

CARNFORTH LOCAL LIST



Prepared by Troy Planning + Design on
behalf of
Carnforth Town Council

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A BRIEF HISTORY OF CARNFORTH

Carnforth is located on the south side of the River Keer in the northernmost part of Lancashire where coastal drumlins meet the limestone of Arndale and Silverdale. Whilst inhabited since Neolithic times, for most of its history the settlement was agricultural, possessed by Earl Tostig before the Conquest and part of the vast Lordship of Halton thereafter. A corn mill was recorded in 1312. Carnforth remained part of the Parish of Warton until the construction of Christ Church in 1875. The township would appear to have taken the form of a loose linear settlement along North Road, marked by farmsteads, barns and cottages, many of which may have been thatched and very humble; the earliest surviving stone building is dated 1688.

North Road was turn-piked toward Kendal in 1750 which seems to have coincided with a minor pulse of rebuilding in stone; the Shovel

Inn is also dated 1750 and Carnforth House is dated 1755. At the first census of 1801, Carnforth's population was recorded as 219. This figure comfortably corresponds to the dispersed settlement shown on Hodgson's 1836 map, if further small settlement nodes at Toad Pludd and Hagg Farm are taken into account. Eight of Carnforth's entries on the National Heritage List are taken from this pre-industrial period and it is proposed to add a further eight to the Local Heritage List, these being predominantly stone houses or barns which retain recognisable or unaltered original features.

By 1797 a 41-mile stretch of the Lancaster Canal between Preston and Tewitsfield had been opened, passing alongside Carnforth in a cutting, which still tends to conceal its presence from the town. The canal allowed the opportunity to exploit and transport local deposits of glacial sands and gravels



from around 1846, to facilitate the growth of Lancaster and Preston to the south. Two canal structures, both bridges, are represented on the National Heritage List. Two more, the subsequently widened Carnforth Bridge and the somewhat later Canal Turn Public House at the turning basin are proposed entries on the Local List.



Lancaster Canal

A new turnpike, which would eventually form the A6 trunk route and become industrial Carnforth's Lancaster Road and Scotland Road was opened sometime after 1818. This had the effect of by-passing the original settlement on North Road and is first shown on Hodgson's map.

In 1846 the Lancaster & Carlisle Railway was constructed. Alongside his work at Lancaster and Carlisle Citadel, the much more modest station halt at Carnforth was designed by William Tite, a pre-eminent architect of the early Victorian period. However, arrival of the railway did not result in immediate growth of the town; the population of Carnforth had only increased to 294 by 1851 and the Ordnance Surveys of both 1848 and 1860 record the survival of a wholly rural pattern of settlement, albeit one marked by an increasing number of gravel pits.

The key to industrialisation and related development would only come in 1857 with the construction of the Ulverston and Lancaster Railway. The Company took its junction with the main line at Carnforth and was shortly taken over by the Furness Railway in 1862, connecting with its more ambitious line running around the Cumbrian coast. Therefore, access to ample supplies of haematite was suddenly opened up, leading to the early construction of the Ironworks close to the station. By 1872, over 100 houses for the workforce were under construction. The explosive growth of Industrial Carnforth had begun.



Carnforth Station Clock

From this juncture, change happened quickly. An expanded station was built by 1868 and developed recognisably into its current form by 1880. Terraces of housing were quickly erected, mostly in local stone. Christ Church

was built to serve the spiritual needs of the new community in 1875. A police station was constructed on Lancaster Road in 1880, the Co-op was established in 1885. The Lancaster Banking Company opened an imposing new branch on the corner of Market Street and Scotland Road in 1889, to compete with a branch of the Liverpool Bank nearby. Pubs and hotels were built to serve the railway junction traffic. The 1901 census records a population of 3,041.

The large classically styled 'Kinema' of 1912 completes a picture of a confident, fully-fledged north-west industrial town – if in microcosm – by the outbreak of World War 1 in August 1914. The National Heritage List is almost silent upon this phase of Carnforth's development; only Christ Church appears. In part to redress this silence, it is proposed to add numerous buildings from this phase of rapid growth to the Local Heritage List.

Sadly, the years immediately following the Great War were not kind to Carnforth. The War Memorial bears witness to many local men who did not return from that conflict. Even before the onset of the Great Depression, the Ironworks were to close in 1929. The newly formed London Midland and Scottish Railway was left as the primary employer in the town. Their development of the locomotive maintenance depot in the 1940s, one of the best surviving examples of such a complex in the world, dominates the town's twentieth century entries on the National Heritage List. From this period, it is proposed to add the War Memorial of 1921 and the 1936 County Library on Lancaster Road, to the Local List.

All of the assets identified in this document meet the criteria for inclusion on the Local List, making significant contributions to local architectural style, the historic growth and evolution of Carnforth, both in terms of local industrial activity and associated community life.



Railway Cottages

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PRE-INDUSTRIAL ASSETS

Existing Statutory



Hall Gowan, North Road



Hodgsons Croft, North Road



The Shovel Inn



Plane Tree House, North Road



Milestone, 150m South of junction with Alexander Road



1 & 2 Hagg Cottages and Hagg Farmhouse



10 North Road



Carnforth House, North Road

PRE-INDUSTRIAL ASSETS

Proposed for Local List



114 North Road, House and Barn



Hall Croft Barn, North Road



Barns formerly associated with Plane Tree House, North Road



133a & 133b North Road



Atatched Barn at Hodgsons Croft, North Road

LANCASTER CANAL ASSETS

Existing Statutory



Thwaite End Bridge



Hodgsons Bridge

Proposed for Local List



Canal Cottage / Canal Turn Public House



Kellet Road Canal Bridge

POST-INDUSTRIAL ASSETS

Existing Statutory



Christ Church, Lancaster Road



Carnforth Junction Signal Box



Former Selside Signal Box



Former Signal Box, North end of Platform, Carnforth Station



The Ash Plant



The Coaling Plant (II)*

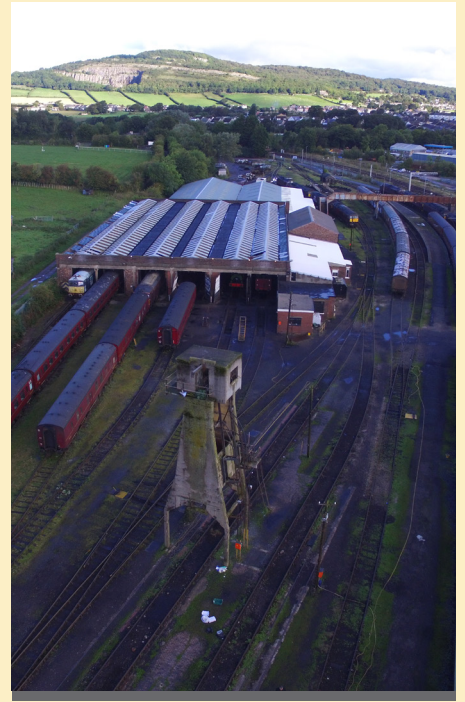
Existing Statutory



Water Tower



The Wagon Repair Workshop



Engine Shed and Associated Facilities



Locomotive Turntable (II)*

POST-INDUSTRIAL ASSETS

Proposed for Local List



Carnforth Station (1880)



Police Station, Lancaster Road (1880)



Former National Westminster Bank, corner Market Street, Scotland Road (1889)



Hawk Street Congregational Chapel (1897)



Station Hotel, Market Street



Roxy Cinema, Market Street – currently occupied by the Co-op (1912)



Carnforth War Memorial



Civic Hall, Lower North Road



Former Co-op, New Street (1885)



Former Morphy's Mill at Travis Perkins



Lancashire County Library, Lancaster Road (1936)



The Haws, Private School for Girls, Haws Hill



*Carnforth Inn, Lancaster Road
and Market Street*



Coke Ovens, Thwaite End



Salvation Army Barracks



Station House, Station Masters House, Haws Hill



Thwaite Gate Farm



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