



Whitehaven Town Centre and High Street Conservation Areas | Character Appraisal April 2009

Part of the Whitehaven Town Centre Heritage and Design Series



Whitehaven Town Centre Heritage and Design Series

This document is part of the Whitehaven Town Centre Heritage and Design Series. This series has prepared on behalf of Copeland Borough Council to ensure that all development proposals in, or adjacent to, Whitehaven town centre's conservation areas are well-considered, of high quality and have regard to their historical context.

This series is addressed to:

- Residents and businesses;
- The local community;
- Ward members;
- Council departments, including planning, land and property and highways;
- Potential public and private sector developers;
- Statutory service providers, and;
- Relevant professionals, including builders, architects and planners.

Documents in this series are:

- [Whitehaven Town Centre and High Street Conservation Areas Character Appraisal](#)

This character appraisal identifies and explains the special historical and architectural character of Whitehaven town centre's conservation areas.

- [Whitehaven Town Centre and High Street Conservation Areas Management Plan](#)

This management plan programmes short, medium and long-term actions to preserve and enhance the conservation areas.

- [Whitehaven Town Centre Development Guide](#)

This development guide outlines the urban design principles and criteria to be applied in the town centre.

- [Whitehaven Town Centre Site Development Guides:](#)

- [Site 1: Former YMCA Building Irish Street](#)
- [Site 2: Albion Street South](#)
- [Site 3: Albion Street North](#)
- [Site 4: Quay Street Car Park](#)
- [Site 5: Bardywell Lane](#)
- [Site 6: Gough's Car Park, Strand Street/ Malborough Street](#)
- [Site 7: Mark House, the former Victorian public baths and the Paul Jones Pub, Strand Street](#)
- [Site 8: Former Bus Depot, Bransty Row](#)
- [Site 9: Former Bus Station and Works, Bransty Row](#)

These site development guides are to be read in conjunction with the Whitehaven Town Centre Development Guide and indicate the degree and type of development that will be acceptable on each development site.

- [Whitehaven Town Centre Public Realm Appraisal](#)

This public realm appraisal provides guidance on the degree and type of surface materials and street structures that will be acceptable in the town centre.

Acknowledgements

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Contents

1.0	Introduction
2.0	Legislative Background
3.0	Location and Landscape Setting
4.0	Historic Development and Archaeology
5.0	Character Analysis
6.0	Summary of Issues and Threats
7.0	Suggested Boundary Changes
Appendix 1:	Gazetteer of Statutory Listed Buildings & Features
Appendix 2:	Summary of Consultation Events
Appendix 3:	Article 4 Directions in Whitehaven Town Centre
Appendix 4:	Gazetteer of Sites and Monument Records (SMR)
Appendix 5:	Bibliography and Sources of Further Information

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1.0 Introduction

Whitehaven is one of the earliest and most complete post-medieval planned towns in England. Until the middle of the seventeenth century it was a small fishing village, however it was then rapidly and deliberately planned and developed as a port and an industrial town by the Lowther family. By the eighteenth century, Whitehaven had become one of the largest ports in the northwest of England. By 1800 however, a recession, in part caused by the development and expansion of a number of the town's rival ports, had set in from which the town never really recovered, and the rapid growth and later decline combined to ensure Whitehaven's survival as an eighteenth century planned town

Today Whitehaven is known for its attractive and colourfully painted Georgian buildings, its grid-iron streets, its harbour and marina and for its connections with the formative years of the United States of America.

The historical and architectural interest of Whitehaven is recognised by the volume of statutorily listed buildings and features (see *Appendix 1 for a comprehensive gazetteer*) and the existence of two conservation areas, Whitehaven Town Centre Conservation Area and High Street Conservation Area, within its town centre. Copeland Borough Council is legally obliged to protect and enhance these conservation areas and to do this it is necessary to understand what is in each area and why each area is important to the town's character.

This report is called a 'character appraisal' and it has been produced following a detailed study and assessment of the two conservation areas and

discussions with interested parties including the local community (see *Appendix 2 for full details*).

Following a summary of Whitehaven's historic development, this character appraisal identifies important features (such as buildings, streets, views and open spaces) in the town centre and explains why each conservation area is so special. It also identifies elements of the townscape which detract from these important features and/or are threatening to harm the town's character. Whilst every effort has been made to highlight those features that contribute toward the special character, this character appraisal is not intended to be fully inclusive and the omission of any particular feature must not be taken to imply that it is of no visual or historic interest.

This character appraisal has been prepared in accordance with English Heritage's guidance on the production of conservation area character appraisals. It provides more detail to the heritage and conservation policies set out in the Copeland Local Plan 2001-2016 and the emerging Local Development Framework (LDF) and will be used as a reference point by the Council when making decisions on applications for planning permission and Conservation Area Consent. It is also hoped that it will inform the people who live, work and build in Whitehaven and will help them to appreciate the town's historical significance.

The conservation area boundaries indicated on plans within this document are for illustrative purposes only. A definitive plan of the conservation area boundaries as adopted may be inspected at the Council's offices.



Whitehaven's harbour



Historic cannons, West Strand



Market Place

2.0 Legislative Background

What is a Conservation Area?

The Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities (in this case Copeland Borough Council) to determine which parts of their jurisdiction merit conservation area status. Section 69 of the Act defines conservation areas as:

'Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'

The character of a conservation area is usually derived from a combination of features, which often include individual statutory listed buildings, groups of other historic buildings, historic street patterns, views and vistas, traditional building materials and areas of open space and greenery. The designation of a conservation area demonstrates a commitment by the local planning authority to protect and enhance this character.

Implications of Conservation Area Status

Conservation area status is not intended to stifle new development nor preserve areas as museum pieces; in fact conservation areas should evolve to meet changing demands. Local planning authorities are, however, legally obliged to ensure that the special architectural and historic characters of their conservation areas are not eroded when taking planning and development control decisions. They are assisted in this obligation by additional controls that are afforded to them by conservation area status:

Demolition:

Conservation Area Consent is required prior to the demolition of buildings or structures (with certain exceptions) within conservation areas. This enables the contribution that the existing building or structure makes to the character of the conservation area to be assessed.

Minor Developments:

Planning permission may be required for certain changes to buildings that would normally be permitted elsewhere. Changes requiring consent include cladding a building, adding dormer windows or erecting a satellite dish visible from the street. A number of Article 4 Directions of the Town and Country Planning (General Permitted Development) Order 1995 are in place in Whitehaven's town centre and these require planning permission for certain works which would otherwise be considered 'permitted development' (see Appendix 3 for full details).

Trees:

Six weeks notice must be given to the Council before carrying out any works to trees within the conservation areas. This enables the contribution of the tree to the character of the area to be assessed and, if necessary, a tree preservation order made to protect it.

Planning Applications:

Planning applications for development in conservation areas should normally be made in full, rather than as outline proposals, so that their full impact can be taken into account before a decision is made.



Harbour at dusk

3.0 Location and Landscape Setting

Location and Topography

Whitehaven is located on the Cumbrian coast approximately 10 miles west of the Lake District National Park and immediately north of St Bees Head, the principal headland between Morecambe Bay and the Solway Firth. The town's centre is flanked by two steep and predominantly wooded hillsides. The hillside to the north of the town rises above Brackenthwaite and extends between Bransty and Harras Park, whilst the southern hillside rises from Mount Pleasant towards Kells and Arrowthwaite. Together they provide excellent elevated views and give the town a dramatic green backdrop.

Whitehaven Town Centre Conservation Area was designated in 1969 and incorporates much of the town's centre and harbour. Its northern boundary is formed by the North Pier, the North Harbour, North Road, Bransty Row and George Street, whilst its eastern boundary is defined by Catherine Street, a line of yew trees within Castle Park and by Whitehaven Castle. The area's southern boundary is defined by Flatt Walks, Richmond Terrace and the rear of properties on the southern side of Catherine Street, whilst the western boundary follows the curvature of Rosemary Lane to Wellington Terrace before incorporating the site of Wellington Pit, West Pier, Old New Quay and Old Quay. Whilst much of the conservation area is relatively flat and low-lying, its western edge does incorporate the base and northern slope of the hillside which flanks the southern side of the town.

High Street Conservation Area was designated in

1975 and is located on the southern slope of the hillside which flanks the northern side of the town centre. Whilst this elevated location provides impressive views across the town, the conservation area itself is relatively flat as it follows the horizontal contours of the hillside. As its name suggests, the conservation area is principally formed around High Street, but it also incorporates Pipers Court and much of Wellington Row. Although separated from the main body of the town centre by a residential area which was developed during the 1960s/1970s, High Street Conservation Area is still very much part of Whitehaven's townscape.

Geology

The hillsides which flank the town's centre are formed from carboniferous Whitehaven sandstone and boulder clay, whilst the centre itself lies on a marine alluvial deposit. Thin coal seams also run beneath the town. The underlying rock of St Bees Head, to the immediate south of the town, is red permo-triassic sandstone. Known as St Bees New Red Sandstone, it has been quarried as a building material since the medieval period and is evident within Whitehaven's town centre.



Location of Whitehaven



Location of Whitehaven Town Centre and High Street Conservation Areas

Key

-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area



Hillside to the north of the town centre



Hillside to the south of the town centre

4.0 Historic Development and Archaeology

The Early Settlement

Until 1630 and prior to the involvement of the Lowther family, Whitehaven was a small fishing and coal mining village and under the ownership of the Manor of St Bees. Containing between 40 and 50 tenements, the settlement was home to approximately 250 people. It lay mainly on the southwestern side of a stream known as Pow Beck (now culverted beneath Market Place and James Street) and was principally arranged along the axis of what is now Quay Street-Swingpump Lane, although a second cluster of buildings approximately followed the lines of what is now Chapel Street and Roper Street and led to a small chapel which was located where Chapel Street joins Lowther Street.

The Lowther Family

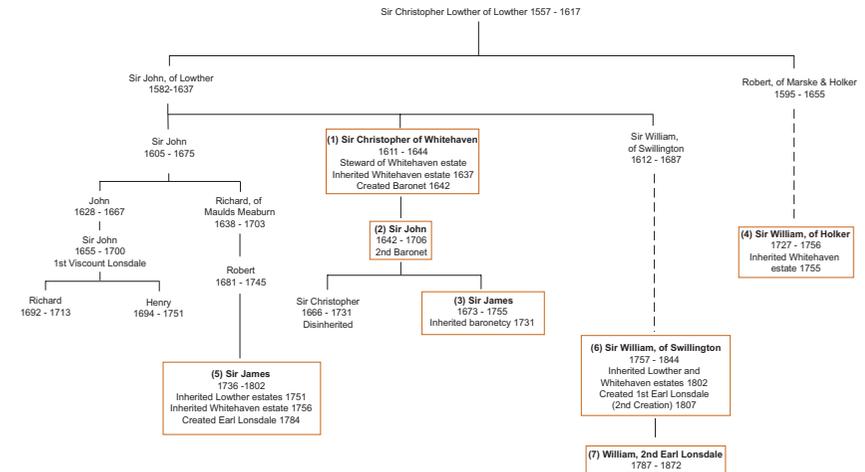
Following the Dissolution of the Monasteries by Henry VIII, Thomas Wybergh, who was related to the Lowther family by marriage, acquired the Whitehaven estate from the Manor of St Bees in 1599. In the early 1600s, Wybergh conveyed half of the estate, including the ownership of the coal seams beneath the estate, to the Lowther family. In 1630, the estate was inherited by Sir John Lowther (1582 – 1637) who appointed his second son, Christopher (1611 – 1644), as estate steward and left him the estate upon his death in 1637. From then until the family line died out in the 1750s, the Whitehaven estate was owned by this junior branch of the Lowther family and the town's rapid growth and development is largely attributable to the endeavors and initiatives of the three Lowther generations who owned the estate during this period.

Following his inheritance from his father, Sir Christopher, who became a Baronet in 1642, began to export sea salt and coal mined from beneath his estate by ship to Dublin in Ireland. By 1700 80% of all Ireland's coal was imported from Whitehaven and by 1730 Whitehaven had developed the deepest coal mines in the world, some running beneath the sea. However, Whitehaven's harbour was an open creek during the early seventeenth century and inadequate for commercial craft. In 1634 Sir Christopher constructed a pier to provide shelter and to enable the harbour to accommodate his growing fleet of ships. This early pier is now incorporated into Old Quay.

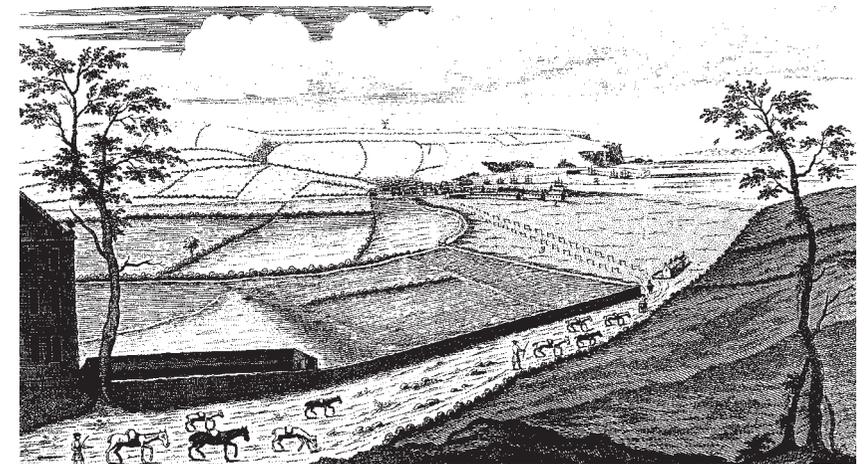
The village itself began to expand during Sir Christopher's lifetime and although little is known about his intentions for the settlement it is arguable that the marking out of two approximately parallel streets during the early 1640s (Chapel Street by 1642 and King Street by 1645) makes Sir Christopher responsible for the early development of the town's planned pattern.

Sir Christopher died prematurely in 1644 at the age of 33 and left the Whitehaven estate to his son Sir John (1642 – 1706) who was then under two years old. The estate was overseen by trustees until Sir John came of age in 1663. In 1656 the trustees obtained a grant to hold a market and a fair in the town. This grant was formally confirmed in 1660 and led to the development of Market Place.

Like his father, Sir John continued to enlarge the settlement and export coal and salt to Ireland and even purchased land next to his estate to gain



Descent of the Whitehaven Estate



South-easterly view of Whitehaven, 1642



Whitehaven, 1693



Whitehaven, 1790



Whitehaven, 1867



Whitehaven, 1938

Key

-  Buildings
-  Street Blocks
-  Contour Lines

ownership of additional coal seams. However, Sir John's involvement with Whitehaven went far beyond simply securing the town's prosperity. He had a keen interest in town planning and was concerned with all aspects of the town's growth, which included for example how the streets were laid out, the order of development and the most appropriate locations for different types of uses.

Sir John systematically purchased all of the land within the town that was not already within his ownership. This enabled him to control how the town grew as he was able to plan the streets that he wished and to grant plots of land to builders and developers exactly where he wished the town to develop. However, unlike later planned settlements like New Lanark in Scotland, Saltair in West Yorkshire and Port Sunlight on the Wirral, Sir John encouraged others to develop buildings themselves rather than build himself. He also did not seek to directly control architectural styles, although he did introduce a series of detailed building regulations which sought to obtain a certain architectural standard and design quality in new buildings. The first of these building regulations was introduced in 1699 and stipulated that new buildings had to be constructed at the front of building plots immediately adjacent to the street. Further regulations required buildings to be at least three storeys high and to be built in continuous rows with shared party walls.

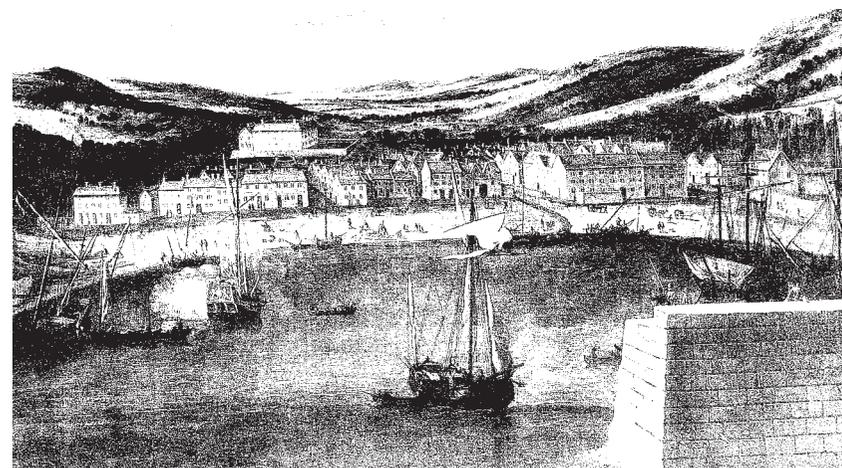
Although the building regulations imposed by Sir John were by no means unique, they are considered to have been relatively detailed and advanced for their time. It is entirely plausible that Sir John was inspired by the rebuilding of London following the

Great Fire of 1666 and that as such Whitehaven reflects Georgian metropolitan development and design philosophies, albeit adapted to suit the more provincial setting.

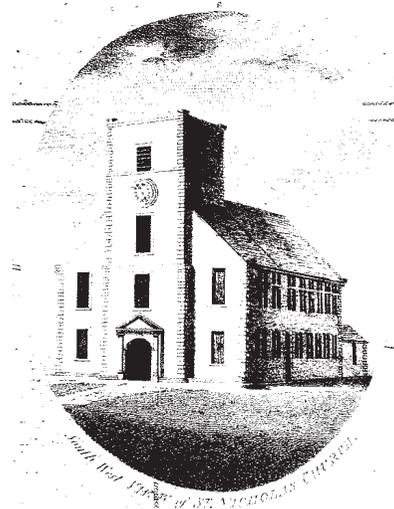
In 1664, Sir John was elected as a Member of Parliament but, despite spending a large amount of his time in London, he appears to have retained a close interest in the development of Whitehaven. He was greatly assisted by his agents in Whitehaven, first the Tickells and later the Gilpins, who were responsible for the town's development in his absence.

In 1675 Sir John purchased The Flatt (now Whitehaven Castle), Whitehaven's mansion house, from Sir George Fletcher of Hutton. In 1685 he first conceived the idea of creating a broad street through the centre of his estate. This street (now Lowther Street) was to lead between The Flatt and the harbour and be roughly parallel to Roper Street and Duke Street, which then existed as the route to Egremont. Construction of this broad street commenced in 1687 following the demolition of the settlement's existing small chapel, which blocked the projected line of the street, and the erection of a new church within a square on the site now occupied by the tower of St Nicholas' Church.

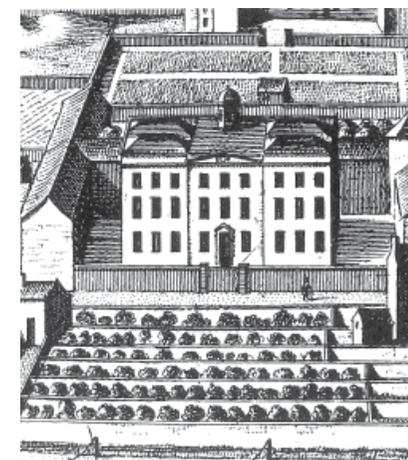
The orientation of the new church was subject to significant debate. Lowther Street does not run due north-south but northwest-southeast and a church facing east would have been at an angle to Sir John's street pattern. Sir John is believed to have consulted an architect from London who advised him that European churches often have little regard



View of Whitehaven from the sea, 1686 (Jan Wyck)



Sir John Lowther's St Nicholas Church



The Cupola (formerly the Town Hall)

to an eastern orientation and as a consequence the new church was sited in conformity with the street line. Once Lowther Street and the new church were in place the framework of streets around the square, including Queen Street, College Street and New Street, followed in a sequential fashion.

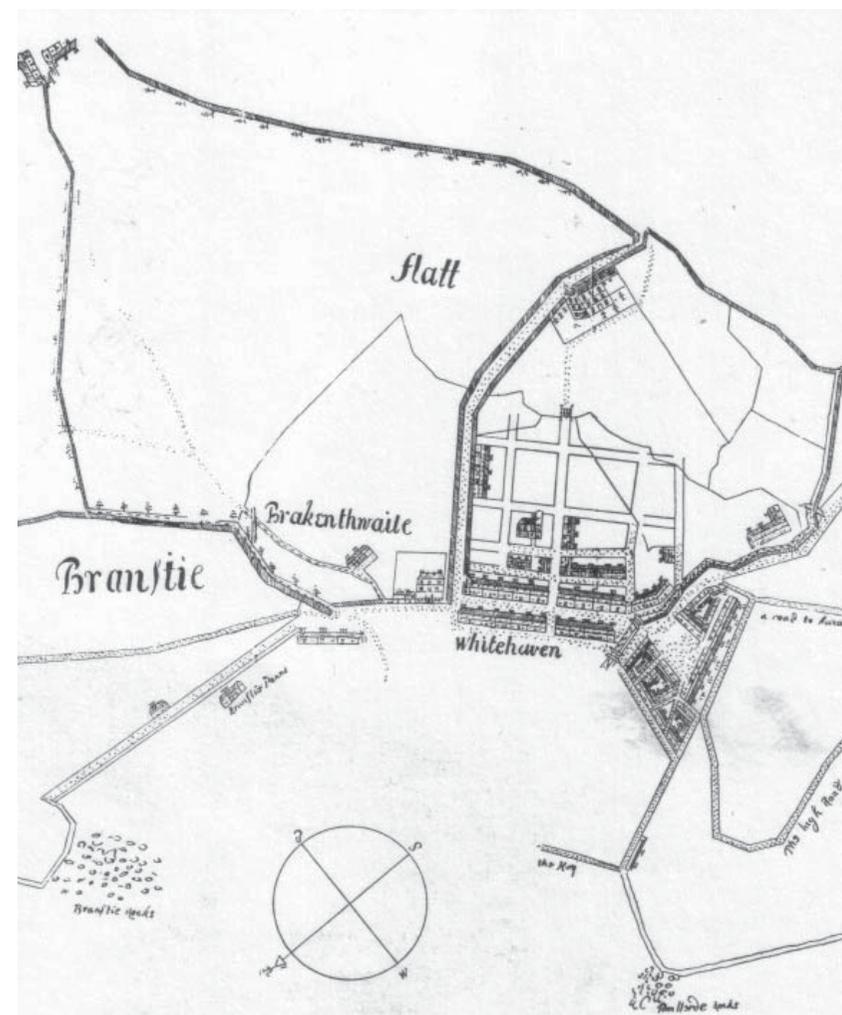
By 1696, four long alleys or 'ropewalks' had been created in the Brackentwaite area of the town. These ropewalks were used to twist long lengths of material, such as hemp fibre, into rope and created the later line of George Street. An estate plan dated to the mid 1690s shows that the town grew rapidly during the late seventeenth and early eighteenth centuries. Population figures also illustrate the speed at which the town developed. In 1667, Whitehaven contained approximately 85 dwellings, by 1685 this figure had increased to 268 dwellings and the settlement was home to 1,089 people.

Not all of Sir John's plans were realised. He had intended that the harbourside should be reserved for warehouses, but under pressure from the town's residents, he permitted shops and workshops to be constructed on East Strand (now Strand Street) after it had been formed following land reclamation from the sea. In 1697, his agent William Gilpin proposed the creation of a grand and fashionable square to the southwest of Lowther Street in the area between Queen Street and what later became Irish Street. Despite Sir John's enthusiasm for the project the square was never created, possibly through a combination of entrenched local interests and a more provincial outlook. Had Gilpin's proposal been realised, it would have been one of the earliest planned squares in the country.

Some of the town's wealthier inhabitants also refused to cooperate with Sir John's vision and, following refusals to construct grand houses close to the harbour and Sir John's death, they chose to build houses in parts of the town that Sir John had not wished to emphasise and in styles that did not conform to Sir John's design regulations. The Cupola (formerly the Town Hall) at the corner of Duke Street and Scotch Street is an example of this 'renegade' development.

During the 1670s one of the town's sea captains sailed to Virginia in the 'New World' and returned with a cargo of tobacco. This led to the development of a thriving tobacco trade and by the 1740s Whitehaven had become the second largest tobacco importer in England. However, trade was brought to an abrupt end in the 1770s as the American War of Independence ceased importation. Today little survives to provide evidence of this once thriving trade as the large harbourside warehouses used to store hundreds of hogheads of tobacco have been demolished.

In addition to providing immense wealth, the tobacco trade is also responsible for uniquely linking Whitehaven with the formative years of the United States of America. George Gale, one of the town's most prominent tobacco merchants, visited Virginia in 1699 where he met and married Mildred Warner Washington, the widow of Lawrence Washington and mother of two young sons, Augustine and John Washington. The family moved to Whitehaven in 1700 but Mildred died in January 1701 and, following a dispute over her will, the two sons returned to Virginia. Mildred is buried in the churchyard of St



Whitehaven as built and projected, 1693

Nicholas' Church. In 1732 Augustine's wife gave birth to a boy named George who later became the first President of the United States of America.

Following Sir John's death in 1706, the Whitehaven estate was inherited by his second son Sir James (1673 – 1755). Sir James did not share his father's passion for town planning or aesthetics and repealed many of his father's detailed building regulations, although the regulation for building in continuous rows was retained and a ruling which forbade the building of cellar steps on the street front was introduced in 1748. Like his father Sir James became a Baronet, inheriting the title in 1731 from his brother Christopher (1666 – 1731). He lived principally in London although was known to visit Whitehaven regularly. However, unlike his father, he did not take an active part in the town's trading or industrial enterprises nor did he strive to improve the town's amenities. Since his coal was exported by sea, Sir James had no incentive to improve land routes from the town and local roads were not turnpiked until local merchants acquired the required capital in the 1740s.

Sir James did not seek to expand or improve upon his father's ideas for the town and instead permitted development which conflicted with Sir John's vision. As early as 1706 he allowed the creation of New Lowther Street and Marlborough Street to open up the harbour, neither of which fitted precisely into the existing street pattern. In the 1720s he permitted the erection of a shambles, or open-air slaughterhouse and meat market, at the southeastern end of Lowther Street - originally Sir John's grandest street. In 1742 he allowed the northern side of the square

around St Nicholas' Church to be developed and, as this development faced Duke Street, it conflicted with Sir John's regulation that buildings in this area should face the church.

However, despite Sir James' lack of passion for following through his father's plans, Whitehaven continued to grow along the lines laid down by Sir John as development appeared along Duke Street and Irish Street and extended along Lowther Street towards The Flatt. In 1696 the town's population had risen to 2,281 and had further increased to 2,972 by 1702 and to 4,000 by 1713. A second church was built between June 1714 and October 1715 at the eastern termination of Roper Street to accommodate the town's ever growing population. Known initially as King George's Church and later as Holy Trinity, this church was strategically placed at the eastern end of Roper Street. Holy Trinity was demolished in 1948 and its site is now a public garden. Following the development of the Brackentwaite area and High Street to the north of George Street a third church, this time dedicated to St James, was built in 1752-3 and strategically placed at the elevated northern end of Queen Street.

The harbour also continued to develop at this time as the town became a centre for ship-building. In 1733-4, the town's Harbour Trustees built a new pier known as Merchants Quay (now Sugar Tongue) off West Strand. Further improvements followed - the harbour was deepened, New Pier (now Old New Quay) was constructed in 1740-3 and the Old Quay was extended in 1753.

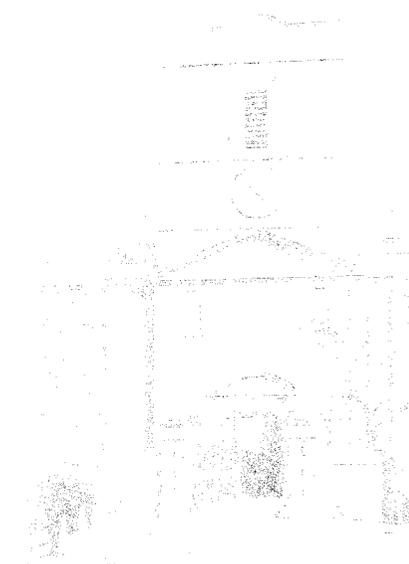
By the mid eighteenth century and the death of



Lowther Street, 1710



Sir James Lowther (1673 - 1755)



Holy Trinity Church, demolished 1949

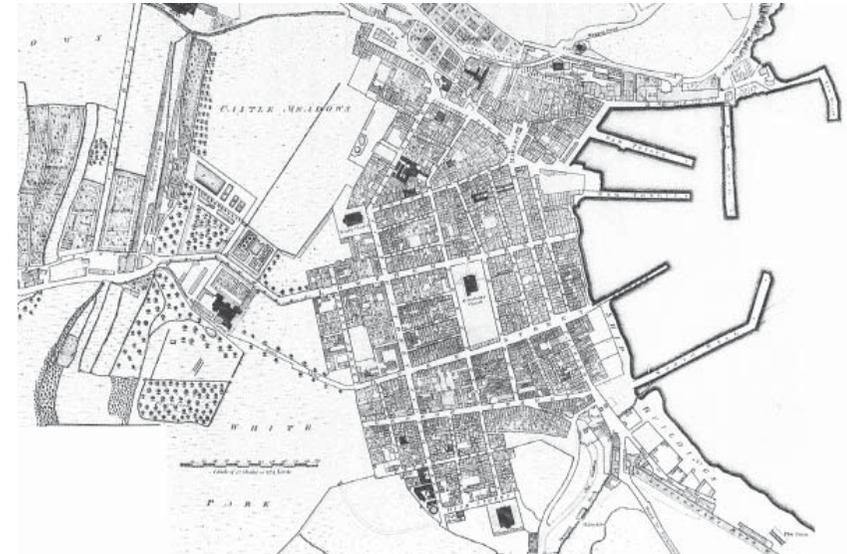
Sir James in 1755, all the main streets within the town centre had been laid out. The town had also reached the edge of its physical limits and was confined to the north by the hillside above St James Church, to the south by the hillside above Mount Pleasant, to the east by the grounds of The Flatt and to the west by the harbour. Sir James died without an heir and the estate was passed through a distant cousin to Sir James Lowther of Lowther (1736 – 1802). Sir James appears to have taken little interest in Whitehaven and the town's rapid expansion ground to a halt. However, whilst the town's perimeter remained constant, its population size did not and continued to grow sharply until it peaked at approximately 16,000 in 1785. This led to a change in the town's density as new 'backhouses' were built in courtyards to the rear of existing houses within previously spacious rear gardens. Existing houses were also subdivided around this time and conditions within the town centre became cramped and overcrowded.

The Nineteenth and Twentieth Centuries

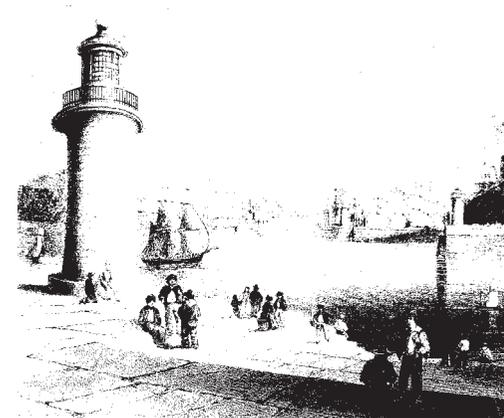
The American War of Independence in the 1770s, and the resultant bankruptcy of several of Whitehaven's leading tobacco merchants, was paralleled by the development and expansion of several of the town's rival ports. Towns such as Glasgow, Liverpool and Bristol lay on rivers or coasts where port facilities could be easily expanded. They had large and readily accessible local populations to export goods too and had a significant manufacturing base. The remote geographical location and dramatic topography of Whitehaven meant that the town had an inadequate

and relatively shallow man-made harbour and a sparsely populated and inaccessible hinterland. The town became unable to compete with its rival ports and during the nineteenth century it entered a deep recession. Little development occurred during this recession and consequently, whilst other Georgian towns were substantially redeveloped during the nineteenth century, Whitehaven's centre remained largely untouched. Some development did occur at the town's periphery at this time however. After Sir William Lowther of Swillington (1757 – 1844) inherited the estate in 1802, new building land was made available and Wellington Row and the north-east side of High Street were developed in 1812 whilst Solway View followed in 1820.

Coal mining and railways played an important part in the fortunes of the town for much of the twentieth century. The arrival of the railways in 1847 connected Whitehaven to Carlisle and Barrow-in-Furness. Railway tracks also ran along the harbour front and quaysides and a single trolley route ran from the harbour to Preston Street Goods Station, via Market Place, whilst a network of sidings connected Bransty Station in the north with Preston Street Goods Station in the south. The surface buildings of Duke Pit and Wellington Pit coal mines historically commanded a highly visible location on the slope of the hillside on the southern side of the town. Although today only Wellington Lodge (now used by HM Coastguard), the Candlestick Chimney (formerly a ventilation shaft), the disused Duke Pit Fan House and the line of the former Howgill Inclined Plane, which historically linked the top of the hillside to the harbour's railway network, survive as physical reminders of the hillside's industrial



Whitehaven, 1790



The Harbour, 1840



Loading coal, South Harbour

past. Haig Pit, to the south of the town, was the last of Whitehaven's coal mines and it eventually closed in 1986.

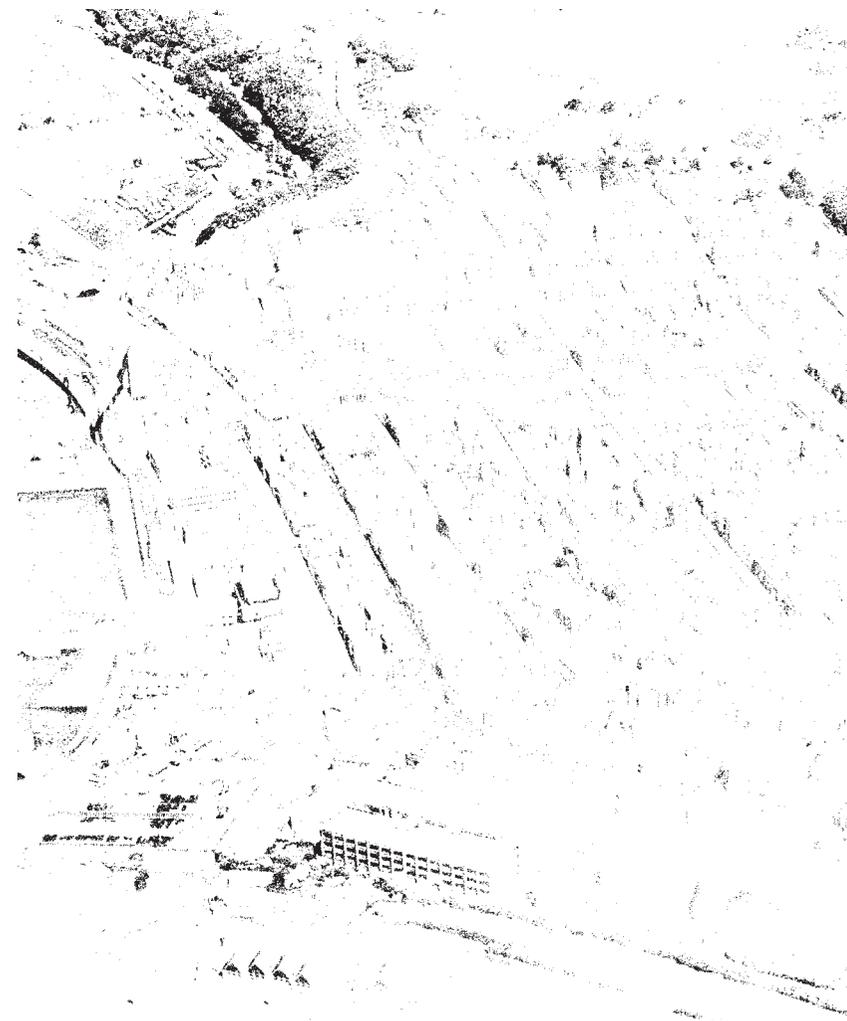
From the 1950s onwards, a series of initiatives were instigated to improve housing conditions within the town. This led to the clearance of many of the backhouses developed to the rear of existing houses during the late eighteenth and early nineteenth centuries and the refurbishment of retained properties and the erection of a series of residential estates at the periphery of the town centre. A number of these courtyards survive today and give a useful insight into Whitehaven's past.

Development within the town in the latter part of the twentieth century included retail, residential and civic buildings. The Civic Hall was subject of an architectural competition and was officially opened in 1969, whilst the multi-storey car park on Swingpump Lane was completed in 1973. To the south of the town centre, the sports centre, Morrisons Supermarket and the Copeland Centre have also been constructed. Whilst fulfilling roles that are important to the function of the town, the introduction of these buildings and their associated surface car parking has somewhat dissipated the cohesiveness of the town's eighteenth century planned grid-iron layout.

In 1998 a sealock was installed between Old Quay and North Harbour and the harbour was redeveloped to create a permanent marina for leisure craft and this transformation has created an attractive asset to the town and its visitors.

Archaeology

A full gazetteer of SMR sites and Scheduled Ancient Monuments registered within this area can be found at Appendix 4. For the most part, these sites are linked to the town's maritime and industrial heritage and due to the nature of the town's evolution and development, it is considered extremely probable that further sites will be registered in the future.



Aerial view of Whitehaven, 1978

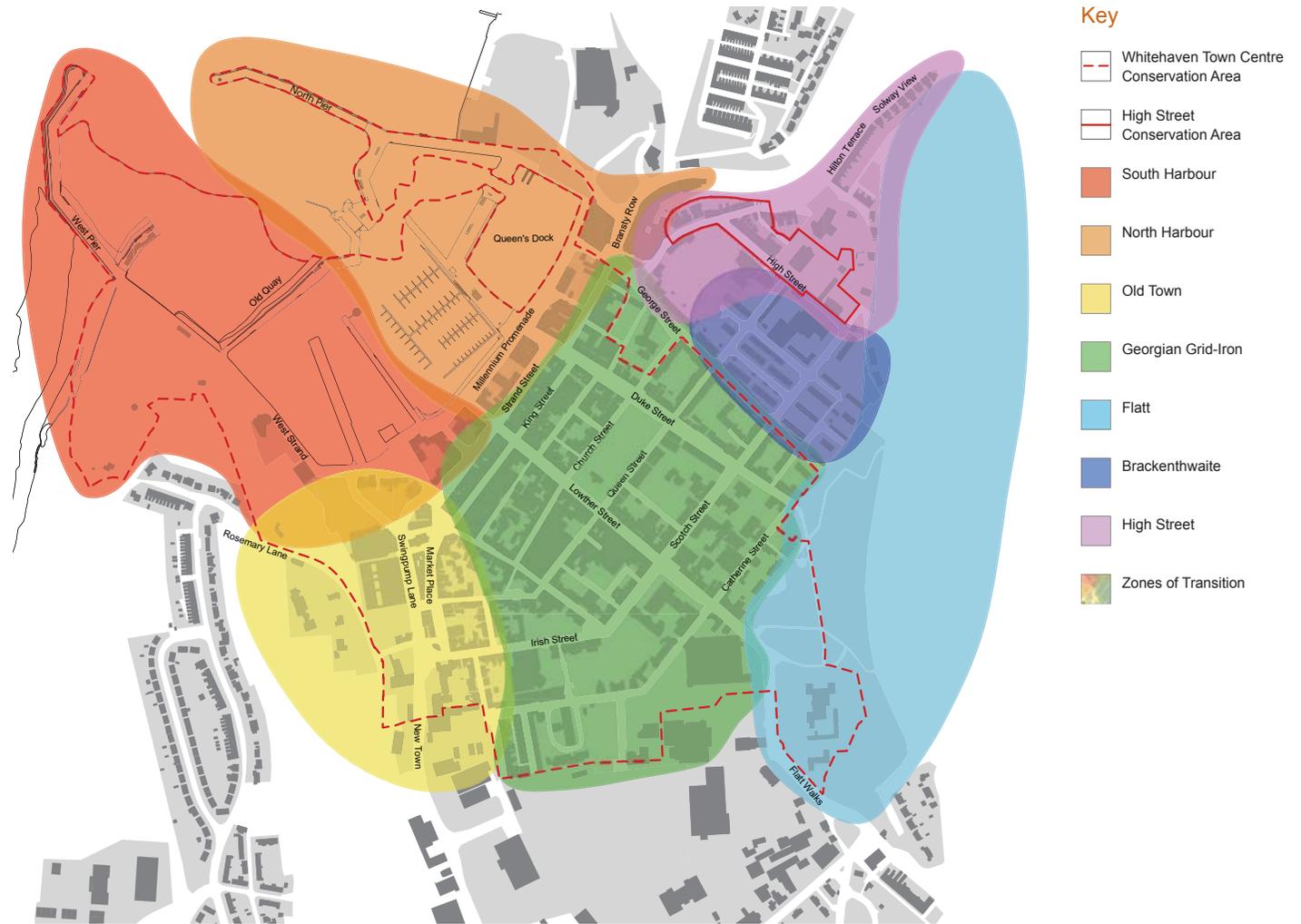
5.0 Character Analysis

Detailed study and assessment has revealed that, like many towns, Whitehaven's town centre contains small sub-areas, or 'character areas', which have their own identifiable character. Buildings, features and streets within each of these character areas are typically united by a common history, layout, form or function and together these features form a distinct character that is noticeably different from other sub-areas. Seven distinct character areas are evident within Whitehaven's town centre:

- South Harbour
- North Harbour
- Old Town
- Georgian Grid-Iron
- Flatt
- Brackenthwaite
- High Street

It should be noted that these seven character areas all have a natural affinity with each other and, rather than being exact, their boundaries are blurred and overlap. These overlapped areas are known as 'zones of transition' and often contain characteristics from each of the adjoining character areas.

Collectively, these character areas shape Whitehaven's unique historical and architectural interest and it is for this reason that the important features (such as buildings, streets, views and open spaces) within each of these areas are identified and assessed. In addition, elements of the townscape which detract from these important features and/or are threatening to harm the town's character are also identified and considered.



Character areas within Whitehaven's town centre

South Harbour

Location

This character area contains the southern side of the town's harbour and also includes the lower slope of the hillside which flanks the southern side of the town.

Historic Origins and Principal Stages of Development

Prior to the involvement of the Lowther family, Whitehaven's harbour was an open creek, inadequate for commercial craft. In 1634, the construction of a pier by Sir Christopher Lowther (now incorporated into Old Quay) represented the first attempt to deliberately control the town's harbour and was followed by a series of further development works during the eighteenth century, which included the construction of Merchants Quay (now Sugar Tongue) off West Strand in 1733-4, the construction of New Pier (now Old New Quay) in 1740-3 and the extension of Old Quay in 1753. In 1823 a decision was taken by the town's Harbour Trustees to extend the western limits of the harbour and as a consequence West Pier was constructed between 1830 and 1838.

Until the mid-nineteenth century the northern slope of the hillside which flanks the southern side of the town centre was little developed and was occupied only by: the town's eighteenth century fortifications; Bowling Green House, a former inn with associated bowling green which was constructed during the seventeenth and eighteenth centuries; Rosemary Lane, and; the historic route to St Bees. However, the role and appearance of the hillside changed



Location of South Harbour character area

Key

- Whitehaven Town Centre Conservation Area
- South Harbour



Old Quay



Candlestick Chimney, a former ventilation shaft

dramatically following the construction of Wellington Pit and the sinking of its two coal mine shafts in 1840 and 1845. At the time of its construction, Wellington Pit was considered to be the town's most spectacular coal mine as its surface buildings commanded a highly visible location and were designed in the form of a castle by architect Sydney Smirke. Today only Wellington Lodge (now used by HM Coastguard), the Candlestick Chimney (formerly a ventilation shaft), the disused Duke Pit Fan House and the line of the former Howgill Inclined Plane, which historically linked the top of the hillside to the harbour's railway network, survive as physical reminders of the hillside's industrial past.

In 1998, a sealock was installed between Old Quay and North Harbour to control sea levels and protect the town from tidal flooding. This installation enabled the construction of a permanent marina within the harbour and was accompanied by the creation of Millennium Promenade and, together (with The Beacon), have greatly assisted in transforming this part of the harbour to enable it to meet the town's recreational demands.

Topography, Views and Vistas

The southern section of this character area climbs steeply away from the harbour towards Kells and this elevation provides spectacular elevated views across the entire town centre. Local legend suggests that Jonathan Swift, the eighteenth century author of *'Gulliver's Travels'*, was inspired to create his fictional town of Lilliput after staying at the site of Bowling Green House which occupies a commanding position at the western edge of the hillside. Whilst



Surface buildings at Haig Pit, now demolished



Former Duke Pit Fan House



West Pier Lighthouse



View across harbour and town centre

this romantic notion is unsubstantiated, the nature of the view is such that it is not considered to be wholly inconceivable.

Impressive easterly views towards the western section of the town centre are possible from West Pier, Old New Quay and Old Quay, whilst reciprocal views towards Old Quay Lighthouse and West Pit Lighthouse are possible from West Strand and Millennium Promenade. Easterly views from the western end of West Pier also give a unique perspective of the town's topographical location as the two steep and predominately woodland hillsides which flank the town centre are both clearly visible. Extended views along the coastline to the north and south of the town are also possible from this point.

Significant Buildings and Features

This area evolved organically as it adapted to meet the town's changing maritime, industrial and commercial demands and today it contains a variety of unique historic buildings and features which serve as reminders of the town's past and add significant visual interest to the town centre's conservation area.

Old Quay Lighthouse, West Pier Lighthouse and the Candlestick Chimney are intrinsically linked with the town's maritime and industrial heritage, yet are also important landmarks which aid navigation and contribute to the memorability of the town. More recently, construction of The Beacon has strengthened the area's leisure and tourism offer and has also created a highly visible and recognisable new landmark building.



Listed buildings and scheduled ancient monuments

Key

- South Harbour Character Area
- Whitehaven Town Centre Conservation Area
- Grade I Listed Building/Feature
- Grade II* Listed Building/Feature
- Grade II Listed Building/Feature
- Scheduled Ancient Monument



Former Pier Master's House, Old Quay



Old Custom House



Wellington Lodge

The semi-ruinous remains of Whitehaven's fort, located between Old Quay and Old New Quay at the base of the hillside which flanks the southern side of the town, also add significant interest to the character of the area. Now a scheduled ancient monument and a listed building, the fort is uniquely linked with the formative years of the United States of America. When it was raided by John Paul Jones, reputedly the founder of the US Navy, in 1778, it became the only part of Great Britain's mainland to be attacked during the American War of Independence.

Other notable buildings that are considered to contribute significantly to the area's special character and have links to the town's maritime and industrial past include the former Pier Master's House on Old Quay, the Old Custom House at 10 West Strand and the disused Duke Pit Fan House.

Prevalent and Traditional Building Materials

The majority of buildings and features, including the harbour walls, within this character area are constructed from locally quarried Whitehaven sandstone; however local red sandstone also features heavily within the area as it was used to construct West Pier during the 1830s.

Open Space and Greenery

Much of the northern slope of the hillside which flanks the southern side of the town is grassed and helps to give the town a dramatic green backdrop. It is therefore considered fundamental to the special character of the town centre's conservation area.



Red sandstone



Whitehaven sandstone



Millennium Promenade



Public art on West Strand



- Key**
- South Harbour Character Area
 - Whitehaven Town Centre Conservation Area
 - Important Open Green Space
 - Other Important Space
 - Important View
 - Important Vista
 - Landmark Building/Feature

Important townscape features

West Strand, Old Quay and West Pier are publicly accessible and together they provide an attractive and elongated area of public space which also provides a physical record of how the harbour evolved and developed to meet the town's changing maritime, industrial and commercial demands.

Issues and Threats

The south-western section of this character area contains a number of buildings and features which fail to make a positive contribution to the character of the town. The creation of Quay Street South car park following the late twentieth century demolition of the buildings which previously occupied the site on the corner of West Strand and Quay Street has significantly reduced the coherence of the built form in this part of the town and has also regrettably exposed the northern elevation of the unattractive 1970s brown brick multi-storey car park on Swingpump Lane. In addition, Bardywell Lane, off West Strand, contains a number of vacant and severely dilapidated buildings which contribute little to the character of the area. Linkages between the town centre and the harbour are also poor.

The town's maritime location is threatening the area's character as features constructed from St Bees New Red Sandstone, such as West Pier, are suffering substantially from the erosive effects of sea air and strong prevailing winds. West Pier is considered to be one of the most significant features within the harbour and it is therefore considered essential that it is protected, preserved and enhanced to ensure that it can continue to make a positive contribution to the conservation area's character in the future.



Issues and threats

Key

- South Harbour Character Area
- Whitehaven Town Centre Conservation Area
- Erosive effects of town's maritime location
- Building which fails to make a positive contribution
- Incoherent built form
- Poor linkages
- Inactive street frontages
- Inappropriate shop frontages/signage
- Loss of detailing from historic buildings
- Significant vacant building



Quay St South Car Park



Bardywell Lane

Summary of Issues and Threats within South Harbour

- Existing buildings which erode character and quality;
- Gap sites harming character and appearance;
- Threat of the maritime location;
- Lack of visual and physical linkages between the town centre and the harbour

North Harbour

Location

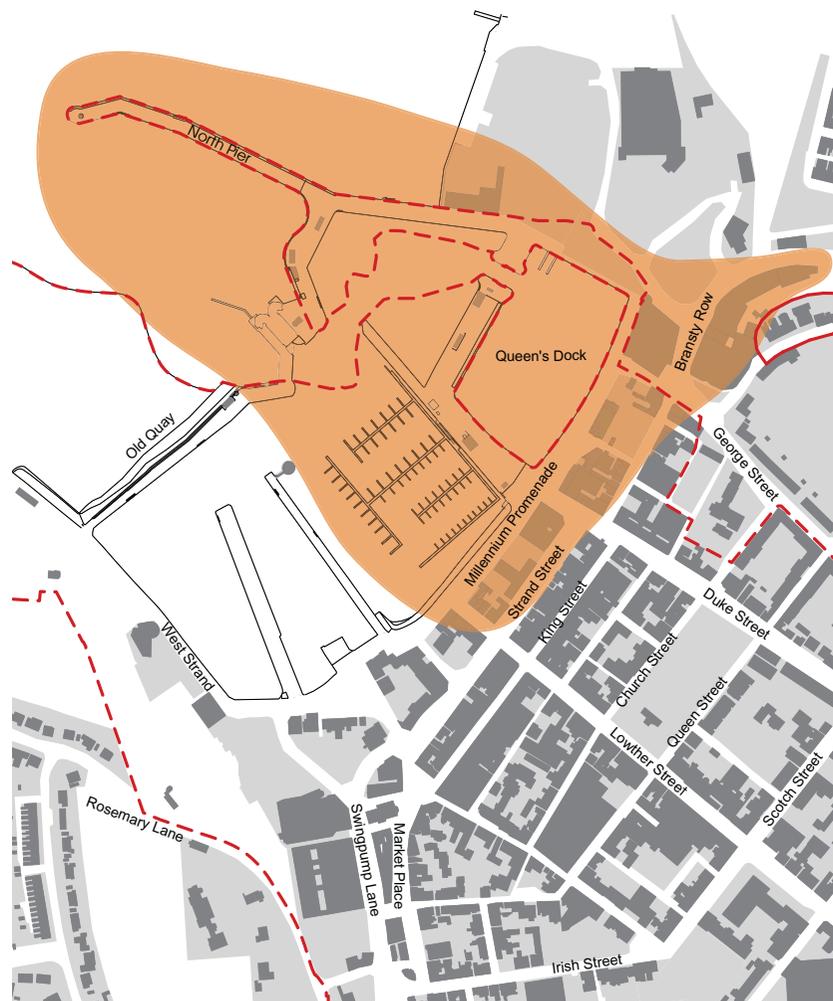
This character area incorporates the northern side of the town's harbour and includes North Pier, North Wall, North Harbour, Queen's Dock, Bransty Row and Millennium Promenade.

Historic Origins and Principal Stages of Development

Since the acquisition of the Whitehaven estate by the Lowther family in early 1660s, the harbour has been transformed from an open creek and almost continually expanded and developed to enable it to meet the town's changing maritime, industrial and commercial demands.

Between 1709 and 1711, the town's Harbour Trustees constructed a breakwater out from the western end of Duke Street. This breakwater was first known as 'Mr Lowther's Bulwark' after Sir Christopher Lowther and later simply as 'The Bulwark'. During the 1780s, North Wall was constructed to enclose the eastern side of the harbour. In 1804, North Wall was extended and The Bulwark was relocated slightly to the west of its original position. In 1876, the relocated bulwark was incorporated into a new wet dock, which was named Queen's Dock in honour of Queen Victoria.

In 1998, a sealock was installed between North Pier and Old Quay to control sea levels and protect the town from tidal flooding. This installation enabled the construction of a permanent marina within the harbour and was accompanied by the creation of Millennium Promenade



Location of North Harbour character area

Key

-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area
-  North Harbour Character Area



North Pier



Sealock between North Harbour and Old Quay

Topography, Views and Vistas

Impressive easterly views towards the western section of the town centre are possible from North Pier and North Harbour, whilst reciprocal views towards North Pier Lighthouse are possible from Millennium Promenade.

Easterly views from the western end of North Pier also give a unique perspective of the town's topographical location as the two steep and predominately wooded hillsides which flank the town centre are both clearly visible. Extended views along the coastline to the north and south of the town are also possible from this point.

Significant Buildings and Features

North Pier Lighthouse, North Pier and North Wall are intrinsically linked with the town's maritime and industrial heritage, yet are also important features which aid navigation and contribute to the memorability of the town.

Although currently vacant, the former swimming baths building at the corner of Millennium Promenade and Duke Street also adds considerable visual interest to the character area. Constructed from red sandstone, its principal façade is characterised by detailed engravings of a mermaid and Neptune, the Roman god of the sea and these features are unique within the town centre.



Towards South Harbour



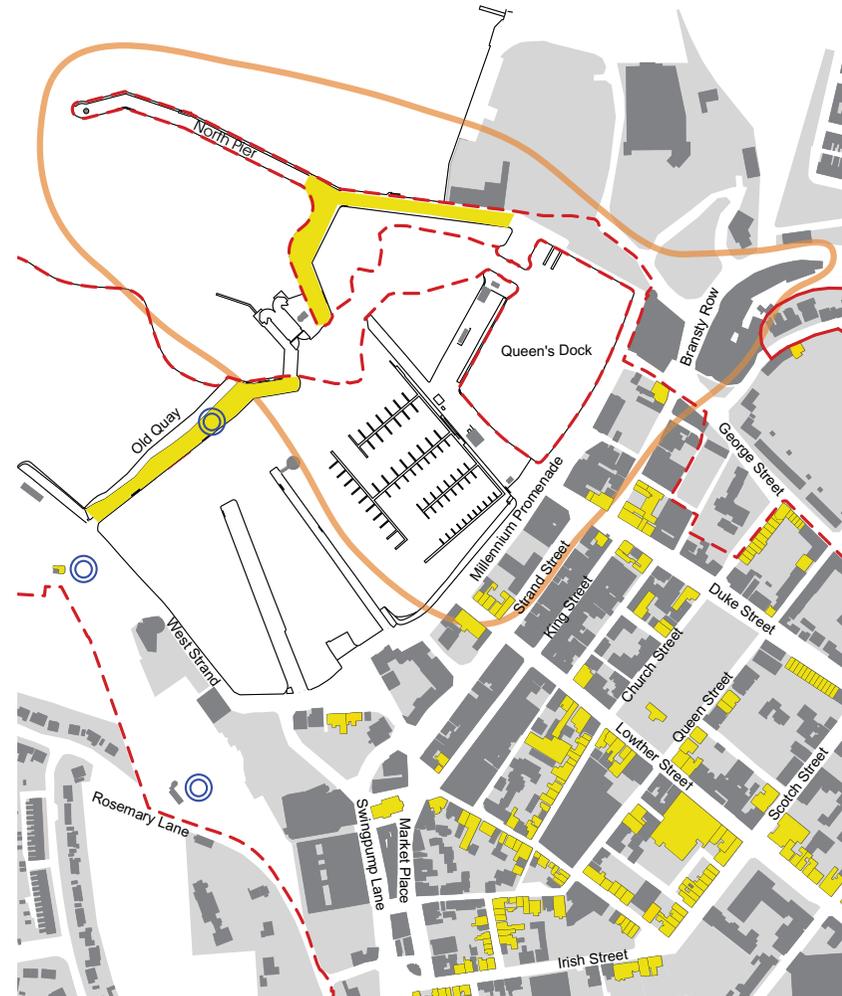
Looking north



North Pier Lighthouse



Former swimming baths



Listed buildings and scheduled ancient monuments

Key

-  North Harbour Character Area
-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area
-  Grade I Listed Building/Feature
-  Grade II* Listed Building/Feature
-  Grade II Listed Building/Feature
-  Scheduled Ancient Monument

Prevalent and Traditional Building Materials

The majority of buildings and features, including the harbour walls, within this character area are constructed from locally quarried Whitehaven sandstone. Exceptions however include the former swimming baths at the corner of Millennium Promenade and Duke Street, which is constructed from red sandstone, and the former bus station on Bransty Row which is constructed from red brick and white faience-glazed tiles.

Open Space and Greenery

Greenery is limited within this character area, although semi-mature trees line the western side of Strand Street and the green hillsides which flank the town are clearly visible from much of the western section of the area.

Millennium Promenade, North Pier, North Wall and North Harbour are publicly accessible and together they provide an attractive and elongated area of public space which also provides a physical and visual record of how the harbour evolved and developed to meet the town's changing maritime, industrial and commercial demands.



Important townscape features

Key

-  North Harbour Character Area
-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area
-  Important Open Green Space
-  Other Important Space
-  Important View
-  Important Vista
-  Landmark Building/Feature



Whitehaven sandstone



Carved red sandstone



Trees along Strand Street



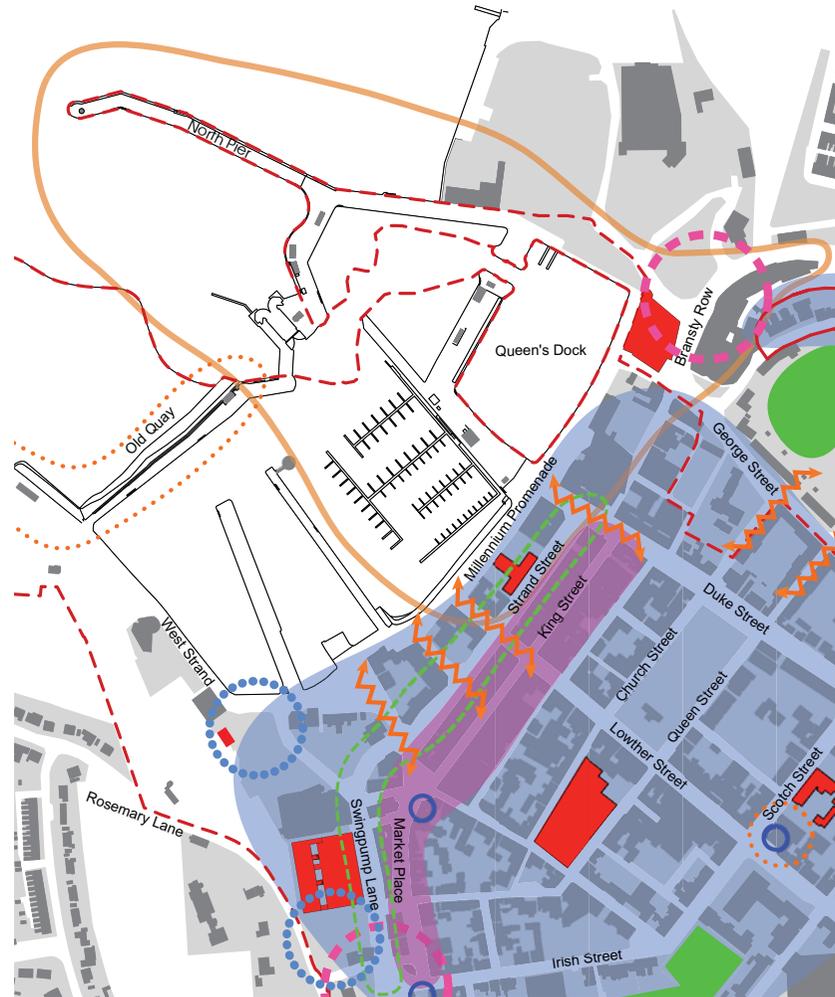
Fishing from North Pier

Issues and Threats

Several buildings within and immediately adjacent to this character area do not possess sufficient architectural merit to be regarded as making a positive contribution to the character of the area.

The north-eastern section of this character area incorporates Bransty Row and the town's former bus station and bus depot. Both buildings are vacant and in a considerable state of disrepair and as such, although the former bus station cleverly follows the curvature and sloping topography of its location, they are considered to form a poor and inadequate gateway into the northern part of the town centre.

Historically, prior to land reclamation from the sea and harbour structuring, Strand Street (then named East Strand) formed the Whitehaven's western limit and was one of Sir John Lowther's most significant streets. However, today the street is dominated by heavy traffic flows and is lined on one side by the unattractive and inactive rears of buildings which front King Street and on the other by a series of derelict sites and vacant buildings which extend westwards towards Millennium Promenade. Together the two sides combine to create an extremely incoherent and incomplete streetscape which severs linkages between the harbour and the rest of the town centre and does little to enhance the character or appearance of the town centre's conservation area.



Issues and threats

Key

-  North Harbour Character Area
-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area
-  Erosive effects of town's maritime location
-  Building which fails to make a positive contribution
-  Incoherent built form
-  Poor linkages
-  Inactive street frontages
-  Inappropriate shop frontages/signage
-  Loss of detailing from historic buildings
-  Significant vacant building
-  Poor gateway



Poor gateway



Inactive rears, Strand St

Summary of Issues and Threats within North Harbour

- Negative buildings which erode character and quality;
- Lack of visual and physical linkages between the town centre and the harbour

Old Town

Location

This character area incorporates the extent of the town prior to the involvement of the Lowther family. It includes Market Place, Swingpump Lane, Quay Street, Irish Street, Rosemary Lane and a section of the base of the hillside which flanks the southern side of the town.

Historic Origins and Principal Stages of Development

Unlike the rest of the conservation area, the street pattern within this character area is relatively organic. This pattern provides a visual and physical reminder that the streets within this part of the town centre largely predate the involvement of the Lowther family and their planned Georgian expansion and is evidence of the incremental and piecemeal development which occurred when Whitehaven was a small fishing village. The early settlement mainly lay on the southwestern side of a small stream known as Pow Beck and was densely clustered along the axis of Quay Street-Swingpump Lane; however following the grant of a market charter in 1656 Market Place was developed alongside Pow Beck and soon became the early settlement's commercial centre. Today Pow Beck is culverted beneath Market Place and James Street and Market Place remains one of the town's most important commercial streets.

Topography, Views and Vistas

Whilst much of the character area is relatively flat and low-lying, its western edge does incorporate the



Location of Old Town character area

Key

- Whitehaven Town Centre Conservation Area
- Old Town Character Area



Market Place, 1710



Market Place, 2008

base of the hillside which flanks the southern side of the town and this permits elevated views over the town from Rosemary Lane.

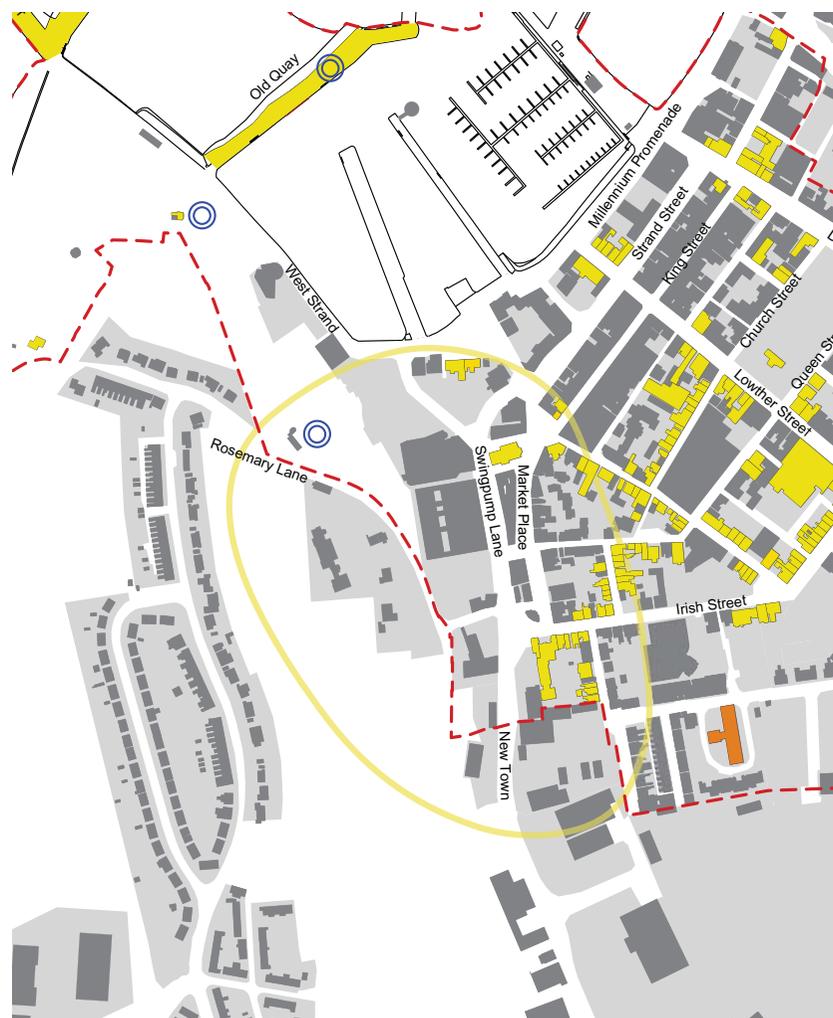
Extended vistas into the area from King Street and Roper Street are closed by the impressive façade of the Market Hall, whilst glimpses towards the harbour are possible from Market Place, Swingpump Lane and Quay Street.

Significant Buildings and Features

The buildings within this character area provide a physical record of the town's historical evolution and development. The grade II listed Market Hall, which was constructed from stuccoed brick in 1814, provides a visual record of the area's historic commercial function and, through its location at the western side of Market Place, is also one of the area's most visually significant buildings as it closes the vista at the southern end of King Street, whilst its domed clock tower is visible from the steeply sloped hillside which rises away from the southwestern part of the town centre.

Other buildings within Market Place also help to provide a visual record of the area's historic commercial function as they retain many traditional shopfront elements, including stallrisers, pilasters, corbels, fascia boards and signage.

Many of the buildings within this area accord with some or all of Sir John Lowther's design regulations and for the most part form continuous rows and occupy the front of their building plots. One notable



Listed buildings and scheduled ancient monuments

Key

-  Old Town Character Area
-  Whitehaven Town Centre Conservation Area
-  Grade I Listed Building/Feature
-  Grade II* Listed Building/Feature
-  Grade II Listed Building/Feature
-  Scheduled Ancient Monument



Market Hall



Market Hall's clock tower



Historic moulded corbels



Traditional signage

exception however is grade II listed 44 – 45 Irish Street which was built by wealthy merchant James Milham some time after 1713. Unlike the majority of the town’s early houses which aligned the street front in accordance with Sir John’s regulations, this building was set back from the street and this enabled the creation of a deep front courtyard between the building’s main range and two forwarding projecting wings. Milham, like other merchants in the town, would have required an office and a warehouse on his premises and is likely that these were accommodated within one or both of the projecting wings, whilst the Milham family lived within the building’s main range.

The building was extended at the rear during the late eighteenth century to accommodate a larger warehouse. The building was substantially altered in the early twentieth century when the ground floor level was lowered and the two projecting wings had a storey added. Photographic evidence reveals that the building’s principal doorway was also altered at this time when the original simple segmental pediment was replaced with a flat hood surround with moulded corbels. The main range was used by the YMCA during much of the twentieth century but is now vacant and at significant risk, whilst the two projecting wings were developed independently during the early to mid twentieth century – the eastern wing is now a house, whilst the western wing is a shop. Despite its vacancy, this building forms a visual ‘full stop’ at the southern end of Market Place/James Street and is considered to add significant character to this part of the conservation area.

The majority of buildings within this character

area reach at least three storeys and again this is reflective of Sir John’s design regulations. However, although Sir John regulated storey numbers, he did not stipulate how tall each individual storey should be. As a consequence, there is considerable height and roofline variation between buildings with the same number of storeys within this area.

Prevalent and Traditional Building Materials

Although there are some exceptions, buildings within this character area are predominately constructed from locally quarried Whitehaven sandstone, rendered and roofed in slate.

In a style typical of the town, many of the buildings within this area are also colourfully painted. Their walls are painted using subtle pastel shades, whilst contrasting, yet sympathetic, colours have been used to define window and door headers and footers and drainage goods and to visually enhance other architectural details, such as cornices and quoins. Individual buildings within the same street are often painted using different colour-ways, however rather than being visually inappropriate, this method emphasises building individuality and gives significant character to this part of the town.



44 - 45 Irish Street before 1901



44 - 45 Irish Street today



A visual ‘full stop’ at the southern end of Market Place/James Street

Open Space and Greenery

Although greenery is limited within this character area, the predominately wooded hillside to the rear of Rosemary Lane gives the area a dramatic green backdrop, whilst Market Place provides an attractive and semi-enclosed area of public space

Issues and Threats

This section identifies and considers elements of the townscape which detract from the area's important features and/or are threatening to harm the unique character of the town centre.

Swingpump Lane (with Quay Street) was once Whitehaven's principal street, however today its historical significance appears to have been all but lost. Forming the western section of the town centre's one-way system, the street is dominated by heavy traffic flows and is lined with buildings and semi-vacant sites. The street's eastern side is formed by the unattractive and inactive rears of buildings which front Market Place and James Street, whilst the western side includes a 1970s brown brick eight-storey multi-storey car park and the semi-vacant former Albion Works site. Together the two sides of the street combine to create an extremely incoherent and incomplete streetscape which does little to enhance the character or appearance of the conservation area.

One of the biggest threats to the character of the area is the erosion of traditional features and the introduction of inappropriate modern features onto historical and architecturally interesting buildings.



Important townscape features

Key

-  Old Town Character Area
-  Whitehaven Town Centre Conservation Area
-  Important Open Green Space
-  Other Important Space
-  Important View
-  Important Vista
-  Landmark Building/Feature



Green backdrop



Market Place



Swingpump Lane



Multi-storey car park

Whilst such changes may be small in themselves, if left to persist without intervention, they may cumulatively have a detrimental effect on the special character of the town centre. Uncharacteristic tiling, modern fenestration, steel security shutters and inappropriate signage are evident in the area, whilst several buildings have been rendered with pebble-dash or painted using inappropriate and unsympathetic colours. Further information about sympathetic and unsympathetic colours can be found in the accompanying town centre development guide.

Several buildings within this character area are vacant or semi-vacant and have been for sometime. Through a probable combination of age, a lack of maintenance and structural issues, they are now considered to be at significant risk. Two of these buildings are in extremely significant locations – 6 Market Place adjoins the listed Golden Lion Hotel on the southeastern side of the town’s market place, whilst 44 – 45 Irish Street (‘YMCA’) visually terminates the southern end of Market Place/James Street. It is considered essential that these historic buildings are protected, preserved, enhanced and resued to ensure that they make a positive and lasting contribution to the conservation area’s character.



Issues and threats

Key

- Old Town Character Area
- Whitehaven Town Centre Conservation Area
- Erosive effects of town's maritime location
- Building which fails to make a positive contribution
- Incoherent built form
- Poor linkages
- Inactive street frontages
- Inappropriate shop frontages/signage
- Loss of detailing from historic buildings
- Significant vacant building



Inappropriate shopfronts



6 Market Place

Summary of Issues and Threats within Old Town

- Lack of visual and physical linkages between the town centre and the harbour;
- Gap sites harming character and appearance;
- Gradual erosion of special character due to loss of traditional features and the introduction of inappropriate modern features;
- Lack of building maintenance and structural issues;
- Underuse and vacancy of historic buildings;
- Negative buildings which erode character and quality.

Georgian Grid-Iron

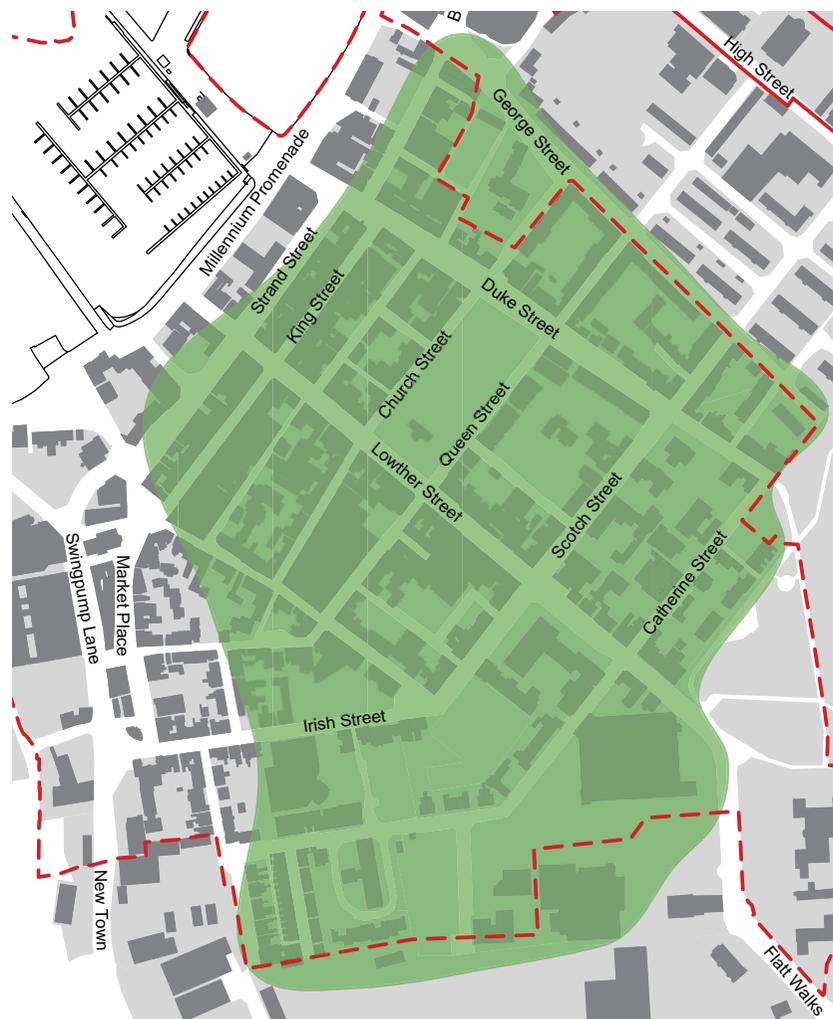
Location

This character area is the largest of those identified within Whitehaven's town centre. It incorporates much of the town's retail, commercial and municipal core and contains a fine collection of Georgian buildings which are set within the grid-iron pattern of streets deliberately planned by the Lowther family during the seventeenth and eighteenth centuries.

Historic Origins and Principal Stages of Development

Although most of the streets within this character area had been laid out, and to an extent partially developed, by the time of Sir John Lowther's death in 1706, it was not until his son Sir James took ownership of the estate that the building plots along these streets truly began to develop. By the mid eighteenth century and the death of Sir James in 1755, all the streets within the character area had been laid out and the town centre had reached the edge of its physical limits.

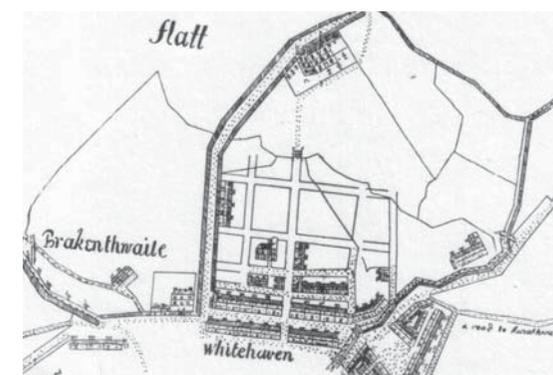
A number of the streets within the eastern section of this character area were substantially redeveloped during the nineteenth and twentieth centuries to create the town's municipal quarter. This involved the demolition of seventeenth and eighteenth century buildings and the erection of a number of municipal buildings, including the former Fire Brigade Station (now Whitehaven Record Office and Local Studies Library), the police station on Scotch Street, the Telephone Exchange and Magistrates' Court on Catherine Street and the Civic Hall and library extension on Lowther Street.



Location of Georgian Grid-Iron character area

Key

-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area
-  Georgian Grid-Iron Character Area



Lowther Street, 1693



Lowther Street towards the castle

Topography, Views and Vistas

Although the character area is relatively flat and low-lying, the grid-iron pattern enables numerous views into and through the area. Lowther Street formed the central axis of Sir John Lowther's design and was intended, as it still does today, to visually link The Flatt (now Whitehaven Castle) and the harbour – this view is now terminated by the Crows Nest mast at the end of Lime Tongue. Extended southeast-northwest views towards the harbour are also possible along Duke Street.

Elongated and enclosed north-easterly vistas are possible along Scotch Street, Queen Street and Catherine Street from their junctions with Lowther Street. The vista along Catherine Street is closed by the impressive façade of Somerset House at 52 Duke Street, whilst Queen Street's vista is closed by the elevated church of St James on High Street.

Excellent elevated views across the character area are provided from the two hillsides which flank the town centre. From these hillsides, the towers of the former Methodist Church on the corner of Lowther Street and Scotch Street and St Nicholas on Lowther Street are both clearly visible above the rooftops.

Significant Buildings and Features

The buildings within this character area provide a physical record of the town's historical evolution and development. Many of the buildings accord with some or all of Sir John Lowther's design regulations and for the most part form continuous rows and occupy the front of their building plots. Notable



Lowther Street towards the castle, nineteenth century



Queen Street towards St James' Church



View across town centre from Wellington Steps

exceptions, however, are 11 – 15 Tangier Street (including the Waverley Hotel) and the Cupola (formerly the Town Hall) at 24 Duke Street which are both set back from the street. The majority of buildings within this character area reach at least three storeys and again this is reflective of Sir John's design regulations. However, although Sir John regulated storey numbers, he did not stipulate how tall each individual storey should be. As a consequence, there is considerable height and roofline variation between buildings with the same number of storeys within this area.

A significant number of the buildings within this character area are statutorily listed and therefore of individual special historical and/or architectural interest. A comprehensive gazetteer of these buildings can be found at Appendix 1, however some of the most significant include: the surviving tower of St Nicholas Church on Lowther Street; the former Methodist Church on the corner of Lowther Street and Scotch Street; Catherine Mill on Catherine Street which was constructed in 1809 and is now grade II* listed, and; 151 Queen Street which was once occupied by the town's prominent Gale family.

Prevalent and Traditional Building Materials

Although there are some noticeable exceptions, the majority of buildings within this character area are constructed from locally quarried Whitehaven sandstone. During the seventeenth century, Sir John Lowther attempted to encourage the use of brick as a construction material. Although he had aspirations to develop brickworks on his estate, it



Continuous rows



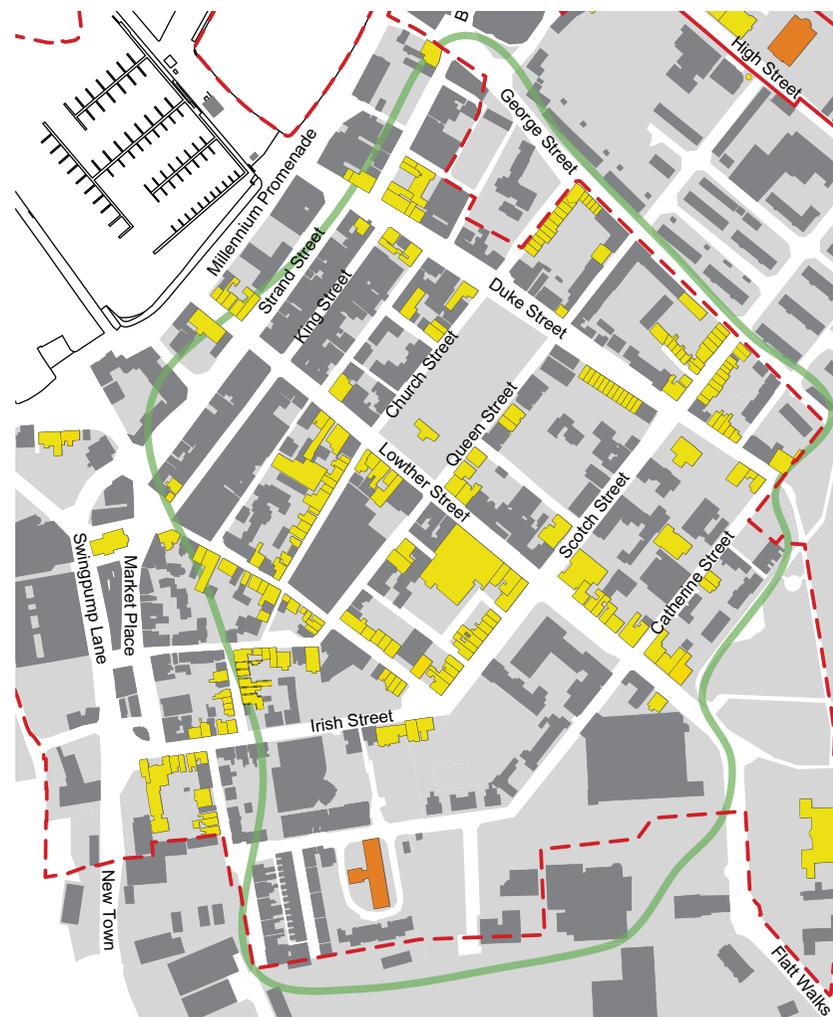
Waverley Hotel



St Nicholas Church tower



Catherine Mill



Listed buildings and scheduled ancient monuments

Key

-  Georgian Grid-Iron Character Area
-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area
-  Grade I Listed Building/ Feature
-  Grade II* Listed Building/ Feature
-  Grade II Listed Building/ Feature
-  Scheduled Ancient Monument

is thought that Sir John's motives were principally altruistic as he was concerned that the continuous quarrying of sandstone at Tom Hurd Rock to the south west of the town would erode the headland and prejudice the town's harbour. Although Sir John provided monetary incentives to encourage its use, brick never became popular and the use of sandstone continued to prevail. The majority of buildings within the area are roofed in slate.

Red sandstone is also evident within this character area. Likely to have been quarried at St Bees Head, this stone is distinctive within the conservation area as it acutely contrasts with the pallor of Whitehaven sandstone. The former Methodist Church on the corner of Lowther Street and Scotch Street, the former Sunday School to its rear and original library building on Catherine Street are constructed from red sandstone and are highly distinctive buildings. However, as a combined result of the material's characteristics and the town's maritime location, much of the red sandstone within this character area suffers substantially from erosion.

Whitehaven is famous for its colourfully painted buildings and such buildings are very much evident within this character area. Building walls are typically rendered and painted using subtle pastel shades, whilst contrasting, yet sympathetic, colours are often used to define window and door headers and footers and drainage goods and to visually enhance other architectural details, such as cornices and quoins. Individual buildings within the same street are often painted using different colour-ways, however rather than being visually inappropriate, this method emphasises building

individuality and gives significant character to the town centre's conservation area.

The majority of this character area is surfaced in modern materials including tarmac, concrete paving slabs and kerbstones. However, smoothed stone setts do survive in isolated areas, including within several rear courtyards, whilst sandstone kerbs survive on Catherine Street opposite its junction with Mill Street.

Open Space and Greenery

This character area contains two of the largest open green spaces within the town centre conservation area, both of which are historically affiliated with churches.

St Nicholas Gardens is located within the centre of the character area and is defined by Lowther Street, Queen Street, Church Street and Duke Street. Historically the space was occupied by two churches dedicated to St Nicholas – the first was constructed by Sir John Lowther in 1693 and its replacement was constructed of red sandstone from the Beggarghyll Quarry near Egremont during the 1880s. The nave and sanctuary of the nineteenth century church were entirely destroyed by a fire in August 1971. After the fire, consideration was given to rebuilding the nave, but in 1973 it was decided that the surviving tower should become a chapel and the rest of the site, including the churchyard, should be redeveloped to form a public garden. Today St Nicholas Gardens forms an attractive green oasis within the heart of the town centre and is also uniquely linked with the formative years of the United States of America as



Whitehaven sandstone



Red sandstone



Smoothed stone setts



Colourfully painted buildings, Irish Street



St Nicholas Gardens



Trinity Gardens

Mildred Warner Washington, the grandmother of George Washington the first President of the United States of America, is buried within the churchyard.

The second open green space is located at the junction of Irish Street and Roper Street and is known as Trinity Gardens. Historically the space was occupied by Holy Trinity Church which was strategically built at the eastern end of Roper Street by Sir James Lowther, however this church was demolished in 1948 and its site and churchyard were redeveloped to form a public garden. Whilst it is arguable that the demolition of the church significantly altered the built form and townscape quality of the eastern end of Roper Street, today Trinity Gardens, although not utilised to the same extent as St Nicholas Gardens, does add a significant quantum of green space to this part of the town centre.

It is understood that Trinity Church was historically protected by an elaborately decorated hand-wrought iron screen and, following the church's demolition, this screen was removed and re-erected at the Duke Street entrance to St Nicholas Gardens where it now forms an attractive gateway.

Washington Square, a pocket park located within the western section of this character area, was created in the mid twentieth century following the demolition of a number of buildings which previously occupied the eastern side of the junction of Queen Street and Coates Lane. Today the square is one of the town's most recognised spaces and provides an attractive and tranquil open area in what is otherwise a relatively densely developed part of the



St Nicholas Gardens



Trinity Church screen



Washington Square



Outside Civic Hall



Key

- Georgian Grid-Iron Character Area
- Whitehaven Town Centre Conservation Area
- High Street Conservation Area
- Important Open Green Space
- Other Important Space
- Important View
- Important Vista
- Landmark Building/Feature

Important townscape features

town centre.

The enduring strength of Sir John Lowther's building regulations is such that the majority of buildings within this character area are located at the very front of their plots immediately adjacent to the street. For the most part, this development pattern prevented the creation of garden or yard space at the front of buildings. Noticeable exceptions, however, are the 1960s-built Civic Hall and library extension on Lowther Street. These buildings do not follow Sir John's continuous building line and are instead set back from the street. This set-back has enabled the creation of an L-shaped space at the corner of Lowther Street and Scotch Street and although this space is publically accessible and apparently well-used, it is an alien feature within the town centre's conservation area.

During the densification of the town centre during the late eighteenth century, new 'backhouses' were developed within courtyards at the rear of existing houses within previously spacious rear gardens. A number of these courtyards survive within this character area and, whilst some are utilised as car parks, many contain semi-public gardens and are considered to be of high amenity value.

Issues and Threats

Several buildings within and immediately adjacent to this character area do not possess sufficient architectural merit to be regarded as making a positive contribution to the character of the area.

Streets within the eastern section of the character

area, including Scotch Street and Catherine Street, were substantially redeveloped during the nineteenth and twentieth centuries to create the town's municipal quarter. However, several of the resultant municipal buildings contribute little towards the area's Georgian character. The Telephone Exchange on Catherine Street was constructed during the 1960s from brown brick, steel and concrete render and when viewed from the hillsides to the north and south of the town centre is considered, due to its scale and bulky massing, to encroach upon the former Methodist Church on the corner of Scotch Street and Lowther Street, whereby reducing the dominance of the church's tower in the skyline. The building also fails to follow the continuous building line advocated by Sir John Lowther and is instead set back from the street. This set back is detrimental to the streetscape of this part of Catherine Street and, like the L-shaped space outside the Civic Hall and library extension on Lowther Street, is an alien feature within the town centre's conservation area.

The police station on Scotch Street is also considered to do little to enhance the town's Georgian character. Although this building is located at the very front of its plot immediately adjacent to the street and does rise to three-storeys, its principal façade is dominated by disorganised fenestration and a red painted render which fails in its attempt to replicate the coloration or texture of St Bees New Red Sandstone.

To the south of Lowther Street, the entire urban block defined by Queen Street, Church Street and Roper Street is filled by a single retail building which is currently occupied by a Wilkinson store. This



Telephone Exchange



Police Station

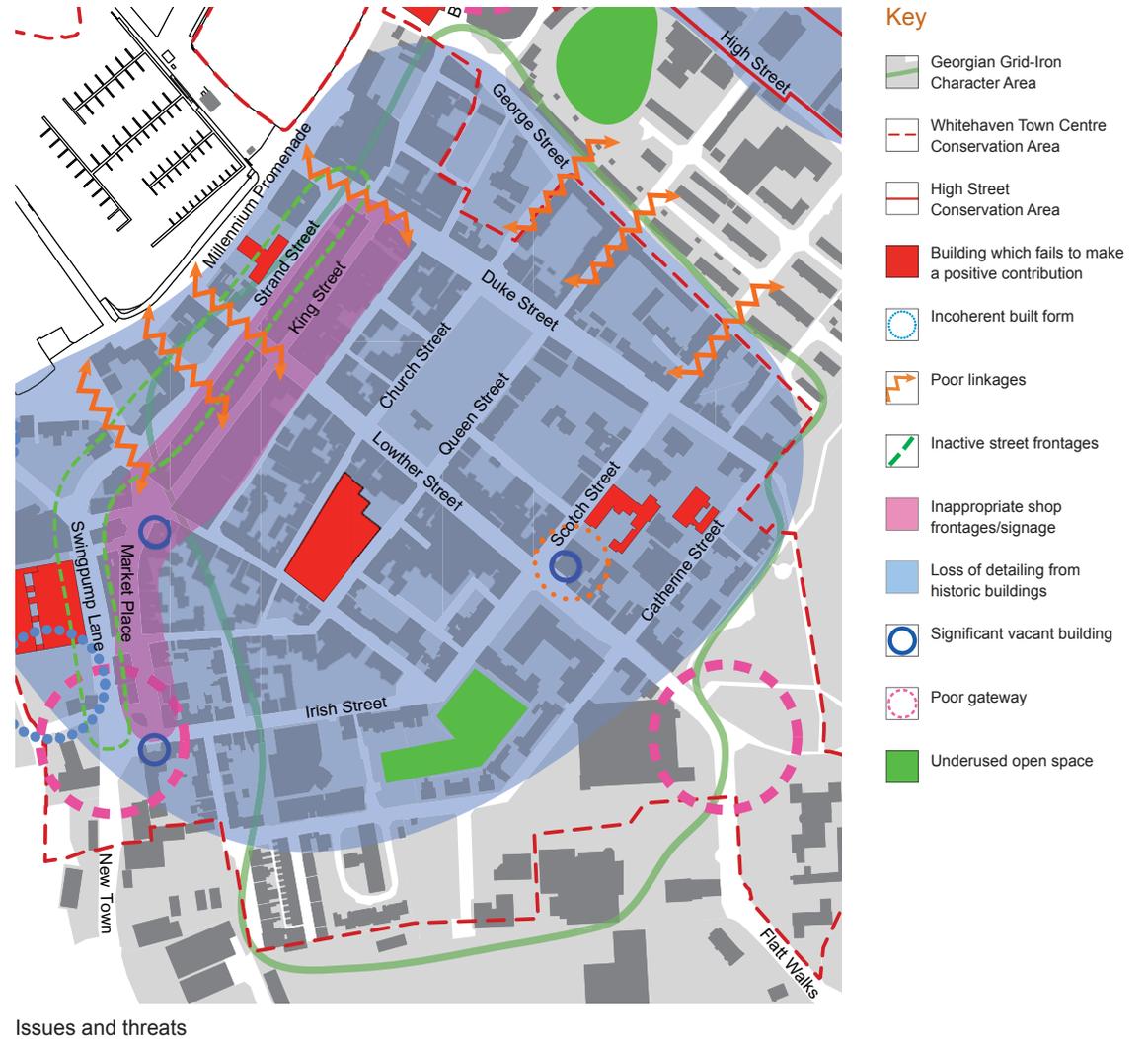


View towards Telephone Exchange from hillside to south of the town centre

building has removed the fine grained street pattern which historically existed within this part of the town centre and has dramatically altered the southern lengths of Church Street and Queen Street and the central section of Roper Street. Where these streets once contained narrow individual buildings with active frontages, they are now dominated by a single continuous blank and inactive façade.

The south-eastern section of this character area incorporates Morrisons supermarket and car park and is immediately adjacent to The Bridges Retail Park. With Whitehaven Castle, these buildings help to form the gateway into the southern part of the town centre; however as they do not follow the area's fine grained street pattern or have a continuous building line and are dominated by vivid and inconsistent signage, they are considered to fail to positively contribute to the special character of the area.

One of the biggest threats to the character of this area is the loss of traditional features and the introduction of inappropriate modern features onto historical and architecturally interesting buildings. Whilst such changes may be small in themselves, if left to persist without intervention, they may cumulatively have a detrimental effect on the special character of the town centre. The stone entrance steps of several buildings in this character area, and in particular within Irish Street and Cross Street, have been replaced by more modern materials whilst other buildings have also lost some or all of the wrought-iron railings which historically defined their entrance steps. Other buildings have been painted using inappropriate and unsympathetic colours or, as in King Street in particular, have been fitted with



inappropriate signage and shop frontages.

The town's maritime location is also threatening the area's character as buildings constructed from St Bees New Red Sandstone, such as the former Methodist Church at the corner of Lowther Street and Scotch Street, are suffering substantially from the erosive effects of sea air and strong prevailing winds. The former Methodist Church is also vacant and has been for some time. Through a probable combination of age, a lack of maintenance and structural issues, in addition to the gradual erosion of its external features, it is now considered to be at significant risk. The church is considered to be one of the most visually significant buildings within the town centre and it is therefore considered essential that it is protected, preserved and enhanced to ensure that it can continue to make a positive contribution to the conservation area's character.

Visual and physical connections between this character area and the harbour are poor and this is directly attributable to the current condition of Strand Street. Once known as East Strand and one of Sir John Lowther's most significant streets, today the street is dominated by heavy traffic flows and is lined on one side by the unattractive and inactive rears of buildings which front King Street and on the other by a series of derelict sites and vacant buildings which extend westwards towards Millennium Promenade. Together the two sides combine to create an extremely incoherent and incomplete streetscape which severs linkages between the harbour and the rest of the town centre and does little to enhance the character or appearance of the town centre's conservation area.



Church Street: west side



Church Street: east side



Inappropriate colours



Poor gateway into southern part of town centre



Inappropriate signage



Eroded red sandstone, Methodist Church



Inactive rears, Strand Street

Summary of Issues and Threats within Georgian Grid-Iron

- Negative buildings which erode character and quality;
- Inadequate gateways into the town centre
- Gradual erosion of special character due to loss of traditional materials and the introduction of inappropriate modern features;
- Threat of the maritime location;
- Lack of building maintenance and structural issues;
- Underuse and vacancy of historic buildings;
- Threat of unsympathetic new development;
- Lack of visual and physical linkages between the town centre and the harbour

Flatt

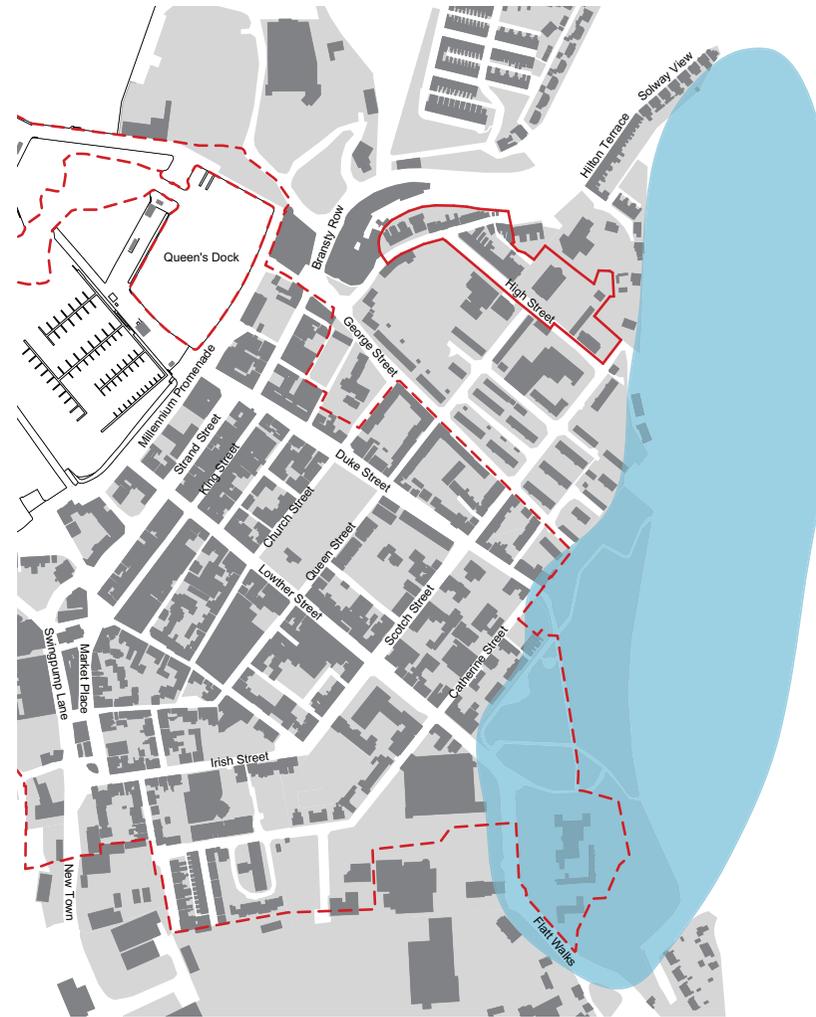
Location

This character area is located at the far eastern side of the town centre and incorporates Flatt Walks, Whitehaven Castle, Castle Mews, Acton Court and the predominantly wooded Castle Park, Crowpark Wood and White Park, which together historically formed the castle's extensive grounds.

Historic Origins and Principal Stages of Development

In 1675 Sir John Lowther purchased The Flatt, Whitehaven's mansion house, from Sir George Fletcher of Hutton. In 1769, Sir John's descendant Sir James Lowther of Lowther rebuilt the house in its current form and renamed it Whitehaven Castle.

The castle was originally accessed via Love Lane which followed a line of trees from the eastern end of Duke Street (which then existed as the route to Egremont). Following the development of Lowther Street in 1687, the castle was linked, both physically and visually, through the town centre to the harbour. White Park also existed at this time and was principally responsible for confining the development of the eastern part of the town centre in the mid eighteenth century. By the mid nineteenth century a carriage drive which connected the castle and the north of the town had been developed through White Park. White Park has since been subdivided and now includes Castle Park and Crowpark Wood which are open to the public. Whitehaven Castle remained in the ownership of the Lowther family until it was sold in 1924. The castle then became Whitehaven Infirmary, but following the construction



Location of Flatt character area

Key

-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area
-  Flatt Character Area



Sketch of Whitehaven Castle (William Gaythorpe 1806-41)



Whitehaven Castle, 2008

of West Cumberland Hospital in 1964, it became a geriatric unit and remained as such until 1986. After a period of vacancy, the castle and number of its outbuildings were converted into residential apartments. Acton Court, an apartment building, was also constructed at this time.

Topography, Views and Vistas

With the exception of its south-western corner, this character area climbs steeply away from the town's relatively flat and low-lying centre towards the top of the hillside which rises above the northern side of the town. Whilst this elevation would usually permit semi-aerial views across the town, in this case views are severely restricted by the density of trees within Castle Park, Crowpark Wood and White Park and as such the town, and in particular the tower of St James' Church on High Street and Candlestick Chimney, can only be briefly glimpsed from the former carriage drive as it emerges from Castle Park above Peter Street. Views are also limited elsewhere within this character area although, as intended by Sir John Lowther, Lowther Street enables enclosed views towards the harbour and this view is now terminated by the Crows Nest mast.

Significant Buildings and Features

Whitehaven Castle is one of the most recognisable buildings within the entire town centre and contributes significantly to the architectural, historic and visual quality of this character area. It is understood to have been remodelled in 1769 to a design by the eminent architect Robert Adam and today it dominates the eastern end of Lowther Street and,



Listed buildings and scheduled ancient monuments

Key

- Flatt Character Area
- Whitehaven Town Centre Conservation Area
- High Street Conservation Area
- Grade I Listed Building/Feature
- Grade II* Listed Building/Feature
- Grade II Listed Building/Feature
- Scheduled Ancient Monument



To Candlestick Chimney



Lowther Street to harbour



Former carriage drive



Castle Mews

with its outbuildings and gatehouse, helps to form a gateway into the southern part of the town centre.

Prevalent and Traditional Building Materials

Although there are relatively few buildings within this character area the majority, including the castle, are constructed from locally quarried Whitehaven sandstone. Whitehaven sandstone blocks were also used to construct a boundary wall around the castle's grounds and today isolated sections of this wall survive adjacent to Flatt Walks and at the northern end of Castle Park adjacent to the former carriage drive. Red sandstone also features within this character area, although not widely, and was used to construct the gatepiers which mark the entrance of the carriage drive at the northern end of Castle Park, whilst red brick was used to construct the air shaft cap next to the carriage drive which ventilates the railway tunnel beneath Castle Park.

The majority of this character area is surfaced in modern materials including tarmac and concrete paving slabs, although red 'Whitehaven' bricks are found on the footpath which leads between Castle Park and Crowpark Wood and on the steps which follow the northern boundary wall of Castle Park.

Open Space and Greenery

Castle Park, Crowpark Wood and White Park are publically accessible and together, due to their elevation and density of trees, help to give the town an attractive green backdrop and are therefore considered fundamental to the special character of the town centre's conservation area.



Castle boundary wall



Red sandstone gatepiers



'Whitehaven' brick



Green backdrop



Important townscape features

Brackenthwaite

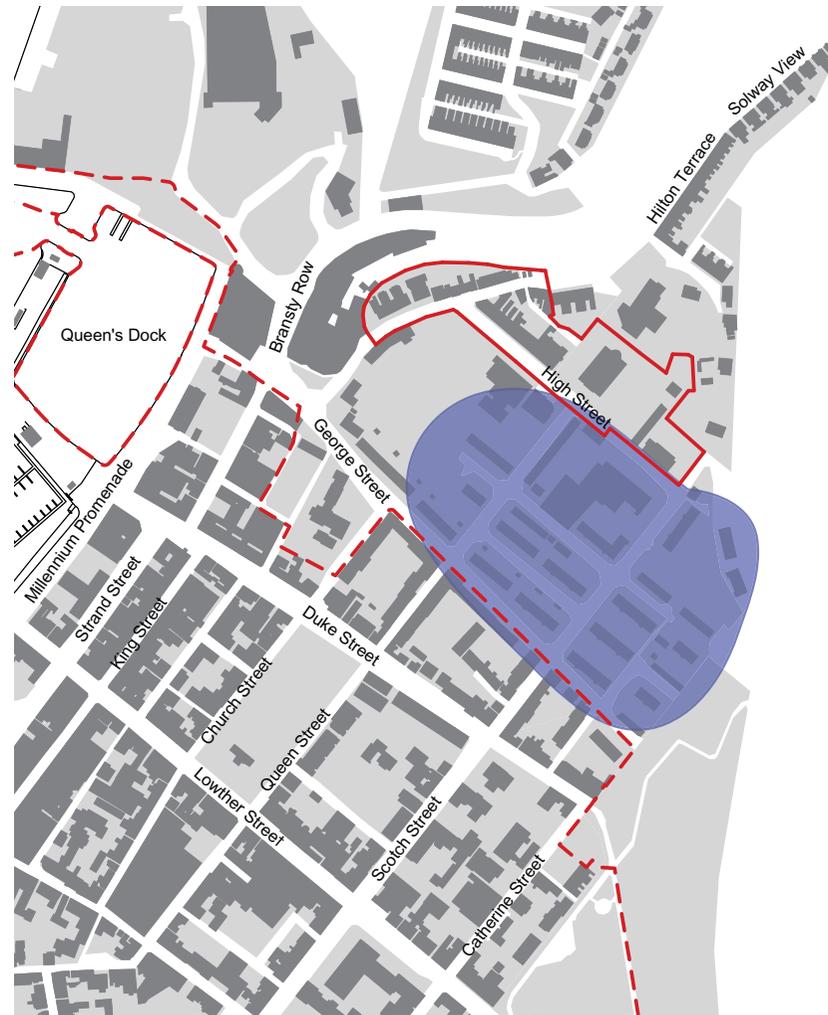
Location

This character area is located between the boundaries of Whitehaven Town Centre Conservation Area and High Street Conservation Area and is defined by Queen Street, High Street, George Street and the western edge of Castle Park.

Historic Origins and Principal Stages of Development

Although today accommodating 1960s/1970s residential blocks, this area is intrinsically linked to the rapid and deliberately planned settlement which developed during the seventeenth and eighteenth centuries as it historically formed the western limit of the Lowther family's grid-iron pattern of streets.

George Street was the first street to appear in the area as it evolved from the line of four ropewalks which had been laid out by 1696. By the mid eighteenth century, the lines of Queen Street, Scotch Street and Peter Street had been created, although their building plots were not developed until the end of that century. The area developed rapidly and intensively during the nineteenth and early twentieth centuries; however by 1925 two tanneries had been constructed at the junction of Scotch Street and High Street. Such is the nature of the tanning process that the existence of these tanneries provides a probable indication that the area had become one of the least salubrious parts of the town centre by that time. The entire area was comprehensively cleared and then redeveloped during the 1960s/1970s.



Location of Brackenthwaite character area

Key

- Whitehaven Town Centre Conservation Area
- High Street Conservation Area
- Brackenthwaite Character Area



Brackenthwaite, 1790



Brackenthwaite, 1925

Topography, Views and Vistas

Whilst the southern section of this character area is relatively flat and low-lying, its northern edge is slightly elevated above the town and this enables semi-aerial views across the town centre and towards the harbour from the eastern ends of Queen Street and Scotch Street. The area's grid-iron pattern also permits extended and channelled views into the western section of the town centre along Queen Street and Scotch Street.

Significant Buildings and Features

The comprehensive clearance and redevelopment which occurred during the 1960s/1970s removed all physical evidence of this area's earlier buildings. However, unlike many of the other comprehensive area clearances which occurred within other towns at that time, this area was unusually redeveloped using the existing historic street pattern. This has ensured that although individual buildings within this area are of little or no historic or architectural interest, the area is still very much part of Whitehaven's townscape.

Prevalent and Traditional Building Materials

In contrast with much of the town centre, Whitehaven sandstone and red sandstone are entirely absent from this character area. Instead, buildings are typically constructed from red-brown brick, rendered with pebble dash and roofed with concrete tiles, whilst surfaces are formed from tarmac and concrete paving slabs and kerbstones.



Towards the harbour



Along Scotch Street



1960s/70s blocks



Pebble dash render



Important townscape features

Key

-  Brackenthaite Character Area
-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area
-  Important Open Green Space
-  Other Important Space
-  Important View
-  Important Vista
-  Landmark Building/Feature

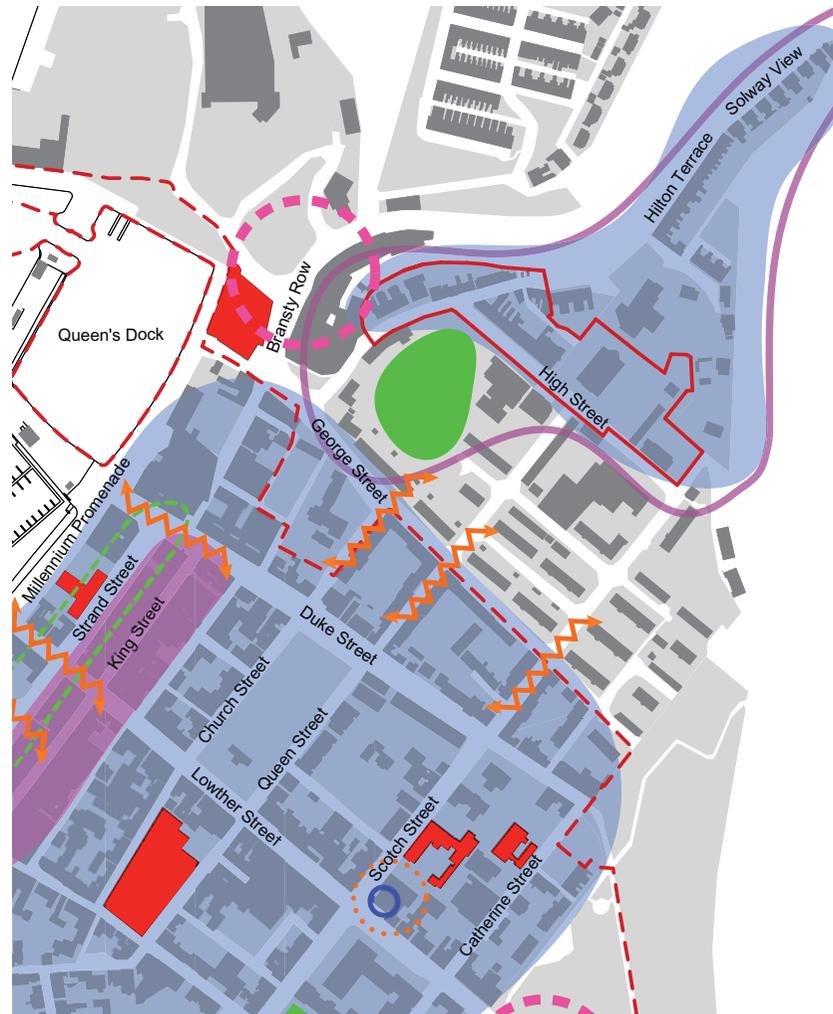
Open Space and Greenery

Open space is limited within this area, although the area's western section is immediately adjacent to the recreation ground historically associated with St James' Infant School at the south-western end of High Street.

In contrast with the seventeenth, eighteenth and nineteenth century buildings that previously occupied this area, the 1960s/1970s buildings do not adhere to Sir John Lowther's building regulations and are not located at the very front of their plots within continuous rows. Instead they are set back from the street frontages and surrounded by space, which although often grassed, is uncontained and does little to enhance the character of this part of the town centre.

Issues and Threats

Although the Georgian grid-iron street pattern survives, the buildings within this area are of little or no historic or architectural interest and as such are considered to fail to contribute positively towards the special character of the town centre. In addition, George Street forms the northern section of the town's one-way system and is dominated by heavy traffic flows. As a result, it forms a physical and visual barrier between this area and the rest of the town centre.



Issues and threats

Key

- Brackenthwaite Character Area
- Whitehaven Town Centre Conservation Area
- High Street Conservation Area
- Building which fails to make a positive contribution
- Poor linkages
- Inactive street frontages
- Inappropriate shop frontages/signage
- Loss of detailing from historic buildings
- Significant vacant building
- Poor gateway
- Underused open space



George Street

Summary of Issues and Threats within Brackenthwaite

- Lack of visual and physical linkages between the town centre

High Street

Location

This character area is located on the southern slope of the hillside which flanks the northern side of the town centre. It incorporates High Street Conservation Area and also extends northwards to include Hilton Terrace and Solway View.

Historic Origins and Principal Stages of Development

Until the mid eighteenth century and the construction of St James Church at the elevated end of Queen Street, this character area was little developed. For a time St James' was isolated from the rest of the town as, although the lines of Queen Street, Scotch Street and Peter Street had been laid out, their building plots had yet to be developed. However, by 1794 the town had expanded northwards through the Brackenthwaite area to meet the church and High Street had been substantially developed. After Sir William Lowther of Swillington (1757 – 1844) inherited the Whitehaven estate in 1802, new building land was made available and Wellington Row, Hilton Terrace and Solway View were developed in the early nineteenth century.

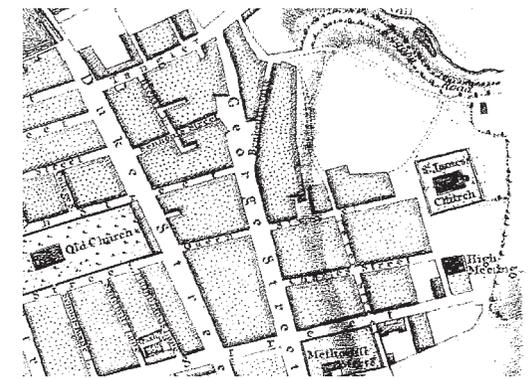
During the middle of the nineteenth century, a coal pit was sunk to the immediate rear of St James' Church; however by 1899 the site of this pit had been redeveloped with houses to form James Pit Road. Two schools were also constructed at this time – one was built between Wellington Row and Hilton Terrace and today survives as St James' Junior School, whilst the second, with an associated recreation ground, was constructed on the southern



Location of High Street character area

Key

-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area
-  High Street Character Area



St James' Church, 1770



St James' Church

side of High Street and today survives as St James' Infant School.

Topography, Views and Vistas

With the exception of its southern section which is relatively flat, this character area climbs steeply towards the top of the hillside which rises above the northern side of the town. Elongated and enclosed sloping views towards Lowther Street and the centre of the town are possible along Queen Street and Scotch Street from their junctions with High Street. Panoramic views are possible from the recreational ground to the south of High Street, whilst long views across the harbour towards the Candlestick Chimney on the hillside to the south of the centre are possible from Wellington Row. However, despite their elevation, views from Hilton Terrace and Solway View are severely restricted by the density of the trees within the valley which channels New Road (A5094) from its junction with Loop Road North (A595) into the town centre.



Panoramic views



To Candlestick Chimney



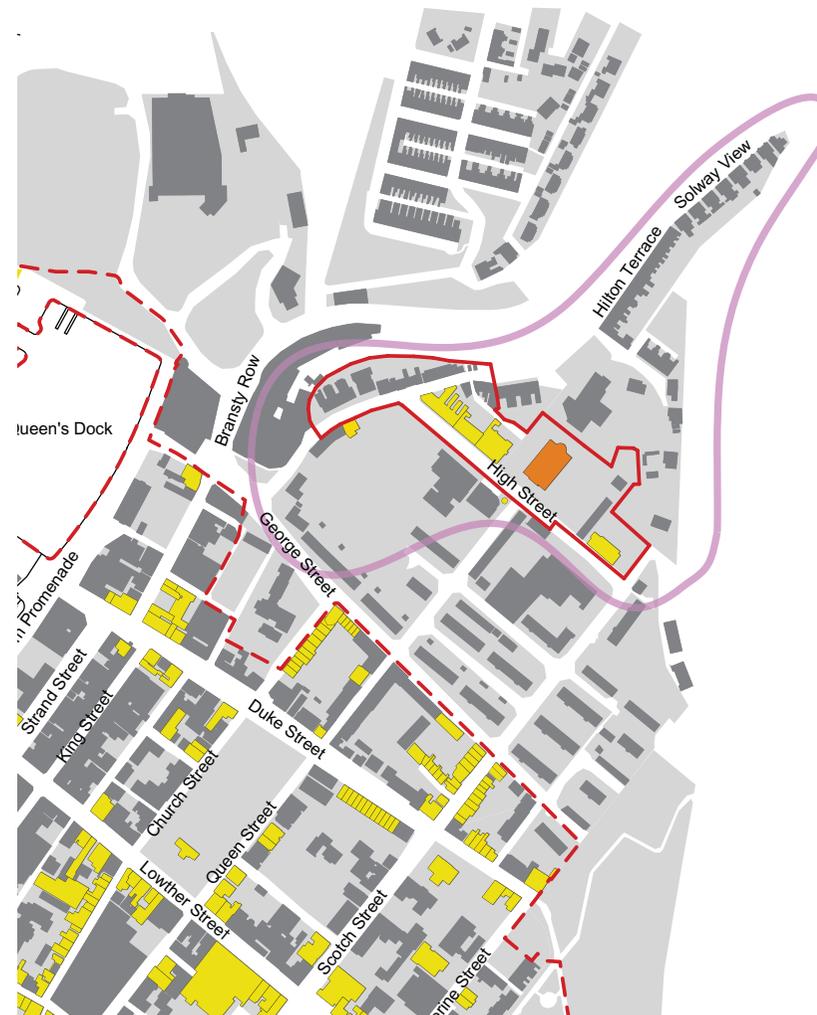
Towards the harbour



High Street

Significant Buildings and Features

A number of the buildings within this character area are statutorily listed and therefore of individual special historical and/or architectural interest. A comprehensive gazetteer of these buildings can be found at Appendix 1, however the most significant is grade II* listed St James' Church, which was strategically erected in 1752-3 at the elevated northern end of Queen Street and today it remains one of the most visually prominent buildings within the entire town centre.



Key

-  High Street Character Area
-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area
-  Grade I Listed Building/Feature
-  Grade II* Listed Building/Feature
-  Grade II Listed Building/Feature
-  Scheduled Ancient Monument

Listed buildings and scheduled ancient monuments

Prevalent and Traditional Building Materials

Although there are some exceptions, buildings within this character area are predominately constructed from locally quarried Whitehaven sandstone and roofed in slate. Red sandstone also features within this character area, although not widely, and was used to construct 7 High Street and to accentuate the window and door surrounds of 16a – 16f Wellington Row. In addition, red brick was used to construct the air shaft cap which is located at the corner of High Street and Queen Street.

In a style typical of the town, many of the buildings within this area are also colourfully painted – their walls have been rendered and painted using subtle pastel shades, whilst contrasting, yet sympathetic, colours have been used to define window and door headers and footers and drainage goods and to visually enhance other architectural details, such as cornices and quoins. Individual buildings within the same street are often painted using different colour-ways, however rather than being visually inappropriate, this method emphasises building individuality and gives significant character to this part of the town.

Surviving historic means of enclosure are evident within this character area. Whitehaven sandstone was used to construct the crenellated boundary wall that aligns the south-western side of High Street and the wall which defines the north-western corner of High Street and Scotch Street, whilst red sandstone was used to construct the gatepiers which mark the entrance to the recreation ground historically associated with St James' Infant School.

Several sections of decorative wrought-iron railings also survive within this area – the allotment gardens on the eastern side of Solway View are defined by simple railings with acorn-shaped end finials, whilst the northern and eastern boundaries of the recreation ground are defined by a set of simple looped railings and an iron gate with spire finials. The stone entrance steps of several buildings on the northern side of High Street are also defined by wrought-iron railings.

The majority of the character area is surfaced in modern materials including tarmac, concrete paving slabs and kerbstones, although smoothed stone setts do survive within the courtyard to the rear of Wellington Row.

Cast-iron street lighting columns manufactured in Whitehaven's Newton Foundry during the late nineteenth/early twentieth century survive on High Street, Solway View and James Pit Road.



Red brick air shaft cap



Red sandstone gatepiers



Colourfully painted buildings



Street lighting column



Acorn-shaped end finials



Smoothed stone setts in rear courtyard

Open Space and Greenery

The recreation ground historically associated with St James' Infant School is the largest publicly accessible open green space within the character area. The space includes a small selection of play equipment and a seating area which is strategically located at its southwestern edge to take advantage of the panoramic views across the town centre and the harbour.



Recreation ground

The churchyard affiliated with St James' Church also adds a significant quantum of green space to this part of the town, although it is not utilised to the same extent as St Nicholas Gardens on Lowther Street or Trinity Gardens at the eastern end of Roper Street.



St James' churchyard

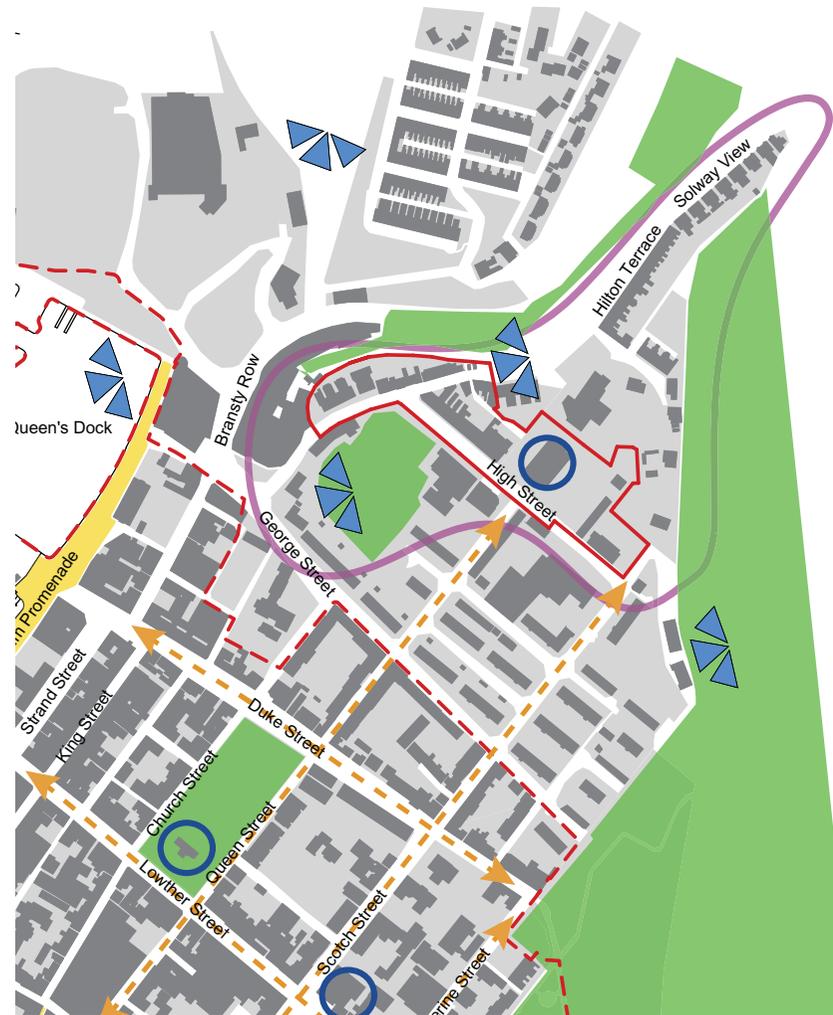
The enduring strength of Sir John Lowther's building regulations is such that the majority of buildings within this character area are located at the very front of their plots immediately adjacent to the street. For the most part, this development pattern prevented the creation of garden or yard space at the front of buildings. A noticeable exception however is the terrace of 16a – 16f Wellington Row. This terrace does not follow the continuous building line and is instead set back from the street and this set-back has enabled the creation of small front gardens or yards, many of which are attractively planted. The green character of this part of the character area is further enhanced by the allotment gardens on the western side of Solway View and by the trees within the valley which channels New Road into the town centre.



16a - 16f Wellington Row



Allotment gardens



Important townscape features

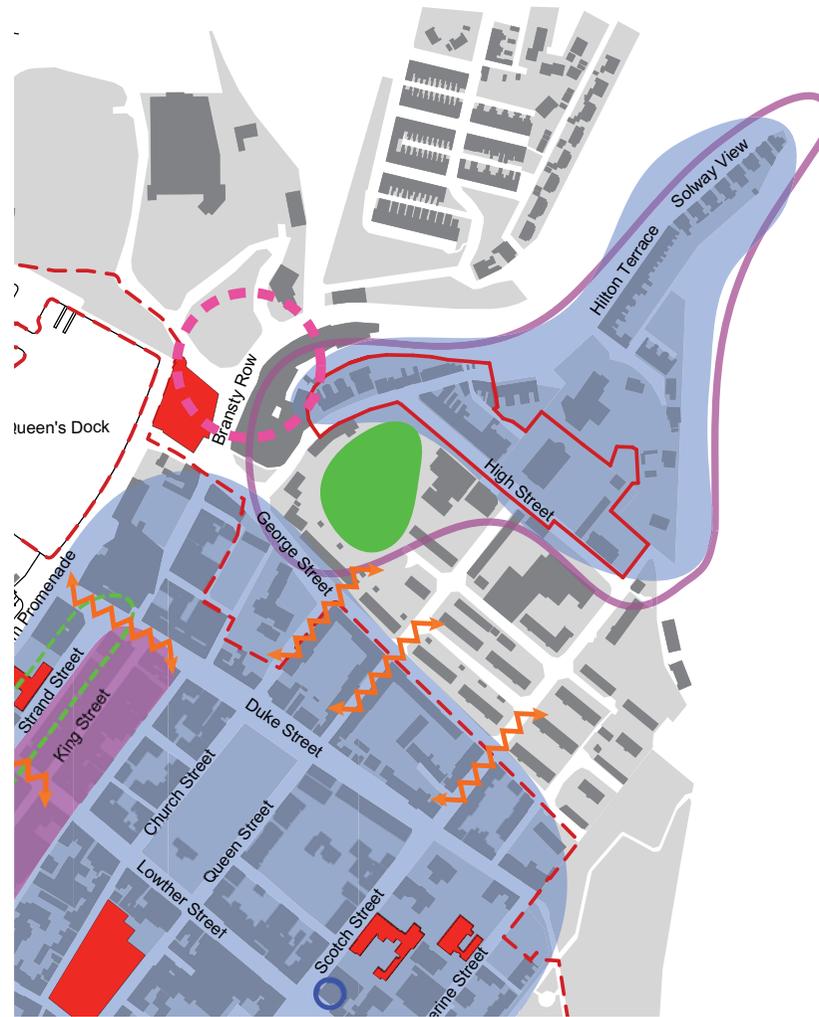
Key

-  High Street Character Area
-  Whitehaven Town Centre Conservation Area
-  High Street Conservation Area
-  Important Open Green Space
-  Other Important Space
-  Important View
-  Important Vista
-  Landmark Building/Feature

Issues and Threats

One of the biggest threats to the character of the area is the loss of traditional features and the introduction of inappropriate modern features onto historical and architecturally interesting buildings. Whilst such changes may be small in themselves, if left to persist without intervention, they may cumulatively have a detrimental effect on the special character of the town centre. A number of buildings on High Street have lost some or all of the wrought-iron railings which historically defined their entrance steps, whilst other buildings within the area have been rendered with pebble-dash or painted using inappropriate and unsympathetic colours.

The recreation ground historically associated with St James' Infant School is the largest open green space within the character area; however despite enabling excellent panoramic views across the town and helping to give the Brackenthwaite area a dramatic green backdrop, it contains a single bench, appears little used and inadequately maintained. The space has tremendous potential to become one of the most attractive areas within the northern section of the town centre and it is therefore considered essential that it is protected, preserved and enhanced to ensure that it can continue to make a positive contribution to the conservation area's character in the future.



Issues and threats

Key

- High Street Character Area
- Whitehaven Town Centre Conservation Area
- High Street Conservation Area
- Building which fails to make a positive contribution
- Poor linkages
- Inactive street frontages
- Inappropriate shop frontages/signage
- Loss of detailing from historic buildings
- Significant vacant building
- Poor gateway
- Underused open space



Lost wrought-iron railings



Recreation ground

Summary of Issues and Threats within Brackenthwaite

- Gradual erosion of special character due to loss of traditional materials and the introduction of inappropriate modern features;
- Underuse and inadequate maintenance of public space

6.0 Summary of Issues and Threats

Detailed study and assessment has revealed that the seven character areas within Whitehaven's town centre each contain elements which detract from their important features and/or are threatening to harm the town's unique historical and architectural character. It should be noted that several of the identified issues and/or threats are evident in more than one of the character areas.

The conservation area management plan, development guidance and public realm appraisal which support this character appraisal focus on addressing these elements and detail a series of proposals to protect and enhance Whitehaven's special character in the future.

- Negative buildings which erode character and quality;
- Threat of unsympathetic new development;
- Gradual erosion of special character due to loss of traditional materials and the introduction of inappropriate modern features;
- Lack of building maintenance and structural issues;
- Underuse and vacancy of historic buildings;
- Gap sites harming character and appearance;
- Threat of the maritime location;
- Inadequate gateways into the town centre;
- Lack of visual and physical linkages between the town centre and the harbour;
- Underuse and inadequate maintenance of public space, and;
- Loss of historic surface materials.

7.0 Suggested Boundary Changes

The appropriateness of the existing boundaries of Whitehaven Town Centre Conservation Area and High Street Conservation Area were reviewed as part of this character appraisal and four changes are proposed:

Castle Park/Crowpark Wood

The eastern boundary of Whitehaven Town Centre Conservation Area is currently defined by a line of yew trees within Castle Park and by Whitehaven Castle. As such the majority of the predominantly wooded Castle Park and Crowpark Wood, which together historically formed the castle's extensive grounds, are excluded from the town centre's conservation area. Due to their elevation and density of trees, Castle Park and Crowpark Wood help to give the town an attractive green backdrop and are considered fundamental to the special character of the town centre's conservation area.

Wellington Row/Hilton Terrace/Solway View

The northern boundary of High Street Conservation Area is currently defined by the rear of buildings on the northern side of High Street. This extension would see the incorporation of Wellington Row, in addition to Hilton Terrace and Solway View which were constructed during the early nineteenth century following the release of new building land by Sir William Lowther of Swillington. These terraces were some of the few developments to take place within the town at that time and are considered to be of some architectural and historical merit.



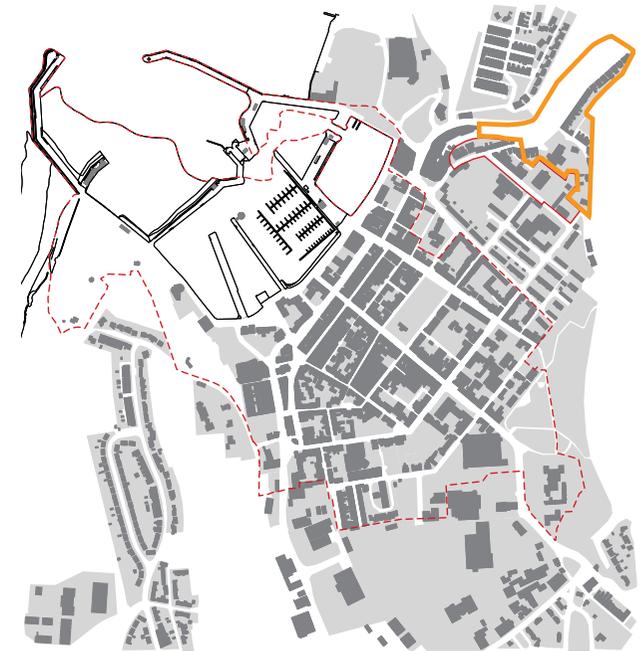
Castle Park/Crowpark Wood



Green backdrop



Former carriage drive



Wellington Row/Hilton Terrace/Solway View



Hilton Terrace



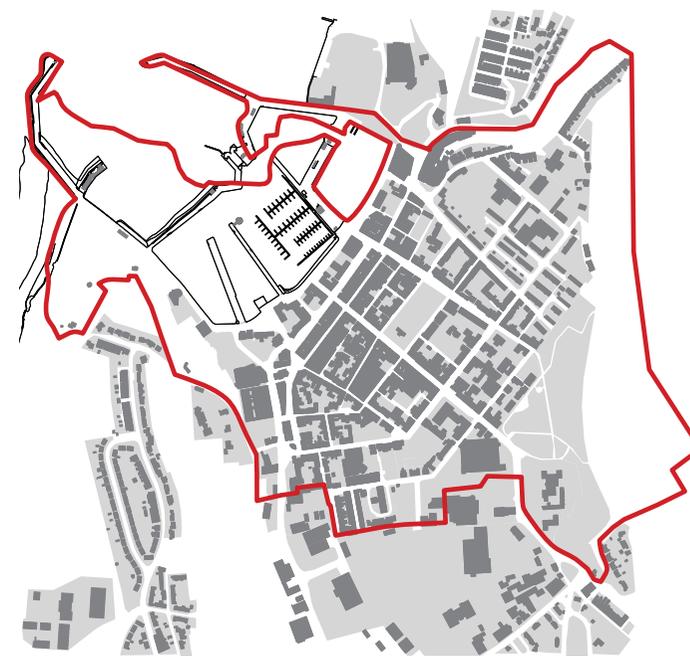
Solway View

Brackenthwaite/Bransty

This area is located between the boundaries of Whitehaven Town Centre Conservation Area and High Street Conservation Area and is today is dominated by 1960s/1970s residential blocks, a recreational ground that is historically affiliated with St James' Infant School and the town's former bus station and depot on Bransty Row. However, this area is intrinsically linked to the rapid and deliberately planned settlement which developed during the seventeenth and eighteenth centuries as it historically formed the western limit of the Lowther family's grid-iron pattern of streets. As such, although individual buildings within this area are of little or no historic or architectural interest, the area is still very much part of Whitehaven's townscape. The inclusion of this area will not dilute the conservation area's special character – rather it will give additional statutory protection to the historic street pattern and the adjacent historic buildings as any future redevelopment of the area will be subject to stringent design guidelines.



Brackenthwaite/Bransty



Merger of existing conservation areas

Merger of Existing Conservation Areas

In addition to the three proposed extensions, it is proposed that the two existing conservation areas within Whitehaven's town centre be merged to form a single conservation area. This single conservation area would incorporate the entire town centre and includes the extent of the town prior to the involvement of the Lowther family, the Georgian grid-iron streets, the harbour and the two hillsides which flank the town.



Along Scotch Street



George Street



High Street



Whitehaven's town centre

Appendix 1

Gazetteer of Statutory Listed Buildings & Features

Gazetteer of Statutory Listed Buildings & Features

IoE No.	Building Name/Number	Location	Grade	Date of Construction
75901	1 to 9	Albert Square	II	Probably first half of nineteenth century
75904	Catherine Mill	Catherine Street	II*	1809
75902	15 and 16	Catherine Street	II	Probably circa 1780
75903	Bonded Warehouse opposite 15 and 16	Catherine Street	II	Eighteenth century
75905	Bonded Warehouse	Chapel Street	II	Eighteenth century
75907	1 to 16	Church Street	II	Terrace of Varied Houses mainly 1730/50
75908	30	Church Street	II	?
75910	49	Church Street	II	Circa 1780
75911	50	Church Street	II	Circa 1780
75912	51 to 53	Church Street	II	Circa 1780
75913	54 to 57	Church Street	II	Circa 1780
75906	Church of St Nicholas	Church Street	II	West doorway and two gallery columns from 1693. New church built 1883
75914	9a	Coates Lane	II	?
75915	Masonic Hall, 1 and 2	College Street	II	Eighteenth century
75917	10	College Street	II	Eighteenth century
75916	College Chambers, 6	College Street	II	Eighteenth century
75918	1A, 1, 2, 3, 4 and 4A	Cross Street	II	Circa 1730/40
75919	5 to 9	Cross Street	II	Circa 1730/40
75920	12	Cross Street	II	Circa 1730/40
75921	4 to 5	Duke Street	II	First half of nineteenth century

IoE No.	Building Name/Number	Location	Grade	Date of Construction
75923	6 to 8	Duke Street	II	Dated 1889
75929	Town Hall, 24	Duke Street	II	1851 but incorporating a late seventeenth century building
75924	43 and 44	Duke Street	II	Eighteenth century
75925	46 to 50	Duke Street	II	Probably Circa 1740
75926	Somerset House, 52	Duke Street	II	Eighteenth century
75927	53	Duke Street	II	Eighteenth century
75928	54 and 55	Duke Street	II	?
75930	65 to 76	Duke Street	II	Circa 1730
75931	96 and 97	Duke Street	II	Early nineteenth century
76012	Central Hotel, 104	Duke Street	II	?
75922	Co-operative Store	Duke Street	II	Inscribed 'Established 1856' but later incorporating an earlier building
75934	Globe Hotel	Duke Street	II	Probably mid nineteenth century
75937	Whitehaven Castle	Flatt Walks	II	1769
75958	70	George Street	II	Early nineteenth century
75959	71 and 72	George Street	II	Eighteenth century
75960	73	George Street	II	?
75961	83, 84, 85, 86A, 86B, 86C and 87	George Street	II	First half of nineteenth century
75962	1	Hamilton Lane	II	First half of nineteenth century
75899	North Wall and Old North Wall Enclosing North	Harbour	II	Eighteenth century
75900	Old Fort	Harbour	II	1639
75896	Old New Quay	Harbour	II	1741
75894	Old Quay	Harbour	II	1687
75895	Old Quay Lighthouse	Harbour	II	1730

IoE No.	Building Name/Number	Location	Grade	Date of Construction
75897	West Pier	Harbour	II	Built between 1824 and 1839
75898	West Pier Lighthouse	Harbour	II	Circa 1839
429157	Bowling Green House (Jonathan Swift House)	Harbour View	II	Eighteenth century
429194	Air Shaft Cap to former railway tunnel	High Street	II	Opened 1852
75964	Church Of St James	High Street	B	Built in 1752/53
75965	Gate Piers at Church of St James	High Street	II	?
75966	1 to 11	High Street	II	Mid eighteenth century
429161	The Kirk Mission Hall	High Street	II	Mid eighteenth with nineteenth and twentieth century alterations
75967	10	Howgill Street	II	Eighteenth century
75968	11	Howgill Street	II	Eighteenth century
75969	12	Howgill Street	II	Eighteenth century
75970	14 and 15	Howgill Street	II	1736
75971	17 and 18	Howgill Street	II	Nineteenth century
75976	4 and 5	Irish Street	II	Nineteenth century
75977	7	Irish Street	II	Eighteenth century
75978	17	Irish Street	II	Eighteenth century
75979	18	Irish Street	II	Eighteenth century
75980	19 and 20	Irish Street	II	Circa 1840/1850
75981	41 to 43	Irish Street	II	Mid eighteenth century
75982	44 and 45	Irish Street	II	Mid eighteenth century
75933	1 and 2	King Street	II	Early-mid nineteenth century
75985	1	Lowther Street	II	Eighteenth century
75986	7 to 17	Lowther Street	II	Nineteenth century

IoE No.	Building Name/Number	Location	Grade	Date of Construction
75987	Oddfellows Hall, 21	Lowther Street	II	Mid nineteenth century
75988	22 to 24	Lowther Street	II	Nineteenth century
75989	25	Lowther Street	II	Early eighteenth century with nineteenth century shopfront
75990	26	Lowther Street	II	Eighteenth century with nineteenth century shopfront
75991	27	Lowther Street	II	?
75992	Pack Horse Public House, 28	Lowther Street	II	Nineteenth century
75993	37	Lowther Street	II	Eighteenth century with nineteenth century shopfront
75994	38	Lowther Street	II	Eighteenth century
75995	39 to 42	Lowther Street	II	Eighteenth century
75996	44 to 47	Lowther Street	II	Eighteenth century
75997	Strand House, 48	Lowther Street	II	Circa 1730
75998	59	Lowther Street	II	Early nineteenth century
75999	66	Lowther Street	II	Early nineteenth century
76000	75 to 77	Lowther Street	II	?
76001	78 and 79	Lowther Street	II	Mid eighteenth century
76002	80	Lowther Street	II	Mid eighteenth century
76003	81 to 83	Lowther Street	II	Early nineteenth century
429158	Methodist Church and Sunday School	Lowther Street	II	1877 with some eighteenth century features
76011	Golden Lion Hotel, 6	Market Place	II	?
76010	Market Hall	Market Place	II	Nineteenth century
429195	1 with warehouse attached to rear	Marlborough Street	II	Probably early eighteenth century and remodeled in nineteenth century
76013	42	New Street	II	Early nineteenth century
76017	16 and 17	Queen Street	II	Mid eighteenth century

IoE No.	Building Name/Number	Location	Grade	Date of Construction
76018	30	Queen Street	II	Eighteenth century
76019	31 and 32	Queen Street	II	Nineteenth century
76021	35	Queen Street	II	Early eighteenth century
76022	43	Queen Street	II	Early eighteenth century
76023	Fox and Grapes, 125a and 126	Queen Street	II	Mid eighteenth century
76024	127 to 131	Queen Street	II	Mid eighteenth century
76025	132	Queen Street	II	Eighteenth century
76026	133	Queen Street	II	Early nineteenth century
76027	Wulstan Hall, 139	Queen Street	II	?
76028	140	Queen Street	II	?
76029	Columba Club, 149	Queen Street	II	?
76030	150	Queen Street	II	Eighteenth century
76031	151	Queen Street	II	Eighteenth century
76032	152 to 155	Queen Street	II	Eighteenth century
76034	Royal Hotel, 10	Roper Street	II	Eighteenth century
76035	16	Roper Street	II	First half of eighteenth century
76036	19 and 20	Roper Street	II	Eighteenth century
76037	21 and 22	Roper Street	II	Eighteenth century
76038	23 and 24	Roper Street	II	Eighteenth century
76039	25	Roper Street	II	Mid eighteenth century
76040	28	Roper Street	II	Eighteenth century
76041	29	Roper Street	II	Late eighteenth century
76042	30	Roper Street	II	Eighteenth century

IoE No.	Building Name/Number	Location	Grade	Date of Construction
76043	36 to 38	Roper Street	II	Dated 1740
76044	44 and 45	Roper Street	II	Eighteenth century
76045	46, 47, 48, 49 and 49A	Roper Street	II	First half of nineteenth century
76046	51	Roper Street	II	Circa 1770
468950	52	Roper Street	II	Early eighteenth century
429165	53	Roper Street	II	Circa 1860
429163	54, formerly Rudd's Court	Roper Street	II	Late seventeenth century, largely rebuilt in the late eighteenth century
429164	55	Roper Street	II	Early to mid nineteenth century
429162	56	Roper Street	II	Early nineteenth century
76047	57 and 58	Roper Street	II	Nineteenth century
76049	1 to 3	Scotch Street	II	Eighteenth century
76052	14	Scotch Street	II	Mid eighteenth century
76053	31A and 31B	Scotch Street	II	Nineteenth century
76054	32 to 35	Scotch Street	II	Nineteenth century
76050	4 to 8	Scotch Street	II	Eighteenth century
76055	84 to 95	Scotch Street	II	First half of nineteenth century
76051	9 and 10	Scotch Street	II	Eighteenth century
429159	112	Scotch Street	II	Late eighteenth century
429160	113	Scotch Street	II	Late eighteenth century
76056	Union Hall	Scotch Street	II	Nineteenth century
76057	Waverley Hotel, 11 to 15	Tangier Street	II	Nineteenth century
429197	35	Tangier Street	II	Circa 1905
76059	Wellington House, 11	Wellington Row	II	Late eighteenth century

IoE No.	Building Name/Number	Location	Grade	Date of Construction
76060	Old Custom House, 10	West Strand	II	Eighteenth century
76061	Dobson and Musgrave Warehouse, 11 and 12	West Strand	II	?
76062	Royal Standard Hotel, 13	West Strand	II	?

Appendix 2

Summary of Consultation Events

Stakeholder Walkabout

Date and Time:

Wednesday 13 August 2008 17:00 - 19:00

Venue:

Whitehaven town centre

Attendees:

- Cllr John Kane
- Cllr Jeanette Williams
- Cllr Henry Wormstrup
- John Crewdson, Whitehaven and District Civic Society
- Michael Moon, Whitehaven Heritage Action Group
- Celia McKenzie, Whitehaven Harbour Commission

Facilitators:

- Len Cockcroft, Copeland Borough Council
- Paul Butler, Paul Butler Associates
- Sarah Smith, Paul Butler Associates

Purpose of Event:

To encourage key stakeholders to consider and discuss the town centre's special architectural and historic character and to identify issues and potential threats.



Route of stakeholder walkabout

Key

- Whitehaven Town Centre Conservation Area
- High Street Conservation Area
- Route
- Start/Finish



Stakeholder walkabout

Comments:

Len Cockcroft of Copeland Borough Council began by explaining the role of Paul Butler Associates (PBA) and the relationship between the conservation area appraisal and the Heritage Lottery Fund (HLF) Townscape Heritage Initiative (THI) bid. Paul Butler of Paul Butler Associates outlined the purpose of the walkabout, which was essentially to get the views of the key stakeholders about what worked well in the town centre and what didn't/where there were problems.

44 - 45 Irish Street (YMCA) was identified as a key building. It once had railings and gates. It has recently been sold to a housing association that is keen to restore the building.

There were various comments about the poor standards of maintenance of buildings and the public realm, some of which is the responsibility of Cumbria County Council as the Highway Authority and not Copeland Borough Council.

6 Market Place was the focus of discussion about absentee landlords and problems of enforcement. A two pronged attack – carrots via the THI and sticks via enforcement procedures – seemed to be the best way forward.

Various other buildings in the area needed work on them.

Strand Street was considered to be affected by a prominence of wheelie bins and a lack of activity.. It was thought important to connect the harbour with

the town.

It was mentioned that English Heritage weren't keen on the tax building, but it was well received locally.

There was a discussion about the various options for the former bus station and depot, including a reference to the fine curving wall.

The Cupola (formerly the Town Hall) at 24 Duke Street was considered to look neglected. The Telephone Exchange on Catherine Street was an eyesore, as was the police station on Scotch Street.

The former Methodist Church at the corner of Scotch Street and Lowther Street extends to the rear. The idea of it being a heritage centre/living museum was raised. There was also concern about the weathering of the church's sandstone.



Stakeholder walkabout

Public Consultation

Date and Time:

Launch:
Thursday 21 August 2008
10:30 - 15:00

Exhibition:
Thursday 21 August 2008 -
Thursday 04 September 2008

Venue:

Launch:
Market Place, Whitehaven

Exhibition:
The Copeland Centre, Whitehaven

Attendees:

Local Councillors and members of the local community

Facilitators:

- Paul Butler, Paul Butler Associates
- Sarah Smith, Paul Butler Associates
- Ben Davies, Paul Butler Associates
- Liz Quispe, Landscape Projects

Purpose of Event:

To encourage members of the local community to consider and discuss what they love and what they hate about Whitehaven's conservation areas by placing coloured flags (green = 'love'; red = 'hate') onto a plan of the town centre or by filling in a comments form.



Locations of 'love' and 'hate' flags

Key

- Whitehaven Town Centre Conservation Area
- High Street Conservation Area
- Location of 'love' flag
- Location of 'hate' flag



Love Whitehaven?

Comments:

The people of Whitehaven **love**: the telescope at the top of Wellington Terrace; the town's side streets; the harbour and the new marina; St Nicholas Gardens and its statues; the independent local shops; Castle Park; the former Town Hall on Duke Street; shopping; fishing on the pier; Lowther Street; the Beacon Centre; the Georgian architecture including the 'wonky' rooflines; Haig Pit and the views of Scotland and the Isle of Man; the Conservative Club; the lighthouses, the harbour at dusk; The Rum Story; the view from Candlestick Chimney, Whitehaven Sea Cadets; the YMCA; Wellington Steps; Trinity Gardens and Washington Square.

The people of Whitehaven **hate**: vacant buildings and rundown buildings; the multi-storey car park - 'a true carbuncle'; 6 Market Place; the bus station and depot; that there is nothing for young people to do; that there are more and better shops in Workington; the lack of public toilets; tarmac on cobbled streets; the flats on Peter Street; the Civic Hall and library; the canopy in Market Place; Mark House; dirty harbour water; unattractive shopfronts; The Beacon Centre; King Street; the YMCA, peeling paint on the Old Lighthouse; lack of cafes and bars in the harbour; entrances into the town; lack of seating; the Police Station; Bardywell Lane, Market Place on non-market days; the pub on Roper Street; the former Methodist Church; lack of activities for heritage tourists; the train station - a very unspectacular arrival; the general lack of maintenance; the lack of 'big' shops; shopfronts which don't respect Whitehaven's historic character; poor quality pavements.



Public consultation launch in Market Place

Appendix 3

Article 4 Directions in Whitehaven Town Centre

Article 4 Directions in Whitehaven Town Centre

Building Name/Number	Location
14 and 15	Carter Lane
9, 10, 11, 12, 13, 14, Sydneyville, Naworth, Lyndene, Cartref, Belvedere and Coleby	Catherine Street
3, 4 and 5	College Street
13	Cross Street
31, 31a, 32, 33, 37, 39 and 40	Duke Street
68 and 69	George Street
1a, 2, 3, 4, 5 and 13	Howgill Street
1a, 2, 8, 9, 10, 13, 14a, 21, 22, 25, 34, 35, 37, 38 and 39	Irish Street
31 and 37	James Street
1 to 31	Mill Street
15, 26 and 27	New Street
6, 7, 36, 37, 40, 41, 113, 114, 135, 136, 142, 143a, 144, 145, 146, 147 and 156	Queen Street
1 to 11	Richmond Terrace
20a, 39 and 40	Roper Street
11	Sandhills Lane
23 to 27	Scotch Street
1, 2 and 3	Temple Lane (Catherine Street)
14 to 33	Wellington Row

Appendix 4

Gazetteer of Sites and Monument Records (SMR)

Gazetteer of Sites and Monument Records (SMR)

SMR No.	Site Name	Site Type	Site Form	General Period	Specific Period	Site Status
1176	Whitehaven Old Fort	Fort	Building Foundation	Post Medieval	Georgian	Scheduled AM
1176	Whitehaven Old Fort	Battlefield	Documentary Evidence	Post Medieval	Georgian	Scheduled AM
1176	Whitehaven Old Fort	Fort	Find	Post Medieval	Unknown	Scheduled AM
1669	Old Quay Lighthouse	Lighthouse	Standing Monument	Post Medieval	Georgian	
1669	Old Quay Lighthouse	Lighthouse	Standing Monument	Post Medieval	Stuart II	
2750	Howgill Brake Inclined Plane, Howgill Colliery	Inclined Plane	Other Structure	Post Medieval	Unknown	
4166	Duke Pit	Colliery	Documentary Evidence	Post Medieval	Stuart	Scheduled AM
4166	Duke Pit	Exhauster House	Other Structure	Post Medieval	Unknown	Scheduled AM
4173	Candlestick Chimney, Wellington Pit	Chimney	Standing Monument	Post Medieval	Victorian	
4173	Candlestick Chimney, Wellington Pit	Colliery	Documentary Evidence	Post Medieval	Victorian	
4218	Old Quay	Quay	Standing Monument	Post Medieval	Stuart II	Scheduled AM
4218	Old Quay	Quay	Standing Monument	Post Medieval	Regency	Scheduled AM
4218	Old Quay	Quay	Standing Monument	Post Medieval	Georgian	Scheduled AM
4873	No 2 Howgill Staithes Colliery	Colliery	Site of	Post Medieval	Georgian	
5459	Somerset House, Duke Street	House	Roofed building	Post Medieval	Georgian	
5512	Newton Foundry	Foundry	Roofed building	Post Medieval	Georgian	
5512	Newton Foundry	Foundry	Documentary Evidence	Post Medieval	Georgian	
5513	Haig Colliery	Winding Engine	Other Structure	Modern	Early 20th Century	
5513	Haig Colliery	Colliery	Other Structure	Modern	Early 20th Century	

SMR No.	Site Name	Site Type	Site Form	General Period	Specific Period	Site Status
11956	Brocklebank's Shipbuilding Yard	Shipyards	Documentary Evidence	Post Medieval	Georgian	
11956	Brocklebank's Shipbuilding Yard	Ship Repair Works	Documentary Evidence	Post Medieval	Victorian	
11957	James Pit Colliery	Colliery	Site of	Unknown	Unknown	
11959	Whitehaven Gas Works	Gas Works	Site of	Unknown	Unknown	
11964	Nelson Terrace Windmill	Windmill	Site of	Unknown	Unknown	
11967	Royal Cumbria Military Barracks	Barracks	Documentary Evidence	Post Medieval	Unknown	
11968	Flat Walks Bone and Manure Works	Bone Mill	Site of	Unknown	Unknown	
12771	Harras Park Quarry	Quarry	Site of	Unknown	Unknown	
12836	Coal Hurries on West Strand	Railway	Site of	Post Medieval	Unknown	
12837	Old Observatory, Wellington Row	Observatory	Site of	Post Medieval	Victorian	
12838	Bransty Arch	Bridge	Site of	Post Medieval	Unknown	
12839	Whitehaven Castle Ice House	Icehouse	Other Structure	Post Medieval	Unknown	
12840	Thwaite Pit	Colliery	Documentary Evidence	Post Medieval	Georgian	
12841	The Flatt / Whitehaven Castle	County House	Documentary Evidence	Post Medieval	Unknown	
12841	The Flatt / Whitehaven Castle	County House	Roofed building	Post Medieval	Georgian	
12841	The Flatt / Whitehaven Castle	Hospital	Roofed building	Post Medieval	Unknown	
12842	Whitehaven Riding School	Riding School	Documentary Evidence	Post Medieval	Victorian	
12843	Whitehaven Infirmary	Hospital	Documentary Evidence	Post Medieval	Regency	
12844	Richmond Terrace Sawmill	Sawmill	Site of	Unknown	Unknown	
12845	Trinity Church	Church	Site of	Post Medieval	Georgian	
12846	Church of St Nicholas / The St Nicholas Centre	Church	Documentary Evidence	Post Medieval	Stuart	
12846	Church of St Nicholas / The St Nicholas Centre	Church	Ruined building	Post Medieval	Victorian	
12846	Church of St Nicholas / The St Nicholas Centre	Community Centre	Roofed building	Modern	20th Century	

SMR No.	Site Name	Site Type	Site Form	General Period	Specific Period	Site Status
12847	Catherine Street Sawmill and Granary Yard	Sawmill	Site of	Post Medieval	Unknown	
12848	Irish Street Sawmill	Sawmill	Site of	Post Medieval	Unknown	
12849	James Pit Reservoir	Reservoir	Site of	Post Medieval	Unknown	
12850	Scotch Street Steam Mill	Steam Mill	Site of	Post Medieval	Unknown	
12851	Scotch Street Linen Thread Manufactory	Factory	Site of	Post Medieval	Georgian	
12852	Scotch Street Tannery	Tannery	Site of	Post Medieval	Unknown	
12853	Patent Slip	Shipyard	Site of	Post Medieval	Unknown	
12854	Bransty Row Dyeworks	Dye Works	Site of	Post Medieval	Unknown	
12855	Wm Wilson & Co / Kennedy Shipyards	Shipyard	Site of	Post Medieval	Unknown	
12856	Old Fort Lime Kiln	Lime Kiln	Earthwork	Post Medieval	Unknown	Scheduled AM
12866	Whitehaven Workhouse	Workhouse	Site of	Post Medieval	Georgian	
12882	Preston Street / The Glass House / Pottery	Pottery	Site of	Post Medieval	Georgian	
12883	Marine School	School	Roofed building	Unknown	Unknown	
12884	Whitehaven Police Station	Police Station	Site of	Post Medieval	Victorian	
16727	Jonathan Swift's House	House	Roofed building	Post Medieval	Georgian	
18953	Fountain, Lowther Street	Fountain	Standing Monument	Post Medieval	Unknown	
19102	Coin Finds	Findspot	Find	Roman	Unknown	
19115	Low Bowling Green, Irish Street	Bowling Green	Documentary evidence	Post Medieval	Georgian	
40290	Piscina Find, St Nicholas Church	Findspot	Find	Medieval	Unknown	
41158	Scott & Whiteside's Shipbuilding Yard	Shipyard	Documentary Evidence	Post Medieval	Georgian	
41159	Bransty Timber Yard	Timber Yard	Documentary Evidence	Post Medieval	Victorian	
41159	Bransty House	Mansion House	Documentary Evidence	Post Medieval	Stuart	
41236	Lonsdale Hotel / Railway Hotel / Grand Hotel	Hotel	Documentary Evidence	Post Medieval	Victorian	

SMR No.	Site Name	Site Type	Site Form	General Period	Specific Period	Site Status
41245	Bransty Station	Railway Station	Documentary Evidence	Post Medieval	Victorian	
41247	Beacon Mills / Quaker Oats Ltd	Flour Mill	Documentary Evidence	Modern	Early 20th Century	
41349	The North Shore Printing Works	Printing Works	Documentary Evidence	Modern	Early 20th Century	
41350	Littledale's Ropery / Brocklebank & Co Ropery	Ropery	Documentary Evidence	Post Medieval	Georgian	
41351	Wm Wilson & Co Timber Yard	Timber Yard	Documentary Evidence	Post Medieval	Georgian	
41708	Bransty Saltworking Site	Salt Works	Documentary Evidence	Post Medieval	Unknown	
41708	Bransty Saltworking Site	Salt Works	Circumstantial Evidence	Medieval	Unknown	

Appendix 5

Bibliography and Sources of Further Information

Bibliography and Sources of Further Information

Bibliography

Collier, S. with Pearson, S. (1991) *Whitehaven 1660 - 1800* Royal Commission on the Historical Monuments of England

Hay, D. (1979) *Whitehaven: An Illustrated History*
Michael Moon

Sources of Further Information

For further information about Whitehaven's conservation areas please contact:

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