



Lancaster Conservation Area Appraisal

Character Area 1. The Quay

March 2013

3.1 Character Area 1. The Quay

Definition of Special Interest

"The Quay area extends along the south bank of the Lune, north of the City Centre and is focused on St George's Quay. The area is important for the views of the river and the fine group of Georgian warehouses that have been successfully converted to new uses. The quality of the architecture and the amenity of the River, with distinctive views of historic and new bridges, create an attractive environment for living and recreation."

Topography and Views

The Quay character area adjoins a curve of the southern bank of the River Lune, close to sea level. The area is in two parts: St George's Quay to the north and the rectangular block of land between Damside Street and Water Street to the south-east.



View of Carlisle Bridge



View of St George's Quay from viaduct

St George's Quay provides a number of important views and these define the character of the area to a great extent. Perhaps most significant are views to Carlisle Bridge. This railway bridge is an historic landmark which also defines the western edge of the conservation area. Views of the Quayside, attractive with its historic building frontages, also define character: from the former railway viaduct (now a cycle path), from Millennium Bridge and from Morecambe Road on the northern side of the River. There are also attractive views eastward from St George's Quay over the City, with the Millennium Bridge in the foreground and the Ashton Memorial in the background. The curve of the river at this point enhances the view.



View east from St George's Quay

Historically, views between the Quayside and Castle Hill were also an important part of the local character. Today, due to heavy vegetation on the intervening open land, only glimpsed views of the Castle and Priory from the Quayside are possible.

3.1.1. Current Activities and Uses

This is an area where uses have changed considerably in recent years, but not at the expense of historic character. The warehouses and commercial buildings lining St George's Quay have been converted to offices and modern apartment blocks. New apartment blocks have replicated their form and overall appearance on infill sites. Also on the Quayside are two public houses and a museum, the latter in the former Custom House, a prominent mid 18th century classical building.



Buildings on St George's Quay Damside Street

The southern part of the area mostly comprises new build apartment blocks on Damside Street, and between this road, Water Street and the river. Georgian buildings front the north side of Cable Street. These are in a mixture of office, student accommodation and residential uses today. This part of the area represents a northern extension to the City Centre area around Cable Street with a more distinct area with its own character along St George's Quay. The latter is in residential and leisure use, based around the river, and is quieter and more tranquil than the City Centre. Damside Street marks the transition between the two areas.

3.1.2. Historical Development

The area was on the edge of the 1st-5th century Roman forts, and could include the site of the Roman river crossing. A small section of the wall of the last fort survives to the west of Bridge Lane. A medieval bridge across the River Lune is first recorded in 1215 (located opposite the first terrace on St George's Quay); the first timber bridge was rebuilt in stone before being replaced by the

fine stone Skerton Bridge further upstream in the 1780s. Sections of the medieval bridge were still standing until the mid 19th century, shown on maps, and fragments can be seen at low water.

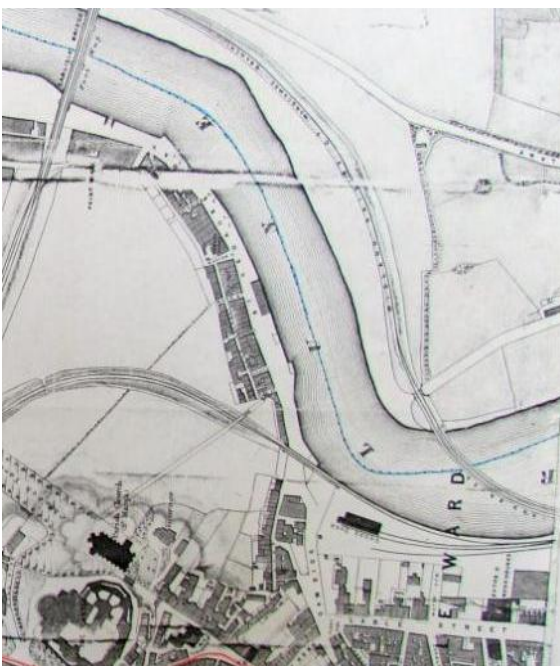


The Quay in 1821, on Binns' Map

This area owes its character to the town's role as a port associated with the Atlantic trade. St George's Quay was developed on glebe land downstream of the medieval bridge, between 1751 and 1781. The fine custom house was built in 1763-4, designed by Richard Gillow. Damside Street was built over the culverted medieval mill race in the mid 18th century; the curving line of the race is reflected in the line of the street. Fleet Square, at the junction of Cable Street and Damside Street marked the downstream end of the mill race, still shown on Binns' map of 1821. Cable Street was laid out parallel to the river in c.1759, lined with fine houses, some with rear warehouses and gardens overlooking the river. Shipyards fronted the river further east, but the port was in decline by the early 19th century, eclipsed by Liverpool. The historic northern edge of the city and the 18th century waterfront is reflected in the rear plot boundaries that survive behind the north side of Cable Street; beyond this was the river.

Some housing was constructed before the introduction of bye-laws; Nos. 1-11 St George's Quay was built 1849-56 by a co-operative of artisans, with an open drying ground behind laid out with groups of privies. Public buildings provided in the 19th century included a public baths with wash houses off Cable Street in 1863. Gas lighting was supplied from a works on St George's Quay from 1826, which was acquired by the Corporation in 1879. In 1848, the North Western Railway opened a new station on Green Ayre, linked to the Castle Station in 1849; the new railway line was built on reclaimed land on the south bank of the river, creating new land for development north of Cable Street, where a goods shed was built.

By the mid-20th century, the warehouses were redundant and derelict. Bridge Lane was cut off by a new road between China Street and Cable Street. It was not until the 1980s that the river frontage began to be re-colonised for new residential development, particularly for university students, with warehouses converted to new uses and new blocks built on gap sites. The Custom House re-opened as the Maritime Museum in 1985, with an addition designed by Lancaster City Council. The Millennium Bridge, designed by Whitby Bird & Partners, was built with its north end close to the site of the medieval bridge, and in 2007-08 new flood defences were built along the quay.



The Quay area in 1877, on Hall & Harrison's map, showing the railway line

3.1.3. Archaeological Potential

This area is important for the historic quays on the river and for the site of the medieval bridge over the Lune. It is also rich in 18th and early 19th century quayside buildings which have archaeological potential as standing buildings. Although there are cellars in most of the waterfront buildings and some of those along Damside Street, recent excavation work in Damside Street, Fleet Square and behind the Wagon and Horses area shows that the river bank was further back and there is potential for Roman archaeology related to the waterfront area.

The site of the medieval bridge and its approaches have archaeological potential. Access to the bridge was via Bridge Lane, past the Three Mariners pub, and Bridge Lane. A short stretch of Bridge Lane survives with a setted surface although the remainder is lost under 20th century development. The Three Mariners is one of the oldest surviving vernacular buildings in the city, extended in the 19th century, and its fabric may repay thorough investigation.

Works to improve the quayside after 1750 may have affected the earlier archaeological resource along the waterfront, and recent development may have damaged below ground deposits; the archaeological potential of the area is variable, depending on the history of each site. The building of the Green Ayre railway line resulted in the bridge over Damside Street used as a cycle and walking route. However, recent development including a large floodwater tank and new housing on formerly open ground south of the former railway has limited the potential for remains in this area.

3.1.4. Buildings and Architectural Quality

Building materials in this area are almost exclusively buff sandstone; the highest status buildings are faced in dressed coursed stone or ashlar, with rubble stone for rear and side elevations. Late 17th and early 18th century buildings are generally entirely of coursed

rubble stone. Roofs are of Cumbrian slate laid in diminishing courses and chimneys are in local stone although some have been rendered. Where buildings have steps to entrances, these are also of stone.

This area includes some of the city's most distinctive architecture. The Georgian warehouses on St George's Quay are among the best in the country, and conversion to modern uses has not diminished their importance and contribution to the river frontage. The Three Mariners, a late 17th century public house on Bridge Lane is an unusual survival from the pre-Georgian era associated with the port function, and has vernacular mullioned windows and horizontal proportions. Domestic buildings are also important in the area, with three-storey Georgian detached and semi-detached townhouses on Cable Street, and pre-byelaw housing on St George's Quay. The key historic public building in the area is the former customs house on St George's Quay.



Late 17th Century Three Mariners Public House

Architectural styles are generally relatively austere; the 18th century or early 19th century Georgian houses have restrained classical detailing and vertical proportions. Warehouses are robustly detailed and functional in style.

All properties are built up to the pavement but the differences in scale, orientation and massing create a varied skyline. The houses have their eaves parallel to the frontage, compared to warehouses which were built at right angles to the quay, with roof gables extended to shelter the loading bays, creating a distinctive skyline.



18th century Warehouses on St George's Quay

Large Georgian houses are up to 5 bays in width, compared with the 1-bay wide terraced workers' housing. The warehouses are up to five storeys high, and two to four bays wide, including central loading slots.



Georgian house on Cable Street



Terraced houses on St George's Quay, 1849-56

The workers' housing is characterised by low 2 or 3-storey terraces with a regular pattern of windows, doors, chimneys. Openings have

plain raised architraves and doors have simple moulded hoodmoulds.

Architectural details relate to particular periods of architecture: surviving late 17th century buildings feature mullioned windows and leaded glass; Georgian domestic buildings are distinguished by moulded stone window and door surrounds, pedimented entrances with steps and timber panelled doors and over lights, a variety of sliding sash windows, tri-partite windows, moulded eaves cornices, kneelers, sill bands and stones to protect walls at coach entries. The late 18th century George and Dragon public house has a recessed timber canted bay window on the ground floor and retains a timber loading door to the basement. Most buildings have a variety of cast-iron rainwater goods which should be retained where possible.



Panelled doors with transom lights



Timber loading door to cellar at the George and Dragon

Some properties were built as houses and remain so, but large Georgian townhouses have been converted to other uses, although external alterations have been minimal. The future of former historic warehouses has been secured by their adaptation to other uses, including residential, commercial uses and a radio station; modern windows, railings and patio doors have been inserted into most loading slots, although Brunton's Warehouse has a restored slot with timber doors and chains across openings. The former Customs House was sensitively converted to museum use in 1985 with an attractive wood and glass extension for an accessible entrance. Two pubs also survive on the water front.



Refurbished warehouses



Extension to Maritime Museum, 1985

3.1.5. Assessment of Condition

Buildings in the area are in generally good condition and have been well maintained. Buildings that appear to be 'at risk' include the listed numbers 1 and 3 Cable Street which are vacant and in poor condition, windows having been replaced with inappropriate windows with horns, and number 5 is boarded up with blocked and leaking gutters. There is significant vegetation growth on the side of the railway bridge to Green Ayre.



Vegetation growth on disused railway bridge

Intrusive alterations include shop-fronts inserted in the late 20th century and mullions removed for replacement windows on Cable Street. Some slate roofs have been replaced with concrete tiles, chimneys rendered and rear extensions to warehouses on St George's Wharf have been covered with a coarse render which, although it appears on late 19th – early 20th century houses elsewhere in the Conservation Area, is not appropriate on warehouses. Exterior stonework has been painted and steps to the Wagon and Horses pub covered with modern tiles. Non-traditional doors and windows, shop-fronts, roofs and wall finishes can erode the appearance and character of historic buildings, to the detriment of the conservation area. Modern installations, such as satellite dishes and building services can also be intrusive if poorly located.



Replacement windows and concrete tiles on terraced housing



Stone steps with modern tiles

3.1.6. Urban Form

The urban form of the area has been dictated by the river, and the Georgian warehouses which lined the south bank. New development largely mirrors this form. The predominant form here is of narrow frontages and deep plot units forming a continuous back-of-pavement frontage. The buildings vary in height between three and five storeys, with storey heights being generally taller than on residential buildings. In contrast, there is an important group of 2-storey cottages at the southern end of St George's Quay. These form a continuous back-of-pavement terrace facing the river.



New apartment blocks



Cottages on St George's Quay

The new apartment buildings in the southern part of the area follow the historic form less closely. These are generally of a larger footprint and somewhat taller. They do not slavishly replicate architectural features but broadly follow the historic warehouse form with a vertical emphasis and gabled roofs. They do not detract from the local character.

3.1.7. Nodes and Gateways

The gateway to this area is the junction of Damside Street with Cable Street. As this leads to a primarily residential area north of the City Centre, it is appropriate that this gateway is somewhat secondary and discrete.. The Carlisle Bridge represents the western gateway of both this character area and the whole Conservation Area. The stone arches that span across St George's Quay very clearly define this entry point and the historic bridge provides a very positive gateway.

3.1.8. Landmarks

The dominant landmarks in this area are bridges rather than buildings. The Carlisle Bridge dates from the 1840s and is both a significant historic structure and a visual landmark.

The Millennium Bridge has a strong positive presence in the area. It features in views and is well used by pedestrians crossing the River. Its installation in 2000-2001 is also part of the recent history of the area. It complements the historic character of the adjacent area.



The Millennium Bridge, by Whitby Bird & Partners, 2000-01

3.1.9. Frontages

The frontages on St George's Quay are a strong defining characteristic of the area. The controlled variety within a consistent framework is aesthetically pleasing. The consistent elements are the building line, relationship to the back of pavements and common use of local stone. Within this there are a variety of colours, heights and architectural features. There is repetition of architectural features, materials and fenestration within building types and groups. There are also many historic features, such as wooden loading beams, retained on historic buildings.

New development on St George's Quay has generally been successful in retaining the historic character of the Quay. New design has been inspired by key architectural details of the historic warehouses and their form replicates the massing of these buildings, which translates well to modern apartment

blocks. They also reflect many historic architectural details. In general they are a sensitive, understated addition that has a neutral impact on character.

Frontages on St George's Quay:





*Top: new apartment blocks on St George's Quay;
bottom: Cable Street frontage*

The buildings on the north side of Cable Street are mostly listed and present a very strong frontage. These are large, three storey Georgian buildings, which are either detached (with only a few metres between buildings) or form a continuous terrace. They have been well preserved with many original features and are in a mix of residential, student accommodation and office uses.

In the southern part of the area the new apartment blocks have a more modern, standard appearance but do not detract from local character, as they are rarely located adjacent to historic buildings. On the southern bank of the River, east of Millennium Bridge, new buildings present a strong, contemporary frontage to the river and articulate the corner facing the bridge,

3.1.10. Positive Spaces

The whole public realm of St. George's Quays is a positive space. The attractive frontages, the treatment of the public realm, the recently improved waterfront and the

attractive views all combine to make this an interesting and enjoyable space. As such it works well as a holistic environment with a strong sense of place and is one of the City's greatest heritage assets.



Public realm on the Quay

3.1.11. Listed and Unlisted Buildings

Within Character Area 1, the best examples of Georgian warehouses on the Quay are listed, together with the fine classical former Customs House (Grade II*). Buildings which make a positive contribution to the area, but are unlisted include former houses with good quality frontages on Cable Street and an early 19th century former warehouse and the terraced housing at 1 – 11 St George's Quay. This mid- 19th century stone terrace is an unusual surviving example of pre-byelaw housing in Lancaster, built in local vernacular style, and although there have been alterations to doors and windows, the terrace is a positive asset to the street.

3.1.12. Public Realm

The public realm of St Georges' Quay has been recently improved as part of the Environment Agency's flood defence works. In addition to the structural flood prevention work a new towpath has been built, set at a lower level to the street behind a substantial but attractive stone retaining wall. Access points to the street, with steps, are provided at intervals. The towpath is a good, wide and well used pedestrian and cycle route. Benches are also provided. At street level the public realm includes a grass verge, new street trees and new lighting columns. The lighting columns provide lighting for both the towpath and street and their design is well considered. Build-outs to the pavement occur at various points and provide a greater opportunity for planting and feature paving. Retained historic elements are also incorporated into the floorscape at various points. The public realm scheme is an asset of the area that enhances its environment.



Public realm at St George's Quay



Retained historic features in the public realm.

Also worth mentioning is a site for public art, located immediately east of viaduct on Damside Street. At the time of writing this was occupied by a conceptual sculpture on the theme of slavery. This adds interest to the public realm experience. The footpath on the opposite side of the viaduct also includes some excellent new way-finding signage.

The public realm on the streets in the southern part of the area have a more functional appearance. Damside Street has a cycle lane and some good quality stone flags on the footway but the pavement is made narrow by too many bollards. Water Street has concrete paving, standard lighting columns, a small number of bollards and benefits from some street trees. The public realm on Cable Street is characterised by concrete flags and highway signage. It is rather too narrow, and due to heavy traffic is not a pleasant pedestrian environment.

There are no low grade environments or detractors in this character area.

Figure 3.2: Conservation Designations (North)

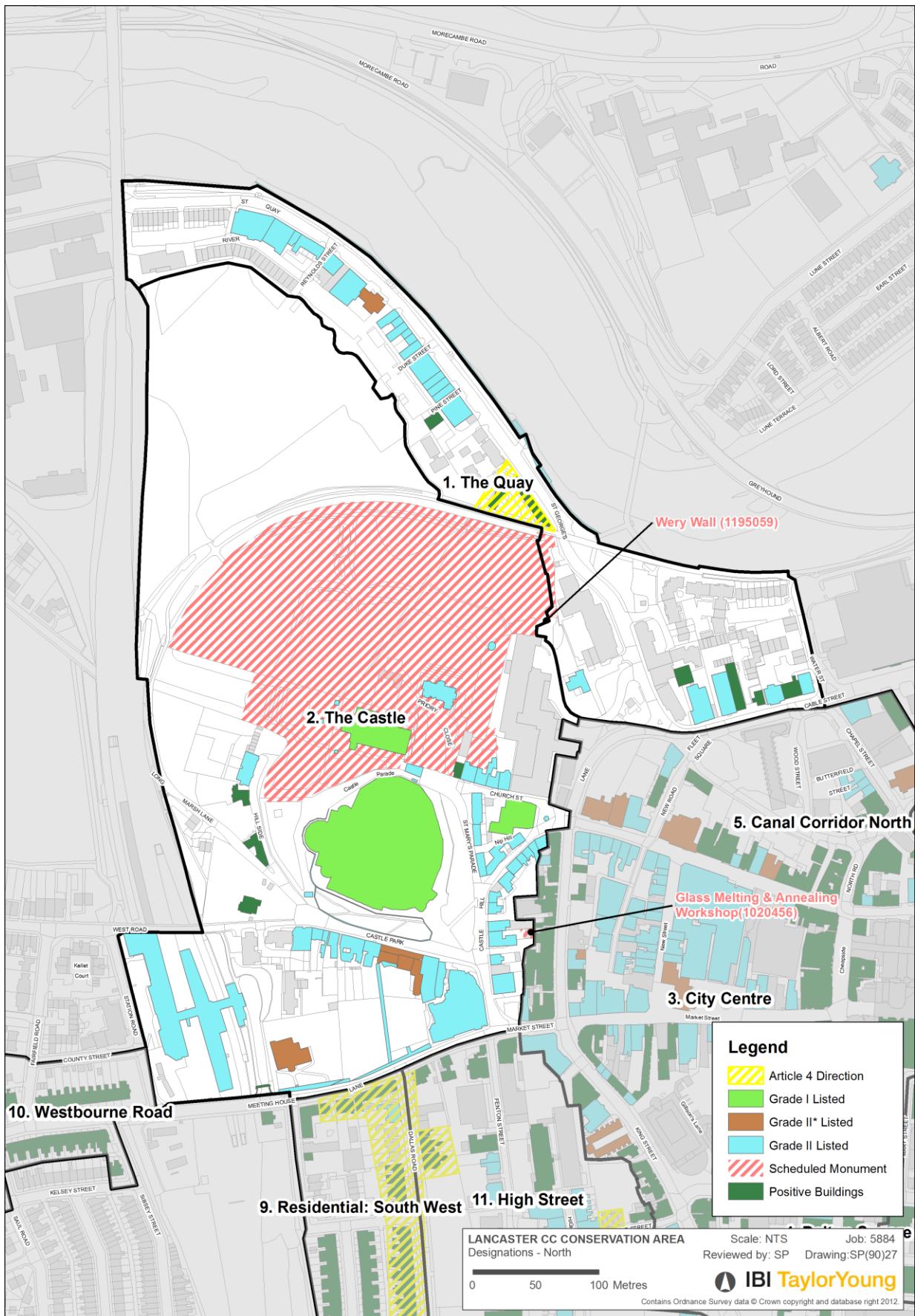
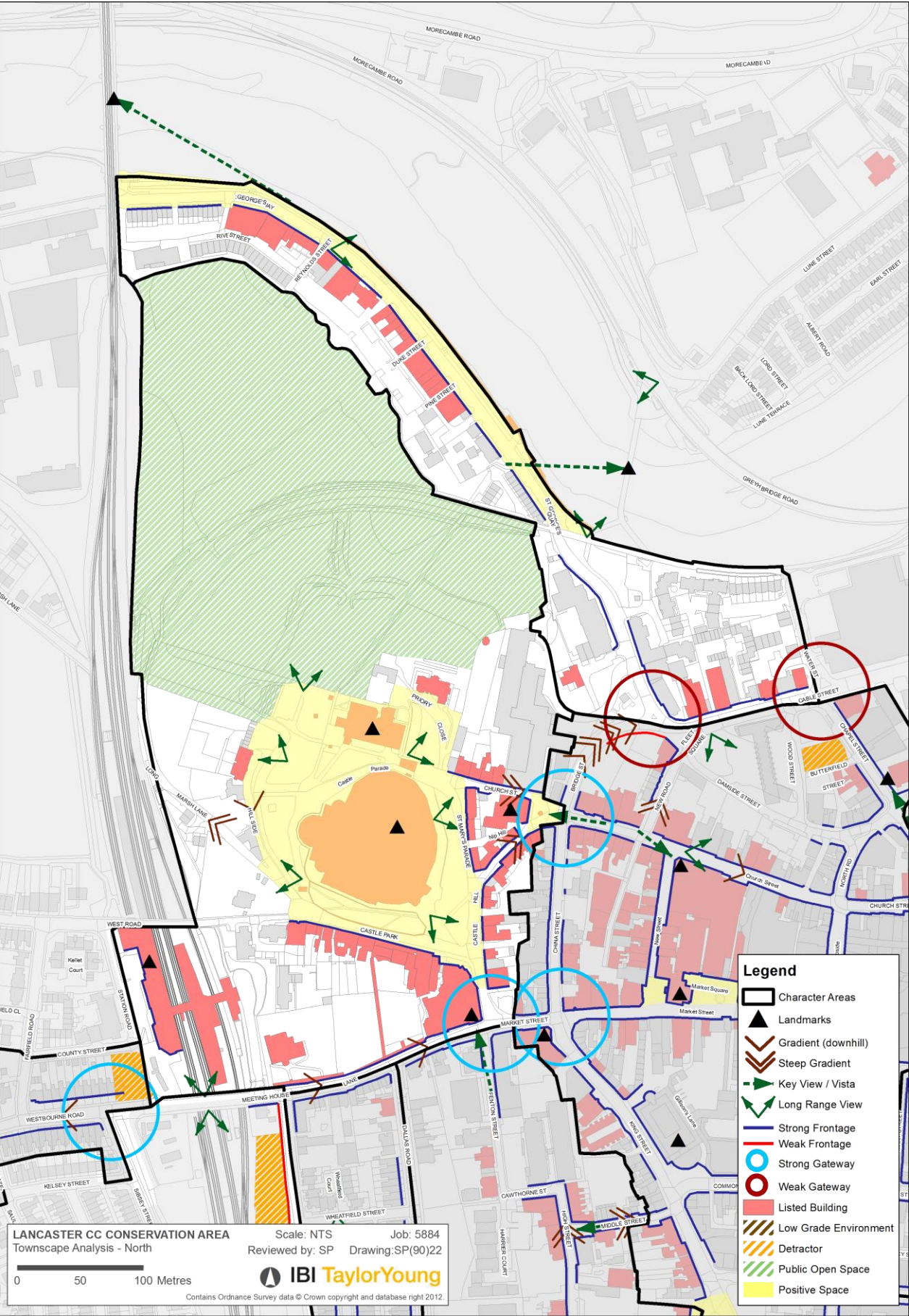


Figure 3.3: Townscape Analysis (North)





Lancaster Conservation Area Appraisal

Character Area 2. The Castle

March 2013

3.2 Character Area 2. The Castle

3.2.1. Definition of Special Interest

"The Castle area, dominated by Castle and Priory church, represents the historic heart of historic Lancaster. It is rich in the archaeology of the Roman and early medieval settlement and the architecture of the medieval and Georgian periods. Today the area retains important religious, civic and cultural functions, maintaining its symbolic role. The dramatic topography of this area reinforces this importance, creating views to and from Castle Hill which define character through central Lancaster."



View east from Castle Hill

3.2.2. Topography and Views

The Castle character area corresponds with Castle Hill. Its focus is the Castle and Priory Church that sit atop the hill, whilst the area also includes surrounding lower-lying streets and open space. This is the highest land in the Conservation Area. It has commanding views over the rest of the City and further afield and, accordingly, the Castle and Priory Church can be seen from many points. Key views from Castle Hill are north-west to the River Lune, and further to Morecambe Bay, and eastwards over the City with the Ashton

Memorial in the background. The steep change in level from the hilltop to the lower-lying streets at the edge of this character area is one of its defining characteristics (especially on the steeply descending streets of Castle Hill and Church Street).

3.2.3. Current Activities and Uses

The Castle precinct is remarkable in the continuity of its use. The Castle was used as a prison from the 17th century to as recently as 2011, and a Crown Court still operates in the Castle. The Priory Church of St Mary is the key Anglican church in the City. These buildings still represent the symbolic, religious and civic heart of the City (the Cathedral on St Peter's Road is a Roman Catholic Cathedral).

Land to the north of the castle precinct remains as open public space: Vicarage Fields (south of the railway line) and Quay Meadow (north of the former railway line). This land overlies the Roman fort and has never been developed; it was once the glebe land of the Priory (cultivable land owned by the church). Today it is rather under-used as informal recreation space.

The Georgian townhouses that immediately surround the Castle were built as high status houses, close to the seat of power and occupying the highest land in the city. Today they are still desirable as homes. Although Meeting House Lane is busy as the main route into the city centre from the station, most of this area has a tranquil atmosphere, set apart from the city centre.

The lower-lying streets house a mix of uses, consistent with their edge-of-centre location. Several of the Georgian houses on Castle Hill and Church Street have now been converted for professional services (including a small Georgian warehouse on Castle Hill). This is also the case on Meeting House Lane, which represents a transition from residential use at the western end to more retail/leisure and office uses at its eastern end. Notable uses on the northern side of this road include the historic Friends Meeting House and the Storey Institute, now an arts centre (Storey Creative Industries Centre).

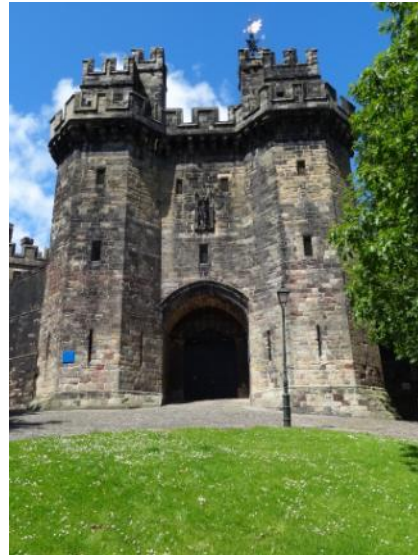


Railway station, built 1844

The railway station is also within this area, at the western end of Meeting House Lane, with the north-south railway cutting marking the western edge of the character area. The location of the station results in a significant amount of footfall on Meeting House Lane, as people travel between the Station and the City Centre.

3.2.4. Historical Development

This character area contains the area of the Roman fort, occupied and rebuilt from the end of the 1st century AD until the 5th century; the east gate of the fort, in the area of the Judges Lodgings, led to the main road through the Roman town, aligned with Church Street. The abandoned fort was chosen as the location for the city's two key historic buildings: the Castle and the Priory. An early Christian community built the first church, probably in the 7th century; the Priory was founded in 1094. Around the same time, the castle was built, on the bluff overlooking the river. This developed into an important strategic base during the medieval period; the keep is largely 12th century and the imposing gatehouse dates from c.1400, built by Henry IV. The Assizes courts were held in the medieval hall and most of the Castle used as a prison. The Priory Church was largely rebuilt after 1431 when it was taken over by the Convent of Syon; most the current building is late 14th or 15th century. After the Dissolution, the building became a Parish Church. The open area overlying the north side of the fort was never built on, but Speed's map of 1610 shows the medieval layout of Castle and Priory, with houses lining China Street and Church Street.



The Castle gatehouse, c1400

As the town prospered in the 17th century, the area around the Castle was gradually developed; by 1684, a Quaker Meeting House had been built on the site of the present building on what was then called Kiln Lane. A Friends' school opened in 1690, attached to the Meeting House. Lancaster Grammar School was endowed in 1492 (a school is recorded in the 13th century), with premises to the west of the Castle. A few wealthier people started building houses in stone, such as Thomas Covell who built a stone town house at the top of Church Street in around 1625, reflecting his position as Keeper of the Castle and Mayor (later The Judges' Lodgings). The Castle was notorious in the early 17th century for the trials of alleged witches; eight women and two men from Pendle were tried at the Castle in 1612 and executed on Lancaster Moor. George Fox founder of the Quakers was imprisoned there in the 1660s. In the Civil War the Castle was taken by the Parliamentarians in 1643; it subsequently had no defensive role.

Following the boom in maritime trade in the 18th century, Castle Park became a fashionable address with large town houses, fronting spacious gardens. Gillows, manufacturers of fine mahogany furniture built an office, workshop and showroom at No.1 Castle Hill, in 1770. In the 18th century, improvements were made to the Priory and the Castle; Liverpool architect, Henry Sephton rebuilt the Priory tower in 1759. At the Castle, a new Governor's house and

male prison were added, both designed by Thomas Harrison. A new Crown Court and Shire Hall were built at the end of the 18th century, also designed by Harrison in neo-Gothic style, creating an imposing complex.



Gillow & Co.'s premises, 1 Castle Hill, built 1770

In the 19th century, the Castle was again improved with a new women's prison by Joseph Gandy in 1816-9 and further cells added later. Thomas Covell's house was adapted for the Judges' Lodgings in 1828. Architects Paley and Austin used a former townhouse on Castle Park as offices from 1871. A Mechanics' Institute was built on St Mary Street and later on the corner of Meeting House Lane and Castle Hill. This was re-built in 1887-91 and named the Storey Institute, before being extended in 1905. The area had a mix of uses alongside residential, with Shrigley and Hunt's workshop at No.23 Castle Hill from the 1870s. The Lancaster and Carlisle Railway built the Tudor-style Castle station in 1846. Buildings have been extended during the 19th and 20th centuries with a house for the station master built on the east side of the tracks on Meeting House Lane, sometime before 1877.

3.2.5. Archaeological Potential

The archaeological potential of this area is very high; Castle Hill is the site of the Roman fort, courtyard house and bath house, the medieval Castle and pre-Conquest and medieval the Priory. The area is rich in Georgian buildings and gardens. Cellars in most buildings limit below-ground potential within buildings, but there are plenty of open, undeveloped areas in this area, including Vicarage Fields and Quay Meadows.

Prehistoric archaeology has some potential; Palaeolithic and Neolithic material has been found, although not from stratified or recorded contexts. The potential for Roman material is high, demonstrated by excavations. Research work has concentrated on the higher land of the Vicarage Fields, with some investigation in gardens behind Castle Park and but little on Quay Meadows. Early remains survive beneath the castle yard and assessment works at 27 Castle Hill indicate that the Roman fort may be much more extensive than previously thought. Other works and antiquarian reports, such as at the Judges Lodgings and by the station, hint lost or hidden remains below extant buildings and streets. The excavated Bath House and Wery Wall have recently been consolidated, but there has been no modern excavation in this area.

There is a strong likelihood of early Priory structures surviving near the Old Vicarage, along with medieval remains of the castle and early settlement, which may be particularly important for understanding more about the early settlement of the town, in the post-Roman period.

There is high potential for non-invasive investigation of the structure of the Priory and Castle; as their archaeology has not been fully recorded. This is urgent at the castle, since the prison closed, and the complex needs a new future; and decisions on alterations should be informed by a thorough understanding of its archaeology and architecture through proper recording and analysis. The building archaeology of the Judges' Lodgings also has potential; the first house on this site may date from at least 1314, when reference is made to the construction of a large house for Sir Robert de Holland, which may be the 'Olde Hall' marked on Speed's map of 1610, rebuilt by Thomas Covell. Timber-framed fabric survives from an earlier house.

Very little investigation has been undertaken of the Georgian and Victorian buildings within this part of the Conservation Area, referred to in White's 'Buildings of Georgian Lancaster' (1997), and it is possible that they too contain remains of earlier structures. Of note because of its unusual use is 23 Castle Hill,

the former Shrigley and Hunt premises. In the rear yard of this 18th century house is the stump of a warehouse whose basement contains a set of annealing ovens, used in stained glass manufacture; this unusual survival is designated as a Scheduled Monument.

3.2.6. Buildings and Architectural Quality

Building materials in this area are almost entirely of local sandstone; 18th century buildings are generally faced with ashlar to the front, although rubble stone is used for rear elevations. The Well Tower of the castle contains significant amounts of red sandstone. Local stone slate roofs have survived occasionally and these should be preserved, most roofs are laid with Cumbrian slates in diminishing courses. A few buildings are finished with a rough cast render, a vernacular material, including the Friends Meeting House which retains a stone slate roof, and the coach house next to 20 Castle Park.



Friends Meeting House, 17th and 18th century

Most of the buildings in this area, apart from the landmark Castle, Priory and Judges' Lodgings, were built in the 18th century as private houses for the town's middle classes, with a few cottages for working people. Warehouses on Castle Hill are a reminder of the city's mercantile past. The city's changing commercial requirements resulted in some houses being adapted for other uses. The predominant character and architectural style of domestic property is Georgian. 18th century town houses are generally three storeys and up to five bays in width, built as

continuous frontages, but of individual design. Later examples are quite austere, with earlier 18th century houses more richly decorated. Paneled doors and sliding sash windows are set in moulded stone architraves, with raised quoins and moulded cornices to the eaves. Early 19th century terraced houses are generally plainer, often without window architraves. There are also some simple mid-18th century two-storey vernacular cottages, one of which is now a museum. The 19th century brought a variety of revival styles; the former vicarage built in 1848 is in Elizabethan style. Paley, Austen & Paley's Storey Institute is Neo-Jacobean with shaped gables and a corner turret. The several phases of the railway station are Elizabethan-style with the letters 'LC' in cartouches, mullioned windows, gables and tall chimneys. 20th century development uses a variety of styles and materials; the new vicarage behind the Priory is in a contemporary style.



18th Century houses and a warehouse, Castle Hill

Buildings are generally built up to the pavement but there are some exceptions on Castle Park, which are set back from the pavement with railings or a cobbled yard in front, and the former vicarage which is set within grounds next to the Priory. The Castle walls rise in places directly off the street or are set in green spaces. The Storey is set back behind a low stone wall with moulded swept copings and iron gates; at the eastern end, the wall has balustrade panels. In response to the topography of the area,

some houses have steps up to their entrances, with iron railings. The rooflines vary depending on the topography and building uses; houses on Castle Park have a uniform scale with horizontal eaves, but on Castle Hill buildings step up the hill, punctuated by gabled warehouses.



Georgian town houses, Castle Park



Storey Institute, 1887-91

High status buildings such as the Castle, St Mary's Church and the Storey are large scale, designed to stand out above the prevailing low rise of the city. Some alleys provide access to the rear of former burgage plots and allow glimpses of the much plainer rear of some properties. The Storey Gardens lie behind walls off Meeting House Lane with access from Castle Park through a portico moved from Fenton Cawthorne House (1770) on Meeting House Lane, after it was demolished in 1921. The intact medieval street layout and hilly topography provides framed views of buildings, and the green spaces of the Castle precinct provide a fine

setting for the Castle and the Georgian houses of Castle Park.



18th century portico to Storey Gardens, re-built here in 1921



20 Castle Park, built 1720 for the Birdsworth family

Architectural details relate to particular periods of architecture: Georgian domestic buildings are distinguished by moulded window and door surrounds, sliding sash windows, panelled timber doors with fanlights and pediments, eaves cornices, quoins, and gable end chimney stacks. During the 19th century, some small-paned Georgian sashes were replaced with plate glass sashes. Later 19th century buildings feature more elaborate details taken from pre-Georgian design; hoodmoulds, gables with finials, strapwork panels, oriels, turrets and bay windows. Warehouses are characterised by strong vertical emphasis, with functional loading slots and gabled canopies. Most buildings have a variety of cast-iron rainwater goods

which should be preserved as far as possible.



Timber panelled door and transom light

Changing uses are reflected in some distinctive details; the Shrigley & Hunt premises at No. 23 Castle Hill have tiling to the entrance incorporating the letters S & H and dormer windows to the roof. Some former warehouses retain gables and full-height loading slots but new uses have introduced large areas of glazing to loading slots. Glazed doors were inserted at the former Gillow premises, as part of restoration after a fire in 1985. On Meeting House Lane, the Storey Institute was built for educational purposes but has recently been successfully refurbished as a centre for creative industries.



Tiling at Shrigley & Hunt's stained glass premises, 23 Castle Hill

3.2.7. Assessment of Condition

Most of the property is well maintained and in good condition. However, there is some damage to the historic gates at the entrance to the Storey Gardens and the Tasting Gardens were closed at the time of writing due to vandalism, due to re-open in the summer of 2012. The station bridges have a rather neglected appearance.

Many buildings retain their historic fenestration and stonework intact but sliding sash windows in a few unlisted buildings have been replaced by uPVC or other non-traditional windows. Some roofs have been replaced with concrete tiles. Non-traditional doors, windows and roof coverings erode the appearance and character of historic buildings; Georgian architecture is particularly sensitive to changes to external details.

This area represents a tangible link with key events in the city's history; plaques on buildings provide a discreet level of historical information, but additional interpretation panels could help visitors to appreciate the area's heritage particularly on the site of the Roman fort and Priory precinct, and around the Castle and Priory Church. Adapting the Castle for new uses now that the prison use has ceased offers an opportunity to revitalise the area, improve public access and attract tourism.

3.2.8. Urban Form

The topography defines the street form to a large extent in this area. The alignment of streets such as Castle Hill follow contours (although there is a steep descent). Within this street pattern, which dates from the medieval period, the buildings are on narrow plots and built to form a continuous street frontage. Georgian, and later, buildings follow this template. Buildings here are mostly three-storey. The much larger massing of the Castle and Priory dominate the surrounding buildings. The railway station is surprisingly modest given its use, and somewhat hidden. On the north side of Meeting House Lane the steep topography has resulted in a large retaining wall and a significant reduction in the extent of development, with much of the land behind the wall being occupied by the

Storey Gardens. At the eastern end of this road, the Storey Institute building dominates the street corner.

3.2.9. Nodes and Gateways

There are two significant nodes in this area. The visitor arriving at the train station enters the City Centre via Meeting House Lane. The junction of Meeting House Lane and Fenton Street effectively marks the moment of arrival. This is well defined by the striking presence of the Storey Institute. The access northwards to Castle Hill from here increases the importance of this node, acting also as a gateway to the Castle precinct. East of here the crossroads with Market Street and China Street marks the gateway to the pedestrianised shopping core.



Route to the Castle precinct from Meeting House Lane

The space in front of the Judges' Lodgings is also an important node. Historically this was an important gateway, with the eastern gate to the Roman fort located here. The space marks the confluence of several routes, linking Castle Hill with the City Centre on Church Street and marks the junction between two character areas. To the east is the entry point to the pedestrianised shopping core at Church Street; the gateway value of this point is enhanced by this public space. Church Street benefits from vistas of this space, with the historic Judges' Lodgings and Covell Cross. The historical significance of the Judges' Lodgings buildings, the quality of the public space and the presence of the Covell Cross, all serve to mark this as a positive gateway.

3.2.10. Landmarks

More than any other character area in the City, this area is defined by landmark buildings. The Castle and the Priory, and to a lesser, but still significant extent on a City-wide scale, the Storey Institute and the Station are landmarks due to their physical form and their function. The Castle is the pre-eminent landmark in the City and is the defining presence in this area. All of these landmark buildings draw people to the area, identify this part of the City Centre, feature in views and define gateways and key nodes.



Lancaster Priory

3.2.11. Frontages

The tight urban form of continuous back-of-pavement development and the survival of many historic buildings creates strong and positive frontages on Meeting House Lane, Castle Park, Castle Hill, Church Street and St Mary's Parade. These frontages provide a strong setting for the Castle opposite, which is set back from the tight street form within its own grounds. The Georgian frontages on Castle Hill are well preserved and retain the unity of their original composition. The curving descending lanes of Church Street and Castle Hill allow the frontages to gradually reveal themselves and open up views to the square in front of the Judges' Lodgings, adding further interest and character.

Development on Meeting House Lane is more mixed but benefits from variety and activity in the retail frontages. Where development does not front the street on the north side of Meeting House Lane, the

retaining wall preserves the street enclosure whilst views into the grounds of the Friend's Meeting House, and the location of the Storey Gardens, present interest and a sense of discovery to the space behind.



Retail units on the southern side of Meeting House Lane

3.2.12. Positive Spaces

There are a number of positive spaces that contribute positively to the character of this area. Most notable is the Castle Precinct itself. The spaces around the Castle and the Priory are well maintained and attractive, providing a strong setting to these buildings. The presence of mature trees contributes strongly to the character of these spaces, though they also restrict views of the Castle & Priory. The provision of stone boundary walls and good quality street furniture and traditional lighting columns also enhance the character.

The character of the space itself varies; there is a more formal setting to the east and south of the Castle, where the grounds front a traditional street setting and benefit from the surrounding Georgian frontages. The setting to the west of the Castle becomes more informal as the topography results in a less continuous built form. The land around the Castle benefits strongly from long range views. These open up at key points as the character changes, most notably to the east of the Castle from St Mary's Parade.



Castle precinct; view of the Courts

The Priory has its own distinct setting. This includes the more formal grounds directly adjoining the church and a semi-formal space to the west which takes advantage of strong long range views to the north and west. The formal setting includes stone flags and improves the setting, but elsewhere the floorscape here, and on paths to the west of the church, it is a standard tarmac and could be improved. The informal space to the west of the Priory benefits from some retained historic street furniture and features, including the remains of a memorial. There is also some new signage. This space also has several benches and is well used and enjoyed by people taking advantage of the long range views.



Open space to the west of the Priory

The public square in front of the historic Judges' Lodgings (now a museum) is also a positive space in the City. The space serves to both articulate and provide relief in the tight medieval street form. The space provides a strong setting for the important historic building as well as enhancing a

gateway location (see above). The space today is well preserved and has strong character. The setted and paved surfaces enhance the setting of the Judges' Lodgings and the siting of the Covell Cross provides a centrepiece which allows the space to be seen on views down the lanes from Castle Hill. The space benefits from the boundary treatment and wall to the Judges' Lodgings, the stone steps and adjacent historic buildings to the north and south, which have been sensitively adapted and provided strong continuity and enclosure. Heritage-style street furniture has been installed and painted black. These are generally sensitive additions, despite the presence of a large number of bollards. There is a new interpretation sign sensitively located on an adjacent building, but this does not provide specific information about this space.



Public space in front of the Judges' Lodgings

3.2.13. Significant Open Spaces, Parks and Trees

Quay Meadows: the open land between the Castle precinct and St George's Quay is now used as informal public open space, divided by a former railway line converted to a cycle route, and crossed by a number of pedestrian routes. Unfortunately it is now very overgrown in places with mature vegetation. This reduces both long range views from the Castle precinct, and also views into and out of these spaces. The spaces themselves are rather uninviting and hidden away as a result, and people may have personal security concerns about using them. There are some well-maintained pedestrian routes with signage that navigate the changes in levels but the heavy

vegetation means that they are enclosed routes. The presence of the important Roman Bath House is not well advertised, and the general lack of visibility in the area means that better signage is required for those that are not familiar with this site and routes across the space. The area is under rough grassland with mature vegetation to the edges.



Quay Meadows



Pedestrian route by Quay Meadow

3.2.14. Listed and Unlisted Buildings

Character Area 2 contains some of the city's key historic landmarks; The Castle and Priory are listed at high grade, the station is Grade II and there are fine groups of Georgian houses, also listed. Only a few buildings are not listed in this area; three unlisted buildings on Hill Side are good examples of 18th and early 19th century houses which reflect the traditional character of the area and make a positive contribution. Marshrange on Long Marsh Lane is a good example of Victorian

Gothic Revival architecture, shown on the 1877 map.

3.2.15. Public Realm

On Meeting House Lane the public realm often consists of the standard concrete flags and kerbs to footways and standard lighting columns. However, this footway is enhanced by the stone retaining walls that line the back of the pavement and by surviving historic boundary features such as iron gates, railings, stone walls and gate piers. Stone gate piers and iron gates frame the important east approach to the station.



East entrance to railway station



Historic features on Meeting House Lane

The lanes leading up to the Castle precinct have stone flags and cobbles or setts and are sensitive to their setting. The Georgian buildings here directly front the lanes tightly

without front boundaries, but overhanging lamps and trade signs create interest and add character to the streetscene. The streets around the Castle have been discussed above; they generally have appropriate surface treatments, although the carriageways are mainly plain tarmacadam. On-street parking can appear rather haphazard and sometimes detracts from the streetscene. Natural stone flagged footways are prevalent and cobbled forecourts are a distinctive local detail and an attractive feature of many areas within Lancaster.



Public realm on Castle Park

The public realm benefits from retained historic street furniture and boundary treatments. Street furniture here is the black painted heritage-style lighting columns, signage and bollards. There are also many stone kerbs, gate piers and retaining walls that all add character. Many of these include surviving features such as hand wrought or cast iron decorative railings that have additional value due to their current rarity.

The Georgian buildings that occupy the streets and lanes around the Castle front the back-of-pavement without boundary treatments but the building line is often set-back, creating variety and interest and allowing a cobbled surface to the public realm, for example the forecourt of 22 Castle Park, which is itself Grade II* listed.

3.2.16. Low Grade Environments and Detractors

Quay Meadows, as described above, is the only lower grade environment in the area. This is not considered to significantly detract

from the overall character of surrounding historic areas, such as the Castle precinct and St George's Quay, as the Meadows are generally hidden from them, at least outside of wintertime. Reduction and better management of the mature vegetation would, however, enhance the character of the Castle precinct by improving views northwards. Further recommendations are provided in Section 4.

Figure 3.2: Conservation Designations (North)

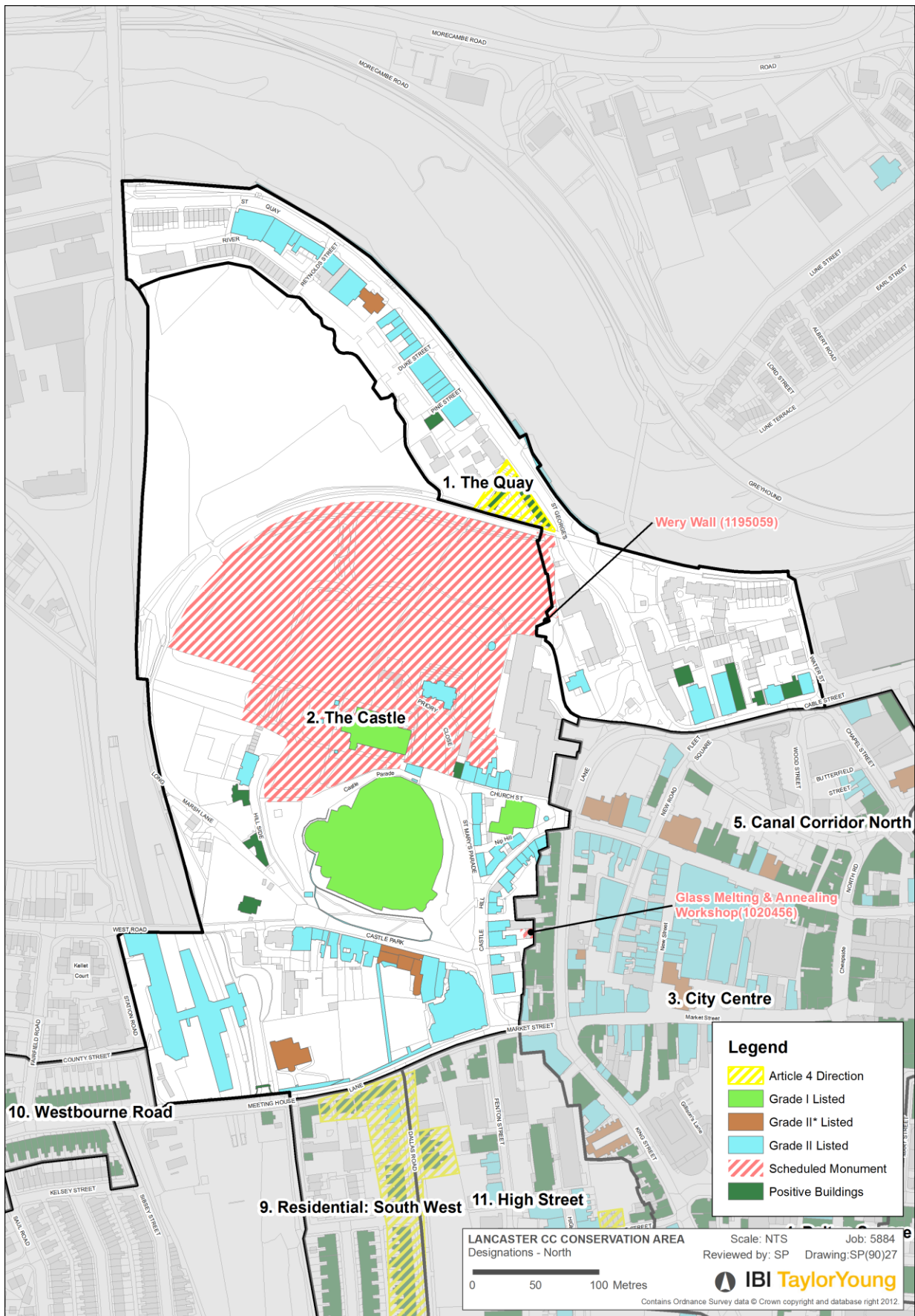
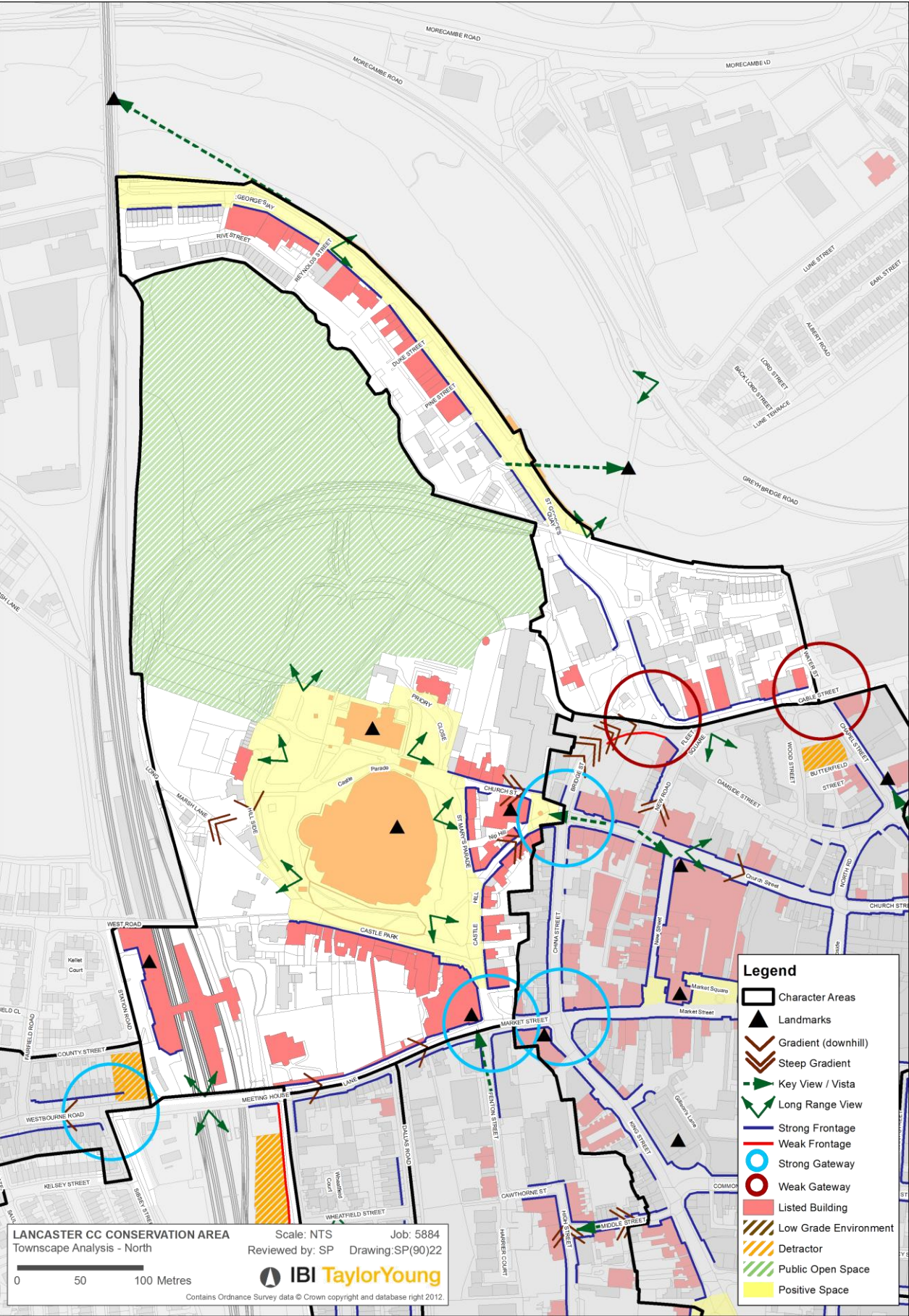


Figure 3.3: Townscape Analysis (North)





Lancaster Conservation Area Appraisal

Character Area 3. The City Centre

March 2013

3.3 Character Area 3. The City Centre

3.3.1. Definition of Special Interest

"The City Centre Character Area is the historic heart of Lancaster and still represents its commercial and cultural core. It is characterised by narrow medieval streets, gently curving with the topography and busy with people. These streets are lined by active buildings of various ages but common proportions, reflecting the incremental change and continuous importance of this commercial heart. A number of important civic buildings (including the Old Town Hall, St John's Church, Storey Institute, the former Centenary Church) punctuate the street form and feature in street vistas. A number of good quality small public spaces provide an attractive setting for historic buildings and relief in the street grid. A series of alleys and courtyards offer the opportunity to explore within the street blocks."

3.3.2. Historical Development

This character area covers the area of the Roman civilian settlement and the core of the medieval town, east of the Castle and Priory (Area 2). Archaeological excavation has shown that Church Street follows the route of the main Roman street east from the fort, and most of Penny Street and Cheapside are also of Roman origin (on the route south to Chester). King Street could also be Roman and was certainly extant by the medieval period, as were most town centre streets; Market Street was probably laid out after the market charter was granted in around 1220 and China Street is also at least 13th century in date.

The earliest clear map of the town, published by Speed in 1610, shows the medieval layout with houses fronting burgage plots. The Market Square had a cross, and to its west, the first Town Hall was built in 1668, equipped with lock-ups. Speed marks the fish market north of the centre, and a corn mill, on a mill race or fleet that curved south of the Lune to Fleet Square; it was culverted

in the mid-18th century and its line is preserved in Damside Street and North Road. Most medieval houses in the town centre were timber-framed with thatched roofs; a devastating fire in 1698 led to the re-building in stone of many town centre properties, but timber-framed houses and thatch survived until the 18th or 19th centuries in poorer areas.

The prosperity of the port funded new private and public buildings; St John's Church (1750s) was built as a chapel of ease to the Priory Church before becoming a parish church, the Assembly Rooms (1759) and the [old] Town Hall was rebuilt (1781-83). The Shambles were built for butchers between Market Street and Common Garden Street (1776). On the edge of the town centre, warehouses were built for merchants on side streets such as Dye House Lane. The town was on the main west coast route between England and Scotland, with King Street and Penny Street the main routes into the town; inns were built to serve travellers. The King's Arms on King Street was the most important 18th century coaching inn, along with the Royal Oak and Commercial Inns on Market Square. On Church Street, the Sun Inn was re-built in its present form in 1785. New Street (1747), New Road (1752) and Sun Street were created in the 18th century by clearing burgage plots but followed their linear pattern. Fine new townhouses were built for the merchants and for county families on main streets, such as the west end of Church Street.

The status of the town centre declined after the maritime trade shifted to Liverpool in the late 18th century. This prompted denser, lower quality development behind frontages; for example Dr Marton's garden was built on in 1785, separating the Music Room from the house on Church Street. Some of the infill was for workers' housing, in courts and yards. The town centre was important commercially from the mid 19th century; by 1910, there were six banks, mainly located around the Market Place. The Shambles were converted to a covered market in 1846, rebuilt again in 1880. The main shopping streets were Market Street, New Street, Cheapside and Penny Street; the first co-operative store was built on Penny Street in 1860, and the Lancaster and Skerton Equitable Co-

operative Society built a large store on Church Street in 1901. Political clubs built at the end of the 19th century included a Conservative Club, Liberal Club and Masonic Hall on Church Street.

20th century development in the town centre resulted in the loss of some older buildings, some building uses changed and new facilities were built. In courts and yards, early 19th century workers' cottages were cleared in the 1920s. After the New Town Hall was built on Dalton Square in 1901, banks moved into the ground floor of the old Town Hall, converted to a museum in 1923. In 1938-9 a bus station was built on Damside Street, with the loss of around 18 houses. In the 1960s the Arndale Centre was built on the King Street/Common Garden Street junction, and in 1967, a shopping mall was built over the line of medieval St Nicholas Street, both resulting in the loss of historic buildings. The Victorian market hall was destroyed by fire in 1984, and the site redeveloped.

3.3.3. Archaeological Potential

Within the built up city centre, the potential for buried remains depends largely on the detailed history of each plot and the amount of Georgian and Victorian cellaring or modern redevelopment. Along the western part of Church Street Roman deposits are known to be particularly deep and, even where cellars have cut into them, the lower levels may be intact. Where no cellaring has taken place, such as gardens and yard areas, deposits may be extensive and contain material of prehistoric and later dates and the highest potential may lie in the small area of gardens behind 72-80 Church Street, followed by yards off Sun Street and Back Sun Street. Valuable and important buried remains can exist on sites subject to a long history of use and re-use, demonstrated by excavations at the former Mitchell's Brewery between Church Street and Market Street and at the former Streamline Garage site off King Street. It should be assumed that all sites have some archaeological potential which should be assessed and taken into account prior to development.

The pattern of prehistoric occupation of the city is not well understood, and it is difficult to predict where remains may survive. It is notable, however, that modern investigations in the City Centre have found traces of early activity, and there is potential for further survivals. In the southern part of the area a significant concentration of prehistoric and Roman burials have been recorded in historic reports and modern investigations, probably a cemetery area on both sides of the Roman road south from which the rare and particularly fine memorial stone to Insus, son of Vodillius, was recovered. The main area of Roman civilian settlement appears to have been Church Street and the northern end of Penny Street/Cheapside; at this time the river bank was at the foot of the slope between Church and Damside Streets and Roman material (but not as yet any quay or waterfront structures) has been encountered several metres deep within river silts alongside Damside Street.

Pre-Conquest material is rare in Lancaster and whilst the city centre was probably occupied during this period it is difficult to predict where remains may survive. Medieval remains are more robust and may survive in all occupied areas shown on Speed's 1610 map. Unlike earlier periods, medieval archaeology includes structural fabric – particularly timber framing or roof timbers – incorporated into buildings refurbished or re-fronted in the 17th and 18th centuries. Post-medieval remains also include standing structures and re-used structural elements. Archaeology associated with minor manufactories and trades of the 18th and 19th centuries, along with workers' housing has particular potential. North of Damside Street the land of the former Green Ayre was not developed until the 18th century (with the obvious exception of the medieval corn mill site located in the area of Dye House Lane) but by the mid 19th century the area was almost completely built up. Limited investigations undertaken during the construction of the present bus station have shown that foundations and other remains of this occupation are still extant.

3.3.4. Buildings and Architectural Quality

Building materials in this area are almost exclusively local sandstone, faced in dressed coursed stone or ashlar, with an occasional red brick building. Some late 19th century buildings are finished with a rough cast or smooth render on the upper storeys. Roofs are generally laid with Cumbrian slate in diminishing courses, but some have been replaced with concrete tiles. Where buildings have historic steps to entrances, these are of stone, with iron railings. Stone chimney stacks are an important feature of the area's roofscape, although many have been rendered.



Small scale, pre-Georgian houses on Church Street (with some recent infill)



Townhouses and The Sun Inn, Church Street, built 1785

This area represents the commercial heart of the city centre. Market Square is an historic focus with a group of municipal buildings

including the late 18th century Old Town Hall. Buildings that pre-date the 18th century heyday of the town are rare; Number 6 on Church Street is one of the few in the centre and has lower proportions than later buildings. Most of the surviving 18th century buildings were built as private houses for the town's middle classes. The area also contains some warehouses associated with the port.

As a result of the long evolution of the city centre, many buildings have been replaced at different times and in different styles, reflecting contemporary fashions. Styles range from relatively austere 18th century or early 19th century Georgian domestic buildings with restrained ashlar detailing, through to more flamboyant late 19th century Revival architecture and inter-war Art Deco. Early 20th century neo-Classical buildings illustrate the continued development of the town centre and provide a new interpretation of the style. Conservation from the late 20th century influenced the design of some new buildings, designed in a replica Georgian style, such as on Queen Street where ashlar is combined with coursed stone on the front and the window surrounds do not project as much as on Georgian buildings. Recent buildings designed in contemporary style are also prominent in this area, such as Rosemary House on Rosemary Lane. These tend to be of a larger scale than adjoining buildings and incorporate large areas of glazing.



Old Town Hall (1781-3 by Jarratt, cupola by Harrison)



Early 20th Century Neoclassical Palladium Cinema on Market Street, now a shop



Former cottages in Bashful Alley behind Market Street



Rosemary House, Rosemary Street

Some small-scale buildings in courts behind main frontages survive; built as workshops, warehouses or workers' houses, for example in Bashful Alley and Frances Passage. Buildings in Area 3 are generally low rise and vary between two, three and four storeys, with those along alleys built at a lower two-storey scale. High status historic buildings such as the Old Town Hall (now the Museum), the former Assembly Rooms, St John's Church and St Thomas' Church are of an overall larger scale, designed to stand out above the prevailing low rise houses and shops, resulting in a varied skyline. Buildings in the city centre are mainly constructed up to the pavement, although a few larger buildings such as churches are set behind railings.

Significant details are associated with particular periods of architecture: Georgian buildings are distinguished by moulded door and window surrounds, small-pane sliding sash windows, timber panel doors, fanlights, raised quoins, cornices and stone chimneys; larger town houses or public buildings have porticoes, parapets and cupolas. Victorian and Edwardian buildings also have sash windows to upper floors, but may also have more elaborate oriel or display windows, a variety of gables with finials and carved stone decoration.



18th century warehouses on Dye House Lane

The area contains some of the city's fine collection of warehouses, all with a strong vertical emphasis, with loading slots and gabled canopies; these mostly date from the 18th century. There are good quality late 19th to early 20th century shop fronts, either on

purpose-built premises or inserted into earlier houses; also a feature are decorative tiled entrances, part glazed doors and trade signs. Most buildings have a variety of cast-iron rainwater goods, some with dated hoppers, which should be retained where possible.



Tiled Victorian shop entrance on Penny Street



Late 19th Century Shop-front and large upper floor display windows on New Street



Unusual rocking horse trade sign on New Street



Early 20th century commercial block, east side of Cheapside

Creative late 20th century adaptations of historic buildings can enhance the street scene, such as the new steel railings on a former coach house in Sun Street add interest.



Inserted Railings, Sun Street

Few main streets retain historic street surfaces and roads are generally laid with modern bitmac, with concrete pavements. Exceptions are setted surfaces on side roads such as Calkeld Lane and Dyehouse Lane, sections of historic stone paving and kerbs survive on some outlying streets with setts and cobbles along alleys behind the main streets, such as Victorian Place off Penny Street. Pedestrianised areas tend to have a variety of modern setted or paved surfaces and recent street furniture.



Neo-Jacobean former Co-operative Store (1901 by Austin & Paley)

Many former houses were adapted for retail or commercial use in the 19th century with inserted shop-fronts. The Ring O'Bells on King Street retains a fine domestic doorcase. Purpose-built shops are rare before the Victorian period, but upper floor display windows are a feature of 19th century shops. Warehouses retain gables and loading slots but have been converted to residential or office use with the insertion of windows and railings. A former coach house on Sun Street was converted to a police station in the mid-19th century by masonry infill of a loading slot and was converted in the 20th century to a restaurant. The large Lancaster and Skerton Equitable Co-operative Society building on Church Street (1901 by Paley & Austin) was built as a department store in 1901, but was re-built for modern retail use behind the retained façade in the 1980s.

Of Lancaster's historic inns, The Sun on Church Street is a good example of a Georgian inn, but many pubs and hotels were rebuilt or are more recent; the King's Arms

Hotel was rebuilt in 1879 and is still in use as a hotel; a large 4-storey corner building, with oriel windows and pediments. The south end of Penny Street is framed by two prominent hotels designed in revival style with carved decoration; the Alexandra to the east (1902) and the former White Cross Hotel (1897) to the west (both are listed buildings and have been re-named).



Former Alexandra Hotel (1902) on Penny Street

3.3.5. Current Activities and Uses

This area today represents the City Centre of Lancaster and contains its primary shopping area. This is focused around the indoor shopping precinct of St Nicholas Arcades and the pedestrian streets: Penny Street, Cheapside, Market Street, New Street and Church Street. The whole area is occupied by town centre uses: retail, café/bar/restaurants, community uses and a small number of offices. It includes the indoor market and the City's principal bus station (both are new buildings). The City Centre is a busy and vibrant space. This is in part due to the street form which crowds people onto long and narrow streets. The area also accommodates a large amount of traffic. The one-way system concentrates this traffic onto King Street, China Street and Bridge Lane, leaving the inner core as a pedestrian dominated environment.

3.3.6. Urban Form

The City's medieval street pattern still predominates here. This, and the topography, dictates the urban form. This is one of narrow, gently curving streets. The

principal streets are King Street, Church Street and Penny Street, which form a triangular shape. These remain fronted by commercial uses. The east-west streets between still have the function of back-streets or side-streets and are used for secondary status uses or to service uses on the principal streets. The building plots remain narrow fronted on the principal streets and extend far back: a relic of the medieval burgrave plots. In the north of the area topography places a greater role. Cable Street effectively forms the northern boundary of the City Centre, though the environment between here and the rear of the buildings fronting Church Street has a secondary, edge-of-centre feel.

3.3.7. Nodes and Gateways

The triangular street pattern serves to define the key nodes and gateways.

At the southern edge of the area the bridge over Lancaster Canal forms a strong natural gateway to the City Centre. This is well defined by the scale and quality of surrounding development. North of this is the Y-shaped fork of King Street and Penny Street. This forms a strong node and an opportunity to accentuate the townscape with built form and public space. Unfortunately this space is dominated by traffic and poorly considered street furniture and the scale, quality and current condition of the Victorian development that faces this space (currently a KFC franchise) does not reflect its importance.



The junction of Penny Street and King Street

The gateways from the west of the Centre are well defined and strong. On the approach from the railway station the grand Jacobean Revival Storey Creative Industries Centre signposts arrival at the City Centre and marks the entry point northwards to the Castle precinct. The visitor then reaches the junction of China Street/King Street and Market Street which represents a clear and positive gateway to the pedestrianised shopping core.

The northern gateway to the City Centre could best be defined as Cable Street, Water Street and Chapel Street. The presence and activity of the bus station here generally makes this a positive gateway, although the pedestrian route into the City Centre could be better considered. The adjacent junction with Chapel Street represents the main entry point for motorists from the north. This gateway is weak: it is currently marked by a surface car park and the side of a building in poor condition, which is used to display advertising hoardings. Appropriate new development here would better define this gateway.

Gateways from the west are perhaps harder to locate as there are three entry points represented by bridges over the canal (NB. these are outside this Character Area but are perhaps best considered here). The most significant is from East Road, where the gateway to the City Centre is marked by the Cathedral and then the bridge over the canal. From these bridges eastwards the City Centre arrives gradually and subtly, given heavy vegetation and the lack of significant buildings in the area. The new apartment block on Quarry Road does at least mark arrival at the City Centre, and from here inwards views open up to significant historic buildings.

When approaching the centre from the east, the junction of Church Street/Moor Lane and Stonewell represents arrival at the City Centre proper. It is also the gateway between three distinct Character Areas. This gateway is well defined with an attractive public space, strong built frontages (even the facing multi-storey car park frontage has been well considered) and a historic fountain.

The junction of China Street/Church Street is a gateway that represents the entry point to the pedestrianised core at Church Street from the ring road and Castle Precinct. This is a strong gateway, well defined by both the built form on the corners (especially the Duke of Lancaster) and the attractive public space and historic stone cross on the opposite side of the road.



Gateway to Church Street

Within these gateways, key nodes are generally well defined within the historic street pattern. For example; Church Road/North Road, Chapel Street/North Road and Rosemary Lane/St Leonard's Gate. All of these are marked by positive frontages that directly address the often curving streets and junctions. Key buildings are often located at these points (e.g. St John's Church) or are aligned to make effective use of the vistas created by the street pattern and topography. New development (for example Rosemary House) is also well designed to address the corner it sits on.

Of slightly lesser importance are the nodes within the pedestrianised core: Market Street/New Street, Market Street/Cheapside and Penny Street/Common Garden Street. These are tight junctions with little public space but are nonetheless lined with strong continuous frontages that turn the corners, typically with a chamfered or circular edge and often greater architectural expression of the buildings. New Street/Market Street also benefits from an attractive public space here at the rear of the Museum.



Landmarks punctuate the street form

The other junctions in the area have lesser importance as they follow a historical hierarchy which means that one of the streets a side-street (typically the east-west roads). These do have some positive buildings and uses fronting them but the buildings on the principal streets present a side or rear elevation to them which is often blank or secondary. The corners of these streets are not defined or addressed by built form.

3.3.8. Landmarks

Landmark buildings are considered to be buildings that feature within views and vistas in the Character Area and buildings that are well known and used to navigate the City. They may or may not be listed and their inclusion does not necessarily indicate high design quality or historic importance. Landmark buildings within the City Centre include The Storey, the City Museum (Old Town Hall), St John's Church, Centenary Church, The Co-operative Store on Church Street, the Royal King's Arms Hotel and the new Market Hall on King Street.



Royal King's Arms Hotel

3.3.9. Frontages

Frontages on the principal streets (i.e. Church Street, Penny Lane, Market Street, King Street, China Street and Rosemary Lane/Stonewell) are almost uniformly positive overall. Buildings here directly front the back-of-pavement and present a continuous active frontage. Most of these buildings are historic but there has been some insensitive modern infill and insensitive alterations to shop frontages. Modern infill varies in its approach and there are examples of both well considered and inappropriate buildings. There are nevertheless many listed buildings on these streets and many well preserved historic frontages with much aesthetic interest. King Street in particular has a strong collection of individual buildings from different eras.

The original widths, proportions and heights of buildings on principal streets present a consistent framework within which there is an interesting variety of frontages. These long linear frontages, varied within a consistent framework, narrow streets and high footfall and activity are a defining feature of the experience of this Character Area. Away from these principal streets frontages are more mixed on secondary streets. Development here does not always front the streets, often there are vacant plots or exposed backs of buildings (for example on Damside Street, opposite the bus station). When buildings do front these streets the architecture is generally less interesting or well considered. There are also less 'active' frontages here, partly a historic feature of the

area's past functions. In general, frontages are positive throughout this Character Area.

3.3.10. Positive Spaces

There are a number of positive public spaces in the area. Notably these include Market Square, the small space on the western side of the Museum on New Street, the space where Moor Lane widens into Stonewell and Queen Square. These spaces are characterised by good quality surfaces and street furniture and good enclosure and interest from surrounding built frontages.

Market Square's main feature is the Old Town Hall (now the City Museum) and it has benefited from a recent high quality public realm enhancement scheme.

The space on Moor Lane has added interest from the historic drinking fountain.

Queen Square is a quieter, more restful space that has a more local function. It provides good relief from the bustle and noise of King Street and serves as a transition point to the more residential/secondary nature of the High Street character area. There is potential for this space to be further improved. The spaces are all well located in the street network and are active and well used. They provide relief in the otherwise dense street form and an opportunity for people to socialise, rest and appreciate the surrounding townscape. As such they are a vital part of the townscape experience.



Market Square

3.3.11. Significant Open Spaces, Parks, Gardens and Trees

Although the City Centre has a number of good hard landscaped spaces it does not contain any green space. Street trees and planting is minimal, largely a result of the narrow and dense street form. Street trees exist at a few but significant points: e.g. Market Square, New Street, Church Street, St John's churchyard, Sun Square and Queen Square. Overall this is an urban area but one that is not oppressive. Partly this is due to the changing topography, which often permits views to the surrounding countryside.

3.3.12. Public Realm

The streets themselves generally have good quality public realm in the pedestrianised core. Pavements are defined separately with stone flags, with setts in the central street, with good division between them. Where bollards are installed they are unobtrusive. Signage and street furniture has been minimised to avoid clutter; it is generally plain in form but does not detract. This quality of finish does not extend through all of the pedestrianised core. Much of Penny Street, for instance has a more standard flagstone treatment that does not reflect the quality of its historic buildings. Horseshoe Corner in particular (the junction of Penny Street and Market Street) is a space that does not fulfill its potential: the built form is strong here but the paving is poor, street furniture is limited and a CCTV camera is poorly sited.



Outdoor uses animate the street

However, improvements are proposed to the public realm in this area as part of the

Lancaster Square Routes scheme. There are generally no boundary treatments as the buildings front the street directly. Building lines are very strong but there is some variation in set-back to provide interest. Hanging street signage also animates the streetscene. The width of the streets mean there are few opportunities for uses to spill out onto the street but this does occur at a few places in the pedestrianised core and is a welcome addition.



Top: Horseshoe Corner; bottom: Market Street

The City Centre area contains a number of pedestrian alleyway, often linking to courtyards. Many of these are historic routes. Most of these are well used and some have strong character. Their use adds a significant element to the urban grain and to the richness of the pedestrian experience. There is further scope to enhance some of these routes. The historic guinnel linking Market Square and Church Street is an historic route and this could be enhanced to become more inviting. The parallel Vue passageway is well used but could better reflect Lancaster's distinct character.

Away from the pedestrianised streets the public realm is more standard in form and led by highways requirements. The narrow streets, heavy traffic and quality of public realm can make these streets poor settings for historic buildings and the pedestrian experience could be improved. The differing needs of users of these streets often present conflicts. For example between pedestrians, motorists, parked cars and cyclists. King Street is particularly oppressive due to the high volume of traffic.

Further interest is provided by the lanes and courts that exist within the blocks between the principal streets. These have often been opened up to shoppers as a series of linked spaces containing independent shops and cafes. The success of this approach varies, with much development in these alleys being occupied by new development of varying quality. Many of the alleys are historic (for example Bashful Alley) and many have scope for further enhancement. The alleys are sometimes covered and often link to the indoor shopping precincts. The approach is nonetheless welcome and offers greater permeability and activity within the principal street blocks. Gillson's Lane, adjacent to the new market hall represents a good mix of old and restored development, a good public realm treatment and good activity and permeability.



Gillson's Lane

3.3.13. Low Grade Environments and Detractors

Fortunately there are no real detractors or low grade environments within this Character Area, but there are opportunities for small

scale enhancement, i.e. the public realm of streets and alleyways and the improvement of insensitive frontages and infill development.

To summarise, the main opportunities for enhancement include:

- The building at car park at the junction of Chapel Street and Cable Street at the northern gateway;
- the public realm and adjacent building at the fork of King Street and Penny Street;
- Improved public realm at Horseshoe Corner.
- Pedestrian alleys: e.g. the historic guinnel linking Market Square to Church Street and the Vue passageway.

3.3.14. Building Condition

Buildings in the area are in generally good condition and have been well maintained. Buildings that appear to be 'at risk' include Number 35 Sun Street which is boarded up at its southern end, although it appears from the front to be in use. Further along Sun Street, to the north, a gap site is currently used as a car park. A few buildings show a lack of routine maintenance, such as No. 60 Market Street and the Assembly Rooms (now a market) on King Street.



35 Sun Street

Some late 20th century shop fronts and modern signage are out of keeping with the historic street scene; some inserted shop fronts entirely removed the lower storey elevations. But, above first floor level, most buildings retain their historic fenestration and stonework intact, including former houses on Cheapside.

variety of inappropriate styles. Article 4 Directions in residential areas can enable the pressure for minor changes to be managed.



Insensitive infill on Penny Street

Some of the late 20th century infill or replacement development is a poor quality pastiche of earlier styles, or deliberately contrasts with surrounding historic property, reflecting varying approaches to infill during the post-war years. Parts of Penny Street have been spoiled by poor post-war design quality and infill.



Penny Street, an inserted shop front cuts the upper floors from street level

Detailed changes can accumulatively erode the appearance and character of historic buildings in the street; in most areas, many sash windows and doors on unlisted buildings have been replaced in uPVC or in a

Figure 3.4: Conservation Designations (Centre)

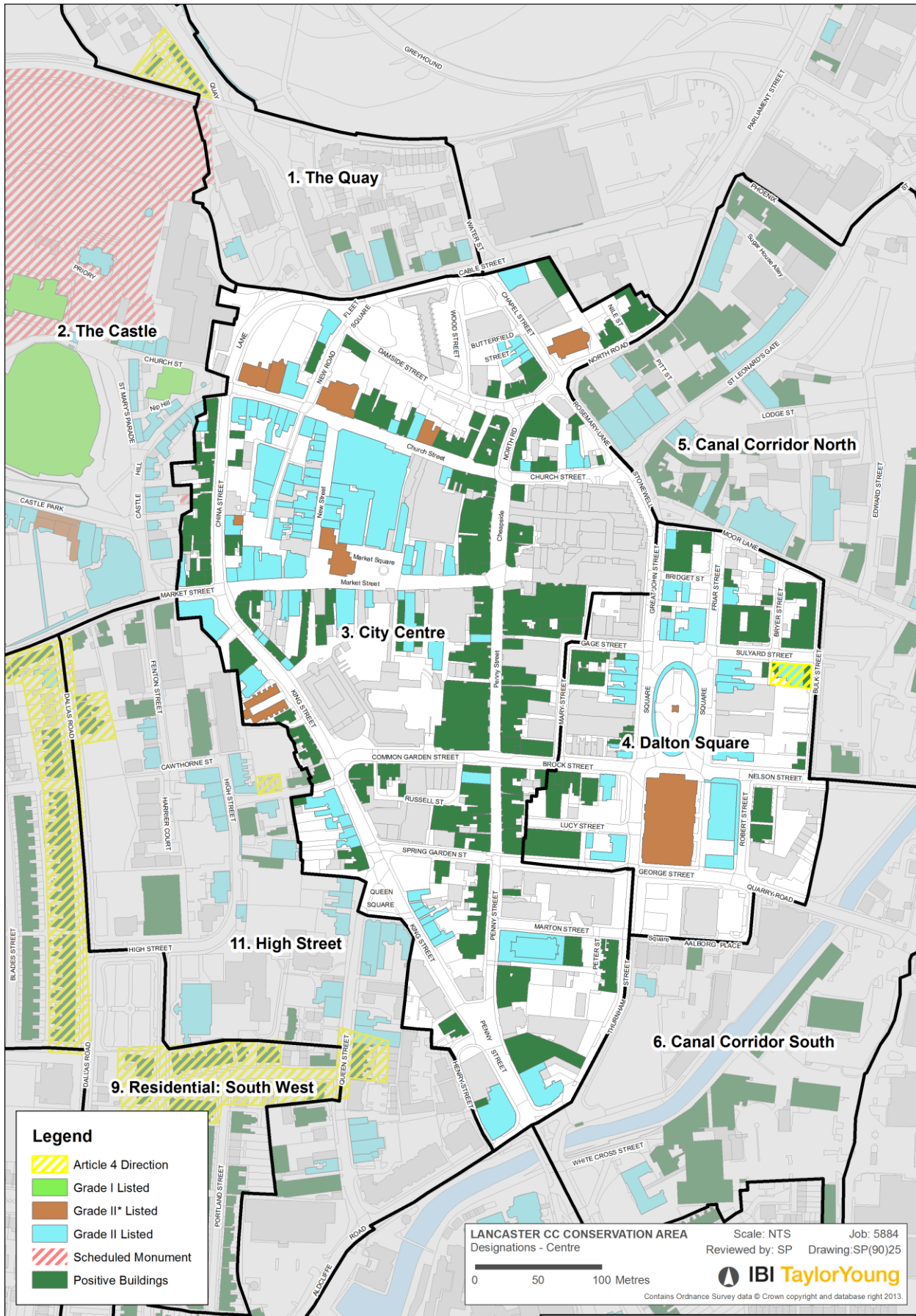
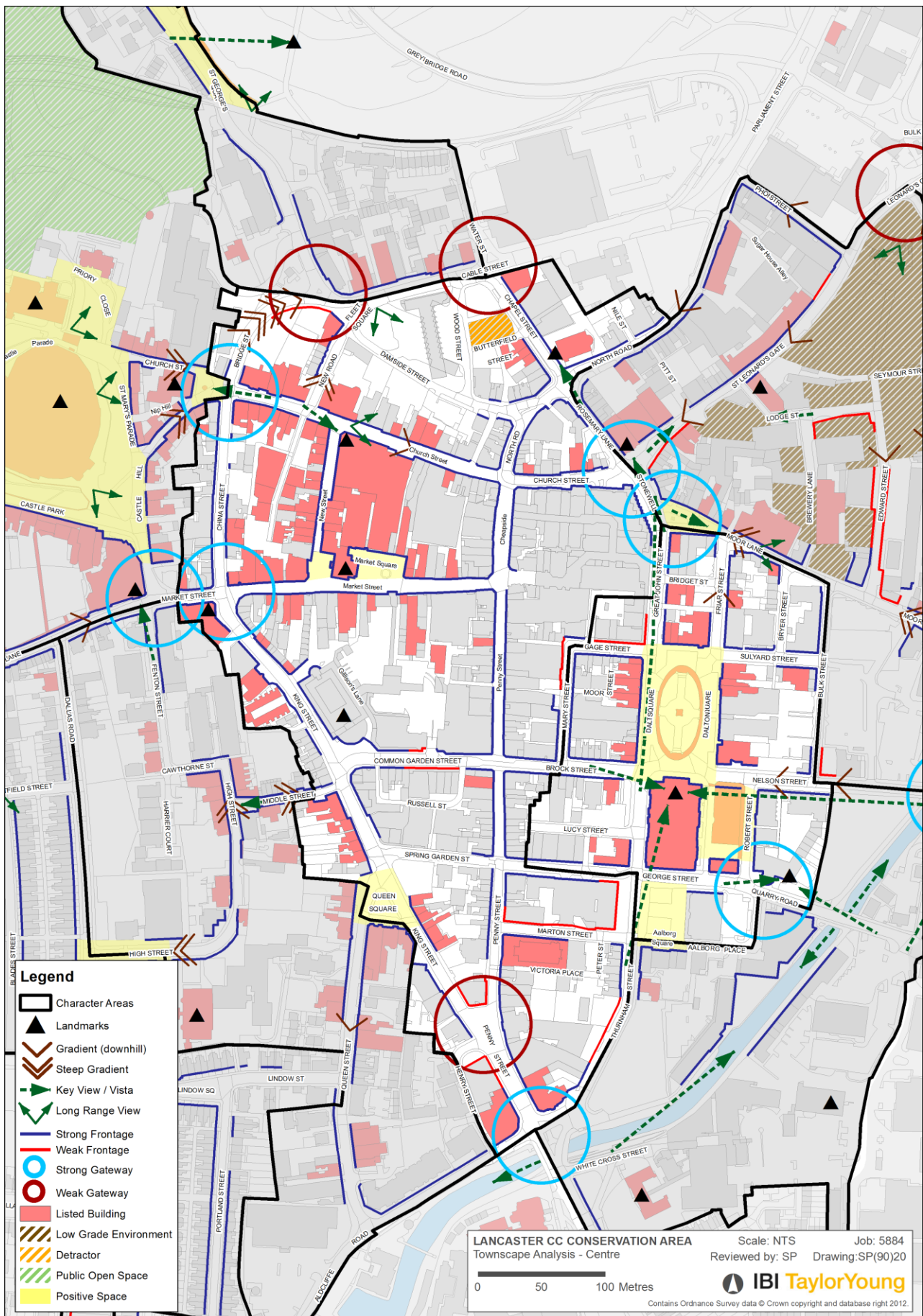


Figure 3.5: Townscape Analysis (Centre)





Lancaster Conservation Area Appraisal

Character Area 4. Dalton Square

March 2013

3.4 Character Area 4. Dalton Square

3.4.1. Definition of Special Interest

"The Dalton Square area is a distinct part of the City Centre, laid out as a planned late Georgian suburb and retaining many fine buildings and attractive spaces. The grid street pattern and Georgian buildings, focused on Dalton Square reflect the heyday of eighteenth century Lancaster, whilst the Edwardian Town Hall, and wide variety of religious and existing commercial buildings express later prosperity and confidence."

3.4.2. Topography and Views

This part of the City Centre was developed on ground that falls to the north, most apparent on Friar Street, with a slight fall westwards from the eastern side of the area, most apparent on Nelson Street. The views that exist are partly derived from the formal planning and grid street pattern, with the Town Hall facing the south side of Dalton Square, a successful aspect of the townscape. Views to the Town Hall (particularly of the tower on the principal elevation) exist from the Brock Street, across Dalton Square and from Nelson Street. In the latter two cases mature tree canopies limit these views.



Town Hall seen from the western side of Dalton Square

3.4.3. Current Activities and Uses

The Town Hall is still in its original civic use, with building with civic functions extending south to Aalborg Place and the Magistrate's Court and north to Palatine Hall on Dalton Square. Buildings on the eastern side of the square generally in office use, with some leisure or community use. To the west of the square, uses are very much part of the retail core, with retail and leisure uses predominating. Side streets leading off the square to the north are generally residential, including conversions of large historic buildings.

3.4.4. Historical Development

The grid of streets centred on Dalton Square was laid out during a speculative development by the Dalton family of Thurnham Hall in the 1780s. The Daltons acquired the land after the Dissolution in the 16th century; it had previously been a Dominican Friary, and remained an undeveloped area known as the 'Fryerage' until the late 18th century. The monastic community of black friars was established in the mid-13th century area, and occupied a substantial area enclosed by a precinct wall. The area of the land extended west to roughly Penny Street and Gage Street, north to Moor Lane, east to Bulk Street and St Peter's Road and south to George Street/Quarry Road. Speed's map of 1610 marks the buildings of the Friary, including some by then in ruins. Parts of the precinct wall stood until 1840, but no trace now remains; it limited the eastward growth of the town.



The Friary (18) on Speed's map of 1610 (Lancaster University)

After securing an Act of Parliament in 1784 to enable him to develop the land, John Dalton engaged Edward Batty to draw up plans for a residential suburb. Batty's plan shows a grid of streets with an oval garden in the centre of Dalton Square. The intention was to build large houses for affluent occupiers, with the design and density controlled by covenants. As Lancaster's Georgian heyday was waning, development was patchy and by 1821 (Binns' map), only some of the plots were built on. The 1821 map shows large detached or semi-detached houses with rear outriggers and gardens on the east and south sides of the square, with denser development along Great John Street and Moor Lane. Stables and coach houses fronted Bulk Street which acted as a service lane, and warehouses and commercial buildings on side streets such as Bridget Street, Mary Street and Gage Street.



Dalton Square in 1821, Binns' map (Lancaster Library)

Some large houses were built before the end of the 18th century; 1 Great John Street was built for Robert Inman c.1783 and 1 Dalton Square dates from c.1798. On the west of Thurnham Street houses were built between 1786 and 1793. The houses on the east side of the square were built in the early 1800s, including No.5 for Jacob Ridley.



Houses on the east side of Dalton Square, c.1800

The availability of building plots enabled non-conformist congregations to acquire land for chapels; the Catholics built a chapel and presbytery in 1799 on the north side of Dalton Square, probably with support from the Daltons, a Catholic family. The Methodists built a chapel in 1805, reputedly on the site of the Friary church; the existing church was a replacement for this, built in 1873-74 by Paley & Austin.

In the 19th century, retail and business uses became increasingly important; some houses on the west side of Dalton Square, on Brock Street and Moor Lane were adapted with inserted shop fronts, and some new commercial premises were built. The co-operative society built large warehouse premises on the north end of Bulk Street, in 1901, designed by Austin & Paley. On the east side of the square the Poor Law Union had their offices.



Shops in former houses, west side of Dalton Square

The civic function of the square dominated after the Corporation built a new Town Hall on the south side, designed in 1906-09 by E.W. Mountford, a gift of Lord Ashton. The Town Hall's formal setting included gardens to the east side, and Dalton Square was re-designed to provide a dignified setting for Queen Victoria's memorial statue, in 1906. East of the Town Hall, a fire station was built in 1909. It was not until the early 20th century that Thurnham Street continued south of George Street to the junction with Penny Street; this opened up the area to more traffic and business activity.



The Town Hall, built 1906-09

By the late 20th century, offices had become the key function on the east side and north sides of Dalton Square, adapting historic buildings such as the former Catholic chapel (Palatine Hall) or built as infill. Residential conversion of redundant buildings is also a theme of the late 20th century, including the warehouses on Bridget Street and former Methodist church and co-op warehouse on Sulyard Street. New flats on Quarry Road and Nelson Street have been built on cleared sites.

3.4.5. Archaeological Potential

Dalton Square is thought to have been just outside the east edge of the Roman town, with Moor Lane representing the line of a Roman road. There may be some evidence for edge-of-settlement Roman activity outside cellared areas, possibly including a cemetery area.



Warehouses adapted for housing, Bridget Street

The area's greatest potential, however, relates to the Dominican Friary that occupied the core of the area from the mid-13th to the mid-16th century. Whilst the Friary church is thought to have been destroyed by later building, buried remains of other friary buildings are known to survive behind 3 Dalton Square and more survivals are likely in other rear areas. The Moor Lane frontage is also likely to have been occupied from the medieval period. Little is known about how the area was used after the Dissolution when owned by the Daltons, but survival of pre-19th century remains will depend upon the level of later disturbance.

In some cases there is potential for standing structures to retain fabric from earlier buildings, and to reveal information about their original purpose and design and later alterations. Proposals for alteration or redevelopment will need to be accompanied by a thorough assessment, and recording, where appropriate.

3.4.6. Buildings and Architectural Quality

Sandstone is the dominant building material, generally laid in regular courses. The quality of stone finish is used to express status; tooled ashlar is used for high status buildings and details, with coursed dressed or random masonry for side and rear elevations. Architectural details such as sill bands, moulded cornices and enriched door cases are a feature of the Georgian houses, with more elaborate carved stone details used on

19th century Revival buildings such as the former co-op warehouse and Methodist church. Carved name and date stones are also important features, as on the former co-op warehouse. The high status of the Edwardian Town Hall is expressed through the use of pedimented elevations and rich carved details by the sculptor Pomeroy. In contrast, lower status domestic buildings such as coach houses on Bulk Street and warehouses on Bridget Street are vernacular in character with plain details and roughly coursed stone.



Former coach houses and stables on Bulk Street

Roofs are generally laid with Cumbrian slate in diminishing courses, but some have been replaced with concrete tiles. There is a very wide range of window and door patterns, depending on the date and function of the building. Former houses generally have 12-pane sash windows, although some have been replaced with modern patterns. Panelled doors with fanlights are a feature of Georgian domestic architecture, usually with a pediment or moulded cornice; the Dalton Square houses display a rich variety of classical details. Steps protected with iron railings are a distinctive part of some frontages, provided on sloping streets.

To the rear of large Georgian houses, distinctive stair windows and outriggers are a local feature, often visible from side streets.



Georgian doorways on Dalton Square



Stair window and rear wing or outrigger, Dalton Square

The primary phase buildings, mostly houses, were constructed from the late 18th century onwards, with a range of 19th and 20th century buildings of varying uses built on gap sites or to replace demolished Georgian houses. The scale of the domestic architecture is generally 3-storey and these frontages define the streets, built up to the back of the footway or behind a narrow railed area. There are a few smaller 2 or 3-storey terraced houses on Sulyard Street, Bryer Street, Friar Street and Gage Street.



Higher density early 19th century houses on Sulyard Street

There are some distinctive churches, chapels and church school buildings in the area, some now adapted for non-worship uses with varying degrees of success. The former Catholic chapel (1798), now Palatine Hall, is in a late Georgian style, with a domestic appearance to the front and arched side windows. The Gothic Revival Methodist church (1874 by Paley & Austin) is now flats and is fronted by a large 1980s porch. The attractive gabled school rooms are now used as the Methodist church. The Baptist chapel (1896) on Nelson Street is a steeply gabled Gothic Revival building, with Sunday school behind and low stone walls. On Brock Street the gable-fronted chapel is now a restaurant, with new signage and windows.



1874 former Methodist Church, by Austin & Paley, on Sulyard Street, now flats



1895 Baptist Church designed by N.G. Simpson



Brock Street chapel, now a restaurant

Commercial buildings are dominant on the west side of the area, on Mary Street, Gage Street, Brock Street and Lucy Street; former warehouses and workshops have often been extensively adapted making original functions to read and affecting their significance. This is the case on Mary Street and Lucy Street, but on Gage Street former warehouses are still legible, one retaining a gabled canopy. The Royal Hotel, on the corner of Dalton Square and George Street is a good example of a late 19th century hotel, with stables in the rear yard.



Former Warehouses on Gage Street, adapted for retail and residential use in the 19th and 20th centuries

There are some good examples of timber shop fronts dating from the late 19th century or early 20th century, mostly inserted into adapted former houses, on Brock Street and the west side of Dalton Square. On Moor Lane, Pizza Margherita occupies a late 18th century former house converted to a showroom in the late 19th century with inserted large display windows.



Brock Street houses, with inserted shop fronts



Timber and curved glass shopfront on Dalton Square



Pizza Margarita, 2 Moor Lane - large windows inserted in the late 19th century for retail use

Recent architecture is prominent on the east side of Dalton Square with large late 20th century rear additions or new offices on infill sites. These buildings have employed some classical influence in their proportions to fit in with adjacent Georgian houses but their overall footprints are much larger. Small scale infill on side streets generally fits in fairly well, using appropriate materials and proportions; for example on Bryer Street. Some of the 20th century infill on the west side of the area on Mary Street and the north side of Gage Street is of lower design quality and the larger footprints and overall scale detract from the character of the area.



Small-scale infill on Bryer Street



Late 20th century offices east of Dalton Square

Historic stone paving, setts and kerbs have been retained on some streets and back lanes, contributing to the character of the area. Where historic ironwork survives on railings or to steps, it is also an important part of the area's architectural character.

3.4.7. Assessment of Condition

The condition of buildings is generally very good with business or civic uses maintaining properties and their settings. There are no buildings at risk in this area. There is a good survival of sash windows and panelled doors on listed Georgian buildings, although windows, shop fronts and doors on unlisted buildings have often been replaced. New uses have ensured a future and a good standard of maintenance for buildings where historic uses ceased such as churches, although this has also introduced modern window patterns. Some slate roofs have been renewed in concrete tiles. On Lucy Street, non-domestic buildings are in poorer condition and have been subjected to a high

level of alteration, reducing their significance in the area.



Altered non-domestic buildings on Lucy Street

3.4.8. Urban Form and Frontages

The planned Georgian street form still predominates in the area and dictates the urban form. This comprises a series of rectilinear blocks. These are occupied with continuous frontages on all sides, with a few exceptions where buildings have been cleared. Buildings front one frontage within each block, often presenting side or rear elevations to the other streets. This creates a clear street hierarchy: Dalton Square, Brock Street/Nelson Street and Gage Street/Sulyard Street are the primary frontages and are all fronted by primary elevations. Other streets such as Bulk Street and Mary Street have some side or rear elevations fronting them. However, these secondary frontages are not all unattractive and the breaks in built form (such as the car parks on Bulk Street) generally have strong boundary treatments.



Bridget Street: a secondary street

Buildings sit squarely within the blocks, with very little attempt to turn or define corners. These are mostly of three storeys, stone-built and with simple pitched roofs. They have classic Georgian proportions and detailing. The Town Hall is a landmark building within the townscape and occupies its own block. Dalton Square also occupies a block.

Modern re-development on the west side of Great John Street disrupts this townscape form, presenting inactive or rear frontages to the street.

3.4.9. Nodes and Gateways

This is sub-area within the City Centre and does not have major gateways within it. The new apartment block on Quarry Road marks arrival at the City Centre from the east, and from here westwards, views open up to significant historic buildings.



New apartment block on Quarry Road

When approaching the centre from the east, the junction of Church Street/Moor Lane and Stonewell represents arrival at the City Centre, on the north edge of this area. It is also the gateway between three distinct Character Areas. This gateway is well defined with an attractive public space, traditional carriageway surfaces, strong built frontages (the multi-storey car park frontage to the west has been well considered) and a historic fountain.

3.4.10. Landmarks

The Town Hall is a city-wide landmark that dominates this area. Other historic buildings in the area have generally been designed to blend into unified streets rather than act as landmarks, although the late 19th century churches were designed to be prominent. The new apartment block mentioned above, with its circular corner projections serves as a local landmark to legibility.

3.4.11. Positive Spaces

Dalton Square is a key space within the City Centre, as well as in this character area. This is a townscape 'set-piece' in which the urban form and surrounding frontages (especially the Town Hall) contribute to the value of the space, as well as the treatment of the space itself. The square includes stone boundary balustrades, simple flag paving, mature trees, grass, and a statue of Queen Victoria as a central feature. There is scope for improvement, with higher quality paving but the square is a positive space and an asset within the City. However, the Queen Victoria monument is in a deteriorating condition.



Dalton Square

Aalborg Square and Place make a positive contribution to the character area. This low-key space off Thurnham Street has an effective landscaping scheme with regularly-planted semi-mature trees, simple seating and raised grassed areas. This is a welcome relief in the tight urban grid.

The War Memorial garden to the east of City Hall is another positive space. This provides an attractive space for quiet contemplation, a clear function that is very different to Dalton Square, and this is an asset within the area.



War Memorial Garden

3.4.12. Listed and Unlisted Buildings

In Character Area 4, the most intact and highest quality Georgian former houses are listed, particularly on Dalton Square. Former Georgian warehouses are also listed but there are many other unlisted buildings in the area that make a positive contribution to its historic and architectural character. Most of these have evolved from their original use; on the south side of Gage Street, the pattern of blocked openings indicate that some of the buildings were built as warehouses, a characteristic Lancaster building type, later adapted for other uses. On the west side of Dalton Square there are some good examples of late 19th century shop fronts in former Georgian houses, and on Sulyard Street, the former co-operative premises contribute strongly to the street scene. On Bulk Street, 2-storey former coach houses and stables relate historically to the former houses on Dalton Square. Community buildings such as churches and chapels are an important group of unlisted buildings in this area, including the Baptist Church on Nelson Street, and the Methodist buildings on Sulyard Street which were designed by Austin & Paley.

3.4.13. Public Realm

The public realm on the streets around Dalton Square is of a high standard and this enhances the character of the area. It consists of setts on the carriageway with wide stone-flagged pavements and street trees. Car parking has been sensitively designed into the public realm. Historic setts and stone-paved footways are also prevalent in the northern part of the area and these contribute strongly to local character, although maintenance is an issue in some cases. On other streets a more standard highway-dominated public realm predominates.

Other incidental landscaping - for example the strip on the west side of Thurnham Street, opposite the Town Hall, is of a surprisingly high standard with an interesting historic interpretation board.



Good quality incidental landscaping: Thurnham Street

Maintenance and boundary treatments, where they exist, are generally strong - for example the stone wall and planting defining the east side of Bulk Street. Boundaries between properties have largely been lost due to phases of redevelopment, but east of Dalton Square some former garden walls have been retained and these are also important on Bulk Street, Sulyard Street and Nelson Street. High quality stone walls with balustraded panels have been used to define Dalton Square and the east side of the Town Hall, all part of the Edwardian formal design. The formal garden east of the Town Hall has decorative railings (now in a poor state of

repair) to its west side, allowing views into the space.



Balustraded ashlar walls to Dalton Square, 1906

3.4.14. Low Grade Environments and Detractors

There are no low grade environments or detractors within this area.

Figure 3.4: Conservation Designations (Centre)

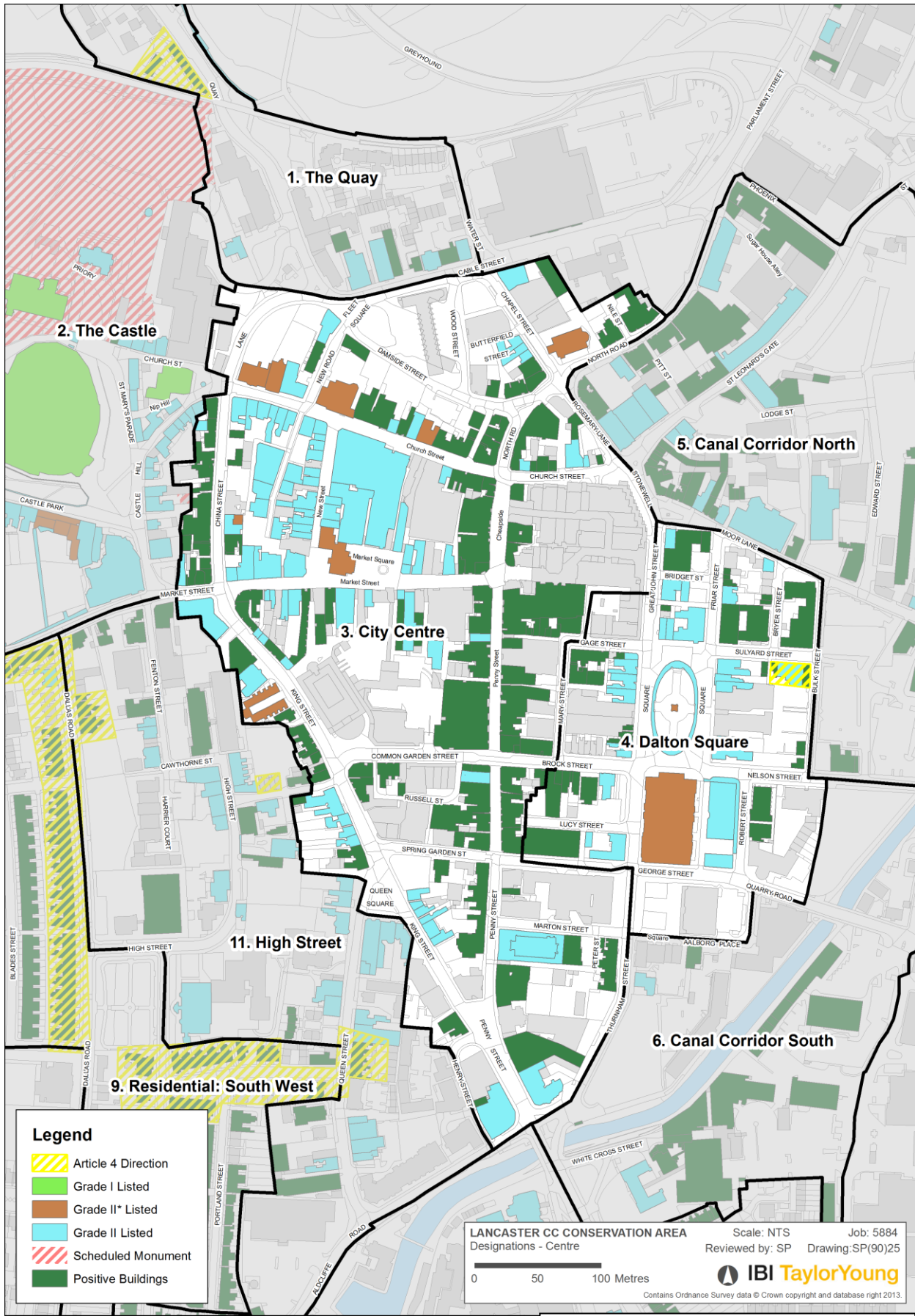
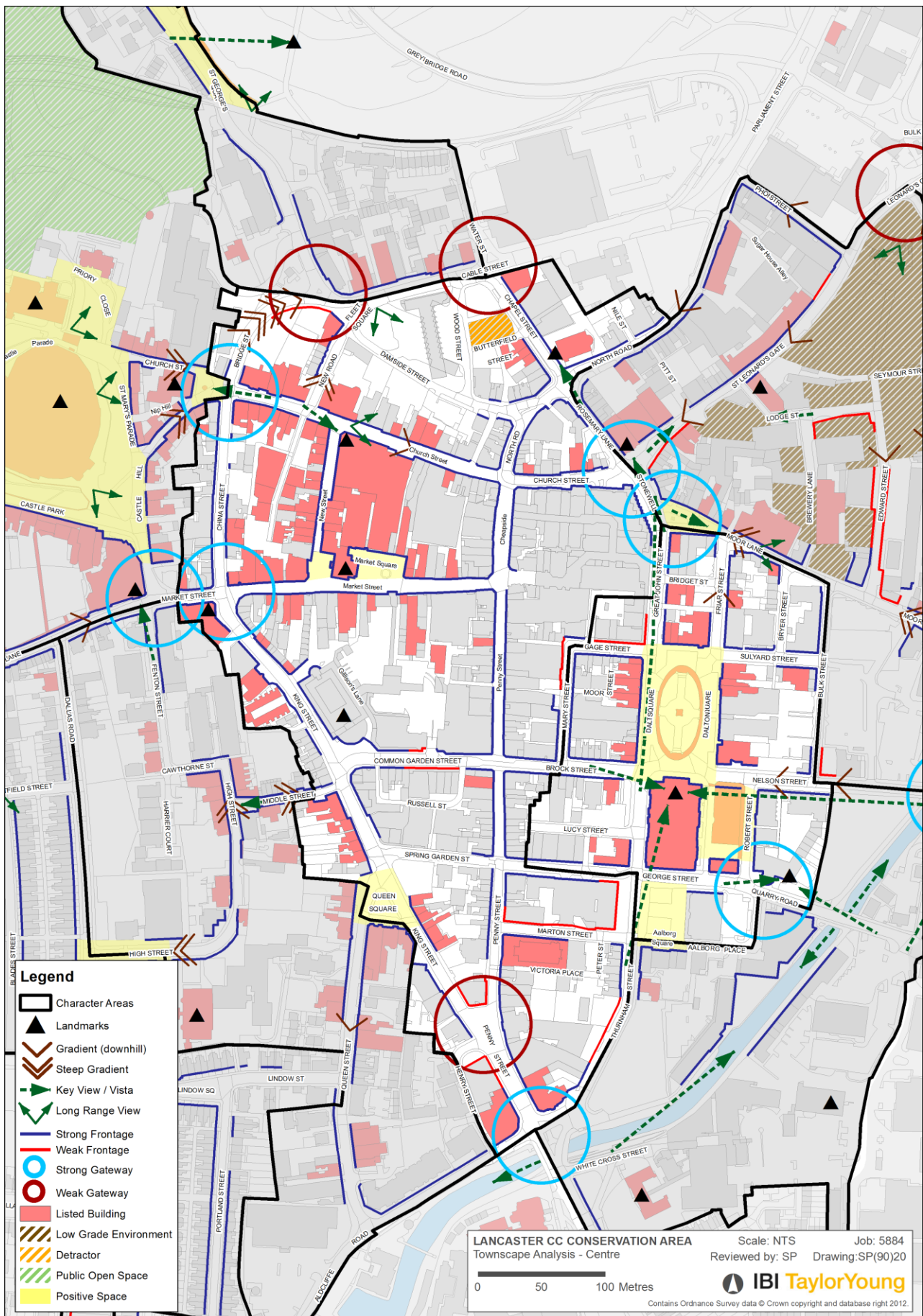


Figure 3.5: Townscape Analysis (Centre)





Lancaster Conservation Area Appraisal

Character Area 5. Canal Corridor: North

March 2013

3.5 Character Area 5. Canal Corridor North

3.5.1. Definition of Special Interest

"The Canal Corridor North area has experienced significant change. The industrial heritage of this district developed from the mid 18th century and makes a positive contribution to the character of the area with some interesting architecture. The Lancaster Canal is a positive asset. However, with buildings falling into neglect and large cleared sites used for car parking, the area is clearly in need of a new role and new development that will enhance the significance of the area."

3.5.2. Topography and Views

The topography of the area rises gradually to the south and east away from the City Centre. This is most noticeable on St Leonard's Gate and Moor Lane. The highest point of the area is the canal, from where good medium range views can be gained south and westwards towards the Cathedral. Within the area, buildings and mature trees partially block most of these views but landmark buildings are often visible, for example the spire of the former Congregational Church (now The Friary) which can be seen terminating the view down Lodge Street. From Stonewall, attractive street vistas can be seen looking up St Leonardsgate and Moor Lane, this view benefiting from the fact that these roads are rising from this point.



View south from the northern part of the area

3.5.3. Current Activities and Uses

The area had a strong industrial past. This is clearly evident from the Victorian and early 20th century architecture that still dominates the site. As manufacturing industries have declined many of these buildings lie vacant, sometimes in poor condition or undergoing repair. Newer employment uses occupy some of these buildings (at least partially) and also occupy newer smaller-scale industrial buildings. Elsewhere large swathes of land have been cleared, for the previously proposed eastern relief-road, and are now under-utilised as large surface car parks. Moor Lane Mills South has successfully been converted for use as offices, and Moor Lane Mills North to student accommodation. The Grand Theatre is a significant local building, which is fortunately still in its original use. In the western edge of the area (i.e. on Rosemary Lane and Stonewell) edge-of-centre uses dominate: for example secondary retail and small scale offices. Only a few buildings are in residential use.



Moor Lane Mills South, in office use

3.5.4. Historical Development

The Canal Corridor North site, within this area was the subject of previous detailed research and assessment by AHP and The Conservation Studio in 2011, for the City Council and English Heritage, to inform decisions about its redevelopment. The area

was on the east edge of the Roman and Medieval town, and the main streets have early origins; Stonewell was an important junction with Lower Church Street, Rosemary Lane, St Leonard's Gate, Moor Lane and the now lost St Nicholas Street. This junction was probably on a Roman route east out of the town, leading to pottery kilns at Quernmore. The north-west edge of the area follows North Road (formerly known as Damside Street), laid out along the line of the medieval mill race that served the town's corn mill. In the medieval period, St Leonard's Gate was an important road, leading east to the Lune valley, and named after the 12th century leper's hospital of St Leonard's at Factory Hill just outside the town. This road and Stonewell were lined with houses, shown on Speed's map of 1610 and behind were rear gardens and yards. Stonewell takes its name from the stone-lined spring or well in this location, also shown on Speed's map.



Part of the area in 1778, Mackreth's map, south is to the top (Lancaster Library)

In the post-medieval period, there was a pattern of industrial development on back land in the area. Some of this was related to the town's sea trade such as sugar processing and rope-making, and other businesses such as tanning and brewing, typical of market towns. The maltings at the brewery has been dated to 1754. In the 18th century, earlier houses were rebuilt in stone

and some had large gardens to the rear, shown on Mackreth's 1778 map. The area seems to have been fashionable during the Georgian period, when the theatre was built (1781) and middle class people lived in elegant houses on St Leonard's Gate. Industry was always nearby, however; Robert Lawson lived in a large 18th century house on St Leonard's Gate next to his sugar works and close to his quay on Green Ayre.



Moor Lane Mill North, built in 1819 next to the canal



11 Moor Lane, built as a house in the 18th century, later adapted for retail use and now offices

The Lancaster Canal opened in 1797, attracting textile mills to its banks. Moor Lane Mill North was built as a worsted mill in 1819 and Moor Lane Mill South was developed from 1825 by the Gregs of Styal who also took over Moor Lane Mill North. From 1861, the Storeys operated both mills. Heron Chemical Works opened in 1860, where Joseph Storey produced dyes and chemicals, partly for the textile industry. Gillows established a furniture works on land

along Damside Street (now North Road) in the late 18th century, greatly expanded in the 19th century and early 20th century. Small-scale manufacturing was also a feature of the area, with a carriage works on Lodge Street built in the 1880s. Phoenix Street was named after the Phoenix Foundry, run by Edmund Sharpe in the 1850s; this was just outside the area.



The Gillow showroom and offices on North Road, 1882

Workers housing was built in courts and gardens from the early 19th century. Better quality housing was built on the fields east of St Leonard's Gate in the 1860s, under bylaws, on Alfred Street, Edward Street and Lodge Street. To serve the growing community, St Anne's Church was built in 1796, a Primitive Methodist Chapel on Nelson Street in 1829, Moor Lane Methodist church in the 1850s (rebuilt in 1895), the Congregational Church on St Leonard's Gate in 1881 and church schools off Brewery Lane in the mid 19th century.

Due to commercial expansion in the 19th century, houses were adapted for shops or public houses along the main streets and some purpose-built shops were built, such as the block on the east side of Rosemary Lane. By the mid 19th century, the area's social status was in decline, and it was dominated by manufacturing and business which continued to be important until the second half of the 20th century. Workers' housing was cleared in the 1960s for a projected (but not built) inner relief road, and since then the area has partly stagnated, although new uses such as student accommodation,

leisure and offices have given some historic buildings a new life, such as the Moor Lane Mills.



Stonewell in c.1900

3.5.5. Archaeological Potential

Within the area, there is some evidence for prehistoric activity; a Bronze Age urn was found on Alfred Street in the late 19th century, and although this was an isolated chance find, it suggests a settled community nearby. The line of Moor Lane may have a Roman origin as may St Leonard's Gate. The Roman settlement probably only came as far east as Stonewell, and burials found there may be Roman, although they may also have been of pre-Conquest or medieval date, in the latter case attracted to the nearby Dominican Friary T. Outside cellared areas, there is potential for archaeology of this period, but the greatest potential within this area is likely to be for medieval and post-medieval archaeology, when the plots behind frontage buildings were used for a variety of purposes including tanning (behind Stonewell in the 17th century), and the mill race was open beneath the line of Dam Side/North Road.

Buried remains and standing buildings contribute to our understanding of 18th and 19th century development on this edge of the town, and a cluster of industrial sites such as Lawson's sugar house, the brewery, Moor lane Mills and Heron chemical works repay further detailed study.



17-19 Moor Lane, retains 17th century fabric

Domestic buildings are also important and several buildings on Moor Lane retain earlier timber-framed fabric behind later frontages. The remains of workers' housing in yards such as Swan Court and east of Bulk Street merit recording, even where some loss has occurred; sections of walls retain features such as doors and fireplaces..

3.5.6. Buildings and Architectural Quality

Sandstone is the dominant building material, although red brick is used for a few houses and early 20th century industrial buildings such as the brewery tower. Sandstone is generally laid in regular courses, using tooled ashlar for higher status buildings and details, with random masonry, often rendered, for side and rear elevations. Part of the former Gillow works on St Leonard's Gate is steel-framed, a striking exception to traditional construction in the area.

Architectural details such as raised quoins, pediments and architraves are a feature of Georgian houses, with more elaborate carved details used on 19th century churches. There are a few architectural fragments from earlier buildings, including a carved stone door lintel in Swan Court, and on Moor Lane, timber-framing survives inside some houses. Roofs are generally laid with Cumbrian or Welsh slates in diminishing courses, but some have been replaced with concrete tiles or profiled sheeting. There is no visible trace of the thatched roofs shown in some of Gideon Yates' paintings of this area (1803-1817). Historic rainwater goods are in cast-

iron with some timber gutters. On corbels. There is a very wide range of windows and door patterns, depending on the date and function of the building. Domestic buildings generally have sash windows, although some have been replaced with modern patterns. Industrial premises in this area have small-paned windows, usually in timber, and historic joinery has survived on the Heron Chemical Works and on the North Road mill.



Georgian doorways on St Leonard's Gate

Buildings range widely in date, with the earliest survivors built in the 17th century. Some of the best quality buildings are on St Leonard's Gate and Moor Lane where there are good examples of Georgian town houses, faced in ashlar with classical details. These are generally 3-storey and built up to the back of the footway, or with a narrow railed area. There is almost no workers' housing left within this area, except for an unusual terrace of early 19th century 3-storey cottages in Swan Court, and a terrace of brick houses on St Peter's Street. Many of the buildings on Moor Lane and St Leonard's Gate were initially domestic but were later adapted for other uses, such as 17-19 Moor Lane, a 17th century house adapted as a joiners and undertakers in the late 19th century.

Purpose-built 19th century industrial or commercial premises are important to the character of the area, including shops on Moor Lane and Rosemary Lane, the former Gillow offices and works (North Road and St Leonard's Gate), the brewery, the Moor Lane mills and chemical works, former carriage works on Lodge Lane and a 2-storey mill on

North Road. The scale of these is generally 2 or 3-storey, but the multi-storey Moor Lane mills and the Gillow premises have a more dominating presence in the townscape.



Early 19th century textile mill on North Road

Plainly built stone workshops behind frontages contribute to the area's varied character, although these are less prominent; some can be glimpsed up yards and through covered entrances. Behind the Duke's, north of Moor Lane is a former timber yard with ranges of stone-built workshops. Off the east side of North Road are setted yards with workshops and industrial premises, such as Pitt Street and Sugar House Alley. The gabled forms of the late 19th century chemical works are a distinctive feature, in views from Edward Street and the canal.



The reinforced concrete-framed Gillow works, early 20th century

There are some distinctive churches and chapels in the area, now all in non-worship uses, except for the 1829 chapel on Nelson Street (now a Polish Catholic centre). The

earlier chapels are in a restrained Georgian style, such as St Anne's Church, now the Duke's arts centre. This is in contrast with later 19th century churches that were designed in flamboyant Gothic Revival style, resulting in assertive gabled buildings with turrets and steeples, such as the former Congregational Church facing north into Stonewell. These have landmark quality. The early 19th century Volunteer Hall and Club premises off Phoenix Street are an example of community facilities. Revival styles were popular for business and commercial premises; the massive offices built for Gillow on North Road were designed in a severe Tudor style by Austin & Paley, with gables and mullioned windows. The former carriage showroom on St Leonard's Gate is an unusual example of a free Gothic Revival style, dated 1899.



Former Primitive Methodist chapel built in 1829, Nelson Street



Former Methodist Church, Moor Lane, 1895



Former carriage showroom, 1899, with the Grand Theatre beyond

Some shops retain good examples of timber shop fronts dating from the late 19th century or early 20th century, either in adapted former houses or in purpose-built premises. The gabled showrooms on Moor Lane have large display windows to the frontage, framed by stone pilasters. The warehouse behind is plainer, but also stone.



Timber shop-front on St Leonard's Gate



Georgian ironwork on St Leonard's Gate

Where historic metalwork survives on railings, it is an important part of the area's historic character.



Purpose-designed showroom, 1891, Moor Lane

3.5.7. Assessment of Condition

The condition of buildings in the area varies. There is a significant number of vacant premises east of St Leonard's Gate which are in very poor condition, partly due to uncertainty over the regeneration of this area. Of particular concern are the listed brewery maltings and the rest of the former brewery, the Swan Court houses, the former Tramway Hotel and workshops behind the Dukes off Moor Lane. There are also buildings on North Road that are in need of investment. Most buildings fronting the main streets are in use and well-maintained, although behind some active frontages rear areas are in poor condition, as in Swan Court. Historic joinery such as shop fronts, doors and sash windows have been retained on many properties in the areas, and on industrial buildings there is a high rate of surviving vernacular details. Some slate roofs have been renewed in concrete tiles or sheeted material, as on the chemical works. Modern fittings such as satellite dishes and shop signage is intrusive on some on front elevations.



Neglected buildings on North Road

3.5.8. Urban Form

On a larger scale the principal roads create a strong triangular shape to the area, a result mostly of natural contours. This has formed the starting point for other streets and has meant that a regular, squarer grid has not been possible and some plots are tapered.

The urban form of the area has changed dramatically over the last century. However, the historic form is still evident in the southern and western parts of the area. This consists of large footprint, often linear, mills, arranged close together in an often somewhat haphazard plan form. These buildings are large, often four or five large storeys in height, often with long frontages with a uniform treatment. All buildings are back-of-pavement. Across the central and northern part of the area the original urban form has been lost as buildings have been cleared. Historic roads run through the car park area, providing access to adjoining sites but the overall street form is incoherent and the relationship between buildings, roads and spaces is weak. In the western edge of the area, three storey back-of-pavement Georgian and Victorian buildings have been adapted for retail and business use, maintaining their original form.

3.5.9. Nodes and Gateways

The topography of the area, and the line of the Canal to the east, creates a triangular street form with natural gateways to surrounding areas. The quality of these gateways on the ground varies. In the north

of the area the junction of St Leonard's Gate and Alfred Street is an important gateway to both this character area and central Lancaster, coinciding here with the Conservation Area boundary. This is on high ground with good views and contains a small area of public open space as well as the road junction. It should be an attractive and well-defined gateway, but it is not. This is because of the lack of distinction in the public realm, the extent to which the trees block wider views, and most importantly because of the lack of strong built frontage in this area - instead there is a small depot and large car park to the south of the junction, with the back of a retail park fronting St Leonard's Gate.

The south-western corner of the area includes two adjacent gateways. The junction of Rosemary Lane and St Leonard's Gate is effectively an entry point to this character area on St Leonard's Gate, although City Centre uses still dominate in this area. This is a positive gateway, with strong built form and well defined by the former Congregational Church and its spire, although some buildings on St Leonard's Gate are in need of refurbishment.



Gateway to the area seen from St Leonard's Gate

To the immediate south of this is the junction of Stonewell and Moor Lane. This is a positive gateway that marks the intersection of three character areas. It has been covered elsewhere in this report (see Character Area 3).

The canal bridge on Moor Lane marks an entry point to both this character area and to central Lancaster. This is a generally positive

gateway although there is scope for improvement. The canal is a strong feature that clearly defines the gateway and also benefits from a view south to the Cathedral. On crossing the bridge there are some interesting historic mill buildings on Moor Lane, although these buildings do not generally present primary frontages to Moor Lane. The public realm includes stone flags but pavements are narrow and cluttered with highway signage.

3.5.10. Landmarks

There are a couple of landmark buildings in the area. The Grand Theatre has an historical and community importance which makes it a landmark building. The Congregational Church (now 'The Friary' night club) on Rosemary Lane is a prominent and important historical building with a spire that features in many views and street vistas. There are several significant mills in the area, especially on Moor Lane, but none of these industrial buildings stand out individually as a landmark.

3.5.11. Frontages

Buildings in the area generally directly front the back-of-pavement. In places where the street form has been lost new low-rise employment development is sited within enclosures, usually behind a galvanised steel fence. Older industrial buildings directly adjoin the pavement but often various buildings are grouped together around courtyards or in a more ad-hoc manner. In this case the primary frontage and entrance to the building often does not face the street (especially on Moor Lane). The frontages of the older mills and factories generally have a uniformly consistent pattern which emphasises their massing - especially on St. Leonard's Gate. Although monotonous, the frontages of the former Gillow works are architecturally interesting and the many windows to provide a sense of activity. The later development on the site replicates the scale and overall proportions of the older buildings.



Former Gillow works on St Leonard's Gate

The mill buildings on Moor Lane are robustly detailed but the use of local stone and survival of historical integrity adds interest, as do glimpsed views into yards on industrial sites. The stone wall on the approach to the canal bridge on the north side of Moor Lane, with its distinctive coping and response to the change in level, adds historic interest to this frontage.

The retail uses in the west of the area have very strong back-of-pavement frontages, with Georgian and Victorian buildings with mostly active ground floors.

3.5.12. Positive Spaces

The only positive space within this area is the canal corridor. This is set on an embankment with extensive mature vegetation and forms part of a long recreation route.



Lancaster Canal

The incidental open space at the junction of St Leonard's Gate and Alfred Street is

adequately maintained but lacks a function and provides little amenity benefit.

There are also a surprising number of trees within the industrial area. Located within private forecourts they serve to soften the street scene and improve frontages where built form is set back.



Tree planting improves the street scene

3.5.13. Listed and Unlisted Buildings

In Character Area 5, industrial buildings are particularly important to the character of the area; the best of these, such as Moor Lane Mills and the former brewery malthouse are listed but many unlisted examples have historic importance and are striking structures. The chemical works, the North Road mill and the Lodge Street carriage works have local historic interest and contribute to the conservation area. Smaller vernacular workshops, shops and showrooms also contribute to the character of the area, such as the former carriage works on the corner of St Leonard's Gate and Lodge Street. Former churches and chapels are also important in this area, including the Methodist Church on Moor Lane and former chapel and school room on St Leonard's Gate/Phoenix Street.

3.5.14. Public Realm

The public realm is generally utilitarian in nature, with a highways-dominated treatment. Pedestrian protection bollards on St Leonard's Gate serve to restrict space on already narrow pavements, especially when combined with lighting columns and

highways signage. Stone flags and setted surfaces survive on and back lanes and parts of St Leonard's and Moor Lane. Stone boundary walls often add historic character and define properties. The 1895 fountain on Moor Lane is an important feature in this triangular setted space.

3.5.15. Boundary Features

Boundaries between properties have largely been lost due to phases of redevelopment, but east of St Leonard's Gate there are some examples of stone walls to former Georgian gardens that have been retained and these are historically significant. On Moor Lane, the stone walls with swept copings that adjoin the canal bridge are a distinctive feature next to the Moor Lane Mill North. Fragments of stone walls remain on the car parks east of Bulk Street, evidence of the cleared workers' housing; fireplaces, blocked doors and windows can be seen in the stonework.



Wall on Moor Lane

3.5.16. Low Grade Environments and Detractors

There are a number of low grade environments in the area. The large surface car park in the north of the area is poorly landscaped and has a visually negative impact on the area. This low grade environment extends into surrounding industrial plots and vacant space. The incidental open space and depot at the north of this space offers potential for improvement and there are a number of vacant historic buildings on St Leonard's Gate and Brewery Lane, some of which are in poor condition.

Figure 3.6: Conservation Designations (East)

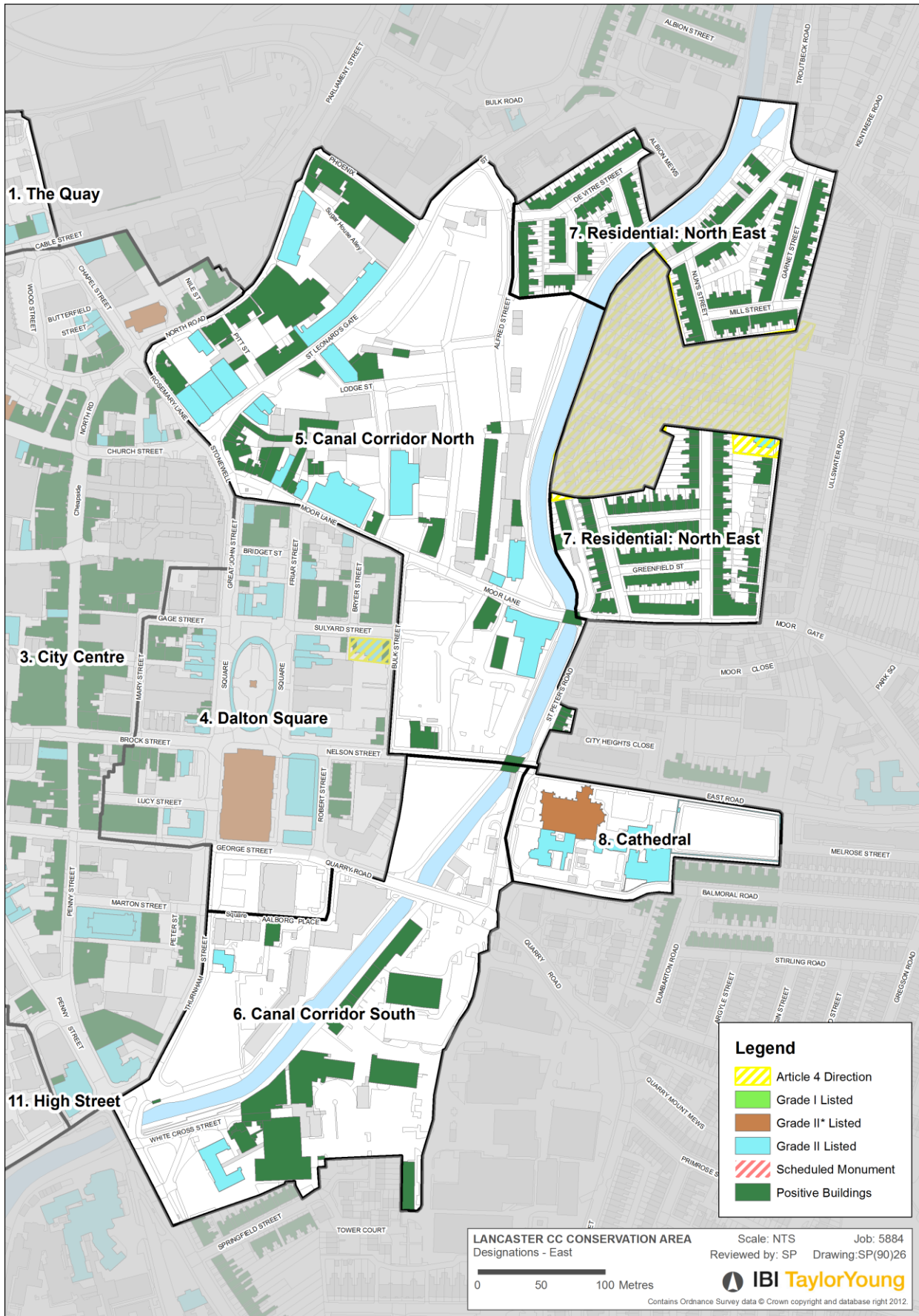
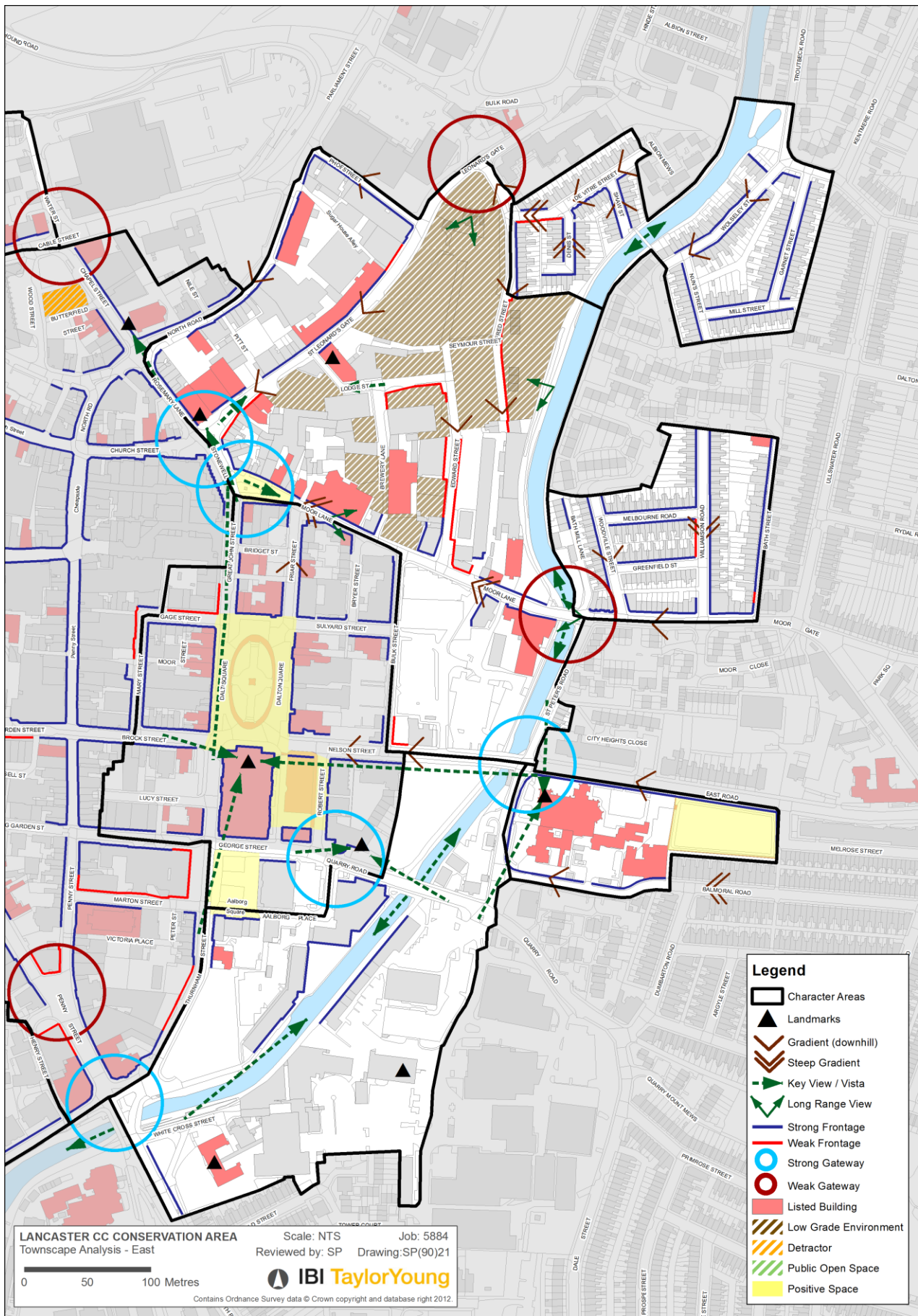


Figure 3.7: Townscape Analysis (East)





Lancaster Conservation Area Appraisal

Character Area 6. Canal Corridor: South

March 2013

3.6 Character Area 6. Canal Corridor South

3.6.1. Definition of Special Interest

"The character of this area is defined by a group of large, significant former industrial buildings, and their relationship with the Lancaster Canal. Uses have changed and new buildings appeared but the legacy from the White Cross Mills and the former Barracks remain important. The setting of these buildings and the attractive environment created by the Canal make this a distinctive place within the City."

3.6.2. Topography and Views

The area is generally level, adjoining either side of the Lancaster Canal. This, and the presence of tall buildings throughout mean that few long range views are possible. The significant views in the area are those through the canal corridor - from Nelson Street Bridge, Quarry Road Bridge and along the canal towpath. The presence of the Cathedral spire to the east of this towpath creates a strong vista in views from the south. The presence of heavy vegetation means that a view into the area is not possible from the Penny Street Bridge. Although outside this area, this bridge provides an attractive viewpoint westwards along the canal.



View northwards on the Canal towpath

3.6.3. Current Activities and Uses

The area has been successfully transformed with new uses. A mix of uses has secured the future of historic buildings and added vibrancy to an area where the historic uses ceased. The largest building within the White Cross Mills complex now houses the Adult College. The single storey mill buildings fronting the canal-side have bar/restaurant uses. The remainder of the former White Mills complex is now the White Cross Business Park. This includes the former barracks, which have been converted for offices and also include radio station studios in a former chapel. To the north-west of the canal new apartment blocks have been built to a similar massing and scale as the White Cross Mills. There is a large, triangular-shaped, open car park in the north of the area, south of Nelson Street.

3.6.4. Historical Development

This area was outside the south-east edge of the medieval town, and fields when the canal opened in 1797. Lancaster's first steam-powered mill was built on the east bank of the canal in 1802 by Thomas Mason, a merchant. Named White Cross Mill, it took its name from the White Cross at the junction of Penny Street with Aldcliffe Road, a medieval landmark. The mill was extended to two blocks during the first half of the 19th century and bought by the Storeys in 1856. To the south of the mill, off South Road, Springfield Barracks were built for the First Royal Lancashire Militia in 1854, and a Baptist Chapel was built adjacent in 1872.



Detail from Binns' 1821 map (Lancaster Library)

Packet boats provided transport along the canal; a packet station on the south bank between White Cross Mill and Penny Street Bridge operated between 1832 and 1842. South of the canal, to the west of the mill were gardens. North of the canal, the roughly triangular area south of the Dalton Square grid and east of Thurnham Street was largely undeveloped until the late 19th century; it was an open space called Prince William-Henry Field, shown on the 1877 Harrison & Hall map. This was developed for an auction and cattle market in the later 19th century, a use that continued well into the 20th century. Stone, timber and coal yards were served from the canal wharves. An additional canal bridge was added at Nelson Street in 1876 and in the late 19th century the bridge carrying George Street/Quarry Road was known as Friarage Bridge. Thurnham Street was not extended south to meet Penny Street until the c.1900, improving access into the area and now part of the one-way system. Penny Street Bridge was widened and rebuilt at the same time, opened on 24 May 1900.



The area on the 1891 OS map (Lancaster University)



The Nelson Street canal bridge, built 1876 by Joseph Clayton

The key site in the area is Storeys' White Cross Mill which grew rapidly during the late 19th century, manufacturing oil cloth, table baize and imitation leather. The upper floors of the original mill blocks had to be rebuilt after a fire in 1861. The works expanded onto neighbouring sites in the 1880s when the Storeys took over the adjoining barracks for offices. After the Baptist Chapel was fire-damaged in 1894, they acquired the building as part of the works. An entrance block was added in 1899, next to the canal, with new buildings in similar style.



The Springfield Barracks, taken over by Storeys in the 1880s

As the industry declined in the second half of the 20th century, the condition of the White Cross buildings deteriorated until the site was sold; they were converted to a range of new uses in 1989, including education, offices and leisure. Radio Lancashire occupies the former Baptist chapel.

3.6.5. Archaeological Potential

This area was east and south of the Roman town; burials have been found at the southern end of Penny Street, and there is some potential for further Roman archaeology and burials. A report of burial urns found during work on buildings for the War Department may relate to the Springfield Barracks or to the militia site now occupied by St Martin's College; it may also refer to prehistoric, rather than Roman remains. In the medieval period, this area was south of the Friary precinct and may have been part of the townfields, limiting scope for archaeology of this period. ; Archaeological potential is also limited by ground disturbance for cellars and later development, although the latter may have built up ground levels rather than removed remains. Industrial archaeology in the area includes canal structures and the mill site, although as the latter was redeveloped in the 1980s some original material has been lost. The area includes an interesting collection of 19th century buildings which have been adapted over time for different uses, and evidence of original uses may merit recording as opportunities arise.

3.6.6. Buildings and Architectural Quality

All the buildings and structures in this area date from the 19th or 20th centuries; the most significant group of buildings is White Cross Mills, incorporating the former barracks and a converted Baptist chapel. This former industrial area contains no historic domestic or retail buildings. Sandstone is the dominant building material, generally laid in regular courses, with dressed stone for mill structures and the barracks. There is some red brick and render, used for secondary elevations. Historic roofs are generally laid with Welsh slates, some with ridge vents. Roofs are laid with profiled metal sheeting on additions and recent blocks of flats. There is a very wide range of windows and door patterns, most are now late 20th century replacements for the originals, installed for new uses. Sashes have been retained on the 1899 entrance block, and the former barracks has small-paned casements with fine glazing bars. Stair towers are a distinctive feature of the mills, some with conical roofs and circular windows.



White Cross Mills, from the east

The striking structure of the former barracks contributes to the character of the area, due to its distinctive Scottish baronial style and its prominent position facing South Road, a gateway into the city centre. It was designed by Edmund Sharpe. The former Baptist chapel, now in office use, is set back within the White Cross complex, adjacent to a later entrance block.

The canal and related historic structures contribute strongly to the character of the area, with stone copings to the towpath and stone retaining walls, and a variety of bridge designs. The original stone bridge carrying Quarry Road/George Street was rebuilt in the 20th century with a concrete deck, and the Penny Street Bridge has also been rebuilt and widened on several occasions; the current bridge dates from 1900, when it was widened to allow for the southern extension of Thurnham Street to cross the canal. This has an ashlar stone parapet with moulded copings. The most striking Victorian bridge is the cast-iron and stone bridge at Nelson Street; the name of Thomas Clayton, the maker and the date 1876 is in raised lettering on the south cast-iron arch.



White Cross Mills from the George Street canal bridge



The 1899 entrance block and former Baptist chapel, 1872

The scale of the White Cross mills buildings ranges from single-storey canal-side former warehouses (now a café/bar) to five storey former spinning mills, with some modern

roof-top extensions. The style of the blocks varies depending on their date; the early 19th century multi-storey blocks are robust and fairly plain in character, characterized by a regular pattern of windows with stone sills and lintels, stone gutter brackets and plain roof verges. Some of the later 19th century blocks have crow-stepped gables and conical turrets, reflecting the style of the barracks. The single-storey canal-side warehouses are gabled with arched openings (altered in the 20th century) or loading slots, expressing their function, and these are partly rendered. Historic details such as iron brackets and hinges for external shutters survive on some canal-side blocks, but most the external joinery is modern. Small-paned windows painted white have been used on the earlier mills to retain their character, but dark-stained larger paned windows on other blocks are less sympathetic to the historic mill architecture. Roof features include metal ventilation cowls, retained on the late 19th century mill (now Adult College) and stone chimneys with decorative details on the barracks.



19th century iron features on canal-side warehouses

Adjacent to the north side of the canal close to Penny Street Bridge is a former public lavatory, a single storey stone structure with a revival style moulded door surround (blocked) and an ashlar west elevation integrated into the design of the bridge. Probably built in the early 1900s for mill workers, its primitive sanitation may have drained into the canal. These facilities were once common in mill towns.



Stone-built former public lavatory attached to Penny Street Bridge

Recent architecture is characterized by large-scale residential development along the north side of the canal. Blocks of multi-storey flats with balconies and stepped rooflines contribute to the character of the area; their scale is not out of place in this location.



New flats line the north bank of the canal opposite White Cross

3.6.7. Assessment of Condition

The condition of historic buildings in the area is generally good. The conversion of the White Cross complex for new uses in the late 20th century secured a future for the industrial buildings and funds their maintenance. The canal towpath is a well maintained popular public route through the east side of the town, with setted or tarmacadam surfaces in good condition.

3.6.8. Urban Form

The urban form of the area is still a direct result of its industrial legacy as the White Mills complex. This took in previous land-use patterns, for example the barracks, and the large scale of historic development has been replicated by the new apartment blocks. The overall form consists of large footprint buildings, ranging from one to five storeys in the historic mill buildings (rising to six storeys with undercroft parking in the new apartment blocks - although this is not out of character). These buildings are arranged with functional relationships to each other but no obvious pattern. There are no roads through the area, only a series of interlinked hard landscaped spaces. These are now service yards or car parks. This pattern has also been replicated by the new buildings. The buildings, both old and new, address the canal strongly and this is the strongest factor in the urban form of the area. The former barracks present a strong frontage to South Road.

3.6.9. Nodes and Gateways

The Penny Street Bridge is a very strong gateway to the south edge of the City Centre and the presence of the barracks building facing South Road contributes very positively to the attractiveness of this gateway.

There are no real gateways into other parts of this character area; the entrance to the area via White Cross Street, and to the canal towpath, is low-key. This presents a pleasant element of surprise and discovery when entering the area from this side.

The area is much more open and visible from Quarry Road and the bridge over the canal. The towpath entrance is inviting, with canal-side activity visible. This does not have the status of a gateway, and the adjacent vehicle access is designed as a simple junction to the car park of the Adult College. There is no access to the area from Nelson Street. The disparate and separated access to individual uses mean that the street form is weak and often confusing (in contrast to the strong canal-side), and there are no strong gateways from the road network.

3.6.10. Landmarks

The former barracks building and the five-storey element of White Cross Mills (now the adult college) are both landmark buildings. They are well known, visible and have historic and architectural importance (although the mill building is not listed).

3.6.11. Frontages

The lack of roads penetrating the area means that there are few road frontages. Quarry Road passes at a higher level through the area, rather than at grade. South Road is fronted very strongly by the architecturally interesting former barracks, set behind an attractive green space. At the other end of the area the car park is set at a level below Nelson Street and is fairly hidden. An historic stone boundary wall provides the street frontage.

The most significant frontages face the canal. The converted mill buildings on the south side present an attractive and vibrant frontage, with restaurant uses spilling out onto the canalside. On the opposite bank the new apartment blocks contribute by overlooking and providing enclosure. This frontage is strong, despite the presence of parking grills at the canalside level.

3.6.12. Positive Spaces

The canalside is a positive linear space crossing the area from north-east to south-west. The survival of historic features, activity from adjacent uses and the amenity of the water and local flora and fauna, all create a pleasant environment, which forms part of a longer recreational route.

The open space in front of the former barracks is an attractive semi-public space that is well maintained. It forms a strong setting to the listed barracks and the hospital on the opposite side and creates good amenity space at this gateway.

Character Area 6 contains a large group of former textile mills and warehouses associated with the Storey family; these have local historical and architectural significance, relate well to the canal and contribute to the

character of the conservation area, but none are listed. The former barracks is the only listed building in the area. The former Baptist Chapel, now in commercial use, also contributes to the character of the area and its former function is still legible. Penny Street Bridge and the former public conveniences are part of early 19th century improvements and also contribute positively to the street scene.



Heavy vegetation in the canal corridor

3.6.13. Public Realm

There is a significant amount of mature vegetation within the canal corridor. Much of this is overgrown and would benefit from better management. Elsewhere in the area there is some planting and trees but generally spaces are hard in their landscape character. Much of the public realm is simply laid with tarmac. On the canal towpath some areas have a plain modern finish but historic setts are important to character. The towpath edge is an important historic feature. Throughout the area stone boundary walls add character, and the stone bridges contribute to the canalside character.

3.6.14. Low Grade Environments and Detractors

There are no low grade environments. There is scope to improve the setting of the mill buildings; at present these have a standard landscaping treatment typical of many business parks.

Figure 3.6: Conservation Designations (East)

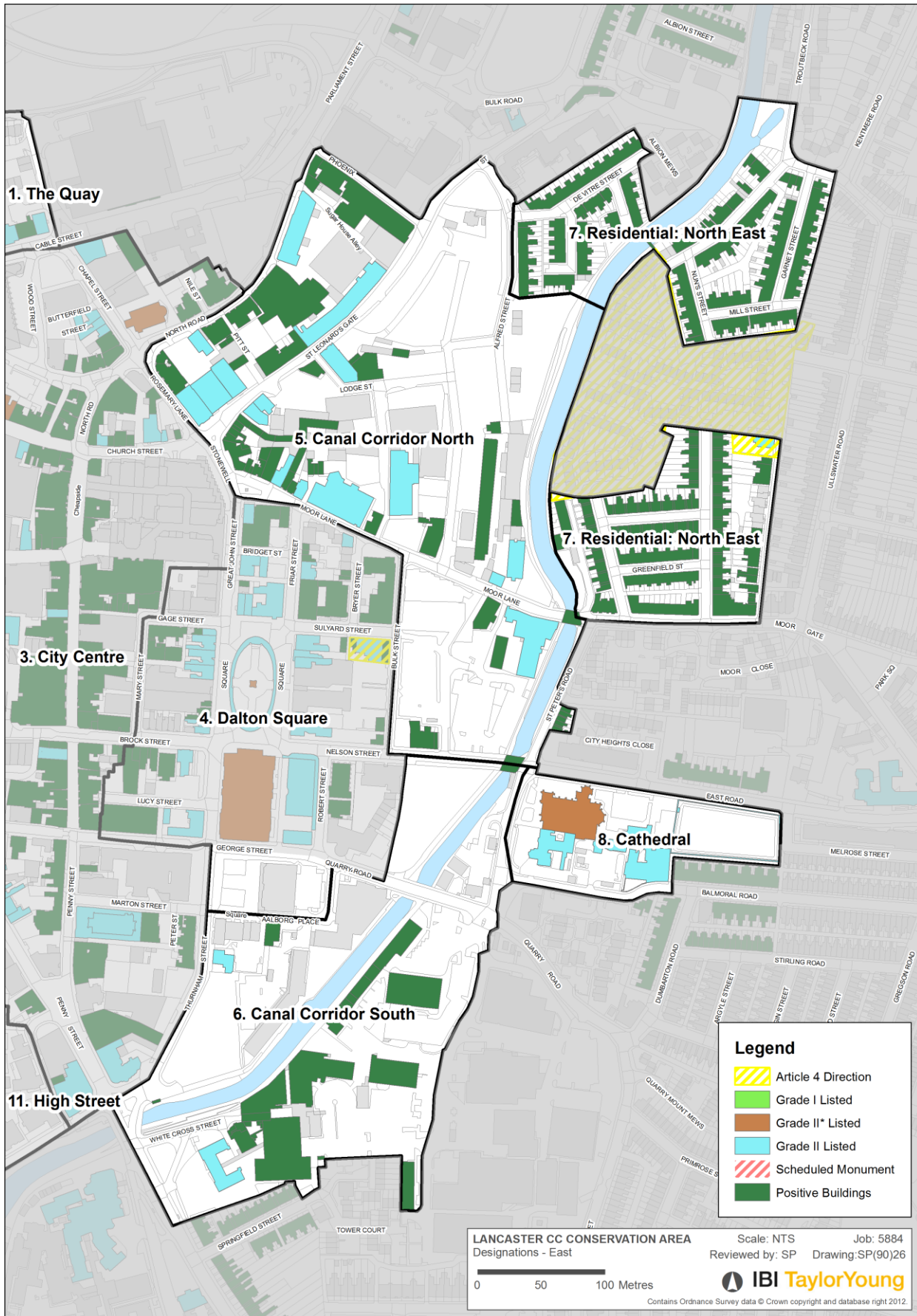
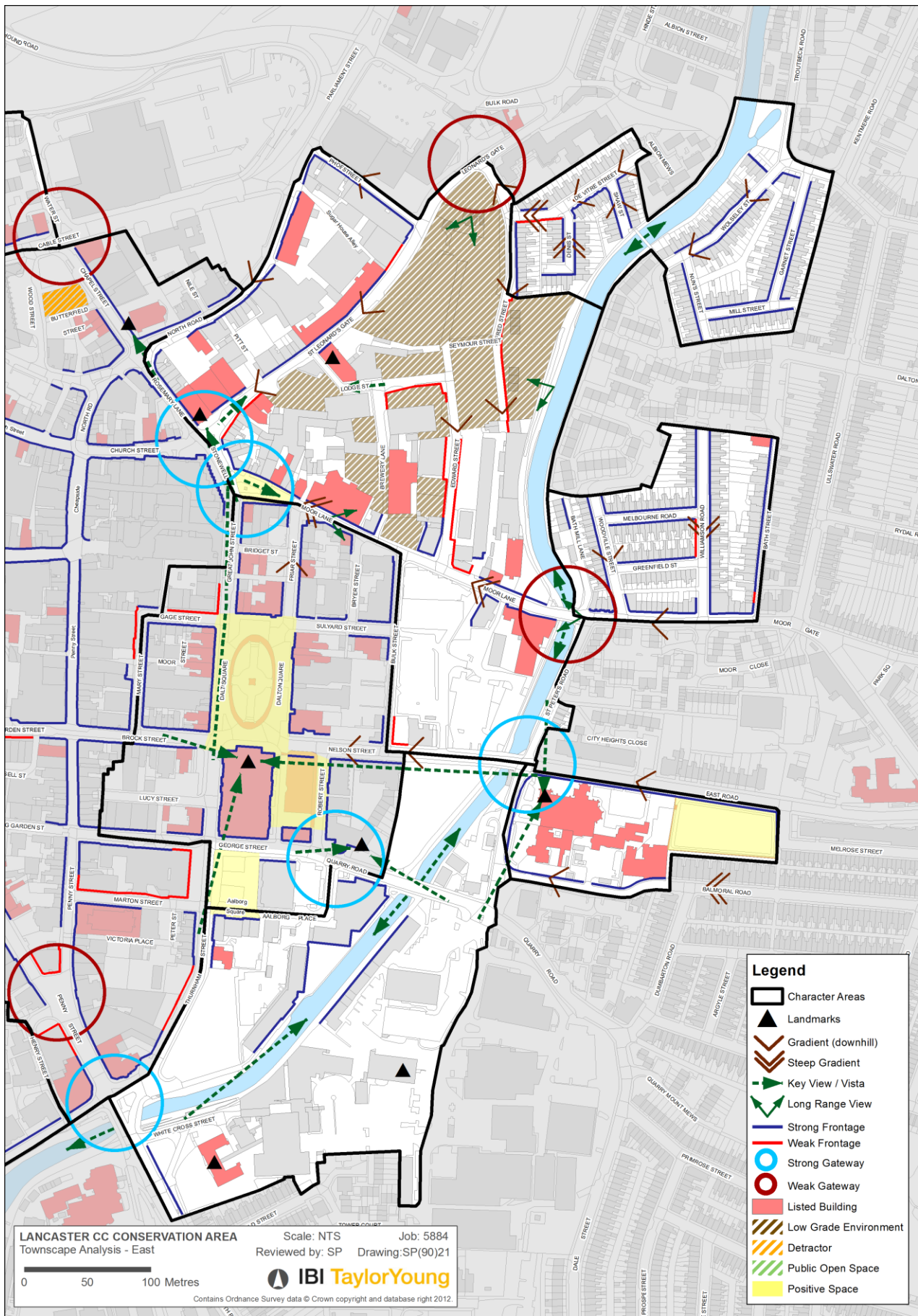


Figure 3.7: Townscape Analysis (East)





Lancaster Conservation Area Appraisal

Character Area 7. Residential: North East

March 2013

3.7 Character Area 7. Residential: North East

3.7.1. Definition of Special Interest

"This character area comprises three separate pockets of Victorian former workers' housing built on high ground alongside the Lancaster Canal. Short angular streets accommodate long terraces of stone-built houses, with many distinctive and original features. The area retains a strong and remarkably consistent townscape."



Housing in the northern pocket (top) and southern pocket (bottom)

3.7.2. Topography and Views

The three groups of housing sit on higher ground above the canal-side. There is a distinct and complex topography here, which often results in steeply sloping streets - a factor that contributes to the character of the area. In the area around De Vitre Street, west of the canal, the high land falls away steeply to the north and west. The contour canal is at a higher level to the housing in most of this north area. On the east bank of the canal the land falls less steeply westwards along Wolseley Street. In the southern area land falls southwards, quite steeply on Williamson Road, with housing sited above the canal on its east bank. Moorgate slopes more gently downhill westwards toward the canal bridge.

Due to the continuous terraces and the angles in the street pattern this topography does not create any significant views within the streets. The domestic nature of the built form means that street vistas are not articulated. The only significant views are from the two canal bridges, along the canal corridor. The southward view from Moor Lane (actually in character area 5) also includes a good view of the Cathedral spire.

3.7.3. Current Activities and Uses

The area is residential, with a few shops and community buildings on Moorgate along the southern perimeter, concentrated in the block between Williamson Road and Bath Street and on street corners. These are relatively peaceful and quiet neighbourhoods, but the high density of housing ensures a sense of activity and surveillance.



Shops on Moorgate

3.7.4. Historical Development

This part of north-east Lancaster was mostly fields until the late 18th century. Moor Lane, to the south, was an historic route out of the town to the east, leading to quarries and farmland on Lancaster Moor. In 1797, Lancaster Canal opened, built on the 70 foot contour along the east side of the town, with a graving dock for boat repairs at Dry Dock (first shown on Binns' 1821 map). The Bath House on Bath Street is a remnant of Georgian leisure facilities; the building was designed in 1806 for cold bathing. From about this time, the west side of Bath Street was laid out with gardens, and a few houses.



Bath House, built 1806 on Bath Street

After 1819, textile mills were built alongside the canal, including Moor Lane Mills (in Area 5) and Bath Mill, 1837 (sited in the adjoining Bath Mill Conservation Area). These mills prompted the building of housing for workers; the earliest terrace on Bath Mill Lane was built in 1837 by the Threlfalls, owners of Bath

Mill. However, most of the area remained fields until later; in the 1870s, land was sold for housing development in the de Vitre Street area west of the canal. The irregular layout of the streets reflects earlier field boundaries and the shape of development plots. The bye-laws were used to control the density of buildings, road widths, back alleys and drainage and resulted in unified streets and standardised house designs but the scale and design of the houses could be adjusted to suit different social classes and anticipated rent levels. The Dry Dock Estate was developed on an area known as the Nuns' Fields, in the 1870s; most of the streets, like Garnett Street were built for working people, with a few larger houses for middle class occupants on Bath Street and at the north-west end of Wolseley Street.



Gate piers to larger terraced houses, Bath Street

To the south, Woodville Gardens was used as allotments until 1882, when the land was divided into building plots. The foot bridge over the canal was built in 1882 to improve access for workers. Terraced houses on Woodville and Greenfield Streets were occupied by 1884-86. On Moorgate, the distinctive block with raised pavement (9-31) was built by builder R.P.Moser in 1885-86. Shops and community buildings were located along Moorgate, with shops in Bath Buildings, rebuilt 1895, and on the ends of terraces. Also on Moorgate, the Gregson Institute was built for the community in 1889-94, as a memorial to Henry Gregson, and associated with the parish of Christchurch.



High density stone terraces on Denis Street and Sidney Terrace, 1870s-1886.

3.7.5. Archaeological Potential

Within the area, there is scant evidence for prehistoric activity, although in the late 19th century a possible Bronze Age urn was found on Alfred Street, on the west edge of the area. Moor Lane is likely to have been an early route east out of the settlement and may have Roman origins. Whilst it is possible that there may be chance finds within the area, archaeological potential is limited by the extensive digging of cellars during the building of 19th century housing, which will have destroyed stratigraphy. Gardens and un-developed land may have some potential, but this is likely to mainly relate to the industrial period.

The canal is the area's most significant heritage feature; the dry dock, canal retaining walls, towpaths and bridge structures are an important part of the industrial archaeology of the area and have potential to reveal more of this part of the city's history if an opportunity arises. The Bath House and its curtilage may have some archaeological potential in relation to this early 19th century facility; the bath is known to be in situ beneath the floor of the house.

3.7.6. Buildings and Architectural Quality

Buildings are all built in coursed sandstone, with rubble stone for rear and side elevations and ashlar for details. Over-painting of stone is common on some streets of smaller terraces, such as Melbourne Road, and

render has been applied on some rear elevations and outriggers. Roofs are generally laid with Welsh slates or Cumbrian in diminishing courses, but some have been replaced with concrete tiles.

The area is characterised by late 19th century terraced housing arranged in irregular grids relating to field boundaries. The housing is generally high density, with terraces mostly fronting the footway with no front gardens, but a few larger terraces have small front gardens defined by low stone walls and railings or hedges, such as those on Bath Street. Most of the terraces have back lanes or alleys for access to rear yards, but others have shared passageways to rear yards. The passages have distinctive timber gates to the street frontage in the Woodville Street area. The group of larger terraced houses at the north-west end of Wolseley Street have bay windows and gardens facing the dry dock. Bath House is notable for its walled rear yard with gate-piers. On Moorgate, houses and shops directly front this busier road, and the steps and raised pavement on the north side are a distinctive feature.



Small terrace houses with passages to rear yards on Williamson Street

All houses were built with a private rear yard, each with a privy, coal store and drying space. Most houses have cellars. Rear yards and outriggers can be seen from back lanes, where rear high stone yard walls in random rubble are a feature; some have been rendered and a few examples of original outhouses survive. The 2-storey gabled outriggers to houses on the west side of Wolseley Street are attractive, although their treatment is variable and services are

exposed to view. The scale of houses varies; most are 2-storey with some small one and a half storey terraces with gabled dormers, for example on Williamson Street and Woodville Street, and some taller houses of 2 and a half or 3 storeys on Denis Street and Bath Street.



Rear stone walls to yards west of Nuns Street



Gabled outriggers face the canal, west side of Wolseley Street

Windows on workers' housing would have been sashes, but almost none survive; most have been replaced with a variety of windows in timber or modern materials. Stone bay windows are usually reserved for middle class housing, but are a feature of some houses on De Vitre Street. A few historic doors survive; the plain panelled door at 34 Williamson Street, and the panelled door at 13 Bath Street are probably original. Architectural detail is limited to doorways which generally have a moulded stone cornice or hoodmould; west of the canal doorways are paired under one hoodmould, but are generally arranged singly to the east. Window lintels, architrave and projecting sills are plain dressed stone. Chimneys built of

stone are an important roof feature, and many retain clay pots although some stacks have been rendered. Stone corbels support rainwater gutters, originally timber troughing, but often renewed in plastic. Datestones carved with the initials of the builder are a feature of a few streets, for example on De Vitre Street, the builders Shaw & Parkinson (JS RP/1870) are recorded by initials, and Sidney Terrace is dated 1886.



Carved datestone, De Vitre Street



Stone bay windows on De Vitre Street, 1870s



Paired doorways on Denis Street, 1870s



Rare original door, Williamson Street, 1880s

The style and proportions of the early 19th century Bath House and the 1837 terrace on Bath Mill Lane (Bath Cottages) reflect an earlier phase of development that pre-dated the bye-laws. Bath House is partly faced in ashlar and has a hipped roof. There are a few examples of non-residential buildings in the area that have a different form to the terraced houses; on the west side of Bath Mill Lane, a former coach house has been adapted for housing, and adjacent to the south is the area's only red brick house, a recent conversion. Corner shops were once common, but most are now houses; their corner doorways and blocked larger windows still legible.



Former corner shop, Woodville Street

Moor gate is distinctive for a range of buildings that were provided for late 19th century community or business use. The form and elevations of these buildings expresses their non-residential function, with a variety of shop fronts to retail businesses and formal frontages to community buildings. The Henry Gregson Memorial Institute was built in 1889, designed by Austin & Paley; the symmetrical front elevation has a central doorway with an unusual pedimented door case with triple over-light, pairs of sashes to the ground floor and large gabled dormers lighting the upper floor hall (they have been replaced). To the rear and facing Williamson Road, the Bartlett Hall was added in 1912, also with a tall gabled window. The shops have living accommodation above and are 2 or 3-storey; the former shops towards the west end of Moorgate have projecting stone bays windows, an unusual feature.



1889 Gregson Memorial Institute, Moor Gate

Historic stone paving, setts and kerbs have been retained on some streets and back lanes, contributing to the character of the area. Where historic metalwork survives, it is also an important part of the area's historic character.



Steps with 19th century iron railings, Moorgate.

The cast-iron footbridge, built in 1882 over the canal is an important feature, linking areas of housing. The approach steps and abutment walls are stone, which relate to the stone paving that still survives on Shaw Street.



1882 canal footbridge, Shaw Street

3.7.7. Assessment of Condition

Buildings in the area appear to be in generally good condition, structurally, although maintenance of external joinery, rear elevations and roofs on smaller terraces is not always good. The survival of historic joinery features is low in this area, with sliding sash windows replaced by windows in modern materials in a variety of styles. Only a few historic doors and timber shop fronts survive. Some slate roofs have been renewed in concrete tiles, and dormers altered in modern patterns. There are some cases of exterior stone work being over-painted or rendered; where this is on rear elevations it has less visual impact than on

frontages where it affects the visual unity of the whole terrace. Modern fittings such as satellite dishes are intrusive on some on front elevations.



Over-painting or rendering of stone frontages, Williamson Street

3.7.8. Urban Form

The street form results from an attempt to overlay a typical Victorian grid onto an area of steep topography, within historic property boundaries. The result is a series of shorter streets that are often angled acutely with each other, especially in the northern part of the area. The irregular blocks that result are resolved with differing lengths in rear yards. In the north-eastern pocket of housing this creates an interesting triangular shaped block, which accommodates a Y-shaped series of back alleys.

The urban form is very consistent within the area; long terraces of houses which directly front the streets. These are mostly two-storey with simple pitched roofs. There are some dormer windows in the southern part of the area and there is more variety on Moorgate, including a raised pavement, an interesting feature used to deal with the sloping topography north of the road.

3.7.9. Frontages

Terraced houses throughout the area directly front the back-of-pavement. These are active frontages with front doors and many windows to habitable rooms. The narrow streets were not designed for the motor car and the unavoidable prevalence of on-street parking

(there is no possible alternative here) intrudes on the streetscene.



Frontage on Moorgate (showing steps and raised pavement to front doors)

There are few attempts to turn corners (the Mill Street/Garnet Street corner and the retail units on Moorgate are notable exceptions), which results in some blank gables on junctions with side streets. There are small yards behind each property and rear alleys pass behind many, but not all, of the terraces. These are not gated and can be untidy and poorly maintained.



Typical street frontages, with blind gables on corners.

Unfortunately the housing layout very rarely addresses the canal, typically exposing rear or side elevations to the canal corridor, to the detriment of the amenity of this space (and potentially presenting security issues to these dwellings) although this edge is often softened and secured by extensive planting. The only exception (within this character area) is a small modern development (the single brick house) on Bath Mill Lane that overlooks and positively addresses the canal.

3.7.10. Nodes and Gateways

There is no natural gateway to these housing areas. Rather than the canal being a transition point, the entry point to this area of homogenous housing is subtly arrived at via Alfred Street and its junction with De Vitre Street. The streets are partly hidden from the entry points, which offer no indication of the extent of the area and its consistent character.

In the southern part of the area, the Moor Lane bridge is a wider gateway to the City, which overshadows any role it has in respect of this character area.

These are small residential areas though and one would not expect a gateway to them.

3.7.11. Landmarks

There are no landmark buildings in this character area.

3.7.12. Positive Spaces

The principal positive space is the canal corridor. Part of this is within the character area, although it is rather isolated from the three housing areas as public areas do not address the canal. Nevertheless, it provides a physical and conceptual connection between the three parts of the area, and to adjacent character areas. The canal-side environment here is simple in its treatment but pleasant given the effect of the water and vegetation and the enjoyment of the longer recreational route. As mentioned previously the exposed backs of houses in this area detract from this environment slightly. This contrasts with the Bath Mill Estate,

immediately to the south, where houses have a much more positive relationship with the canal and provide some surveillance over the towpath.



The canal corridor to the south, and housing on the Bath Mill Estate.

The footbridge over the canal between Shaw Street and Wolseley Street is part of important pedestrian route linking this area to the City Centre. The bridge also provides a defining experience of this character area. In addition to steps up to the bridge, the end of Shaw Street also provides an entry point to the canal towpath so this is an important pedestrian node. The public realm here is treated as a pedestrian, rather than a vehicular space with some paving flags and planting beds, but there is potential for further improvement. The iron bridge is functional, allowing good views of the canal-side. Interestingly, the bridge successfully negotiates a change in level between the two sides by having steps up on the western side but providing access to the eastern area at grade.



Shaw Street and the footbridge over the canal

3.7.13. Listed and Unlisted Buildings

Bath House is the only listed building in the area, built in the late Georgian period. The attractive stone-built terrace houses define the area's character and reflect late 19th century expansion related to local industrial development. These terraces all contribute positively to the area's character, with unified but subtly varied frontages that reflect different blocks of development by speculative builders; some have stone panels with the builders' initials and dates. Regular door and window openings, chimneys, rear yard walls, outriggers and yard gates are all important features. The 1882 iron footbridge is the most distinctive historic feature in this area, which contributes strongly to the character of the area.

3.7.14. Public Realm

The street environments generally have a standard treatment, which is often rather low grade with tarmacadam, concrete paving and kerbs. The narrow street width offers little potential for a higher quality public realm and there is very little street furniture; a cast-iron junction box on De Vitre Street is a rare, interesting historic feature. There are historic stone flags on several streets and setts survive on a few side roads such as Sidney Terrace in the north. The greater width of De Vitre Street has allowed street trees, integrated with a more considered approach that accommodates on-street parking.



Trees on De Vitre Street; Stone flags and a retained coal hatch to a property

The uniform back-of-pavement frontages mean that there are few boundary treatments, except to rear yards and alleys, where stone walls with copings are important in defining edges of the area. Stone walls generally enclose the sides of plots when they are exposed to the street, often reinforced with fences or hedges.

3.7.15. Low grade Environments and Detractors

There are no real low grade environments. The condition of the rear alleys could be improved, especially where they are visible from streets. The garages at the eastern end of Mill Street are prominently located and have the potential to be a detractor but at the time of writing had been recently painted and looked presentable.



A typical back alley with stone setts

Figure 3.6: Conservation Designations (East)

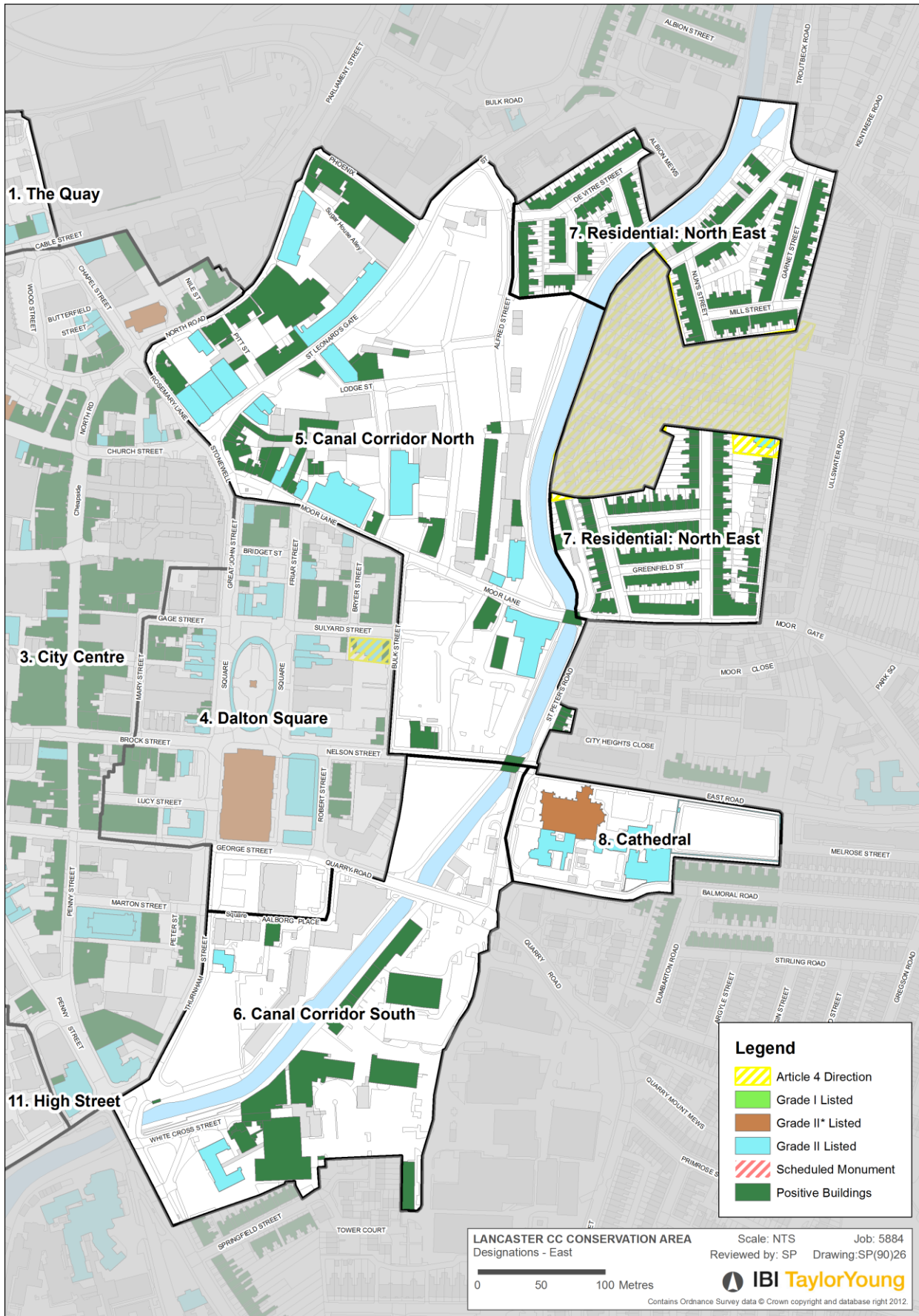
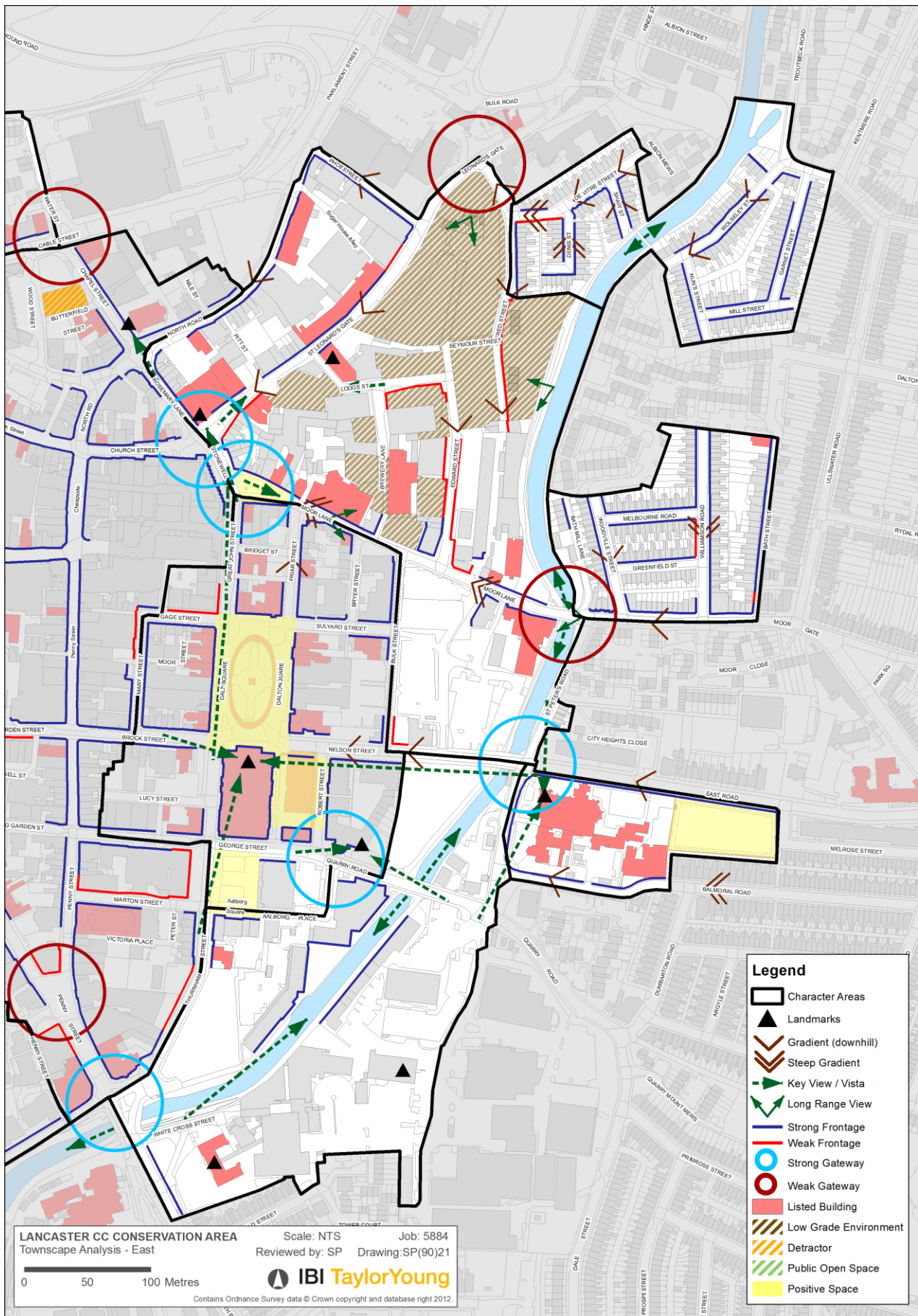
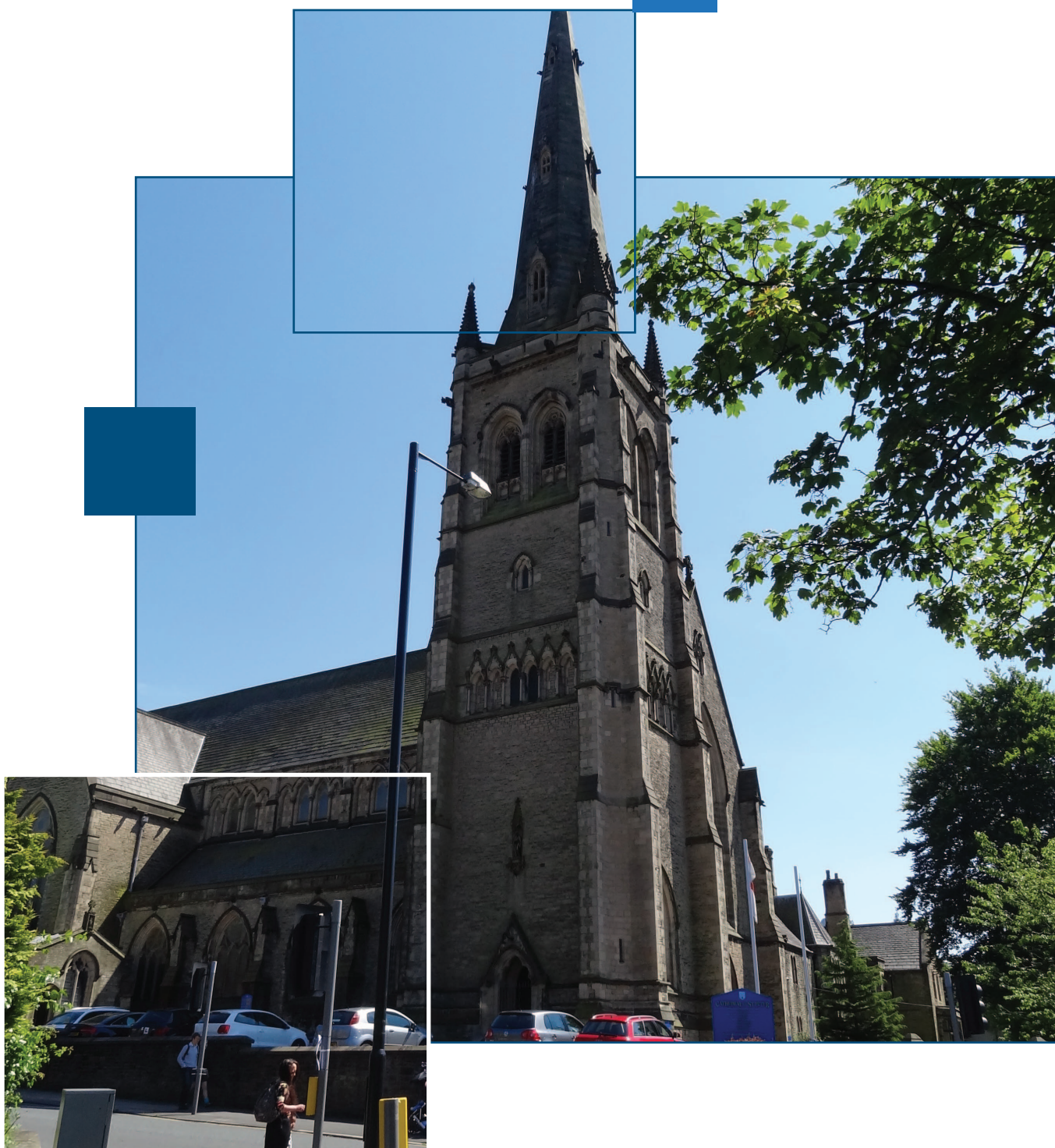


Figure 3.7: Townscape Analysis (East)





Lancaster Conservation Area Appraisal

Character Area 8. Cathedral

March 2013

3.8 Character Area 8. Cathedral

3.8.1. Definition of Special Interest

"This character area is distinctive for the fine group of buildings developed for the Roman Catholic Church from the mid 19th century, all designed by Austin & Paley. The Gothic Revival buildings are complemented by an area of enclosed burial ground, and the well maintained site has a positive impact on the surrounding area. The Cathedral spire is an important landmark from many points in the City".

3.8.2. Topography and Views

This eastern edge of the conservation area occupies ground that slopes up steeply to the east, away the City Centre. The Cathedral therefore sits at a higher level than most of the City Centre, so that the tall spire is visible from many points in the City. There are important closer views of the spire and Cathedral on St Peter's Road (from the north and south) and along the canal corridor - particularly from Moor Lane bridge (the view from Quarry Road bridge is partially obscured by new development). There is also a view into the City to the Town Hall tower from the Cathedral.

Land on East Road and Balmoral Road falls to the west alongside the Cathedral buildings. This is expressed in the stepping of coping stones on the boundary wall. The upper end of Balmoral Street is particularly steep with the school sitting on a terraced site above the Cathedral. The design and height of the Cathedral ensures that it rises above lower buildings on the upper part of the site, although it is sited below them on the slope. The highest land in the area is used as the burial ground.



View southwards to the Cathedral from St Peter's Road

3.8.3. Current Activities and Uses

The current uses are all associated with the Cathedral. In addition to the Cathedral, buildings include the presbytery to the south-west, a former school and convent, now Diocesan offices and the primary school on Balmoral Road. The upper, east part of the site is occupied by the burial ground. There is also a hard-surfaced sports pitch on the East Road part of the site.

3.8.4. Historical Development

This area was outside the east edge of the medieval town, just east of the land of the Dominican Friary. The land was laid out for detached gardens in the early 19th century, with a few small garden buildings at the west end, close to the canal. The long rectangle of gardens with formal paths is shown on Binns' map of 1821. By the 1840s, the Catholic Mission chapel on Dalton Square (Palatine Hall) was proving too small for the town's Catholics. In about 1847, Dean Richard Melchiades Brown bought the 3 acre garden site for a new church, school and cemetery.



Detail of the site before development, on Binns' 1821 map (Lancaster Library)

The first building to be constructed was the school on East Road in 1850. To the south-west of this a convent (dedicated to St Walburga) was built in 1851-53, followed by the Church of St Peter and attached presbytery, in 1857-59. All these buildings were designed by Edward Paley of Austin & Paley. The gardens in the east half of the site were not built on and were laid out for a burial ground in 1849, retaining the earlier layout of perimeter paths within high stone walls. This is shown on Harrison & Hall's 1877 map of Lancaster.



The area on the 1877 Harrison & Hall map (Lancaster Library)



The 1850s Cathedral and former convent from the south

The later buildings on the site include the Balmoral Road School, built 1895-97 and the octagonal chapter house on the north side of the Church, 1895, both designed by Austin & Paley. The 1850 school was later partly demolished and converted for use as the Diocesan Education Offices. In 1924 the Church became a Cathedral when the Diocese of Lancaster was created. The

convent was adapted for offices in the 20th century.

3.8.5. Archaeological Potential

This area was outside the south edge of the Roman and Medieval town, and no pre-19th century archaeology is known in this area. The archaeological potential is low, and is limited by ground disturbance for cellars and later development including the burial ground.

3.8.6. Buildings and Architectural Quality

All the buildings and structures in this area date from after 1850 and all were built as part of a planned complex of Catholic religious and educational buildings, to designs by one architectural practice. This gives the area great cohesion and unity. Sandstone is the dominant building material, laid in regular courses, with moulded ashlar for details. Roofs are characteristically steep and laid with Cumbrian or Welsh slates, with stone copings to gables which generally have decorative finials. Gables are a strong feature, particularly on the 1890s school. 19th century windows and doors have survived on some buildings, most often in stone arched surrounds. On the school the original windows have been replaced with upvc double glazed units.

The architectural style of the buildings is broadly Gothic Revival, with the fine Cathedral designed in the Gothic of 1300, Early English style. Ancillary buildings use a range of later Gothic or Tudor Revival motifs such as oriels and bay windows with mullioned and transomed windows, arched doorways and gabled dormers. There is a functional garage building with a corrugated sheeted roof on the south side of the Cathedral, but most of the buildings are high quality structures. The Cathedral is listed Grade II* and most of the other buildings are listed Grade II.

There is no significant recent architecture.



Balmoral Road RC School, 1890s

3.8.7. Assessment of Condition

The condition of historic buildings in the area is generally good, and the Cathedral is maintained with advice from a conservation architect. The setting of buildings is affected by car parking which is intrusive on East Road where it is visible from the public realm, but on the south side, parking is largely hidden within the walled enclosure of the site.

3.8.9. Urban Form

The buildings and associated spaces lie within a rectangular block, enclosed by a stone boundary wall. This defines the edges to the surrounding existing streets with the exception of part of Balmoral Road where the boundary passes behind terraced housing.

The site is occupied by a related group of buildings in a single co-ordinated use. Massing varies from single and 2-storey domestic scale buildings to the grandeur of the Cathedral with its spire. The buildings have been developed, extended, partially demolished and adapted over time. Their current form reflects this history and the group has strong visual coherence, except on the south side.

3.8.10. Nodes and Gateways

The bridge over the Lancaster Canal at Nelson Street functions as a gateway into the central core of Lancaster (though not quite the City Centre). The presence of the Cathedral, with its spire located on this

corner, is a strong response to this gateway. The Cathedral acts a signpost to those travelling westward on East Road, indicating that they have reach the City.

3.8.11. Landmarks

The Cathedral is a landmark of City-wide significance. The tall spire makes it highly visible from many points.



The Cathedral

3.8.12. Frontages



St Peter's Road frontage

The presence and architectural detailing of the Cathedral and adjoining presbytery ensures that there is a strong frontage to St Peter's Road, East Road and Balmoral Road. The school has a more direct relationship to

the street and creates a strong frontage. As the road curves at this point the detailed gables of the school building, seen alongside the adjacent terrace, makes a strong impression.

The coursed stone wall around the burial ground has a different character to the dressed stone on the other frontages, expressing its lower status. This, and the planting behind it with views into the burial ground, create a strong frontage on the adjacent parts of Melrose Street and East Road.

The weakest frontage is that by the sports pitch. When sports are not being played this is a large empty space and the wall is supplemented here by wire mesh fencing.



East Road frontage

3.8.13. Positive Spaces

The burial ground at the rear of the site is a well maintained and peaceful space. It is a semi-public space with its own pedestrian gate on Melrose Street and informal planting within it. This is a positive space that contributes to the character and amenity of the surrounding streets.

Other parts of the site are also positive spaces that benefit the surrounding streetscape; for example the grounds to the front of the Cathedral and presbytery on St Peter's Street.

The areas of car parking close to these buildings, on the western ends of Balmoral Street and East Road, are spaces that could

be enhanced to provide a more sympathetic setting to the listed buildings.

3.8.14. Listed and Unlisted Buildings

Character Area 8 is dominated by the Grade II* Roman Catholic Cathedral and contains a related group of handsome Grade II listed buildings, all stone and designed in Gothic Revival style, by E.G.Paley or Paley & Austin. The stone boundary walls that define the site are within the curtilage of these listed buildings or around the burial ground and all make a positive contribution to the character and design quality of the whole complex. The standing monuments within the burial ground are not listed but contribute to the character of the area.

3.8.15. Public Realm

The area does not include public realm; the boundary of the area encloses Diocese of Lancaster land. Site planting, mature trees and stone boundary walls, especially on the St Peter's Street and Balmoral Road frontages make a positive contribution to the public realm on adjoining streets.

3.8.16. Boundary Features

The site has strong boundaries, with a variety of stone boundary walls defining different elements of the area. The design and style of the walls expresses a hierarchy within the area; coursed stone walls with rough triangular copings enclose the cemetery, contrasting with finely moulded and weathered copings to the higher status west end of the site. Gothic style gate piers mark entrances and iron railings have been retained to the frontage of the school on Balmoral Road. There is a distinctive stone arched entrance on Balmoral Road, just west of the school.



Archway on Balmoral Road



Looking up Balmoral Road from St Peter's Road

3.8.17. Low Grade Environments and Detractors

other than the garage noted above, there are no low grade environments or detractors here.

Figure 3.6: Conservation Designations (East)

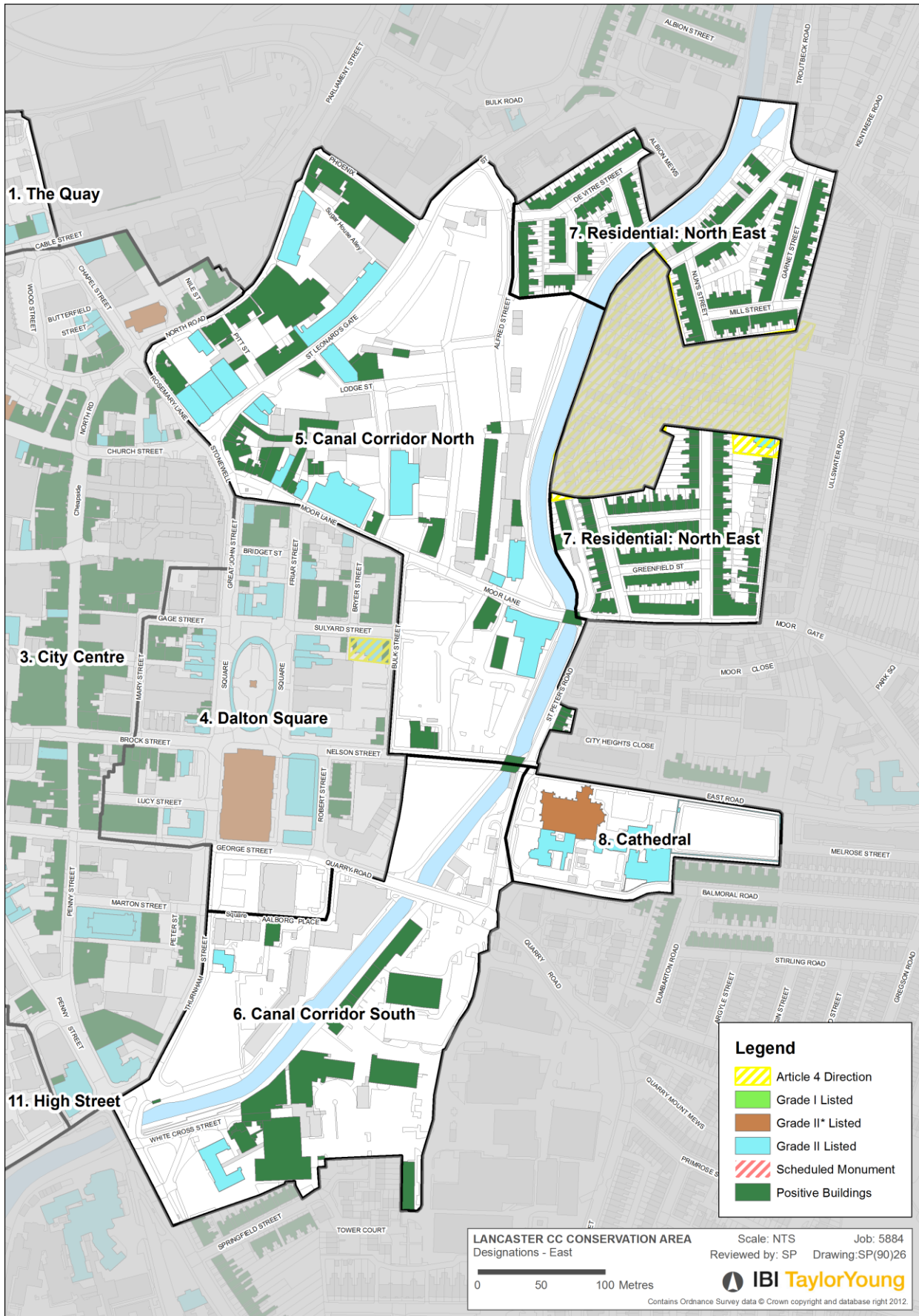
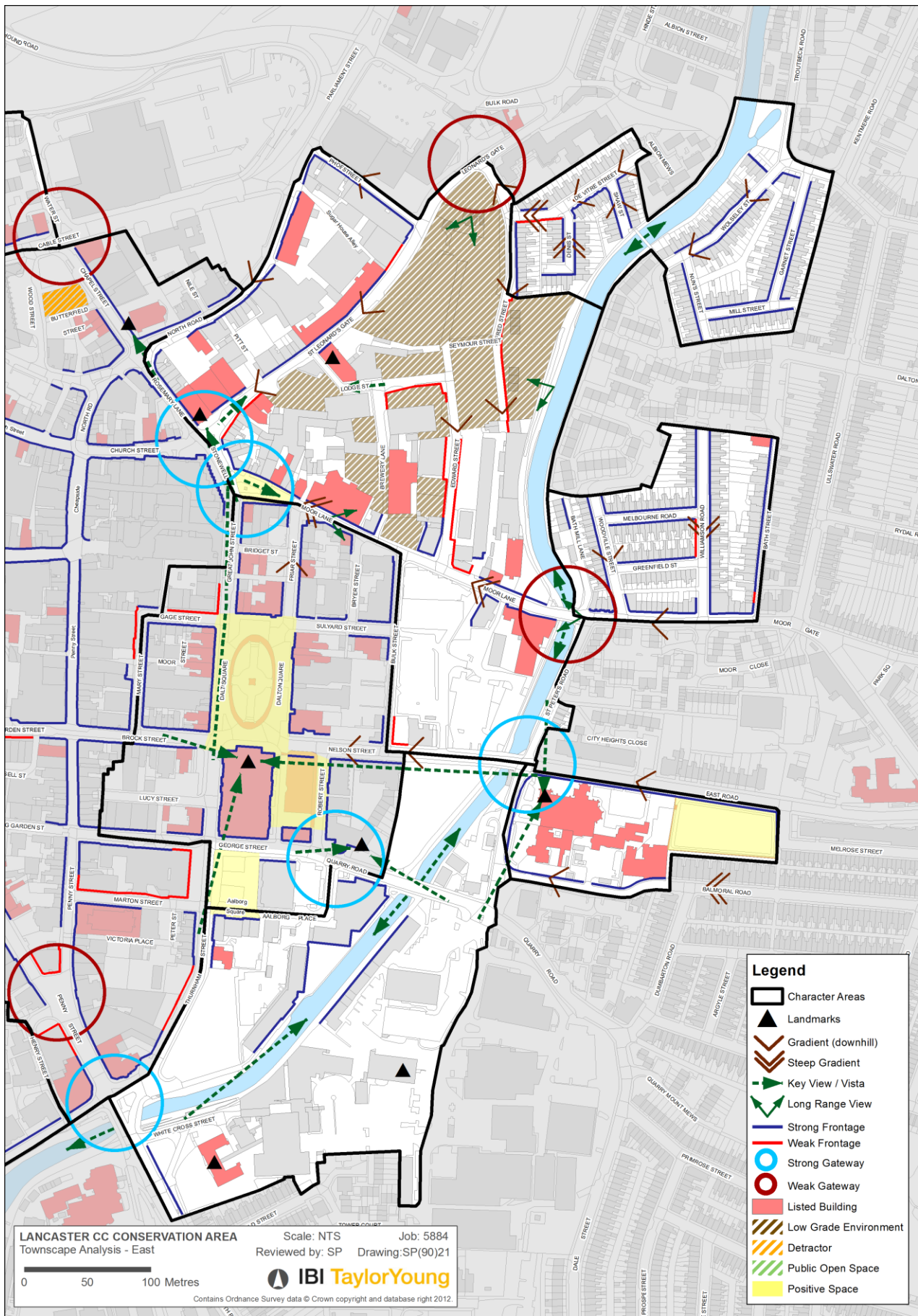


Figure 3.7: Townscape Analysis (East)





Lancaster Conservation Area Appraisal

Character Area 9. Residential: South West

March 2013

3.9 Character Area 9. Residential: South West

3.9.1. Definition of Special Interest

"This character area is a well-established late Victorian residential suburb, defined by stone terraced housing designed in long blocks with mostly consistent features. Some steep changes in levels, street trees and the pleasant leafy environment of Dallas Road Gardens contribute to the attractive character of this residential area."

3.9.2. Topography and Views

The area has quite marked topography, with the ground level falling southwards to a low point around Carr House Lane. This change in level is incorporated within the terrace, which typically includes a half-basement level. The gradients are often surprisingly steep, especially in the southern part of the area, and the visual effect can be quite dramatic.



*Dramatic change in level within the terrace.
(Regent Street)*

3.9.3. Current Activities and Uses

This is an established residential area lying just outside the south-west edge of the City Centre. The housing is generally middle-class late Victorian housing with bay windows. It is a peaceful area, largely free of busy traffic.

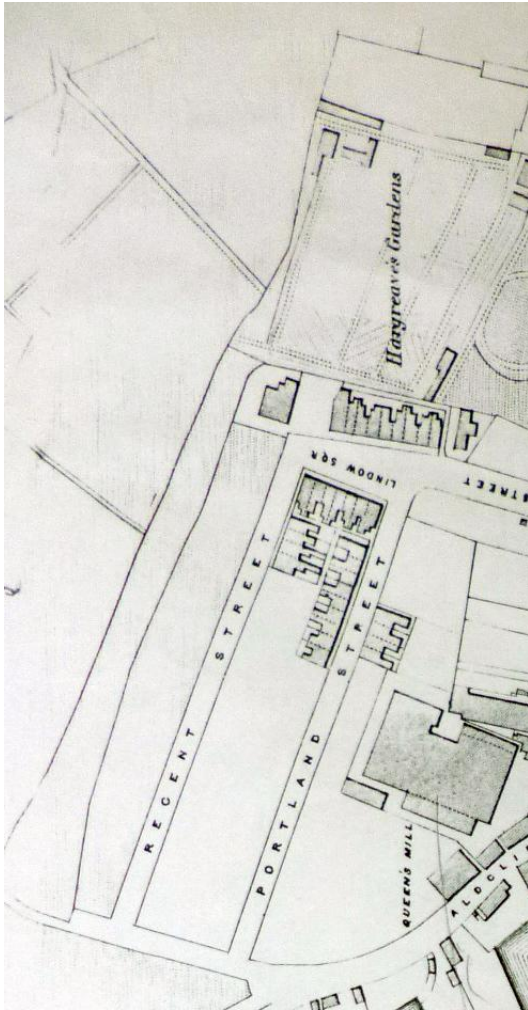
3.9.4. Historical Development

This area east of the railway line and south of Meeting House Lane was mostly still fields and gardens until the late 19th century, although there was some development along the south side of Meeting House Lane by 1684, when it was known as Kiln Lane. The northern part of the area was laid out with fields and gardens, known as Kendal Fields Nursery, in the mid 19th century,. Dallas House was one of the earliest houses to be built in the area, in the mid-19th century.



Mid19th century Dallas House, Dallas Road

Growing demand for housing in the late 19th century encouraged landowners to sell land for development. The earliest development was to the south, where Lindow Square (1870s). Regent Street and Portland Street, north of Carr House Lane, were laid out and developed for terraced housing between 1876 and 1885, with some larger houses such as Lansdowne Villas built in 1882. South of Carr House Lane, the housing was developed in 1879-86. To the north, Castle Nursery prevented development in the area of Dallas Road and Blades Street until the land was bought by the Corporation in 1890; plots were then sold for development to separate builders between 1894 and 1901. Dallas Road Gardens were laid out on part of an earlier open space called Hargreaves Gardens. Local bye-laws were used to control the density of buildings, road widths, privacy and drainage and resulted in a regular street pattern, and standardised house designs which could be adjusted to suit different social classes and anticipated rent levels.



Part of the area during development in 1877, on Harrison & Hall's map (Lancaster Library)

3.9.5. Archaeological Potential

This area on the west edge of the town was fields and gardens until the late 19th century and UAD does not indicate finds or records to indicate earlier activity in most of the area. There was some linear development along the south side of Meeting House Lane from the late 17th century which could offer potential for post-medieval archaeology. Most of the area south of Meeting House Lane was developed after 1870, and the houses generally have cellars except for some on the south side of Lindow Street; archaeological potential is generally low.

3.9.6. Buildings and Architectural Quality

This quiet residential area is characterised by late 19th century terraced housing arranged in linear grids with back alleys. The houses built in this area varied from medium-sized terraces with front gardens, bay windows and larger rear gardens on the west side of Regent Street to smaller terraces with rear yards on Dallas Road, Blades Street and Portland Street. All houses had a private yard to the rear, each with a privy and drying space. There is a group of larger semi-detached or detached houses on the west side of Regent Street.

The early 20th century terraces along Blades Street and the northern part of Dallas Road have a similar style as they are part of the same period of early 1900s development. Exceptions to the terraced housing are on Meeting House Lane which was on the fringe of the historic core and includes some more austere late 18th century cottages, some adapted for retail use, and a Georgian town house with restrained ashlar detailing. The 18th century Dallas House, and the early 19th century barn on Carr House Lane reflect an earlier pattern of development.

Building materials here are almost exclusively dressed coursed sandstone with some rubble stone to rear elevations. The barn on Carr House Lane is a vernacular building constructed in rubble-stone. Roofs are generally laid with Cumbrian slate in diminishing courses, but some have been replaced with concrete tiles. Stone slate roofs survive in Meeting House Lane.

Buildings are of two to three storeys and generally have small front gardens behind low stone boundary walls with iron railings or hedges.



Late 18th Century buildings on Meeting House Lane with inserted shop-fronts and altered windows



1880s terraces



Vernacular barn on Carr House Lane



Dallas Road terraces, late 1890s



Gabled terrace houses on Lindow Square, 1870s

Architectural details are associated with particular periods of architecture: earlier buildings such as Dallas House have restrained details and small pane sliding sashes in moulded architraves. Victorian and Edwardian terraces share some common features including larger paned sash windows, ground floor canted bay windows, decorative door canopies, panelled timber doors, gables with finials and barge boards, occasional bell-pulls, some leaded and stained glass windows, stone gutter brackets, dormer windows, stone chimneys and slated canopies running the length of the terrace. Some of the 18th century former cottages on Meeting House Lane have good quality late 19th or early 20th century shop fronts inserted to the ground floor. Most buildings have cast-iron rainwater goods with decorative timber brackets which should be retained where possible.



Moulded cornices above panelled doors with bell-pulls, Dallas Road

and the front roof slope. The survival of historic features is fairly high here, but most sliding sash windows have been replaced on other terraces by windows in modern materials in a variety of styles. Some original slate roofs have been replaced with concrete tiles and dormers altered in modern patterns. There are some cases of exterior stone work being over-painted, and frontages altered in which has interrupted the designed homogeneity of terraces, including installing basement access and hard standings in front gardens. Non-traditional doors and windows can erode the unity of terraces, to the detriment of the conservation area. Modern installations, such as satellite dishes and skylights on front elevations can be highly visible and also detract from the streetscene.



Square bays and gables

On Meeting House Lane, shop-fronts were inserted into some former houses in the late 19th or early 20th century. Otherwise, buildings in most of the area remain in domestic use.

3.9.7. Assessment of Condition

Buildings in the area are in generally good condition and have been well maintained. The west side of Dallas Road, the north side of Lindow Square and part of the west side of Regent Street is covered by an Article 4 Direction, which controls new doors, windows



Modern frontages to large terraces

3.9.8. Urban Form

The planned development of the area in the late nineteenth century resulted in a uniform and well organised street form. In line with typical developments of this period, long linear terraces of houses front straight streets (running north-south) with no attempt to turn the corners to the secondary east-west streets. A hierarchy of streets and routes includes back-alleys for access to the rear yards behind the long terraces and east-west

alleys for pedestrian permeability through otherwise long blocks.



Houses on Brook Street

Houses are mostly two to three storeys and set back 2-3m from the street behind low boundary walls. Roofs have traditional pitches, with eaves parallel to the street frontage. The vertical form of buildings varies according to the period they were built and the status of their intended occupants, but mostly in response to the falling ground level. Terraces are grouped by scale is grouped into a largely consistent pattern, heading southwards from Meeting House Lane:

- Northern part of Dallas Road: two storeys
- Blades Street: two storeys with semi-basement level
- Middle part of Dallas Road (facing Dallas Road Gardens): two storeys with semi-basement level and attic level.
- Lindow Square: two storeys with semi-basement level and attic level at end of terraces.
- Regent Street north: mix of three-storey Victorian semi-detached properties with half-basement level, two storey terraces and out of character modern infill development.
- Regent Street south: two storey with half-basement and attic dormers.
- Portland Street: two storey with half-basement

- Brook Street: two storey (these are plainer workers' houses)

Exceptions to the dominant linear street grid form occur in a few notable places:

- the southern part of Dallas Road - where properties on Regent Street back onto the street. These houses have long back gardens and the Dallas Road frontage is defined by outbuildings and boundary walls. There is also modern infill development on this road.
- Lindow Square: where good quality Victorian housing faces the square on four sides in a pleasing townscape set-piece.
- the block between Wheatfield Street and Meeting House Lane, which is squarer in form and contains properties of a mix of ages fronting the street, with some infill to the interior

3.9.9. Nodes and Gateways

There are no real gateways into this area. This is a discrete residential neighbourhood where privacy is important; the edges are subtle and one enters this character area without really noticing. This seems entirely appropriate.

3.9.10. Landmarks

There are no landmarks in this character area, which is not surprising given its homogenous residential use. There are some significant listed buildings but these generally have group value, rather than individual significance in the townscape.

3.9.11. Frontages

The consistent long terraces in this area create very strong street frontages. Terraces front the street without interruption and with many consistent features. The bay windows provide a large amount of surveillance to the street and create a strong rhythmic feature along the street.



Long frontages with bay windows (Blades Street)

The weaker frontages occur when the blank gable ends of terraces front east-west streets (for example on Wheatfield Street and the east-west section of Blades Street) and on the southern part of Dallas Road, where properties back onto the street. The consistency of the frontages have been somewhat diluted on parts of Regent Street and Portland Street with unsympathetic 20th century infill development and alterations to the original features of original properties.



Typical frontages in different parts of the area

Properties on Lindow Street were built by 1877, and are earlier than the planned late

Victorian housing of the rest of the area, arranged in a different pattern. The buildings here generally directly adjoin the back-of-pavement. Properties do not always front the street but a strong building line (although not activity) is maintained by tall stone boundary walls and gable ends.

3.9.12. Positive Spaces

Lindow Square is a positive feature of the area. Here the traditional linear street grid is replaced by shorter terraces and semi-detached Victorian properties that face the square. These have been designed as a set-piece (with taller gables book-ending the short terraces) and the effect is a pleasing townscape composition and relief in the otherwise monotonous linear street form. However, the square itself currently comprises only a widening of the highway, with some incorporated on-street parking. The square would benefit from a better public realm treatment to define the space and slow traffic and could be enhanced by new street furniture.



Lindow Square

3.9.13. Significant Open Spaces, Parks, Gardens and Trees

Dallas Road Gardens is a strong green space within the area that provides a positive environment at its heart. The garden lies on land that falls markedly from east to west. Although simply furnished it has many trees, well maintained grass and ample seating. It is a pleasant place to sit or to pass through. Its greatest value however is the amenity it provides to the surrounding streetscape. This

also works as a composition - with facing buildings, such as the listed Lancaster Girls' Grammar School, Victoria House and the adjacent terrace on Dallas Road (which increase in height where they overlook the park). These buildings both add value to the Gardens and their setting benefits from it. Hedgerows on the Gardens boundary and street trees alongside the park also enhance the character of this area.



Dallas Gardens

3.9.14. Listed and Unlisted Buildings

There is only one listed building in this area, at 2 Dallas Road. All the buildings on the south side of Meeting House Lane contribute to the character of the area, and include cottages with ashlar window surrounds and some good quality inserted shop-fronts. The remainder of the area is different in character, consisting largely of late Victorian and Edwardian stone terraced houses, built for the middle classes, which illustrate the planned growth of the town, and contribute positively to the character of the area. Important details include panelled timber doors in ashlar surrounds, bay windows below slate-covered canopies and stone boundary walls defining front gardens. Lindow Square is particularly positive with good quality terraces and a few handsome detached houses.

3.9.15. Public Realm

Street trees extend along the whole of Dallas Road (with hedges for property boundaries along the middle part of the street) making this the most attractive residential street in

this area. Other streets do not have street trees but often benefit from planting to the front of properties.



Street trees on Dallas Road

3.9.16. Boundary Features

Boundary treatments almost always comprise low stone walls with monolithic stone gate piers. Some front gardens have stone walls with distinctive limestone toppings. Walls are often supplemented with railings or hedges; most railings are modern although some iron railings have survived where they separate front paths. Street furniture is standard and utilitarian but the public realm remains strong due to the use of historic stone flags and kerbs throughout most of the area.



Low front walls with decorative limestone

3.9.17. Low Grade Environments and Detractors

The back-alleys behind the long terraces are accessible to the street. Although an important historical part of the urban form, and retaining historic features such as cobbles and central stone drainage channels, some are untidy with overgrown vegetation and poor (or missing) boundaries. The alleys may also present security issues to the dwellings and to those using them. They also expose views to the rear of dwellings, which are much less attractive and unified than the front elevations, and less likely to be as well maintained. In many cases back-alleys could be enhanced by consistent boundaries and improved maintenance. In other cases alleys are in a better condition, with strong boundary treatments to the rear of dwellings and with well-maintained floorscape. This approach could be further extended.

The western part of the area adjoins the railway cutting. This is often not visible from the street but on the north-south stretch of Wheatfield Street this directly faces residential dwellings on the opposite side of the street. This results in a poorly defined street which 'leaks' into the adjacent area. The environment is worsened by the presence of an industrial use here that creates a rather grim and hostile environment. The residential amenity of this area, and its interface with other uses, could be significantly improved.



Typical back-alleys :

Top: poor example – exposed backs of properties and overgrown planting.

Bottom: good example – good secure boundaries to properties and well maintained alley.

Figure 3.8: Conservation Designations (West)

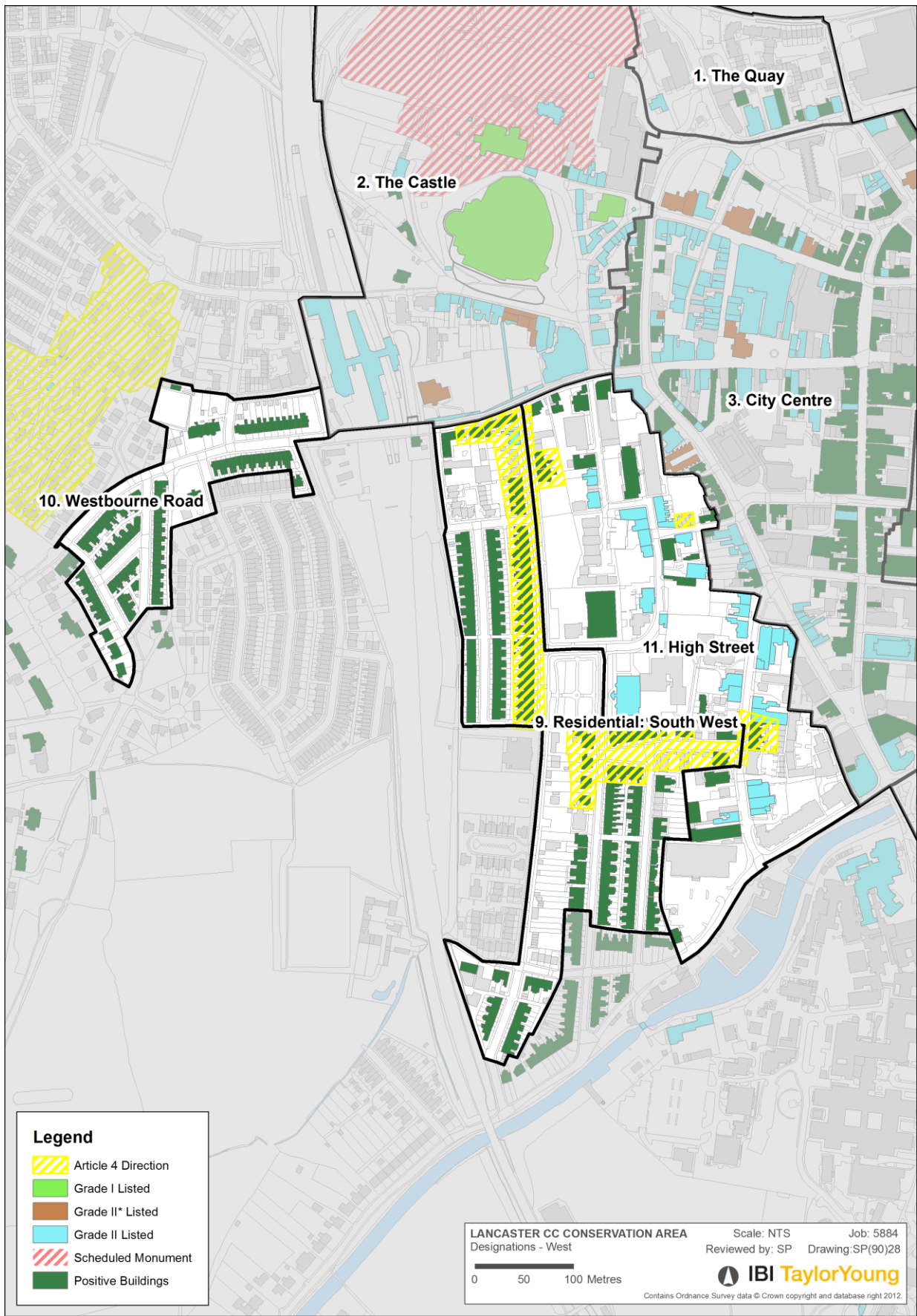
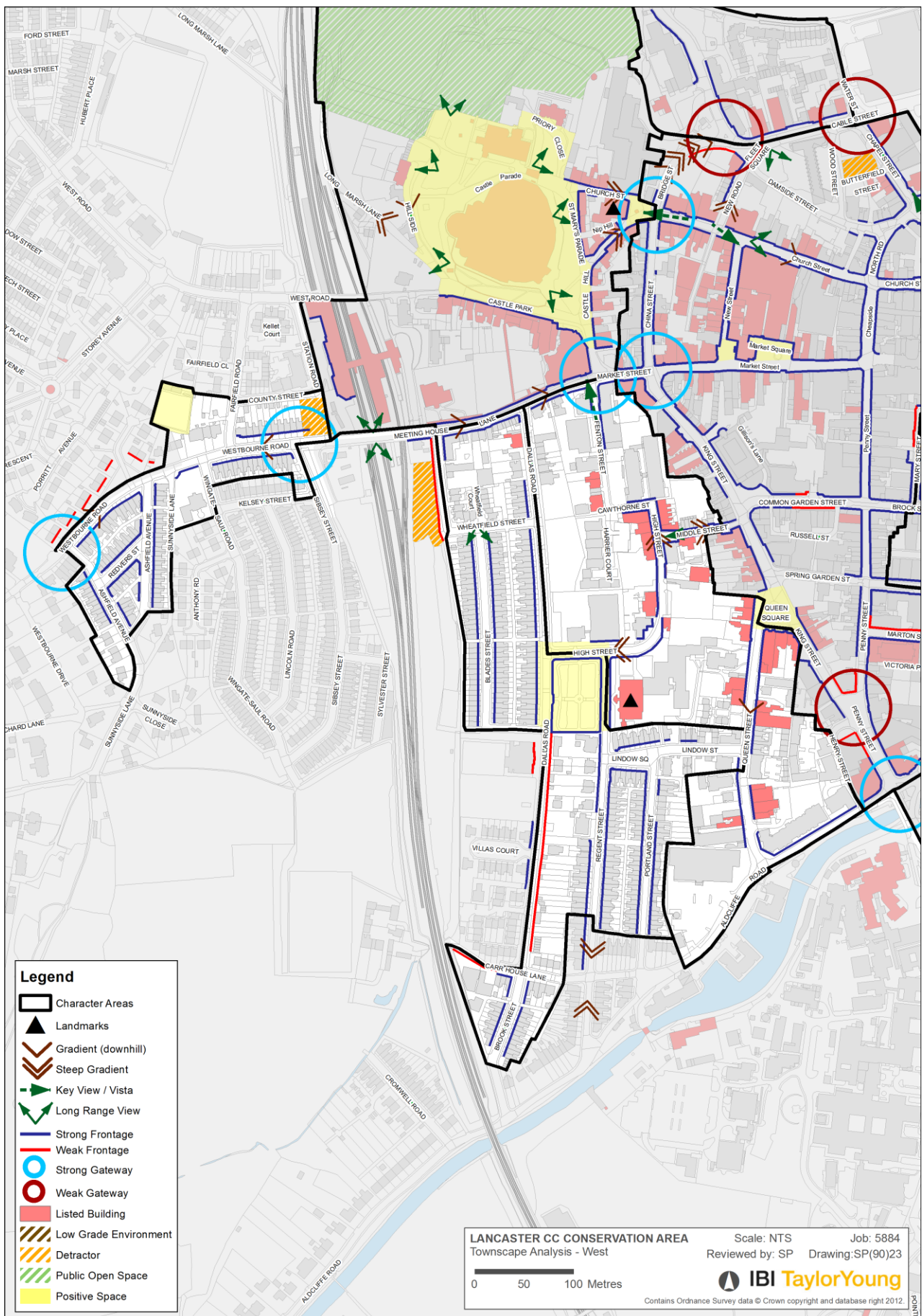


Figure 3.9: Townscape Analysis (West)





Lancaster Conservation Area Appraisal

Character Area 10. Westbourne Road

March 2013

3.10 Character Area 10. Westbourne Road

3.10.1. Definition of Special Interest

"This Victorian and early 20th century residential neighbourhood is just outside the west edge of the City Centre, either side of Westbourne Road. Attractive street environments are characterised by good quality stone houses with mature trees and stone boundary walls, creating a pleasant residential area"

3.10.2. Topography and Views

The area has a gentle topography which contributes to its character. Land falls gently when travelling westwards along Westbourne Road and then rises again after passing the junction with the eastern arm of Ashfield Avenue. The street form curves gently in response to the contours. This enables long street views that reveal attractive glimpses of frontages, and adds interest to the area. The extent of mature trees in gardens or in the street often blocks and filters views but adds interest.



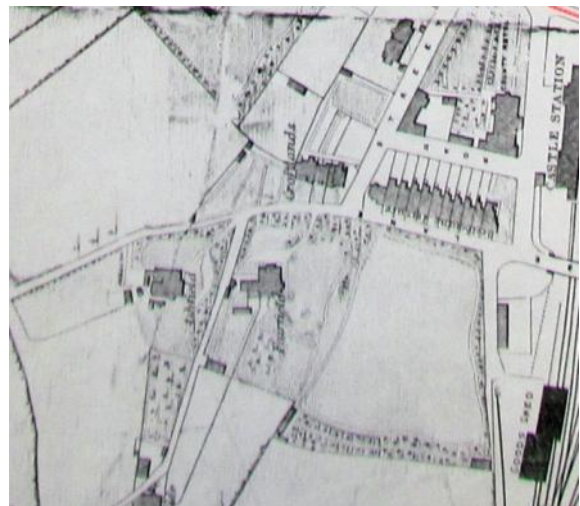
View westwards on Westbourne Road

3.10.3. Current Activities and Uses

The area remains in its original use as residential. There are a few other uses: The former Co-op shop building at the eastern end of Westbourne Road has been converted to offices and there is a bowling green to the north of Westbourne Road, but the overall character is wholly residential.

3.10.4. Historical Development

Like Area 9, this area was mostly fields and gardens until the late 19th century. By 1844, there were some recreational activities located here; an archery ground to the south of the road and the Luneside Bowling Green to the north - which still exists today. Meeting House Lane, is on Speed's map of 1610 and the main route west out of the town to the town fields and marshes. It was re-named Westbourne Road west of the railway line late in the 19th century. Development of terraced houses in this area took place after 1870, as demand for new middle class housing grew. Westbourne Terrace on Westbourne Road was built by 1871, for middle class occupiers, and by 1877, two detached villas had been built on the south side of the road, Fairfield and Ashfield, either side of Sunnyside Lane.



Westbourne Road in 1877, detail from Harrison & Hall's map (Lancaster Library)

A third phase of development took place in the early 20th century when Ashfield Avenue and Redvers Street were laid out with higher density terraces, on the site of Ashfield House. The present layout was almost complete by the 1913 OS map; the 1930s semi-detached housing at the south end of Ashfield Avenue is the most recent housing in this character area.



Luneside Bowling Green club house, early 19th century

3.10.5. Archaeological Potential

A route to the grazing land west of the Roman fort is likely to have existed, but its line has yet to be identified. The presence of Roman burials (but of distinctly 'native' character) found just west of the Luneside bowling green (and outside the conservation area), in Westfield Memorial Village suggests potential for further Roman archaeology in this area.. As the area was largely fields and gardens with some recreational activity until the late 19th century, the archaeological potential for medieval and post-medieval periods is low. The archery ground and gardens along Sunnyside Lane, the only recorded uses south of Westbourne Road, are unlikely to have left significant below-ground remains.

3.10.6. Architectural Quality and Built Form

In common with most of the Conservation Area, the prevailing building material is local sandstone, with buildings faced in dressed coursed stone or ashlar with rubble stone used for rear elevations. Unusually for Lancaster, Westbourne Terrace is partly faced in snecked stone. Roofs are generally laid with Cumbrian slate in diminishing courses and chimneys are of local stone.

The club-house for the bowling green is the only building from the first phase of development in this area, a classical style building typical of late Georgian architecture, and a rare early example of this building

type. The club house has distinctive large ground floor openings facing the green, with moulded string courses, cornice, quoins and architraves. Most of the later 19th century houses are built in a revival style characteristic of Victorian middle class housing, with repeated details, often high quality. The 1930s semi-detached houses have rough-cast render to the first floor with hipped roofs, and design influenced by Arts and Crafts architecture.

Most of the Victorian houses are two to three storeys, with gabled attic dormers for the upper floors. Later houses are two-storey.



Late 19th Century terraced houses, Ashfield Avenue



Large terraced houses, north side of Westbourne Road, 1870s



Early 20th Century semi-detached House on Ashfield Avenue

Architectural details are associated with particular periods of architecture: the late Georgian bowling green club house has classical proportions, moulded stone architraves, eaves cornice and raised quoins. Victorian and Edwardian buildings have more modelled frontages with canted bay windows with sashes, some with decorative leaded and stained glass to upper panes and moulded string courses. Roofs are detailed with timber barge boards, stone gutter brackets, gabled dormer windows with iron finials and stone chimneys. Door details include panelled doors with overlights, moulded stone surrounds, house-names inscribed in stone and paired entrances with stone cornices. Most buildings have a variety of cast-iron rainwater goods which should be retained where possible. Early 20th century semi-detached houses have some Arts & Crafts details such as roughcast render, curved bays, deep eaves and arched doorways.



Paired doors with panelled doors



Panelled door in red sandstone surround with hoodmould at 2 Ashfield Avenue



Historic leaded windows on Ashfield Avenue



Square bay with leaded windows on Ashfield Avenue

Most properties were built as houses and remain in domestic use, but some end-terraces were built as shops and retain their shop-fronts. The former co-operative society shop at 1 Westbourne Road is dated 1912; designed by Austin & Paley this features a corner octagonal bay topped with a domed turret and mosaic tiling to the entrance. Now in office use, it retains large display windows and is still an important corner building. 4 Ashfield Avenue has a former shop front, inserted into a former house.



Converted Edwardian Co-operative Shop at 1 Westbourne Road, by Paley & Austin



Mosaic entrance to former co-op shop

3.10.7. Assessment of Condition

Buildings in the area are in generally good condition and well maintained. One building appears to be 'at risk', the former Railton Hotel at 2 Westbourne Road which is vacant, boarded up and overgrown with ivy. As this is prominent on the approach from the town centre, its poor condition particularly detracts from the appearance of this character area.

Many buildings retain their historic fenestration and stonework intact but some windows have been replaced in modern styles and materials. Some terrace frontages have been extended beyond the building line and inserted basement entrances disrupt the unity of terraces in some cases. The over-painting of some exterior stonework on Ashfield Avenue interrupts the appearance of the whole terrace. Some historic boundary railings have been replaced with a variety of fences. Non-traditional doors and windows, roofs and wall finishes can erode the appearance and character of designed groups of historic buildings. Modern installations, such as satellite dishes and skylights on front elevations detract from the character of the historic environment if not carefully located.



Replacement upper floor windows



Painted exterior stonework

3.10.8. Urban Form

The built form and pattern of the area is dominated by terraces, with a few larger buildings such as the detached Fairfield Hall (now a nursing home) and a small number of 1930s semi-detached houses. The terraces mostly comprise relatively large middle-class homes; these are two and a half storeys tall and set back 4 to 5 metres from the street behind a boundary wall. Properties on Ashfield Avenue and Redvers Street are a little smaller, with a building line 2 to 3 metres behind the footway, but are broadly similar in form. The terraces south of the main road have small rear yards or gardens instead of the spacious rear gardens with mature trees north of the road. Fairfield Hall is set within its own grounds.



Terraced houses on Westbourne Road

The street form is irregular, and responds to the topography. Westbourne Road is gently arching. Streets leading from it are straight but aligned at different angles and do not create a regular grid. This is particularly evident around Ashfield Avenue. There are also a number of smaller lanes such as Sunnyside Lane that function as rear lanes, with of an ambiguous status between private lane and public road.

3.10.9. Nodes and Gateways

This is a distinct part of the Lancaster Conservation Area with a wholly different function and character to the central areas. The railway line and the single point of entry to the area (from the City Centre) on Meeting House Lane create a very obvious and definable gateway. This strong gateway leads into a leafy residential area which is immediately visible, and the former Co-op building responds to this gateway with a

strong built form including a corner tower and active frontages on two elevations.



The former Co-op building helps to define the gateway to the area from the east.

3.10.10. Landmarks

There are no strong landmark buildings in this area, and all the buildings are of a modest domestic scale. Fairfield Hall, now a nursing home, is the largest individual building in the area, but does not have landmark quality as it is set back from the street in landscaped gardens, for privacy and historic status.

3.10.11. Frontages

The consistent, quality and detailing of the building frontages are an asset of the area and a key factor in its special character. The interest of the elevations and the streetscene created by the rhythm of bay windows and dormers creates a strong townscape.

The buildings also make some attempt to turn corners, often providing surveillance and interesting on the return elevations, although there are still some blank elevations. The house on the east corner of Westbourne Road/Ashfield Avenue has a full-height octagonal bay, and the former co-op shop has a corner turret. One challenge is the irregular street grid in the Ashfield Avenue area which results in some acutely angled plots. The response is some irregularly shaped house-types with several active frontages and a distinctive roof profile. These add some interest and individuality to the otherwise uniform frontages.



Frontages in the area (top: Westbourne Road; bottom: Ashfield Avenue)



Irregular house type on corner plot on Ashfield Avenue

3.10.12. Positive Spaces

The area lacks any formal public or open space. However, the bowling green north of Westbourne Road is an attractive and well maintained semi-public space. This creates a strong formal composition with the Georgian clubhouse building. The well-hidden,

screened character of the bowling green means that it does not make a strong contribution to the general character of the area.

3.10.13. Significant Open Spaces, Parks, Gardens and Trees

Although there are no formal open spaces in the area the street environment does benefit significantly from the presence of mature trees and planting. On Westbourne Road this includes street trees. Mature planting within the front gardens of house plots and hedges on front boundaries are important features throughout the area, and particularly on Westbourne Road. These features are lesser significant on the side roads where front gardens are smaller than on Westbourne Road and there are no street trees.



Street trees create a pleasant street environment

3.10.14. Listed and Unlisted Buildings

There are no listed buildings in this area; most of the buildings are late Victorian and Edwardian terraced houses which all contribute to the character of the area through the unity of the stone frontages and repeated details such as sash windows, stone door surrounds and front walls and gate piers. Other buildings which make a positive contribution to the area's character include the former Co-operative shop designed by Austin & Paley, on Westbourne Road, Fairfield, now a nursing home, one of the few examples of a detached middle class villa, and the club house built for the bowling green, an interesting exception to the

Victorian housing in the area, built when the area was fields and used for recreation.

3.10.15. Public Realm

The public realm is a traditional residential street environment. On Westbourne Road this includes stone flags and kerbs, with mature street trees. Frontages to terraced houses are defined by low stone boundary walls with stone gate piers, iron railings or hedges. The front garden walls are topped with weathered stone copings or rustic limestone toppings, a local feature. Walls are often supplemented with hedges and garden planting. Walls to back lanes are higher and topped with triangular dressed stone copings. The only street furniture is simple lighting columns. Overall, the public realm is attractive and retains many traditional features that contribute to the character of the area.

3.10.16. Low Grade Environments and Detractors

At present the end property facing the gateway to the area on the northern side of Westbourne Road (the former Railton Hotel) is vacant. Windows are boarded up and the garden in front of the area is overgrown. This is a prominent location facing the gateway and the site currently detracts from the character of the area.



The former Railton Hotel currently detracts from the quality of the area

**Figure 3.8: Conservation Designations
(West)**

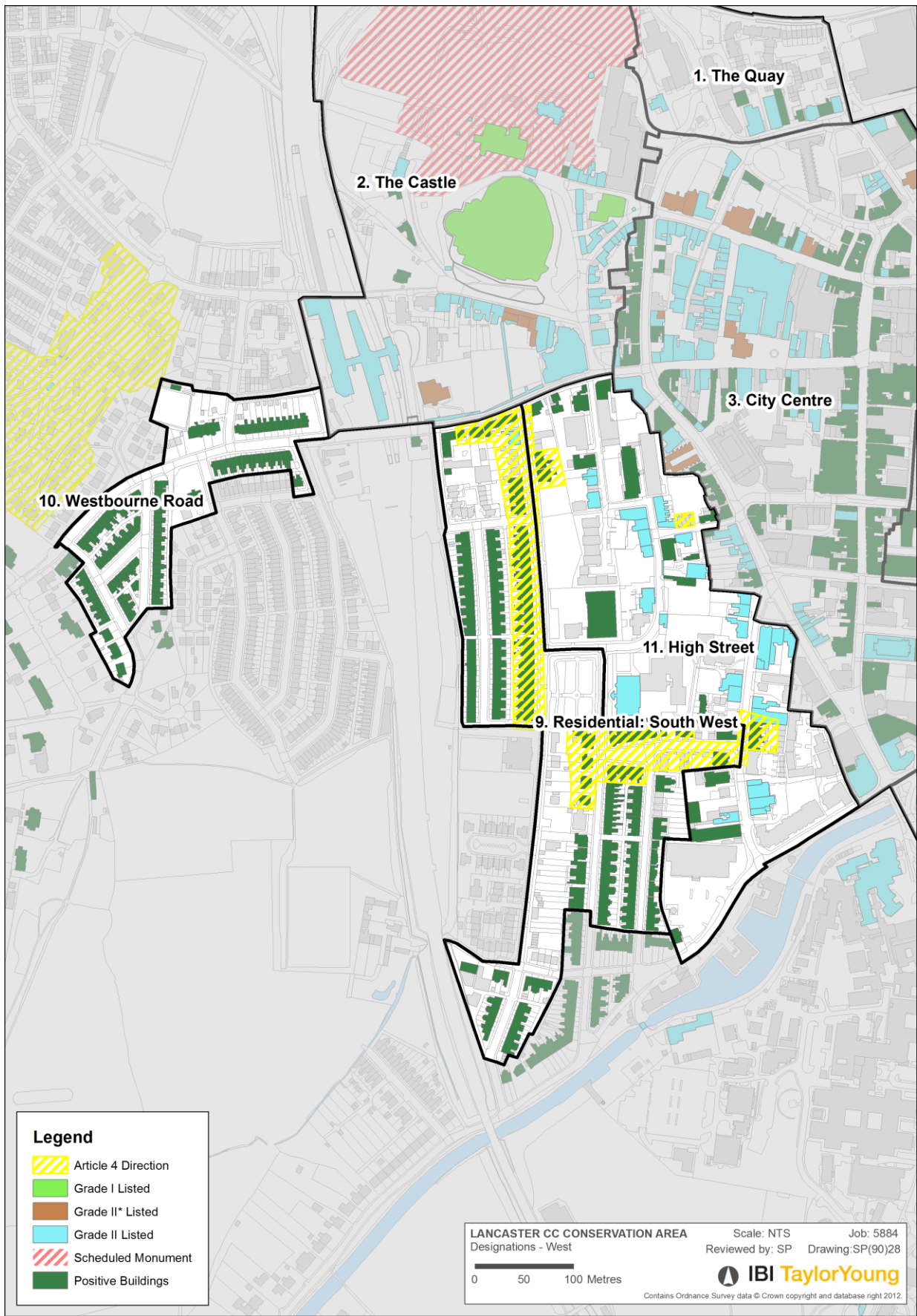
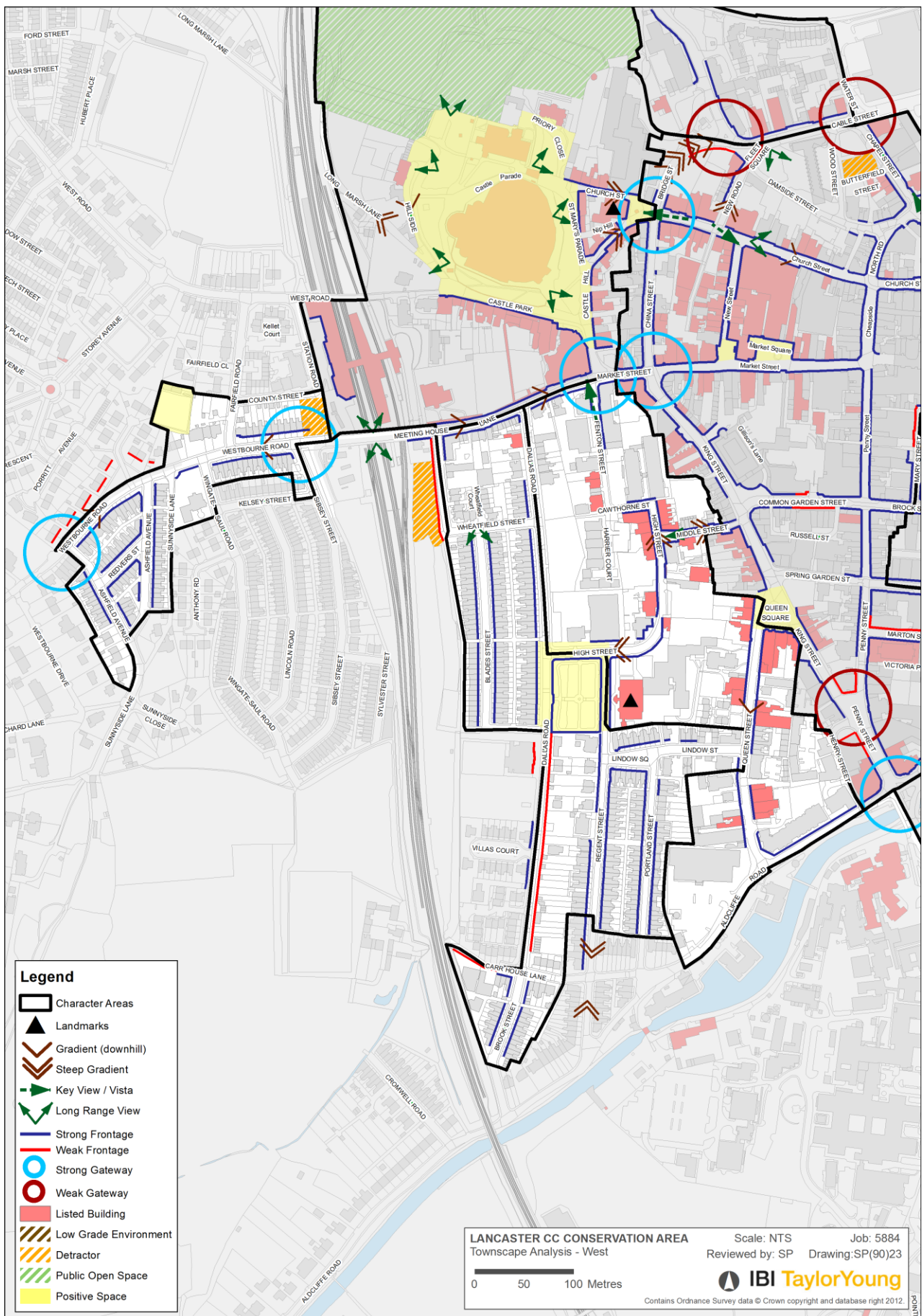


Figure 3.9: Townscape Analysis (West)





Lancaster Conservation Area Appraisal

Character Area 11. High Street

March 2013

3.11 Character Area 11: High Street

3.11.1. Definition of Special Interest

"The High Street Character Area has a consistent Georgian townscape due to its origins as a late 18th century suburb on the south-west edge of the City. The high quality of the architecture, the continuing presence of institutional uses and an often steep topography combine to make this a distinctive area within the City."

3.11.2. Topography and Views

Topography plays an important role in the character of this area. Land generally falls gently southwards toward the Canal, but High Street also runs along a low ridge, approached from the east by a steep rise up Middle Street. The high point is located around the Georgian Gothick-style building on High Street from where the land falls, often steeply, to the east and west. This is handled with changing ground levels within terraces. The enclosure of relatively narrow streets with tall development (generally three storeys) means that long range views are rarely possible. The street layout has been used to create some important framed vistas to prominent buildings; particularly to 4 High Street from Middle Street and to the Storey Institute from Fenton Street.



Long street views are a local feature

3.11.3. Current Activities and Uses

The area maintains longstanding community and institutional uses, with several schools and religious buildings still in use. Many of the Georgian houses are now in use as offices (a pattern that began as far back as the early 20th century). Domestic use has continued, especially on Queen Street and High Street. Queen Street is rather mixed, and also has some trade/retail uses including a large B&Q store. The post office on Fenton Street is an important and longstanding employment use in the area. In general the area has a well established and consistent pattern of land-uses that contribute strongly to its character as an edge-of-centre district of the City.

3.11.4. Historical Development

High Street, Middle Street and Queen Street were laid out west of King Street as part of the expansion of the Georgian town. Prior to the 1770s, this was an area of gardens and fields. Piecemeal development led to the building of new houses at a low density. Gardens were an important a feature, shown on maps of 1778 by Mackreth and 1821 by Binns. The area provided space for institutions; the first to be built was the Independent Chapel on High Street in 1772-3, later a Congregational Chapel; its Sunday school was built in 1856.

Many schools were located in the area including the National School at the north end of High Street, built in 1820. The former Bluecoat School on Middle Street, originally built in 1772, was re-built and enlarged in 1849-50 by Sharpe and Paley. It was again extended in the late 19th century, and both these are now in residential use. The Lancasterian School, off Aldcliffe Road was built by 1847 but later demolished. Dallas Road School on High Street dates from 1911, and to the south is Lancaster Girls' Grammar School (1912-14), both still in use..



Binns' map, 1821

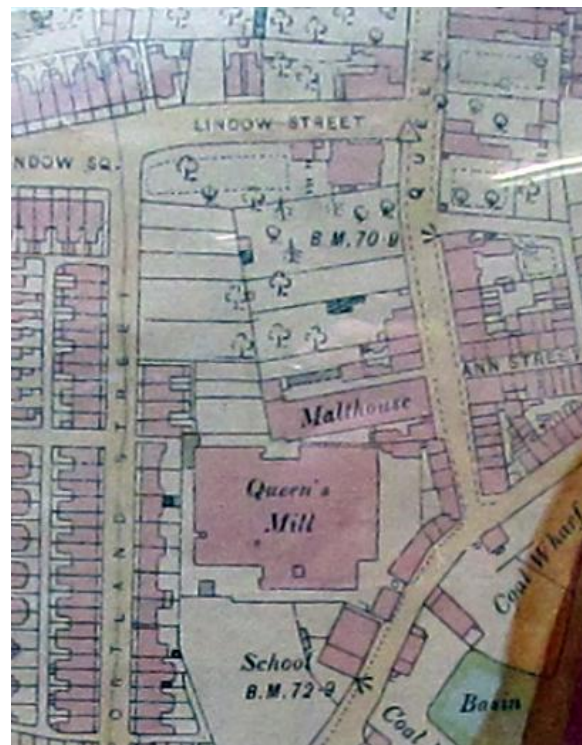
At the south end of the area, Queen's Mill was built in 1840, close to the canal; this was taken over by Storeys and extended in the later 19th century, later used as a chemical works by the Rembrandt Intaglio Company. To its north was a malthouse, first shown on the 1891 OS map. Historical associations include the poet and scholar, Lawrence Binyon (writer of the poem *For the Fallen*), who was born at 1 High Street in 1869. Two notable scientists worshipped at the United Reformed Church in their youth: Sir Edward Franklin and Sir John Fleming. Thomas Mawson, landscape architect had premises at Highmount House, High Street (1906-1936)

Development in the 20th century included the demolition of the 18th century Fenton Cawthorne House in the early 1920s, to make way for the Post Office; the portico was re-used as an entrance to the Storey Gardens. In the second half of the century, large telephone exchanges were built on Cawthorne Street to the south, and Harrier

Court, a block of flats was built west of High Street, with new development on the east side of Queen Street. In the south of the area, Armstrong-Siddeley used Queen's Mill for making aircraft components during the war; the mill was demolished in the late 20th century, and the site redeveloped for retail development, which has eroded the historic character of this part of the area.



Plaque recording notable scientists, United Reformed Church, High Street



Queen's Mill, 1892 OS map (Lancaster Library)



Fenton Cawthorne House, demolished in c.1920 to make way for the Post Office

Spinners Court, a 1990s block of flats was built over Ann and Britannia Streets, and more recently, apartments have been built on the former Arla Foods depot in the Aldcliffe Road/Henry Street area, on part of a Roman cemetery,

3.11.5. Archaeological Potential

The southern tip of the area extends into a former Roman cemetery area, where an unusual and important 2nd century memorial stone (now in Lancaster Museum) was recovered. Burials were also recovered from Queen Square, although it is not known if these were late prehistoric or Roman in date. If the latter, they support the theory that King Street was of Roman origin and the potential for the cemetery area to be extended eastwards further into this part of the conservation area. In the medieval period, with the exception of the frontage onto Meeting House Lane/Market Street, occupation was probably limited to the ends of burgage plots extending from King Street, with most of the area used as part of the town fields.

For the post-medieval period there is potential for buried remains relating to the construction and use of buildings of the 18th century, or for remains of structures which were later demolished or redeveloped. The potential for the latter is, however, likely to be constrained by cellaring and other foundation works – for example the the former Bluecoat School of 1772, was re-built and enlarged, probably damaging remains of the earlier

building. Works on the Arla Foods depot site, however, showed that islands of important early archaeology can survive, sometimes at significant depth, and that remains of even low status yard housing can exist below later redevelopments.

3.11.6. Architectural Quality and Character

Building materials in this area prior to the mid 20th century, were almost entirely local sandstone; the 18th century buildings are generally faced with ashlar to the front, with coursed stone or rubble stone used for rear and side elevations. An exception is 2 Fenton Street, built in red brick in 1913 with sandstone detailing, designed by Spencer Barrow architect, as a Friends' Hall. Local stone slate roofs have survived occasionally and these should be preserved; most roofs are laid with Cumbrian slates in diminishing courses, although some have been replaced with concrete tiles. A few buildings are covered with vernacular rough cast render, including the Kingdom Hall on Queen Street.

Most of the 18th century buildings, t, were built as private houses for the middle classes. High Street retains a rich collection of fine Georgian houses, with a formal ensemble of three houses facing Middle Street, all built c.1775. The central house, No. 4, was built for John Rawlinson, and has a pedimented central block with doorway framed by Doric columns. The houses either side have carriage entrances and the whole block has a balustraded parapet.



No 4 High Street, from Middle Street, built c.1775

There are also fine examples of houses on Queen Street, such as the pair at 5 and 7, which have paired doors with fluted architraves beneath a scrolled pediment. The historic ironwork on the front steps also survives. The house at Number 1 has an over light and a portico entrance; this is now a doctor's surgery.



Georgian entrances and ironwork at 5 & 7 Queen Street

The predominant character and architectural style of the area is Georgian. 18th century town houses are two or three storeys high and up to five bays in width, most built up to the back of the pavement. Some are quite austere, and others more elaborately decorated with moulded door surrounds with pediments, cornices and parapets. Panelled doors with over-lights and sliding sash windows are set in moulded stone architraves, with moulded eaves cornices, raised quoins and large stone chimneys. Early 19th century terraced houses are usually plainer, often without window architraves; the houses on the north side of Middle Street, houses on the north side of Fenton Street, 21 – 29 Queen Street and 1 - 9 High Street are typical examples of this later Georgian style. The doorways of 1 - 9 High Street have deep plain reveals under a simple cornice and the sliding sash windows at No. 9 all appear to be original.



Highmount House, High Street, built 1774 (former offices of landscape architect Thomas H. Mawson)



1-9 High St



Early 19th century houses at 21-29 Queen Street

Other buildings are in a variety of styles according to their date. In contrast to the controlled Classical Georgian of the larger houses, the Cottage is an unusual example of late 18th century Gothick, with arched windows, inter-laced glazing bars and a castellated parapet.



High Street Cottage, Gothic style

The 1770s Trinity United Reformed Church has a symmetrical frontage with arched windows, glimpsed across a grassed forecourt from High Street.

There are few industrial buildings left in the area; a linear stone building between 22 and 24 Queen Street was a malthouse in the late 19th century, and is now a wholesalers. A building the east side of High Street was associated with a former timber yard, shown on the 1892 map; this stone building has cast-iron columns and beams to one side, and is now in residential use. Between Queen Street and King Street, sections of historic boundary walls are evidence of the steam-powered saw mills that replaced Henry Street Cotton mill before 1893.



Former industrial building, High Street, 1880s

Early 20th century classical revival buildings include No. 2 Fenton Street, dated 1901, in Queen Anne style, and the 1920s Post Office on Meeting House Lane, designed by

Charles Wilkinson in Baroque Revival style. Behind the Post Office is a group of telephone exchange buildings which contribute to the character of the street; the 1952 building is designed in an austere, blocky classical style and faced in ashlar.



2 Fenton Street



Post Office by Wilkinson, 1920s



Telephone Exchange, 1952

The style of the schools varies, depending on their date. The former National girls' school is a long, low building in a severe Georgian

style with a simple cornice over the door and a moulded tympanum. The former Bluecoat School on Middle Street is built in a Jacobethan style, with gables and a continuous hoodmould above the ground floor. The Independent Sunday School dating from 1856 on Middle Street is in a Romanesque style. Revival style details are characteristic of late 19th and early 20th century schools. The Girls Grammar School was designed by the Manchester architect, Henry Littler, in an Edwardian Baroque style. The Dallas Road School is in similar but more austere Baroque style. It was originally built with segregated entrances, with carved lettering over doorways to indicate Girls' or Boys' entrances.



Former Bluecoat School, 1849-50



Dallas Road School entrances

In response to the topography of the area, some houses have steps up to their entrances, with iron railings. The roofline varies depending on the topography and building uses; houses on the main streets have a fairly uniform scale with horizontal eaves. Historic plots with narrow frontages are still a feature on High Street and Queen Street, but in the west part of the area, on the slopes below High Street, later development was built to a different pattern and density, with community buildings such as the schools set in larger plots. The scale and massing of these buildings is also larger than the domestic buildings.

3.11.7. Urban Form and Frontages

The street pattern is the result of attempting to establish a regular Georgian grid onto an area of steep topography, whilst also accommodating some large footprint uses such as schools. The long diagonal of King Street (outside the east of this area) and the plots behind it also play a large part in dictating form within this area. The result is a distorted pattern of straight and curving roads with no clear blocks within them.

Within this street form buildings positively address the street, mostly built up to back-of-pavement and presenting an active frontage. The plots behind them are often long and buildings often extend back a long way. Some are set back within their own grounds. The larger Dallas Road School and post office building occupy the interior of blocks as well as presenting a street frontage. The buildings themselves are a mix of short terraces and large detached buildings. These vary in height from two to four storeys but Georgian domestic buildings are mostly three-storey. High Georgian storey heights and pitched roofs, often with dormers and gables, effectively increase building heights.



The street layout creates vistas to prominent buildings.

The character area directly fronts the Lancaster Canal to the south edge. The new apartment blocks facing the canal follow the approximate massing of historical industrial buildings that once stood here. This form is appropriate and provides good enclosure and overlooking to the canal-side, which lies at a lower level behind a retaining wall on the opposite side of Aldcliffe Road. The active and articulated frontages of these blocks provide interest to this frontage. Further west the B&Q store is set back from the canal edge, behind new apartment blocks that lie outside of the conservation area. The siting of the retail warehouse pays no regard to the canal-side but the boundary treatment, consisting of a low stone wall and some planting in places, does help the building relate to the surrounding environment.

3.11.8. Nodes and Gateways

There are no real gateways into this area. The junction of Fenton Street and Market Street, marked by the Storey Institute, is a wider gateway into the City but Fenton Street is secondary here and this is not a gateway into this character area. Queen Square is a more prominent entry point into the area but Queen Street is clearly secondary in importance to King Street and so this is not really a gateway either. In general this is a discrete, quieter area with a fairly disconnected street form and no real gateways or key nodes.

3.11.9. Landmarks

The Dallas Road school is the only real landmark in the area. Located on a large site, the attractive historic building is visible and accommodates a well-used community function. There are several other important historic building and important community uses such as chapels and school but these are in less prominent buildings set within grounds.

3.11.10. Positive Spaces

At the southern edge of the area the canal-side provides a generous and pleasant area of public realm which benefits from views along the canal and to the listed hospital building on the opposite side. This forms part of the wider canal-side corridor, which is well used for recreation.



Canalside space

Queen Square is an attractive space on the east edge of the area. This is described in text for Character Area 3. Dallas Road Gardens are a positive space at the western edge of the area, covered in Character Area 9. Within this character area itself there are no formal areas of public space, although the street environments are often strong, and the other spaces referred to are accessible from this area.

3.11.11. Public Realm



Public realm on High Street

The public realm in the area comprises strong street environments, which are an important positive element in the character of the area. The pavements are typically laid with stone flags, and cobbles also survive on a few minor access roads. Buildings generally front the back-of-pavement, their interesting stone frontages adding character and framing the street. Sometimes there are steps up to an upper ground floor entrance with an undercroft level below. Some buildings are set back (typically 1 metre or less) behind attractive iron railings. Other buildings sit within their own plots. In these cases planting often contributes positively to the streetscene (especially on High Street and Queen Street). In a number of instances (Queen Street bungalows or Trinity United Reform Church) these grounds are particularly attractive spaces and glimpsed views into them add considerable interest to the streetscene. At Trinity URC this view is framed by a Georgian wrought-iron arch with a hanging lantern.

Aldcliffe Road has a more standard treatment and lacks most of these features.



Attractive views into plots from the street.

3.11.12. Listed and Unlisted Buildings

Most of the fine Georgian houses in this area are listed. Unlisted buildings that contribute to the character of the area include some altered late Georgian domestic buildings and good quality Victorian and early 20th century buildings in a variety of revival styles, including houses, schools and places of worship. The Dallas Road School, the Methodist church on Queen Street and the former Independent Sunday School on Middle Street are all distinctive community buildings with moulded stone details. Buildings designed in classical revival style include the 1920s Post Office on Meeting House Lane, by C.P.Wilkinson. In contrast,

Figure 3.8: Conservation Designations (West)

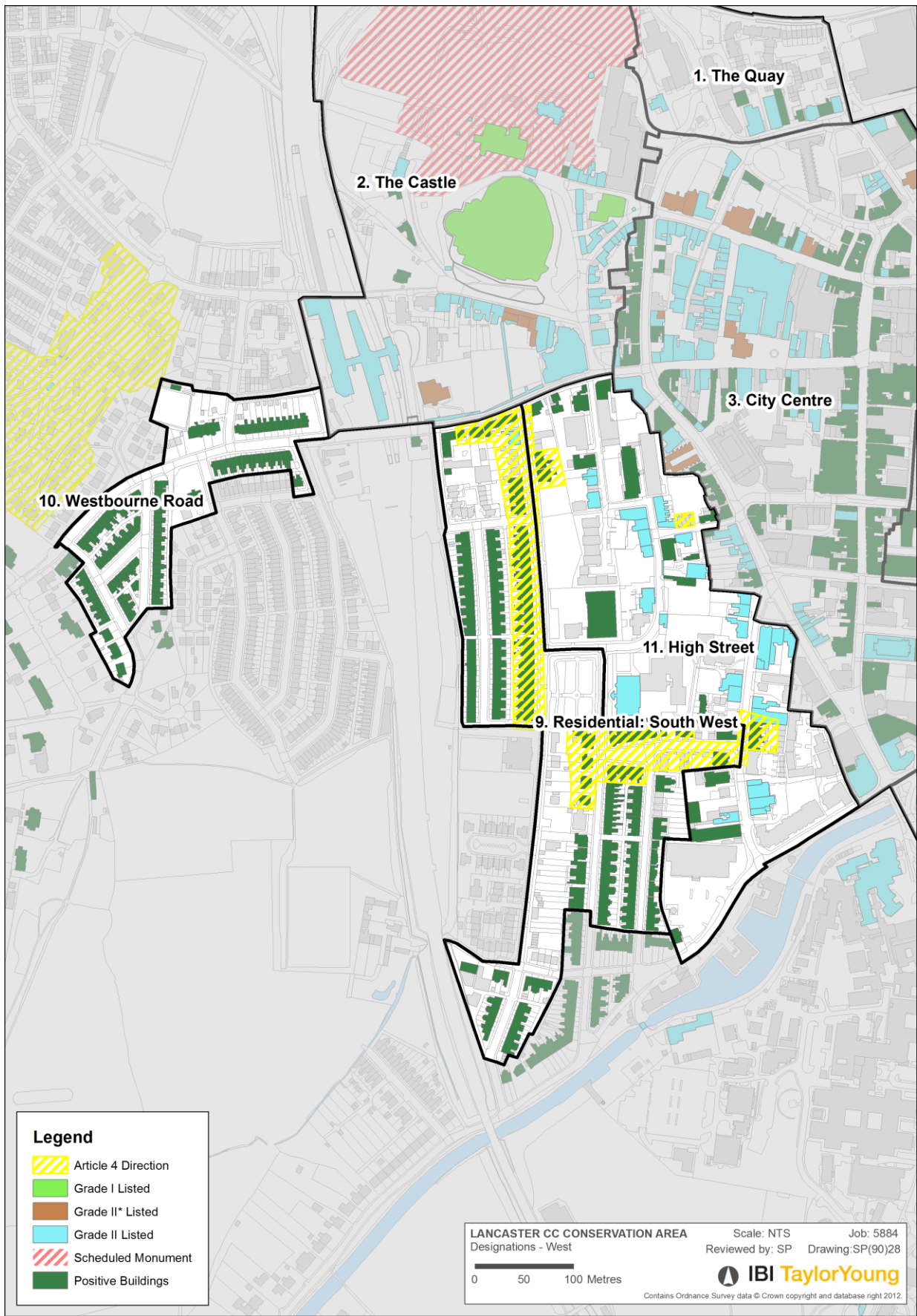
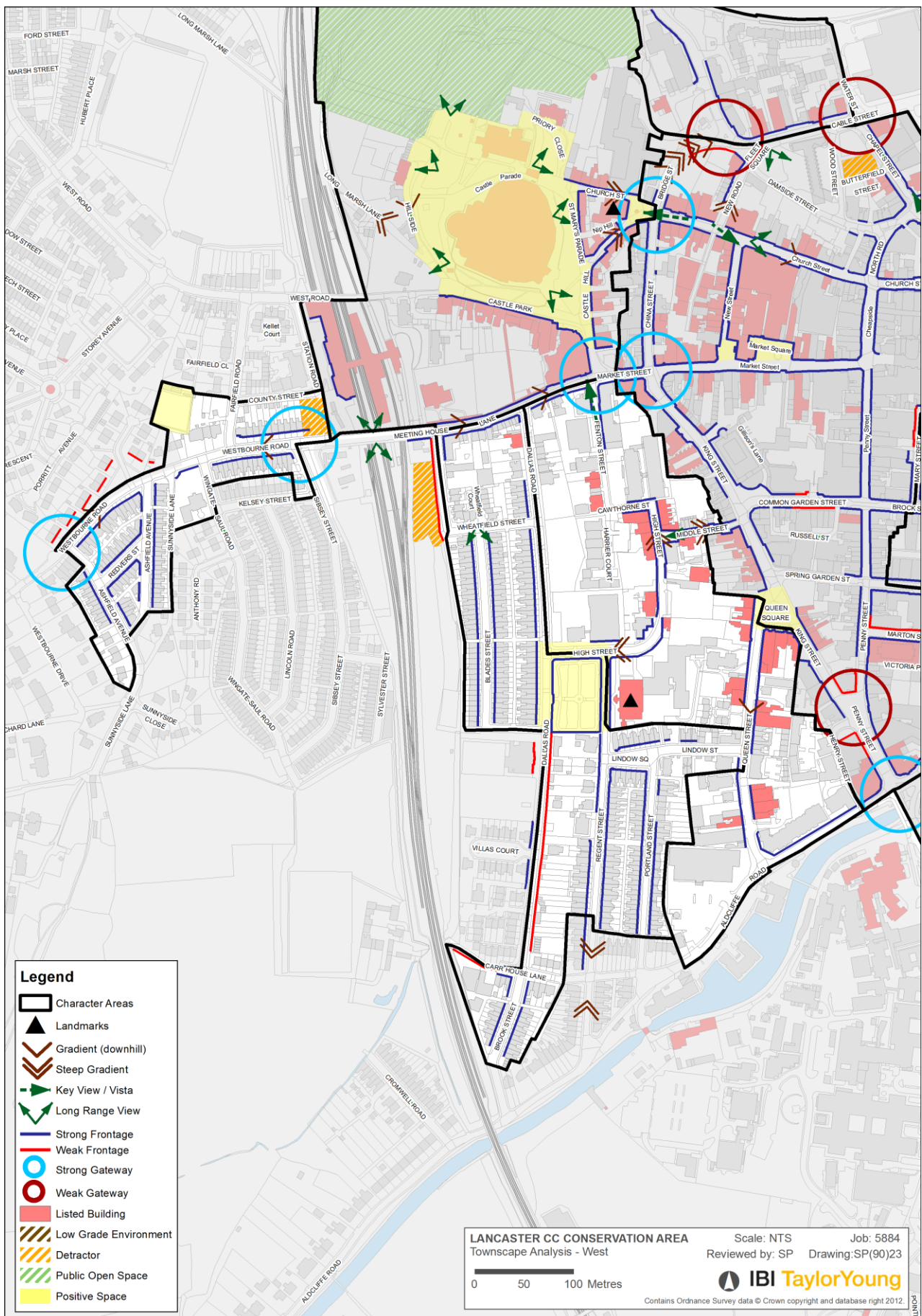


Figure 3.9: Townscape Analysis (West)



Conservation Area Name

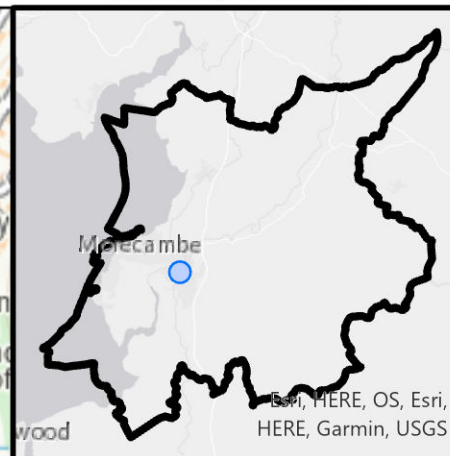
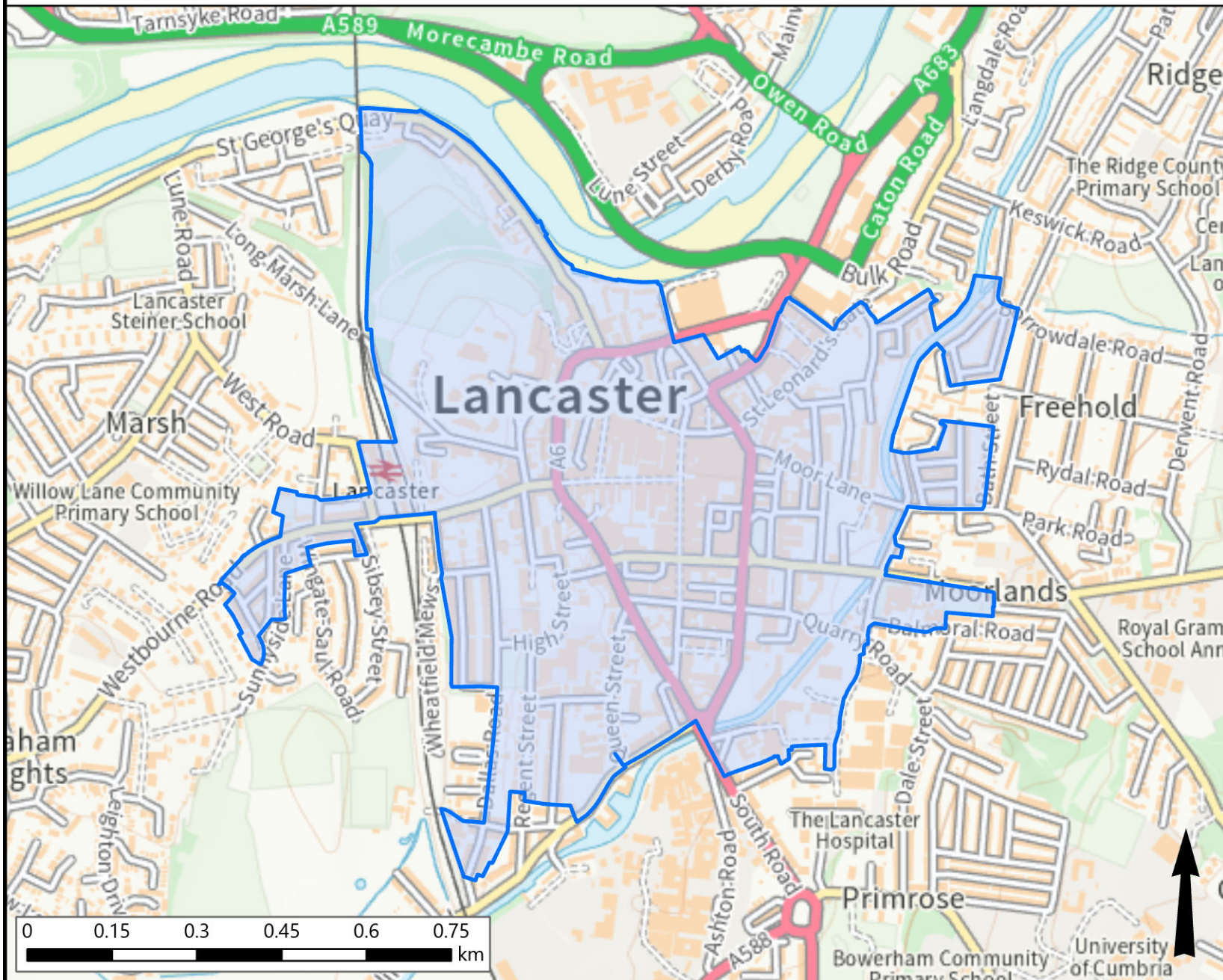
Area (ha)

Designation Date

Lancaster

85.29

2011



Legend

-  Conservation Areas
-  Lancaster District Boundary

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