that there were forty-six hearths liable; eight houses had two hearths each and the others one. Towards the end of 17th century, some land was lost to erosion by the River Keer, described by the Lancaster tradesman, William Stout, in 1687².

The marshes were a rich resource for local people, providing fowl, food and 'physic' for their cattle, turf for fuel, sods for the garden walls and roofing, rushes for the parlour floors, and seaweed for manure. Lucas mentioned a source of

² J. Harland, *Autobiography of William Stout*, (1851), 19

blue clay, known as Potter clay, suggesting this was used for making pots.



10 North Road

Houses were rebuilt in stone during the late 17th century and 18th century but the pace of this was influenced by social status and wealth; poorer families did not generally gain stone houses of two storeys until the 18th century. The late persistence of medieval forms of domestic building in Carnforth is recorded by John Lucas who described most houses as still being thatched and some open to the roof with no chimneys. This indicates that Carnforth was poorer at the time than Warton where good quality, durable, buildings were built earlier. 17th century re-building is illustrated by No.10 North Road (listed Grade II) which is built in rubble stone, rendered and dated '1688 IWW' on the door lintel.

Lucas described the village at the beginning of the 18th century consisting of about forty families. Later historic maps show farmsteads clustered in the village, but Lucas also refers to a large barn at Hall Gate or Hall Garth on the edge of former open strip fields and probably part of a medieval hall house; Hall Gate Farm was demolished for the expansion of railway tracks and the farmstead was re-located to the west in the second half of the 19th century.

Carnforth was part of Warton parish and it did not have its own church until 1875. Dissenters were active in the area and in 1703, Stable Stead House, Carnforth was registered for use as a Quaker meeting

house. A Presbyterian Chapel was constructed in 1715, but this declined and the chapel closed. The chapel was behind the Shovel Inn, later used as a school, and then as a Wesleyan chapel, until 1870. It was identified by the Historic Town Survey in 2006, and is now a pair of garages.



Carnforth House, dated 1755

18th century buildings include the Shovel Inn on North Road, dated '1750 MHM' on the lintel. The manorial court may have been held here from the 17th century and it was named the Golden Ball on the 1848 map. Carnforth House, dated 1755 is a one of several former farm houses on North Road. A large house, known as Toad Pludd House, is shown on T. Hodgson's map of 1836 in the Hunter Street area but was removed by 1890.



Carnforth shown on the 1786 county map by Yates (Lancashire County Council)

The Lancaster Canal was opened in 1797, with a basin and road bridge at Carnforth, providing improved freight transport between Preston and Kendal.



Lancaster Canal, 1797 bridge

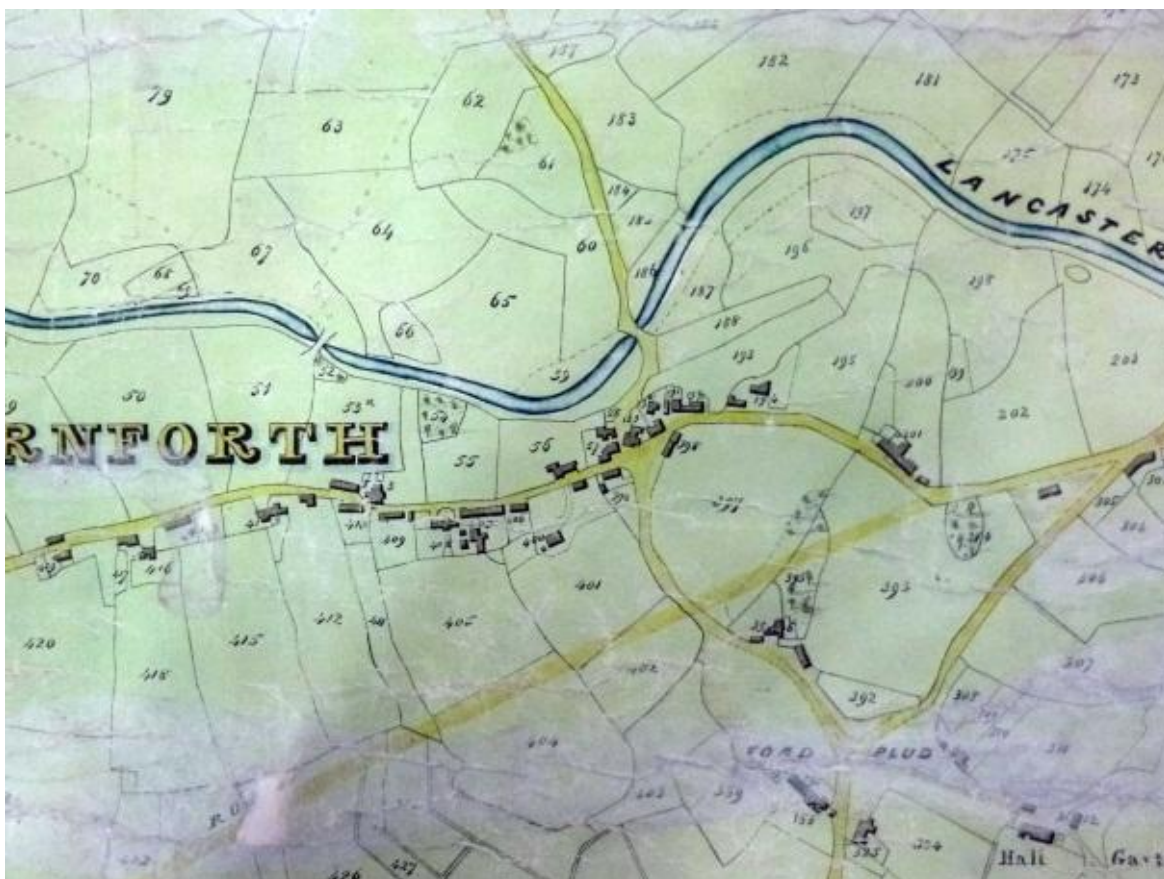
North Road was part of the turnpiked road to Kendal in 1750, but was replaced as the main road after a new route north of the town was laid out for a turnpike after 1818. The line of this new road to Kendal is shown on Hodgson's 1836 map, surveyed in 1817. The canal enabled the development of gravel extraction around Carnforth from about 1843; there are extensive deposits of glacial sands and gravels. The canal company owned the pits by the 1860s, when gravel was exported to the rest of Lancashire.

East out of the village, the lane to Over Kellet approached the canal bridge on the north side of the Shovel Inn, as shown on the 1848 OS map. During the second half of the 19th century the road was diverted to the south side of the inn, and the original lane became a yard.

Historic Maps of Carnforth: Early 19th Century

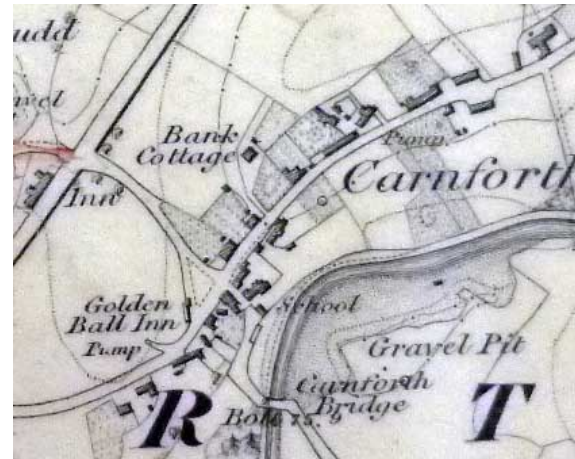


North Road and the Canal on the 1833 map
(north is to the bottom of this map, source:
Morecambe Library)



North Road, the Canal and the new turnpike
road on T. Hodgson's 1836 map, based on a
survey of 1817. (North is to the bottom left of
this map, source: Morecambe Library)

The first impetus for the growth of Carnforth was the arrival of the Lancaster and Carlisle railway in 1846. A station, located to the north-west of the village, was designed by the railway architect, Sir William Tite; part of this survives on the north-bound main line platform. The second factor was the development of the iron furnaces, in the 1850s, after the line to Furness opened bringing in iron ore; both industries provided a new source of employment for local people. Carlisle Terrace and Midland Terrace were built to house railway workers. Two years after the arrival of the railway, Carnforth was described in the *Topographical Dictionary of England* as '...containing 306 inhabitants.'³



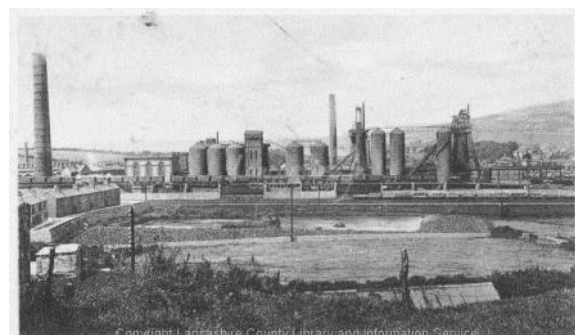
North Road on the 1848 O.S. map (Morecambe Library)



Carnforth Station shown on an extract from the 1848 O.S. map (Morecambe Library)

A National School was established at Carnforth in 1850, replacing the school in the former chapel. Railway infrastructure grew after the Furness Railway opened in 1857; Carnforth became a major junction with different railway companies building engine sheds and signal boxes. In 1870-80, the station was remodelled jointly by the Furness and London and North-Western Railway (LNWR), in a V-plan.

The town developed rapidly in the late 19th century, particularly after the Carnforth Haematite Iron Company opened a works in 1865. Later run as the Carnforth Ironworks, blast furnaces were added in 1869, 1871 (Bessemer converters) and 1873. Ironworkers moved from the West Midlands to the area and the Company paid for the construction of a new settlement at Millhead, and built the terraces at Pond Street, Pond Terrace, and Ramsden Street in the 1880s. The Company specialised in making railway track and later in the production of steel wire. This proved not to be a successful venture and the steelworks were idle by 1890. The plant was dismantled and sold off and a new company established. After the First World War, there was a further decline and in 1929 the works closed.



Carnforth Ironworks in the early 20th century, from the east (from the Lancashire Lantern Image Archive)

³ Carnforth - Castern', *A Topographical Dictionary of England* (1848), 523-526. Available at: <http://www.british-history.ac.uk/report.aspx?compid=50859&strquery=carnforth> [Accessed: 21.05.12]

After iron, gravel working appears to have been Carnforth's main industry in the later 19th century. An ammonia works was also

established in 1872, adjacent to the gas works by the canal and operated by the Carnforth Gas Company, but is not mentioned in a directory of 1886.

By 1890, terraced houses had been built north and south of Market Street with new streets and infill between there and Lancaster Road as well as further development within the historic core. New religious, commercial and community buildings were built to serve the town in the late 19th century. The Wesleyan Methodists used the old Presbyterian chapel from 1849 until their chapel on the Lancaster Road opened in 1870 (demolished). The Church of England Christ Church was built in 1871-1875 to a design by Brade and Smales of Kendal; a north aisle was added in 1900 and a tower in 1908 designed by W. G. Scott. The Congregational school chapel opened in 1881 (demolished) and the present Hawk Street church in 1897. By 1890, Carnforth also had a Salvation Army Barracks.



Christ Church tower, 1908

A Spring Fair was established in 1870 for cattle and, in 1886, a market house was planned off Market Street, but not built. Gas works were established in 1872 and a water works in 1879. By 1881, Carnforth also had a fine new Co-operative Store on New Street, and the Free Trade Buildings which were tenanted by a number of shops.

In the late 19th century, there were five hotels, reflecting the town's prosperity

from being on a busy railway junction and on a main road to the north (A6), with two beer-houses, the Cross Keys on the Kellet Road and the Travellers Rest on the Lancaster Road. By 1899, the Queens Hotel and three temperance hotels had opened, on Market Street, New Street and Scotland Street. The first Station Hotel was on Warton Road, shown on the 1848 OS map, later replaced by the ironworks office; the hotel was relocated to a more prominent site in the 1880s, with stables behind.



The former Co-op on New Street, built 1881

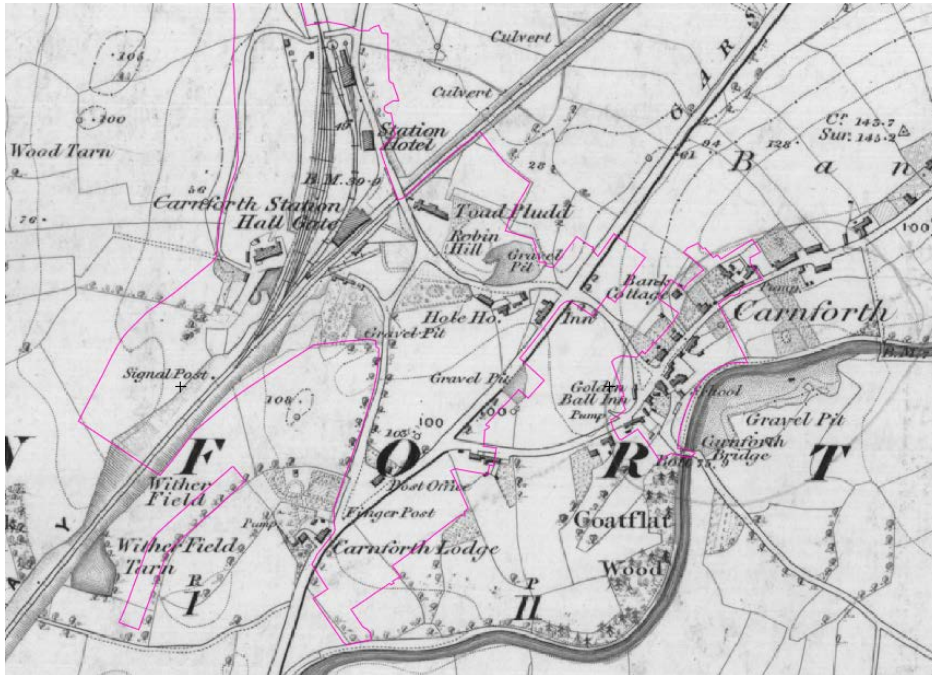
A Conservative club was opened in 1887 at Station Buildings and, by 1899, the Liberals also met there. By 1891, there were two banks (one belonging to the Bank of Liverpool and the other to the Lancaster Banking Company, both on Market Street), a police station, post office, a school, co-operative stores and a public hall. An urban district council was constituted to govern the town in 1895. Railway expansion led to the construction of two large terraces of railway workers' houses at Grosvenor Place in 1897-8.



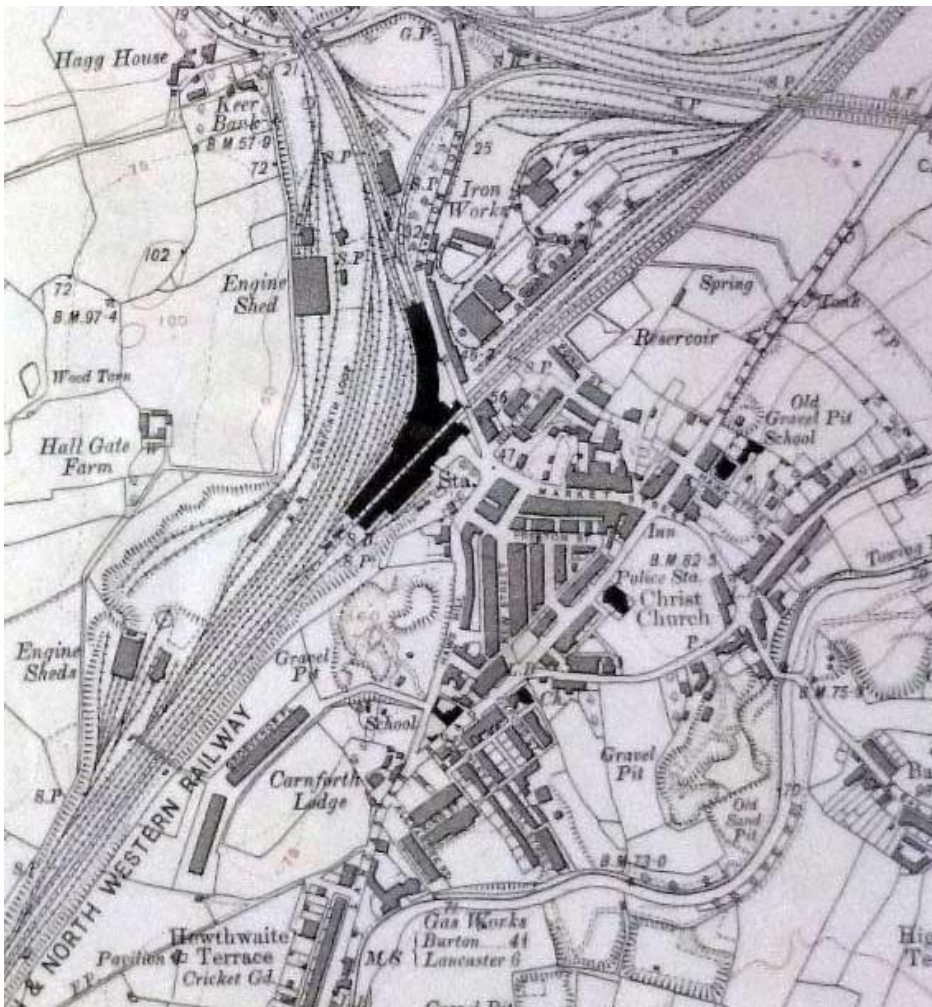
Cast-iron sign at Grosvenor Place

Historic Maps of Carnforth:

Late 19th /Early 20th Century



Extract from the 1860 OS map (LCAS)



Extract from the 1910 OS map (Morecambe Library)

Other industries developed in Carnforth in the 20th century but the town did not develop as a major industrial centre, probably being too peripheral from the main centres of industrial growth. However, in 1906, a blouse factory was opened which, by 1913, employed 140 people. Gravel working continued as an important industry in the early years of the century and was revived later in the century to supply hardcore for the construction of the Preston Bypass and the M6.

A 'Kinema' (a cinema that uses rear-projection) opened in about 1912 on Market Street, with a seating capacity for 780 people. By 1940, the name had changed to the Roxy Cinema, with a reduced seating capacity of 465 seats. It continued to operate until at least 1963 but had closed by 1966 and is now a Co-operative food store. A library opened in 1936 on Lancaster Road.

In 1937-9 the London, Midland and Scottish Railway demolished the overall station roof, replacing it with a flat canopy, in order to allow a second curving concrete platform to be built for the Barrow line. During the early part of the Second World War, ash and coaling plants were built using Italian prisoners of war to service the steam locos. Now listed Grade II, both plants are unique in Britain and probably in Western Europe. Carnforth Station achieved fame in 1945 as the location for Noel Coward's film *Brief Encounter*, starring Trevor Howard and Celia Johnson.

Carnforth expanded further in the later 20th century as a dormitory town for Lancaster and, to some extent, Kendal. However, in 1970, the main line railway platforms were taken out of use, leaving connections only to Lancaster and stations to Barrow. The 'Steamtown' railway museum ran the complex of closed railway yards and workshops, until 1996. Since 1998, access to the public has closed, and West Coast Railways has operated from the site, specialising in running charter vintage trains. The station buildings were restored by the Carnforth

Station & Railway Trust Co. Ltd including the iconic tea rooms, now the Brief Encounter Refreshment Room which opened in 2003. The Heritage Centre is primarily run by volunteers. Other parts of the station were refurbished for office and retail use.



Refurbished 1930s platform and clock (as seen in *Brief Encounter*)

2.4 Archaeological Potential

Over 40 sites of archaeological interest are included on the Lancashire Historic Environment Record (HER) for Carnforth, which includes a relatively large number of chance prehistoric finds, and structures pre-dating the 19th century. According to the Historic Town Survey for Carnforth, 'the scattered archaeological evidence related to the Warton and Carnforth areas is indicative of the area having been an important focus for settlement and possible trading activity since the Neolithic. Neither settlement has received much systematic archaeological research but the potential for discovering significant pre-urban and early urban material seems considerable.'⁴

Within the conservation area, later development may have removed pre-medieval remains, although there is still some potential on larger, less disturbed sites. Of more significance may be the

⁴ Lancashire County Council and Egerton Lea Consultancy, *Lancashire Historic Town Survey Programme: Carnforth With Warton* (2006), 13

potential for remains of the early settlement to exist, perhaps under or incorporated into later buildings. Examples of this may include Hall Gate (west of the railway), noted by Lucas in the 18th century, or Toad Pludd near Hunter Street, marked on the 1848 OS map.

Farms and cottages lining North Road are of interest, and many will merit recording as the opportunity arises. Outbuildings can also be of significance, including former barns and farm buildings.

2.5 Character Areas

The Conservation Area can be clearly divided into four very distinct character areas. These are described below. Figure 2.1 defines these four areas.

2.5.1. Railway

The railway area includes the station, tracks and adjacent land, which occupies a broad swathe of land extending to the north and south-west of the station. This area includes a number of railway-associated buildings and structures, eight of which are listed. It is included within the Conservation Area designation because of its special importance in railway history, and as a key driver for the growth of the town after the 1840s.



Railway character area (photograph courtesy of Lancaster City Council)

2.5.2. Town Centre

The Town Centre character area is the heart of the Conservation Area, occupying land east of the railway area. It includes the main town centre streets of Market Street and Lancaster Road/Scotland Road, with commercial and community buildings, in addition to adjacent residential terraced streets. The character area also includes surrounding land outside the Town Centre, for example the King Street/ Stanley Street/Oxford Street area to the south of Lancaster Road and the Hunter Street/Ramsden Street area to

the north of Market Street. The area is characterised by late Victorian buildings.



Town Centre character area

2.5.3. North Road

The North Road character area includes a short stretch of North Road that stretches north-eastwards from the junction with Market Street, and a short section to the south-west. The character area also includes land on Market Street around this junction and south-east to the Lancaster Canal, including the bridge. This is an area of significant topography, with North Road rising steeply to the north, and falling steeply to the canal to the east. The area includes the pre-Victorian settlement of the town, although only a few former farm houses and barns remain; Victorian terraces are the main building type, often much altered. North Road's inclusion in the Conservation Area is largely due to this area's origin as pre-19th century Carnforth.



North Road character area

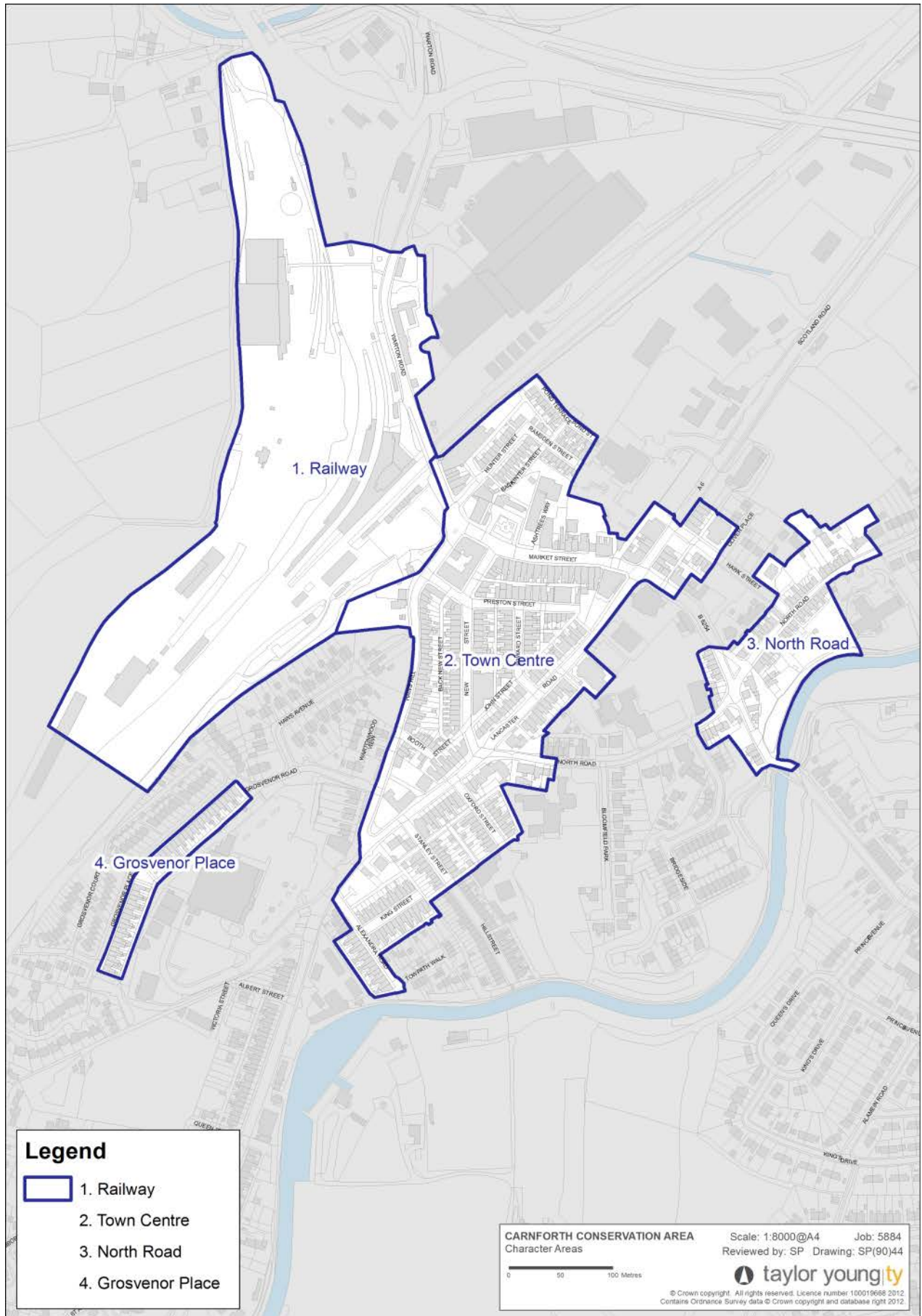
2.5.4. Grosvenor Place

Grosvenor Place is a small, separate housing area lying approximately 150 metres to the west of the main Conservation Area reached via Grosvenor Road. The area comprises just two long terraces of railway workers' housing each of around 20 houses. These houses date from 1897-98 and were built for railway workers. They are highly consistent and distinctive in their design.



Grosvenor Place character area

Figure 2.1: Character Areas



2.6 Townscape Analysis

Townscape Analysis is provided here for the whole of the Conservation Area. Within this reference is made to the four character areas described above. The townscape analysis is illustrated in Figure 2.2.

2.6.1. Urban Form

With the obvious exception of the Railway area, there is a consistent urban form throughout the Conservation Area. This consists of an irregular street grid that includes curving streets and streets of changing angle, often creating triangular blocks, mixed with shorter grids. This is in large part a response to the topography.

Heights are generally two or three storeys. Three-storey development is mostly confined to the principal town centre street: Market Street. Additional half storeys do appear intermittently throughout, often as gables and dormers, providing articulation and variety in the streetscene, for example as 'bookends' at either end of a terrace.



Tall gabled 'bookends' to a terrace, Hunter St

The density is high with terraces often built up to the back of the footway, and gardens and yards are small.



Market Street

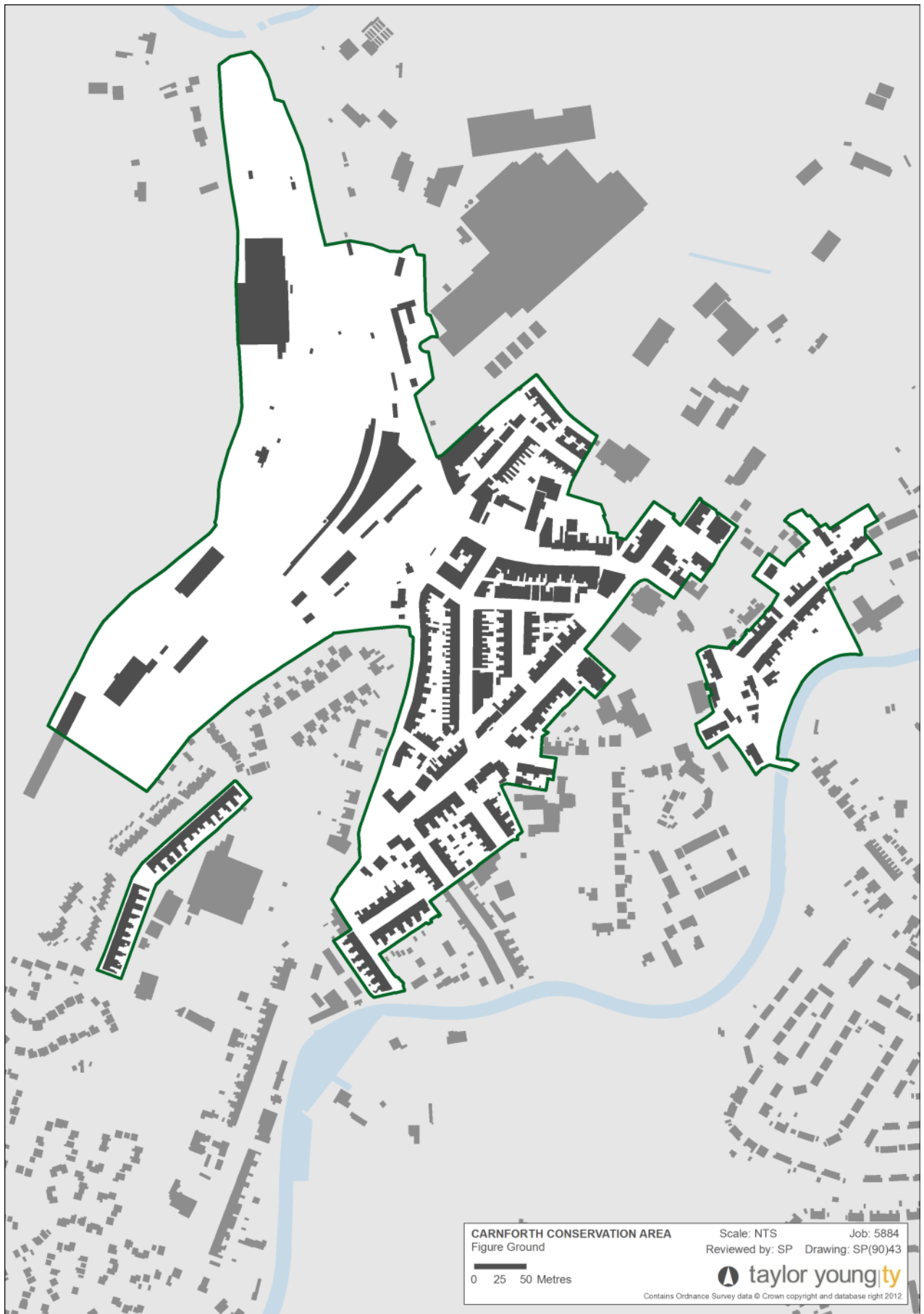
This form generally creates a tight, enclosed feel, especially as most of the streets are relatively narrow. The dense form opens up in certain key areas, which presents welcome relief, notably where Market Street adjoins with Warton Street, close to the railway station which is at a lower level. A similar open feel is created at the southern end of North Road, where it intersects with Market Street and at the western end of the Conservation Area where Lancaster Road meets Haws Hill.

In the Railway character area there is a large expanse of open land utilised for railway buildings, structures and train tracks. The buildings and structures range from the very small to the very large. This level area is partly screened behind a substantial wall fronting Warton Road.



Stone railway wall on Warton Road

Figure 2.2: Figure Ground Analysis



2.6.2. Topography

Topography in the area is often dramatic. Streets traverse often steep gradients, with a significant impact on views and on the streetscene. In particular, Market Street and Warton Road have steep downhill gradients leading west and north through the town. The perpendicular streets of Haws Hill, New Street and Edward Street all descend steeply southwards and North Road slopes steeply uphill to the north from Market Street. Lancaster Road/Scotland Road largely passes along a contour line and is relatively level as a result. The two terraces on Grosvenor Place sit on the west-facing slope of a rise.

The response within the long terrace form is a changing ground floor level and roofline, which can create a dramatic effect.



The steeply descending Haws Hill



Changing roofline in response to topography

2.6.3. Views

The topography creates opportunities for views outward at high points but these are often lost due to the tight built form. Equally the substantial walls that adjoin the railway land prevent open views. Long views are therefore only presented at a few limited points, notably a framed view downhill and north from the top of New Street, northwards from the bridge on Warton Road, southwards from North Road (where the continuous terrace is broken by new development) and south down Grosvenor Place (where surrounding buildings are bungalows). These points offer long views to surrounding countryside and hills which contribute to character and visually connect the conservation area to the setting.



View from New Street to the north

2.6.4. Nodes and Gateways

The street pattern creates a number of clearly defined gateways. The town centre core is largely defined by the triangular form created by Market Street, Haws Hill and Lancaster Road. This creates three gateways at each corner of the triangle.

The western gateway at the Market Street/Haws Hill intersection corresponds with the open area discussed previously. Surrounding buildings, such as the train station, Station Hotel, and former cinema (now Co-operative store) respond appropriately to this gateway, giving it a positive presence.

The eastern Market Street/Lancaster Road (becoming Scotland Road to the north of this junction) gateway is very different – comprising a crossroads junction with a much tighter building line. Built form responds equally well to the gateway location, comprising the significant buildings of the Carnforth Hotel and the National Westminster Bank, and a strong Italianate style three storey terrace with a rounded corner.



Market Street/Lancaster Road gateway

The southern gateway, where Lancaster Road meets Haws Hill, has the potential to be a positive gateway given the street form, presence of a mature tree and set back in the building line at the junction, However, this is not matched by the stature or quality of the built form, fragmented by open spaces (currently the private car park for a commercial business). Only the low rise but architecturally interesting County Library provides sufficient interest here.

A gateway, or perhaps more accurately a key node, also exists to the North Road area from its junction with Market Street. The space has potential interest due to its triangular form, steep topography, a triangular open space and the presence of the Shovel Inn. However, few of the surrounding buildings present a strong frontage to the gateway and the triangular space is underwhelming, being mostly dominated by road infrastructure.



North Road/Market Street Node

2.6.5. Frontages

Within the street framework, blocks are generally continuous, developed to the back of pavement with rear yards and back alleys. This street form creates mostly continuous blocks, either square or triangular in shape. However, the rear alleys are often exposed to the streets and untidy.

Interestingly, these blocks generally respond well to corners, presenting rounded or chamfered edges, often containing a principal door. This is a distinctive and positive feature of the area.



Typical strong corner treatment

The Grosvenor Place terraces also respond well to corners with 'bookend' terraces that face outward, perpendicular to the main terrace with windows on both sides.

Throughout the area frontages are generally of consistently high quality: well designed with many original features remaining (see section 2.6.10). There are however exceptions, such as side elevations of terraces on residential streets on corners. Pond Street and Pond Terrace have an uncomfortable interface with the industrial uses to the north that face the street. On North Road there have been many modern alterations to the historic properties.



Grosvenor Road – perpendicular end terrace.

2.6.6. Landmarks

There are a number of landmark buildings in the area, that are visible in medium range views, articulate the townscape and provide navigation points. These include the railway station, Christ Church (on Lancaster Road) and Emmanuel Congregational Church (on Hawk Street). The tall cupola on the former co-op property at the southern end of New Street is emphasised by its elevated location, and is a visible feature within the townscape.

2.6.7. Public Realm

The public realm in the area is mostly limited to the street environment. This is consistently of a low grade utilitarian treatment that seems to prioritise the motorist above the pedestrian. Pavements are often narrow and offer little space for social interaction. Heavy traffic often creates a poor pedestrian experience. This is not a public realm that fits the

Council's market town and tourism aspirations for Carnforth.



Typical public realm on Market Street

In residential areas the exposure of rear alleys to the street often dominates visually, especially when the cranked street form offers longer views of the backs of properties. These alleys are often neglected and have a poor appearance.



Typical exposed rear alley

The low quality of the public realm is relieved by the consistent quality of stone building frontages and boundary walls.



Cobbled back alley north of Market Street

Materials for public footways are mostly concrete or artificial materials, and there is little natural stone surfacing in the conservation area. Some cobbles survive on some back alleys, but this is rare.



Cast-iron grille in concrete footway, Haws Hill

There are some interesting examples of ironwork grids and grilles surviving on footways, some made in the local ironworks, for example coal-hole covers on Haws Hill.

2.6.8. Public Spaces

The exception to the dominant low grade public realm is Market Square. This is a small but pleasant space laid out in the 1920s around a World War I Memorial, with stone paving and some good quality trees and planting. There are few buildings that directly address the space and it is not well enclosed to the north, but does benefit from the stone fire station

building to the north-west and the Station Hotel to the south.



Market Square

2.6.9. Boundary Features

Most of the buildings in the area face the pavement directly, without boundary treatments. Exceptions are Lancaster Road, where domestic properties are set back by around 3m behind low garden walls in sandstone or limestone, often with distinctive limestone toppings and gate piers. Some of the earlier houses on North Road have stone garden walls.

As previously mentioned there is a series of substantial stone walls bounding the railway land along Warton Road. High stone walls are a feature of back alleys and lanes, for example along Back Hunter Street.

There are few examples of railings or metalwork in the conservation area, which may be due to removal during the War. Iron gates and historic boundary details are therefore important features worth retaining.



Limestone garden walls and gate piers on Haws Hill

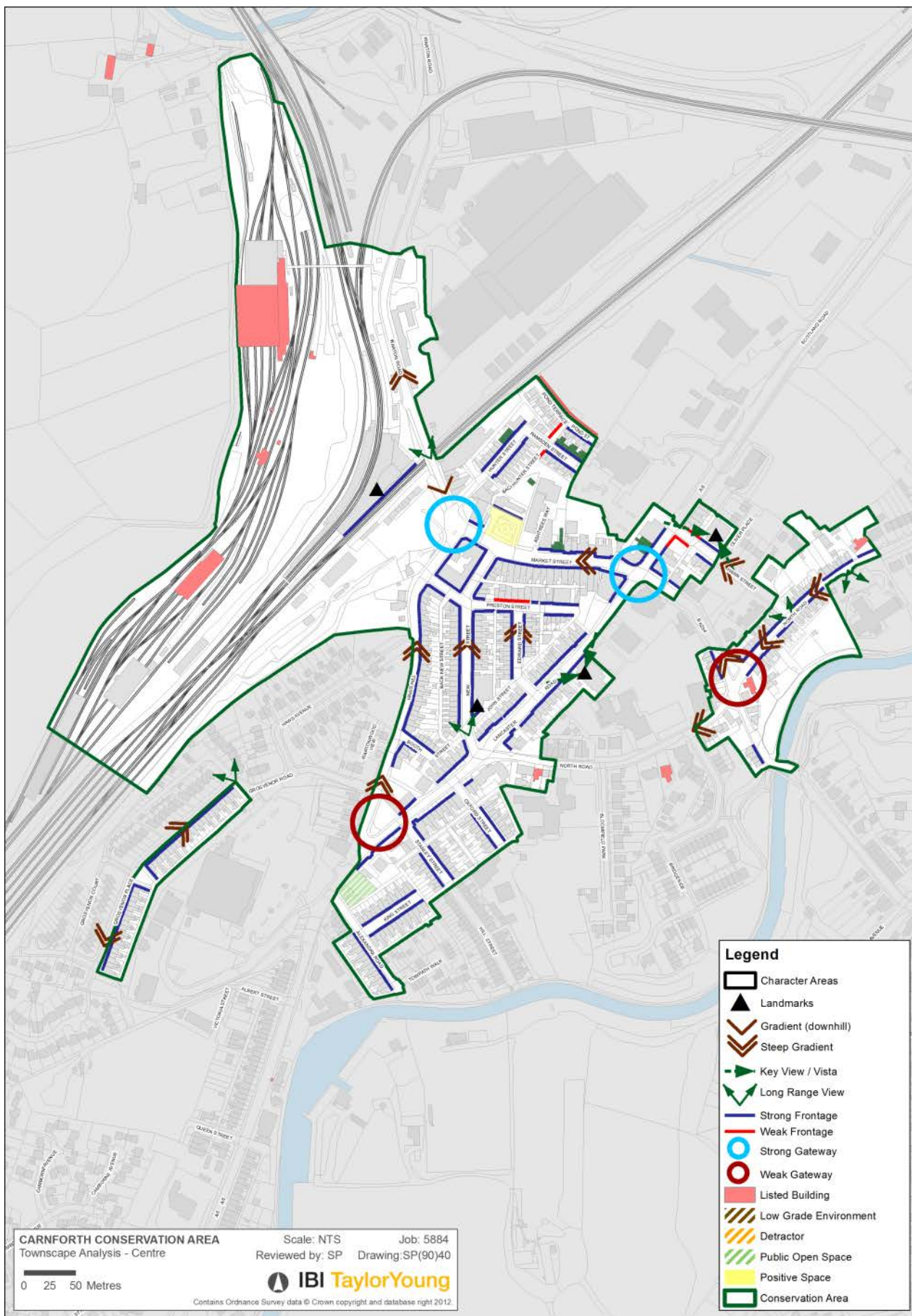


High limestone wall on Back Hunter Street



Late 19th century iron gate at the bank on Market Street

Figure 2.3: Townscape Analysis



2.6.10. Buildings and Architectural Quality

Carnforth is predominately a Victorian town but there are some earlier buildings on North Road. These, mostly domestic buildings, were part of the small agricultural settlement that existed before the arrival of the railway. They now make up a small but important part of the conservation area's buildings.

The most significant of these pre-Victorian buildings are two vernacular houses with date stones, both Grade II listed. No 10 North Road is dated 1688 and No.109 North Road, Carnforth House, is dated 1755. Both were probably houses to village farmsteads. The converted barn behind No.105 was part of a farm (a curtilage listed building). The houses have low proportions and mullioned windows and No.10 North Road has stone hoodmoulds, a moulded doorcase, date stone and string courses, typical of local vernacular architecture. Carnforth House retains small-paned sash windows, expressing the Georgian development of vernacular houses in the area.



No 10 North Road, rendered rubblestone

The Shovel Inn, now a public house, is part of a group that incorporates a vernacular mid-18th century house and outbuildings. The rendered building has sash windows in plain stone surrounds and a gabled roof with stone copings and kneelers.

The local building stone is carboniferous limestone, quarried locally. Due to its porosity, and use in low quality rubblestone, it was traditionally finished in a lime-based rough cast render. In some cases this has been stripped, for example at Carnforth House, but most of the town's earlier buildings have render over rubblestone.



Former North Road barn built of rubblestone, close to Carnforth House, North Road

Sandstone was brought in for later buildings and this now characterizes the Victorian town, and also been used for architectural details such as architraves and mouldings on limestone buildings, being an easier stone to work and dress. Some buildings combine limestone and sandstone, for example the former is used for rear elevations on the Station Hotel.



The Shovel Inn

Brick is rare in the town, but was used for the Grosvenor Place terraced houses, which are a striking group in the conservation area. Some roofs are laid

with Westmorland slate, but most of the Victorian terraces have Welsh slate, imported on the railway.

There are altered examples of domestic and agricultural vernacular buildings along North Road that are not listed but contribute positively to the character of the conservation area, such as the former barn next to No.10 North Road, now a car repair workshop. The curtilage listed barn on the north side of the road is now a dwelling, but retains its historic character.

One of the most striking structures in the conservation area is the stone-built canal bridge carrying the road to the east. The bridge was built in two phases, with 1790s smaller, bridge arch to the north of the 19th century bridge built to double the width of the road deck. The steel pedestrian bridge is 20th century.



Former ironworks office, Warton Road

Within the conservation area, industrial buildings are clustered around the railway and there are no surviving examples of pre-19th century industry, apart from the canal. Most of the structures built for the late 19th century Carnforth Iron Works have been demolished, but the front office range survives and is within the conservation area, directly fronting Warton Road. This robust, plain building is stone-built and has an unusual cast-iron lintel over a blocked cart entrance, with lettering proclaiming it was part of Carnforth Ironworks. The south gable end is hung with Welsh slates.

The earliest railway building in the conservation area is the railway station built in 1846, designed by Sir William Tite. This stone Tudor-Revival building is on the original north-bound mainline platform, now a refreshment room, and recently restored to its 1945 appearance, when it was used in the film *Brief Encounter*.



Station building added in 1880

The rest of the Victorian station buildings are in similar Tudor Revival style. The single-storey station on the southbound platform (1880) faces the town and has mullioned and transomed stone windows to the gabled frontage. The outer parts of the railway complex include a diverse range of important structures dating from the mid-19th century to mid-20th century. The tall stone signal box to the north dates from 1882, with Tudor Revival arched mullioned windows, built for the Furness/Midland Railway.



Furness Railway signal box, 1882

The elegant curving platforms serving the Furness line date from a re-building in

1937-38, with reinforced concrete canopies.



Reinforced concrete platform canopies, 1930s

To the west of the station is an extensive railway complex, with structures ranging in date from the late 19th to late 20th centuries. The wooden Selside signal box was moved here as part of the museum complex in the 1980s. The water tower, railway workshops, engine running shed and coaling and ash plants are utilitarian concrete/steel structures built in 1939-44. All are now redundant, but the group is important as part of the last infrastructure built to serve steam locomotives. These striking Grade II listed structures are landmarks, but not accessible to the public and their poor condition is a concern.

Most of the late 19th century terraced housing in the conservation area was built between the 1870s and c.1900 and has varying vernacular details within the consistent terraced form. Housing was built for workers employed by the Iron Works and the railway. The housing is mainly stone-faced.



*Coaling plant, reinforced concrete, c1943
(photo Lancaster City Council)*



Stone terraced housing on King Street, built for middle classes, c.1900

Stone chimneys, stone corbels for gutters, sash windows and paired doorways are characteristic details. This basic terraced form was used for larger middle class housing, with higher quality details, such as bay windows and small front gardens, as on Lancaster Road. Smaller houses were built in the grid that includes Stanley Street and Alexandra Road, where subtle changes in detail were used to express social status. The smaller houses directly front the footway, with no front gardens or bay windows.



Terraced workers' housing, Stanley Street

The two brick terraces at Grosvenor Place face west over the railway, with larger 'bookend' houses built to face north and south. Brick details include contrasting red brick courses to eaves and arched doorways. No sash windows are in situ.



Grosvenor Terrace, built 1897-98

The late 19th century terraced houses built for iron workers north of Market Street are faced in render and have some different details including paired windows. On Pond Street, there are projecting first floor window sills with iron work for window boxes. Door and window surrounds are now painted in bright colours to contrast with the render.



Workers housing on Pond Street, 1880s

Commercial buildings are clustered along Market Street and the A6, with distinctive parades of tall 3-storey blocks of shops with housing above. The main road junction attracted buildings with more lavish stone details, such as a bank and hotel. The Station Hotel was built to face the station with a corner entrance, and rear stables. The parade of shops retains some attractive timber shop fronts, sash windows and part-glazed doors, some with mosaic or tiled entrances. The former post office and depot alongside the railway line is of a similar scale.



Market Street shops



Shop entrance, Market Street



Shop fronts on Market Street

Community buildings include a group of stone-built churches and chapels. The most prominent of these is Christ Church on Lancaster Road, first built in 1873-5 but with a later tower. This is listed Grade II but the Congregational Chapel on Hawk Street is not listed. This attractive limestone and sandstone building was built in 1896-7 on an elevated site, designed in free Gothic style.



Hawk Hill chapel, 1897

The former National school at the prominent junction of Lancaster Road and Haws Hill is now a car repair depot and despite the alterations, it is still important in the conservation area.

The conservation area contains a few early 20th century buildings; the 1912 Kinema contrasts with the gothic and Tudor Revival buildings associated with the railway. Its stucco Neo-classical frontage was designed by C. B. Pearson. Modern retail use has preserved the building exterior. Facing the fine War Memorial in Market Square is a stone 2-bay fire station, probably built in the early 1900s.

The neo-Georgian library on Lancaster Road opened in 1936; the single-storey building is faced in brick.



The Co-op, the former 'Kinema', built 1912

2.6.11. Assessment of Condition and Impact of Development

Most of the conservation area's buildings appear to be in good condition, in active use and well maintained. Recent investment on Market Street, including the refurbishment or reinstatement of historic sash windows, has enhanced the appearance of the parade of Victorian shops, and most are in retail use. Alterations to the fenestration and finishes of terraced housing have eroded the visual unity of some terraces, but the use of different colours for window surrounds, for examples, now contributes to local distinctiveness.



Contrasting colours on Pond Terrace

The main cause for concern in the area is the deteriorating condition of six listed railway structures west of the railway line, where repairs are urgently needed to prevent the loss of these iconic structures. Resolving this situation will be challenging, given the lack of potential for viable use and the constraints on public access.



The Selside Signal Box is in poor condition (Lancaster City Council)

There are a few neglected buildings in the Town Centre, mostly on rear and secondary frontages, for example behind the former Co-op on New Street, a warehouse appears to be at risk. The former stables and coach house at the Station Hotel are under-used and in need of repair and maintenance.



Historic stables at Station Hotel

New uses have been found for some redundant buildings, such as the ironworks offices, former National School and parts of the station complex.

The setting of Carnforth has been affected by supermarket development to the north and south, which affects views out of the town, and creates some awkward relationships with nearby housing. The flats on the site of the recently demolished Methodist Church on Lancaster Road were built prior to the conservation area designation; the development take little account of local building styles, materials and scale.



Recent development on Lancaster Road

2.6.12. Listed and Unlisted Buildings

There are twelve listed buildings within the Conservation Area, all Grade II listed. These include an important group of eight railway structures, Christ Church and four vernacular buildings on North Road, dating from the late 17th century to mid-18th century. One of these is a converted barn, listed as a curtilage structure, as it was formerly part of the Carnforth House farmstead. There are no Scheduled Monuments.

Buildings associated with the pre-railway development of Carnforth are important because they reflect its earlier historic development, and are also examples of vernacular architecture. These include the limestone former barn adjacent to No.10 North Road, now in use as a car repair business.



Former barn on North Road

Unlisted buildings which contribute positively to the character of the area are shown on the map in Figure 2.4. These include the parades of shops, hotels and banks on Market Street and community structures such as the Hawk Street Chapel, Library and War Memorial.



Little altered retail premises, Market Street

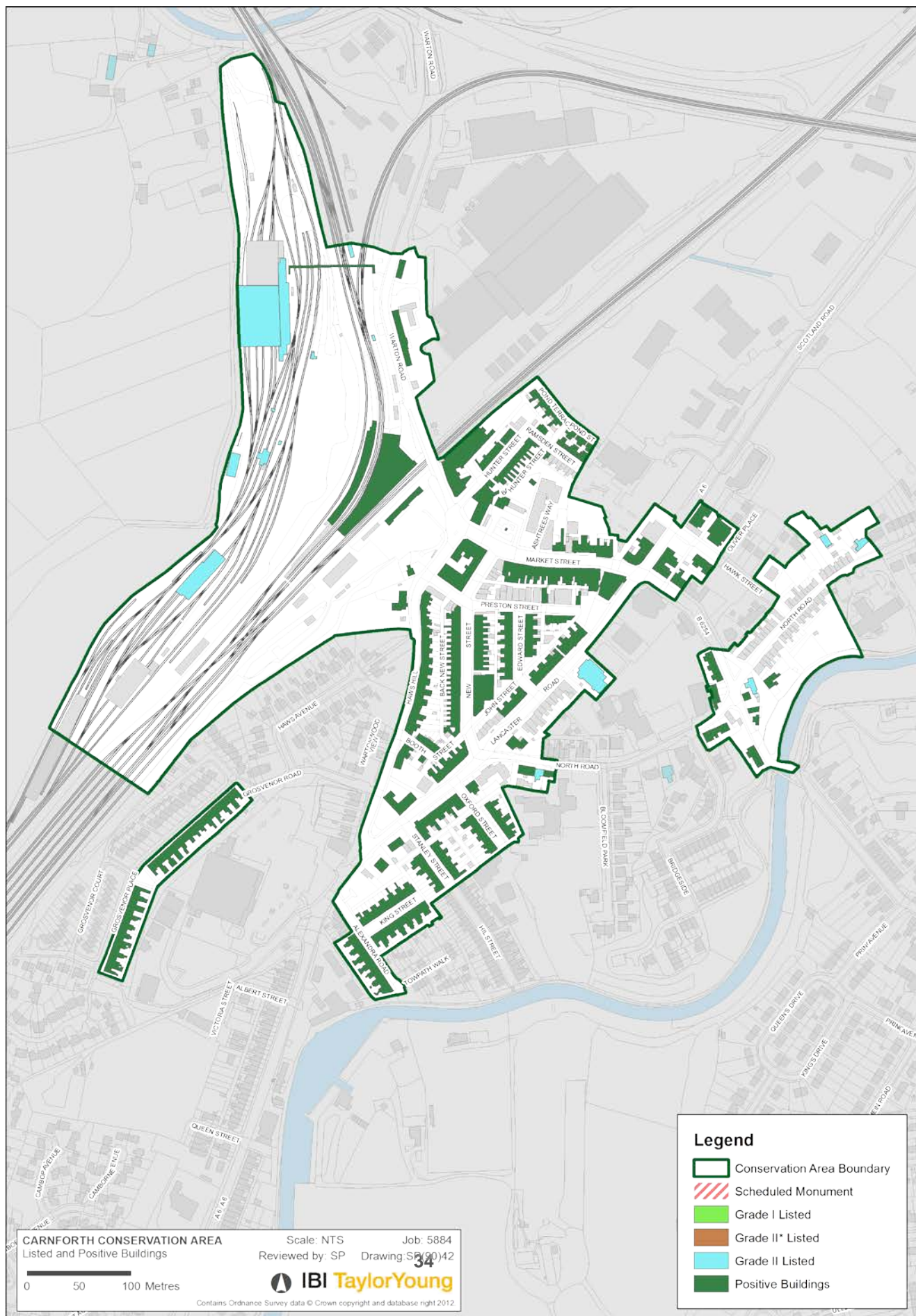
Terraced housing is important to the character of the conservation area, and defines many streets, including Grosvenor Place and New Street.

The canal bridge and abutments form an important historic structure, not currently designated.



Canal bridge

Figure 2.4: Listed and Positive Buildings



3. Conclusions and Recommendations

3.1 Capacity to Accommodate Change

Most of the Conservation Area is built-up, with a continuous building line and few opportunities for new development. Change is likely to be in the form of infill development, refurbishment and redevelopment. Given the consistent presence of pre-twentieth century buildings demolition and redevelopment should be resisted, except on a limited number of sites where this may be appropriate (e.g. if existing development makes no contribution to the conservation area, is in poor condition and beyond viable remediation). Local and national planning policies on heritage assets and conservation areas will provide the framework for decisions.

New development and re-modelling should seek to continue the form, scale and character of the existing surrounding built form. There are many good quality shopfronts and details in the Town Centre and potential for other shopfronts to be restored and enhanced Historic shopfronts, doors and sash windows should be retained with their original proportions and design details.

Significant potential for change exists on the railway land. Although the station has been recently restored, there is uncertainty regarding the future of the infrastructure and buildings west of the line, since the museum closed in the 1990s. The current condition and future of the listed buildings and land needs to be carefully considered. It may be difficult to find viable uses, but adequate maintenance and repairs are needed. It is recommended that the Council takes a strategic approach, working with owners and third parties; options include undertaking a feasibility study for structures that offer re-use potential, leading to a development brief. For other structures, the priority is to work with

owners to address building repair issues, seeking external funding where possible.

3.2 Public Realm

There is considerable potential for the public realm to be enhanced in the Conservation Area. This would assist the town in delivering the aspirations set out in the Core Strategy, for Carnforth to be an attractive market town and visitor destination. Changes should focus on providing a better setting for historic buildings, an improved pedestrian experience and opportunities for social space and interaction. This could include identifying key spaces in which pedestrians will have priority over cars and providing co-ordinated good quality paving and street furniture throughout. Key focal points for action should be the four gateways and key nodes identified in this report. It is recommended that a Public Realm Strategy is prepared.

3.3 Boundary Changes

Given that this is a recently designated Conservation Area, following an exercise that included public consultation, boundary changes are not recommended in the near future. The current boundaries respond well to the key areas of significant historic or architectural character. However, the Lancaster Canal and canal basin at Carnforth merits being considered for a linear conservation area in the future, subject to resources.

3.4 Article 4 Directions

Throughout the conservation area, historic sash windows and doors on domestic properties have mostly been replaced with modern alternatives. Imposing additional controls to cover doors and windows would, therefore, not now be justified. Most terraced houses directly front the footway and there is little scope for front porches or other additions that could intrude into conservation area frontages. Article 4 Directions are not recommended for Carnforth.

Appendix 1

Glossary of Terms

Arcade: architectural feature comprising a series of arches on piers or columns.

Ashlar: masonry laid in regular courses using smooth-faced blocks of stone.

Burgage plot: a plot belonging to a land owner or burgess in the medieval period, usually long and thin with a narrow frontage onto the street.

Classical: an architectural style inspired by ancient Rome and Greece, using features from temples such as columns, pediments and refined carved details. Revived in varying forms in the Georgian, Victorian and Edwardian eras.

Chamfer: an angled edge cut on blocks of stone or timber beams and doorways.

Cobbles: rounded stones from a beach or river, used to make a surface on a yard, lane or forecourt.

Conservation: The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Cupola: small domed turret on top of a roof.

Detractor: an area or building that creates a poor visual impression and has a negative impact on the overall character of the surrounding area.

Edwardian Baroque: a grand style of architecture fashionable between c1900 and 1914, using features and designs inspired by late 17th century classical architecture. Popular for municipal and commercial buildings.

Frontage: the buildings, spaces and boundary treatments that directly adjoin the street edge.

Gateway: a clear arrival point to a distinct area (ie. Carnforth town centre or a character area).

Georgian: the period between 1714 and 1837, covering the reigns of Kings George I, II, III and IV and also William IV. Used to describe a style of architecture.

Gothic: medieval architectural style using pointed arches, spires, rich stone carving and colourful decoration such as stained glass.

Hoodmould: a moulded stone detail above a door or window, used to shed water.

Italianate: an architectural style popular in the mid 19th century, using arched windows, roofs with deep eaves and asymmetrical features such as towers, derived from Italy.

Jamb: the vertical side of a door or window opening.

Landmark: a building or structure that stands out from its surroundings due to scale, status or function and is useful for orientation.

Lintel: the horizontal top of a doorway or window, in timber or stone.

Mullioned window: window with stone verticals between the panes.

Node: A key point of movement activity within an urban area – i.e. a significant junction or well-used public space.

Parapet: the top part of a building wall that hides the roof, or the wall on a bridge.

Pediment: formal gable or triangular feature on a building front, associated with classical architecture.

Pier: a vertical column used to support an arch or lintel.

Pilaster: a flat vertical feature representing a pier, used in classical architecture.

Plinth: the lower part of a pier or wall in classical architecture, or the base for a statue.

Portico: a formal porch or entrance, usually with columns and a pediment to the roof.

Portland stone: a white limestone, quarried on Portland Bill in Dorset and fashionable for facing large 20th century buildings.

Public Realm: the outdoor parts of a town or city that are accessible to the public, especially streets and public squares.

Quoins: blocks of stone on the vertical corners of a building, either flush or laid to project from the rest of the front, and sometimes chamfered.

Revival style: refers to a type of architecture that uses features and details derived from earlier periods, including Gothic or Classical Revival.

Rainwater goods: gutters, pipes and hoppers used to take rainwater away from a roof, traditionally made of cast-iron, lead or timber.

Render: a finish on an external wall, traditionally made using lime. Roughcast render contains small stones or aggregate to give a textured finish.

Rock-faced: stone cut with a rugged front face, fashionable in Victorian architecture.

Rubble: Rough walling using irregular sized stones, often not coursed.

Rustication: a type of ashlar masonry cut with chamfered edges or patterned faces, sometimes used in classical architecture for the lower part of a building.

Scheduled monument: Nationally important archaeological site included on a 'schedule' by the Secretary of State for Culture, Media and Sport under the 1979 Ancient Monuments and Archaeological Areas Act.

Setts: small quarried stone blocks used for road and yard surfaces, cut with

square edges and not to be confused with cobbles.

Topography: the shape and form of the landscape, particularly referring to whether it is hilly.

Townscape: a short-hand term used in planning and urban design to describe the appearance, character and physical form of a town or city.

Vernacular: in architecture, a term used to describe a building made of local materials following local traditions and not designed by an architect.

Vista: a framed view, usually down a street and terminated by a landmark.

Appendix 2: Sources

Historic Maps

(Courtesy of Morecambe Library, Lancashire County Council Lancashire County Archaeology Service)

- 1786 Yates' map of Lancashire
- 1833 map of Carnforth, not to scale (PL 8/1)
- 1836 map of Carnforth by T.Hodgson, based on a survey of 1817 by J.Russell (PL 8/2)
- 1848 Ordnance Survey, 1:10560 (surveyed 1845)
- 1891 Ordnance Survey, 1:2500 (surveyed 1890)
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<http://www.lancashire.gov.uk/environment/oldmap/> (last accessed 18 December 2012)

<http://www.lancashire.gov.uk/corporate/web/view.asp?siteid=4398&pageid=20340&e=e> (Carnforth & Warton Historic Town Assessment Report, 2006 - last accessed 18 December 2012)

**Appendix 3: Checklist
for heritage assets that
make a positive
contribution to the
conservation area**

This checklist is extracted from the English Heritage guidance, *Understanding Place: Conservation Area Designation, Appraisal and Management* (2011). It is intended to assist local authorities identify which buildings or structures make a positive contribution to a conservation area. If any of the following factors apply, and provided the historic form and value of the structure has not been damaged, it is included on the mapping in this document.

- Is it the work of a particular architect or designer of regional or local note?
- Does it have landmark quality?
- Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?
- Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?
- Does it contribute positively to the setting of adjacent designated heritage assets?
- Does it contribute to the quality of recognisable spaces including exteriors or open spaces with a complex of public buildings?
- Is it associated with a designed landscape e.g. a significant wall, terracing or a garden building?
- Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?
- Does it have significant historic association with features such as the historic road layout, burgage plots, a town park or a landscape feature?
- Does it have historic associations with local people or past events?
- Does it reflect the traditional functional character or former uses in the area?
- Does its use contribute to the character or appearance of the area?

Appendix 4: Contacts for Further Information

Conservation Team

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Morecambe
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Lancaster
LA1 1QR

Tel. 01524 582535 or 01524 582340
Email: planningpolicy@lancaster.gov.uk

For general planning and building control enquiries:

Planning Advice Team
Regeneration & Planning Service
(Address as above)

Tel. 01524 582950
E: developmentcontrol@lancaster.gov.uk

For advice about works to trees:

Tree Protection Officer
Regeneration & Planning Service
(Address as above)

Tel. 01524 582384
Email:
developmentcontrol@lancaster.gov.uk

Lancashire County Archaeology Service

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