



Historic England

Maryport, Allerdale, Cumbria Historic Area Assessment

Fiona Wooler

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MARYPORT, ALLERDALE, CUMBRIA

HISTORIC AREA ASSESSMENT

Fiona Wooler

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SUMMARY

Maryport is a planned town and port in north-west Cumbria established in the middle of the 18th century. It was planted in an area that had seen Roman and medieval activity and was preceded by a small settlement and harbour of some form known as Ellenfoot. The new town of Maryport began as a port, built to serve the growth and expansion of the local coal mining industry and an associated settlement was also planned on a grid pattern by Humphrey Senhouse (1731-1814). The town expanded considerably during the 19th century as the shipbuilding industry developed and the port expanded to serve the local iron and steel industries amongst others. However, by the 1920s the port and most of the other local industries were in decline and ultimately ceased to be. The cessation of major industrial activity in the area and the subsequent decline in importance of the port has been a major blow to the town which has not seen significant economic growth since the middle of the 20th century. This historic area assessment (HAA) is part of Historic England's contribution to the Maryport High Street Heritage Action Zone. It aims to provide a better understanding of the history, development, character and significance of the historic centre of Maryport and its buildings and provide an evidence base for future management.

CONTRIBUTORS

The research and fieldwork were undertaken by Fiona Wooler, who also wrote the report. The drawings were prepared by Petra Wade. The report was edited by Simon Taylor. Unless otherwise indicated, all images are the copyright of Historic England. Ground photography is by the author.

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DATE OF RESEARCH AND SURVEY

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INTRODUCTION

This Historic Area Assessment (HAA) is part of the High Street Heritage Action Zone (HS-HAZ) initiative for Maryport, a partnership between Historic England and Allerdale Borough Council, overseen by the Maryport High Street Heritage Action Zone Project Delivery Team. The HS-HAZ consists of Senhouse Street, which is at the centre of Maryport and of the Maryport Conservation Area and is also the town's high street, but also includes some later Victorian development which extended beyond the initial grid of streets. Senhouse Street a well-preserved, intimate and colourful shopping street with a diverse and varied mix of buildings of various styles and sizes; it retains its historic layout and grain and consists almost entirely of 18th and 19th-century buildings. This HAA, however, covers more than the technical HS-HAZ: the study area encompasses part of the scheduled area of the Roman fort, Gasson and Maryport docks, Mote Hill to the south and Netherhall (*see* below).

The history of Maryport has been the subject of several published and unpublished works which have been consulted for this project, along with the Cumbria Historic Environment Record database (CHER). The Roman fort and associated settlement have been the subject of both antiquarian and modern archaeological investigations, resulting in numerous archaeological reports and recent publications which usefully summarise this work and contextualise the site in its historical position at the edge of the Roman Empire. Overviews of the town's development from the middle of the 18th century, and the history of its important industries, are notably to be found in numerous publications by Herbert and Mary Jackson, who were local to Maryport, and wrote prolifically about the history of their home town and the West Cumbrian Coast in the 1990s. Their output, along with other publications and reports focussed on the town, as well as primary documentary sources held at the Cumbria Archive Service centres in Carlisle and Whitehaven, have been used to inform understanding of the town's morphology and how it assumed its present architectural character.

This HAA combines new research with information from published sources, unpublished research, historical mapping and photographs, in order to provide an overview of the development of Maryport and the HS-HAZ, and to assess its significance, in order to inform key decisions for regeneration and heritage protection. The HAA is not a comprehensive study of the history of the town or of all its individual buildings although those which are of particular significance are explored in more depth. The report includes three appendices: a list of statutory designations, a general inventory of buildings within the HS-HAZ and an inventory of historic shopfronts within the HS-HAZ.

Designations

At the time of writing, the HAA study area was covered by one conservation area (Maryport) and there were six scheduled monuments and 47 listed buildings and structures. A list of these designations is provided in Appendix 1, with their

locations shown in Figure 1.

Methodology

This report has been prepared in accordance with *Understanding Place: Historic Area Assessments*, Historic England's published guidance of 2017 which states that an HAA is 'a practical tool to understand and explain the heritage interest of an area'.¹ An HAA helps to explain the character of an area and define its significance and is primarily based on fieldwork, complemented by archival research. There are different levels of HAAs, depending on the circumstances. The level chosen for Maryport is Level 1-2 (outline-rapid) which involved extensive use of historic maps and trade directories, as well as other relevant sources held at a range of libraries and archives including the Cumbria Archive Service centres at Carlisle and Whitehaven, although the full range of primary sources was not exploited systematically. It is not the purpose of this HAA to provide a full history of individual buildings or features.

Fieldwork involved a rapid external observational investigation of the whole of the study area, where possible, supplemented by a more detailed assessment of each development unit within the HS-HAZ itself. Photographs of individual buildings, their settings and the general character of the study area were taken and used, where relevant, to illustrate this report. A gazetteer listing all the buildings, or groups of buildings, within the HS-HAZ is provided in Appendix 2 which includes photographs and brief descriptions as well as relevant documentary references.

Extent of the study area

The study area (Figure 1) encompasses the Maryport Conservation Area and extends westwards, beyond it, to include the docks, which were integral to the development of the town, and King Street, Nelson Street and Strand Street – part of the initial, mid-18th century, development.

Constraints on research and fieldwork

Restrictions imposed in response to the Covid-19 pandemic during 2020 and 2021 hindered research at Cumbria Archive Service centres, Carlisle Library (Local Studies), Maryport Library, and local museums, which were all closed for several months during successive periods of lockdown; visiting hours were restricted during the intervening periods. This meant that it was not possible to exploit all of the primary documentation potentially available. Fieldwork was also affected: it had to be undertaken by a single Architectural Investigator, and face-to-face communication with owners or occupiers of buildings, who may have been able to offer additional historical information and internal access, was not possible.

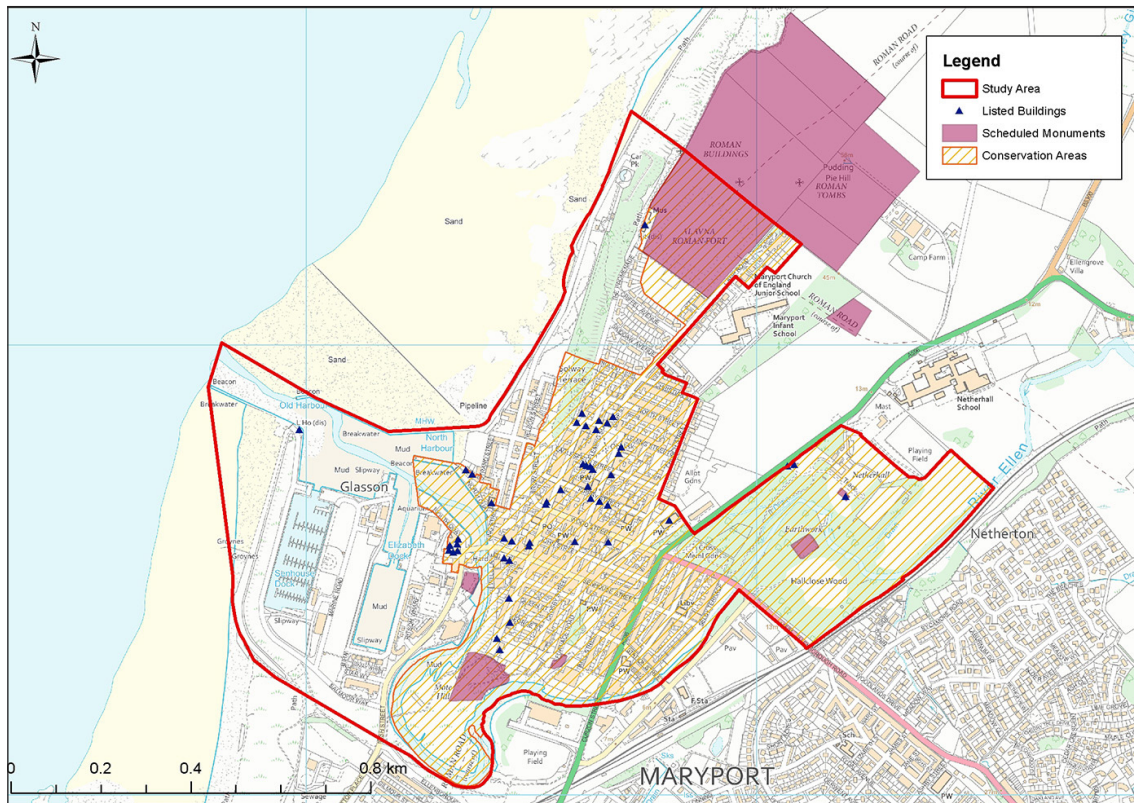


Figure 1: Study area outlined in red including the extent of the Conservation Area and the locations of designated heritage assets © Crown Copyright and database right 2021. All rights reserved. Ordnance Survey Licence number 100024900

LOCATION, GEOLOGY AND TOPOGRAPHY

The town of Maryport is situated on the north-west coast of Cumbria, within the West Cumbria Coastal Plain National Character Area (NCA) which extends from Maryport in the north, to Barrow-in-Furness in the south and is a plain of varying width between the Cumbrian mountains and the Irish Sea. It is generally low-lying with low, eroding cliffs forming the seaward edge. Its dominant character is rural but it includes urban and industrial centres such as Workington, Egremont, Cleator Moor, Whitehaven, Cockermouth, Maryport and Barrow-in-Furness.²

Maryport stands on the boundary between formations of Triassic Sherwood sandstone, the underlying geology of the coastal zone to the north, and Carboniferous Westphalian Coal Measures, with some pockets of Namurian millstone grit, to the south.³ The town's historic core occupies an elevated ridge of land orientated roughly north to south, terminating at Mote Hill to the south, and the site of the Roman fort (Alavna) to the north which dips at the point where High Street and Senhouse Street cross. It also lies partially in a loop of the River Ellen. The harbour and docks lie to the west of the town, along with part of the earliest area of development (known locally as the Down Street area) which is situated on flat land at the base of the cliffs.

HISTORICAL AND ARCHAEOLOGICAL OVERVIEW

Prehistoric

The ice sheets had finally retreated from the Lakeland Fells and North Pennines by about 11,000 BP and evidence of early human inhabitation in what is now as Cumbria appears to date from around this time but is scarce: some evidence of Palaeolithic occupation has been found within limestone caves in the vicinity of Grange-over-Sands. There is evidence of mobile hunter-gatherer activity in the Mesolithic period, from about 8000 BP, in the form of scatters of small worked flints and chert, widely distributed, especially along the coast.⁴ In the Maryport area, recent archaeological investigation on land near Netherhall Road, just outside the study area, has identified a cluster of pits and post-holes containing early Mesolithic lithics. There was evidence for several phases of activity, but no permanent structures.⁵

By the late 5th millennium BP, however, the development of small-scale agriculture had facilitated the beginnings of settlement and during the Neolithic period, roughly between 3800 and 2300 BC, industrial-scale production of stone axes in the Langdale area took place which were distributed throughout England and southern Scotland.⁶ There is, however, no recorded archaeological evidence for prehistoric settlement within the study area, although a polished stone axe of Neolithic date was found on Castle Hill (or Mote Hill) in 1886.⁷

Possible evidence of Bronze Age activity within the study area exists in the form of a burial mound, or *tumulus* shown on the 1:10560 Ordnance Survey map of 1864 and labelled 'Pudding Pie Hill', situated to the north of the town (at the junction of the present Criffel Avenue and The Promenade), close to the site of the Roman fort. This mound, which was also known as 'The King's Burying Place',⁸ was seemingly excavated in the 18th century, when it was found to contain the 'pole and shank bones of an ox',⁹ but subsequent excavations, in the early 20th century, revealed that this was in fact probably a natural clay mound which had been artificially enlarged, and may have been a Roman tribunal post associated with a parade ground.¹⁰ Two cup and ring marked stones, of Bronze Age date, were also retrieved from land to the north of the Roman fort, outside the study area, close to Bank End Lane, in the late 19th century. Whilst the original findspots, and function, remain unknown, it has been suggested that they may have derived from a burial cist, suggesting settlement in the wider area around Maryport.¹¹

Further evidence for settlement and funerary activity in the Bronze Age and Iron Age is present in the landscape around the town, beyond the study area. For example, to the south of Maryport are two Bronze Age cemeteries (with later Romano-British activity) at Ewanrigg,¹² and an Iron Age burial monument at Rise How Tower.¹³ To the north-east of the town, recent archaeological work identified a possible Iron Age enclosure, with later Romano-British activity, on land to the north of Netherhall Road,¹⁴ and a field system has been identified through

aerial photography to the north of the Roman fort, tentatively suggested to be of prehistoric date.¹⁵ Within the study area, archaeological work on the site of the Roman fort and its associated settlement to the north and north-east, has not currently identified any activity which pre-dated the Roman period (before the early 2nd century AD) apart from the recovery of residual Mesolithic narrow flint blades, and possible Neolithic stone tools, all found in layers which could not be dated.¹⁶

Roman and Romano-British

The site of the Roman fort at Maryport lies to the north of the town on high ground which commands extensive views over the Solway to south-west Scotland and to the south-east, the Isle of Man (Figure 2). The fort formed part of the 2nd-century Roman frontier defences of forts, milefortlets and towers set approximately one third of a Roman mile apart along the vulnerable low-lying coastal plain of north-west Cumbria. The fort survives as a substantial platform measuring approximately 140 sq m square internally, with four ditches providing defences on the northern side, and at least three ditches on the eastern side, with at least two ditches on the south and west sides aerial photography which show up on aerial photographs. The site is designated as a Scheduled Monument, which includes a 420m length of Roman road running from the north gate of the fort, and the buried remains of a large part of its associated *vicus* or civilian settlement.¹⁷ Archaeological excavation has revealed evidence that the fort was constructed in the Hadrianic period (AD 117-138), however it is possible this installation was preceded by an earlier fort, and whilst this has yet to be proven, it has been suggested that a road discovered during the archaeological work may also have been pre-Hadrianic in origin.¹⁸

Between 2000 and 2004, a programme of geophysical survey was undertaken on the land to the north and north-east of the fort, where it was known from previous archaeological work, and from aerial survey, that there was evidence of buildings, roads and ditches. The resulting survey data revealed the extensive extra-mural settlement located along the north-east length of the fort, and beyond, with stone building foundations and associated plots, situated either side of the road that Robinson had partly revealed in 1880.¹⁹

In 2013 and 2014 a programme of archaeological excavation, informed by the results of the earlier geophysical survey, was undertaken of carefully selected apparent building plots on the north side of the main road leading into the fort from the north-east. The work identified evidence of strip buildings, of which at least one was initially constructed of timber then rebuilt with stone footings. Activity on the site appears to have declined very sharply during the second half of the 3rd century, with no evidence for any post-Roman or medieval activity recorded.²⁰

The Roman fort was accessed by at least three roads. The road coming in from the north-east has already been referred to, and it was along this road that the settlement was located. It is believed this road headed in a north-easterly direction towards Old Carlisle (just outside Wigton) and then onto Carlisle. A second road



Figure 2: Oblique aerial view looking south of the earthworks of the Roman fort 2019 (34126_005, 2019 © Historic England Archive)

was aligned with the south-east gate of the fort before turning eastwards through Netherhall Park and heading towards Dearham, and on towards the fort at Papcastle, near Cockermouth.²¹ A third road is believed to have also met the north-east gate (probably partly along the main north-east road for some distance) and then headed along the coast towards Beckfoot.²² Robinson attempted to locate the course of this road in 1880 but he seemingly found nothing, although the discovery of the so-called ‘Serpent Stone’ and the fact that the fields in question needed to be ploughed, might have curtailed his investigations.²³ It is possible a further road may have existed along the coastline; there was certainly one in existence in the late 18th century as it is shown on small-scale county mapping (*see* Figure 6) and King Street appears to have incorporated part of this coastal route when the street was laid out in the middle of the 18th century.

Aerial photographs of the Roman fort at Maryport indicate that there was a gateway in the south-west rampart which faces towards the modern town. This gateway, it would be presumed, would also have had an associated road, but according to Bailey, when excavations were undertaken in 1922, no road was found, although the HER entry for the parade ground refers to a short section of road linking it with the fort.²⁴ Instead, Bailey notes that a section of road was identified beneath Camp Road, and he concluded that a road led from the south-east gate then turned south-west to head down the hill towards the east side of Mote Hill before crossing the River Ellen²⁵ and a section of Roman road is recorded in the HER at this point.²⁶ Although it has not been proved, it is possible that this road, from the

Roman fort to the east side of Mote Hill, might have followed roughly the line of what would become Crosby Street, or deviated slightly along what became High Street. Mote Hill may have been utilised in the Roman period, given its elevated nature overlooking the mouth of the River Ellen,²⁷ but there is currently no physical evidence of this apart from the recovery of two Roman coins from the site.²⁸ A road was known to have historically crossed the fields from Bank End Lonning to the top of Camp Road, which then entered High Street at the south-west corner of Fleming Square in the late 18th century,²⁹ but the origin of this road is unknown.

In close proximity to the base of Mote Hill, there is some possible evidence for Roman wharfs along the River Ellen. Writing in 1923, Bailey referred to Camden's observations of Roman remains at the mouth of the river, and that these appeared to have been rediscovered in the form of 'foundations of a massive wall ... found in Ellenborough Place, Glasson'. A second wall was found in Gilmour Street, with a section present on the opposite bank of the river 'as far as the western foot of Mote Hill'. These walls, along with a paved area observed by Bailey near the Ropery 'some ten feet below the surface', were interpreted as being the remains of a Roman wharf, and the site of what would become Maryport was utilised as a 'chief naval station' during the building of Hadrian's Wall.³⁰

The Roman fort, roads, settlement and cemetery, should not be considered in isolation but seen as part of a complex of defences running along the Cumbrian coast and beyond. Consideration also needs to be given to rural settlements in the vicinity which are known to have been in existence when the fort was occupied, and in some cases prior to this, for example Ewanrigg to the south, which continued in occupation until the late 4th century AD, and a rectilinear settlement located in Deer Park Field which is situated south-east of the fort.³¹ These sites provide evidence for settlement near the modern town during the Roman period, although as yet there is no clear evidence that the land which formed the 18th and 19th-century planned settlement was also occupied.

Early Medieval

There is relatively little evidence for Early Medieval settlement in the north-west of England. The general pattern of settlement from the 7th century AD onwards is still largely derived from place-name evidence³² and the existence of pre-Norman carved stone sculpture largely found at ecclesiastical sites as, for example, at Crosscanonby located approximately three miles to the north east of Maryport.

For the site of the modern town of Maryport, and its immediate vicinity, place-name evidence provides the only indication that there may have been some form of settlement and land use before the 11th century. Prior to being known as Maryport, the small settlement that existed before the planned town, which came into being in the mid-18th century, was known as *Ellenfoot*, or *Alnfoot*, which is derived from its position at the mouth of the River Ellen. The name *Ellenborough*, however, which is recorded as *Alneburg* in the 12th century, includes the name of the river and the

Old English element *burg* or Old Norse element *borg*, which means ‘fortified place’; therefore ‘stronghold by the Ellen’,³³ which may suggest that there was an early settlement at Ellenborough, to the south-east of modern Maryport.

A study of field names and the names of topographical features that existed in and around what would become Maryport, or still exist, was presented in a lecture by J B Bailey in 1910. Some of the field names he referred to can be identified with the assistance of a map of the Netherhall Estate which pre-dates 1738 and will be referred to below (see Figure 7). The field *Moel Pott* or *Meal Pott* which was situated approximately where the railway station is now has a name which derives from Norse words *melr*, meaning ‘sand hills’ and *pottr*, meaning ‘pot holes’. To the west of Moel Pott, and labelled as such on the small-scale Ordnance Survey mapping published in 1867, was *Lathe Fitz*, or *Lafitt*, which Bailey believes derived from the Norse words *hlada* meaning ‘barn’ and *fit*, which referred to a strip of land near water. Mill Toft was located immediately north of Lathe Fitz; the element *toft* is Scandinavian for ‘a field near a dwelling’, but in this case it seemingly referred to a mill.³⁴

As can be seen from the examples of field names given above, these appear to generally relate to topographical or agricultural features and are relatively utilitarian in their descriptions. Located to the north of the Roman fort close to Bank End, just outside the study area, one field name ‘Chappel Riving’, which is labelled on the pre-1738 Netherhall Estate map, is of interest as it suggests the former presence of a chapel in the vicinity, although none is known about.

Medieval

There is some evidence for activity within the study area in the 12th century, this is indicated firstly by the documentation of the place name *Alneburg*,³⁵ which is recorded in c 1160, but more tangibly by the presence of a motte castle located on Castle Hill (or Mote Hill) to the south of the town, and a location which may have previously been utilised in the Roman period. Motte castles were medieval fortifications that were introduced into Britain by the Normans and comprised a large conical mound of rubble or earth, the motte, surmounted by a palisade and a stone or timber tower. In many examples, an embanked enclosure containing additional buildings, the bailey, adjoined the motte. The motte at Maryport, which is strategically situated at the end of a ridge overlooking a horseshoe bend in the River Ellen at the point where the earlier Roman road crossed the river, is designated as a Scheduled Monument and includes the earthworks and buried remains. The motte is surrounded by a ditch on all sides except the west, where defence was provided by the steeply sloping hillside.³⁶

Within the study area there is additional physical evidence for activity close to Maryport in the medieval period. To the east of the town, and on the west side of the River Ellen, is all that remains of Netherhall, formerly known as Alneburgh Hall. What survives is a 14th-century tower house, which had been incorporated

into a substantial property in the 18th and 19th centuries, the majority of which was demolished in 1979 (Figure 3). The Scheduled Monument description refers to the standing building as a tower house, which now stands alone and measures 10.8m by 8.4m with walls 2.4m thick, and incorporates some reused Roman stone within its construction. This is an example of a defensible house of moderate status which was characteristic of the borderlands of England and Scotland and reflects the unsettled and frequently war-like conditions which prevailed in the Borders throughout much of the medieval period.³⁷ It has been suggested that an earlier structure, pre-dating the tower house, may have existed on the opposite side of the River Ellen where there is a rectangular moated platform, and that there may have been a former medieval settlement in close proximity to the 18th and 19th century Netherhall house.³⁸ This site, interestingly, is marked on Mitchell's Plan of Maryport of 1834,³⁹ and on subsequent Ordnance Survey mapping, as a 'Roman Camp' (Figure 4), but as the site has not been archaeologically investigated in modern times, its original function and date is currently unclear.

It was during the medieval period that the acquisition of the Manor of Ellenborough (formerly Alneburgh) by the Senhouse family can begin to be understood. Prior to the late 13th century, the manor was in the possession of Simon de Scheftling in whose family it remained until the reign of Edward I (1272-1307), when it was purchased by the Eaglesfields. Elizabeth Eaglesfield, the daughter of Gawen Eaglesfield and co-heiress of Alneburgh (Netherhall) Hall, married John Senhouse of Seascale in 1528. On the death of her brother in 1543 the Netherhall Estate, therefore, came into the hands of the Senhouse family.⁴⁰

The 16th and 17th centuries

The Manor of Ellenborough, in which the town of Maryport would develop, came into the hands of the Senhouse family in the 16th century. It is known that interest in the Roman fort was certainly strong during this period through the explorations of John Senhouse, who may have started (or continued) a collection of Roman altars. The collection was certainly in existence by 1587 as two altars were mentioned by William Camden in the second edition of his topographical account of the kingdoms of Britain, *Britanna*. William Stukely stated that 'the Senhouses, and the Eaglesfields, whose heiresses they married, have been continually digging here', which may suggest that the collection was started before Senhouse involvement.⁴¹ Whilst it is clear that the Roman site at Maryport was the subject of national antiquarian interest from at least the 16th century, and that important figures visited the area, there is little information regarding the wider area, and in particular what, if anything, existed on what would become Maryport.

The West Cumbrian coalfield stretches along the coastline from Maryport to just south of Whitehaven. This was an important factor in the development of ports such as Whitehaven, Workington and Maryport. Coal was being exported to Ireland from Workington as early as 1604, and at Whitehaven in about 1620, Sir Christopher Lowther started to work coal for sale and export, converting the small

creek there to a harbour by building a small pier.⁴² Whitehaven would expand considerably from the latter part of the 17th century, through the exploitation of coal, and to a lesser extent salt, and the town itself is an example of a planned town which slowly evolved nearly 100 hundred years before Maryport, but for the same reasons.⁴³ Because documentary sources limited, it is not clear whether coal was being extracted in the area around Maryport prior to the start of the 18th century.



Figure 3: Early 19th-century illustration of Netherhall (CASC Ref. DSEN/10/Box 200/Box 268-275/10, reproduced by kind permission of Mr J Scott Plummer)

The only late 17th-century account of the study area identified as part of the research for this report was a short description by Thomas Denton, who observed that ‘Elnefoot is a kinde of port for small vessels’. He also referred to Camden’s visit to assess the Roman remains: ‘this Elenburrrough is now a village belonging to Mr John Senhouse, son of John, whose great grandfather John shewed Mr Camden all those antiquities, and his house Nether Hall lyes but just cross the river from hence at Elnefoot’.⁴⁴ It is presumed this village of ‘Elenburrrough’ was modern Ellenborough; small-scale mapping produced in the last decade of the 17th century and in the late 18th century annotates this settlement on the south side of the River Ellen or ‘Elne’ (Figures 5 and 6).



Figure 4: Extract from Mitchell's Plan of Maryport 1834 showing Netherhall and the 'Roman Camp' (CASC Ref. DSO 267/1/1, reproduced by kind permission of the Senhouse Museum)

The 18th century

Apart from the medieval tower house at Netherhall, and a further probable tower house (or pele tower) that certainly appears to have existed at Ewanrigg in 1368 (now demolished),⁴⁵ there is very little evidence for structures within the study area, or its immediate environs, prior to the early 18th century. To the north of Maryport, at Bank End (beside Maryport Golf Club) is the Grade II listed Bank End Farmhouse which is dated 1716 and has the initials S.H.E which stands for Humphrey Senhouse and his wife Eleanor.⁴⁶ Within the study area, Humphrey Senhouse I (1694-1738) built a farmhouse with several outhouses close to the harbour, on the site of what is now the Golden Lion Hotel; this was known variously as Ellenfoot House, Valentia, and later as Maryport House. According to the Jackson's, there was formerly a stone over one of the windows in the stable which had the date 1719, as well as the initials S.H.E, again denoting Humphrey and his wife Eleanor. There was also a mill in the grounds of Netherhall, which had a datestone of 1720, with the same initials.⁴⁷

In the same year that Ellenfoot House was seemingly constructed (if the datestone of 1719 can be taken as reliable), there is documented reference to some export

of coal from ‘Ellenfoot’, although any harbour facilities may have been relatively primitive. In a letter from the Collector of Customs at Whitehaven, to the Customs Commissioners dated 8th July 1719, it was noted that:



Figure 5: Extract from Robert Morden’s Map of Cumberland 1695 (reproduced by kind permission of Carlisle Library Cumbria Image Bank)

*‘the coal trade at said Creek is carried on mostly by small vessels that belong to Dublin and north of Ireland who transport them into most parts of that Kingdom and Isle of Man. The inhabitants near Ellenfoot not concerning themselves in shipping, only in digging and leading the coal in sacks on horseback to the harbour’.*⁴⁸

It is known that collieries at Ellenborough, Ewanrigg, Dearham and Gilcrux were worked in the early 18th century, but their development was, to some degree, hampered by the lack of a convenient harbour.⁴⁹

Some illustrated evidence for a harbour at Maryport in the first half of the 18th century is provided by a map of the Netherhall Estate which is believed to have been produced prior to 1738, the year Humphrey Senhouse I died (Figure 7). This map shows several ships at the mouth of the River Ellen, but no evidence for any substantial structures. There is also no representation of any settlement at the mouth of the river, with Netherhall being the only location of buildings. This map has already been referred to above in relation to the field names of the land on which Maryport would eventually be constructed, but it does have some features which may have continued to exist as the town developed. For example, a possible tree-lined mill race might be shown along the west side of Mill Toft (a mill race is



Figure 6: Extract from Hodkinson and Donald's Map of Cumberland 1774, showing the settlement of Ellenborough to the south east of Maryport (reproduced by kind permission of Carlisle Library Cumbria Image Bank)

shown on plans dating from c 1765 in relation to the furnace, see Figure 10), and, although difficult to assess, possibly the line of some field boundaries may have been utilised when laying out streets, for example John Street and Catherine Street might have followed the line of an earlier track or footpath.⁵⁰

Humphrey Senhouse II succeeded his father in 1738, at the age of 33. He seemingly continued the family's interest in the Roman antiquities on his estate, but he also possessed 'the courage, energy and foresight, which made him the founder of modern Maryport'.⁵¹ He had married Mary Fleming in 1731, which would be significant when it came to the naming of the new town.

Humphrey Senhouse II is noted to have started coal extraction at Ellenborough Colliery (known locally as 'Guslet') in 1740, and was considering the possibility of the development of Ellenfoot in 1747, at which time there were 'only about half a score of miserable huts, in which a few fishermen lived'. Senhouse realised that if the harbour was improved, he could do at Ellenfoot what Sir James Lowther had done at Whitehaven. He is noted to have canvassed his friends and obtained their consent to join him as trustees for the future of the harbour.⁵²

Within the Senhouse Collection at Carlisle Archives is an undated document entitled 'Reasons for Building a Pier and making a Harbour at Elnefoot, in Cumberland'.⁵³ This document, which appears to pre-date 1748, set out the advantages of the coal trade, including the amount of revenue it could bring in for the county through expanded trade, particularly with Dublin; the benefits of being able to import goods such as timber, tar, sugar and wine; the benefits of being able to accommodate



Figure 7: Pre-1738 map of Netherhall Demesnes, showing ships at the mouth of the River Ellen and buildings at Netherhall (CASC Ref. DSEN/5/19/Box 175/17, reproduced by kind permission of Mr Joe Scott Plummer)

larger ships; and considered preparing for the possible decline in coal reserves in the Whitehaven area. It referred to the large amount of coal in the area around *Elnefoot*, as well as ‘very good roads for leading them [coal] to the ships ... [and] will be the most proper place for building a new harbour’. The building of a pier, and construction of a harbour, was noted to not only allow the preservation and improvement of industries which existed within the area, but also encourage new ones to set up.

Royal Assent was received in 1748 for ‘An Act for repairing, enlarging and preserving the Harbour of Ellenfoot, in the County of Cumberland’. A copy of the Act housed at Whitehaven Archives lists the trustees, which included individuals such as Humphrey Senhouse, Sir Charles Wyndham, Sir James Lowther, Ewan Christian, William Blennerhasset, and numerous other Baronets, gentlemen, clerks, and esquires, as well as several mariners.⁵⁴ The Act became operative on the 25th March 1749.⁵⁵

Documents housed in Carlisle Archives dating to c 1749 relate to the apparent construction of the wooden piers, providing information on the various elements of

woodwork, the costs of labour, and includes a plan of the mouth of the River Ellen where the work was to be undertaken.⁵⁶ This bundle also includes a short document which refers to a furnace, as well as a glass house, which may indicate these sites were in existence in c 1749, or this particular document is slightly later in date.

The first grant of land for building was made by Humphrey Senhouse II on the 31st January 1749: ‘all that view or parcel of ground situate near the River Ellen at Ellenfoot, otherwise Mary-Port, to John Sharpe, mariner of Allonby’. This piece of land was the plot which subsequently housed the Queens Head Inn, which was rebuilt (or more likely modified) in 1881-82 and now houses the Maritime Museum.⁵⁷ This appears to be the first reference to the name of the new settlement as Maryport, so called in honour of Humphrey Senhouse’s wife, Mary. This plot measured 15 yards in front and 20 yards to the back; a second plot was granted on the same day to William Brougham, but his plot was not as wide, being 11 yards to the front, and 20 yards to the back. It is unclear which plot William Brougham purchased, but a third plot, which was purchased by William Currey on the 20th March 1749 (14 yards to front, 20 to rear),⁵⁸ was noted to have been where the first house was erected on the corner of Senhouse Street and King Street.⁵⁹ It has been suggested by the Jacksons that No. 15 Senhouse Street, which was located at the junction of Well Lane and Shipping Brow, was ‘the third oldest house in Maryport’, with the earliest deeds dating to October 1752,⁶⁰ but it is unclear if this included the property which stood on the site of the Golden Lion Hotel prior to the mid-18th century.

The earliest development at the newly named “Maryport” therefore was seemingly at the foot of Shipping Brow (the continuation of Senhouse Street to the harbour), although as already noted, a building is believed to have stood on the site of the Golden Lion Hotel. It is possible that Shipping Brow may have been in existence in some form prior to the granting of these plots, as suggested by the presence of Valentia, but also by the orientation of the mid-18th century properties as shown on contemporary mapping. A Plan of Maryport dating from c 1756 shows representations of the buildings facing onto Shipping Brow, on both its south and north sides, as well as showing Shipping Brow as a relatively wide area of space compared to what would become King Street etc (Figure 8). The documents which have been assessed for this project do not provide evidence of the form the earliest buildings may have taken. It has been suggested that the earliest buildings in the planned town of Whitehaven, which started to take shape from the middle of the 17th century, might have initially been single storeyed and constructed of clay and sea cobbles with thatched roofs. Investment may have been restrained to start with until the growth of the town gained momentum.⁶¹ Some early 19th-century illustrations (as well as the listed building descriptions) may provide some indication of the form the earlier structures at Maryport may have taken. Figures 14 and 15 are reproductions of paintings dating from 1837 which show two and three-storeyed buildings, with those on Shipping Brow facing inwards. It is necessary to be cautious with regards to these paintings, as there may be a degree of artistic licence, but in general they provide useful information on the earlier buildings at Maryport.

It has not been possible to establish, using the documentary sources consulted, how the building plots at Maryport were promoted. It is possible that there was already a 'pent up' demand, as shipping certainly appears to have been already established at the mouth of the River Ellen. It may have been a leap of faith for the earliest settlers in the hope that the improvements to the harbour and the stimulation of trade and new industry would result in the successful development of the town.

After Shipping Brow, development then appears to have been concentrated in what is known locally as the Down Street area; this was the flat area of land at the base of the cliff, extending north from the mouth of the River Ellen, and is now occupied by King Street/Nelson Street/Strand Street/Wallace Lane, etc. King Street is believed to have been laid out in 1751-52, Nelson Street (originally Nelson's Lane) and Bank Lane in 1752-53, Strand Street in 1753 and North Quay between 1753 and 1756.⁶² It has been referred to in relation to the Roman period that there may have been a coastal route in close proximity to Maryport from an early period. Small-scale county mapping dating from 1774 shows a coast road (part of the Carlisle to Whitehaven highway) (see Figure 6); King Street or Nelson Lane may have occupied a section of this road, if the road was in existence prior to the mid-18th century.⁶³

A plan of Maryport probably dating from about 1756 (it shows the Furnace which started operating in 1754, and the Paper Mill which was built in 1756) clearly shows the earliest area of linear development was to the north of the river, and consisted of King Street (represented by the letter c), Strand Street (d) and Nelson's Lane (e). As well as the apparent housing shown along these streets, industries are represented in the form of a Brewery to the east of Nelson's Lane (shown as 'h') and a Pottery (g). Other industrial features shown on this map are a Glass House on the south side of the river, a Paper Mill to the west of Mote Hill, 'a place where ships are built' (m), coal yards (n), a waggon way, as well as the Furnace located to the south-east of the town. At this date, part of Senhouse Street had been laid out, and seemingly built upon along its south side, High Street was so called, and in existence, but the only development was at its junctions with Senhouse Street and Shipping Brow. A wide area on Shipping Brow is annotated on this map as a Market Place (b) (Figure 8).

In 1756, a Second Act of Parliament was passed in relation to the harbour, and it is interesting to note the progress that is described as having taken place since the first Act in 1749. The Second Act refers to how, in 1749, there had been one farmhouse with outbuildings standing near the harbour at Ellenfoot, but:

"in consequence of, and under the encouragement given by that Act, a great number of houses, warehouses and buildings have been erected and built adjoining or near to the said Harbour on both sides of the River Ellen, and a great many trading persons have been encouraged to settle there and several useful manufacturers introduced and exercised and a considerable trade and commerce in iron, potters ware, glass, cordage, and fish and other wares and

merchandise settled and established in the said place, so as to constitute and render the same a considerable town of trade ... and the said town hath not yet obtained any determinate name or denomination, it is enacted and declared (with many more provisions) that the several houses and buildings now erected and built and to be erected and built, contiguous, near or adjoining the said Harbour on either side of the River Ellen shall from henceforth be called, known and distinguished, together with the said harbour, by the name and denomination of Mary-Port in all grants, pleadings, courts and places whatsoever".⁶⁴



Figure 8: A Plan of Maryport, undated (c 1756) (CACW Ref. DCU/Estate Plans/2, publication courtesy of Eldred Curwen and Johnnie Curwen)

So it appears that in 1756 the town officially became known as Maryport, even though unofficially it had been referred to as such for several years before. Although the town had expanded rapidly, the harbour was still considered to be relatively primitive, with coal still being loaded onto ships by pack horses which descended to the harbour via Senhouse Street.⁶⁵

Hand in hand with the creation of a new town was the provision of a place of worship and a chapel of ease to the Parish Church of Crosscanonby, dedicated to

St Mary, was constructed in 1760 on land to the north-east of the early settlement, just across the river from Netherhall (Figure 9). The chapel was paid for by about 70 of the principal inhabitants, through the purchasing of pews. It initially lacked a chancel but one was added along with a transept in 1763, the year the Chapel was consecrated.⁶⁶ It is interesting to note that the first church at Maryport was not constructed within the heart of the new settlement, as was the case in Whitehaven, but on the outskirts, possibly to be more convenient for the Senhouses residing at Netherhall.

The chapel is shown on a further plan of Maryport which possibly dates from c 1765, as it labels Wood's Shipyard which is documented as the first major shipyard in Maryport, established in 1765.⁶⁷ This plan shows further development had taken place with regards to the creation of new streets such as Catherine Street, Crosby Street, Queen Street and George Street, with additional streets laid out as far south as Mote Hill (although these do not appear to have subsequently been developed). High Street is shown as partly developed, but it is interesting to note that the line of this street continues some way to the north, and it is worth considering if this was an earlier route, possibly utilised even in the Roman period, providing a link between Mote Hill and the fort. Some of the industries already noted on the earlier plan were still operating, for example the furnace, the glass house and the paper mill. There was still no bridge across the river at the base of Shipping Brow, with the only access across being provided by a bridge to the south of the Paper Mill, with another located opposite the Furnace (Figure 10).

The earliest industries, apart from the extraction and exportation of coal from the surrounding area, appear to have been established relatively quickly, as was the intention of the trustees who promoted the 'building of a pier and making of a harbour at Elnesfoot' in c 1748. The mid-18th century maps (Figures 8 and 10) show the locations of these industries. The 'Furnace', or Netherhall Blast Furnace, was situated to the south of the town, on the north side of the River Ellen. In 1752 a lease was granted from Humphrey Senhouse II for a site close to Mote Hill for the purpose of erecting furnaces and forges. The subsequent works comprised a blast furnace 86ft high, a foundry for making iron castings, 17 coke ovens, three large coal houses and dwelling houses for the workmen. A good water supply was also an essential part of the works – to provide motive power through a water wheel; this was obtained by constructing a branch leat from the pre-existing Netherhall Estate corn mill leat.⁶⁸ A good description of the buildings associated with the blast furnace in the latter part of the 18th century is given in a sales advertisement of 14th March 1783.⁶⁹ The blast furnace operated until approximately 1853 and its location is commemorated by the presence of Furnace Lane which led south-eastwards towards the site from Senhouse Street. Nothing now survives of the furnace buildings, although the Coke Ovens associated with the blast furnace are still partly extant and are designated as a Scheduled Monument.⁷⁰

The Paper Mill, which is believed to have been constructed in 1756,⁷¹ is annotated, along with a vignette of a double-fronted house, at the foot of Mote Hill on the c 1756 Plan of Maryport, and is shown with an associated mill race on the plan of

c 1765 (Figures 8 and 10). The mill appears to have ceased operating by the early 19th century, at which point it became an inn (it is recorded as the Ship Launch in 1829), then possibly as part of a ropery before becoming associated with a shipyard in the late 19th century.⁷²



Figure 9: Copy of a painting of 1790 showing the original chapel at Maryport, built in 1760 (CACC Ref. DCR 77A, reproduced by kind permission of Cumbria Archive Service)

On the opposite side of the River Ellen from the Paper Mill, at the north end of Irish Street, was a Glass House, or bottle manufacturing works, shown with a conical kiln on the mid-18th century maps. The Glass House is believed to have ceased production towards the end of the 18th century, and by 1803 the site had been taken over by shipbuilders John Peat & Co. The buried remains of the Glass House have been designated as a Scheduled Monument.⁷³

The Plan of Maryport c 1756 also labels the sites of a Brewery, to the east of 'Nelson Lane', and a Pottery at the south end of 'Kings Street' (Figure 8). Both of these concerns appear to have been relatively short lived, as little is recorded regarding them in the HER entries,⁷⁴ or in published sources. A later Brewery, however, was established in 1785 on a triangular plot between Wood Street and John Street which was still shown on Ordnance Survey mapping up to the late 19th century.⁷⁵

A tannery was established at the north end of Nelson Street in 1768 by the Mark

family. Its location, well away from the main settlement, was presumably due to the unpleasant processes undertaken at a tan yard. This tannery, unlike some of the other early industries, continued and thrived into the 20th century, finally closing in the 1920s.⁷⁶ An additional industrial concern, which started up in the last decade of the 18th century, was a cotton mill on Nelson Street which at one time employed 400 to 500 people.⁷⁷



Figure 10: A Plan of the Town and Harbour of 'Mary Port', undated (c 1765) (CACC Ref. DSEN/5/11/1/6A, reproduced by kind permission of Mr J Scott Plummer)

One early industry which appears to have endured well into the early 20th century was shipbuilding. The Plan of Maryport c 1756 annotates 'a place where ships are built' on the west side of the River Ellen to the south of the Glass House (labelled M on Figure 8), but the first yard associated with a named individual appears to have been Wood's Yard which was established by William Wood of Whitehaven in 1765 in Strand Street.⁷⁸ In the last decade of the 18th century a second yard was established by John Peat on the south-west side of the River Ellen,⁷⁹ seemingly on the site of what would become the well-known Ritson's Yard in the 19th century, known for launching ships 'broadside'.⁸⁰

Up until 1752, by which point there were 26 'colonists' at Maryport, the plot sizes that had been purchased, apparently largely by local people, were fairly uniform in size, being approximately 10 to 18 yards to the front, and mostly 20 yards to the rear. By 1769, 101 plots had been sold but the plot sizes in some cases were much

larger which may reflect a need for industrial, rather than residential or commercial, plots. For example, in 1754 Carlisle Spedding and Co. purchased a plot that was 45 yards in front and 45 yards to the rear; Carlisle Spedding, an agent of Sir James Lowther, was a timber merchant. In 1765, William Wood purchased a plot which was 53 yards in front and 40 yards to the rear; it is known that William Wood was a shipbuilder, so this may have been his yard on the west side of Strand Street which is referred to above. There is some evidence for individuals who were not local to Maryport or the surrounding area buying plots in the town. In 1752, Edward Tubman and Richard Tubman each bought a plot within a few days of each other; the Tubmans were prominent merchants from the Isle of Man who traded with the Mediterranean countries.⁸¹ At Whitehaven, the depth of the building plots remained constant, but the width of each plot was a matter of choice for each individual, depending on requirements.⁸²

Evidence for the occupations of the residents of Maryport is provided by an early Census taken in 1765, information on which has been provided by Castle Hill (Maryport) Local History Group. In that year approximately 223 households were recorded (it is not known if these were all within the study area, as no street names or areas are given), although the population would have been much higher as some households contained at least two occupants and at the most 11. The trades represented included 56 sailors, 34 labourers, as well as other occupations such as masons, joiners, carpenters, colliers and innkeepers.⁸³

In 1770, Humphrey Senhouse II, the founder of modern Maryport, died. A sketch map of Maryport, dating from about this time, shows the extent of the new town that he had created. The map does not provide much information with regards to individual buildings, although the blast furnace complex is well represented, but it does show that part of John Street was laid out, with a building to its north side set back from the frontage; this may be the Presbyterian Meeting House which was erected on John Street c 1777⁸⁴ (labelled as the ‘Scotch Church’ on Mitchell’s plan of 1834), which may indicate this map is later than c 1770. It is interesting to note the track from the south-west corner of the churchyard to the junction of John Street and Crosby Street is shown as curved on this map, quite unlike the straight, grid-iron pattern of the other streets (Figure 11).

When Thomas Pennant visited Maryport as part of a tour in 1774 he described the town as:

*“another new creation, the property of Humphrey Senhouse Esq, and so named by him in honour of his lady. The second house was built only in 1750. Now there are about one hundred, peopled by thirteen hundred souls, all collected together by the opening of a coal trade on this estate. For the conveniency of shipping (there being seventy vessels of different sizes, from thirty to three hundred tons burden, belonging to the harbour) are wooden piers with quays on the river Ellen, where ships lie and receive their lading”.*⁸⁵

This description indicates that within around 25 years, 100 houses had been constructed at Maryport with a population of 1300. The principal trade of the town in the 1770s was coal, which was shipped to Ireland, but ships also sailed to the Baltic for ‘timber, flax, iron and other merchandize’.⁸⁶ When Maryport was described by William Hutchinson in the last decade of the 18th century, the coal trade was still the main industry, although he did refer to the iron furnace, glass house, pottery and a salt works. He attributed the success of the town to the Union of the Crowns, and the ‘eradication of those miserable animosities and contentions which, before that event, employed the inhabitants, and laid waste the county, and the adjacent county of Northumberland’. At the time of writing, 1794-97, there were 90 ships belonging to the port and 685 families in the town (totalling over 3000 inhabitants),⁸⁷ indicating that the population had more than doubled within 20 years.

It is of interest that at the end of the 18th century, a road is noted to have entered Maryport from the north via a route from Bank End Lonning across the fields to the top of Camp Road, entering High Street at the south-west corner of what would become Fleming Square.⁸⁸ It has already been suggested that High Street may have had earlier origins, so it is worth considering that the road described as being in existence in the late 18th century may have been utilised for centuries before.

The 19th century

The apparent gap in the cartographic record between the late 18th century and 1834 (when Mitchell’s Plan of Maryport was produced) can be partly compensated for by the trade directories published in this period which provide information on the streets, trades, and in the case of Maryport, lists of the ships that belonged to the town. Jollie’s Cumberland Guide and Directory, published in 1811, described Maryport as:

“a neat, modern, well-built sea-port, and situated at the mouth of the river Ellen. The streets are open, and the situation healthy. It has a weekly market on Fridays. Within these last 50 years this place has risen to importance; being, before that period, the resort of a few miserable fishermen, who had a few huts along the beach. The coal trade was the chief staple of this part of the county, and during the present war, the shipping has embarked much in the transport and timber trade. The works of an iron furnace, ship-building, salt-works, a pottery, a glass-house, a cotton mill, and extensive muslin-manufactories (carried on by Messrs. Bouch and Tolson), have added much to its population. But, unfortunately, about a year ago, the cotton mill stopped, which has been of great injury to the town. This place is greatly resorted to in the season for sea-bathing; and the herring and white fishing is here carried on to a considerable extent”⁸⁹

In the Directory section, the following streets are referred to with reference to “persons in business” and “persons not in trade”: Senhouse Street, High Street, Wood Street, Kirkby Street,⁹⁰ Crosby Street, Paper mill-green, John Street, King Street, Nelson’s Lane, Strand Street, Quay-side, Furnace Lane, Catherine Street, Back Street, Market Place, New Market Place and Well Lane. So from this source

it is possible to suggest that the extent of the town in 1811 was from Kirkby Street to the north to Catherine Street and Furnace Lane to the south, along with the earlier part of the town in the Down Street area (King Street, Strand Street, Nelson's Lane and Quay Side). Nearly 200 individual tradesmen are listed in this directory, ranging from those providing essential goods and services for the population, such as innkeepers, butchers, grocers, shoemakers and tailors, to those associated with the town's principal industries such as ship's captains, mariners, timber merchants, sail makers, block makers and nailors. Table 1 below lists the streets on which the "persons in trade" were listed providing an indication of the main commercial areas in the town in 1811. Approximately 97 ships were listed at this date as 'belonging to Maryport'.



Figure 11: Plan of Maryport Town and Harbour c 1770 (CASC Ref. DSEN Maryport Town and Harbour c 1770, reproduced by kind permission of Mr J Scott Plummer)

Table 1: The following tables list the types of occupations on each of the streets in 1811:

Senhouse St	High St	Wood St	Kirkby St	Crosby St
Innkeeper	Innkeeper	Innkeeper	Captain	Innkeeper
Carpenter	Shipbuilder	Butcher	Schoolmaster	Grocer
Tailor	Schoolmaster	Grocer	Joiner	Shoemaker
Shoemaker	Draper	Draper		Joiner
Milliner	Timber Merchant	Tailor		Smith
Chandler	Manufacturer	Surgeon		Brass Founder
Grocer	Ship Broker	Sail Maker		Saddler
Draper	Captain	Wheelmaker		Schoolmaster
Pawnbroker	Joiner	Stationer		Druggist
Joiner	Tailor	Clogger		
Watchmaker	Shoemaker	Schoolmaster		
Tobacconist	Staymaker	Joiner		
Post Office	Smith	New Brewery		
Hairdressers	Grocer	Mason		
	Baker			
	Tea Dealer			
	Druggist			
	Gardener			
	Sail Cloth			
	Maker			
	Banker			
	Painter			

John St	King St	Quayside	Strand St	Nelson's Lane
Innkeeper Mariner Smith Surgeon Shoemaker Hatter Turner Currier Grocer	Innkeeper Cowkeeper Captain Grocer Cooper Nailor Clogger Timber Merchant Hatter Painter Joiner Watchmaker Schoolmaster Conveyancer Spirit Dealer Printer Mariner Ship Chandler Tin Plate Worker	Innkeeper Draper Block Maker Harbour Master Cooper Captain Solicitor Timber Merchant Anchor Smith Smith Shoemaker Sail Maker	Innkeeper Port Surveyor Baker	Innkeeper Nailor
Furnace Lane	Catherine St	Back St	New Marketplace	Market Place
Shoemaker Grocer Schoolmaster Miller Rigger	Teacher Joiner Surgeon	Shoemaker Joiner Carrier Mason Overseer Plumber Schoolmaster Work House	Milliner	Cartwright

Within the next few years the consequences of war with France, the resulting closure of foreign ports, and the coincidental wars with America before and after the Declaration of Independence, “robbed British ships of the Continental and transatlantic markets”,⁹¹ although it is unclear to what extent this impacted Maryport. During this period, however, the town did lose some of its secondary industries, for example the Glass House and Salt Works, both mentioned by Hutchinson, had discontinued, and the Cotton Mill owners went bankrupt.⁹²

In spite of the geopolitical turbulence of the Napoleonic era, some of Maryport’s industries remained productive during this period. Herring fishing was particularly lucrative, especially in the years 1813 and 1814, with approximately 20 boats

frequently catching enough herring each to fill between 40 and 50 barrels a night (each barrel contained about 800 fish),⁹³ this large quantity suggests that the herring were not just being sold locally but to a wider market.

By 1829 the town was seemingly thriving once again. Parson and White's *Directory* of that year observed that the population had tripled since Pennant's visit in 1774, with over 650 houses and 4,000 inhabitants, as well as the port possessing 134 ships "whose united burden is equal to 17, 136 tons". The main trade was still the export of coal to Ireland and Scotland, but there were also three large ship building yards and a patent slip (an inclined plane which extended from the shoreline into the water). Secondary industries included the manufacture of cotton and linen checks, sail cloth, coarse earthenware, leather, nails, anchors and cables.⁹⁴ This publication lists the main streets/areas in Maryport, and the approximate number of private individuals and commercial concerns located on these streets which is presented in Table 2 below, analysis of which indicates where the main commercial areas were at this date. It also shows where the higher status residential dwellings may have been, as the occupants of these were more likely to pay for inclusion in the directory. The lack of private residents on many of the streets does not indicate that there were no dwellings; the private residents listed in this directory were, for example, referred to as "gentleman" or were members of the clergy, therefore they represent the apparent higher status members of the population. This table shows that the main residential area for the better off was High Street, with some on the adjoining Senhouse Street and Wood Street, and also King Street. For commercial activity, High Street was again prominent along with Senhouse Street, Wood Street and Crosby Street, with King Street and Nelson's Lane also busy in the Down Street area of the town. It is worth noting that even though it is documented that Eaglesfield Street had been constructed in 1821,⁹⁵ no entries in this directory refer to this street which may suggest it may only have been laid out, with little in the way of buildings existing in 1829.

Table 2: This table lists the streets/areas which are included within Parson and White's trade directory of 1829, along with the approximate number of private residents and commercial concerns on those streets:

Street/Area	No. of Private Residents	No. of trades	Street/Area	No. of Private Residents	No. of trades
High Street	36	53	Catherine Street	0	7
King Street	8	45	Furnace Lane	0	4
Senhouse Street	6	51	Bank End	0	2
Wood Street	10	32	Back Street	0	2
Nelson's Lane	2	9	Paper Mill Green	0	2

Kirkby Street	2	7	Potato Market	0	2
Queen Street	1	2	Chapel Brow	0	1
Glasson [area S of R Ellen]	1	6	Back Row	0	1
Crosby Street	0	25	Well Lane	0	1
John Street	0	10	Brow Top	0	1
Quayside	0	9	Back Brow	0	1
Strand Street	0	9	Ellengrove	1	1

From the 1820s it was highlighted that the facilities at the harbour were insufficient for the amount of shipping using the port. Space for vessels was limited in the narrow river mouth, and there was no efficient means of loading and unloading cargo for speedy turnaround. In addition, there was no road bridge across the river, only the footbridge at Paper Mill Green (Figure 12), but whilst it was possible for carts carrying coal to ford the river at low tide, at high tide carts had to travel along Mealpot Road, up Wood Street and down High Street and Shipping Brow to reach



Figure 12: A View of Maryport looking north across Paper Mill Green c 1815 (reproduced by kind permission of Carlisle Library Cumbria Image Bank Ref. ct04780)

the harbour. To address the obvious need for improved facilities, a Board of Trustees was set up to act as a governing body, and in 1833 ‘The Act for Better Preserving

the Harbour of Maryport and Lighting and otherwise improving the Townships' received Royal Assent, repealing all previous Acts relating to the harbour, and eliminating the control, to a degree, of the Senhouse family. Modifications to improve the harbour were started in the following year, for example a swing bridge was constructed across the river at the foot of Shipping Brow, followed by the deepening of the river as far as Paper Mill Green, which involved the removal of the ford on the main Carlisle to Whitehaven road. Shortly after the creation of the Board of Trustees, the decision was made to create a new floating dock on the south side of the River Ellen. This new tidal dock was opened in 1836, it was originally called Campbell's Dock, after the first vessel to enter it (built at Wood's shipyard in Strand Street), and now forms the basin for the Elizabeth Dock.⁹⁶



Figure 13: Plan of Maryport, surveyed by W Mitchell, 1834 (CASC Ref. DSO 267/1/1, reproduced by kind permission of the Senhouse Museum)

These improvements to the harbour area are clearly shown on Mitchell's plan of the town of 1834 (Figure 13). The bridge across the river at the foot of Shipping Brow (west end of Senhouse Street) is visible, close to the Queens Head Hotel (the site of the earliest grant of land at Maryport), as well as the New Dock. This plan also clearly shows the grid street pattern of the town, with High Street and Crosby Street forming the main north to south orientated thoroughfares. At this date Wood

Street was the main access road into the town from the east. To the north of Wood Street, Kirkby Street, Eaglesfield Street and part of 'Camp Road'⁹⁷ were in existence, but not totally built up, whilst Church Street and Fleming Street (including Fleming Square)⁹⁸ have also been laid out but largely awaiting development. This map shows the location of three distinct market areas: Gill's Market on High Street, Market Place (now Fleming Square) with a 'Butcher Market' to the east. The earliest market area in Maryport was on Shipping Brow, known at some point historically as 'Old Market Brow', and this may explain the broader width of the west end of Senhouse Street. In around 1822 a Friday market was established unofficially, seemingly at Gill's Market, but when a market charter was granted in 1832, a dedicated Market Place, complete with a small market house, was provided at Fleming Square.⁹⁹

As well as the street layout, this plan of Maryport also provides information on the buildings and the spaces behind the street frontages. The plots appear relatively regular in places, particularly in the older part of the town, but in some areas, there appear to be some larger plots, particularly on the south end of High Street, although this could be the result of the amalgamation of plots. An assessment of early 18th century individual site plans and sales particulars of properties within the study area provides some information on these plot sizes. A plan dating to 1822 relating to a block of land containing 'shop and premises' between Senhouse Street and John Street, which was sold to a Mr Kenyon, shows three plots on the Senhouse Street frontage, and opposing three plots on the John Street frontage, two of which were five yards wide and one of which was 10 yards wide, and extending 20 yards back from Senhouse Street and 23 yards back from John Street. Sales particulars for a warehouse and 'and other buildings' on John Street, dating to 1857, indicates five yards as the length of the frontage and 23 yards to the rear.¹⁰⁰

Several buildings are shown in darker shading on Mitchell's plan; these include churches, a large property at Castle Hill, which is now Castle Hill Education Settlement, the Brewery at the east end of John Street (although not annotated), the market areas, the Golden Lion Hotel and Queens Head Hotel on Shipping Brow and a Bank on the corner of Senhouse Street and High Street. Industrial complexes that are labelled include the three shipyards and a Gas Works at the north end of Nelson Street, but others might have been in existence at this date which were presumably smaller and less significant.

A colloquial account of the character of the town at this time can be found in the reminiscences of Maryport man William Russell, who in 1896 presented a lecture to celebrate 50 years of work at the Refuge Sunday School held in the old Court House. The lecture was entitled 'Maryport in 1832',¹⁰¹ and it included the following observations which have been summarised in the following paragraph:

The land to the west of St Mary's Church was called the Church Green before it was enclosed as a burial ground, after 1835, and was used as a playground and where travelling shows performed. After 1835, buildings started to be erected on Church Street and at the lower end of Wood Street. By about 1835, Kirkby Street was only built up on one side as far as Crosby Street. and many of the houses were flats, with access to the upper rooms by stone stairs on the outside of the houses. There were several weaving shops for

sail cloth in this street [Nos. 47 and 49 Kirkby Street are of this type, and are Grade II listed, Ref. 114680]. The Baptist Chapel in High Street was built in 1834; prior to this the congregation worshipped in the top rooms over the shops in Senhouse Street, with access via wooden stairs behind the shops. There was a Wesleyan Chapel in Well Lane, but by 1896 it had become “a common lodging house”. Where Christ Church now stands was called Laisey Hill, where people used to congregate to play marbles or pitch and toss. Where the Athanaeum stood (on High Street) there used to be a blacksmith's shop and a nailer's shop. The largest hall in the town, prior to the construction of the Athanaeum, was the Odd Fellows Hall in Eaglesfield Street. The York City and District Bank “stands on a site that was considered a very objectionable property in the centre of the town. On the High Street side there was a blacksmiths shop, in Senhouse Street there was a large yard where pigs were kept, also a barber shop and a public bake house. It was no wonder there was a bad smell in the bank, it being built on such a dirty place” [this appears to refer to the site of the Carleton Cinema which was originally a bank]. “Where Messrs. Temple and Adair shops are was a plot of a very dirty property, a bread bakers shop and a large yard where pigs were kept. The corner of John Street and High Street, Mr Leslie's shop and the one next to it in John Street, were the site of two or three small houses one story high. The people that lived in them made a living by bringing coals with donkey from the colliery in the district, the donkeys living under the same roof, only in their own apartments”. Before the railway was opened, coals were shipped by carts from all the collieries. “Our Quay used to represent a very busy appearance, with such a number of horses and carts being engaged in the trade”.



Figure 14: Copy of a painting showing the harbour and the foot of Shipping Brow c 1837 (CASC Ref. DCR 76C , reproduced by kind permission of Cumbria Archive Service)



Figure 15: An engraving showing Shipping Brow, 1837 (reproduced by kind permission of Maryport Maritime Museum)



Figure 16: Engraving of Maryport looking west across the harbour c 1840 (reproduced by kind permission of Carlisle Library Cumbria Image Bank Ref. ct04779)

The 1830s were clearly an important period for the harbour at Maryport as indicated by the improvements made (Figures 14, 15 and 16). The first broadside launch of



Figure 17: Painting of the launch of the Collingwood from the Kelsick Wood & Co. Shipyard on Strand Street in 1829 (CASC Ref. DCR 76C, reproduced by kind permission of Cumbria Archive Service)



Figure 18: Undated (c 1900) broadside launch from the Irish Street shipyard (CASC Ref. DCR 76G, reproduced by kind permission of Cumbria Archive Service)

a ship took place in 1837; this was the launch of the Airey, a barque of 354 tons, built by John Peat & Co. at the shipyard on the south side of the harbour (adjacent to Irish Street), and owned by Nicholsons of Liverpool. Broadside launching meant the ship descended into the water sideways, rather than forwards. It appears that the ships were launched broadside from the Irish Street shipyard because of the construction of the drawbridge at the foot of Shipping Brow.¹⁰² A conventional ship launch from the Strand Street shipyard is depicted in a painting of 1829 by W Brown (Figure 17) and, in contrast, a later broadside launch from the Irish Street shipyard is depicted in a photograph in c 1900 (Figure 18). Interestingly, both show that ship launches attracted spectators. In 1838, when Maryport became a port in its own right, the first ships were registered there (previously the port had been attached to Whitehaven), and the Custom House and old Harbour Office were constructed on Strand Street.¹⁰³

Some evidence for the continued expansion and prosperity of the town in the 1840s is provided by the construction of buildings for the use and benefit of the population. A Mechanics' Institute was opened on Crosby Street in 1842, which included a reading and newsroom, library, classroom and meeting rooms. In 1856 the institute moved to larger premises in the Athenaeum building in High Street, at which point there were 280 members and the number of volumes in the library had increased to 1,750. Another indication of increased prosperity was the establishment of a Savings Bank, also in 1842, on Senhouse Street.¹⁰⁴



Figure 19: The Bonded Warehouse on Lower Church Street, the original warehouse of 1842 is on the right, the two bays to the left had been added by 1900 (© Historic England, photograph: Fiona Wooler, 2021)



Figure 20: Warehouses on Chapel Street, Whitehaven (© Historic England, photograph: Fiona Wooler, 2021)

The year 1842 also saw the construction of a Bonded Warehouse on Lower Church Street (Figure 19).¹⁰⁵ This building would have been used for the storage of imported goods until duty had been paid. Warehousing was a feature of Maryport in the mid-18th century, as the Second Act of Parliament passed in 1756 in relation to the

harbour refers to the “great number of houses, warehouses and buildings” that had been constructed since 1749. This warehousing may have been mainly concentrated around the harbour (an extant example is the Grade II listed 2 and 3 South Quay) and in the Down Street area (some late 18th century warehouse buildings still exists, now converted for residential use, for example 76 King Street which has a datestone of 1791), but there is little in the way of historic photographs or cartographic evidence to indicate the presence of the warehousing which is characteristic in Whitehaven (Figure 20), many of which are built in the streets away from the harbour, and



Figure 21: View of Maryport showing the Railway Station in the foreground, Greenwood c 1846 (Courtesy of CASC Ref. DX256/1, reproduced by kind permission of Cumbria Archive Service)

were in some cases associated with dwellings. The lack of warehouses in Maryport may indicate that goods that were being exported and imported from the port may not have required storage in such buildings; bulky items such as coal and timber, which was kept on Timber Hill (hence its name) off Strand Street, would clearly not have required such storage facilities. Some examples of 19th and early 20th century warehouses are known from documents housed in Carlisle and Whitehaven Archives, such as a proposed goods warehouse at the quay, New Dock in 1852; a warehouse possibly associated with a chandlers shop (Dickinson’s) on Senhouse Street referred to in 1843, and a warehouse offered for sale on John Street in 1857, but some of these may have related to retail establishments rather than associated with goods which were handled by the port.¹⁰⁶

An important factor in the development of Maryport in the middle of the 19th century was the arrival of the railway. The concept of a railway between Maryport and Carlisle, for the purpose of developing the West Cumberland Coalfield, had been mooted at a meeting in the Golden Lion Hotel in 1834. The first section of the railway, from Maryport to Arkleby, was opened in July 1840, and in April 1841 the line was extended from Arkleby pits to Aspatria. It was a single line and the first coals were taken to Maryport from Brayton Domain and Gilcrux Collieries.¹⁰⁷ The

site of the original station at Maryport, and the railway line itself, are located outside the study area, to the south-east of the town. An etching by Greenwood of c 1846 seemingly shows the original station with the town of Maryport in the background (Figure 21). The impact of the railway on the industry and prosperity of the town is likely to have been significant; in the early 1850s the exports of coal had reached 269,000 tons, and the smaller industries were flourishing, particularly those related to the building and equipment of sailing ships.¹⁰⁸

A trade directory published in 1847 provides some indication of further development within the study area since 1834, the date of Mitchell's plan of the town. Although Eaglesfield Street, Fleming Square, Fleming Place and Church Street are shown on Mitchell's plan, they are relatively undeveloped, but the directory of 1847 lists private residents and commercial concerns on all these streets.¹⁰⁹ Fleming Square in particular accommodated several different trades ranging from an attorney and master mariners, to grocers, tailors and tea dealers, as well as several inns.¹¹⁰ In 1851, the population stood at 5,698, living in 1,308 houses¹¹¹ although not all those will have been within the present study area.

An assessment of some streets recorded within the 1851 Census (which is the earliest that provides places of birth) gives some indication of the demographic of the town in the middle of the 19th century, a point at which immigrants from Ireland and Scotland, and other areas outside what is now Cumbria, may have already settled having arrived in Maryport to work on either the construction of Elizabeth Dock or the railway line. A cursory study of the place of birth of the head of households may suggest that, although there is a spread of nationalities throughout the town, the principal areas of residence for those born in Ireland and Scotland seems to have been the Down Street area, with their occupations being recorded as, for example, dock labourer, agricultural labourer, seaman or coal trimmer. It is clear, however, that for all the streets assessed, the majority of heads of households were born in either Cumberland or Westmorland. For example, on King Street, approximately 159 houses are listed in the Census, of which c 128 had heads of households born in Cumbria, 26 in Ireland, 6 in Scotland, and other individuals born in Cheshire, Wales, Northumberland, Devon, Suffolk and North Shields. Nelson Street, also in the Down Street area, had approximately 178 houses, of which c 130 were occupied by Cumbrian-born household heads, 33 from Ireland, 12 from Scotland, with Lancashire, the Isle of Man and Devon also represented on a small-scale. High Street, which had approximately 134 houses, was also largely inhabited by Cumbrian-born heads of households (c 108); the remainder of occupants were born elsewhere, including two from London, one from Cornwall and two from the Isle of Man.

It must be noted that although the heads of households may have been born outside the county, in many cases those who came from Ireland or Scotland, for example, had children listed alongside them with birthplaces identified as 'Maryport' indicating those coming into the county to work and settle, had been in the town for several years by 1851. The presence of immigrants would have had some impact on the built form of the town, for example the requirement for appropriate places of worship, such as the Presbyterian Church (which was in existence as early as 1777)

and the Roman Catholic Church. The form of the housing in which these immigrants may have lived may also have been of poor quality, given the potentially low-paid occupations. It may be no coincidence that the Down Street area was home to many of those coming into the county, and this then becoming the area which would be the subject of considerable demolition from the middle of the 20th century due to the proliferation of sub-standard dwellings.



Figure 22: Alba House, north end of High Street, built in 1842 (© Historic England, photograph: Fiona Wooler, 2021)

The mid-19th century saw the construction of several villas within the study area, and these appear to mainly have been around Fleming Square, possibly as this was an area which was relatively undeveloped and provided the space to construct larger houses. Alba House, High Street (built 1842) (Figure 22); 4 Fleming Place (built after 1834); The Cottage on Solway Terrace (mid -19th century) and The Vicarage, Fleming Square (built after 1834), are all Grade II listed and are stylistically quite a departure from the Cumbrian Vernacular tradition and terraced housing of the streets to the south, but still have their frontages close to the pavement and, notably, most do not face the sea, where there was the opportunity, suggesting that there was no desire for a sea view (Figures 23 and 24). An earlier example of a detached villa is the Grade II listed No.67 Wood Street which dates to the early 19th century, and interestingly for Maryport, is set back from the street front. Prior to the 19th



Figure 23: Market Square (Fleming Square) c 1900 (reproduced by kind permission of Carlisle Library Cumbria Image Bank Ref. ct07261)



Figure 24: View looking south showing Fleming Square (© Historic England, photograph: Fiona Wooler, 2021)

century, the largest detached house within the study area apart from Netherhall was Castle Hill House (now Maryport Educational Settlement) which was built in 1775 for a local ship owner, Henry Curry.¹¹² This Grade II listed house is located on a prominent position at the south end of High Street, and does have a main elevation which faces towards the sea, but this may have been more to allow the resident observations of the harbour than to take in the views over the Irish Sea.

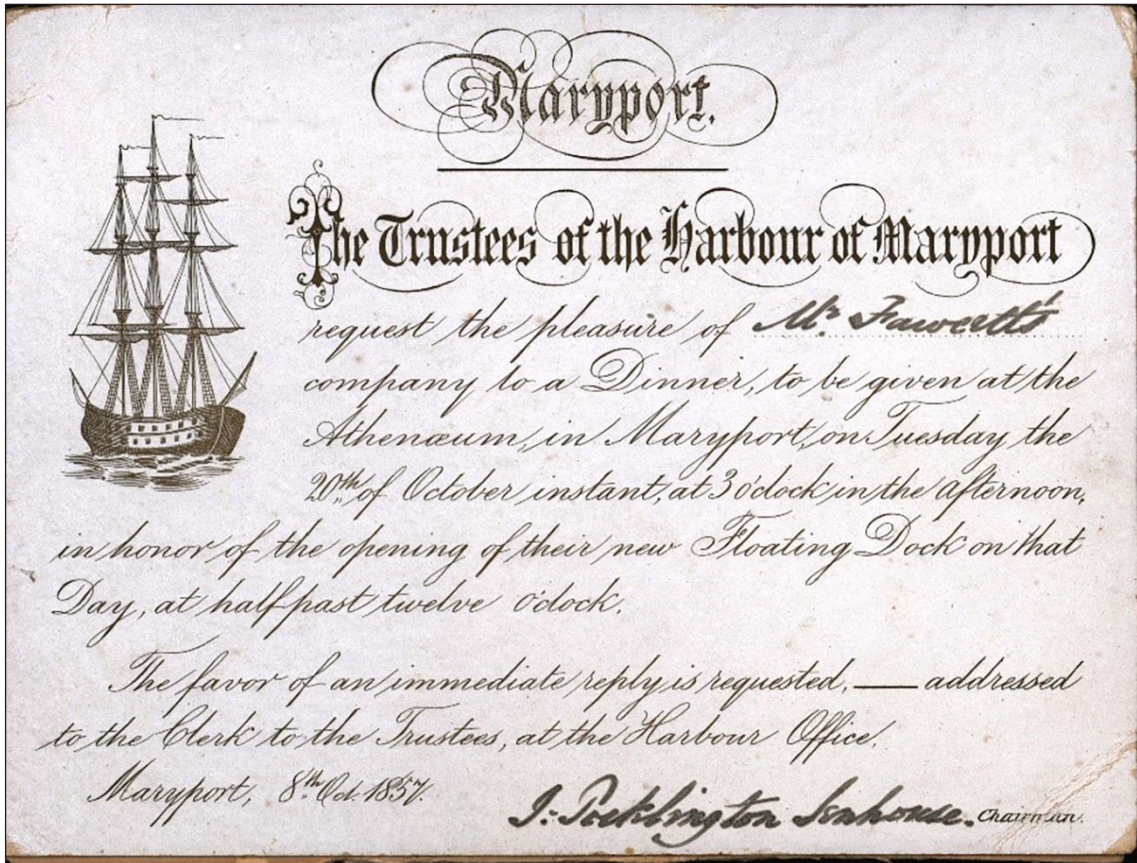


Figure 25: An example of an Invitation to celebrate the opening of Elizabeth Dock on 20th October 1857 (CL Ref.1 B9 MAR 9, reproduced by kind permission of Carlisle Library Local Studies)

Many of these large houses had associated gardens, a feature not apparent with the earlier properties in the town apart from Netherhall and Castle Hill. No. 67 Wood Street, in particular, had a garden which extended to the rear as far as John Street in the mid to late 19th century, but by 1900 had been built upon with Brewery buildings. Some gardens did, however, survive to the present day in the northern part of the study area, for example to the east of The Priory on Fleming Square, and to the north of 4 Fleming Place, the garden of which is surrounded to the west and north by a high sandstone wall.

Fleming Square was in existence by 1834, as it is shown as a feature on Mitchell's plan, but it is annotated as a Market Place, with a structure shown within the centre, and fully defined only on its east side which included the 'Butcher Market'. It appears that it was not intended as an urban square, with terraced housing surrounding an

area of green space, as can be observed in Whitehaven around St Nicholas' Church, but as a dedicated market area following the granting of a market charter in 1832. Originally there was a small market house within the square, as shown on Mitchell's plan, from where butter, eggs, poultry, fish and meat were sold.¹¹³ This was replaced in 1875 by a much larger building, but this has since been demolished and Fleming Square is now what could be described as an urban square, and is an important feature within the Conservation Area (Figures 23 and 24).

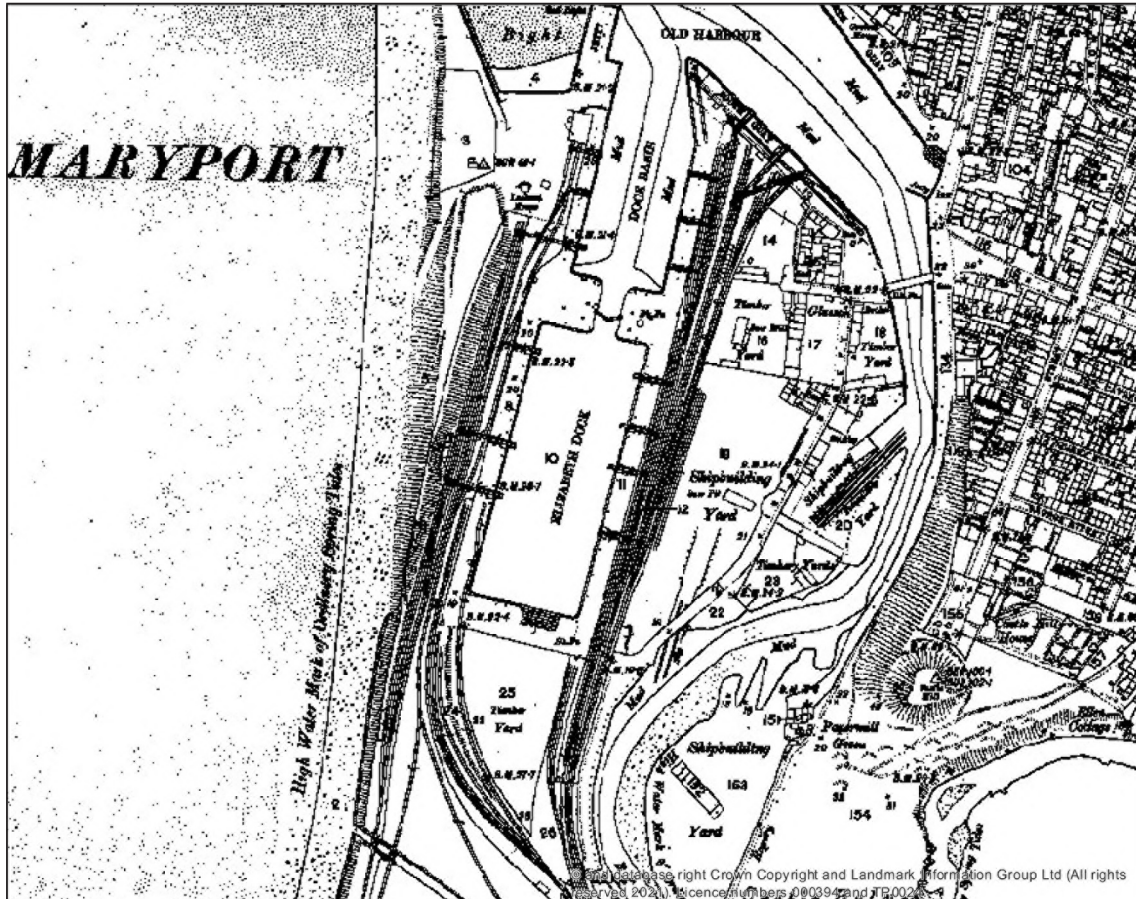


Figure 26: Detail from the 1:2500 Ordnance Survey map of 1864 showing Elizabeth Dock
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By the middle of the 19th century the rapid expansion in trade at Maryport necessitated further extensions of the harbour facilities, and a new dock was decided upon by the Trustees of the Town and Harbour in 1854. Work commenced on the new dock, situated on the south side of the Campbell Dock (which would later become the basin), in the same year, with the work being undertaken by engineer Mr Dees from Whitehaven, and contractor Mr Nelson from Carlisle. The dock was opened amid much celebration on the 20th October 1857 by Mr Joseph Pocklington-Senhouse and was named the 'Elizabeth Dock' in honour of the lady of the manor (Figure 25). It was noted that much of the soil excavated for the dock was used for levelling the lower part of Senhouse Street, above and below the Mill Race.¹¹⁴

Contemporary local newspapers indicate that this new dock was approximately four acres in extent, was 600ft long, and could contain 100 vessels at a time. The south-east side was to be used for the shipment of coals, with four coal drops erected by the railway company, and a timber-slip was included in the south-west side of the dock to allow timber vessels to discharge onto an inclined plane. The north-west side of the dock was to be used by steamers and the shipment and discharge of dry goods.¹¹⁵ The Ordnance Survey map of 1864 clearly shows Elizabeth Dock to the south of the original dock, with associated infrastructure including the extensive network of railway tracks and siding which connected with the Maryport and Carlisle Railway to the south side of the River Ellen (Figure 26).

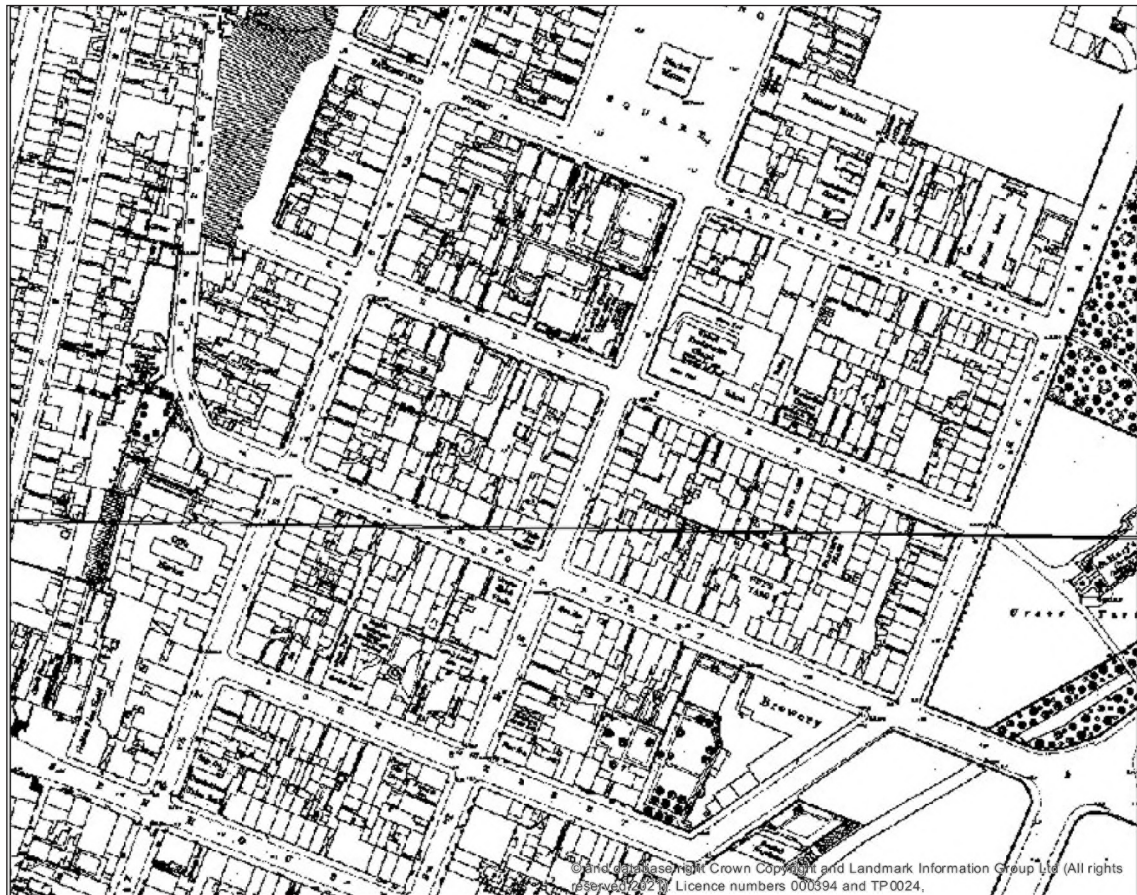


Figure 27: Detail from the 1:500 Ordnance Survey Town Plan of 1864 © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100024900

Writing in 1860, William Whellan noted that it was due to the coal trade “that Maryport is indebted for its present position”, and that due to improvements in mining coal, the produce of the local pits had trebled since 1840. As well as the exportation of coal, shipbuilding was also an important industry for the town at this time, with three yards in operation (Messrs R Ritson & Co. had two, and the other was operated by Messrs Wood and Co.). There is a detailed account of the Elizabeth

Dock in this publication, and recognition of the importance of the Maryport and Carlisle Railway in the progress of the town and harbour. Whellan also referred to how the town and population had kept pace with the increase in trade and shipping. In 1841 the population numbered approximately 5,300; in 1851 there were 5,600 inhabitants, and by 1860 there were around 8,000.¹¹⁶

An assessment of some of the areas of development in Maryport as shown on the large-scale Ordnance Survey town plan published in 1866 suggests that there were some back-to-back houses, particularly along Church Street, between Kirkby Street and Eaglesfield Street (Figure 27), along part of Eaglesfield Street, and in the Down Street area, with some examples on Bank Street, West Street, Nelson Street and King Street. This is perhaps surprising for a small town on the Cumbrian coast; the existence of such housing is more typical of larger industrial settlements, but there may have been a pressure on space which necessitated such structures. In their publication “Maryport: The Town that Refused to Die”, the Jacksons refer to how cheap housing was constructed in the rapidly expanding town in the 19th century, with builders providing the minimum amount of space, and little in the way of facilities. The usual plan was described as small back-to-back houses, some facing the street behind which there were yards with other houses, reached by passages. Each large yard had a cold water tap, one or two water closets and a wash house for the use of all the tenants.¹¹⁷ It is possible that some of this type of housing was causing some concern for the town, as well as other activities which may have been regarded as a nuisance. The Maryport Improvement and Harbour Act of 1866 included some regulations which made it unlawful for “any person to take in lodgers unless the room in which they slept had 400 cubic feet of space per person”, as well as preventing the use of habitation of cellars, vaults or underground rooms. It set out the penalty for any person covering any building, whole or in part, with straw thatch or any other combustible material, and regulated the height of chimneys.¹¹⁸ It is possible that given these particular regulations were included within this Act which related to Maryport, that the town had experienced the issues the Act was intended to rectify.

The early 1870s saw the peak of coal being shipped from Maryport and it dropped off subsequently. Development within the town, however, continued including the extension of Senhouse Street in a south-easterly direction. Up until at least 1834, Senhouse Street extended as far as the mill race, with the south-eastern end being made up of gardens. By the 1860s, Curzon Street¹¹⁹ had been laid out, and the section of Senhouse Street between the mill race and Curzon Street had been created (on what was known as Dixons Meadow), although not built upon, but was wider compared to the earlier lengths to the north-west. The section of Senhouse Street to Curzon Street, as well as Curzon Street itself, was constructed in 1874-75.¹²⁰

There was a lack of both a school and church in the Down Street area of the town as late as 1867, despite the increased population. Initially a Mission Room was set up in two old cottages in Nelson Street, which provided space for around 80 people to worship. Over the following years money and support was raised for a new church which would eventually be constructed at the south end of King Street.¹²¹

The foundation stone for this new church, which would become known as Christ Church, was laid in 1872. The church, which closed in 2013, has recently been designated as a Grade II listed building; the description refers to how the church is known locally as Sailors' or Mariners' Church¹²², highlighting its position in close proximity to the harbour, and also to the area of Maryport which may have housed many of those who worked at sea. Christ Church was seemingly the only church within the study area which was constructed on previously developed land. The first religious building, St Mary's Church, has already been referred to above as having been constructed in 1760 on a greenfield site to the north-east of the settlement as it was at that date. St Mary and St Patrick's Roman Catholic Church on Crosby Street was constructed in 1844 on what had previously been gardens; it was extended in 1882 to accommodate the increasing population.¹²³ A Presbyterian Chapel had been constructed as part of the development of John Street in 1776 (enlarged 1811, closed 1888), with another constructed in Crosby Street (United Presbyterian) in 1831; these chapels combined on the Crosby Street site in 1888 (both of these are shown on Mitchell's Plan of Maryport 1834, *see* Figure 13). The Crosby Street chapel also had a graveyard surrounding it, with a school to its south-east corner; this site was redeveloped for housing in the second half of the 20th century as shown from Ordnance Survey mapping. To the south-east of this site, a Primitive Methodist Chapel was constructed on Kirkby Street in 1839, seemingly as part of the development of the street; this was enlarged in 1870 and closed c 1932 (this site has since been redeveloped for housing).

Other Nonconformist places of worship proliferated throughout the town in the late 18th and 19th centuries to serve the population. Within the study area these included the Baptist Chapel at the north end of High Street which was built in 1834 (extant), but which was replaced by a larger building on Station Street 'the Baptist Cathedral of the North' which opened in 1891; this was demolished in 1951 and in turn replaced by Trinity Baptist Church in 1968. A Wesleyan Methodist Chapel was built in Well Lane in 1806; this was replaced by a new chapel at Back Brow in 1864, but this was destroyed by fire c 1973 and replaced by St Mark's Methodist Church in Kirkby Street which opened in 1973. A Baptist Chapel was constructed on a greenfield site in Furnace Road in 1861 (annotated on Ordnance Survey mapping published in 1866 as 'Sittings for 150, all free'); this building still stands. An early place of worship was the Quaker Meeting House which was built in 1772 at the north end of King Street; this was rebuilt in 1810 but closed in 1912.¹²⁴ Ordnance Survey mapping published in the 1860s shows this also had a small graveyard.

As well as the provision of places of worship, buildings were also required for public education in the growing town, and as with the churches and chapels, these were located within the study area until well into the 20th century. In 1793, Sunday Schools were opened for children of all denominations led by the Church of England and the Presbyterians. A day school was established in the 'Old Factory' (on Nelson Street) in 1820; this later became the National School for Boys and in 1847 a new school was erected in Eaglesfield Street, where in 1875 girls were admitted. After the opening of the day school in 1820, the Sunday Schools continued but on a denominational basis.¹²⁵ Jollie's directory of 1811 refers to two Sunday Schools in

the town but does not indicate where they were located, “one Sunday School for boys wherein 120 are taught reading, writing, arithmetic; masters, Wm Carruthers and Thos. Cape. One Sunday School for girls; mistress, Mrs Creery”.¹²⁶ Parson and White’s Directory of 1829 refers to the Maryport General School, which “affords education to about 150 children on the Madras system”, but also does not indicate where this was situated. This source also refers to a workhouse on Nelson’s Lane “for the paupers of Cross Canonby Parish”, with Mr John Douglas being the governor at this date. There are also numerous academies listed under individual names in this directory, presumably located within the houses of those listed.¹²⁷ In 1856, the British School was on High Street and the National School on Eaglesfield Street; both of these sites are shown on the large-scale Ordnance Survey mapping

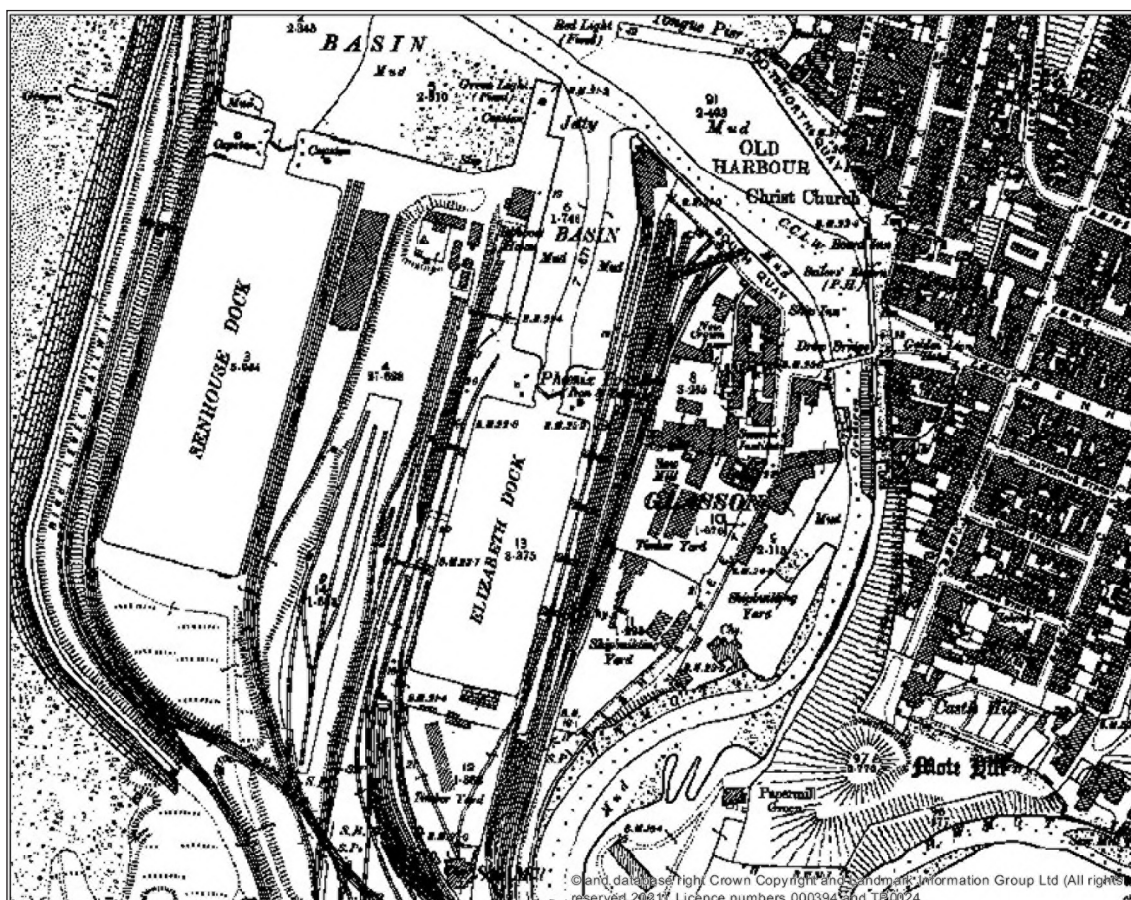


Figure 28: Detail from the 1:2500 Ordnance Survey map of 1900 showing Senhouse Dock © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100024900

published in 1866 (Figure 27), but have been demolished in the 20th century and redeveloped for housing. Some of the religious sites within the town also had their own school buildings attached, or within the curtilage, of the church or chapel. This is evident on the Ordnance Survey map published in 1866 at the United Presbyterian Chapel on Kirkby Street (now demolished and redeveloped), and at the English Presbyterian Chapel on John Street, where a Sunday School was located

along the street frontage and appears to still survive as Maryport Community Church. A Roman Catholic School for boys and girls was established in 1871 (for infants' 1876-77); Christ Church Infants' School was established in 1872, and George Street Infants' School was built in 1876 (on the site of a former Drying Ground).¹²⁸

It has already been mentioned that the export of coal from Maryport started to decline in the late 1860s/1870s, partly the result of less demand from Ireland, and coal being transported by rail rather than through the port.¹²⁹ But another industry, historically associated with Maryport, would ensure the continued prosperity of the port, and indeed stimulate its further growth. The iron industry had been important to Maryport since its origins in the middle of the 18th century, with the establishment of the blast furnace at Furnace Mill. This site ceased to operate in 1787, and it would be approximately 80 years before manufacture restarted. In 1868 the Maryport Haematite Iron Co. was formed, and six new furnaces were built at Bent Hills, located to the south of the town (outside the study area). Then in 1870, four additional furnaces were constructed for the Solway Iron Co. in the same area. The establishment of these ironworks in close proximity to the town, and the consequent demand for better facilities for the handling of iron ore and pig iron, necessitated the need for another new dock which could also handle larger vessels.¹³⁰ The site of the new dock was immediately to the west of Elizabeth Dock on reclaimed land (Figure 28). The first sod was cut by Mrs Elizabeth Pocklington Senhouse in February 1880; the engineers for the project were Sir John Hawkshaw, Son and Hayter, and the contractor was Mr W J Doherty of Dublin. Following several set-backs due to severe storm damage, the dock was finally opened for traffic on the 27th May 1884. As with the opening of the Elizabeth Dock, this was a significant event for Maryport, with the day being observed as a general holiday, and visitors coming from all over the county. In the year of its opening, the tonnage of imports and exports of Senhouse Dock was 378,807, six years later the tonnage totalled 1,038 754.¹³¹

As mentioned above in relation to the launching of ships at Maryport, these were events which attracted spectators, particularly the broadside launches from the Irish Street yard. In the 1880s Ritson's started to build steel vessels, some of around 2,000 tons, and when these were launched in the River Ellen spectators came from miles around the town to watch. The last broadside launch was of the SS Rhenass in April 1914. Figure 18 shows a broadside launch with spectators visible on the opposite side of the river at the base of Castle Hill.

A trade directory of 1882 provides information on the town and harbour as it was at that point. Interestingly, despite Ritson's Shipyard being known to have started to construct steel vessels in the 1880s, Porter's Postal Directory refers to shipbuilding as "now practically extinct". The principal industries were noted to be the ironworks, sailmaking, brewing, tanning and flour production. This source also indicates that some of the earliest developed plots in the town had been redeveloped. In 1881-82, the Queens Head Hotel, at the foot of Shipping Brow was reported to have been rebuilt (although it actually may have been remodelled); this was the location of the

first grant of land which was given in 1749. On the opposite side of Shipping Brow, on the corner of King Street, was William Curry's house, for which the grant of land was also given in 1749, but this has also "since been rebuilt".¹³²



Figure 29: Undated view (c 1880) of houses under construction on Curzon Street (CACC Ref. DCR 76G, reproduced by kind permission of Carlisle Archives)

Porter's Directory of 1882 also indicates that new streets had been created and built upon by this date; entries are included on Curzon Street and Lawson Street, terraced housing located to the south-east of the town and North Street, Camp Road and William Street (off Fleming Street), all located to the north side of Maryport, are referred to. The large Co-Operative store on Curzon Street had been constructed by this period; this large, imposing building still stands and has the date of 1881 on a keystone above the former main entrance.

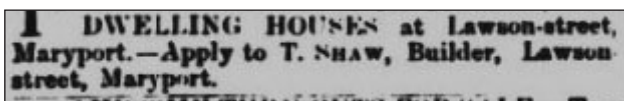


Figure 30: Advertisement in the West Cumberland Times, Saturday 1st March 1879

The new development to the south-east of the earlier town is quite extensive, and was also laid out on a grid-iron plan, where the topography allowed. This new building campaign, seemingly largely of residential properties, appears to have been undertaken between approximately 1874 and 1892, and reflects a need for new housing for the population. Unfortunately Building Control Plans for Maryport Urban District Council do not start until 1881, therefore it is now known who commissioned this new development, or who the builders were. The following

dates have been suggested from notes made by local historian, Dr Crerar and the Jacksons¹³³ for the construction of housing on the relevant streets (some streets may have been laid out earlier):

- Lower Senhouse Street – 1874-75;
- Lower John Street – 1876;
- Lower Wood Street – 1874; below the Mill Race – 1880 [the easternmost end of Wood Street, on its south side, has a datestone of '1886'];
- Curzon Street – 1874 to 75 (No.76 – 1876), Nos. 2-12 – 1880 (Figure 29)[a datestone of '1876' above No. 29 on the corner of Curzon Street and Senhouse Street suggests the whole block on the east side of Curzon Street, between Senhouse Street and Ellenborough Road, was built at that date];
- Selby Terrace – 1877;
- Lawson Street – 1880/81 [although newspaper articles suggest earlier, see Figure 30];
- Mill Street – 1887;
- Station Street – 1892



Figure 31: Examples of engraved street name stones, corner of Senhouse Street and Lawson Street (© Historic England, photograph: Fiona Wooler, 2021)

This new phase of residential development is quite different from the earlier buildings in the town. In these areas the housing is characterised by mainly three-storeyed terraced housing (some with cellars), those on Curzon Street generally

have canted bay windows, they are often set back from the street front with a small forecourt or garden and are built in rock-faced sandstone. Several of the streets have carved stone street names, which may indicate a single-phase of development, for example they exist on the corner of Station Street and Lawson Street (Figure 31); on the corner of Curzon Street and Wood Street, and on the corner of Station Street and Curzon Street, although the latter example is of a different style. It is worth noting that some of the architectural detailing to the later 19th century housing to the south-east of the earlier town is also present in some of the streets to the north (on Fleming Street and North Street for example), indicating that this period of expansion was not confined to the land around Curzon Street.



Figure 32: Curzon Street c 1900 showing the Maryport Co-operative Central Stores on the left (reproduced by kind permission of Carlisle Library Cumbria Image Bank Ref. ct07272)

Although this new development was largely residential in character, it did allow for the expansion of the retail offer beyond the traditional commercial streets. Construction started in 1881 of the 'Romanesque style' Central Stores of the Maryport Co-operative Society on the west side of Curzon Street, on a previously undeveloped site (known as Furness Mill Meadow) (Figures 32 and 33). This was not the first Co-Operative shop in the town, the earliest was on Senhouse Street in 1858, but when larger premises were required, it moved to Wood Street in c 1864. This new site, however, was eventually also considered to be too small and could not accommodate growing demand for the different products, such as the drapery, china, and boot and shoe departments. The decision was made to construct a new building which would allow all the departments to be located within one structure. This new, dominating building was ideally situated to not only tap into the custom of the local inhabitants, but also passing trade on the newly created

section of the Carlisle to Workington road. Originally on the ground floor there were a grocery, drapery and boot department, with ample accommodation in the back with warehouse room and offices, and a large meeting hall above which could seat between 400 and 500 people. At the opening ceremony on the 4th July 1883, Mr J T W Mitchell, president of the Co-operative Wholesale Society, praised the new building “as one of the finest stores he had seen, a credit to the promoters, and an ornament to the town and district”. There soon followed additions to accommodate a butcher’s shop, and bacon curing and drying houses which opened in 1886.¹³⁴ By 1891 the population of the town was 12,526; this was an increase of 6,828 since the Census of 1851,¹³⁵ but this figure does not necessarily represent the population within the study area itself, it may have included those residing in areas such as Ellenborough Place and Grasslot to the south of the town. In 1898 a new Customs House was constructed on Curzon Street, and by 1900 Maryport had become the chief customs port on the Cumberland coast.¹³⁶



Figure 33: Undated photograph of the Maryport Co-operative Central Stores on the corner of Station Street and Curzon Street (reproduced by kind permission of Carlisle Library Cumbria Image Bank Ref. ct41679)

The large population of the town, which increased with labourers who came to Maryport to work on the construction of Senhouse Dock, may have significantly contributed to the poor condition of the housing in Maryport that was in existence at the end of the 19th century. A report into the sanitary conditions was published in 1882, and contained the following observations:

“The houses, almost everywhere, are built on a quite insufficient area. Standing in the streets one sees on either side to all appearances ordinary dwellings; but, entering these, there is found to be no through communication,

often no through ventilation whatever, to the back; and, returning to the street, in the line of houses there will be discovered narrow arched openings, and these lead to crowded and mostly squalid courts, the houses of one side of which back the houses of the street just visited, whilst the houses of the opposite side back the houses of the street just beyond. Or a more common adaptation of this general plan is for four streets to be built in the form of a square facing outwards. The quadrangular space thus enclosed is not, however, left vacant; in it are huddled similar small and squalid courts and squares, deficient often in light as well as in ventilation, and entered by passages similar to those above described. Then as to the condition of individual dwellings, a very large number that I visited I found wholly unfit for habitation; not only because of their crowded surroundings, but by reason also of their own defects—want of light and ventilation, dilapidation, dampness, absence of sanitary conveniences. In many of the dwellings the rooms are extremely small; the filthiness of them is really shocking; and the foetor of them often such as to compel an immediate retreat from the opened door. Windows are commonly not made to open, or a single small pane on hinges is all the means of ventilation provided. There are many cellars wholly



Figure 34: View looking north from Castle Hill c 1900 (CASC Ref. DX366/1, reproduced by kind permission of Cumbria Archive Service)

unfit for habitation, judged of by any standard whatever, that are occupied separately as dwellings. Some of these are wholly beneath the surface of the ground; and sometimes a back cellar, receiving its sole supply of light

and ventilation from the cellar in front, will be used by several persons as a sleeping apartment. Overcrowding is very common, partly owing, it is said, to the number of labourers now employed on new and extensive dock works; and not unfrequently it is of the most indecent kind".¹³⁷

20th century

At the start of the 20th century Maryport was the busiest and most important port on the West Cumberland coast. For the year 1900, imports and exports totalled over one million tons. Iron ore from Spain and Sweden formed the bulk of the imports and a large proportion of these cargoes were shipped by rail to iron and steel works at Workington, whose docks were too small to take ocean going vessels. Maryport's exports consisted mainly of steel rails, pig iron and coal. Shipbuilding, despite Proctor's comment that it hardly existed in 1882, was seemingly still of importance, as Ritson's were still building ships of over 2000 tons at its Irish Street yard and launching them broadside into the River Ellen.¹³⁸ The other principal industries for the town at this point were flour milling, iron founding, sail making, tanning and brewing. By 1901, Carr's had rebuilt and extended their premises (the old cotton factory on Nelson Street), and the tannery (operated by Messrs Williamson) had similarly been extended.¹³⁹



Figure 35: View from Camp Hill showing the Down Street area of Maryport c 1900 (CASC Ref. DX366/1, reproduced by kind permission of Cumbria Archive Service)

The Ordnance Survey map published in 1900 clearly shows the extent of development within the study area by the start of this century. From north to south, the built environment extended from Ingleby Terrace and Christian Street (with some properties having been constructed along Camp Road), to Castle Hill and

Furnace Mill, with terraced housing having been constructed on Curzon Street, Lawson Street, Station Street and Mill Street (Figure 34). By this date, the mill race had been culverted between St Mary's Church and the south side of Senhouse Street, presumably to allow development at the south-east ends of John Street and Senhouse Street (Figure 36).

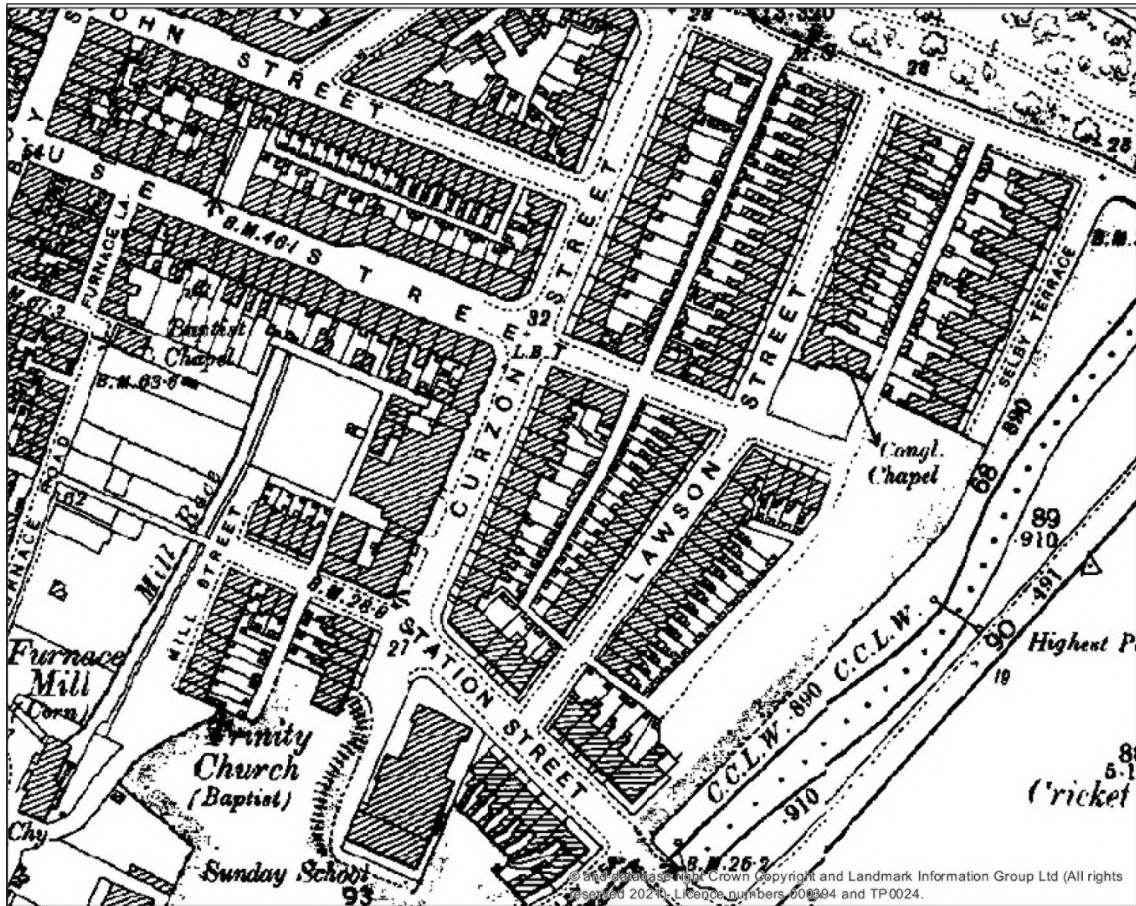


Figure 36: Detail from 1:2500 Ordnance Survey Map of 1900 showing residential development on Curzon Street, Lawson Street and Station Street to the south-east of the town © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100024900

As well as the dock area, industrial development was present largely in the Down Street part of the town, to the north end of Nelson Street (Figure 35). This was evident in the second half of the 19th century, when there were concerns such as a Corn Mill (Steam), Gas Works, Solway Foundry (Iron and Brass), Valentia Foundry (Iron and Brass), Gasometer and a Tannery (Figure 37). Some of these concerns were still present by 1900, in particular the Tannery which appears to have expanded, as noted by Bulmer, and a new Gas Works had been constructed at the north end of the industrial area (Figure 38). Figure 39 is an aerial photograph showing the Nelson Street area in 1930, including the extensive Tannery works.

The Ordnance Survey mapping published in 1900 also provides information on the

building plots within the town, and the existence of numerous yards, and areas of dwellings behind the main street frontages, as was observed in the sanitary report of 1882. It is clear from an analysis of Mitchell's plan of 1834 and later Ordnance Survey mapping, that in the second half of the 19th century there had been development on plots which were free from buildings in 1834, but also that there had been some infill of rear plots, with back to back houses on street frontages, and small dwellings within rear yards accessed by passageways. An example of this is along Catherine Street, Queen Street and the north side of George Street, where small structures are shown behind the main streets, located in shared yards.

Information on one such yard, Guy's Yard which was situated between Wood Street and Kirkby Street, is provided by Sales Particulars dating from 1900. Figure 40 shows the plan for Lots 5 and 6, which are described in the particulars as:

"All that block of freehold property situate and being Nos. 69 and 71 Kirkby Street, and 1, 2, 3, 4, 5 and 6 Guy's Yard with the High Yard and out-offices therefo, occupied by Mrs Fanny Thompson, Grocer, Joseph Nixon, and others" (Lot 5), and All that block of freehold property situate and being Nos. 58 and 62 Wood Street, and Ten Tenements or Dwelling Houses known as Guy's Yard (Low) with the wash-house and out-offices behind the same, occupied by Henry Bell, Grocer, Mrs J Wells and others (Lot 6)".¹⁴⁰

This indicates that there were several dwellings located in each of these yards as well as ancillary buildings associated with trades. An assessment of this plan with Mitchell's Plan of Maryport 1834 suggests that some of these smaller yard dwellings in Guy's Yard (Low) were in existence at an early date and may have formed part of the original development of the town. Figure 41 shows the plan for Lots 1, 2, 3, 8 and 9, which are described in the particulars as follows:

- Lot 1: "All that Freehold Fully-Licensed House, known as the "Lion and Lamb" with the piece of ground in front and the Yard, Out-houses, Butchers' Shambles, and Premises adjoining, situate in Crosby Street and extending through to John Street, and now occupied by Mr Humphrey Archer";
- Lot 2: "All that Freehold Shop and Premises situate and being No.84 Crosby Street, as now occupied by Mr W Spark, Chemist";
- Lot 3: "All that Freehold Stable and Warehouse situate in John Street adjoining the "Royal Oak" Inn now occupied by Humphrey Archer and John Carmer";
- Lot 8: "All that Freehold Messuage or Tenement situate and being No. 80 Crosby Street, now occupied by Mrs S J Moreland";
- Lot 9: "All that Freehold Messuage, Shop or Tenement, situate in John Street, now occupied by Martin Walsh"

Again, an assessment with this plan and Mitchell's Plan of Maryport 1834 indicates that the Lion and Lamb was possibly in existence at an early date, with its frontage set back from Crosby Street. Lots 2 and 8 (and the adjoining building on the corner of Crosby Street and John Street) also may have formed part of the 1834 town. This assessment of two small areas of Maryport provides useful information on the

form some of the properties took at the turn of the 20th century, but also that these properties may have had earlier origins with some forming part of the early 19th-century town.



Figure 37: Detail from 1:2500 Ordnance Survey map of c 1865 showing industrial development along Nelson Street © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100024900

Public Houses and inns, such as the Lion and Lamb on Crosby Street, were clearly an important part of town life. In 1811, Jollie records there were approximately 27 ‘innkeepers’ within the study area, six of which were located on King Street and five on Senhouse Street. The Golden Lion was listed as a principal inn at this date along with the ‘Sun’ on Wood Street. In the middle of the 19th century, there were approximately 30 ‘public houses and inns’, with, for example, seven on King Street and six on Senhouse Street. A similar number was recorded in Bulmer’s Directory of 1901, still with seven on King Street and six on Senhouse Street; of those, the Kings Arms and Sailor’s Return on King Street and the Golden Lion and Queens Head on Senhouse, were recorded in 1811 and 1901, providing some evidence for longevity in some of these establishments.

Trade directory evidence provides some indication of other provisions outside of the workplace, such as the Mechanics’ Institute within the Athenaeum Hall on

High Street, a Co-Operative Hall on Curzon Street and a Central Hall on Crosby Street. There were sporting clubs that met within the town, for example the Maryport Wheelers Club had their headquarters in the Coffee Tavern on Senhouse Street, which is where Maryport Rugby Football Club also held their meetings. The sporting facilities themselves were outside the study area, such as the Cricket Ground, Bicycle Track and Bowling Green were located together on a triangular area of land defined by the River Ellen to the north-west and the railway tracks to the south-east, in close proximity to the Railway Station.¹⁴¹ There may have been informal open spaces within the study area, but the intensely built-up character of residential, commercial and industrial buildings, may have restricted leisure activities on open spaces, although a bowling green is believed to have existed on John Street in the 19th century.¹⁴² One leisure facility which was provided for the town in the early 20th century was the Empire Theatre which was constructed in 1911 on Senhouse Street on the site of earlier buildings. It had a seating capacity of 750; initially it only presented live shows but then showed silent films when they started to become popular. Silent films were also shown in the Palace Cinema which was housed in the old Athenaeum buildings on the corner of Catherine Street and High Street.¹⁴³

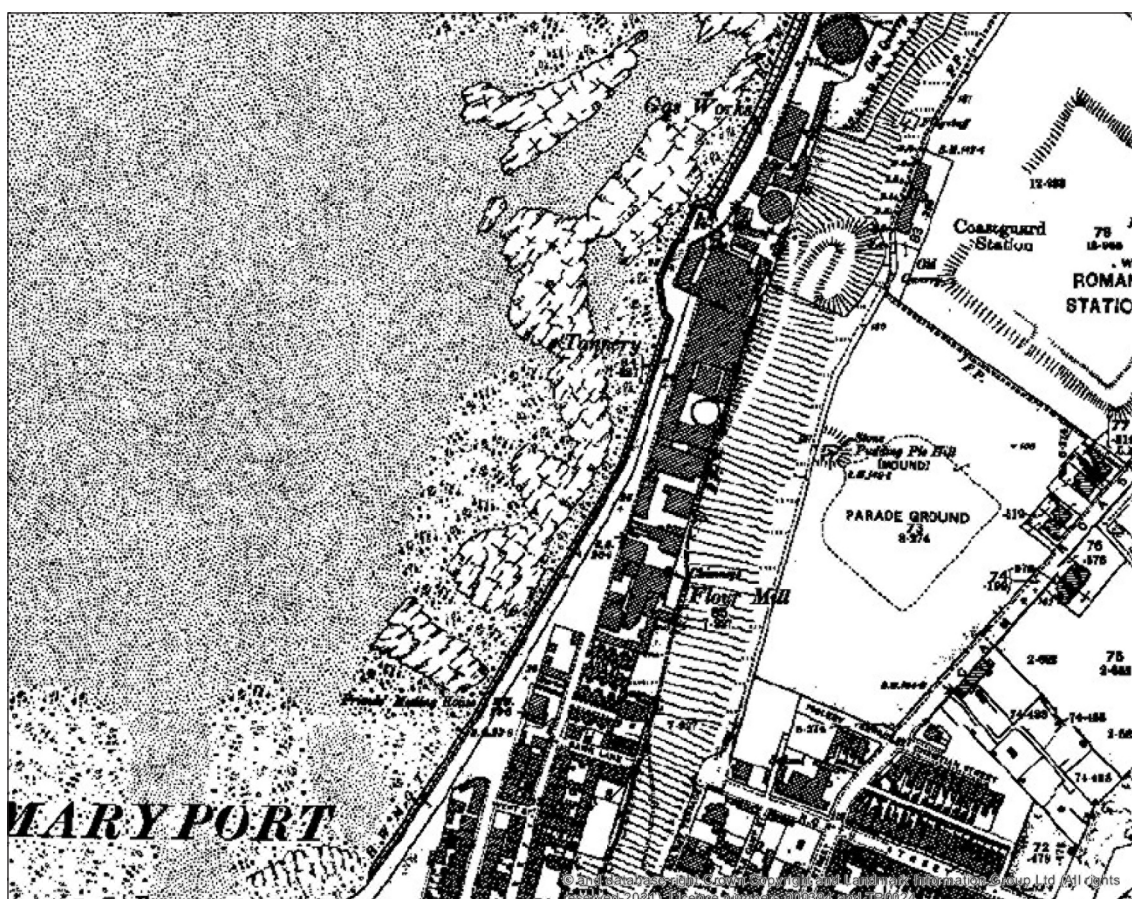


Figure 38: Detail from 1:2500 Ordnance Survey Map of 1900 showing industrial development along Nelson Street © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100024900

In the 1920s the harbour and docks were still comparatively busy, mainly due to continued coal exports and imports of pig iron for the ironworks at Grasslot and Workington. However, by 1927, a new expansion to the docks at Workington meant that ore imports into Maryport virtually ceased. The General Strike of 1926, followed by the long Miners' Strike, severely impacted coal exports, and complete with the closure of Solway Ironworks at Grasslot in 1927, the port's trade was drastically reduced. Other industries in the town also ceased during this period, including the Tannery which closed down in the middle of this decade.¹⁴⁴ Shipbuilding had already ceased by this point; the advent of steam power meant that any ships built at Maryport had to be towed to the Clyde to have engines fitted, thereby making it unprofitable to carry on. The Hine Bros. Shipping Line, whose ships sailed all over the world from Maryport, went out of business before the start of World War One.¹⁴⁵



Figure 39: Aerial view looking south east showing the industrial area along Nelson Street in the foreground, 1930 (© Historic England Archive Ref. EPW034440)

In order to attempt to remedy high unemployment through the loss of the town's main industries, the West Cumberland Industrial Development Company Ltd acquired 26 acres of land at Grasslot (outside the study area), on either side of the road to Workington, to create the Solway Industrial Estate in 1938. Here, small

factories were built for letting, and financial incentives were offered to attract new businesses. The first industries to take up units included a manufacturer of clinical instruments, a shoe manufacturer, Lakeland Food Industries which produced bottled and canned foods, and Cumberland Childwear Ltd.¹⁴⁶ It is interesting to note the location of this new industrial estate, on the edge of the town and in close proximity to a road network, compared to the confined area of Nelson Street, which had previously been the industrial heartland, where vehicular access was not as easy. The docks still appear to have been of some importance in this period as a grant was obtained for reconditioning and improvement. As trade in Senhouse Dock had virtually ceased to exist, it was not included in the scheme, but the new work did include the building of a new South Pier, new gates for Elizabeth Dock and repairs to the North Pier, which was completed in 1943.¹⁴⁷

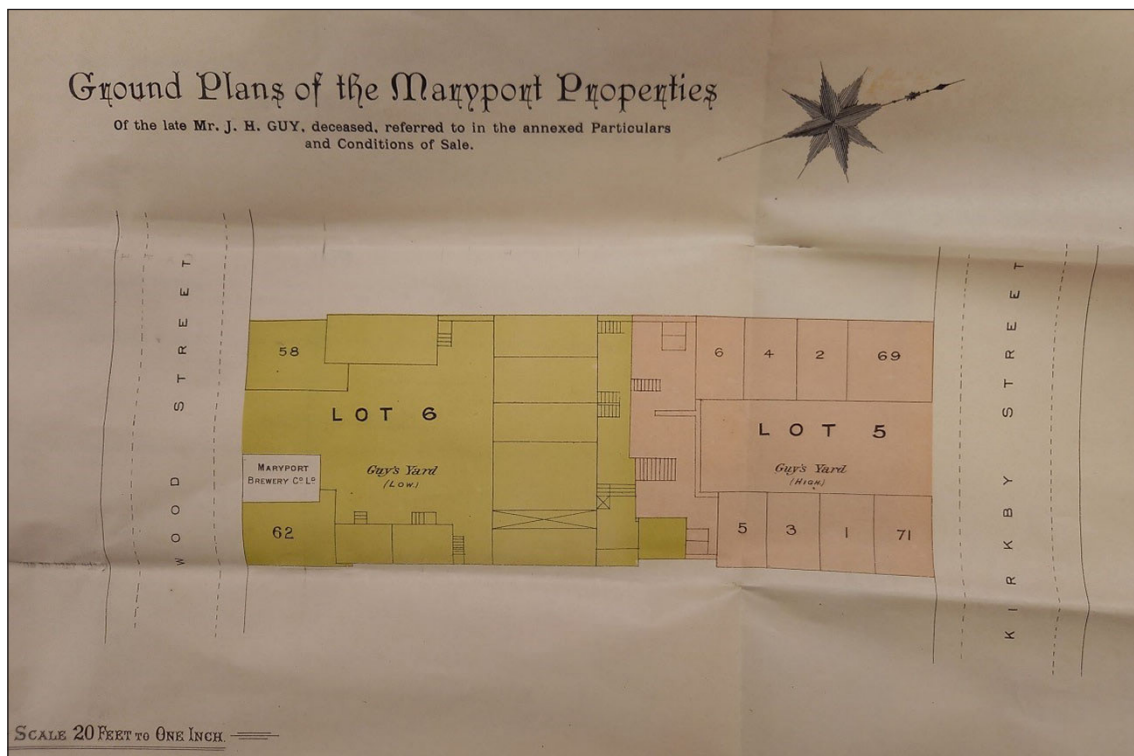


Figure 40: Block Plan of Lots 5 and 6 (Guy's Yard), Sales Particulars of 1900 (CACW Ref. DCU Sales Particulars 11, publication courtesy of Eldred Curwen and Johnnie Curwen)

In this period of depression for the town, when nearly 80% of the employable population were out of work, efforts were made to attract visitors (Figure 43). Maryport had been known as a destination for sea-bathing since at least the late 18th century, as William Hutchinson noted in his history of Cumberland that "this place [Maryport] is happily situated for sea-bathing, and is greatly resorted to in the proper season", an observation repeated by Jollie in 1811, and Parson and White who in 1829 noted "the sands near this port are suitable for sea-bathing, and the town is now attended by visitors during the season".¹⁴⁸ In the 1920s an area of old quarry at the base of Sea Brows (at the northernmost end of Nelson Street) was leased to create Quarry Gardens, where a wooden pavilion was erected for

concerts, with the audience sitting in the open air (Figure 44). Through the summer months refreshments were provided, and deck chairs and bathing huts were hired out. In the 1930s an 18-hole putting green was laid out, and on the quarry floor an open-air concrete roller-skating rink was created. Colonel G J Pocklington Senhouse, landowner and lord of the manor, gave the Sea Brows to the town in 1936, following which a sea wall and promenade from the site of the Gas Works to Bank End was completed in 1939. The intended construction of a swimming pool and paddling pool in this area did not come to fruition due to the outbreak of war in September 1939.¹⁴⁹ Despite the desire to encourage visitors, apart from the promenade, there is very little built form within the study area which relates to tourism from this period. Although there were already a few hotels, such as the Golden Lion Hotel and the Waverley Hotel on the corner of Curzon Street and Station Street, any accommodation that was provided was presumably given within peoples own homes.¹⁵⁰

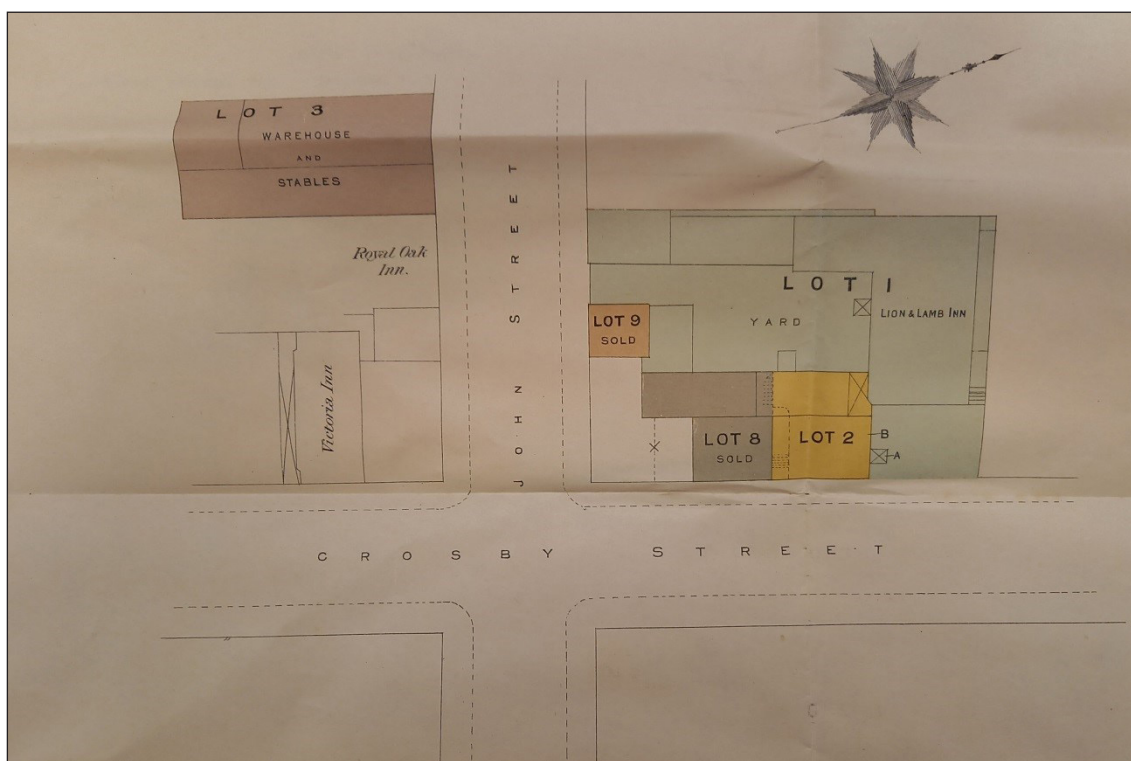


Figure 41: Block Plan of Lots 1, 2, 3, 8 and 9, Sales Particulars 1900 (CACW Ref. DCU/Sales Particulars/11, publication courtesy of Eldred Curwen and Johnnie Curwen)

The Second World War had some impact on the built environment within Maryport. The town was hit by a bomb released by German aircraft on returning south from a bombing raid over Glasgow; this struck the British School on High Street and seven people were killed. Education consequently had to be reorganised, and the property Castle Hill (or The Educational Settlement), which had been passed to the Society of Friends in 1938 to provide adult education, was used as a primary school.¹⁵¹ Unlike other ports such as Barrow-in-Furness, where there were a number of heavy anti-aircraft artillery sites, barrage balloons and 'ghost towns',¹⁵²

there does not appear to have been much in the way of defences constructed at Maryport, but this may have been due to the fact that Barrow was involved in manufacturing naval ships and submarines, whilst Maryport had by this point lost the industries which might have attracted hostile German attention. There are five pillbox sites recorded within the study area, according to entries in the Historic Environment Record. A pillbox and gun emplacement were located on Mote Hill, a pillbox was situated on Well Lane, and three were around the harbour, although the HER entries notes that only the example on Mote Hill may still have visible remains, the remainder appear to have been totally removed.¹⁵³ A communal air raid shelter and a 'domed gun turret' were also situated on Timber Hill, which was close to the junction of Wallace Lane and Strand Street.¹⁵⁴



Figure 42: Aerial view looking north over Maryport 1930 (© Historic England Archive Ref. EPW034438)

In 1945, an Annual Report by the Medical Officer of Health, for Maryport Urban Council, noted in relation to housing that “one building has been converted into six flats during the year”, this may have been 15 Senhouse Street which the Jackson’s noted in their 1994 publication had been converted into flats. The report also referred to “a number of houses subject to demolition orders, and from which tenants have been rehoused, are still occupied illegally. It is hoped that the Council,

when rehousing tenants from these unfit houses in the future, rigidly enforce the provisions of the Housing Act to prevent reoccupation and effect the complete demolition of the premises within a reasonable time”.¹⁵⁵ This information indicates that in the middle of the 20th century there was still poor-quality houses within the town which needed to be removed.

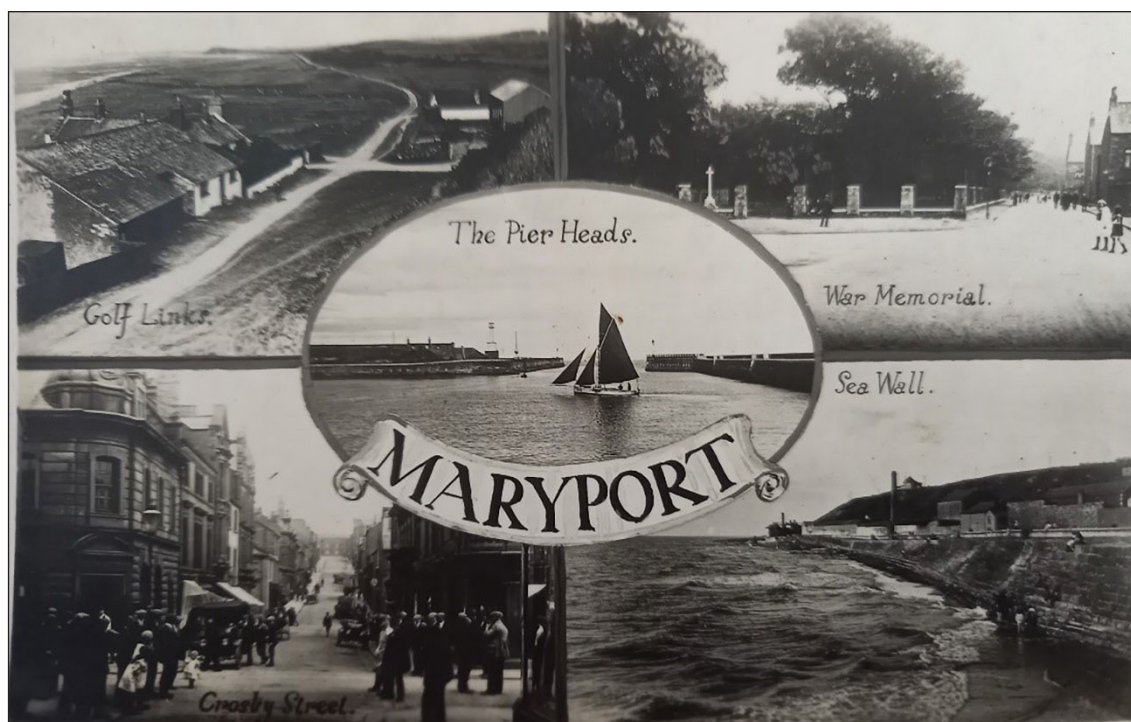


Figure 43: An early 20th century postcard for Maryport (reproduced by kind permission of Maryport Maritime Museum)

The Cumberland Directory of 1954 noted that although Maryport had suffered in the early 20th century through the decline of its traditional industries, by the middle of the century it was described as a ‘prosperous and progressive town’ largely due to the creation of the Solway Trading Estate in 1938. This trade directory is useful in not only providing details of businesses and trades in the town, but it also lists the individual house numbers on all the streets along with the occupant at the time of compilation. Of interest, is the number of yards with dwellings which still existed. For example, off Crosby Street there was: Hewson’s Square, Hind’s Yard, Kelly’s Yard, Mason’s Yard, Friends’ Place and Sewell’s Yard. Further information on the yards/courts within Maryport can be obtained from Castle Hill (Maryport) Local History Group who, at the time of writing, are in the process of compiling a database which not only records the locations of yards/courts but also “aims to record the people, places and events that define the history of Maryport, its surrounding villages and settlements through time”.¹⁵⁶

The middle of the 20th century also saw the construction of new schools on previously undeveloped land outside the study area. Netherhall Secondary School, located on Netherhall Road to the north-east of the town and Maryport Church of

England Primary School on Camp Road were both constructed in the 1950s, after which point there was no requirement for the educational establishments which had existed within the study area.¹⁵⁷

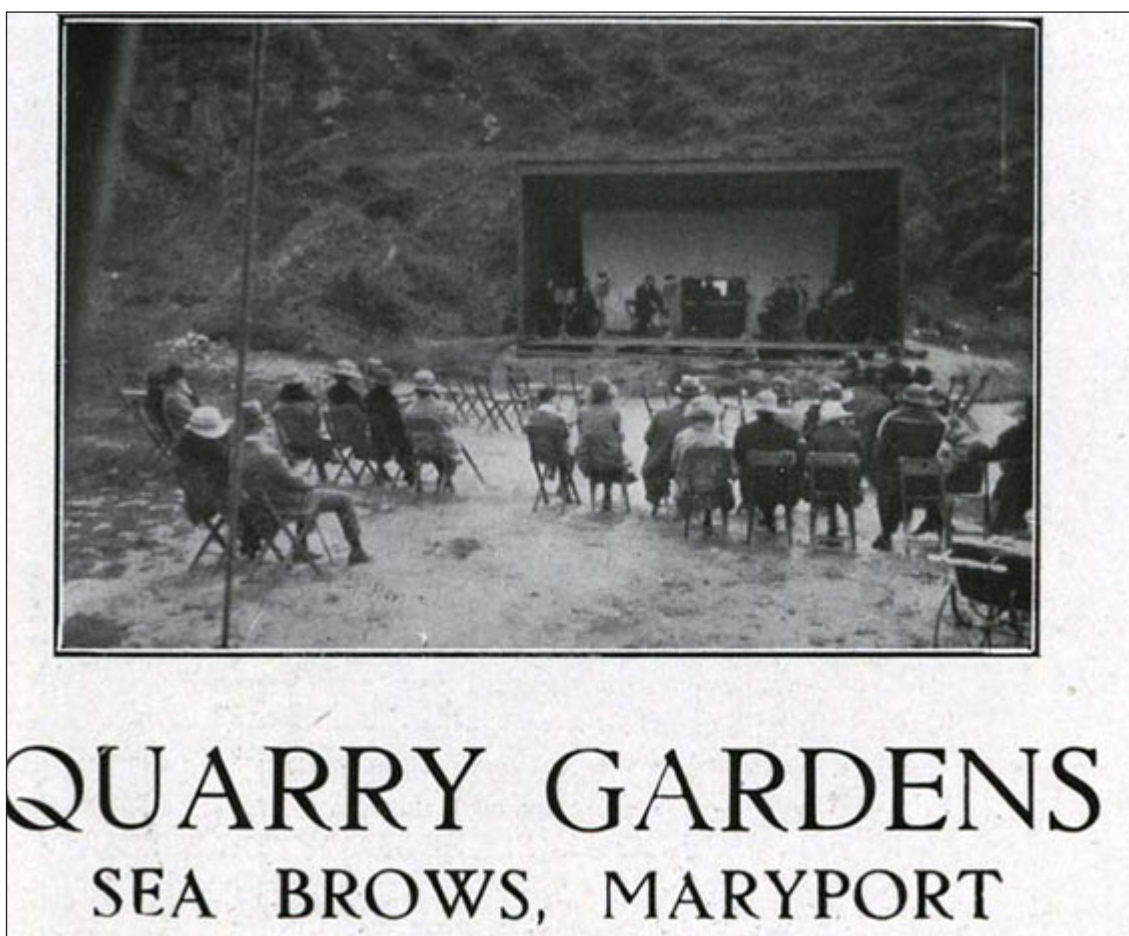


Figure 44: Photograph of Quarry Gardens c 1920s (reproduced by kind permission of Carlisle Library Cumbria Image Bank Ref. ct50563)

By the 1960s, the harbour and docks appear to have largely fallen out of use, certainly for industrial reasons (the port closed to traffic in 1961), although presumably fishing continued, and some leisure craft may have utilised the river mouth (Figure 45). The fabric of the town also seems to have been in decay,¹⁵⁸ a feature in common with other West Cumbrian settlements in this period. An article in *The Architectural Review* in 1960 noted “it looks as if no one knows what to do with Maryport”, referring to its decline in industry, however the writer went on to state that the town was extremely striking and handsome, built on an unusual site and plan, with “a severe grid of streets [that were] laid out in the eighteenth century on a steeply sloping ridge above a narrow flat strip by the harbour. There are thus plenty of exciting contrasts of levels, sometimes contrived by steep streets running down to the harbour”. The article went on to observe that Maryport had all the elements needed for a first-class town, with the harbour, the cliffs above, an excellent setting for good industrial buildings and warehouses, and enough

domestic architecture “to compel respect for the local dignity that created it”.¹⁵⁹



Figure 45: Boats at the river mouth in 1961 (CACW Ref. PH/1470, reproduced by kind permission of Cumbria Archive Service)

Documentary, photographic and cartographic evidence suggests that slum clearance had taken place in the Down Street area in the 1960s; Figure 46 shows some of the older properties were still in existence on King Street and Bank Lane in 1961, but buildings had been demolished on Nelson Street and replaced by modern terraced housing with gardens to their east sides. A comparison of Ordnance Survey mapping published between 1925 and c 1970 shows several other changes within the built environment in Maryport, the following of which are examples:

- Apparent back-to-back housing in Lister’s Square off Nelson Street had been removed and replaced by flats that are set back from the street frontages in an L-shaped arrangement (now known as Lister Square);
- The school on the north side of North Street (between North Street and Ingleby Terrace) had been demolished and replaced with a smaller Nursery School on Ingleby Terrace [this site has since been redeveloped for housing];
- A block of back-to-back houses on the corner of Eaglesfield Street and Church Street had been removed, and was vacant in 1967 [this has since been redeveloped with 20th century flats];
- An area of possible yard dwellings (St Mary Place) had been removed on the south side of Kirkby Street and was still vacant in 1967 [this area now appears to contain the modern St Marks Methodist Church];
- The Brewery buildings on Lower Church Street had been removed and

replaced by a Telephone Exchange and the Palace Ballroom [the Telephone Exchange and associated parking still exists, but the Palace Ballroom site has been redeveloped for housing];

- Properties on the corner of Catherine Street and Furnace Road had been removed [this site remains undeveloped];
- Buildings associated with Furnace Mill at the south end of Furnace Lane had mostly all been removed and remained undeveloped in 1967;
- Removal of possible yard/court dwellings in Hewsons Square, located between George Street and Castle Hill [this area is now divided into gardens for properties on Crosby Street];
- An area of housing, including possible yard/court dwellings, had been removed between Queen Street and George Street, to be replaced by Robert Rattrie House on Queen Street and St Georges Place (flats) on George Street.



Figure 46: View of Nelson Street, King Street and Bank Lane in 1961 (CASW Ref. PH1470/6-9, reproduced by kind permission of Cumbria Archive Service)

Some of these later 20th century developments broke from the tradition of buildings being located back of pavement. Robert Rattrie House on Queen Street is largely set back from the frontage and has small yards which provide access to some of the flats. The flats of St Georges Place on George Street bear little relation to the earlier buildings in the town, with shallow monopitch roofs and communal stairwells, as well as the provision of car parking. Three blocks of flats between Nelson Street and King Street also do not respect the traditional building pattern, being orientated east to west at a 45° angle to the streets. This development appears to have been

frowned upon in 1967, when The Architectural Review included an SOS for the port area of Maryport, where there was a call for a 'better standard of new buildings', insinuating that the flats were not of that requirement (Figure 47).¹⁶⁰

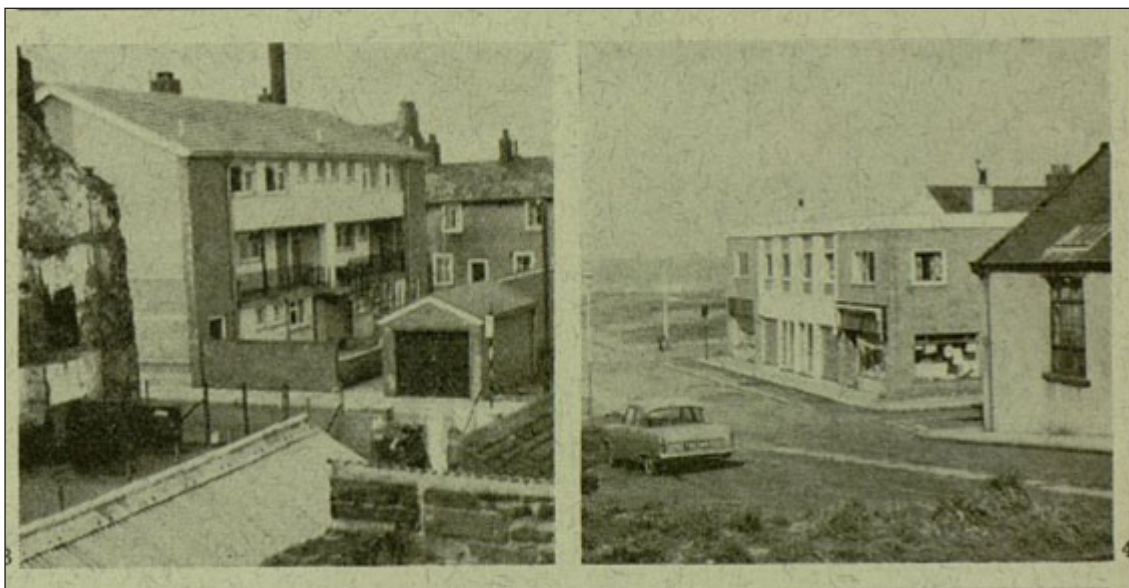


Figure 47: Photographs of a new flat complex on Nelson Street (Churchill Place) and the flat-roofed block on Wallace Lane, 1967 (reproduced by kind permission of The Architectural Review, December 1967)

On Well Lane, a new development was constructed in the early 1970s which replaced several earlier buildings of varying heights which are shown on historical images, for example a depiction of Shipping Brow in 1837 (Figure 15). This development, which is sited along the east side of Well Lane, immediately to the south of the Maritime Museum, was certainly under construction in 1970 (Figure 48). It was intended to provide 32 brick-built dwellings, in a complex split over several levels, each stepped back from that below, with garages positioned at street level as Well Lane was liable to flooding.¹⁶¹ This housing scheme is also quite unlike the traditional built form of the town but is actually relatively unobtrusive within the Conservation Area due to it being stepped back into the cliff face. It appears that the three blocks which make up this development have been reroofed, with the rooflines now seemingly representing waves (Figure 49).

When Maryport Conservation Area was designated in 1978, the dock area was excluded due to its redundant and neglected state, and the fact that it was effectively cut off from the town, as there was only a pedestrian footbridge at the base of Shipping Brow. Ordnance Survey mapping published in the 1970s shows that there was still a significant amount of buildings on the west side of the River Ellen at Glasson, including structures associated with a 'Foundry' (Figure 50).

The regeneration of the harbour began in the 1980s and 1990s. This included the creation of a traffic bridge over the river at the foot of Shipping Brow; the

construction of housing along Elizabeth Dock, known as Ritson Quay (by Anthony Collier Associates), which was commended in the Royal Fine Art Commission/ Sunday Times Building of the Year Award in 1992; the construction of the Lake District Coast Aquarium in 1997, and the creation of a yacht basin in Senhouse Dock (Figure 51).¹⁶² The Wave Centre on Irish Street, along with associated car parking and landscaping, was built in 2008 on the site of a former shipbuilders and timber yard.¹⁶³ Apart from the redevelopment of the harbour and docks, and the housing schemes already referred to, there has been relatively little in the way of new build within the study area in the 20th century apart from areas where some chapels, churches and the brewery have been demolished and replaced by housing, or in the case of the brewery, by a telephone exchange with associated car parking. A bus station was constructed on the west side of Curzon Street, at the south end of Mill Street, in the first half of the 20th century, but this has since been redeveloped and is now a retail unit with associated car parking.

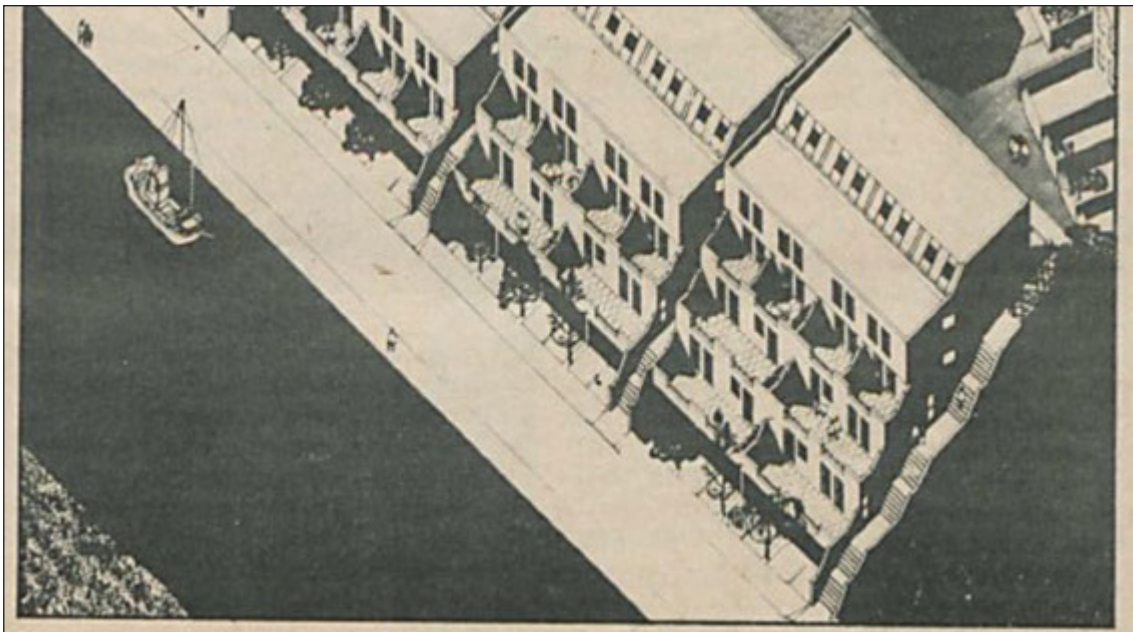


Figure 48: Drawing of proposed new housing on Well Lane, 1970 (reproduced by kind permission of Napper Architects Ltd)

The relative low level of development in the 20th century within the boundary of the Conservation Area, and the lack of demand by national retail chains for premises, has meant that the historic fabric is largely intact, and there are numerous independent retailers particularly along Senhouse Street, which means that the town has retained its character. It has been suggested that if the town had been more prosperous in the 20th century, this historic character may not have survived to the degree it now does.¹⁶⁴

Some of the rear plots behind the street frontages within the study area, which from the second half of the 19th century to well into the second half of the 20th century, were occupied by yard / court housing, had largely been cleared of these dwellings

by the 1970s, with new accommodation having been provided in the form of blocks of flats which do not necessarily reflect the traditional architectural form. It is possible, however, that some historic buildings may continue to survive; during the fieldwork in March/April 2021 a two-storey range, built in uncoursed sandstone, was observed in the rear plots behind Nos. 61 to 71 Eaglesfield Street¹⁶⁵ (Figure 52). There is evidence in the north facing elevation (the only side which could be observed) for windows at first-floor level, with some possible infilled windows to the western side, and an archway at ground-floor level with brick head. The large-scale Ordnance Survey plan published in 1866 shows this range divided into six units (see Figure 27), suggesting it may have served as small dwellings. Its survival may be due to it having been utilised for storage, as large openings were noted to have been inserted. The survival of this apparent former range of small houses is a recognition that some of the rear plots behind the street frontages could still contain evidence for the utilisation of these spaces historically for domestic and/or commercial purposes.



Figure 49: The Well Lane development as seen from the opposite side of the River Ellen (© Historic England, photograph: Fiona Wooler, 2021)

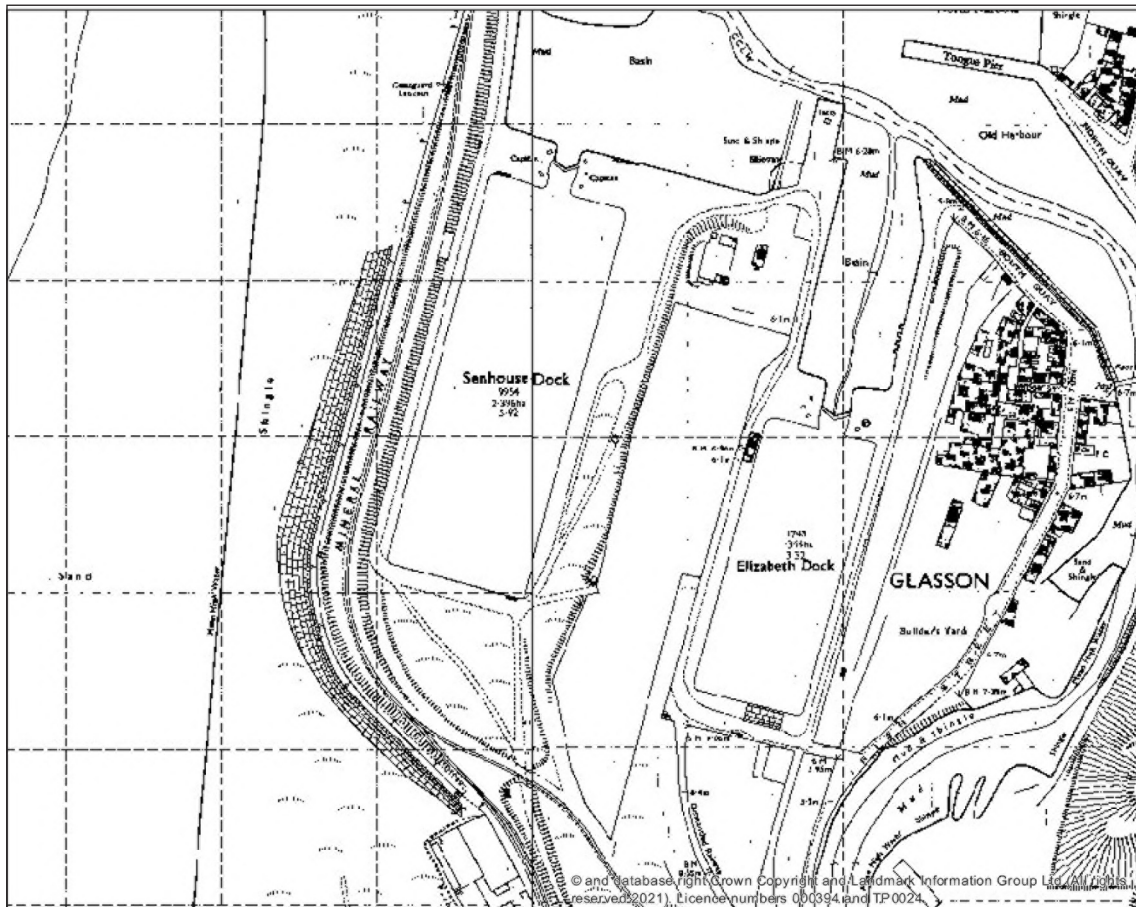


Figure 50: Detail from the 1:2500 Ordnance Survey Map published in 1970, showing the buildings on the west side of Irish Street at Glasson © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100024900



Figure 51: Aerial view of Maryport Docks, 2019 (34126_010, 2019 © Historic England Archive)



Figure 52: Former range of small houses to the rear of Nos. 61 to 71 Eaglesfield Street (© Historic England, photograph: Fiona Wooler, 2021)

CHARACTER ASSESSMENT OF THE HIGH STREET HERITAGE ACTION ZONE

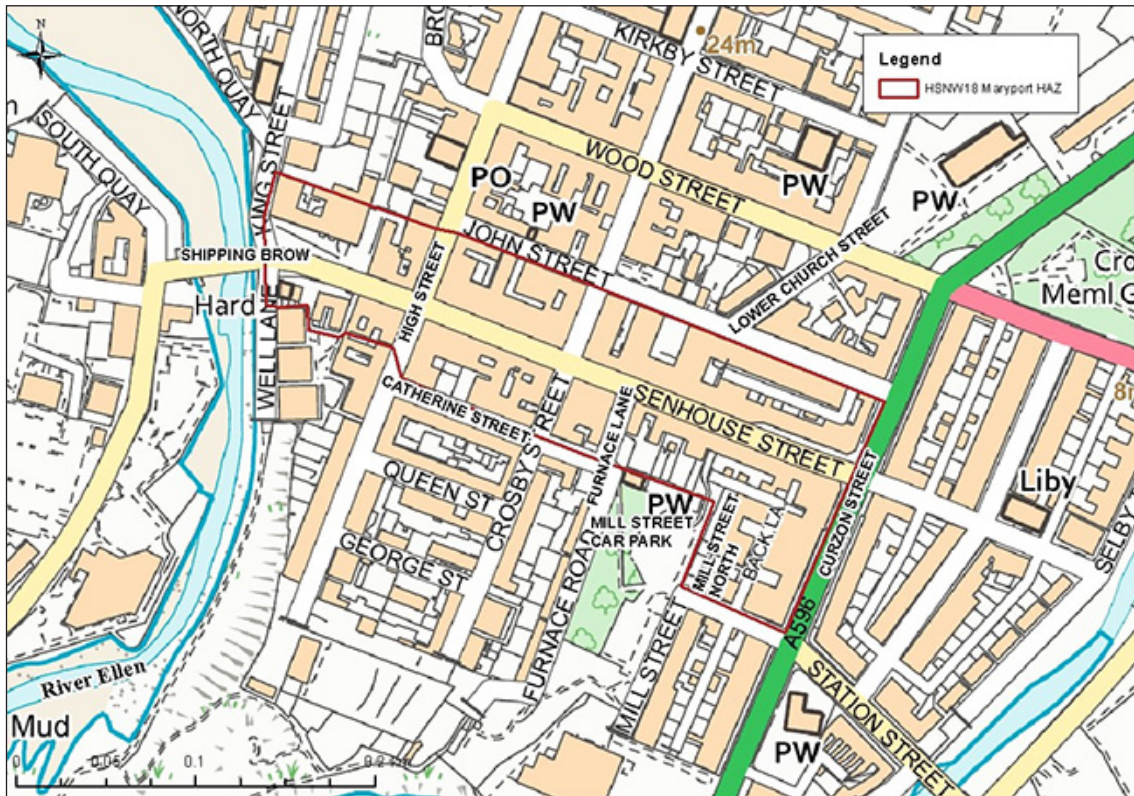


Figure 53: Map of HS-HAZ area assets © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100024900

The area covered by the High Street Heritage Action Zone consists principally of Senhouse Street, which extends from Shipping Brow in the north-west to Curzon Street to the south-east. It also includes the south side of John Street, which runs parallel to Senhouse Street to the north, and the north side of Catherine Street which runs parallel to Senhouse Street to the south. The zone also includes the southern end of King Street (east side); short sections of High Street and Crosby Street, where they cross Senhouse Street between John Street and Catherine Street; Furnace Lane; Curzon Street between the south-east end of John Street and Station Street, the north side of Station Street between Curzon Street and Mill Street; Back Lane and Mill Street North (Figures 53 and 54). This represents a relatively small portion of the overall study area but is at its centre (see Figure 1).

The following is based on a brief external inspection only of each of the buildings within the HS-HAZ. It is possible that, although some of the buildings have been remodelled or had shopfronts modernised or replaced, historic fabric and/or floor plans may survive within the properties; this could not be confirmed at the time of the fieldwork as internal access was beyond the scope of this project. A gazetteer of each of the buildings within the HS-HAZ, including a photograph and any relevant

documentary references, is provided in Appendix 2.



Figure 54: Aerial view of the High Street Heritage Action Zone, with Senhouse Street visible as the long linear street in the centre (34126_011, 2019 © Historic England Archive)

Senhouse Street

Senhouse Street is the principal shopping street in the modern town of Maryport. It contains numerous individual commercial buildings including shops, cafes, public houses and banks. The street, which is named after the historic landowners, was not laid out in its current form in one go but grew in several phases as the town developed. The earliest section is Shipping Brow which is between the harbour and the junction with High Street. By c 1756, Senhouse Street was laid out as far as Furnace Lane, although only fully built upon on Shipping Brow and along part of its south side from High Street (*see* Figure 8). Mitchells Plan of Maryport, published in 1834, shows Senhouse Street as built upon on both sides as far as Furnace Lane, with some further structures present on the site of what is now possibly Nos. 67 to 77. The remainder of Senhouse Street to the Mill Race was, at this date, gardens. It was not until the 1870s and 1880s that Senhouse Street was extended eastwards to the newly created Curzon Street.

Historically, Senhouse Street appears to always have been one of the principal streets for commercial activity in the town, as indicated by trade directories, old photographs and Census records. It retains its historic character of continuous, back-of-pavement, frontages on both side of the street with rooflines parallel to the road, and the varying heights and widths of the built form reflecting the historic

needs and requirements of the owners of the individual plots.

Shipping Brow (Nos. 1 to 22 Senhouse Street) (Figure 55)

Information from documentary sources indicates that Shipping Brow, which forms the north-west end of Senhouse Street between the harbour and High Street, was the location of the earliest development in Maryport. The farmhouse variously known as Valentia, Ellenfoot House or Maryport House, with its associated outhouses, was situated where the Golden Lion Hotel now stands and is believed to date from 1719 (evidenced by a date stone). The earliest available maps to show the first areas of development of the town, which date to the mid-18th century, indicate that Shipping Brow was an important part of Maryport as it was the point where access was provided to the harbour, and its origins might be earlier than the first buildings there.



Figure 55: View looking east from the harbour showing Shipping Brow (© Historic England, photograph: Fiona Wooler, 2021)

Both of the two town plans dating to the mid-18th century (*see* Figures 8 and 10) show Shipping Brow as wider than the other streets in existence at this time, the map of c 1756 includes representations of buildings to each side of Shipping Brow, with the main elevations facing inwards, and the area itself is labelled as a 'Market Place' which may provide some indication as to why it is wider. This mapping also suggests that the form that Shipping Brow now takes is a continuation of its original plan, with buildings at the southern end of King Street forming the north-west corner, the earliest grant of land forming the south-west corner (the site of the Maritime Museum, historically the Queens Head Inn), and the narrowing of the street starting at the point where the Golden Lion Hotel is situated, close to the top of the Hill (or brow). Shipping Brow is now characterised by commercial and residential buildings in continuous rows to the north and south. The built form

varies in width and height, largely due to the rise in ground level from west to east.

The north side of Shipping Brow, between King Street and the Golden Lion Hotel, is now lined with six buildings. On the corner with King Street is No. 2, which returns as No. 13 King Street, and this was the site of the first house to have been built following the granting of land to William Currey in 1749. The building that stands today is three storeys high, and historically had been the Sloop Inn as well as a Chandler's Shop. Historical images (for example Figure 15) suggests that the building that now stands may be a rebuild, possibly of the mid-19th century. Immediately to the east of No. 2 is a gap where Nos. 4-6, which was also a public house, known in 1873 as the Sportsman, formerly stood. Historic images, including a painting of 1955 by the well-known artist L S Lowry, indicate this building shared the same ridgeline as No. 8 (which still exists), but the building appears to have been demolished by 1956.

No. 8 Senhouse Street is a two-storeyed house, with symmetrical main elevation, with an extension on its west side that may incorporate elements of a building which formerly stood to the west which has otherwise been demolished. This house is listed at Grade II and, according to the list description, has 18th-century origins. Adjoining this house to the east are two further dwellings – Nos. 10 and 12 – which are both are of the same construction and are four storeys high. The west wall of No. 10 projects over the east end of the roof of No. 8 which suggests that they post-date No. 8. The next building along is No. 14, which is at a higher level (due to the rise in the ground from west to east), but might be contemporary with Nos. 10 and 12. The window styles are the same, however a photograph taken in 1956 shows that Nos. 10 to 14 all had modern windows at that date, so the fenestration that now exists in all these buildings is not original but might be indicative of the earlier form. No. 16 also rises to four storeys, and is currently The Middle Tap public house, formerly the Board Vaults. This is also a Grade II listed building, attributed to the early 19th century. It is clear that originally this building extended further to the east as indicated by the angled stump of a wall and two buttresses against the east elevation; the adjoining property (No. 18), which appears to have been separated from The Middle Tap by a passageway, was seemingly demolished sometime after 1961.

The Golden Lion Hotel is the first building on the north side of Shipping Brow to be located 'back of pavement'. As already referred to above, this was the site of a farmhouse and outbuildings in the early 18th century, but the present edifice may date from the late 18th or early 19th century. This is an important building in Maryport, being one of two principal inns in the early 19th century, and one which has survived through to the present day. There is evidence from historic photographs that the current Senhouse Street frontage has been remodelled in the 20th century. Adjoining the Golden Lion Hotel to the east are Nos. 20 and 22, which now appear to form one property (formerly Bubbles Bistro), but historically were seemingly separate as suggested by historic map evidence, and the difference in fenestration. This combined building, along with another apparent separate three-storey structure on High Street, is a prominent structure on the corner of Senhouse

Street and High Street, but at the time of the fieldwork was vacant, certainly at ground-floor level in the retail unit.

The south side of Shipping Brow comprises Nos. 1 to 19 Senhouse Street. No. 1 now houses the Maritime Museum but was formerly the Queens Head Hotel, and the location of the first grant of land in 1749. This is a three-storeyed building and one with No. 3 to its eastern side. The building has recently been the subject of an Heritage Asset Statement¹⁶⁶ which concluded that it dates from the second half of the 18th century, but was partly rebuilt in 1882 (the date generally given for the 'rebuilding' of the structure); this rebuilding was confined to the south gable which now features exposed quarry-faced sandstone and a mosaic portrait of Queen Victoria. No. 3 Senhouse Street is of the same construction phase, and bears the same muted architectural detailing, suggesting it was also built in the second half of the 18th century.

There is then a gap between No. 3 Senhouse Street and The Lifeboat Inn; this appears to have formerly been occupied by three-storey housing (demolished in the mid-20th century), set at a slightly lower level than The Lifeboat Inn which was situated to its eastern side. The Lifeboat Inn itself is a two-storey Grade II listed building which dates from the 18th century. No. 13 which adjoins The Lifeboat Inn on its east side, is also Grade II listed, and dates from the early 19th century. This is a three-storeyed building which has a shopfront at ground-floor level, with two windows to both the first and second floors; these windows have chamfered reveals which are similar to those at Nos. 1-3 Senhouse Street, suggesting a similar date of construction.

No. 15 Senhouse Street is located on the corner of Shipping Brow and Well Lane. The Jacksons describe this as "the third oldest building in the town"¹⁶⁷, although it is unclear if this included the building which stood on the site of the Golden Lion Hotel. This building appears to have operated as a commercial concern at ground level with residential accommodation provided above, a common feature of properties along Senhouse Street, as well as other streets in the town. It was converted to residential flats in the middle of the 20th century.

To the east of No. 15 is a two-storeyed building, now seemingly in use as a dwelling (No. 17), but historically it has been used for commercial purposes and therefore it is likely that the current frontage is modified, in particular the ground-floor window is set slightly higher than would be expected. The next building, which is on the corner of Senhouse Street and High Street (No. 19 Senhouse Street), may be of 20th century construction. It is a two-storeyed building which extends along High Street, but historic photographs and mapping suggests that different structures occupied this site in the 19th century. An historic view of High Street from c 1900 indicates that a three-storey house may have occupied site of the High Street part of this building (Figure 56).

On the south-east corner of Senhouse Street and High Street is the Town Hall (Figure 57). This is a prominent building in Maryport, one of two key buildings

within the Conservation Area at this end of Senhouse Street which includes the former Carlton Cinema on the opposite corner. Previous published sources have indicated that the Town Hall was built in 1890, but a recent Heritage Asset Statement has concluded that the building actually dates to the 1830s, built as the Cumberland Union Bank, with part of the building being handed over to the Maryport Savings Bank in c 1842. When the Cumberland Union Bank moved premises across the road in 1847 (into what later became the Carlton Cinema), the Town Hall was utilised for retail purposes, although no evidence now survives of shopfronts. The date 1890, to which the construction of the Town Hall had previously been attributed, actually appears to refer to the modification of the building for use by the Board of Trustees (who acted as the Town Council), when part of the Senhouse Street elevation was rebuilt. The various changes in the evolution of this building since the 1830s would explain the different architectural elements which are now present. The High Street elevation, and the first floor of the Senhouse Street elevation, are Italianate in style, which would fit with the 1830s. To the east end of the Senhouse Street elevation there are two former doorways and a large window between at ground-floor level which are believed to date to the conversion of part of the building to the Saving Bank in c 1842. The remainder of the Senhouse Street elevation dates to the conversion of the building to a Town Hall in 1890.¹⁶⁸



Figure 56: Historic view of High Street, looking north, showing the junction with Senhouse Street c 1900 (reproduced by kind permission of Carlisle Library Cumbria Image Bank Ref: ct07275)

On the opposite side of the road from the Town Hall, on the north-east corner of Senhouse Street and High Street, is the former Carlton Cinema (Figure 58). This building, as mentioned above, was seemingly constructed in c 1847 to serve as the

Cumberland Union Bank. Prior to this date, this plot had been partly undeveloped, although some small structures are present on Mitchell's plan of 1834. William Russell's reminiscences of old Maryport, given in a lecture in 1896, refer to this being the site of the York City and District Bank which stood on the site of a blacksmiths shop, barber's shop and public bake house, but also a "large yard where pigs were kept..it was no wonder there was a bad smell in the bank".¹⁶⁹ The building that was built in c 1847 (it is included in Mannix and Whellan's trade directory of that year) is a prominent building in the town, described as 'cheerfully ignorant Italianate, with alternately blocked columns'.¹⁷⁰ The original main entrance was probably on High Street, although there was another entrance in the Senhouse Street elevation. This conversion to a cinema in the 1930s included the construction of an extension along High Street, involving the demolition of approximately four buildings including one which had served as the Ship Inn.¹⁷¹



Figures 57: The Town Hall on the south-east corner of Senhouse Street and High Street (© Historic England, photograph: Fiona Wooler, 2021)

Senhouse Street (north side, Nos. 28 to 50, between High Street and Crosby Street)

Immediately to the east of the former Carlton Cinema is No. 28 Senhouse Street, a three-storeyed property (with cellar) which is currently vacant. Historically this building was utilised as a grocer's and a confectioner's shops, and still retains painted signage for 'Ogni's Ices' high up on the east elevation. A recent report by Allerdale Borough Council, who now own the building, states that the building has been derelict and unsightly for a number of years and has been largely gutted internally. The existing shopfront and first and second floor windows are not historic; a photograph of the shop in c 1900, when it was occupied by Collins and

Son, shows a different frontage, with evidence of a cellar.¹⁷²

Several different properties follow, of varying heights and frontages, which at the time of survey were occupied by Ellis Bros. Ltd (hardware, DIY, bathrooms, plumbing and tiling etc); these incorporate Nos. 30 to 32, 34 to 36, No.38 and No.40 Senhouse Street. The first building, Nos. 30 to 32 (formerly two separate shops), is a low two-storeyed building with a modern shopfront and inserted canted bay window at first floor level. A doorway to the west side of the elevation appears to provide access to a first-floor flat. This property contrasts with its neighbour, Nos. 34 to 36, which is three storey high and has decorative architectural elements in the form of tripartite windows at first and second-floor level (all now blocked up) with moulded surrounds, triangular pediments supported by console brackets to the first floor, hoodmoulds, and a cornice. The shopfront of this property is of apparent 20th-century date, possibly inserted when Ellis Bros. combined two shops into one in the 1950s. The next building is No. 38, which is also currently occupied by Ellis Bros. This is also a three-storeyed building but is slightly lower in height to Nos. 34-36 (suggesting it was not constructed at the same time) and has a narrow frontage with modern shopfront. The first-floor windows have decorative lintels with floral motifs and unusual sloping sills. The second-floor windows are two over two sashes with plain lintels, below a decorative cornice.



Figure 58: The former Carlton Cinema (built as a bank c 1847) on the north-east corner of Senhouse Street and High Street (© Historic England, photograph: Fiona Wooler, 2021)

The last property to be occupied by Ellis Bros. is No. 40, although this appears to be part of a modern rebuild which also included Nos. 42 to 44. Evidence of this rebuilding are the remains of a higher pitched gabled roof against the east elevation of No. 38, the stump of a wall immediately to the east of No. 44, and the lack of any evidence for chimney stacks. This new building has the two retail units at ground-floor level, currently Ellis Bros. in No. 40, and Ember Fires (interior was being renovated in March 2021), formerly The Fireplace Centre. At first-floor level, certainly over Nos. 42 to 44, there are two, two-bedroomed flats with access provided by the passageway doorway in No. 40 through to an external staircase at the rear.

No. 46 Senhouse Street is a low two-storeyed building with has a modern shopfront and access to the first-floor accommodation seemingly via a doorway to the left-hand side, although this is not an historic arrangement. A photograph taken in 1898, when it was occupied by Mackenzie's, shows a different shopfront with no additional doorways, and two over two sash windows (Figure 59).



Figure 59: 46 Senhouse Street in 1898 (CASC Ref: DCR 77A, reproduced by kind permission of Cumbria Archive Service)

On the north-west corner of Senhouse Street and Crosby Street is a former Midland Bank (originally the London City and Midland Bank Limited), which at the time of survey, in March 2021, was in use as a betting shop. This early 20th-century bank was constructed of red sandstone on the site of an earlier three-storeyed building (which is shown on historic photographs of Senhouse Street), and unusually for Maryport is not rendered, with architectural flourishes in the form of large arched windows to the ground floor with rusticated surrounds and plain keystones, a corner entrance with segmental pediment, channelled sandstone to the first floor with deeply recessed windows, decorative cornice and dormers and cupola to the

roof (Figure 60). The Senhouse Street frontage is of five bays, but it appears that originally it was only three. An early 20th-century photograph, reproduced in the Jacksons' publication *Maryport: Memories live longer than Dreams*, only shows the three bays, but the extension was seemingly built not long after as the detail is exactly the same, and the addition is not clearly evident in the physical fabric apart from some subtle vertical breaks in the sandstone between the second and third floor windows (when viewed from west to east). Building Control plans and elevations of 1924 exist for this extension, and show the use of the internal spaces. At this date, the basement (which housed the strong room), ground and first floors which seemingly belonged to the bank (including the upper floors of the adjacent shops on Crosby Street (Nos. 66 and 68)), with the second floor used as living accommodation for a caretaker.¹⁷³

Senhouse Street (south side, Nos. 27 to 55, between High Street and Crosby Street)

Beside the Town Hall on its Senhouse Street side, are Nos. 27 to 29, a low two-storeyed building, the ground floor of which is currently in use as a tea shop, but was previously a beauty salon (The High Brow). This was the building that was occupied by R Adair, Printers in the early 1900s, a photograph of which is reproduced as Figure 61. This historic image shows an earlier shopfront than the current one, although the first-floor fenestration is the same. This part of Senhouse Street was developed in the second half of the 18th century, but it is unclear if this building was erected at this time or in the early 19th century.



Figure 60: Undated photograph (early 20th century) of 'Mitchell's Corner', the junction of Senhouse Street and Crosby Street looking north (reproduced by kind permission of Carlisle Library Cumbria Image Bank Ref. ct50327)

Another former bank stands on the site of Nos. 31 to 33 Senhouse Street. This served as the premises of the Whitehaven Joint Stock Bank, which opened a branch

in Maryport in the 1840s, although no such bank is listed in a trade directory of 1856. Ordnance Survey evidence suggests that this building became a bank between 1866 and 1900, and it was certainly listed in a directory of 1882. It is a three-storeyed building with a channelled, stuccoed ground floor topped by a moulded string course, with a doorway on the east side of the elevation and two windows with keystone detailing. The upper windows have the same architectural embellishment to their heads, while the second-floor windows are smaller in size. There is a decorative eaves cornice, and chimney stacks at each end of the gabled roof.

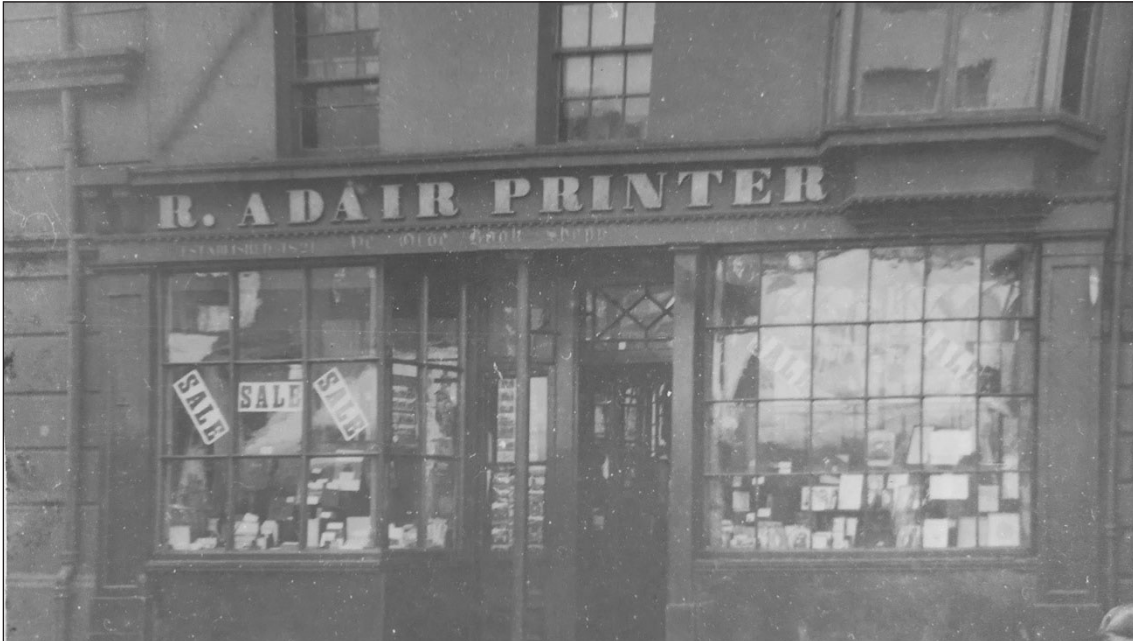


Figure 61: Early 1900s view of R Adair's shop at 27 to 29 Senhouse Street (CACC Ref: DCR 76G, reproduced by kind permission of Cumbria Archive Service)

The variation in height and scale of buildings along Senhouse Street is further emphasised by the next building, No. 35, and the two adjoining buildings Nos. 37 and 39. No. 35, which is thought to have been built in the 18th century, is two storeys in height, although it might originally have been of three storeys, with a narrow frontage. There is a retail unit at ground-floor level which along, with the entrance, extends the full length of the front. The shopfront comprises a large, single-pane window with decorative elements including three colonnettes with moulded finials, pilasters, moulded plinth and barley-sugar twist detail above the openings. This shopfront is shown on an historic photograph of c 1900.¹⁷⁴ The first-floor windows have moulded surrounds with arched heads, and there is a heavy eaves cornice above which seems out of proportion with the narrow elevation.

Nos. 37 and 39, although comprising two separate shops with apparent residential accommodation above, appear to have been constructed at the same time because they share the same window form at first and second-floor level, the same relatively

plain cornice running across the top of both elevations, the same kneelers at each end of the elevation, and similar chimney stacks at each end of the ridgeline. No. 37 currently contains a florist's shop on the ground floor, although the existing shopfront is modern. No. 39 has a tea-room on the ground floor; this has a shopfront that includes a doorway to the east side which provides access to a passageway. Historically, this building had a rear yard which contained a Sail Room that was seemingly utilised in the early 19th century by Baptists as a place of worship prior to a church being constructed on High Street in 1834.¹⁷⁵

A further three-storey building adjoins No. 39 to its eastern side but is slightly lower in height. This is the Maryport Labour Club (Nos. 41 to 43), which historically was two separate concerns which were amalgamated when it became the Coffee Tavern, possibly around 1900. The current shopfront has three windows with a large doorway at the western end which might originally (or historically) have been a passageway, as the Ordnance Survey map published in 1866 appears to show a passage at this location. The openings of the shopfront are defined by pilasters with decorative capitals, and there is a continuous cornice which has a thin band of dog-tooth moulding supported by a row of regularly spaced corbels.

Nos. 45 to 47 Senhouse Street is another three-storeyed building but is taller than its adjoining neighbour on the north-western side. Historically, this was two retail units at ground-floor level, but these were amalgamated when there was a change of use to a café, and it continues to operate as one unit today (Tidal Reach Gallery). The current shopfronts retain historic elements, for example recessed doorways, and the first and second-floor windows retain their mullions and decorative hoodmoulds, with moulded sill brackets present beneath the second-floor openings, and additional moulded brackets supporting the guttering. Access to the first floor presumably is now provided within the shop unit, as there is no separate access from Senhouse Street. There is some evidence that this building may post-date those immediately to the north-west and south-east: the gables appear to slightly overlap the adjoining structures whose chimney stacks appear to have been heightened, possibly when Nos. 45 to 47 was constructed. This building, or an earlier one on the site, with a garden that extending to Catherine Street might be shown on Mitchell's plan of 1834 and it occupied a larger plot than each of the four structures to the south-east.

Completing this section of Senhouse Street, as far as its junction with Crosby Street, are what were historically four small properties of single-phased construction (they share the same ridgeline), and seem to be shown on Mitchell's plan of 1834 complete with the passageway which still exists to the south-east side of No. 49. This range, which encompasses Nos. 49 to 55, is low in height and is of two storeys. No. 49 currently has an Optician's shop on the ground floor with a residential flat above it, apparently reached from the passageway to its south-east side. This passageway also affords access to the rear of No. 51, which also has a ground-floor retail unit and a residential flat above which is reached from an external metal staircase to the rear. Modern sales particulars indicate that the flat over No. 51 was set over two floors, utilising the attic space, as also appears to be the case over No.

49. Nos. 53 and 55 are now one retail unit at ground floor (A. F. Norman, Chemist) but was historically two separate concerns. The two were amalgamated when Alfred Briggs, a chemist, acquired the properties in the middle of the 20th century. Access to at least part of the first-floor residential accommodation appears to be provided by a doorway on the north-west side of No. 53. The current Chemist's shop now extends around the corner onto Crosby Street; the frontage onto Crosby Street appears to be modified, with the loss of a passageway doorway which is shown on the Ordnance Survey map of 1866, and the apparent incorporation of another building on Crosby Street into the shop.

Senhouse Street (north side, Nos. 52 and 104, between Crosby Street and Curzon Street)

This section is a long, uninterrupted part of Senhouse Street (apart from a gap site at Nos. 64 to 66) which contains buildings of varying height and style until the point where the Empire Theatre is reached, after which the character changes to one of a long terrace of similar properties of single-phase construction (from No. 74 onwards).

No. 52 Senhouse Street (also No. 81 Crosby Street) is a two-storeyed building which extends further along Senhouse Street to incorporate No. 54, although they were historically, and still are, separate concerns. The current shopfront for Ma's Pantry (although under internal alteration in April 2021 and possibly renamed), which currently occupies No. 52 Senhouse Street is on the corner and has an unusual balcony-style detail above with balustrade and large ball finials. The first-floor windows on Senhouse Street have moulded architraves, projecting heads and plain sills, although the Crosby Street windows surrounds are more muted with chamfered reveals. In the Crosby Street elevation, there is a doorway which provides access to the first-floor residential accommodation, and the presence of dormer windows indicates that the attic space has also been utilised. Cartographic evidence shows that this plot was occupied in 1834, but the site of No. 54 Senhouse Street was vacant. The architectural detailing is the same at No. 52 Senhouse Street/81 Crosby Street and No. 54 Senhouse Street, therefore it is possible that the whole range was constructed in the mid-19th century, or No. 52 Senhouse Street was modified when No. 54 Senhouse Street was added. Evidence from historic photographs of this part of Senhouse Street, referred to as Mitchell's Corner, suggests, however, that the detailing in the shopfronts, including the balcony detail above the corner doorway, may be modern replications of earlier features, although this has not been confirmed in documentary sources (Figure 60).

The adjoining property of No. 54, as already noted, has the same architectural features in the form of moulded first-floor window architraves, moulded window heads, dentilled cornice and alternating quoins, indicating that it was either constructed or redeveloped at the same time. Mitchell's plan of 1834 appears to show this as a gap site, but one which had been built upon by 1866. Although there is clearly a physical relationship between Nos. 54 and 52, No. 54 is currently occupied by a separate business. There is no evidence for access to the first floor

from the front elevation of No. 54, which may indicate that access is via the doorway in No. 81 Crosby Street.

No. 56 Senhouse Street is a small two-storey structure which unusually has a gabled elevation facing onto the street. Its small size, in relation to other buildings along this main thoroughfare, might suggest late infilling of a gap site, although historic mapping suggests that it was developed in the 19th century. The ground floor is currently in use as a retail unit, with a modern shopfront with recessed entrance (so might possibly have some elements of an earlier shopfront). There is a first-floor window with plain stone surround. Access to the upper floor is presumably from within the shop.

Next along the north side of Senhouse Street is No. 58, a three-storeyed, two-bay building which has a retail unit on the ground floor and residential accommodation on the first and second floors, access to which is via a separate doorway to the right of the shop. The access doorway and first and second-floor windows have plain stone surrounds, with slightly projecting sills. There is physical evidence in the fabric of the building that this structure originally extended further to the south-east, but part of the building was removed to make way for a Woolworths store, built in about 1935. This physical evidence consists only of one line of alternating quoins to the north-west side of the main elevation which are lacking on the south-east side.

The former Woolworths, Nos. 60 to 62, was more recently occupied by The Original Factory Shop (although it had closed down by March 2021). It bears the typical characteristics of a purpose-built 1930s Woolworths store, although it is a relatively small example. This is only one of a few national chain stores to have had a presence on Maryport's high street, and even today the only other examples within the HS-HAZ area Heron Foods and Greggs Bakery, the majority of the rest being local independent retailers.

Adjacent to the former Woolworths store is a gap site which was formerly occupied by No. 64, a building that was still in existence in the 1970s. The nature of the lost building is unclear, although a photograph dating to c 1940s, in which the building is only partly visible, shows that it was a two-storeys high (Figure 62). This site currently has a Roman-style mosaic set into a shaped and recessed wall of 2014, and a recently installed model of a boat.

No. 66 Senhouse Street is a two-storeyed building which has had a completely modified frontage, with a modern shopfront relating to its current use as a takeaway restaurant and a modern first-floor window. The only apparent historical detail which survives are the moulded gutter brackets. It is possible that No. 66 is part of the same build unit as No. 68, as the roof line appears to be on the same alignment and the single chimney stack might have been shared between the two, although this could not be confirmed from an external assessment. No. 68 is also two storeys high and might be part of the same construction phase with No. 66, but the main elevation is quite different. The current shopfront extends onto No. 70, indicating

that the two were amalgamated at some point to form a single ground-floor retail unit. A doorway on the western side of No. 68 may provide access to the first floor. The first-floor window of No. 68 has a mullion separating the two lights, key blocks above each and a moulded lintel supported by brackets. As with No. 66, there is a vertical feature on the main elevation in the form of a pilaster, a similar example is present on No. 70. This may indicate a single-phase of construction for this group of three buildings (Nos. 66 to 70), or a phase of modification. The front of No. 70, however, is slightly higher than its neighbour, and has different fenestration, in this case with first and second floor windows, compared to the two-storeys of No. 68.



Figure 62: Undated (c 1940s) photograph of Senhouse Street showing the Woolworths building on the left (reproduced by kind permission of Maryport Maritime Museum)

The Empire Theatre is at No. 72 Senhouse Street; the theatre was constructed in 1911 on a site which was seemingly remained open throughout the 19th century and appears to have been gardens belonging with properties on John Street. The theatre building extends rearwards to John Street, with the earlier structures on John Street having been demolished to make way for the fly tower. The theatre is of machine-manufactured brick laid in English Garden Wall bond but interrupted by regularly spaced courses of sandstone. The first floor has a large central window with a moulded and lugged surround, key block and sandstone entablature above inscribed with 'EMPIRE THEATRE'. Above is a segmental pediment which bears the date '1911' in the tympanum. Originally a canopy extended from the frontage, but this has been removed and the ground floor now accommodates two shops.



Figure 63: North side of Senhouse Street, part of Nos. 74 to 86 (© Historic England, photograph: Fiona Wooler, 2021)

At this point the built character of Senhouse Street changes as terraces of buildings constructed as a single building campaign dominate. Nos. 74 to 86 Senhouse Street is of one such (Figure 63), constructed after 1866 on previously undeveloped land. This terrace of six properties is constructed of rock-faced red sandstone blocks, quite different from the earlier rendered buildings in the town, with architectural detailing in the form of moulded gutter brackets and finialed dormers. The terrace is two and a half storeys high, and there is no external evidence of cellars (it is known that some near contemporary buildings on the opposite side of the street have cellars). The terrace has lost its uniformity and only Nos. 74 and 84 have large canted-bay first-floor windows at first floor level. Those properties which are now occupied by Heron Foods (Nos. 76 to 82A) have a modern, unsympathetic ground-floor shopfront with altered windows to the first floor, presumably to light an office or staff area, and blocked dormers. Only two of the properties in this terrace have access to the first-floor residential areas from Senhouse Street itself (Nos. 74 and 84), although access to the upper floors may now be possible from the back lane which is located between Senhouse Street and John Street. The last property in the terrace, No. 86 (which is currently occupied by Wong's Chinese takeaway), has different first-floor windows from those to the north-west (although the dormers are the same), and there is a clear construction break between this building and the

adjoining No. 88. Interestingly, No. 86 is set on an angle which reflects the earlier layout of Senhouse Street prior to this part of the road being developed (it is also located over the culverted mill race). The back lane between Senhouse Street and John Street, which runs behind Nos. 78 and 104 Senhouse Street, allows the rear of these properties to be observed. From here it was possible to see that the properties occupied by Heron Foods appear to have been the subject of modification and extension in modern brickwork.

A further terrace on the north side of Senhouse Street comprises Nos. 88 to 104, but also continues around the corner and includes Nos. 14 to 20 Curzon Street. The downward slope from west to east means that the roof heights of this terrace along Senhouse Street becomes lower towards Curzon Street. As with Nos. 74 to 86, this terrace is also constructed of rock-faced sandstone with retail units now at ground-floor level and residential (or offices in some cases) accommodation above and although some of the shopfronts seem early, it's not certain that all, if any, were intended to accommodate this function. All originally had two-light mullioned first-floor windows (the mullions at Nos. 98 and 102 have been removed), with chamfered and stopped ashlar surrounds, and on the Curzon Street return these are also to be found on the ground floor. All also had gabled dormers with timber barge boards and finials (removed and replaced at No. 102).



Figure 64: No. 104 Senhouse Street c 1896 (CASC Ref. DCR 77F, reproduced by kind permission of Cumbria Archive Service)



Figure 65: Rear of Nos. 90 to 104 Senhouse Street as seen from back lane (© Historic England, photograph: Fiona Wooler, 2021)

The first property in this terrace is No. 88, which is currently in use as a charity shop. Although this is part of the single-phase terrace which extend along the north side of Senhouse Street and onto Curzon Street, it is slightly different in that its higher roof is hipped to the south east in contrast to the gables of the other units which project above their neighbours. This might be due to the slightly awkward site on which it was constructed – built adjacent to a building on an angle to respect the earlier street layout, and also due to the fall in ground level to the east. Although the roof form is different, the first-floor and dormer windows are of the same as the rest of the terrace. Figure 64 is an historic image of No. 104 when the shop unit was occupied by J J Gardiner, who sold and maintained bicycles.

The chimney stacks of this terrace are of brick, although some of the sides which face onto Senhouse Street have been clad with rock-faced sandstone, presumably for aesthetic purposes. The rear of this terrace is also of sandstone blocks but they are not rock-faced, presumably for reasons of economy (Figure 65). The windows and doorways are also of a different form, with plain sandstone lintels and sills and brick reveals. In some cases, it appears that the original slender glazing bars of the windows survive, and to the rear of No. 96 there is an arched window which might have lit a stairwell between the first and second floors. Originally, it appears, from cartographic evidence, that the rear of all of these terraced properties between Nos. 74 and 104 Senhouse Street had small back yards with possibly outside WCs; these spaces have now been altered in some cases to provide car parking, with any original rear yard walls mostly removed, or buildings have been extended into these spaces.

Senhouse Street (south side, Nos. 57 to 65, between Crosby Street and Furnace Lane)

This is a short section between Crosby Street to the north-west and Furnace Lane to the south-east. Nos. 57 to 59 are now one building, although the Jacksons state that it is on the site of two earlier structures but the whole plot was redeveloped and the current building erected in their place, although they do not give a date for this. The plot was certainly occupied by one building in 1834, as was the case in 1866 and 1900. This is an imposing three-storeyed structure which bears a wealth of architectural detail on its Senhouse Street and Crosby Street elevations including tripartite windows, pilasters and pediments. It is possible that originally the main entrance may have been on the corner, as is seen in some other corner buildings, but it now to be found in the Senhouse Street elevation. Large windows at first-floor level may indicate that the property was built for commercial purposes, but it is unclear if it was constructed to serve as a retail store, a function it certainly had by the 1880s.

Nos. 61 to 63 Senhouse Street are now occupied by The Thomas Henry public house, formerly the Crown Inn (at No. 61). Originally these were two separate properties, with No. 61 seemingly being the older of the two. This is a low two-storeyed building which housed Maryport Co-operative in 1858, and then became the Crown Inn. The current frontage at ground-floor level is not historic; a photograph of the pub taken in the late 19th or early 20th century, when Thomas Irving was the occupier, shows a very different elevation with a passage entrance to the north-west side. The public house expanded into the adjoining No. 63 in the 1980s to create a much larger establishment. No. 63 is completely different in scale from No. 61, being three storeys high with modern windows to the ground floor, and a doorway to the left-hand side. The first floor has two, two-light windows with mullions and shallow, segmental-arched heads, with the second floor being single lights with the same arched head. These window heads are similar in style to those seen in terraces which were constructed in the second half of the 19th century on the north side of Senhouse Street (south-east end). It is unclear, however, if this could represent a modification to the frontage at a similar date, or if the building

itself dates from this period.

On the corner of Senhouse Street and Furnace Lane is No. 65, a building of three storeys which currently has a retail unit on the ground floor and residential accommodation above. Historically it was used as a beer house; it was the Shakespeare Tavern in 1883, and known as The Shakespeare Inn by 1914, then becoming one of the managed houses owned by the Carlisle and District State Management Scheme. This large corner property has an altered shopfront on Senhouse Street, but the first and second-floor windows, all of which have plain surrounds, are historic, with at least one which faces onto Furnace Lane having been infilled. The two doorways on Furnace Lane provide access to the first-floor flat and there is a passageway which provides access to the rear.

Senhouse Street (south side, Nos. 67 to 121, between Furnace Lane and Curzon Street)

No. 67 Senhouse Street is situated on the eastern corner with Furnace Lane. This plot, along with several more heading in a south-easterly direction down Senhouse Street, was occupied in 1834 and deeds relating to Nos. 67 and 69 refer to the lease and release of land in 1775 and houses being in existence by 1826. The Ordnance Survey map of 1866 appears to indicate that this was formerly two buildings, possibly with one having its frontage onto Furnace Lane. The main elevation of No. 67 faces Senhouse Street, although there is a blocked shopfront facing Furnace Lane. There are two windows in the Senhouse Street elevation, with plain surrounds, which are domestic in character, with a further two first-floor windows of the same form on Furnace Lane. There is also a recessed doorway in the Furnace Lane elevation, possibly an entrance to the southern of the two original properties.

Although No. 69 Senhouse Street is referred to in deeds along with No. 67, that building appears to have been demolished and replaced by a three-storeyed structure which is one of nine of single-phase construction along the south side of the street. This terrace, which consists of Nos. 69 to 85, was built in the second half of the 19th century on land which appears to have previously been used as gardens. The terrace is constructed of coursed blocks of rock-faced red sandstone, with ashlar used for the window surrounds and mouldings. Each of the properties has a retail unit at ground-floor level, although not necessarily an original feature, with the first and second floors providing residential accommodation. Each first floor has a large bay window with moulded sills and lintels, and slender glazing bars to the upper lights. The second-floor windows are set in a projection from the roof and have two lights with a square head; in some cases, the original slender, decorative glazing bars also still exist. The main elevation of each is also embellished with vertical pilasters which project up from the bay windows to the moulded cornice. Unlike the terrace on the opposite side of Senhouse Street, which was also constructed as a single building campaign, this terrace also has dormer windows to the rear. Information from the occupant of No. 75 indicates that the properties have cellars; this is confirmed outside this example by a pavement light but could not be confirmed for the rest of the terrace.

Of these nine properties which make up this terrace which was constructed in one phase, several have early shopfronts, although these all take different forms. The shopfront to No. 69 has slender colonettes defining the recessed entrance, large plate-glass windows, and a surround which has decorative pilasters and consoles. The same pilasters and consoles are present at No. 73, but the shopfront itself has a different form of window surround, with horizontal glazing bars and a decorative stained-glass upper light. The doorway to this shop is also recessed and is set to the right-hand side but might have been central to a longer shopfront, the right side of which has been remodelled. No. 75 has a central recessed doorway, with equally-sized, plate-glass windows to each side, defined by slender colonettes, with arched heads to the windows. This property has a separate doorway on its left-hand side. No. 79 bears signage for John Dixon and Son, watchmaker and jeweller, but that business has been closed for some time. It also retains some historic shopfront features such as the recessed doorway, glazing colonettes, canopy and wooden shutters. This property also has a separate doorway on its left-hand side which presumably provides access to first and second-floor accommodation. No. 81 also has a recessed doorway, which formerly had a mosaic floor with the name 'Easiaphit' (an historic national shoe shop chain), but this appears to have been removed or covered over.

No. 85 Senhouse Street, which completes this terrace, seemingly also, historically, had a retail unit on the ground floor, having been occupied by trades such as a milliner and a butcher, but in the second half of the 20th century, the ground floor was converted into a passageway to allow access from Senhouse Street to the Mill Street Car Park (Figure 66). The residential accommodation above, however, survives, with access possibly provided by external staircases to the rear of the property.

The next building along Senhouse Street, moving in a south-easterly direction, is a building which bears the date 1887 inscribed in its central entrance pediment and which is abutted by terraces on each side. This is a two-storeyed building, with attics, of rock-faced sandstone with ashlar dressings. Central to the elevation are two doorways, one to each retail unit or dwelling (if it was constructed purely as two houses), set beneath a decorative pediment. Each property has a two-light window with mullion and segmental pediment at first-floor level, and a dormer window to light the attic space.

No. 93 Senhouse Street is another individual building, not part of a terrace of single-phase construction. This two and a half-storeyed structure, which is set on an angle reflecting the earlier street pattern, is also of rock-faced red sandstone, characteristic of the late 19th-century built form on this high street. Building Control plans of 1896 show that this building was erected around this date, but it is referred to as a 'rebuilding', suggesting that it replaced or was a comprehensive remodelling of an earlier structure. These plans provide information on the original intended use of the building, with two shops on the ground floor and living accommodation on the first and second floors (no evidence of a cellar). The building as was constructed

now has a main elevation surmounted by a Dutch gable flanked by ball finials on piers which project above the eaves from pilaster strips. The elevation at ground-floor level is occupied by the shopfront of one retail unit and appears to be of early origin because the Building Control plans of 1896 and a photograph of c 1900 shows the same slender, curved glazing bars at the top of the windows, although a recessed doorway to the left-hand side of the shopfront has been removed and replaced with a window (Figure 67).



Figure 66: South side of Senhouse St (Nos. 69 to 85) (© Historic England, photograph: Fiona Wooler, 2021)

From this point on, there is another three-storeyed terrace which was built at the same time as a single building campaign that also extended onto Curzon Street as far as No. 38. As with other buildings of a similar date on Senhouse Street and Curzon Street, these are of rock-faced sandstone with plain stone surrounds for the openings, moulded gutter brackets, shallow-arched heads for the windows and dormers to the attics. Although this terrace appears to have been built in one phase, there are some subtle differences in the form of the first-floor window surrounds. All of the ground floors of this terrace along Senhouse Street contain shopfronts of varying dates, some of which have separate doorways to one side which provide access to the residential accommodation above. It is possible that they also have cellars, as the occupant at Nos. 105 and 107 has stated that there is a basement below, although there is now no external evidence. There have been

some modifications to some of the principal elevations of this terrace, in particular Nos. 105 to 107 where the attic dormers have been removed and replaced by a flat-roofed extension. Some dormer windows may also have been removed at Nos. 113 to 119, although it is possible that they were not an original feature. Several of these properties also have dormer windows to the rear. The rear plots of this terrace, as with those on the opposite side of Senhouse Street, appear to originally have been yards with small structures possibly privies and/or coal sheds. These yards were accessed by Back Lane via the north-west end of Station Street. The rear plots of this terrace are now largely used for car parking, with the back walls having been removed, although some spaces have been utilised for extensions to the buildings.



Figure 67: Proposed elevation for the rebuilding of No. 93 Senhouse Street in 1896 (CASC Ref. SUDM3 Box 1, reproduced by kind permission of Allerdale Borough Council)

King Street

King Street formed part of the earliest development of the town and is in the Down Street area at the base of the cliffs, and north of the River Ellen. It is believed to have been laid out in 1751-52, and historical trade directory and Census information indicates it contained a mixture of residential and commercial buildings. The character of the street had changed considerably since the mid-20th century, as the majority of the early structures have been demolished and replaced with modern housing, although early buildings do survive, particularly at its southern end.

King Street (south end, east side)

There are only three properties in King Street which are within the HS-HAZ area, Nos. 13 to 17, which are a continuation of buildings from the corner with Shipping Brow. King Street, along with Nelson Street (formerly Nelsons Lane), Strand Street, Shipping Brow, and part of Senhouse Street, are all shown on the c 1756 plan of Maryport (Figure 8), with the sites of Nos. 13 to 17 shown as built upon, although not necessarily with the buildings that stand today.

No. 13 King Street (also No. 2 Senhouse Street) appears to be a possible mid-19th-century rebuild on the site of one of the buildings which dated from the earliest phase of development in the mid-18th century. Adjoining this residential building is an apparent two-storeyed structure (No. 15), quite narrow in form, which might originally have been three storeys high, as suggested by the height of the west elevation, but also by historic photographs. No. 15 might have been built in the late 18th or early 19th century, as the site is possibly shown undeveloped in the mid-18th century. The Sailor's Return public house, No. 17 King Street, is labelled with that name on the Ordnance Survey map of 1866 (it is also listed in an 1829 trade directory, although might not necessarily be the same site). This building also appears to originally have been three storeys high, but the main, west-facing elevation was modified in the 20th century, possibly when it was owned by the Carlisle and District State Management Scheme (which operated between 1916 and 1971).

High Street

High Street might have much earlier origins than the mid-18th century planned town and possibly formed part of a Roman road from the fort to the River Ellen. It had certainly been laid out by c 1756 although the only area of development at this date was at its junction with Shipping Brow and Senhouse Street. Historically, High Street was a mixture of residential and small-scale commercial concerns, including shops, but the current character is mainly domestic. There is variety in the building heights along the length of High Street which is accentuated by the changes in ground level – the junction with Senhouse Street is at a dip and High Street rises from this point north and south to provide interesting views of the vernacular buildings along its length.

High Street (east side, Nos. 39 to 43, between Catherine Street and Senhouse Street)

The east side of High Street, south of Senhouse Street, has a modern two-storeyed dwelling on the corner with Catherine Street (No. 39 High Street); this property has a plaque on its High Street elevation which reads 'Maryport and District Civic Society Award 1994'. There is an entrance to this property from High Street, and another from Catherine Street, suggesting it was built to serve as two flats (Nos. 39 High Street/No. 2 Catherine Street). There is then a gap between No. 39 High

Street and No. 41, enough for car parking, indicating that earlier buildings have been removed, seemingly to facilitate the building of No. 39. It appears, however, that No. 41 is an historic structure but has had its main elevation facing onto High Street modified. An historic image (Figure 56) appears to show this building had a shopfront, with the interior of the shop being reached from a short set of external steps. At first-floor level there were formerly two sash windows, but these have been removed and replaced by a single, larger aperture which replicates that on the ground floor. An arched, possible stair, window is present in the south elevation of this building which might be an original feature as a passageway was present historically on this side which would have allowed the ingress of natural light.

Adjoining No.41 High Street to its north side is another two-storeyed building of the same height, although they do not appear to share the same ridgeline. This building (No. 43) also appears to have historically been a shop, as the historic image reproduced as Figure 56 shows a shopfront with a further doorway to the south of the elevation, reached by a short set of steps. A shopfront still survives, but seemingly is not all early, and the first-floor window has been modernised involving the removal of a window head. To the north side of the shopfront there is a possible doorway to a passage; a passageway is shown at this location on the Ordnance Survey map of 1866. The Town Hall, which has already been referred to, completes this section of High Street to Senhouse Street.

High Street (west side, Nos. 56 and 58)

No. 58 High Street appears be part of the same construction phase as No. 19 Senhouse Street and is therefore modern. This is a two-storeyed dwelling and its front door reached by steps, an unusual feature for a possible newbuild, which might suggest some earlier fabric may have been retained. No. 56, situated immediately to the south of No.58, might also be of modern construction as it is of the same height as No. 58 and No.19 Senhouse Street, with window and door surrounds of modern character.

High Street (east side, Senhouse Street to No.3 John Street)

As mentioned above, on the north-east corner of Senhouse Street and High Street stands the former Carlton Cinema. When this building was converted to a cinema from a bank in the 1930s, several buildings to its north side on High Street were demolished to be replaced by a new structure which housed the auditorium. The remaining buildings in this section are domestic and appear to be modern constructions on the site of earlier properties. No. 61 High Street is two storeys high and whilst it has a short set of steps to its front door (possibly replicating an earlier building), the character of the main elevation suggests it is relatively new. It also appears to be of the same construction phase as a number of dwellings which are present on the corner of High Street and John Street and extend down John Street as far as No. 11.

High Street (west side, Senhouse Street to No. 74 High Street)

Continuing along the west side of High Street from Nos. 20 and 22 Senhouse Street, is the Phoenix Tap public house, formerly The Broom Vaults (Grade II listed). This two-storeyed property, which may incorporate three separate buildings, dates from the early 19th century. There is a difference in the style of the ground-floor window surrounds compared with those at first-floor level, which suggests some modification to the frontage. The northern end of this elevation might have formerly been a separate shop, as suggested by the different frontage, but also the photograph on the NHLE website dating from 2006 appears to indicate a separate concern.

No.72 High Street, which adjoins the Phoenix Tap, is a narrow, three-storeyed building which has a former shopfront at ground level, with residential accommodation above. This is also a Grade II listed building, dating from the early 19th century. There is also evidence for former shopfronts in the next two buildings, Nos. 74 and 76 High Street (both of which are three storeys high), although that of No. 74 is less obvious, whilst No. 76 (just outside the HS-HAZ area) has two large arched windows with slender colonnettes and decorative spandrels beneath the fascia.

Crosby Street

Crosby Street is not shown on the Plan of Maryport of c 1756 (*see* Figure 8) but is shown as laid out and partly built upon by c 1765 (*see* Figure 9). As with High Street, historic trade directories indicate that this street also contained a mixture of residential and commercial properties, and whilst the number of commercial concerns has fallen, there are still some shops and businesses along its length, particularly north of Senhouse Street. Crosby Street was laid out parallel to High Street, therefore it has the same interesting views along its length, with the dip in the street being at its junction with Senhouse Street.

Crosby Street (west side, Nos. 62 and 64, south of Senhouse Street)

This short section of Crosby Street, which is located within the HS-HAZ area, comprises two houses, both of which are two storeys in height. No. 62 is known historically to have served as a retail unit, being, for example, a confectioner's and a butcher's shop. Any evidence for a shopfront, however, has been removed, and the openings that now exist consist of a doorway, and ground and first-floor domestic windows which are modern in character (although possibly in the locations of earlier ones). Adjoining to the north is No. 64 which might be of a different construction phase as suggested by the vertical band of stone between the two. No. 64 was also historically a retail unit, certainly at ground-floor level, having been the premises of a watchmaker and a general shopkeeper. The large ground-floor window of this property serves as physical evidence for this former use, with the doorway to its north side. No. 64 appears to be of the same unit of construction as the building to its north side, as indicated by the continuation of the horizontal band

of stone at eaves level. On the corner of the west side of Crosby Street and Senhouse Street is the chemist's that has already been described (Nos. 53 to 55 Senhouse Street).

Crosby Street (east side, Nos. 71 to 77, south of Senhouse Street)

This section of Crosby Street, which is located between Catherine Street to the south, and Senhouse Street to the north, comprises four separate properties of varying character. At the south end of this section is No. 71, a two-storeyed, end-of-terrace house with doorway reached from one step, one ground-floor window and two first-floor windows, all in plain stone surrounds. No. 73 does not appear to be of the same construction phase as No. 71, even though the eaves level is at the same. The ridge lines of each building are not the same, and No. 73 does not extend as far back as No. 71. No. 73 historically functioned as a retail unit at ground-floor level, up until at least the 1990s, however the frontage has since been modified with any shopfront having been removed and replaced by two domestic ground-floor windows. A hint of architectural detail is provided by a single kneeler at the north end of the Crosby Street elevation.

The next building is No. 75, which appears to have been in existence prior to the construction of No. 73 as suggested by the way the north end of No. 73 projects slightly over the roof of No. 75. This building was formerly part of the Prince Regent Inn, which extended to Furnace Lane where its main elevation appears to have been located (see No. 64 Furnace Lane in Appendix 2: Gazetteer). The public house is documented as early in 1829 and continued to operate until possibly the middle of the 20th century but has since become residential. The Crosby Street frontage has a large doorway, with a domestic door on its northern side, which possibly provides access to a first-floor flat. No. 77 is a three-storey building which may date from the late 19th century, as the plot is partly vacant on Mitchell's plan of 1834, and the Ordnance Survey map of 1866 shows a passageway to the north, which no longer appears to exist. It was formerly occupied by a photographer, who also resided at the property, but it appears that the shopfront that now partly occupies the Crosby Street frontage related to Nos. 57 to 59 Senhouse Street. The building now appears to be residential, with access to the flats by a doorway to the south of the shopfront with a further doorway seemingly providing access to a rear yard. The next building (Nos. 57 to 59 Senhouse Street), which is on the corner of Crosby Street and Senhouse Street, will be discussed below.

Crosby Street (west side, Nos. 66 to 76, north of Senhouse Street)

The former Midland Bank, which has already been described above, is situated on the north-west corner of Senhouse Street and Crosby Street (it occupies the site of No. 66 Crosby Street). The next building is No. 68 (which may historically have also incorporated No. 66) which is three-storeys high and formed part of the Midland Bank lock-up shops. The current frontage contains two modern shopfronts, separated by a doorway which historically provided access to a rear yard (it is unclear if the upper floors of this building still relate to the former Midland Bank

or have been separated). The first floor has large windows with heavily-moulded lintels; the central window has two lights separated by a mullion. The second-floor windows are smaller in size, but like the first-floor examples, the sills form part of a horizontal string course which provides interest to the elevation, along with a decorative cornice. Next door is No. 70, a four-storeyed building which is of brick laid in English Garden Wall bond, with architectural detailing in sandstone. This narrow plot, which was formerly open and served as a timber yard, was built upon in the late 19th or early 20th century and was occupied shortly after construction by the long-established butcher's Elliot's.

No. 72 Crosby Street is three storeys high and has a former shopfront at ground-floor level, with its entrance door to the south side, and a further doorway to the north side of the elevation which may have provided access to the upper floors and to a passageway to the rear. This property has also historically been occupied by a butcher's (Cartmer's) and a photograph of the shopfront in c 1900 shows meat carcasses and joints hanging outside. Although the ground-floor shopfront is not original, the first and second-floor windows are, with plain stone surrounds, and with the second-floor fenestration being slightly smaller in size. A large modern window set into the roof indicates that the attic space of this property is (or has been) utilised.

On the south-west corner of Crosby Street and John Street is the Royal Victoria public house (formerly the Victoria Hotel). This imposing brick-built structure was erected in 1899 by the Maryport Brewery (which had its premises on Lower Church Street) on the site of an earlier pub (Victoria Inn) and a shop. The main entrance was placed on the corner, and the principal elevations have a wealth of architectural detailing such as pilasters dividing and defining the fenestration, moulded string courses and shaped dormers. This was one of several managed houses owned by the Carlisle and District State Management Scheme,¹⁷⁶ and in the 20th century it was altered extensively when the Victoria Hotel and the Royal Oak on John Street were combined as one pub and renamed the Royal Victoria.

Crosby Street (east side, Nos. 81 to 91, north of Senhouse Street)

As with the other corner plots on Senhouse Street and Crosby Street, the north-east corner has a building which utilises its double frontage, with an entrance door on the corner as with the former Midland Bank and Norman's Chemists. This property, No. 81 Crosby Street, has already been referred to above in relation to No. 54 Senhouse Street.

Nos. 83 to 85 Crosby Street are also of two storeys with two shopfronts (although it is currently operated as one business, a fish and chip shop), a passage doorway which provides access to a first-floor flat and small yard to the rear, and three first-floor windows with plain surrounds. Historically, this was two properties which may have been in existence when Mitchell's plan of 1834 was compiled, with a garden to the rear. An historic photograph looking north along Crosby Street appears to indicate that this building had the same architectural detailing as No. 81

adjoining, in the form of moulded first-floor window heads and a decorative cornice. These features have been removed.

The site of Nos. 85 to 89 Crosby Street is shown as largely undeveloped on Mitchell's plan of 1834, but by the publication of the Ordnance Survey map of 1866, a large building is shown on the plot. This present two-storeyed building has a frontage which dates from the 1930s and includes well-preserved shopfronts for three separate retail units with recessed entrances which have mosaic floors; the central shop unit also has a tiled left-hand wall to the entrance. The shopfronts bear the suppliers name 'Whittaker, shopfitters, Blackpool', who were operating in the 1930s,¹⁷⁷ which would fit with the design. Building Control plans and section drawings of 1938 survive at CASW which relate to proposed new shopfronts for Oddfellows Lodge No. 5820. The drawings refer to the supplier being 'John Whittaker & Son (Shopfitters), 56 Topping Street, Blackpool'.¹⁷⁸ A comparison between these drawings, and the existing frontage, confirms that what was proposed in 1938 was executed, the result being the survival of some important 1930s shopfronts in the town.

No. 91 Crosby Street causes some confusion regarding numbering, as the Jacksons say that Hardy's occupied this site, but an historic photograph show a shopfront is not now recognisable. No. 91A is also referred to by the Jacksons, as is The Star Inn, which was also confusingly numbered as 91; this has been demolished (although a mounting block survives on the empty site), but was on the north-east corner of the Crosby Street and John Street junction (outside the HS-HAZ area). The building that now exists as No. 91 appears to be what the Jacksons refer to as 91A. Although this plot has been occupied since the early 19th century (as shown on historical mapping), the existing structure appears to be relatively modern, or may be a significantly modified historic building. This is a two-storeyed building which has its principal entrance on Crosby Street, although there are doorways around the corner on John Street, one of which appears to provide access to a separate part of the building, possibly a flat. Unusually for the HS-HAZ area, this building has a hipped roof which is hidden from view by a short parapet which appears to have been added at a later date.

Furnace Lane

Furnace Lane appears to be shown on the Plan of Maryport which dates from c 1756 (Figure 8), because a track is shown leading from Senhouse Street to the 'Furnace', hence its name. The sketch plan of the town dating from c 1770 shows it as a short section between Senhouse Street and the east end of Catherine Street, before there is a dogleg and it becomes what is now known as Furnace Road (Figure 11). Mitchell's Plan of Maryport published in 1834 shows the section of Furnace Lane which is within the HS-HAZ as built upon on both sides apart from a gap site on the west (seemingly the location of No. 62) (see Figure 13). Historically the lane contained residential and commercial properties (including the Prince Regent Inn), however it is now domestic in character, with all the buildings being two-storeys high.

Furnace Lane (west side, Nos. 62 to 66)

There is now a gap site at the south end of this section, although historically a building occupied this plot. The next building is No. 62 Furnace Lane, a two-storeyed house with a main entrance, single window, and passageway door to the ground floor, and two first-floor windows, all in plain surrounds. This house appears to date from the late 19th century as the plot is shown as undeveloped in 1866 but had been built upon by 1900.

No. 64 Furnace Lane was formerly the Prince Regent Inn, which extended westwards to Crosby Street (as already referred to above), although it is clear that the main elevation was on Furnace Lane as indicated by the elaborate frontage. Although it is stated by Parson and White that the 'Regent' was in existence on Crosby Street in 1829 (but the location is not confirmed), and a trade directory of 1856 lists the Prince Regent also on Crosby Street, there is no indication in either of these sources that it was also in existence on Furnace Lane. It is therefore possible that it was not until the late 19th or early 20th century that the public house was extended rearwards to Furnace Lane, possibly with a new main elevation inserted.

The next building on the west side of Furnace Lane is a two-storeyed house (No. 66). This dwelling has an off-centre doorway with two windows to the ground floor, and two windows to the first floor. Historic mapping, and the off-centre doorway, may indicate that originally this was two smaller houses which have been combined.

Furnace Lane (east side, Nos. 69 and 71)

The east side of Furnace Lane, from its junction with the east end of Catherine Street, is now a large gap site which historically contained at least four properties (possibly houses). Nos. 69 and 71 are two, two-storeyed houses which are separated at ground-floor level by a through passage. These properties appear to be shown on historical mapping from at least 1834, but the main elevations of both houses appear to have been updated at the same time as they both have the same form of window and door surrounds, colour scheme and render.

Catherine Street

Catherine Street is not shown on the map of the town which dates from *c* 1756 (see Figure 8), but had been laid out, and possibly partly built upon, by *c* 1765 (see Figure 10). It may have been named after Catherine, daughter of Humphrey II and Mary (nee Fleming); another child was named George, who may have given his name to George Street to the south of Catherine Street. Alternatively, it may have been named after Catherine Wood who married Humphrey III in 1768;¹⁷⁹ her maiden name might also have influenced the naming of Wood Street. Mitchell's plan of 1834 shows Catherine Street as largely built up, although there were gaps and passageways which provided access to rear plots. As with other streets in

close proximity, Catherine Street appears to have been lined with residential and commercial buildings, but it is now largely domestic in character. The demolition of a section of buildings along its north side has had a detrimental impact on the appearance of the street, degrading its historic character. There has also been some new housing constructed along part of its southern side (not within the HS-HAZ area), but these were erected back-of-pavement and in the Cumbrian vernacular style to compliment the historic buildings which survive.

Catherine Street (north side, Nos. 4 to 28, between High Street and Furnace Lane)

No. 2 Catherine Street is on the corner with High Street and has already been referred to above under No. 39 High Street. It is a modern two-storeyed residential building, seemingly used as two flats, and was constructed on the site of an earlier building with a similar-sized footprint. Nos. 4 and 6 Catherine Street are two, two-storeyed houses which may have been built in the mid-19th century; buildings are shown on these sites on Mitchell's plan of 1834, but they are not as deep as those shown on the Ordnance Survey map of 1866. No. 4 has a passage doorway to its left-hand side with an arched head with keystone. The passageway historically led to rear yards for Nos. 4 and 6. The doorway has a lintel with moulded brackets, of exactly the same form as that to No. 6, indicating the two are contemporary. The plain stone window surrounds are also of the same form. To the right-hand side of No. 6 are the remains of a passageway door jamb in the form of nine stone blocks. This doorway would have served a passageway between No. 6 and adjoining properties to the east which have been demolished leaving an open area now used for car parking.

The next building on Catherine Street, to the east side of the gap site, is single-storeyed and of modern brick which adjoins a two-storeyed building, also seemingly of modern brick. Both of these possibly relate to Maryport Labour Club which has its main entrance on Senhouse Street. The form of the single-storeyed building suggests communal use, as the main entrance (in the west gable) is not domestic in character, and the deep roof span suggests that internally this may be at one large space. The two-storeyed building adjoining this one might be part of the Labour Club at ground-floor level, but a doorway and three first-floor windows in the Catherine Street elevation may indicate that the first floor contains a flat.

The remainder of the north side of Catherine Street, to its junction with Crosby Street, is occupied by five houses which appear to relate to two different building phases. Nos. 20 and 22 are two storeys high and share the same ridgeline. The door heads are of the same form, with moulded lintels and console brackets, although the window surrounds are different. They are separated at ground-floor level by a passage doorway which historically would led to a small yard, possibly shared with a property on Crosby Street.

Nos. 24 to 28 Catherine Street are three, two-storeyed houses (but possibly originally of three storeys) which appear to be of the same phase as there is a slightly-projecting band at eaves level which extends across all three elevations,

although it may be that No. 24 has been incorporated, and possibly heightened, along with Nos. 26 and 28, as No. 24 is not as deep. Buildings are shown on these plots on Mitchell's plan of 1834, but it is unclear from the main elevations if they date to this period as the frontages, certainly No. 26, have been altered.

John Street

John Street, which like many of the other streets within the study area, appears to have been named after one of the members of the Senhouse family, might have been laid out in the late 18th century. It is documented that a Presbyterian meeting house had been constructed on John Street in 1777 and a sketch plan of the town dating from the late 18th century shows the street laid out with a single building (Figure 11).¹⁸⁰ The site of the Crown and Anchor Inn, which is shown on 19th century Ordnance Survey mapping to be to the north-west of the Presbyterian Church, was granted to John Wilson in approximately 1779.¹⁸¹ It was certainly in existence by 1811 as there are entries relating to it in Jollie's Cumberland Guide and Directory, although it is unclear if it was fully built on. Mitchell's plan of 1834 shows both sides of the street as having been developed as far as the junction with what is now known as Lower Church Street.

As with the other streets in the HS-HAZ area, historically there were more commercial concerns on John Street than there are now, although there are still businesses present, particularly around its junction with Crosby Street. John Street does not have the continuous frontages that are present on some of the other streets within the historic part of the town. Gap sites, where buildings have been demolished and not replaced, and modern structures do not positively contribute to the appearance and character of the Conservation Area. Some historic housing has been replaced by modern dwellings, in the Cumbrian vernacular style, at the western end of John Street, and there is a noticeable change in the style of the terraced housing from the junction with Lower Church Street to Curzon Street which formed part of the expansion of the town eastwards in the second half of the 19th century.

John Street (south side, Nos. 3 to 35, between High Street and Crosby Street)

Nos. 3 to 11 John Street, also including No. 61 High Street, are a series of modern terraced houses built at the same time on the site of earlier buildings. They are all two-storeys in height with plain door and window surrounds, in the Cumbrian vernacular tradition. Some of these houses have steps up to the doorway due to the fall in ground level to the east.

No. 13 is a surviving historic three-storeyed house which adjoins No. 11. It appears to be shown on Mitchell's plan of 1834 with a passageway to its north-west side, as is still the case. The current John Street elevation appears to have been altered recently: the jambs and heads of the windows and door are new in appearance, but the window sills appear to be historic. There is a large chimney stack astride the north-west gable.

From this point, to the junction with Crosby Street, the 19th-century character of the street has been lost. There is now a gap site adjacent to No. 13, where a building formerly stood, with a modern garage or warehouse immediately to the east. There is then a two-storeyed, brick-built structure which forms part of the Royal Victoria that was built in 1899, although this extension may not have been erected at exactly the same time as the brick bonding is not consistent with the Royal Victoria bonding. There are two pedestrian doorways, one of which has the sign 'Entrance' with a wheelchair access symbol, and led to the ground floor of the Royal Victoria, with the other bearing the sign 'Hotel Entrance'. A third, larger, doorway would have provided access to a boiler or electrical plant room. There is evidence for disturbance in the brickwork of the John Street elevation suggesting that there was formerly a larger opening, possibly relating to the Royal Oak public house which is documented by the Jacksons to have formed part of the Royal Victoria but was made into a separate concern.

John Street (south side, Nos. 37 to 93, between Crosby Street and Curzon Street)

No. 37 John Street forms part of the same building as No. 91A Crosby Street, which is located on the south-east corner of Crosby Street and John Street. This is a two-storeyed structure which now appears to function as a first-floor flat as there is a domestic-style doorway, but no ground-floor window. Adjacent to this is a gap site which might now be part of a small garden or outdoor space; this plot appears to have been undeveloped on Mitchell's plan of 1834, and on Ordnance Survey maps published in 1866 and 1900. There is a gateway to the east side of this gap site which has a metal sign above which reads 'Oddfellows Hall'. It appears, from Building Control plans for the 'Loyal Excelsior Lodge of Oddfellows', dating from 1896, that this space related to the Oddfellows Hall on Crosby Street, and served as a passage entrance to an external staircase to the first floor reading room, as well as the location for WCs and a wash house.

No. 37 is a narrow, two-storeyed structure which only has a doorway, with plain stone surround, and a first-floor window which has a surround that is similar in form to late 19th century houses located further to the south-east on John Street, suggesting this narrow property may date from the same period. To the east of this thin elevation there is a vertical line of sandstone blocks topped with a decorative kneeler (possibly associated with a former building to the east). This building appears to provide access to a property which is set back from the frontage (possibly the rear of a building on Senhouse Street). The gate with the sign 'Oddfellows Hall' above is immediately to the west which may indicate that this narrow structure forms part of that hall, or the gateway may have provided access to the rear of the hall which is labelled on the Ordnance Survey map of 1925 on Crosby Street. It is possible that the Oddfellows Hall might have been on the first floor on Crosby Street, with access being from John Street; the ground floor of the hall may have been in separate use as retail units. The Ordnance Survey map of 1866 shows the site of No. 37 John Street as a passageway, with an apparent 'corridor' providing access to the side of a large building on Crosby Street, but by 1900 this had been

replaced by a long linear building, presumably the structure that now exists.

The next building on John Street is a modern, tall, brick-built structure which latterly formed part of the Original Factory Shop which occupied the former Woolworths building on Senhouse Street. The only openings are present at ground floor level, in the form of two fire exits and two windows. This elevation contains no architectural features of interest and is a clear departure from the character of the rest of the study area. Beside this structure there is currently a gap site which was previously the site of several buildings that may have been in existence up to at least 1970 (based on Ordnance Survey mapping).



Figure 68: South side of John Street showing late-19th century housing (© Historic England, photograph: Fiona Wooler, 2021)

The rear of the Empire Theatre is the next structure on John Street. This is a dominating, tall brick structure which housed the fly tower for the theatre and may date from 1911. There is the outline of an earlier, shorter gable within the brickwork as well as a former window which has been truncated by the large doorway. The whole of the Empire Theatre appears to have been constructed on the site of earlier buildings on John Street which had a large garden that extended to Senhouse Street.

Adjoining the rear of the Empire Theatre and extending for the rest of the south side of John Street to Curzon Street, is a terrace of housing which appears to have been built in the second half of the 19th century (possibly c 1876), although there is a slight difference in the form the housing takes from Nos. 79 to 93, as will be discussed below. This housing, along with properties on the opposite side of John Street, was constructed on previously open land which had the millrace

running through it. The terraced housing is of rock-faced sandstone with sandstone dressings for the windows and doorways (moulded lintels with brackets), and gutter brackets (Figure 68). Some of the houses have dormer windows, although the majority have skylights set into the roof, indicating that the attic space of each property has been utilised, and blocked square features at the base of each house wall suggests that these may have formerly been ventilation holes for cellars. Behind this terrace there is a back lane reached from the west side of No. 59 and from the east side of No. 93. The back lane provides access to the small yards associated with each house, as well as to the rear of properties along Senhouse Street.

Nos. 59 to 77 John Street comprise a terrace of ten houses of one phase of construction, with some evidence of attics and cellars. The first property in this terrace, No. 59, is slightly larger than the rest because it also incorporates a wide archway to a covered passage the outer side of which provides access to a back lane. The north-west passage side is formed from the remains of the sandstone wall of the former building on the site of Empire Theatre. The first floor above the passage provides additional bedroom space. Apart from No. 59, the other dwellings in this terrace are all one room wide, two rooms deep (with some having extensions to the rear), and have monolithic door surrounds with shallow, moulded and bracketed hoods. The windows are two-light and mullioned at ground and first-floor levels, although some have been replaced or altered, which might suggest that these properties, for example Nos. 61 and 65, were formerly shops.

Nos. 79 to 93 are of similar construction to Nos. 59 and 77, but there is a difference in the form of the windows, being of only one light to the ground and first floors (although No. 93 at the end has two-light windows), the style of the door heads, and the shape of the gutter brackets. There is no construction break between these two terraces, which does indicate they are part of the same unit of development. A setted side lane (now tarmacked over) next to No. 93 at the end of this terrace provides access to the back lane from the road at this end.

Curzon Street

Although Curzon Street had been laid out by the 1860s, linking Station Street with the south-east end of Wood Street, it remained undeveloped until the 1870s when buildings started to appear. Nos. 14 to 20 Curzon Street were built at the same time (c 1874-75), along with a terrace, Nos. 88 to 104 Senhouse Street. They are also similar to properties built on the south side of John Street (Nos. 59 to 93), suggesting they are all roughly contemporary.

Curzon Street is now the main vehicular route through Maryport, forming part of the A596 trunk road. At its north end it mainly lined with terraced housing, but there are also commercial premises presents, for example the dominant former Maryport Co-Operative building on the west side of the street. South of Station Street, particularly on its east side, Curzon Street is dominated by modern commercial premises with large areas of car parking up to the point where it crosses the River Ellen.

Curzon Street (west side, Nos. 14 to 20)

Nos. 14 to 18 are all double-fronted houses, two storeys high with the attics and cellars. They differ from near-contemporary housing on John Street and are set back from the pavement behind small forecourts with ashlar-coped sandstone dwarf walls. Each elevation is symmetrical with two, two-light windows to ground and first floor, and dormers lighting the attics. The central doorways have shallow sandstone hoods supported by moulded brackets and the regularly spaced stone gutter brackets provide additional architectural interest. Each house has two dormer attic windows which have decorative wooden finials, very similar in style to those found on the south side of Senhouse Street. The dormers, as well as the roofs themselves, are covered in Welsh slate, and the sides of the dormers also have been slate-hung. The chimney stacks of each house are of brick, surmounted by ceramic pots. No. 20 Curzon Street is set slightly back from the elevations of Nos. 14 to 18 and lacks a forecourt. It also forms the south-eastern end of Senhouse Street and has an angled corner elevation with quoined corners. This angled elevation, as with the examples already referred to above on Senhouse Street, reflects the layout of the junction prior to it being built upon. The Ordnance Survey map of 1900 appears to show No. 20 Curzon Street as the same property as No. 104 Senhouse Street, therefore it is possible that originally it was constructed as a single dwelling with a



Figure 69: Nos. 16 to 20 Curzon Street (© Historic England, photograph: Fiona Wooler, 2021)

main entrance on Curzon Street, but has subsequently been internally subdivided into two.

Curzon Street (west side, Nos. 22 to 38)

The ground floors of Nos. 22 to 26 are occupied by a single retailer, and this appears also to have been the case historically, with residential accommodation above, access to which appears to be from a doorway on the Curzon Street elevation at No. 26. This three-storeyed building is also of rock-faced sandstone with sandstone dressings for the large bay windows on the corner with Senhouse Street, and those on Curzon Street. The building is a continuation of the same terrace on Senhouse Street, which commences at No. 97 and extends to No. 38 Curzon Street. This is quite different in form to the building on the opposite corner at the south-east end of Senhouse Street, as it is taller and has the bay windows and doorway to the retail unit on the angled elevation. It is possible that this structure was built from the start as a retail shop, or shops, with residential accommodation above, extending the commercial activity onto Curzon Street.



Figure 70: Curzon Street in the 1930s (reproduced by kind permission of Carlisle Library Cumbria Image Bank Ref. ct33101)

No. 38 Curzon Street houses two retail units at ground-floor level, each with recessed entrances that have mosaic floors of the same design. The shopfronts are also of the same design, with large areas of glass, allowing the maximum amount of display space, which are separated by slender glazing bars. The building is three storeys high and is of rock-faced sandstone. The building appears to of the same

development phase as the adjoining Nos. 22 to 26, because the courses of sandstone are at the same level, continuing between the Curzon Street elevations, and the gutter brackets are of the same design. However, the roof height is slightly different, the first and second-floor window surrounds are not the same and there are some apparent vertical joints in the elevation of No. 38, possibly the result of the removal of bay windows. If that is the explanation for the vertical joints, the bay windows appear to have been removed by the 1930s, as a photograph dating from the 1930s shows the current elevation complete with the existing shopfronts (Figure 70).

The remainder of the Curzon Street section which is situated within the HS-HAZ area is dominated by the former Maryport Co-operative store, built in 1881 and which is referred to above. The building is currently occupied by Nixon's of Maryport Ltd, who sell furniture, flooring, kitchens and accessories. The principal elevation faces Curzon Street and consists of a large symmetrical façade with tall windows with arched heads and a central projection with a heavily-moulded pediment, below which is a two-light window and then a key block to a lost ground-floor, arched entrance which bears the date '1881'. Originally the Curzon Street frontage extended to and onto Station Street (Figure 33), however, this section has been demolished and replaced with a much plainer, 20th-century version in rock-faced sandstone which is also, partly, occupied by Nixon's.

Back Lane

Back Lane is essentially just that, a back lane, which provided access to the rear of the Co-operative building on Curzon Street, as well as to the rear of Nos. 1 to 7 Station Street, and some properties on the south side of Senhouse Street. It is not shown on the Ordnance Survey map published in c 1865 but is present on the map published in 1900; it may have been laid out when the Co-operative store was constructed in 1881.

This lane is utilitarian in character, with the sandstone buildings of the former Co-operative store present to its east side. To the west side of Back Lane is a U-shaped range of buildings, one to two storeys in height, constructed of roughly-coursed red sandstone. This complex was built between 1900 and 1925 on previously undeveloped land and was constructed to function as outbuildings for the Co-operative store, including a joiner's shop, baker's and garage.¹⁸²

Station Street

Part of the modern Station Street was present in c 1865 (it is shown on the Ordnance Survey map that was published in that year) leading from Curzon Street in a south-easterly direction towards the Railway Station. The possible original station is shown on an etching by Greenwood dating from c 1846 (*see* Figure 21), it is therefore possible that Station Street originated at around this time. The section of Station Street within the HS-HAZ, however, was not laid out until the second half of the 19th century. It is present on the Ordnance Survey map published in 1900, but it may have been laid out in c 1881 when the Maryport Co-operative store was built,

along with associated housing (Nos. 1 to 7 Station Street).

Station Street (north side, Nos. 1 to 7, between Back Lane and Mill Street North)

This is a terraced row of four, two-storeyed houses built of rock-faced sandstone with ashlar dressings to the ground-floor, canted bay windows and flush first-floor windows. The doorways also have ashlar surrounds and two-centred arched heads with deep hood moulds (Figure 71). These houses have forecourts with dwarf walls topped by railings. The terrace also included No. 1 Mill Street North, the gable end of which faces Station Street. These houses were all built in one phase in the late 19th century (they are shown on the Ordnance Survey map of 1900), seemingly for the Co-operative store.



Figure 71: Nos. 1 to 7 Station Street, late-19th century housing (© Historic England, photograph: Fiona Wooler, 2021)

Mill Street North

No. 1 Mill Street North, as already noted, was constructed at the same time as Nos. 1 to 7 Station Street, possibly for the Co-operative store on Curzon Street. The land immediately to the north of this property had remained undeveloped until the early 20th century, with the mill race defining its western side and Back Lane

immediately to the east. By 1925 two semi-detached houses had been built with had principal elevations facing to the west onto what was, at that time, possibly allotment gardens (but is now Mill Street Car Park). To the north of this, and adjoining the northern gable of No. 3, was the U-shaped range of buildings already referred to above in relation to Back Lane.

COMPARISONS WITH OTHER POST-MEDIEVAL CUMBRIAN COASTAL PLANNED TOWNS

In order to place Maryport's development into a wider historical context, and to understand the reasons why and how the town developed, consideration will be given here to how it compares or contrasts with other planned towns along the West Cumbrian coastline which were developed during and through the 17th, 18th and 19th centuries. There are several towns, and parts of towns, in Cumbria which are relatively large-scale planned developments, unlike many other new towns, for example Nelson and Burnley, which developed in a piecemeal and organic way in response to industrial expansion and were centred on existing rural settlements. The earliest of the Cumbrian planned towns was Whitehaven, founded in the 17th century, but, as noted by Newman, the tradition of planned town foundation continued on into the 19th century with the most recent historic examples being Barrow-in-Furness, Askam-in-Furness and Millom. Most were located on the coast, although Longtown, near the border with Scotland, is an exception, and were intended to function as ports.¹⁸³

There follow brief summaries of the development of the towns of Whitehaven, Harrington, Barrow-in-Furness and Silloth. For further information, the reader is directed to the references given.

Whitehaven



Figure 72: Aerial view of Whitehaven taken in 2011 (28128_031, 2011 © Historic England Archive)

During the 17th century, a number of new towns were developed in England and many, unlike earlier corporate or market towns, were planted with new specialised functions in mind. Whitehaven was intended to be a new industrial town with an economy founded on coal, which was available locally, and to a lesser extent salt. In the early 17th century, the construction of the first proper pier improved the harbour and allowed it to accommodate a growing fleet of ships. Major expansion began in the second half of the 17th century and the wealth generated by the exportation of coal, principally to Ireland, was supplemented by tobacco imported from the New World. Whitehaven was developed by the Lowther family to serve their commercial interests. The original initiative was probably that of Sir Christopher Lowther but the most ambitious schemes took place under the auspices of his son, Sir John Lowther between 1663 and his death in 1706.

Town planning was a subject of interest to the elite of the late 17th century, with Sir John Lowther among them, but the planning of whole new towns was difficult without overall control of the requisite land. It was therefore fortuitous that the proposed site the site of the new town was in the hands of a single landowner. His interest in town planning, combined with his entrepreneurial desire to exploit the potential of his estate, is thought to have been unique and resulted in ‘the earliest post-medieval planned town in England’.¹⁸⁴

The town’s grid-iron plan developed slowly through the late 17th and early 18th centuries, being laid out around the wide thoroughfares of Lowther Street and Duke Street, both leading from the harbour, and the narrower Roper Street. A large plot in the centre of the town, bounded by Lowther Street, Church Street, Queen Street and Duke Street, was dedicated to the church and churchyard of St Nicholas. Building was regulated and it was directed that houses stood right up to the street and butted up to their neighbours in continuous rows. Although the houses that survive are mostly three storeys high (often with cellars), height regulations appear to have been widely disregarded. The houses are also of differing widths, presumably reflecting the acquisition of single or small multiple plots by individuals who built for themselves to serve their own purposes. No single builder or family firm of builders monopolised the construction scene, and no speculative development took place on a scale comparable with, for example, Bath, London, or other expanding urban centres of the period.¹⁸⁵

The buildings that were constructed at Whitehaven, although largely of different heights, were however uniform in so far as they had roofs which were parallel to the street. They share a common street line and party walls; this was a stipulation of Sir John Lowther, who noted that if that did not occur it would cause ‘each particular house to stand discontinued from all others’ and would defeat the designing of a regular town. The architectural style of the buildings is noted by Collier to be ‘provincial and conservative’ with the doorways bearing the main decorative features that survive intact.¹⁸⁶

Ordnance Survey mapping dating from the 1860s shows that industrial concerns at Whitehaven were largely located along the shoreline to the north, and to

the south and south-west of the town, away from the regular street pattern. Warehousing, however, was situated within the domestic areas, often attached to merchants' houses, for example at 151/152 Queen Street.¹⁸⁷ It is notable that the characteristically tall, often three-storeyed, warehousing in Whitehaven was aligned with their gable ends onto the street, rather than having rooflines which were parallel as was the case with the housing. Collier notes that the warehousing in Whitehaven may not have been used for tobacco, as there may have been no need to unload it from ships, but is more likely to have been for outgoing goods such as textiles, leather, iron goods and clay pipes etc. In addition, there was also a need to store supplies needed 'to victual ships for their voyage to the New World'.¹⁸⁸

An interesting feature of Whitehaven, which would also be seen at Maryport, albeit 100 years later, was the infilling of backyards in the 18th century, and the presence of loft and cellar dwellings – the result of an increasing need for accommodation and the lack of new grants of land for building. By the middle of the 19th century there were at least 104 courts, although probably more, behind the street frontages. The poor quality of the buildings situated in courts and yards is suggested by the small number which survived, certainly in the late 1980s/early 1990s when research and survey work for the RCHME Whitehaven publication was being undertaken (for example Walker Court behind 30 and 31 Church Street); the majority have been demolished.¹⁸⁹

Similarities with Maryport (this list is not exhaustive):

- A single landowner, although it was not an estate town;
- Developed by a local family to serve commercial interest (in Whitehaven and Maryport's case, principally coal);
- Some evidence for earlier structures or features which may have influenced some of the layout, although both towns are recognisably of grid-iron plan. Town planning was of interest to the Lowther's and Humphrey Senhouse I was aware of the development of Whitehaven. A block of ground had originally been granted to Captain Richard Senhouse, and between 1714 and 1718, 13 building grants for Senhouse Street were issued by Humphrey Senhouse I and there is still a Senhouse Street in Whitehaven;
- The main street was named after the landowner – Lowther Street in Whitehaven, Senhouse Street in Maryport;
- The promotion of a generally healthy commercial atmosphere by stimulating the growth of trade and industry;
- The building or development plots were sold off to individuals, possibly mainly local, who were not necessarily employees of the landowners. They built or bought for themselves and, within certain limits, they could dictate what form the buildings took;
- There are clear similarities with the built form in that both towns have buildings which are located back of pavement, a feature that is documented as being a requirement at Whitehaven. The properties have shared party walls and there was a limitation on encroachment onto the streets apart from steps and areas for cellar windows;

- The use of ballast and rubbish to raise ground level (where it was needed) to allow for the provision of cellars – this appears to also have occurred in the second half of the 19th century at Maryport as spoil from the excavation of the docks was transported to the south-east end of Senhouse Street prior to the construction of terraced properties;
- Muted and conservative architecture, although there is more architectural pretension in Whitehaven, particularly with surviving door surrounds;
- Use of backyards for dense, poor quality housing which has subsequently been demolished; this was occurring in Whitehaven by the end of the 18th century, whilst in Maryport this seems to have started to occur in the middle of the 19th century;
- Rapid growth and decline of both towns which has largely ensured the survival of the historic fabric.

Differences from Maryport (this list is not exhaustive):

- The two principal streets in Whitehaven, Lowther Street and Duke Street (which both lead to the harbour), are wide thoroughfares, unlike the principal streets of early-19th century Maryport. It was not until Curzon Street was created in the 1860s that Maryport had a wide street;
- The church at Whitehaven was central to the grid-iron plan, unlike St Mary's Church at Maryport which was built outside the 18th-century town;
- Whitehaven has a higher proportion of three-storeyed buildings; this may have been due to regulations concerning height which were applied to building grants from 1670;
- There are more double-fronted, double-pile and large houses in Whitehaven; this may have been a result of the prosperity of the town as the tobacco trade grew, with wealthy merchants and professionals settling in the town;
- The distinctive warehouses present in Whitehaven, for example those on Chapel Street shown in Figure 20, certainly do not exist in Maryport (although some such might have been demolished). The warehouses that do survive at Maryport, for example at South Quay and on King Street, are more domestic in character;
- The large plot in which St Nicholas' Church stood appears to have originally been planned to serve partly as an urban square in the late 17th century (Collier notes it appears to be the earliest planned provincial square in the country). Although a square was created at Maryport, Fleming Square appears to have been originally intended to be a market place. The square at Whitehaven does not appear to have fulfilled its original intention; Collier notes that 'entrenched local interests and a provincial outlook' may have made the idea of a fashionable and elegant square incomprehensible to the merchants of Whitehaven, and that 'the local people could only conceive of an open space as an area in which to trade'.¹⁹⁰ This certainly appears to have been the case at Maryport.

Harrington

The town of Harrington is approximately three kilometres to the south of

Workington. By the early 18th century the main area of settlement was at the top of a valley, this later became known as High Harrington to distinguish it from Harrington Harbour. There is currently no evidence to suggest that there was any maritime activity prior to the 18th century although in the early part of that century there appears to have been some trade at what was referred to as Harrington Beckfoot, but there is no record of any port facilities until the 1750s. As with Maryport and Whitehaven, the land on which the planned town of Harrington would develop, was owned by a single landowner, the Curwen family of Workington Hall.

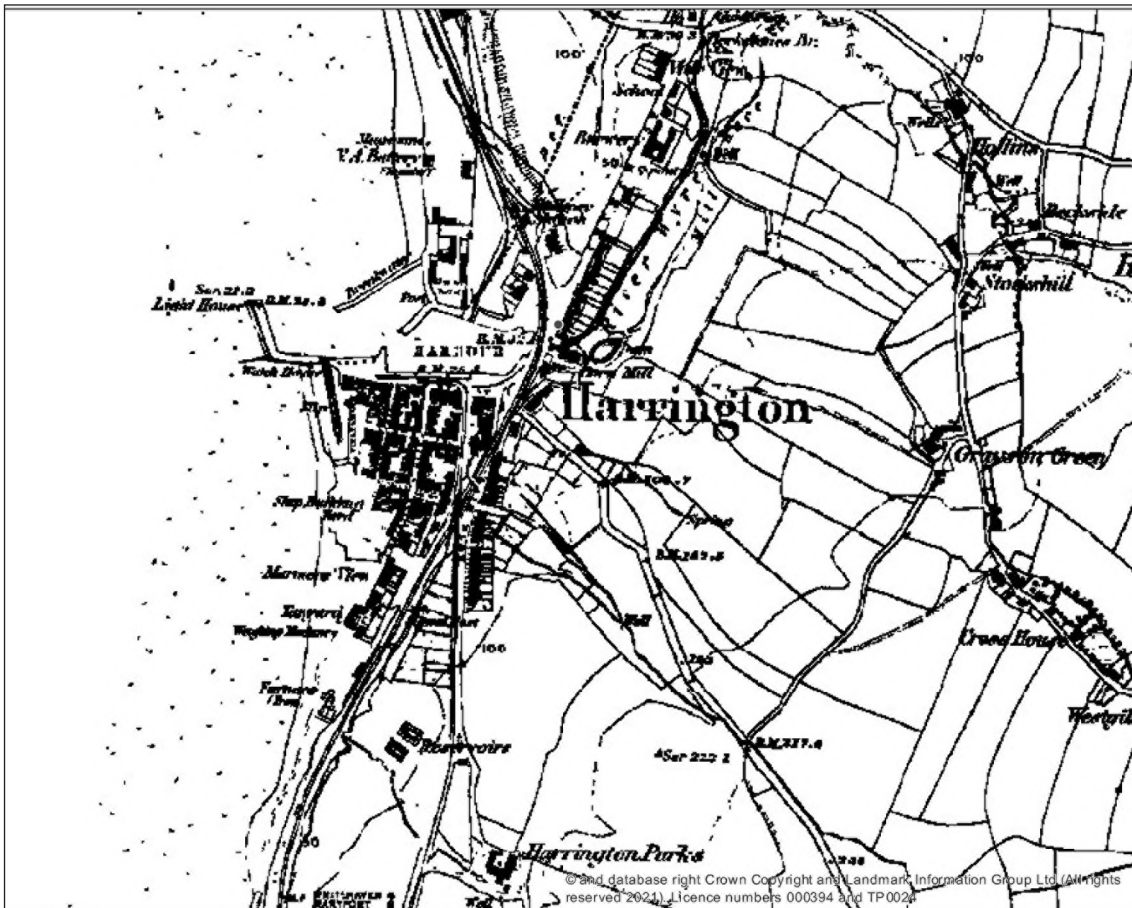


Figure 73: Detail from the 1:10560 Ordnance Survey map published in 1867 (Cumberland Sheet LXI) © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100024900

The Curwens appear to have developed a harbour at Harrington in order to facilitate the expansion of their coal interests; this was broadly contemporary with what was happening at Maryport for the same reasons. Like Maryport, the port at Harrington was initially relatively basic with more sophisticated facilities and docks added later. At Maryport, the development of the port was followed by the laying out of the town, however Newman suggests that this did not happen at Harrington. It is unclear when the grid-iron, planned town was laid out, although it has been suggested it may have been around the time of Henry Curwen's death in 1778.

In 1782 plots were being offered for sale for domestic building purposes south of Harrington Harbour, interestingly with reference to measurements similar to those seen at Whitehaven and Maryport, 13 yards wide and 20 yards deep.¹⁹¹



Figure 74: View looking south over the harbour at Harrington 1903 (reproduced by kind permission of Carlisle Library Cumbria Image Bank Ref. ct07224)

By 1811, Harrington had approximately 1,000 inhabitants, and the harbour had 'been recently much improved'. The main exports from the port were lime and coal to Ireland and Scotland – 'the vessels come into the town, and anchor very conveniently and snugly before the houses ... this place is very flourishing, and amongst a number of buildings which are erecting, we must not omit to mention a new school-house, under the patronage of J C Curwen, Esq'.¹⁹² A plan of the town is firstly clearly depicted on the Tithe Map of 1842. It was based on a cross with its main road, Christian Street, being the dominant. As at Maryport, the streets were named after members of the landowner's family.

The town's prosperity was not only dependent on the port, but also on local industry. As with Maryport and Whitehaven, the establishment of other industries were seen as necessary for success. The Ordnance Survey map published in 1867 (Figure 73) shows the existence of a shipbuilding yard, tanyard and iron furnace, to the south of the town. The settlement and harbour were also connected to the railway network and there were tramways to the coal mines within the vicinity. Historic photographs of the town, which can be viewed on the Cumbria Image Bank website, show two and three-storeyed buildings with their main elevations situated back of pavement, and of a similar character to those at Whitehaven and Maryport, with architectural detail muted where it existed at all (Figure 74).

By the end of the 19th century, the town's prosperity, which had been founded on coal extraction and exportation had, as was also the case at Maryport, become

largely dependent on iron manufacture. By the 1930s the port had stopped operating and the Curwens ceased to have an interest in the town. After the closure of the dominant magnesite works in 1953, the town was left with no viable economic base and was consequently the subject of clearances in the early 1960s which removed all the buildings which had formed the 18th century planned town, the site of which is now an area of maintained grassland although some of the roads survive, for example Quay Street.



Figure 75: 'The Landing', possible example of 'top-and-bottom' housing at Harrington, undated (reproduced by kind permission of Carlisle Library Cumbria Image Bank Ref. ct45651)

Similarities with Maryport (this list is not exhaustive):

- A single landowner;
- Developed by a local family (the Curwens) to serve commercial interest (as with Whitehaven and Maryport, principally coal);
- Developed at a similar time as Maryport;
- There are clear similarities with the vernacular built form when comparing Harrington with Maryport and Whitehaven, although possibly the buildings were more comparable with Maryport, being more utilitarian in character and with little evidence for larger merchants' houses (although merchants might have built and occupied the properties initially);
- A square was created at Harrington (Stanley Square) although it is unclear how this space was utilised (historic photographs on Cumbria Image Bank appear to show that the square was not planted or fenced off);
- Decline followed the failure of its principal industries (shipping, coal)

extraction and exportation, shipbuilding and iron manufacturing etc).

Differences from Maryport (this list is not exhaustive):

- The main difference is that the planned town of Harrington did not survive. In the second half of the 19th century, expansion may have been restricted due to the presence of the harbour to the north, railway lines to the east and a shipbuilding yard to the south. Once the industries declined and finally ceased, the settlement may not have been able to sustain itself; its close proximity to Workington may have meant that it could not compete with that larger town;
- There is no clear evidence that the backyards behind the main properties were converted to court or yard dwellings. According to Newman, the town had included examples of early industrial workers' dwellings such as 'top-and-bottom houses', which were 'always unusual in Cumbria and now nationally rare'.¹⁹³ It is unclear what form these took at Harrington, it may be that they consisted essentially of two 'flats', one on top of the other; a photograph of c 1900 shows what appear to be upper dwellings accessed by an external staircase (possibly located to the west side of Rose Hill and facing onto Stanley Square) (Figure 75 above).

Barrow-in-Furness

As with the other planned towns referred to above, there was very little at the site of what would become Barrow-in-Furness prior to the middle of the 19th century. In the mid-18th century, the village 'Barrow Head' consisted of five farmhouses, two cottages and an inn. The buildings were built of sandstone and sea cobbles, with roofs of thatch which were only replaced by slate in the early 19th century.

As with Whitehaven and Maryport, it was local rich mineral wealth that formed the backbone of the towns growth, although in Barrow's case it was iron ore (haematite) rather than coal that was exploited. Iron had been mined in Furness for centuries, but as the Industrial Revolution gathered pace, Furness haematite was increasingly in demand. There was a problem, however, in that the ore had to be taken to a port at Barrow by cart, which was restricted by small loads the carts could carry and the poor state of the local roads.¹⁹⁴

It was the opening of the Furness Railway in 1846, and the choice of Barrow as its headquarters, that facilitated development. In 1857 Schneider and Hannay started manufacturing iron at Hindpool, and Barrow became an industrial town as well as a port. When the blast furnaces were erected, a grid of uniform streets were constructed in close proximity. Whilst the housing that followed lacked 'aesthetic appeal' they were soundly constructed, had adequate sanitation and the streets were wide, quite different from the lower-quality terraced housing found in older industrial towns in Lancashire.¹⁹⁵

An important individual in the creation of the town of Barrow-in-Furness was James Ramsden, manager of the engineering department of the Furness Railway.

His vision of a thriving town of 100, 000 people was backed by the Dukes of Devonshire and Buccleuch and other capitalists; he persuaded them to finance dock extensions, the manufacture of Bessemer steel, shipbuilding and jute manufacture. Although his vision of a town of 100, 000 inhabitants did not come to fruition, the modern-day town is the result of his ambitious planning as evidenced in the wide, tree-lined streets and the impressive Town Hall.¹⁹⁶ The spacious main thoroughfares originated in a plan drafted by Ramsden in 1856. The main axes are the parallel roads, Duke Street and Hindpool Road, intersected by Abbey Road at Ramsden Square. It was on these streets that the commercial, civic and municipal buildings were mostly built, with the grid streets of terraced houses situated behind, generally away from view.

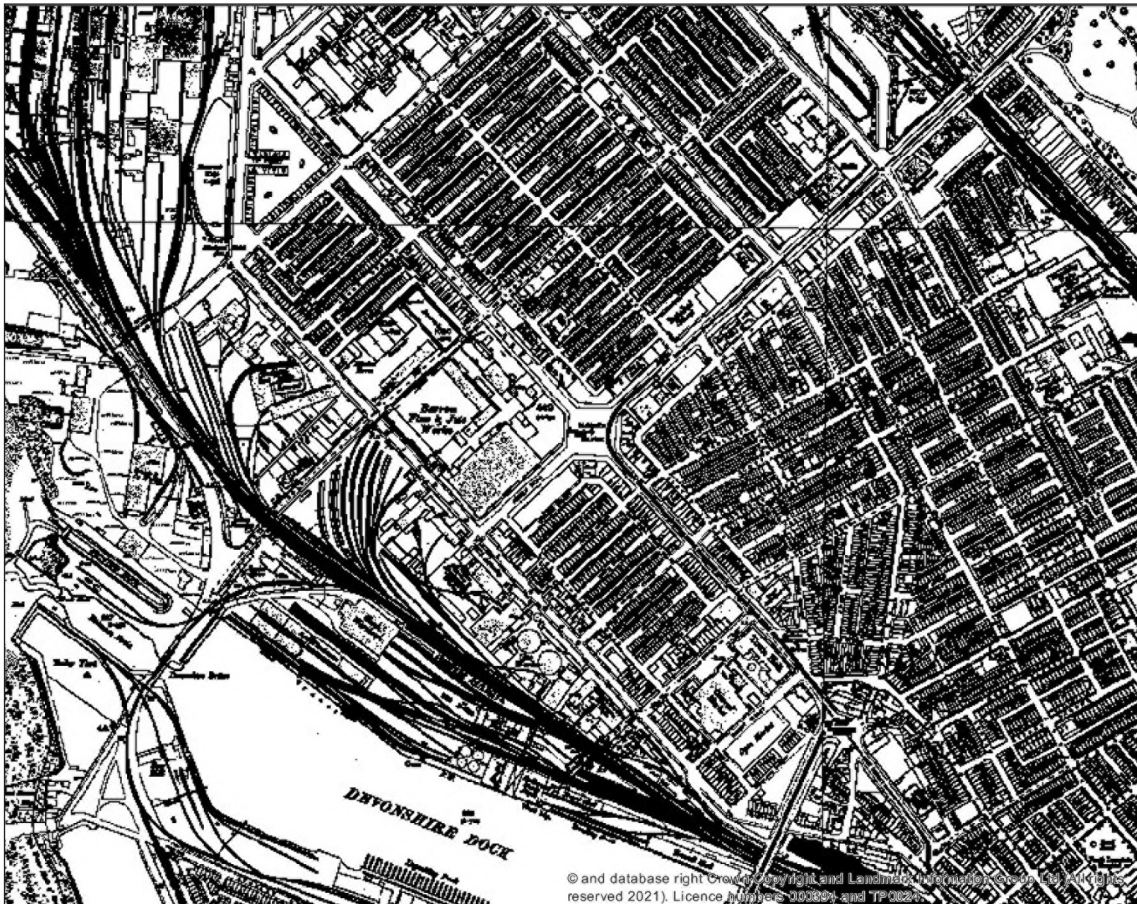


Figure 76: Detail from the 1:2500 Ordnance Survey Map published in 1913 showing the planned layout of Barrow-in-Furness to the north of Devonshire Dock © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100024900

Similarities with Maryport (this list is not exhaustive):

- Barrow-in-Furness was developed initially to exploit local mineral reserves, but in this case, it was iron ore not coal;
- The town was planned on a grid-iron pattern.

Differences from Maryport (this list is not exhaustive):

- Development at Barrow-in-Furness began 100 years after the beginnings of Maryport;
- It was a railway company that initiated development, rather than a single landowner, although large landowners in the area contributed through the sale of land for development and provision of capital;
- The grid-iron plan of terraced housing is uniform in character, generally built by a particular company in the same material and with the same appearance and architectural detailing (where it was present);
- Red brick with sandstone dressings is the predominant building material in the town;
- The architects Paley and Austin of Lancaster were prolific in Barrow-in-Furness. They designed the churches, the cemetery, the market, buildings for the Furness Railway, banks, hotels and baths, tenements, terraces and shipyards;¹⁹⁷
- There is more uniformity in building heights in Barrow-in-Furness;
- The terraces of workers' housing were, in the earliest phases of development at Barrow-in-Furness, placed behind the commercial streets of Duke Street and Hindpool Road, whereas at Maryport, commercial and domestic building were interrelated;
- Barrow-in-Furness has a wealth of purpose-built municipal, civic and commercial buildings from its earliest phase of development.

Silloth

The coastal town of Silloth lies to the north of Maryport and overlooks Silloth Bay. Whilst there is evidence for Roman and medieval activity in and around the area that would become the town, the modern settlement is a mid-19th-century creation, of a similar date to the origins of Barrow-in-Furness.

As with Barrow-in-Furness, it was a railway company that was behind the creation of this new town. In 1853, the Carlisle and Silloth Bay Railway and Dock Company issued a prospectus to publicise the issue of shares, the capital of which was to fund the construction of a railway line and docks and harbour in order to expand Carlisle businesses. The railway line opened in 1856, and in the same year a jetty was opened, built to the design of Liverpool dock engineer John Hartley. Whilst the opening of the railway was advertised, and the general public were encouraged to use the new service, there was nothing at the Silloth end to visit apart from a 'rabbit warren'. The decision to develop Silloth as a resort was taken in September 1855 when 46 acres of Blitterlees Common (from the estate of Lord of the Manor, Charles Joliffe, Esq) were designated 'for building purposes', but it was not until 1857 that plans were put forward for a new town, by a firm of architects from Liverpool, J W and J Hay.¹⁹⁸

The grid design consisted of the principal street, Criffel Street which has the railway station at its south end, with Eden Street and Wampool Street leading off at right angles. All of these streets were wide, paved with granite setts and tree-lined, with

Criffel Street only being built up on one side to allow views across the green (created by flattening the sand hills) and out to sea. The buildings on Criffel Street consist of three-storeyed Italianate boarding houses and hotels, with the building heights reducing on the side streets as they head inland.

The Ordnance Survey map published in 1867 (Figure 77) shows the plots within the grid-iron layout that had been developed by that point. The terraces that are shown on roads behind Criffel Street were generally of two-storeyed houses, seemingly constructed of brick, for example on Solway Street. This map interestingly shows smaller terraces, labelled as Raglancourt Cottages, on the north side of Wampool Street. These may have been built for labourers who came into the town to work on the construction of Marshall Dock. The Census of 1871 lists the occupants as mainly having been born in Cumberland, but there were also individuals of Irish and Scottish descent, with occupations including dock labourers and mariners.

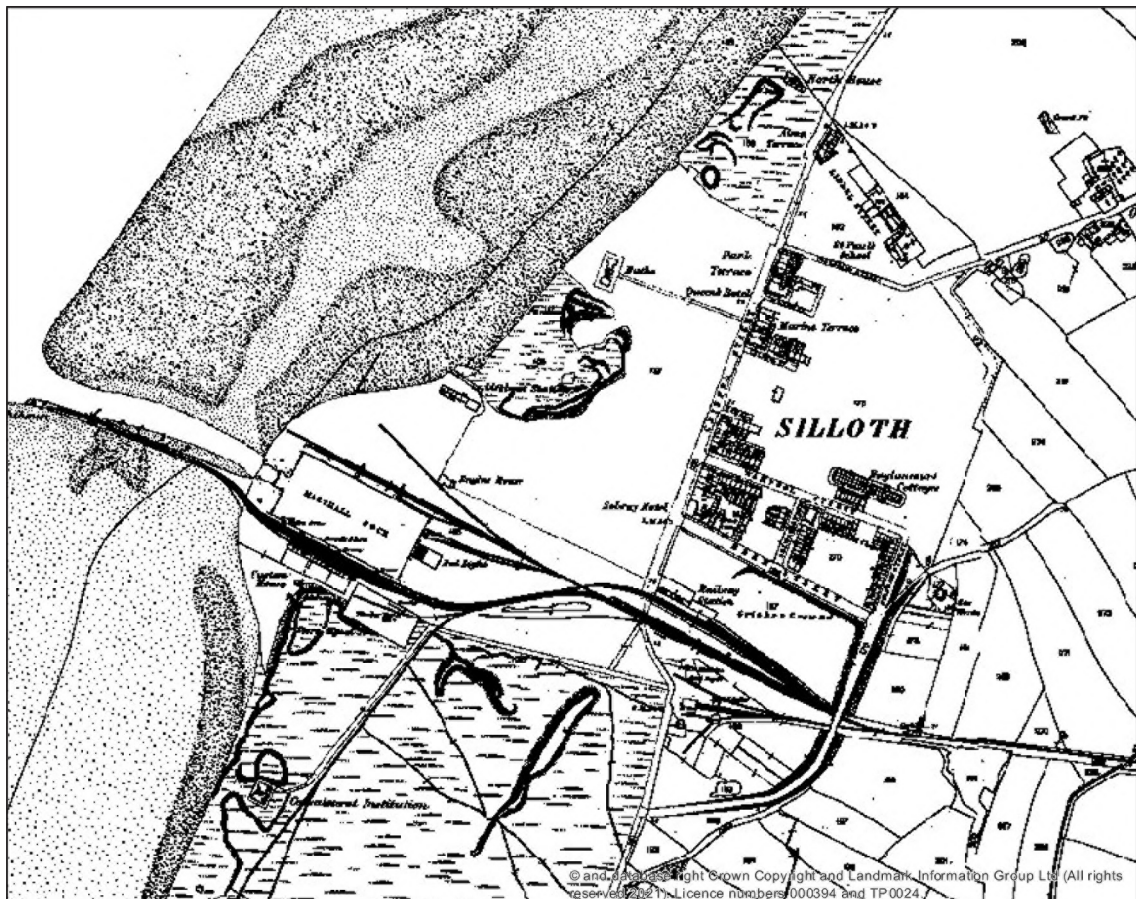


Figure 77: Detail from the 1:2500 Ordnance Survey Map published in 1867 (Cumberland Sheet XX.11) © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100024900

By 1899, Silloth's grid-iron plan of is more easily recognisable with the streets having been built up as far north as Petteril Street and Liddel Street, although there was still clearly room for development to the east of Solway Street (Figure 78).

The completed blocks show that properties were located on all four sides with back lanes providing access to the rear yards. Industrial concerns, clearly connected to the railway network and dock infrastructures, were present by the end of the 19th century, so although Silloth was promoting itself as a seaside resort by this date, the economy also relied on other industries.

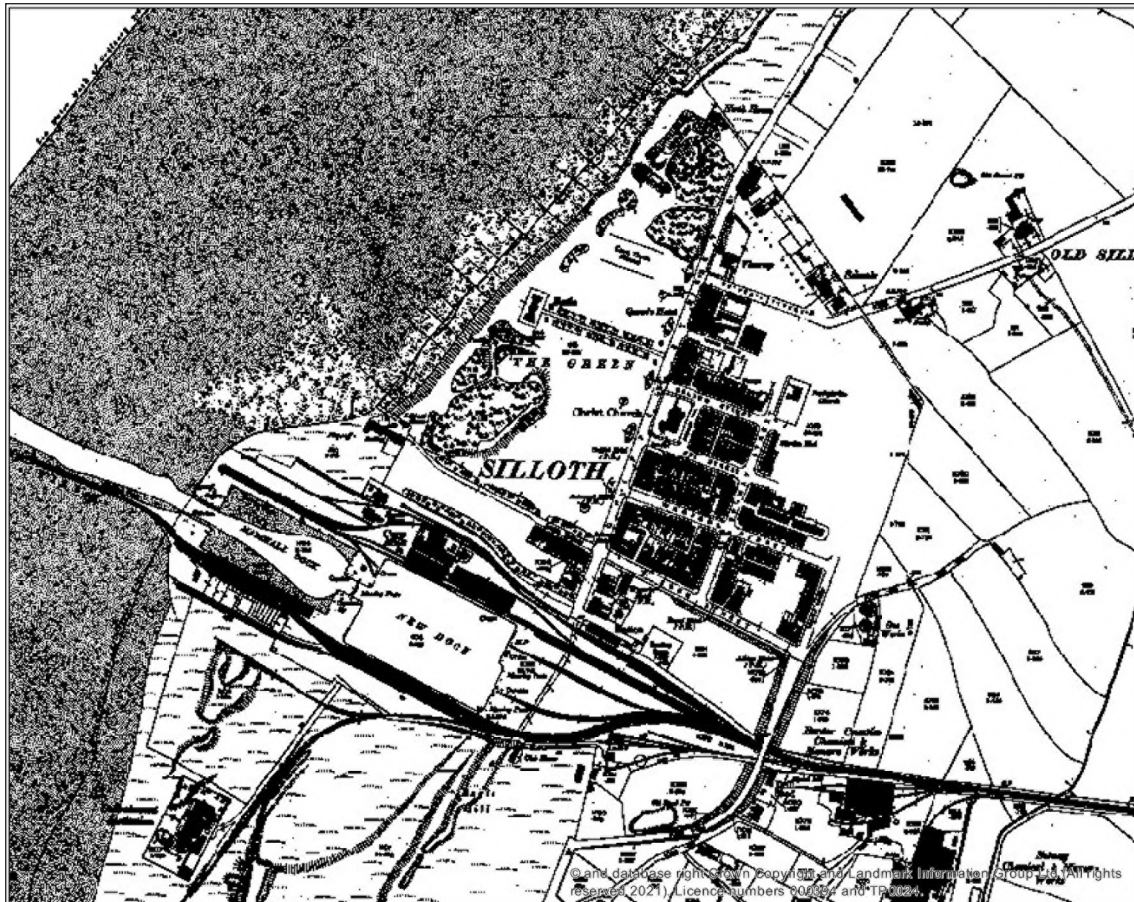


Figure 78: Detail from the 1:2500 Ordnance Survey Map published in 1899 (Cumberland Sheet XX.11) © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100024900

Similarities with Maryport (this list is not exhaustive):

- Initially industry formed the reason for the extension of the railway and development of the docks;
- The town was laid out to a grid-iron plan.

Differences from Maryport (this list is not exhaustive):

- Silloth started to develop over 100 years after Maryport;
- It was a railway company that initiated development, rather than a single landowner;
- The earliest streets in Silloth were named after local rivers and hills, rather than individuals;
- The town plan was designed by a known architect, and was largely carried

out with some modifications;

- The principal streets are wide, paved with granite setts and tree-lined;
- The construction of purpose-built hotels and boarding houses;
- Brick may have been the dominant building material, with stone dressings, the presence of the railway would have allowed a variety of building materials to be brought into the town including Welsh slate;
- Silloth promoted itself as a seaside resort, a function which it continues to this day (there are numerous caravan sites located in the towns hinterland). Although Maryport has attempted to attract visitors, it was not really until the second half of the 20th century that leisure facilities were provided (marina, aquarium etc);
- More uniform building heights and massing;
- Large area of green space to the seaward side of the town;
- There does not appear to have been zones of dereliction in the second half of the 20th century which would have led to the demolition of sub-standard housing, possibly a consequence of the town not relying on traditional industries (although Silloth has lost its railway connections).

CONCLUDING DISCUSSION

Although Maryport as a town was a mid-18th century creation, the natural topography, geographical location and strategic importance of the land on which it lies was clearly an important factor in the establishment of a Roman fort, with associated settlement, cemetery and wider agricultural landscape. Some features associated with the Roman fort and settlement may have influenced the layout of the 18th century town, for example High Street or Crosby Street may be on the line of a Roman road, and a coastal route along the base of the cliffs, which was certainly in existence in the late 18th century (and of which King Street formed a part), may have had earlier origins.

Prior to the establishment of the planned town in the middle of the 18th century, there is some evidence for activity in the form of shipping and small-scale coal exportation at *Elnefoot*. Thomas Denton noted in the late 17th century that there was a 'kind of port for small vessels'; an early 18th century letter refers to the leading of coal on horseback to the harbour which was then transported to Ireland and the Isle of Man, and a property (which had a date stone of 1719) was constructed on the site of what is now the Golden Lion Hotel. These might indicate that by the early 18th century the west end of Senhouse Street, i.e. Shipping Brow, was in existence, and it may have been from this point that the town started to be planned.

The impetus for the creation of the planned town that would become known as Maryport was the promotion of a bill to improve the harbour at 'Ellenfoot' in order to expand facilities for the exportation of coal, to increase the importation of other goods into the county and to create new industries. Local landowner, Humphrey Senhouse II, on whose land coal was being extracted and the planned town would develop, was well aware of the work undertaken by Sir James Lowther at Whitehaven through the improvement of the harbour and the subsequent development of the planned town there in order to expand his industrial interests. The earliest area of development was seemingly on Shipping Brow: the wide space which continues to exist at this end of Senhouse Street might be a reflection of a pre-existing layout when coal was taken to the harbour for shipping. The next area to develop was the Down Street locality at the base of the cliffs. The desire to create new industries was certainly achieved, with a Glass House, Brewery, Furnace, Pottery and shipyard all being represented on a c 1756 plan of the town (see Figure 8).

The construction of buildings and the establishment of industrial zones in the earliest part of the planned town may have been fairly sporadic, with buildings reflecting individual requirements, a factor which has contributed to the difference in height, massing and architectural detail within the study area that exists today. By the end of the 18th century the beginnings of the grid-iron plan had been laid out on the higher ground above with harbour, with the principal streets being Senhouse Street, Catherine Street, Queen Street, Furnace Lane/Road, the western end of John Street, and the sections of High Street and Crosby Street between John Street to the

north and Queen Street to the south. Although these streets had been laid out, they were not necessarily all built upon by the turn of the 19th century.

A grid-iron plan is a series of streets which run parallel and at right angles to each other, where the topography allows. The main benefit of such a layout was the uniform plots between the streets which could be efficiently subdivided. The utilisation of a grid-iron plan for a new settlement was not a new concept when Maryport started to develop in the mid-18th century. In Europe, such layouts are known from Ancient Greece, for example at Miletus which was rebuilt following its sacking by the Persians in 494BC; this is regarded as one of the best-known examples of Grecian town planning.¹⁹⁹ In Britain, the Roman town of Silchester in Hampshire is visible on aerial photography (nothing survives above ground) as an orderly street pattern with central municipal buildings. Possibly more relevant to the development of Maryport was the rebuilding of London following the Great Fire in 1666. Five plans were submitted for the rebuilding, two of which adhered to the grid-iron plan favoured by Renaissance town-planners. The appearance of the new city, as it took shape in the decade or so after 1666, was very different from the earlier settlement. Building regulations enforced the use of brick, stone and tile (fireproof materials), and there was a uniformity of street design and building fronts, wider streets with fewer obstacles, and the separation between pedestrians and vehicular traffic through the use of raised pavements.²⁰⁰ A modern example of a grid-iron planned settlement in Britain is Milton Keynes, where construction began in 1967.

By the time Mitchell's map of Maryport of 1834 was made, the grid-iron plan of the town was well-formed, with properties extending from Castle Hill in the south to Fleming Street and Fleming Place to the north, although northwards from Kirkby Street there was still land available for development. The Down Street area of the town, at the base of the cliffs, was intensively occupied with some industrial concerns present, and the first of the docks had been constructed on the south side of the river. Significant buildings such as churches, markets, inns and banks were in existence by this date, providing all that was required for a provincial market town. By this date there appears to have also been some separation of function within the study area, with the Down Street area having the beginnings of industrial development, the docks and harbour being concerned with maritime activities, and the majority of the town on the higher ground to the east containing domestic and commercial properties; these functional areas would become more distinct throughout the 19th century.

There are no clear examples of buildings which may date from the very beginning of the planned town, although some early fabric could be obscured by later alterations. The earliest buildings to survive within the study area, apart from the medieval tower at Netherhall, relate to the late 18th or early 19th century, and are characteristic of the Cumbrian Vernacular tradition, with plain raised surrounds to openings, rendered and painted walls, generally muted architectural embellishment and a mixture of two and three-storeyed structures, which provide interest through varying roofline heights, located back of pavement with access passageways leading

to the rear.

Expansion of the town was aided in the middle of the 19th century by the arrival of the railways, which allowed for easier transportation of coal and other goods to and from the docks. Whilst the population of the town was largely of local origin in this period, the presence of inhabitants of Irish and Scottish origin is documented, and reflected in the diversity of appropriate religious establishments. The town continued to expand and become more populous throughout the second half of the 19th century resulting in the creation of numerous yards/courts behind the street frontages, where small, poor-quality dwellings were built, a feature that would continue well into the second half of the 20th century at which point slum clearance was, and had been, undertaken, particularly in the Down Street area, resulting in new builds that do not necessarily respect the traditional street pattern and built form. The second half of the 19th century also saw the construction of new, terraced housing, some with retail units at ground-floor level, to the south-east and north of the earlier town, all within the study area. These provide an interesting contrast with the earlier buildings as they were constructed with rock-faced sandstone, were not rendered, and many examples had canted bay windows and dormers, and were typically Victorian in character.

The loss of the traditional industries in the early 20th century resulted in decline and unemployment, but efforts were made to bring new jobs to the town through the creation of the Solway Trading Estate in 1938. This estate, however, was sited away from the town centre to take advantage of undeveloped land and its proximity to the main Carlisle to Whitehaven road, which meant that the earlier industrial areas of the town, in the Down Street area and at the Harbour, were not revitalised. It would not be until the second half of the 20th century that these areas would see redevelopment with new residential build and leisure facilities, although these were not always sympathetic (particularly in the case of some of the residential buildings) to the town's historic street plan and built form. The decline of the town in the early 20th century may, ironically, have also largely been the reason why so much of the historic fabric within the study area has survived; if the town had been more prosperous it might have been subjected to higher levels of investment in redevelopment and more national chain stores might have colonised the high street bringing their corporate architecture with them. As it is, Maryport retains its historic layout and grain, and an abundance of independent retailers, which lends interest and a uniqueness to the town.

The planned town of Maryport is situated on a saddle of land, with Senhouse Street/Shipping Brow located at the base. This topography, and the straight lines of the grid-iron street pattern, allow for interesting long views particularly when looking north and south from each end of High Street and Crosby Street. The views are framed by the back of pavement character of these streets with little in the way of interruption. There are also several prominent buildings within the study area which lend interest and contrast to the streetscape. On what is now the main commercial area, Senhouse Street, these include the Town Hall and Carlton Cinema on opposite corners of the junction of Senhouse Street and High Street; the former

Midland Bank on the corner of Senhouse Street and Crosby Street, the Golden Lion Hotel on Shipping Brow, the Maritime Museum with its distinctive late 19th-century modifications, and the larger-scale retail and bank buildings along the street which contrast with the lower-scale two-storeyed structures. Within the study area as a whole there are additional prominent buildings, of varying original use and design, for example Christ Church on King Street, the Edwardian former Police Station on Eaglesfield Street, the Brewery buildings on Wood Street, the Senhouse Museum (former Naval Battery) adjacent to the Roman fort, the 18th century warehouses on South Quay and the former Co-op building on Curzon Street. There are also distinct open spaces which provide a sharp contrast to the built form, these include Mote Hill, Fleming Square, the Roman fort site and open countryside to the north, Memorial Gardens and the Docks area which has been revitalised through the introduction of housing and leisure facilities.

The High Street Heritage Action Zone itself, the extent of which is shown on Figure 53, now comprises the main commercial area of the town although historically it is clear from trade directory and photographic evidence, that shops and businesses once proliferated throughout the whole of the study area. Today, Senhouse Street and part of Crosby Street are home to most of the retail units, although there are some surviving commercial concerns on Wood Street and John Street for example, but in general the retail offer has contracted to a more concentrated area than it has been in the past.

This assessment has identified, although it is clearly apparent, that the length of Senhouse Street, from the harbour to Curzon Street, is commercial in character with shops, cafes and public houses present. The variety of largely independent retail concerns, the varying heights, widths and appearance of the buildings on Senhouse Street, and the topography which gives changes in street level and allows long views particularly along High Street and Crosby Street, provides interest and character.

Residential accommodation is also to be found within the HS-HAZ but this is largely in the form of upper-floor flats, reached either by passageways from the main street frontage, or from rear external staircases. Shipping Brow, and the short extensions of High Street, Crosby Street, Furnace Lane and Curzon Street, are the areas which contain the residential properties within the HS-HAZ, although it is clear that some of this housing was formerly shops as indicated by evidence for former shopfronts, and where this is less obvious, from historic photographs. Some commercial concerns have suffered from changes in the way people shop or utilise services, most notably banks, resulting in at least one large former bank premises closing and, at the time of writing, awaiting a new use. There is a distinctive change in the built form at the south-east end of Senhouse Street as shown by the uniform terraces on each, built of rock-faced sandstone, and dating from the 1870s and 1880s; these extensions to Senhouse Street, as well as the contemporary construction of housing on the east side of Curzon Street and to the north of the study area, may represent the height of the town's prosperity when coal exportation peaked at around 480, 000 tons and the population had reached over 7, 000. Whilst there is evidence for new build within the HS-HAZ, most of the historic

fabric survives despite, or because of, the town's decline in the first half of the 20th century, following the demise of Maryport's traditional industries.

There are a number of shopfronts within the HS-HAZ area, and within the study area, which are historic, and whilst they may not all be original to the buildings themselves, they retain elements which provide character to the town, and add to the uniqueness of the retail offer in Maryport. Appendix 3 is a gazetteer of the properties where complete or substantial elements of historic shopfronts have been identified during the fieldwork for this assessment. It must be noted, however, that some historic shopfronts may survive behind modern fascias, therefore any proposals in the future for alteration would need to be mindful of this.

A comparison with other planned towns along the West Cumbrian coast has shown that Maryport shares characteristics with the 17th-century town of Whitehaven and with the 18th-century settlement of Harrington, rather than the later 19th-century towns of Barrow-in-Furness and Silloth.

In the case of Maryport, Whitehaven and Harrington, development was initiated by a single landowner, on whose land the towns would be planted, and were the result of a desire to better exploit local resources by developing new harbour facilities to facilitate export, principally to Ireland but also further afield. There is no clear evidence for large-scale development undertaken by a particular builder or builders, with building plots being taken up by individuals, resulting in bespoke structures which reflect individual needs and requirements, although some caveats and restrictions were seemingly applied. The result is that in each case the built form is constrained by a grid pattern, properties are situated back of pavement with the rooflines generally parallel to the street, the architectural detailing is generally muted and conservative although Whitehaven has more examples of larger merchants' housing and more architectural embellishment.

Significance

The extent of Maryport which lies within the study area is a very well-preserved example of a late 18th and early 19th-century planned town which was developed due to the interests of the local landowner who wished to better exploit the local mineral wealth. The topography, geology and situation of the town have had a considerable influence on not just the post-medieval settlement, but why the site was previously chosen as a Roman military establishment, and why the topography was also utilised in the medieval period.

The heritage significance of the town is derived from many different elements. The grid-iron street pattern has buildings which are generally located back-of-pavement providing continuous and harmonious frontages of buildings that vary in height and massing. The grid-iron plan of the historic part of the town is quite different from other market towns in the area. For example, Wigton, Cockermouth and Egremont are all medieval in character, with a much more organic plan form consisting of long main streets with burgage plots extending rearwards, in some cases to a back lane,

and with the church generally central to the settlement.

The historic character of the buildings in Maryport, the variety of, generally muted, architectural embellishment, the use of different paint schemes on the rendered elevations and the presence of large corner buildings all provide interest. The grid-iron plan, and the topography on which the historic town lies, allow long views along High Street and Crosby Street. The lack of national retail chains in Maryport means that there is individuality in the retail offer, with small independent retailers dominating the commercial area with the HS-HAZ, and the survival of historic shopfronts provides additional interest and character.

Whilst Curzon Street is now the principal vehicular route through the town, Senhouse Street is the principal commercial area. Its significance lies in the continuous frontages, with only one poor-quality gap site, and the obvious change in character at its south-east end where it widens and accommodates late 19th-century terraces which are quite different in form from the earlier structures. Shipping Brow is an important and significant part of Senhouse Street as it is here that the first elements of the planned town developed and it provides a distinctive gateway between the town and the harbour.

The harbour, docks and piers provide a tangible link to the town's seafaring and shipbuilding past, and the character of this area is quite different from the concentrated built form of the historic town. From this area, long views are provided across the Solway Firth to Scotland. Similar views are also provided from the elevated land at the north end of the study area, particularly along the west side of the Roman fort site.

The presence of numerous individual 'one-off' buildings is also an important contributor to the town's significance, as well as the areas of open space located on the outskirts of the grid-iron plan.

Maryport bears similarities with some of the other planned towns along the West Cumbrian coast, most notably Whitehaven and the now-lost planned town of Harrington, but it has a uniqueness in that its historic fabric within the study area has largely evaded wholesale demolition and redevelopment, resulting in a built environment that is recognisably historic and full of character.

Abbreviations

CASC	Cumbria Archive Service, Carlisle
CASW	Cumbria Archive Service, Whitehaven
CCC	Cumbria County Council
CHER	Cumbria Historic Environment Record
CL	Carlisle Library Local Studies
NHLE	National Heritage List for England
OS	Ordnance Survey
TCWAAS	Transactions of the Cumberland & Westmorland Antiquarian & Archaeological Society

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Maryport Chapel. Tickets for pews for John Christian, scheme of charges, plan of seating in the gallery, 1760-62, CASW Ref. DCU/1/9

Lease by Henry Fearon, innholder, to Joseph Harris of 2 houses in Strand Street 1769, CASW Ref. DCU/4/211

Pencil and watercolour views including Maryport Harbour, CASC Ref. DSEN/10/Box 200/Box 268-275/10

Dr Crerar, various handwritten notes, sketch plans, Maryport Photographs, including photographs of early engravings, and Plan of Harbour, 1819-1951, CCAC Refs. DCR/10, DCR/11, DCR/76B, DCR/76C, DCR/76G, DCR/77A, DCR/77F, DCR/78

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Sales Particulars, Crown and Anchor Public House, John Street, Maryport 1838, CASW Ref. DH/296/1

Etching 'A View of Maryport' by CJ Greenwood c 1846, CASC Ref. DX 256/1

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NOTES

- 1 Historic England 2017, 1
- 2 CCC 2009, 105. Historic England 2020, 3-4
- 3 CCC 2006a, 2
- 4 Welfare 2010, 12
- 5 CHER Ref. 44287; CFA 2017
- 6 Welfare 2010, 12
- 7 CHER Ref. 792
- 8 Breeze 2018, 10
- 9 CHER Ref. 826
- 10 Bailey 1923, 148-149; CHER Ref: 826
- 11 Frodsham 1989, 13
- 12 CHER Ref. 3692
- 13 NHLE: Scheduled Monument Ref. 1014802, 'Rise How tower 25a, part of the Roman frontier defences along the Cumbrian coast including remains of prehistoric burial mound and early medieval kiln'
- 14 CHER Ref. 42082
- 15 CHER Ref. 17685
- 16 OAN 2015, 29-30
- 17 NHLE: Scheduled Monument Ref. 1015415, 'Maryport (Alavna) Roman fort, part of the Roman frontier defences along the Cumbrian coast, its associated vicus and a length of Roman road'
- 18 OAN 2015, 30
- 19 Breeze 2018, 48-50. This includes a reproduction of the geophysical survey results
- 20 OAN 2015, 6-7
- 21 CHER Ref. 42081
- 22 Jackson and Jackson 1969, 5
- 23 Breeze 2018, 50
- 24 CHER Ref. 828
- 25 Bailey 1923, 147
- 26 CHER Ref. 6256
- 27 Bellhouse suggested this would be have been a good site for a fortlet given its elevated location and position above a loop in the river (1970, 42)
- 28 CHER Ref. 827
- 29 Jackson and Jackson 1969, 37
- 30 Bailey 1923, 146; CHER Ref. 829
- 31 Breeze 2018, 86-67; CHER Ref. 42082
- 32 Newman 2006, 94-95
- 33 Armstrong *et al* 1950, 284-285. Old English was spoken by the Anglo-Saxons from the 6th to the 12th centuries. Old Norse was spoken by Norwegians who colonised Iceland, Ireland, the Isle of Man, the Hebrides and north-west England from the 9th to the 12th centuries (Lee 1998)
- 34 Bailey 1910, 17-18
- 35 Armstrong *et al* 1950, 284
- 36 NHLE: Scheduled Monument Ref. 1019209 'Castle Hill Motte and site of a World War II Gun Emplacement'
- 37 NHLE: Scheduled Monument Ref. 1007092 'Netherhall'; CHER Ref: 3691
- 38 Salter 1998, 78; CHER Refs. 818 and 824
- 39 CASC Ref. DSO 267/1/1
- 40 Jackson and Jackson 1969, 7

41 Breeze 2018, 5

42 Wells 2004, 26

43 See Collier 1991 for a detailed study of Whitehaven 1660-1800

44 Winchester 2003, 154-155

45 NHLE: Grade II Listed Building Ref.1144672 'Ewanrigg Hall'

46 NHLE: Grade II Listed Building Ref.1144669 'Bank End Farmhouse'; Jackson and Jackson 1969, 9

47 Jackson and Jackson 1969, 9

48 Hughes 1964, 308

49 Wells 2006, 117

50 This suggestion is based on a comparison of the pre-1738 map of Netherhall Estate and Mitchell's Plan of Maryport 1834

51 Jackson and Jackson 1969, 9

52 Ibid

53 CASC Ref. DLONS/W/11E/12

54 CASW Ref. DH/388/4

55 Jackson and Jackson 1969, 9

56 CASC Ref. DSEN/5/11/1/4

57 Jackson and Jackson 1969, 10

58 Hughes 1964, Appendix A lists the purchasers of land, date of deed, measurement of plot, and rent from 1749 to 1769. A lease for properties on Stand Street dating to 1769 refers to a property being 10 yards to the front and 20 yards to the rear (CASW Ref. DCU/4/211)

59 This is annotated on Mitchell's Plan of Maryport 1834, CASC Ref. DSO 267/1/1

60 Jackson and Jackson 1994, 11

61 Collier 1991, 69-70

62 Jackson and Jackson 1990, 67

63 An early-19th century plan shows a road from Bank End to the Market Place (Fleming Square) which runs along the coast and along what appears to be Nelson Street up Brow Street then turns left onto High Street before heading to the Market Place. Bank End Lane is labelled on this map as 'Old Road from Allonby to Maryport' and the current road to Allonby (the B5300) is labelled as 'New Road from Allonby to Maryport', CASC Ref. DSEN/Box412-413/Boxed plans/15 'The Queen v Maryport plan' [post dates 1837]

64 Jackson and Jackson 1969, 12

65 Ibid

66 Jackson and Jackson nd, 4

67 Wells 2004, 32

68 Jackson and Jackson 1967; Wells 2006, 69-75

69 https://gracesguide.co.uk/Netherhall_Furnace - Accessed March 2021

70 CHER Ref. 3046; NHLE: Scheduled Monument Ref. 1019211, 'Coke ovens at the southern end of Furnace Road'

71 CHER Ref. 3554

72 CHER Ref. 3554; OAN 2010; Parson and White 1829, 323

73 CHER Ref. 3577; NHLE: Scheduled Monument Ref. 1020536, '18th century bottle works in Irish Street 200m north of Mote Hill'

74 CHER Refs. 5934 and 6249

75 CHER Ref. 4192

76 CHER Ref. 4347; Jackson and Jackson 1969, 17-18

77 Jackson and Jackson 1969, 19; in 1812 Richard Ayton noted the remains of a failed cotton mill in Maryport (Trinder 1997, 104)

- 78 Wells 2004, 32
- 79 Jackson and Jackson 1969, 41; CHER Ref. 3613
- 80 A Broadside is the side of a ship, therefore a broadside launch means launching it into the water sideways (Wells 2006, 208)
- 81 Hughes 1964
- 82 Collier 1991, 44
- 83 It is unclear where this list originated, a copy of the list will be included within the project archive
- 84 Jackson and Jackson 1969, 27-28
- 85 Quoted in Wells 2004, 17
- 86 Nicolson and Burn 1777, 162
- 87 Hutchinson 1794-97, 266
- 88 Jackson and Jackson 1969, 37
- 89 Jollie 1811
- 90 Kirkby Street may have been named after Eleanor Kirkby who married Humphrey Senhouse I (Hughes 1965, 65)
- 91 Jackson and Jackson 1969, 20
- 92 Parson and White 1829, 320; Jackson and Jackson 1969, 20
- 93 Lysons and Lysons 1816, 55; Jackson and Jackson 1969, 20
- 94 Parson and White 1829, 319-324
- 95 Jackson and Jackson 1990, 67
- 96 Ibid, 22-24
- 97 Camp Road is only partly shown extending from the junction with Fleming Street on Mitchell's Plan of 1834, but the Netherhall Tithe Map of 1844 shows it extending its full length (CASC Ref. DRC 8/139)
- 98 Fleming Square takes its name from Mary Senhouse née Fleming, the wife of Humphrey Senhouse II and from whom the wider town also takes its name (Breeze 2018, 3)
- 99 Wells 2006, 9; Jackson and Jackson 1990, 18
- 100 CASW Refs. DWM/457/199 (1822 plan of plots between Senhouse Street and John Street) and DWM/457/185 (1857 sales particulars for John Street)
- 101 Wells 2006, 6-11
- 102 Wells 2004, 34
- 103 Robinson 1978, 11; CHER Ref.3426
- 104 Jackson and Jackson 1990, 32
- 105 CHER Ref. 6251. The Bonded Warehouse still stands but has been converted to residential use
- 106 CASC Ref. DSEN/5/11/3/1/80; CASW Refs. DWM/405/10/5 and DWM/457/185
- 107 Wells 2006, 117-118
- 108 Wells 2004, 19
- 109 There are some datestones on buildings in and around Fleming Square which may provide some indication of the development of this part of Maryport. The Old Courthouse (24 and 24A Fleming Square), which is shown on Mitchell's plan of 1834, has a date of 1834 over an archway, and there is a date of 1841 over an archway beside No.4 Fleming Street
- 110 Mannix and Whellan 1847; during fieldwork in March 2021 an inscription on the door lintel of 28 Fleming Square relating to a dealer in tea, although partly concealed by paint, was observed
- 111 Jackson and Jackson 1969, 48
- 112 Wells 2006, 12-13

- 113 Jackson and Jackson 1990, 18
- 114 Jackson and Jackson 1969, 46; Wells 2004, 11
- 115 Wells 2004, 14
- 116 Whellan 1860, 319-321
- 117 Jackson and Jackson 1992, 9
- 118 Jackson and Jackson 1969, 58
- 119 Named after Alfred Curzon who married Blanche Pocklington Senhouse in 1856 (Breeze 2018, 3)
- 120 Jackson and Jackson 1969, 68
- 121 Jackson and Jackson 1990, 40-41
- 122 NHLE: Grade II Listed Building Ref. 1470933
- 123 Hyde and Pevsner 2010, 514; Bailey 1883, 18
- 124 <https://www.cumbriacountyhistory.org.uk/township/maryport> - Accessed April 2021
- 125 Jackson and Jackson 1969, 23
- 126 Jollie 1811, 68
- 127 Parson and White 1829, 320-321
- 128 Bailey 1883, 19; the large-scale Ordnance Survey plan of 1866 annotates this site as 'Drying Ground'
- 129 Hepburn 1973
- 130 Wells 2006, 82-83; Jackson and Jackson 1969, 67
- 131 Jackson and Jackson 1969, 68
- 132 Porter 1882
- 133 Jackson and Jackson 1990, 68; CASC Ref. DCR/78
- 134 Anon 1908; CASC has some Building Control Plans dating to 1899 relating to alterations to the Tailoring Department, including elevations of the Station Street elevation, block plan and plans and sections of the buildings to the rear of the Curzon Street store (CASC Ref. SUDM3 Box 1)
- 135 Jackson and Jackson 1969, 79
- 136 Ibid, 80
- 137 Internet Archive Website: <https://archive.org/details/b30557094/page/2/mode/2up> - Accessed March 2021
- 138 Jackson and Jackson 1992, 4-5
- 139 Bulmer 1901, 753
- 140 CASW Ref. DCU Sales Particulars 11
- 141 Bulmer 1901; 1:2500 Ordnance Survey Map published in 1900
- 142 David Malcolm pers. comm. March 2021
- 143 Jackson and Jackson 1992, 73-76
- 144 Ibid, 56-57
- 145 Jackson and Jackson 1987, 11
- 146 Jackson and Jackson 1992, 103
- 147 Ibid, 104
- 148 Hutchinson 1794-97, 267, 60; Jollie 1811; Parson and White 1829, 320
- 149 Jackson and Jackson 1992, 60-66
- 150 There is an undated list provided by Maryport Urban District Council of 'Householders who are Prepared to Accommodate Visitors in Maryport' in Jackson and Jackson 1992, 67
- 151 Wells 2006, 12; <http://www.bbc.co.uk/history/ww2peopleswar/stories/30/a4017430.shtml> - Accessed April 2021
- 152 CCC 2006b, 11
- 153 CHER Refs. 6306, 6308, 15254, 15256, 15257

- 154 Castle Hill (Maryport) Local History Group, Newsletter 14th December 2020
- 155 Internet Archive: <https://archive.org/search.php?query=maryport> – Accessed April 2021
- 156 David Malcolm pers. comm. April 2021
- 157 Historic England has several photographs and negatives in their Archive relating to these schools, including images of Netherhall School under construction in 1952/53: <https://historicengland.org.uk/images-books/photos/> - Accessed April 2021
- 158 A Medical Report of 1960 reported that in that year 65 houses that were inspected in Maryport were classified as unfit for human habitation, Internet Archive: <https://archive.org/search.php?query=maryport&page=1> – Accessed March 2021
- 159 Gomme 1960, 377-378
- 160 Nairn 1967, 487
- 161 Building Design 1970, 13; Napper *et al* 1970, 25
- 162 Anon 1992, 5; Hyde and Pevsner 2010, 515
- 163 Hyde and Pevsner 2010, 515
- 164 Allerdale Borough Council 2020
- 165 The author is grateful to Mr Peter Stevenson of Maryport Maritime Museum for highlighting the survival of this range
- 166 Messenger 2021a
- 167 Jackson and Jackson 1994, 11
- 168 Messenger 2021b
- 169 Wells 2006, 8
- 170 Hyde and Pevsner 2010, 516
- 171 There are Building Control plans and elevations relating to the use of the building as a bank dating to 1899, which shows how the ground floor spaces were used, with the first and second floors utilised as living accommodation. There are also plans and elevations dating to 1933 relating to the change of use to a cinema by Messrs. Graves Ltd, which include detailed information on the internal layout, CASC Ref. SUDM3 Box 1
- 172 Jackson and Jackson 1992, 26
- 173 CASC Ref. SUDM3 Box 1
- 174 Wells 2006, 139
- 175 Jackson and Jackson 1994, 28
- 176 For information on the Carlisle and District State Management Scheme, see <https://historicengland.org.uk/research/current/discover-and-understand/military/the-first-world-war/first-world-war-home-front/what-we-already-know/land/state-control-of-pubs/> and Taylor 2018
- 177 https://amounderness.co.uk/blackpool_residents_1934_w.html - Accessed April 2021
- 178 CASW Ref. YDSO 2/8/3/3-4
- 179 Hughes 1965, 88
- 180 Jackson and Jackson 1969, 27-28; CASC Ref. DSEN Maryport Town and Harbour c 1770
- 181 CASW Ref. DH/296/1
- 182 Information from Castle Hill (Maryport) Local History Group
- 183 Newman 2008
- 184 Collier 1991, 1-3
- 185 Hyde and Pevsner 2010, 671; Collier 1991, 40
- 186 Collier 1991, 41 and 72
- 187 Collier 1991, 93
- 188 Collier 1991, 93
- 189 Collier 1991, 61

- 190 Collier 1991, 31-32
191 Newman 2008, 161
192 Jollie 1811, 22
193 Newman 2008, 165
194 Trescaheric 2000, 5
195 Barnes 1978, 109
196 Ibid, 89
197 Hyde and Pevsner 2010, 131
198 Hyde and Pevsner 2010, 618-619; Scott-Parker 1999, 17-23
199 Chant 1999, 49
200 Elmer 1999, 228-231

Appendix 1: Designations within the Study Area

Name and Location	Brief Description	Designation	Grade	NHLE Ref.
Scheduled Monuments				
Maryport (Alavna) Roman fort, part of the Roman frontier defences along the Cumbrian coast, its associated vicus and a length of Roman road	The monument includes the earthworks and buried remains of Maryport Roman fort - identified as the site of Alavna noted in classical sources - together with the buried remains of a large part of its associated vicus or civilian settlement	Scheduled Monument		1015415
Netherhall	The monument includes the remains of tower and hall house of medieval date, situated on level ground on a bend in the River Ellen. The tower is upstanding and is constructed from red sandstone, much of which is reused Roman dressed stone; the structure is topped by a 19th century gable ended roof. The tower stands to three storeys and has a number of original architectural features including windows and a basement vault. Immediately to the north east of the tower are the buried remains of the hall that was formerly attached to it. The relict roof line from the hall, preserved on the west wall of the tower, indicates that the tower and hall were a single build	Scheduled Monument		1007092
Medieval site in Netherhall Park, left bank of River Ellen	The moated site 180m SSW of Netherhall is preserved as an earthwork and will contain archaeological deposits relating to its construction, use and abandonment and environmental deposits relating to the use of the surrounding landscape. The monument lies in a landscape rich in Roman and medieval monuments. These monuments include Netherhall tower house situated on the opposite bank of the River Ellen, which is understood to have succeeded this moated site. Taken together the monuments provide insight into the	Scheduled Monument		1007141

	development of fortified residences in the medieval period			
Coke ovens at the southern end of Furnace Road	The monument includes the buried remains of a bank of six mid-18th century coke ovens located at the southern end of Furnace Road in Maryport. These ovens were used to produce coke for the adjacent Netherhall blast furnace. A combination of limited excavation and documentary sources has shown that they were built sometime after the blowing-in of the furnace in 1754 but before the final sale of the blast furnace in 1783	Scheduled Monument		1019211
Castle Hill motte and site of a World War II gun emplacement	The monument includes the earthworks and buried remains of Castle Hill motte, a 12th century medieval castle, together with the foundations of a World War II gun emplacement located on the summit of the motte. The motte is strategically situated at the end of a ridge overlooking a horseshoe bend in the River Ellen close to the river's mouth and overlooks the point where an earlier Roman road crossed the river. The motte is surrounded by a ditch on all sides except the west where defence is afforded by the steeply sloping hillside. On the summit of the motte there are the concrete foundations of a World War II gun emplacement which guarded the approaches to Maryport harbour	Scheduled Monument		1019209
18th century bottle works on Irish Street, 200m north of Mote Hill	The monument includes the buried remains of Maryport glass house, an 18th century bottle manufacturing works located between Irish Street and the River Ellen 200m north of Mote Hill. It is not known for certain when bottle manufacturing began here but a map of c 1745 depicts the glass house. An advertisement for the sale of the glass house in 1773 mentions ancillary buildings such as the korker and ash houses	Scheduled Monument		1020536

Listed Buildings				
The Battery, Sea Brows (now Senhouse Roman Museum)	Formerly known as The Battery. Naval gunnery training centre, now museum, built for the Admiralty in 1885; since altered and recently restored following fire damage	Listed Building	II	1233301
Gate Piers to Netherhall	Early 19th century. Four stone gate piers panelled and with pyramidal caps and plinth bases. Included as part of a group with the hall and lodge	Listed Building	II	1137639
Lodge at Netherhall	Early 19th century. One storey in tooled red sandstone with rusticated quoins and hipped Welsh slate roof. Two windows with moulded surrounds. Four column Roman Doric portico with moulded entablature. Paired diagonal-set chimney stacks. Derelict at time of survey (1976)	Listed Building	II	1144644
Netherhall	A large country mansion in red sandstone, comprising a medieval pele tower to the south-east built largely of Roman dressed stones, mid and late Georgian additions and alterations, and extensive late 19th century wings on the north-west side. There is a fine Roman Doric colonnade at the entrance, having nine columns with moulded entablature. The 19th century wing has five gabled semi-dormers and mullion and transom windows on two storeys. At the time of survey, 1976, the house is standing derelict after a serious fire [demolished in 1979 except for the pele tower]	Listed Building	II*	1137621
Parish Church of St Mary	Parish church of 1760 origin, rebuilt 1847, from which period the tower survives, and rebuilt again in 1892 by J.H. Martindale	Listed Building	II	1327106
1 Camp Street	Early 19th century. Three storeys, cement rendered, with two windows to each storey, hung sashes with glazing bars. Stone surround to one window to ground floor and panelled door in pilastered surround with entablature and cornice	Listed Building	II	1137469

The Vicarage, Fleming Square	Early 19th century. Two storeys in stucco with Welsh slate roof behind parapet and cornice. Three full-height pilasters mark sections. To the left, feature is a slightly projecting rectangular bay of full height, three lights above three, with stone coping to plinth and no glazing bars. String at first floor sills and between storeys and above. To the right, three windows above two, moulded surrounds, no glazing bars. Good Ionic porch with entablature and cornice. Door of six fielded panels, rectangular fanlight. Three steps. Moulded coping to plinth.	Listed Building	II	1327109
4 Fleming Place	19th century villa with hipped slate roof. Rendered, carved as stone. Rusticated quoins. Three windows, marginal glazing bars, moulded surrounds with rusticated keystones and band at sills. Two canted bays to ground floor. Stone porch with cornice. On brackets, double doors, steps up. Included as part of a group	Listed Building	II	1144673
The Cottage, Solway Terrace	Mid-19th century villa in stucco with channelled rustication to ground floor and brackets at eaves. Three windows, band at sills, cornices on brackets, casements. Two windows to ground floor in moulded surrounds with moulded brackets to cornice. Rendered porch with paired pilasters. Carved double doors, rectangular fanlight. Iron area guard. Side elevation has three windows above three, those to ground have lost cornices. Two storey wing with doorway	Listed Building	II	1137531
Alba House, High Street	1842. Two storeys, cement rendered, with pilasters at angles, full height with moulded capitals. Plinth. Plain cornice, three windows, string course at first floor sills, modern sashes, cases within reveals. Aprons to ground floor windows. Two heavy Greek Doric columns to entrance, set within reveal. Steps up, iron handrail	Listed Building	II	1137579

2 Fleming Place	Similar in style to No. 1. Two storeys and attics, rendered. Early-mid 19th century. Main elevation to gable end has two windows above three above two. Door of six fielded panels, rectangular fanlight, in doorway with pilasters and small cornice. Iron area guard. End narrow pilasters and eaves cornice. String at plinth height. High Street elevation has two windows above two. Stone coped plinth	Listed Building	II	1327108
1 Fleming Place	Early-mid 19th century. Three storeys, rendered, with narrow end pilasters and cornice. Two windows on three floors, hung sashes with glazing bars. Pilasters to doorway, rectangular fanlight. Original stone street sign. Fleming square elevation also has end pilasters and cornice. Two windows over two	Listed Building	II	1312289
23 Fleming Square	Early-mid 19th century. Three storeys, rendered, with Welsh slate roof with two small dormers. Eaves cornice and narrow end pilasters. Three windows on two storeys, band at sills, the two outer windows to the first floor have segmental heads with keystone, stone surround with moulded cornice, centre window round-headed with keystone and impost blocks, stone surround with pediment. Ground floor has two windows of three lights, the central light with pediment on brackets. Plinth. Iron area guard. Door of four panels to right with rectangular fanlight, stone surround. Centre doorway has Doric columns, entablature and cornice, double doors of 6 panels in moulded entry with round-arched head. Round arched fanlight	Listed Building	II	1137539
24 and 24A Fleming Square	Dated 1834. Rendered, with modern asbestos roof. Rusticated quoins. Four windows, stone surrounds, part blocked. Three windows to ground floor and centre rusticated carriage entry,	Listed Building	II	1144674

	now flat-headed, with date to keystone. Door to left flanked by two windows in stone surrounds, modern glazing. Painted plinth. One window to right and wider doorway with stone surround (possibly later)			
Senhouse Arms Hotel, Eaglesfield Street	Early 19th century stucco. Three storeys and attics. Four windows, stone surrounds, hung sashes with glazing bars, on two floors and three to ground floor. Doorway with stone surround and cornice. Right hand return to Crosby Street has a plain doorway, three windows on each floor, some blocked, and a round-headed window in gable	Listed Building	II	1137507
The Priory, Eaglesfield Street	18th or early 19th century. Two storeys, cement rendered and painted, with slate roof. Moulded cornice. Four windows, one blocked, moulded surrounds, hung sashes with glazing bars, cases within reveals. Entrance has pilasters with channelled ornament and moulded cornice. Rectangular fanlight. Door of eight panels. Plain three-centred arch to carriage entrance	Listed Building	II	1144671
17 Eaglesfield Street	Early 19th century. Painted coursed stone with rusticated quoins and stone slate roof. Two gabled dormers break eaves. Two windows above one and round-headed entry with keystone and impost blocks, semi-circular fanlight and door of six fielded panels. Passage door to right. Basement light to left. Included as part of a group	Listed Building	II	1312276
15 Eaglesfield Street	Mid-19th century. Two storeys, rendered. Four large gabled dormers. To the left a shallow canted bay of three lights. Two windows to right in moulded surrounds with pediments. Segmental carriage entry to right and one window of three round-headed lights above basement	Listed Building	II	1327107

	lights. Door of six fielded panels with rectangular fanlight in pilastered doorway with entablature and cornice. Three steps up			
11 Eaglesfield Street	Early 19th century. Two storeys, rendered, carved as stone. Stone slate roof and modillion eaves cornice. One window to both storeys, stone surrounds, and one to basement with iron area guard. Handrail to three steps to door of six fielded panels in doorway with pilasters and cornice with modillions on carved brackets. Radiating semi-circular fanlight	Listed Building	II	1137490
The Convent, Kirkby Street	Early 19th century. Two storeys, rendered, with moulded parapet and modillion cornice. Rusticated quoins to right. Three windows, stone surrounds and moulded sills. Two windows to ground floor, marginal glazing bars, cases within reveals. Doorway has attached columns with entasis and grooved capitals, modillion pediment and semi-circular fanlight. Door of four panels. Flight of steps with cast iron handrail replaced to upper portion	Listed Building	II	1312240
57 Kirkby Street	Early 19th century. Three storeys, rendered, with stone slate roof and eaves cornice. Two windows on two floors and one to ground, most hung sashes with glazing bars. Stone surround to door of six fielded panels, joint with surround to passage entry. Two steps up. Ornamented rectangular fanlight	Listed Building	II	1137597
47 and 49 Kirkby Street	Early 19th century. Three storeys and basement. Rusticated quoins to right, stone pilaster to left. Stone eaves cornice. Two windows on three storeys, hung sashes with glazing bars. Two basement openings, one modernised. Joint doorway with stone surrounds. doors of six fielded panels, that to No. 47 has four lights. Five steps	Listed Building	II	1144680

	up with plain iron handrails. Coped gable ends with kneelers			
120 Crosby Street/ 45 Kirkby Street	Early 19th century. Rendered. Crosby Street elevation of two windows on two floors, with cornices above first floor windows. Ground floor has shop front with pilasters of plain wood, like those to door. Glazing bars to fanlight to door on corner, three steps up with plain iron handrails. One modern window of three lights. One basement window and door to left. Basement window to right	Listed Building	II	1144670
107 and 109 High Street/ 17 Kirkby Street	Early 19th century. Pebble dashed. No. 107 has later dormer. One window each to each floor, no glazing bars. One window at eaves to No. 109. Joint pedimented plain doorway to No's 107 and 109, doors of six fielded panels, rectangular fanlights, that to No. 107 retains glazing bars. Four steps up. Basement openings. No. 17 Kirkby Street has two windows on both storeys to this elevation. Kirkby Street elevation has good doorway with open pediment, modillion cornice, paterae and pilasters. Round headed opening with Gothick glazing to fanlight, above door of six fielded panels. Coped gable end with kneeler	Listed Building	II	1144676
104 High Street	Early 19th century. Three storeys and basement, rendered with stone cornice and narrow end pilasters. Two windows on two floors. Ground floor carved as stone. Door of eight fielded panels in surround with pilasters, entablature and cornice, rectangular fanlight. Steps up. Iron area guard	Listed Building	II	1144678
102 High Street	Early 19th century. Two storeys and basement, rendered and painted, with stone slate roof with coped gable end with kneeler to left. Two windows above one and window to basement, no glazing bars. Stone surround to door of six fielded panels beneath rectangular	Listed Building	II	1312234

	fanlight, flight of steps. Iron guard. Formerly had cornice like that to No. 104			
67 Wood Street	Early 19th century. Two storeys in red sandstone ashlar with plain plinth and moulded and modillioned cornice. String course at first floor sills. Three windows, hung sashes with glazing bars, cases within reveals. Entrance has three-quarter Doric columns with moulded and modillioned entablature. Semi-circular head to entrance with ornamental fanlight and door of six panels. Later iron handrail. Hipped Welsh slate roof. Forecourt wall later	Listed Building	II	1327136
84 Crosby Street	Early 19th century. Two storeys, rendered. Two windows in stone surrounds, no glazing bars. Included for shop front of two windows with glazing bars, entablature and cornice, attached twisted columns. Centre double half-glazed doors, rectangular fanlight. Door to left of six fielded panels, ornamental rectangular fanlight	Listed Building	II	1137485
72 High Street	Early 19th century. Three storeys, rendered. Two windows, hung sashes with glazing bars, probably later, to both floors, and shop front with narrow pilasters, fascia and cornice and half glazed door	Listed Building	II	1144677
The Broom Vaults Public House, High Street	Early 19th century. Two storeys in stucco, cut as stone. Stone slate roof. One double sash window and five single sashes with cornices, stone surrounds, later glazing bars, to let floor. Ground floor has passage door and one window with moulded surround to left. Public house front of two windows and centre door with rectangular fanlight, wide pilasters and brackets to fascia and cornice. Service door and shop front with plain pilasters to right, two windows and door beneath rectangular fanlight of three lights	Listed Building	II	1312232

Middle Tap, Senhouse Street	Early 19th century. Three storeys, rendered, with modillion and moulded eaves cornice. Two windows over two shop windows, moulded surrounds and glazing bars to first floor. Ground floor has oriel to left above basement door and two doors and one window beneath continuous moulded cornice	Listed Building	II	1144647
8 Senhouse Street	18th century origins. Two storeys, rendered, with stone slate roof. Three windows, stone surrounds with chamfered reveals, no glazing bars. Two windows to ground floor in stone surrounds and small cornice on brackets to 19th century door of four panels	Listed Building	II	1137674
Public House [The Lifeboat Inn], 11 Senhouse Street	18th century. Two storeys, rough rendered with stone slate roof. Five windows, cemented surrounds, above two to ground floor, door and modern window	Listed Building	II	1327134
13 Senhouse Street	Early 19th century. Two storeys. Stone slate roof with brackets at eaves and stacks at gable ends. Two windows, stone surrounds, chamfered reveals, no glazing bars. Shop front window with glazing bars, double later doors, rectangular fanlight, wood cornice	Listed Building	II	1144646
Christ Church, King Street	Anglican church, 1872 to designs of Charles Eaglesfield. Early English style	Listed Building	II	1470933
3 North Quay	18th century origins. Two storeys, pebble dashed with rendering round windows and band at top and foot of windows. Coped gable ends with kneelers. One large stack. Four windows, and one to ground floor and later larger one to left. Feature is porch with pilasters and triglyph frieze, small pediment with modillions, double modern doors, stone surround with triple keystones. Four steps and iron standard rails. Modern glazing	Listed Building	II	1137649
1 North Quay	Late 18th century. Two storeys, cement rendered, with Welsh slate	Listed Building	II	1327133





	roof with coped gable ends with kneelers and chimney stacks. Three windows, stone dressings, modern sashes, cases within reveals. Plain stone dressings to modern door			
28 and 30 High Street	Late 18th century. Three storeys, roughcast, with rusticated quoins and coped gable end to right. Stone eaves cornice. One window of three lights, no glazing bars, on all floors of No. 28, stone surround. Two windows to No. 30 in stone surrounds and one later, single window to ground floor, no glazing bars. Stone surround to door to No. 30, which is joint to that of the passage, chamfered reveals. Two steps up. Stone coped plinth. Modern door to No. 28 under open modillion pediment, grooved paterae, pilasters with moulded capitals, Gothick glazing bars to semi-circular fanlight. No. 30 has three-light rectangular fanlight, painted over. Lord Lister's mother was born at No. 28 on 29th January 1792	Listed Building	II	1327111
The Cumberland, 11 High Street	1852 Greek revival. Two storeys in painted stucco. Moulded stone cornice and blocking course. Five windows, hung sashes with glazing bars, cases within reveals. Entrance has two fluted Greek Doric columns and moulded and ornamented entablature. Steps up to five-panel door with ornamented fanlight. Gothick glazing bars to side elevation	Listed Building	II	1137557
Gate Piers and Gates to Castle Hill Education Settlement	Early 19th century. Two rusticated stone gate piers and iron gates. Included as a group with Castle Hill	Listed Building	II	1144675
Castle Hill Education Settlement	Early 19th century. Two storeys, rendered. Coped gable ends. 3:2 windows above four. Stone pilasters at ends. Slate roof. Heavy stone porch with moulded cornice and steps up. Six-field door under rectangular fanlight. Glazing bars	Listed Building	II	1137553




	to side end rear elevation. Bow window to rear			
The Royal Naval Club, South Quay	Probable 18th century origins, later features. Two storeys, rendered, with stone slate roof. Two builds. Coped gable ends with kneelers. First floor had 3:1 windows and two windows, above two windows and two in former doorway with cornice and surround, and two windows. Hung sashes to windows on first floor, modern windows to ground floor. Modern door to right hand build. Included as part of a visual group	Listed Building	II	1327135
6, 7 and 8 South Quay	Former quayside offices and warehouses, now residences, dated 1763. Blocked stucco over cobble and rubble sandstone walls, with dressed stone detailing to most openings. Cumbrian slate roof laid to diminishing courses, plain eaves and kneeler to stone coped verge. Rear slope of No. 8 is in modern concrete tile. Tall brick stack between 6 and 7 with a low rendered stack to the gable of No. 8. Two storeys, three bays overall. Each property is a single bay. No. 6 has a late 20th century door with paired late 20th century mock sashes to each floor on the left. Openings are the same size and have the same sill detail; however, the ground floor has a flat stone lintel with a moulded cornice over, the first-floor window is divided by a square cut mullion, and each side has a segmental head. No. 7 has an inscribed lintel, WB No.1 1763 over a panelled door. To the left is a large window with paired late 20th century casements under a bracketed moulded cornice; first floor has two windows each with four pane mock sashes. No. 8 has a panelled door and to the right is a large window with the same moulded details as No. 7; the windows are paired late 20th century casements. Single window	Listed Building	II	1096129




	to first floor with late 20th century mock sash. Rear (yard) elevation has a number of extensions of various dates and with a variety of window styles. Believed to have been built for William Blennerhassett, former Lord of the Manor of Flimby who exported coal from the quay in the 18th century. Has a group value with No. 1 New Crown Yard, 2 and 3 South Quay and the Naval Club			
2 and 3 South Quay	Multifunctional harbour building of 1785, now with restaurant to ground floor and residential accommodation above. Possibly built for William Blennerhassett. Render over cobble and sandstone rubble walls with drafted sandstone corner pilasters and sandstone surrounds to openings (all painted). Cumbrian slate roof laid to diminishing courses with kneelers to stone coped verges. Brick chimney stacks to apex of each gable. Originally three bays with fourth bay to right (north) added in 19th century, over access to rear yard (New Crown Yard)	Listed Building	II	1096167
1 New Crown Yard	House. Formerly two dwellings, late 18th century with later alterations, adjoining No. 2 South Quay at right angles and entered from New Crown Yard. 2 and 3 South Quay were built in 1785 and this structure was erected shortly afterwards	Listed Building	II	1096126
16 Bridge Street, South Quay	Formerly the New Crown Inn, now residential, late 18th century with later additions. Blocked render over cobble and sandstone walling with dressed stone surrounds (painted) to openings. Cumbrian slate roof laid to diminishing courses. Roofline is a continuation of No. 1 New Crown Yard which, to the west, ends in a gable with kneeler and plain verge. Rendered chimney stacks to each end. Cast iron rainwater goods. Lower range adjoining at right angles to the	Listed Building	II	1096131




	north has a Cumbrian slate monopitch roof, laid to diminishing courses. Part of the first floor of this range is a flying freehold belonging to No. 15 Bridge Street			
15 Bridge Street, South Quay	Rare surviving harbour cottage, late 18th century. Originally a single bay now extended into adjoining buildings, two storeys with attic and cellar, monopitch roof. Blocked render with dressed stone surrounds to original openings. Cumbrian slate roof laid to diminishing courses. To the north is a single-storey building, originally a store and workshop, now converted to residential use (including attic space which has 20th century roof lights on front and rear slopes). Rear roof of this extension wraps around original cottage over later addition	Listed Building	II	1096130
The Lighthouse, South Pier	Circa 1846. Probably the oldest cast iron lighthouse in Britain. Disused. About 36 feet high. On tall plinth of rusticated stone with a flattened Tudor arched panel in each face (one open) and a cornice; the latter supports an octagonal column with stepped splayed base, crowned by an octagonal lantern with flat capping, finial and vane. Included mainly for historic interest, as the precursor of a lighthouse type	Listed Building	II	1144649




Appendix 2: General inventory of buildings within the HS-HAZ




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
Senhouse Street (Shipping Brow to Curzon Street)						
1 Senhouse St	Maritime Museum	Queens Head Hotel	Site of first grant of land in 1749 to John Sharpe. Became museum in 1976. Three storeys, same building as No. 3	Corner plot with Well Lane.	Possible late 18th century, partly rebuilt 1881-82	
2 Senhouse St	Same building as No. 13 King St	House, shop, pub?	Doorway in Senhouse St frontage. Three storeys, corner plot, lost chimney stacks, formerly had shop windows in King St elevation	Jacksons 1969, pg10 says first house built in 1749 (since rebuilt). Part of earliest development, see c 1756 plan, but might be a mid-19th century rebuild	Site of first house. Rebuilt in second half of 19th century?	
3 Senhouse St	House	House?	Three storeys, same building as the Maritime Museum (No. 1)		Late 18th century?	
4-6 Senhouse St	N/A	Sportsman Inn in 1873	Site of a two-storey building which shared same ridgeline with No. 8	Jacksons 1994, pg60; Wells 2004, pg180 has photo shows site in background; Wells 2006, pg62 shows it as a gap site in 1956, pg98 reproduces painting by L S Lowry in 1955 which shows the site occupied		




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
5-9 Senhouse St	Gap site	Houses?	Demolished in mid-20th century	Jacksons 1994, pg9		
8 Senhouse St	House	House	Two storeys, symmetrical facade. Modern extension to west with dormer window, or may incorporate part of a building that is now partly demolished?	Grade II listed. Jacksons 1994, pg60 Wells 2004, pg180 shows photo including this building in background in 1939. Wells 2006, pg62 shows building in 1958. After No. 8 there was a 'Haughin's Yard' (named after the resident of No. 8) where there was at least one house in 1954 (Cumberland Directory 1954)	18th century origins	
10 Senhouse St	House	House?	Four storeys, same build as No. 12 next door, one window to each floor in Shipping Brow elevation. A photograph of 1956 shows different windows (of modern character), see Wells 2006 pg62	Building projects slightly over the roof of No. 8, suggesting No. 8 is earlier in date. Possibly contemporary with No.14	Late 18th/early 19th century?	



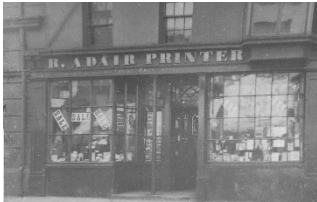
Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
11 Senhouse St	The Lifeboat Inn	Inn, known as Lifeboat Inn in 1883 (Jacksons 1994)	Two storeys, slate roof, chimney stack to W side with coping stones and kneelers defining the gable. Four windows and door to ground, five windows to first floor, all with plain surrounds	Grade II listed. OS map published 1866 labels as 'Rigger's Arms Inn'	18th century	
12 Senhouse St	House	House?	Four storeys, same build as No. 10 next door, two windows close together to second and third floors, single windows to ground and basement. A photograph of 1956 shows different windows (of modern character), see Wells 2006 pg62	Building projects slightly over the roof of No. 8, suggesting No. 8 is earlier in date. Possibly contemporary with No. 14	Late 18th/early 19th century?	
13 Senhouse St	Retail ground, residential above	Baker's, painter and decorator's	Three storeys, shopfront at ground floor, two windows to first and second floors with chamfered reveals. Chimney stack on W gable has been removed	Grade II listed. The Jacksons (1994, pg11) refers to this as No. 11	Early 19th century	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
14 Senhouse St	House	House?	Four storeys, door to E, three sets of two windows to ground, first and second floors, plain surrounds, large chimney stack, shares with No. 12? Passageway set in lower level. A photograph of 1956 possibly shows different windows (of modern character), see Wells 2006 pg62	OS map 1866 shows a passageway to rear yard	Part of earliest development of town, but this may be early 19th century	
15 Senhouse St	Residential (flats)	Historic photo shows shop at ground level facing towards Shipping Brow (Cumbria Image Bank ct07278); chandler's and grocer's; Harbour View Restaurant (over two floors)	Four storeys, converted to six flats, decorative kneeler visible on E elevation, large thin chimney stack. Frontages have been completely modified including addition of modern dormers (see undated historic photograph from Maryport Maritime Museum in photograph column)	Jacksons (1994, pg11) say deeds date back to 1752. Photo of Bensons, grocers. Ref to cottages at rear. Medical Report 1945 refers to a house converted to six flats, possibly No. 15	Deeds for site 1752, but current building possibly early 19th century (although modified)?	 




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
16 Senhouse St	Middle Tap PH,	Formerly Boards Vaults PH	Three storeys (over cellar), stump of wall to the east (missing building to E). Oriel window at ground floor, large windows at first floor, smaller to second. Basement doorway and blocked window	Grade II listed. OS map published 1866 labels as 'Spirit Store'. After No. 16 there was Millican's Terrace and Dodgson's Buildings, presumably yard dwellings behind in 1954 (Cumberland Directory 1954)	Early 19th century	
17 Senhouse St	House	Formerly hairdressers R Nutsford and Son; Former wine bar	Two storeys, altered frontage? Steps to front door	Jacksons 1994, pg13-14	Possibly present on Mitchell's plan 1834	
18 Senhouse St	N/A demolished	Ship chandler's (Bulmer 1901), Ironmonger's (closed in the 1920s)	This is a gap site, now partly used for car parking. Historic photographs show this was also a four-storey building (Jacksons 1994, pg7)	Jacksons 1994, pg61, row of cottages to rear demolished mid-20th century. No. 18 demolished after 1961 (OS map evidence)		




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
18 Senhouse St	Golden Lion Hotel	Hotel	Senhouse St frontage has been modified early 20th century? See historic photographs on Cumbria Image Bank	Site of Valentia, datestone 1718/19. Golden Lion is listed in Jollie 1811 as a 'principal inn'. Important meeting place in Maryport, and had a ballroom (Jacksons 1994, pg61). Was one of several managed houses in Maryport owned by the Carlisle and District State Management Scheme (Wells 2006, pg47). See historic undated photograph from Cumbria Image Bank Ref. ct50600. Photo from 1930s in Thompson 2000, pg56	Late 18th/early 19th? Dr Crerar's notes suggest 1772 (CASC Ref. DCR 10). Referred to in Carey's New Itinerary 1798	 
19 Senhouse St	Vacant retail (as of March 2021) – formerly William Hill	W Adair and Son, clothiers	Two storeys, modern shopfront with entrance on corner of Senhouse St and High St, another door to W of Senhouse St elevation (for access to first floor?)	Jacksons 1994, pg15	Possible 20th century rebuild, see Cumbria Image Bank photo Ref. ct07275	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
20 Senhouse St	Vacant (as of March 2021)	Dwelling house, grocers, butchers, art gallery, Bubbles Bistro	Three storeys Now incorporated into No. 22	Jacksons 1994, pg64 photo of butchers		
22 Senhouse St	Vacant	Dwelling house, grocer's (Lipton's), ARP Headquarters during WWII, china dealers, Bubbles Bistro	Forms part of No. 20, three storeys. Corner plot – on High St side incorporates separate narrow and taller building?	Jacksons 1994, pg65. CASC has plan and elevation for proposed alterations for Mr Richmond (inc. shopfront) dating to 1901, shows corner entrance (Ref. SUDM3 Box 1)		
High Street crosses Senhouse Street at this point						
23-25 Senhouse St	Town Hall	Retail premises on this site included Wilkinson's drapers and a Savings Bank (1882)	Two storeys, decorative facades but different architectural elements suggesting modification	Jackson 1994, pg16; see Messenger 2021b, building was built in 1830s as a bank but modified in 1890s for Board of Trustees. High St frontage may be largely original	1890 (says Maryport Walkabout, CASW), but actually modified then? Early 19th century with later modifications	



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
24-26 Senhouse St	Former Carlton Cinema (opened in 1934), redundant at time of site visit in March 2021	Former York and District Bank, built on site of smaller buildings and yard where pigs were kept (Wells 2006, pg8)	Two storeys, Italianate design. Original main entrance on High St, blocked columns, later entrance on Senhouse St	Extends along High Street with modern build on site of the Ship Inn. Jacksons 1994, pg65-66. CASC has plans and elevations dating to 1889 and 1938 relating to the bank and then the cinema, including extension along High St (Ref. SUDM3 Box 1)	Mid-19th century. Not on Mitchell's plan of 1834 In existence by 1847 (Mannix and Whellan) 20th century extension along High Street	
27-29 Senhouse St	Tea Shop, formerly The High Brow	R Adair, printers	Low two storeys, altered shopfront, slate roof (no chimney stacks survive). Two windows with plain surround and canted bay window at first floor	Photo of shop front in Jacksons 1994, pg24; Wells 2006, pg143; and undated photograph of R Adair, Printer (CASC Ref. DCR76G, see photograph column)	Possibly shown on Mitchell's plan of 1834	 



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
28 Senhouse St	Former shop with residential above, redundant at time of site visit in March 2021	Grocer's, confectioner's, ice cream shop	Currently empty, three storeys, altered shopfront, evidence in historic photo for cellar. Interior gutted, see short report on property by Allerdale Borough Council. Moulded cornice, brick chimney stack. Small yard to rear	Jacksons 1994, pg67; Jacksons 1992, pg26 has photo. Has ice cream signage on E gable (Ogni's Ices). Now owned by Allerdale Borough Council	Building on this plot differs between 1834 and 1866, possible mid-19th century	
30-32 Senhouse St	Ellis Bros. Bathrooms	Ironmongers (30); Shoemaker, butchers (32)	Low two storeys, door to flat L of shopfront, first floor canted bay window. Formerly two shops, existing shopfronts not historic when compared with historic photograph, although there is a recessed doorway to RH side	Jacksons 1994, pg68 (photo of Lightfoot shopfront)		
31-33 Senhouse St	Unknown current use, evidence for bank (has a night safe)	Whitehaven Joint Stock Bank; Carlisle City and District Bank (1882); amusement arcade, ladies' gym	Three storeys. Channelled stucco to ground floor, moulded string courses, decorative cornice, panels below the windows with keystone detail to heads. Chimney stacks to each end of roof (eastern stack is	On site of two earlier buildings (Jacksons 1994, pg25). Not included in a trade directory of 1856	Mid to late 19th century?	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
			smaller). Night safe present at ground level			
34-36 Senhouse St	Ellis Bros. decorating centre	Butcher's, grocer's (34) Draper (36) Ironmonger's and builders merchant (34 and 36 Ellis Bros)	Three storeys, 20th century shopfront at ground level, windows with pediments to first floor and hoodmoulds to second floor, decorative cornice, end chimney stacks	Jacksons 1994, pg71 Combined into one shop in 1950s by Ellis Bros.		
35 Senhouse St	Boyle's. Retail ground floor, residential above?	Hatter's, gift shop	Two storeys (possibly originally three?), residential above ground floor retail, decorative historic shopfront includes colonnettes with finials and barley twist detail above the large window and door	Jacksons 1994, pg26; Wells 2006, pg139 has photo of part of frontage when it was Richard Gate's hatter and hosier	18th century (Jacksons 1994, pg26)	
37 Senhouse St	Retail ground floor (florist)	J G Kelly, West Cumberland News, picture framer's, accountants	Three storeys, modern sales particulars indicate the property has a cellar and rear yard. Same building as No. 39. Altered shopfront	Jacksons 1994, pgs27-28; Wells 2006, pg139 has photo of part of frontage when it was Kelly's	Early 19th century?	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
38 Senhouse St	Ellis Bros.	Tailor's, Coastline Kitchens (in No's 38 and 40)	Three storeys, narrow frontage. Modern shopfront, decorative window heads to first floor. Chimney stacks to east side of roof	Jacksons 1994, pgs71-72		
39 Senhouse St	Tea Room on ground floor, residential above	Architect and surveyor, grocer's	Three storeys, passageway to E side. Same building as No. 37. Decorative shopfront includes pilasters with capitals, transom light above the window and passageway door	Had sail room in yard to rear, used by Baptists for worship before 1834 (Jacksons 1994)	Early 19th century?	
40 Senhouse St	Ellis Bros.	Shoemaker, draper's Coastline Kitchens, incorporated into No. 38	Two storeys, same build as Nos. 42-44? Modern shopfront, door to LH side appears to provide access to the first-floor flats via an external staircase to the rear	Jacksons 1994, pg73. Former roofline of earlier building visible in E wall of No. 38? Between Nos. 40 and 42 there appears to have been a passageway which provided access to a rear yard, known as Rogerson's Yard in 1954, where there were four residents (Cumberland Directory 1954)	Late 20th century? Same build as No's 42-44?	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
41-43 Senhouse St	Maryport Labour Club	Coffee Tavern in 1891, Cumbrian Restaurant (1920s)	Three storeys, shopfront extends full width, large windows at first-floor level with smaller versions above. Brick chimney stack. Shopfront may have been inserted when Coffee Tavern expanded into No. 41 in late 19th/early 20th century	Jacksons 1992, pg18, has internal photo of coffee tavern. Coffee tavern noted to have expanded into No. 41 after 1891. When it was the Cumbrian Restaurant, in 1929, it was operated by the Central Control Board (Kelly 1929, pg201)	19th century?	
42-44 Senhouse St	Ember Fires, formerly The Fireplace Centre	Draper (42); The Freezer Centre	Two storeys, retail at ground level with 2 x 2-bedroom flats above (access by external staircase to rear) (info from modern sales brochure), no reference to a cellar	Jacksons 1994, pg74 says rebuilt [stump of an earlier wall to E side?]. CASC has proposed alterations to shopfront, inc. recessed entrances x 2, dating to 1897 (relates to earlier building on site) (Ref. SUDM3 Box 1)	Late 20th century? Same build as No. 40?	
45-47 Senhouse St	Tidal Reach Gallery on ground floor	Elliot's Butcher shop/grocer's, boot and shoe dealer (45) (in 1914); butcher's (45); confectioner's and café (when 45 amalgamated with 47)	Three storeys, shopfront has two doorways (which would have served each shop), windows with mullions and hood-moulds at first and second-floor level, two chimney stacks (flues relating to adjoining properties heightened when this	Jackson 1994, pg32	Possibly shown on Mitchell's plan of 1834 with a large garden to rear	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
			building was constructed?)			
46 Senhouse St	Catering Company	Maypole Dairy Co. Clothes shop, pet shop Mackenzie's, painter (see photo)	Two storeys. Residential flat access to L of shopfront – shopfront and current flat access not historic	Jacksons 1994, pg74-75 (photo of Maypole shopfront, with flat access); photo of Mackenzie's in CASC Ref. DCR 77A dated 1898 (no flat access)	Possibly shown on Mitchell's plan of 1834	
48-50 Senhouse St (66 Crosby St)	Betfred (surrounded by scaffolding in March 2021)	London City and Midland Bank Ltd; Midland Bank (in 1929); Clockmaker's (48) in earlier building	Three storeys, red sandstone, corner site (door on corner), architectural detail (no clear evidence for the extension to the west along Senhouse St). Plans for the extension are housed in CASC dating from 1924 (Ref. SUDM3 Box 1), these show the property has a basement	Jacksons 1994, pg76 (photo of earlier building on pg77). Thompson 2000, pg65 has photo of earlier bank on site and new building on pg66 taken in c 1906. A photo of c 1910 shows only three bays on the Senhouse St frontage, extended to take in No. 48 after that date (Jacksons nd, pg1)	Plot granted 1758 (Ritson nd, CASC Maryport pamphlet box). No. 48 in existence 1821. Bank early 20th century (c 1906) on site of earlier building, extended c 1924	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
49 Senhouse St	Retail – opticians	Tobacconist, Café, ice cream and sweets (D Annovazzi)	Low two storeys, modern shopfront, first floor window, passageway to LH side, attic space utilised (skylight visible)	Jacksons 1994, pg34; This property along with Nos. 51-55 were in a dilapidated state in 1970 (Napper <i>et al</i> 1970, pg126)	Possibly shown on Mitchell's plan of 1834	
51 Senhouse St	Retail – Angela's Attic	Confectioner's, antique shop, musical instruments (in 1994)	Low, two storeys, retail unit at ground level (shop and rear storeroom), self-contained flat to first floor with access via a shared passageway to rear yard and external metal staircase, attic space utilised as bedroom and bathroom (modern sales brochure). Same shopfront detail as Nos. 53-55	Jacksons 1994, pg35; This property along with Nos. 49, 53-55 in a dilapidated state in 1970 (Napper <i>et al</i> 1970, pg126)	Possibly shown on Mitchell's plan of 1834	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
53-55 Senhouse St	Retail – chemist ground floor, residential above	Milliner (53); grocer (55); No. 55 Eastman’s butchers. National Provincial Bank in 1920s (55)	Low, two storeys, same build as No’s 49 and 51? Possible 20th century shopfront with pilasters and capitals, brown tiled stall risers	Alfred Briggs extended into No. 53 when in No. 55, chemist; photo of Eastman’s at 55 (Jacksons 1992 & 1994). This property along with Nos. 49 and 51 were in a dilapidated state in 1970 (Napper <i>et al</i> 1970, pg126)	Possibly shown on Mitchell’s plan of 1834	
Crosby Street crosses Senhouse Street at this point						
52 Senhouse St/81 Crosby St	Café (former Ma’s Pantry)	Draper’s, video shop	Two storeys, corner entrance. Same construction phase as No. 54. The baluster detail over the corner entrance and the shopfronts themselves may be replications of predecessors (an historic photograph appears to show slightly different form to the balusters)	Jacksons 1994, pg77; Jacksons 1993, pg39. This building incorporates two shops, with entrance moved to corner	Dr Crerar sketch plan says 1766 for this site (not necessarily the building) (CASC Ref. DCR78)	
54 Senhouse St	Charity Shop	Baker’s, shoe repairs, Maypole Dairy Co. Ltd, florist	Two storeys, same building at No. 52, although it is a separate shop unit. Alternating quoins on eastern corner. Central recessed doorway	Jacksons 1994, pg78		




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
56 Senhouse St	Party in Paradise	Grocer, dry cleaners, ladies' clothes shop	Two storeys. Gable faces street (infill site?)	Jacksons 1994, pg78		
57-59 Senhouse St	Retail ground floor (off licence etc)	Draper's, furniture store (including first floor), Fergusons Furnishings in 1970 (Napper <i>et al</i> , pg127)	Three storeys, shopfront extends to No. 77 Crosby St, decorative elevations onto Senhouse St and Crosby St with painted over transom lights, pilasters, roll moulding above the stall riser, tripartite windows to upper floors with pediments etc	Jacksons says this building rebuilt on site of two earlier buildings. Formerly two shops (Jacksons 1994, pg39)	Possibly shown on Mitchell's plan of 1834, 19th century?	
58 Senhouse St	The High Brow	Confectioner's (ground) and Temperance Hotel above (Bulmer 1901), grocers	Three storeys. Flat access to R of shopfront, Woolworths building built on site of original extension to this building? Quoins on only one side. Apparent modern interpretation of historic shopfront	Jacksons 1994, pg79. CASC has a drawing for proposed shopfront (not the same as the current) dating to 1901 (Ref. SUDM3 Box 1)	Possibly shown on Mitchell's plan of 1834	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
60-62 Senhouse St	The Original Factory Shop – closed March 2021	Draper's, dwelling (earlier properties?); Glass and china warehouse (60)	Brick-built, two storeys, possibly originally constructed as a Woolworths store in the 1930s on site of earlier buildings. Access to rear of the store possible from back lane behind John St	Jacksons 1994, pgs79-80	1935?	
61-63 Senhouse St	The Thomas Henry PH	Co-op in No. 61 (1858) then Crown Inn Draper's etc in No. 63	Two buildings of different date/height, No. 61 has altered frontage	Two buildings incorporated to enlarge the Crown Inn in the 1980s? (Jacksons 1994, pgs39-40); Wells 2012, pg60 has late 19th/early 20th century photograph of the Crown Inn in No.61, with possible passageway door to RH side	Possibly shown on Mitchell's plan of 1834 (No. 63 may have had large garden to rear)	
64 Senhouse St	N/A	Bookshop, fishmonger's (J Palmer)	The site includes a mosaic and model of a boat, decorative brick wall to rear	Jacksons 1994, pg80 re Woolworth's purchasing site, possibly with a view to extending. Thompson 2000, pg64 has historic photograph (c1901) showing missing building as fishmonger's with decorative shopfront	Mosaic made in 2014	



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
65 Senhouse St	Stitched Up (former Lakes Embroidery) ground floor, residential above	Shakespeare Tavern and Shakespeare Inn (was listed as the Shakespeare in 1958, Wells 2006, pg52); sports and pastimes, computer shop	Three storeys, windows have plain surrounds. Altered shopfront. Access to flats from Furnace Lane	Jacksons 1994, pg42; Was still the Shakespeare Tavern in 1970 (Napper <i>et al</i> , pg127)	Possibly shown on Mitchell's plan of 1834	
66 Senhouse St	Atish Takeaway	Fishmonger; Hunter's Tea Stores; ladies' fashion; sports store	Two storeys. Modified frontage with modern shopfront and first floor window, decorative guttering supports, possible shared chimney stack with No. 68? vertical bands in render to each side of elevation provides hint of architectural detail	Jacksons 1994, pg80-81	Possibly shown on Mitchell's plan of 1834	
Furnace Lane is here, located between No's 65 and 67 Senhouse Street						
67 Senhouse St	Greggs Bakers	Walter Willson, florist, greengrocer, Birkett's	Two storeys, modern shopfronts. Domestic style windows to Senhouse St and Furnace Lane. Recessed doorway on Furnace Lane	Jacksons 1994, pg43. Possibly two houses originally, combined by 1900 (OS map shows as one building)	Lease and release of parcel of land dated 1772, houses referred to in 1826 (CASW) No's 67 and 69	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
68 Senhouse St	Vacant? Formerly Lakes Kitchens	Draper's, men's clothing, boot and shoe dealers (in 1929)	Two storeys, shares shopfront with No. 70. Large first floor window with mullion, keystone detail and moulded head. Vertical bands of detail to each side of elevation	Jacksons 1994, pg81		
69 Senhouse St	West Lakes Embroidery, formerly The Wool Shop	Drapery, Cash Boot Co.	Three storeys. First floor bay window, second-floor/attic window with square head. Decorative moulded sills, window heads and pilasters. Access to flat to LH side of shopfront (now infilled), shopfront with recessed doorway may be original, or at least historic	Photo of Cash Boot Co. c 1904 (Jacksons 1994, pg43). Part of a terrace of single-phase construction, retail at ground, residential above	Late 19th century, 1880s? On site of earlier property?	
70 Senhouse St	Vacant	Monumental mason	Three storeys, possibly modified internally. Modern shopfront is shared with No. 68, pilaster detail to each side of elevation, two first-floor windows and one to second floor	Jacksons 1994, pg82. CASC has some plans and elevations (which include the Empire Theatre) dating to 1911 that indicate this building was related to the theatre at some point (Ref. SUDM3 Box 1)	Plot may not have been fully occupied in 1866	



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
71 Senhouse St	Maryport Collectables and Antiques	House, Drapery, Building Society (who installed new shop front)	Three storeys. First-floor bay window, second floor attic window with square head. Decorative moulded sills, window heads and pilasters. Modern shopfront with no separate access door to floors above	Jacksons 1994, pg44. Part of a terrace of single-phase construction, retail at ground, residential above	Late 19th century, 1880s?	
72 Senhouse St	Empire Theatre. Two shops at ground-floor level: 72 Vacant 72A Vacant Flat at first-floor level	Undeveloped site, possibly gardens?	Brick construction with sandstone bands, extends backwards to John St. Has cellar and flat above retail (access from within shop), currently no access from Senhouse St to the rear of the theatre	Built on site of an undeveloped plot shown on OS maps of 1866 and 1900. Seating capacity of theatre was 250 in the circle and 500 in the stalls and pit. Historic photo in Thompson 2000, pg63	Opened in 1911, has date stone	
73 Senhouse St	Hairdressers ground floor	Fishmonger, pharmacist	Three storeys. First-floor bay window, second-floor attic window with square head. Decorative moulded sills, window heads and pilasters. Historic shopfront has recessed doorway, with same form of console brackets and pilasters as No. 69. No separate	Jacksons 1994, pg44. Part of a terrace of single-phase construction, retail at ground, residential above	Late 19th century, 1880s?	



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
			first-floor access in main elevation			
74 Senhouse St	PoundDealz (former stationers)	Crone and Co. tailors	Three storeys. Flat access to R of shopfront, bay window at first floor, two dormers to attic. Shopfront is a continuation of those at Empire Theatre. Shopfront is not historic, formerly had recessed doorway. Rock-faced sandstone	Thompson 2000, pg63 has historic photograph showing Crone's (also copy in Maryport Maritime Museum, reproduced in photograph column). Part of a terrace of single-phase construction (No's 74 to 86), retail at ground level, residential above	1870s? Not present on OS map 1866 but is in existence by 1900. Dr Crerar sketch plan says 1878 (CASC Ref. DCR78)	 
75 Senhouse St	The Lily Basket flower shop ground floor	Alliance Boot Co., ladies' fashion	Three storeys. First-floor bay window, second floor attic window with square head. Decorative moulded sills, window heads and pilasters. Access to upper floors from Senhouse St? Property has a cellar (info from occupant, also evidence from pavement light)	Jacksons 1994, pg45. Part of a terrace of single-phase construction, retail at ground, residential above	Late 19th century, 1880s?	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
76-82A Senhouse St	Heron Foods	Regent House (78-80 in 1883), Presto Food Stores, Lipton's, Chinese Restaurant (76-78)	Modern and unsympathetic shopfront altered first-floor windows, blocked dormers. Rock-faced sandstone	Part of a terrace of single-phase construction (No's 74 to 86), retail at ground level, possible office/staff space to first floor	1870s? Not present on OS map published in 1866 but is in existence by 1900. Dr Crerar sketch plan says 1878 (CASC Ref. DCR78)	
77 Senhouse St	Morgan's Hair Studio	Confectioner's, fishmonger's, gift shop, insurance brokers (photo in Jackson)	Three storeys. First floor bay window, second floor attic window with square head. Decorative moulded sills, window heads and pilasters. Modern shopfront with no separate access to upper floors in Senhouse St elevation	Jacksons 1994, pg46. Part of a terrace of single-phase construction, retail at ground, residential above	Late 19th century, 1880s?	
79 Senhouse St	John Dixon and Son, watchmaker and jewellers [not operating as of March 2021]	Unknown, Dixon's occupied building 'before First World War', previously on Crosby St	Three storeys. First-floor bay window, second floor attic window with square head. Decorative moulded sills, window heads and pilasters. Separate access door to first floor to LH side, shopfront retains wooden shutters and canopy	Jacksons 1994, pg46. Thompson 2000, pg62 has historic photo of shopfront. Part of a terrace of single-phase construction, retail at ground, residential above	Late 19th century, 1880s?	



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
81 Senhouse St	Worldwide Travel	Draper's, shoe shop	Three storeys. First floor bay window, second floor attic window with square head. Decorative moulded sills, window heads and pilasters. Mainly modern shopfront but some elements of historic shopfront (console brackets) and recessed doorway which formerly had a mosaic threshold with the name 'Easiephit' [possibly a shoe shop chain] – now removed	Jacksens 1994, pg48. Part of a terrace of single-phase construction, retail at ground, residential above	Late 19th century, 1880s?	
83 Senhouse St	Kirkbride Eyecare	Tailor's, shoe shop, chemists, ironmongers	Three storeys. First-floor bay window, second-floor attic window with square head. Decorative moulded sills, window heads and pilasters. Flat access from Senhouse St, LH side of shopfront. Shopfront has some historic features such as recessed doorways	Part of a terrace of single-phase construction, retail at ground, residential above	Late 19th century, 1880s?	



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
84 Senhouse St	Cosmic Alternative Gifts	Dressmakers, confectioners, W H Smith?	Three storeys, bay window at first floor, two dormers to attic, flat access to RH side of shopfront	Jackson 1994, pg86. Part of a terrace of single-phase construction (Nos. 74 to 86)	1870s? Not present on OS map 1866 but is in existence by 1900. Dr Crerar sketch plan says 1878 (CASC Ref. DCR78)	
85 Senhouse St	Flat only? Ground-floor section has been removed to create passageway to Mill Street Car Park	Milliner's, butcher's	Three storeys, although the ground-floor section has been removed, first floor bay window, second floor attic window with square head. Decorative moulded sills, window heads and pilasters	Part of a terrace of single-phase construction, historically had retail at ground, residential above	Late 19th century, 1880s?	
86 Senhouse St	Wong's Chinese Takeaway	Joiner and builder (1883)	Set on an angle following earlier street layout, three storeys, rock-faced sandstone, different windows to first floor than those in rest of this terrace	Part of a terrace of single-phase construction (Nos. 74 to 86) – vertical construction break to right hand side with No. 88	1870s? Not present on OS map 1866 but is in existence by 1900. Dr Crerar sketch plan says 1878 (CASC Ref. DCR78)	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
87-91 Senhouse St	Alauna Tanning Studio and Coral Betting Shop	Drapery, confectioner, Dixon's Empire Café (91)	This is a three-storey building, built of rock-faced sandstone, which houses two retail units at ground level, with residential accommodation above (access to one of which appears to be from an external staircase to the rear). The doorways to each unit are beside each other set beneath a pediment which contains the date '1887'. Large first-floor windows with mullions and pediments. Moulded cornice. Attic dormer windows have decorative surrounds. Modified shopfronts	Datestone 1887, unclear if built as retail with residential above, two separate units?	1887 (datestone)	
88 Senhouse St	Owl Blue charity shop	Ladies' fashion, Lakeland Laundries	Three storeys – construction break to west side indicating separate construction phase to Nos. 74 to 86, 2 x 2 light first-floor windows, two dormers, hipped roof?	Jacksons 1994, pg90. Part of a terrace of single-phase construction (Nos. 88 to 104, and 14 to 20 Curzon St) - different from No.86 to west	1870s? Jacksons (1990, pg68) say Senhouse St 'below the mill race' built 1874-75. Dr Crerar sketch plan says 1874	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
					(CASC Ref. DCR78)	
90 Senhouse St	Knoxwood Charity Shop	Allerdale Coal Co. offices, ladies' fashion, gift shop	Three storeys, rock-faced sandstone, retail at ground floor, residential above, first floor has 1 x 2 light window, one dormer to attic	Jacksons 1994, pg92. Part of a terrace of single-phase construction (No's 88 to 104, and 14 to 20 Curzon St)	1870s? Jacksons (1990, pg68) say Senhouse St 'below the mill race' built 1874-75. Dr Crerar sketch plan says 1874 (CASC Ref. DCR78)	
93 Senhouse St	Cumberland Building Society	Jacksons refer to Nos. 93 and 95 being the same unit, Maryport Bakery Co. Ltd	Three storeys, set on an angle, rock-faced red sandstone, one bay window at first floor. Separate build to adjoining. Dutch gable, ball finials. Shopfront appears to be historic, although partly modified (loss of a door?)	Jacksons 1994, pg50, include historic photograph showing shopfront. CASC has plans and elevations dating to 1896 for 'rebuilding' for W Richmond (Ref. SUDM3 Box 1)	Approx. 1896 on site of an earlier building?	



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
92 Senhouse St	Pedro's Takeaway	Brayton Domain Collieries offices, greengrocer's	Three storeys, rock-faced sandstone, retail at ground floor, residential above, first floor has 1 x 2 light window, one dormer to attic	Jacksons 1994, pg92. Part of a terrace of single-phase construction (No's 88 to 104, and 14 to 20 Curzon St)	1870s? Jacksons (1990, pg68) say Senhouse St 'below the mill race' built 1874-75. Dr Crerar sketch plan says 1874 (CASC Ref. DCR78)	
94 Senhouse St	Hairdresser's	Dwelling house in 1870s, stationer's, milliner's	Three storeys, rock-faced sandstone, retail at ground floor, residential above, first floor has 1 x 2 light window, one dormer to attic	Jacksons 1994, pg92. Part of a terrace of single-phase construction (Nos. 88 to 104 and 14 to 20 Curzon St)	1870s? Jacksons (1990, pg68) say Senhouse St 'below the mill race' built 1874-75. Dr Crerar sketch plan says 1874 (CASC Ref. DCR78)	
96 Senhouse St	Chattanooga Takeaway	Dwelling house, National Television Co., clothes shop, baker's, fishmonger's	Three storeys, rock-faced sandstone, retail at ground floor, residential above, first floor has 1 x 2 light window, one dormer to attic	Jacksons 1994, pg94. Part of a terrace of single-phase construction (Nos. 88 to 104, and 14 to 20 Curzon St). Historic photograph in Jacksons 1990, pg20 shows no shopfront	1870s? Jacksons (1990, pg68) say Senhouse St 'below the mill race' built 1874-75. Dr Crerar sketch plan says 1874	





Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
					(CASC Ref. DCR78)	
97 and 99 Senhouse St	From the Heart Cards and Gifts	Cycle shop, china and glass, tailor, furniture store, Regal Café? Restaurant	Three storeys, rock-faced sandstone, retail at ground floor with residential above, 1 x 2 light and 1 x 1 light window at first floor, dormer window to attic. Shopfront has recessed doorway and transom lights, decorative pilasters (may be modern interpretation of historic example)	Jacksons 1994, pg51. Part of a terrace of single-phase construction which continues onto Curzon Street as far as No. 38	Late 19th century, 1880s? Dr Crerar sketch plan says 1877 (CASC Ref. DCR78)	
98 Senhouse St	Fruit and Veg Shop	The Maryport News, tailor's	Three storeys, rock-faced sandstone, retail at ground floor with recessed entrance, residential above, first floor has 1 x 2 light window with mullion removed, 1 dormer to attic. Shopfront is relatively plain but appears to be historic	Jacksons 1994, pg94. Part of a terrace of single-phase construction (No's 88 to 104, and 14 to 20 Curzon St)	1870s? Jacksons (1990, pg68) say Senhouse St 'below the mill race' built 1874-75. Dr Crerar sketch plan says 1874 (CASC Ref. DCR78)	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
100 Senhouse St	Bridal House	Dwelling house, tailor's, jeweller's, butcher's, solicitor's (1882)	Three storeys, rock-faced sandstone, retail at ground floor, residential above, first floor has 1 x 2 light window, one dormer to attic	Jacksons 1994, pg95. Part of a terrace of single-phase construction (Nos. 88 to 104, and 14 to 20 Curzon St). Historic photograph in Jacksons 1990, pg20 shows no shopfront	1870s? Jacksons (1990, pg68) say Senhouse St 'below the mill race' built 1874-75. Dr Crerar sketch plan says 1874 (CASC Ref. DCR78)	
101 and 103 Senhouse St	Bakehouse	Bakery, hairdresser's, tobacconist, Refreshment Rooms (1882)	Three storeys, rock-faced sandstone, retail at ground floor with residential above, 1 x 2 light and 1 x 1 light window at first floor, two dormers which may be later insertions as they are set into the eaves. Access to flat above via doorway to LH side of shopfront. Shopfront has recessed entrance	Jacksons 1994, pg51. Part of a terrace of single-phase construction which continues onto Curzon Street as far as No. 38	Late 19th century, 1880s? Dr Crerar sketch plan says 1877 (CASC Ref. DCR78)	






Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
102 Senhouse St	Wilson's Shoe Shop – now closed (March 2021)	Milliner's, wool shop	Three storeys, rock-faced sandstone, retail at ground floor, residential above, first floor has 1 x 2 light window (mullion removed), altered dormer to attic. Possible 1950s shopfront, although shuttered at time of fieldwork in March 2021 (business had seemingly closed)	Jacksons 1994, pg95. Part of a terrace of single-phase construction (Nos. 88 to 104, and 14 to 20 Curzon St). CASC has drawings for proposed alterations dating from 1899 (different from existing shopfront)	1870s? Jacksons (1990, pg68) say Senhouse St 'below the mill race' built 1874-75. Dr Crerar sketch plan says 1874 (CASC Ref. DCR78)	
104 Senhouse St	Mark Jenkinson MP offices	Photographer's, cycle shop (see photo of Gardiner's, Figure 64), grocer's	Three storeys, rock-faced sandstone, retail at ground floor, offices above? first floor has 1 x 2 light window, no dormer to attic. Modern shopfront	Jacksons 1994, pg96. Part of a terrace of single-phase construction; Photo in CASC Ref. DCR 77F of J J Gardiner (see photograph column)	1870s? Jacksons (1990, pg68) say Senhouse St 'below the mill race' built 1874-75. Dr Crerar sketch plan says 1874 (CASC Ref. DCR78)	 




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
105 and 107 Senhouse St	Off Licence Flat access to left of shop front (No. 107).	Clothing	Three storeys, rock-faced sandstone, retail at ground floor with residential above, 1 x 2 light and 1 x 1 light window at first floor, upper storey has been modified as dormers have been removed and replaced with a flat-roofed addition. Access to flat above via doorway to LH side of shopfront. Current occupant says there is a cellar	Jacksons 1994, pg51. Part of a terrace of single-phase construction which continues onto Curzon Street as far as No. 38	Late 19th century, 1880s? Dr Crerar sketch plan says 1877 (CASC Ref. DCR78)	
109 and 111 Senhouse St	TSB	National Tea Co. (1883), tobacconist	Three storeys, rock-faced sandstone, retail at ground floor with residential above, 1 x 2 light and 1 x 1 light window at first floor, one dormer with decorative finial. Modern shopfront	Jacksons 1994, pg53. Part of a terrace of single-phase construction which continues onto Curzon Street as far as No. 38	Late 19th century, 1880s?	
113 and 115, 117 and 119? Senhouse St	Alexander Micros, former Bank (NatWest). Formerly two shops?	Upholsterer, Hairdresser (117); Draper's (117-119); Plumber (113 in 1882)	Two storeys, formerly three, dormer removed. rock-faced sandstone, retail at ground floor with residential above, 1 x 2 light at first floor, no dormers. Modern shopfront	Jacksons 1994, pgs54-55. Part of a terrace of single-phase construction which continues onto Curzon Street as far as No. 38	Late 19th century, 1880s? Dr Crerar sketch plan says 1877 (CASC Ref. DCR78).	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
					113 and 119 are referred to in Porter's Directory 1882	
121 Senhouse St	Craft shop? Flat access to left of shop front	Dressmaker's, greengrocer's	Three storeys, rock-faced sandstone, retail at ground floor with residential above, 1 x 2 light at first floor, two dormers (of different styles). Modern shopfront within historic surround, doorway to LH side to provide access to residential above. Property has a cellar, use of attic as bedrooms (modern sales brochure)	Jacksons 1994, pg55. Part of a terrace of single-phase construction which continues onto Curzon Street as far as No. 38	Late 19th century, 1880s? Dr Crerar sketch plan says 1877 (CASC Ref. DCR78)	
King Street properties within the HSHAZ (south end, east side)						
13 King St/ 2 Senhouse St	Harbour House	'Sloop Inn' on OS map 1866, ship chandlers	Three storeys, corner plot, lost chimney stacks, formerly had shop windows in King St elevation, now mullioned windows	Jacksons 1969, pg10 says first house built in 1749 (since rebuilt). Part of earliest development, see c 1756 plan, but may be a mid-19th century rebuild? Engraving of 1837 shows different building (Figure 15, CASC Ref. DCR 76B). Shown on painting by L S Lowry dating from 1955	Site of first house. Rebuilt in second half of 19th century? Ashmore (1978) says this building dates from the mid-19th century	

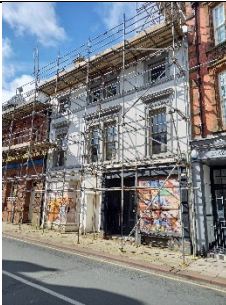

Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
				with shopfront on King St elevation (Wells 2006, pg98). Undated photograph in Maryport Maritime Museum shows King St frontage (see photograph column)		
15 King St	Cross Quays Fish and Chip Shop	Shop of some form at ground level	Tall, now two storeys, narrow, modified frontage (originally three storeys, see historic photo below in relation to No. 17), appears to have been heightened to same eaves level as The Sailor's Return	Part of earliest development, see c1755 plan (this plot is vacant?). Possibly infilled between 1755 and 1834. Mary Fair photo of 1940s (Cumbria Image Bank Ref. ct24536) shows three storeys (see photograph column). Historic photograph also shows lower in height, eaves in line with string course of No. 13	Late 18th/early 19th century?	 
17 King St	The Sailor's Return	Labelled Sailor's Return Inn on OS map of 1866	Two storeys (originally three?), modified frontage, formerly higher (taller than No. 15, see undated historic photograph held in Maryport Maritime	Part of earliest development, see c1755 plan, engraving of 1837 (Figure 15) shows a three-storey building. Listed in Parson and White 1829 (if on the same site).	Late 18th/early 19th century? 20th century frontage	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
			Museum in photograph column)	Was one of several Carlisle and District State Management Scheme pubs when the scheme was wound up in the 1970s – during the scheme’s management the pub was altered and remodelled (Wells 2006, pg47). Ashmore (1978) says building has been ‘modernised out of recognition’. CASC has plans and elevations dating from c 1900 showing different frontage from current (Ref. SUDM1 Box 1)		 
High Street properties within the HS-HAZ						
39 High St	House/flats	House/flats, site of Curwen Bros. confectioners (Kelly 1929)	Two storeys, door in High Street frontage has steps up. Same build as No. 2 Catherine Street	Probable recent build. Has a plaque to say ‘Maryport and District Civic Society 1994’	Late 20th century	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
41 High St	House	Former shop?	Two storeys, modified frontage, arched window in S elevation (suggests no former adjoining building to S side)	Modified frontage if older property. Wells 2004 pg195 shows photo of front (also Cumbria Image Bank Ref. ct07275)	Possibly shown on Mitchell's Plan of 1834	
43 High St	House?	Former shop? Newsagent's (Kelly 1929)	Two storeys, modified frontage, door to RH side formerly had steps up, passageway door to LH side	Wells 2004, pg195 shows historic photo of this part of High Street (also Cumbria Image Bank Ref. ct07275)	Appears to be shown on OS map published in 1866 with passageway to N side	
56 High St	House	House	Two storeys	Not on Mitchell's plan, site is occupied in 1866, but not same building as now exists?	Modern?	
58 High St	House	House?	Two storeys with steps to front. Same build as No. 19 Senhouse St – same door lintels	Site is occupied in 1834, but possible rebuild	Possible 20th century rebuild, see Cumbria Image Bank Ref. ct07275	
61 High St	House	House	Two storeys	Modified front if historic building? No evidence for historic passageway – same development as No's 3-11 John Street	Possible 20th century	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
3 John St (corner plot on High St)	House	House	Two storeys, corner plot	Same build as No. 61 High Street?	Possible 20th century	
66 High St	Phoenix Tap	The Broom Vaults PH	Two storeys, public house frontage has two windows with door between, wide pilasters. Ground floor window beside passage door has moulded surround, different from first-floor window surrounds. Section to N, possible former separate shop? Evidence for cellar. Two properties integrated?	Grade II listed. Was one of several managed houses in Maryport owned by the Carlisle and District State Management Scheme (Wells 2006, pg47)	Early 19th century	
72 High St	House	Former shop with residential above	Three storeys, narrow frontage, former shopfront, with two large sash windows at first and second floor levels	Grade II listed	Early 19th century	



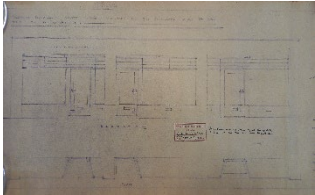
Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
74 High St	Flats	Former shop (grocer's?) with residential above	Three storeys, two doorways on ground floor, altered first and second-floor windows, same build at No. 76?	Ground floor part of elevation suggests removed shopfront. Historic photograph of Joseph Temple, grocers (Jacksons 1990, pg62; Thompson 2000, pg70). May not be shown on Mitchell's plan 1834, but possibly on OS map 1866	Mid-19th century?	
Crosby Street properties within the HS-HAZ						
62 Crosby St	House	Confectioner's, butcher's	Two storeys, one window to ground and first floors	Jacksons 1993, pg12. On OS map published in 1866 and possibly on Mitchell's plan of 1834	Early 19th century?	
64 Crosby St	House	Watchmaker, general shopkeeper	Two storeys, large ground-floor window (former shopfront)	Jacksons 1993, pg12. Part of same build as Norman's Chemist on corner with Senhouse St		
66 Crosby St (48-50 Senhouse St)	Betfred	Midland Bank	Red sandstone (un-rendered), architectural detail	Jacksons 1993, pg14. Ground-floor bank, first-floor chambers (separate	Early 20th century	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
	(see No. 48 Senhouse St above)			business) and flat at upper level (originally occupied by bank manager), with two lock-up shops on Crosby St. Replaces an earlier three-storey bank, see historic images (e.g. Thompson 2000, pg65)		
68 Crosby St	Two units of retail at ground level with central doorway to upper floors? Scaffolding obscured elevation in March 2021	House? Several retail/commercial uses, e.g. a fruiterer, dentist	Three storeys, two modern shopfronts with access to upper floors between? Decorative first-floor window heads, plain string courses, dentilled cornice	Part of Midland Bank lock up shops? Jacksons 1993, pg15	Plot occupied on Mitchell's Plan of 1834; OS map published 1866	
70 Crosby St	Jazz Hair Studio	Butcher's, building built by Elliot's	Brick construction with sandstone detailing, large bay windows, narrow frontage. Four storeys	Possible gap site in 19th century – former timber yard, Jacksons 1993, pg16. Shown as a gap site on the OS map published in 1866	Late 19th/early 20th century	



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
71 Crosby St	House	House	Two storeys, corner plot, plain stone window and door surrounds, large chimney stack on S gable	Not included in Jacksons 1993 publication in relation to Crosby Street	Early 19th century? Possibly shown on Mitchell's plan of 1834	
72 Crosby St	Former shop with residential above	Grocer's, Butcher's (Cartmer's)	Three storeys, access to flats from street (RH side of shopfront), modern shopfront (although it was boarded over at the time of survey so historic elements may be obscured), large attic window	Jacksons 1993, pg18 includes photo c 1900 of Cartmer's. Jacksons 1990 includes an advertisement (pgs42-43)	Early 19th century? Possibly shown on Mitchell's plan of 1834; OS map published 1866 shows passageway to N side	
73 Crosby St	House	Grocer's with residential above, pawnbroker's, fish and chip shop (Ogni's); bric and brac shop (1980s); pet shop (1990s)	Two storeys, slightly wider frontage than No. 71, but possibly of the same build. Kneeler on N gable, chimney stack on N side of roof. Altered frontage	Jacksons 1993, pg37	Early 19th century? Possibly shown on Mitchell's plan of 1834	





Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
74-76 Crosby St	Royal Victoria PH	Earlier buildings on site, a pub (The Grapes) and a shop; Hotel	Four storeys. Brick (English-Garden-Wall bond) with sandstone dressings, and wealth of architectural detail. Imposing structure on SW corner of Crosby Street and John Street	Jacksons 1993, pgs19-20. Was one of several Carlisle and District State Management Scheme pubs. Became the Royal Victoria, after extensive alterations in the 20th century when the Victoria Hotel and the Royal Oak were combined (Wells 2006, pg45)	1899 (Wells 2006, pg44)	
75 Crosby St	House, possible flat?	Prince Regent Inn (Parson and White 1829 record this pub name)	Two storeys, large opening at ground level, former shop/inn? Pub extended to Furnace Lane? Main elevation appears to have been on Furnace Lane (see No. 64)	Jacksons 1993, pg39	Early 19th century? Possibly shown on Mitchell's plan of 1834	
77 Crosby St	Retail ground floor, flats above?	Photographers, residential	Large shopfront (relating to Senhouse Street), door to flats, passageway doorway	Jacksons 1993, pg39. Modified frontage? Shopfront not shown on historic image (Cumbria Image Bank Ref. ct08491, see photograph column)	Late 19th century? Change in plot between Mitchell 1834, OS maps published in 1866 and 1900	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
						
81 Crosby St	Cafe with residential above	Tailor's	On corner with Senhouse St (see No. 52 Senhouse St), two storeys, architectural detail in form of moulded architrave to first floor windows, dentilled cornice, entrance on corner, dormer windows, doorway to N of shopfront for flat access	Jacksons 1993, pg37	This corner plot is occupied on Mitchell's plan of 1834, but it does not show No. 54 Senhouse St which is contemporary with No. 81 Crosby St	
83 (and 83A) -85	Fish and Chip Shop with flat above	Bookseller's, photographer's, newsagent	Two storeys, formerly two properties? Flat above (access by doorway to RH side of shopfronts). Occupant says no cellar, there is a small yard to rear. Modified frontage	Jacksons 1993, pg42. An historic photograph appears to show this building had the same architectural detail as adjoining No. 81 (same windows heads and cornice), although these have been removed	Possibly shown as two properties with garden to rear on Mitchell's plan of 1834	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
85-89 Crosby Street	Retail (three units) in one building at ground level	85: Butcher's 87: Draper's 89: Milliner's, bookshop; Labelled as a Hall on OS map 1925 possibly the Oddfellows Hall, with access from John St	Two storeys. Large plot, modified frontage, American-style shopfronts with recessed entrances, 'Whittaker Shopfitters, Blackpool'	Jacksons 1993, pg45-46; OS map 1925. Historic photographs show a very elaborate frontage, all elements of which have been removed (Cumbria Image Bank Ref. ct08491). This was the Oddfellows Hall which has a gate on John St that historic maps suggest provided access to the rear of the hall. The hall may have been located at first floor level with shop units on the ground floor. Elevation drawings for the proposed re-fronting in 1938 survive at CASW (Ref. YDSO 2/8/3/3-4)	19th century? Shopfronts date from c 1938	   <p data-bbox="1765 994 2078 1062">Proposed shopfronts 1938</p>
91 Crosby St	Unclear where this was, as 91A is now listed as 91	Shoemaker's		Jackson 1993, pg46-48 – includes photos of No. 91 Hardy's which has architectural features not now apparent. Star Inn also listed as No. 91 (on opposite corner, now demolished although mounting block remains on the undeveloped site)		




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
91A Crosby St	The Co-Operative Funeral Care	Wigton Clothing House (Redmaynes Clothiers), motor accessories	Two storeys, hipped roof hidden behind short parapet, modern shopfront onto Crosby St, two first-floor windows onto Crosby St	Jacksons 1993, pg48	Modern or modified historic structure	
Furnace Lane						
Gap site on north-west corner of Furnace Lane and Catherine St	Parking lot	Possibly a house?	Building has been demolished and is currently used for car parking	Plot was occupied on Mitchell's plan of 1834, building still standing in 1970s		
62 Furnace Lane	House	House	Two storeys, passageway to RH side, plain surrounds	Gap site on Mitchell's plan of 1834 and OS map 1866	Later 19th century?	





Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
64 Furnace Lane	House	Former pub - Prince Regent Inn in Kelly 1938, also listed as Prince Regent on 64 Furnace Lane in 1958 (Wells 2006, pg52)	Two storeys, architectural features	Jacksons refer to the Prince Regent Inn extending to Furnace Lane from Crosby St (Jacksons 1993, pg39). The OS map published in 1866 does not label this as part of the inn, but it is by the OS map published in 1900	Possible early 20th century frontage?	
66 Furnace Lane	House	House?	Two storeys, off-centre doorway with two windows to ground level and two to first floor	Possibly two smaller houses combined, as suggested by historic map evidence and the off-centre doorway	Possibly shown on Mitchell's plan of 1834. Early 19th century?	
Gap site on the east side of Furnace Lane, north of its junction with Catherine St	Parking lot	Possibly housing?			Plots were occupied in 1834, up to at least the 1970s	





Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
69 Furnace Lane	House	House, Fish dealer (Bulmer 1901)	Two storeys, passageway to LH side, plain surrounds, gabled roof, brick chimney stack	Same form of surrounds as No. 71	May be shown on Mitchell's plan 1834	
71 Furnace Lane	House	House, Upholsterer and paperhanger (Bulmer 1901)	Two storeys, passageway to RH side, plain door and windows surrounds, gabled roof, brick chimney stack	Same form of surrounds as No. 69. In 1954 there was 'Lightfoot's Yard' beside No. 71, which had at least one house (presumably accessed via the passageway)	May be shown on Mitchell's plan of 1834	
Catherine Street (north side) properties within the HS-HAZ						
2 Catherine St	House/flat	House/flat	Two storeys, on site of earlier building	This building has already been discussed above as No. 39 High Street. Napper <i>at al</i> refer to Nos. 1 and 2 Catherine St as 'Adair's Yard' (1970, pg126)	Modern	
4 Catherine St	House	House?	Two storeys, archway to LH side, decorative door lintel, plain stone surrounds to windows, passageway doorway to LH side with arched head and keystone detail	Same build as No. 6, a building is shown at this location on Mitchell's plan of 1834 but not as deep. Appears to be shown on OS map published in 1866	Mid-19th century	





Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
6 Catherine St	House	House?	Two storeys, decorative door lintel (same form as No. 4), ground floor and first floor windows have plain stone surrounds, remains of passageway jamb to R side of elevation, former buildings to east have been demolished	Same build as No. 4, a building is shown at this location on Mitchell's plan of 1834 but not as deep. Appears to be shown on OS map published 1866	Mid-19th century.	
Large gap site	Parking lot	Houses?	Site of demolished properties. Tall, sandstone walls of property divisions between Catherine St and Senhouse St visible at back of this plot	No's 8 to 16 Catherine St were recommended for demolition in 1970 (Napper <i>et al</i> 1970, pg126)	Properties demolished after 1970	
18 Catherine St	Some kind of club? Possibly part of Maryport Labour Club on Senhouse St	Club?	Modern single-storey structure, brick-built. Doorway and windows in W elevation,		20th century	

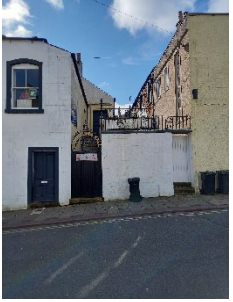
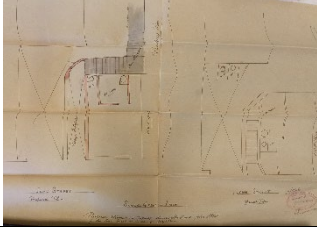

Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
18 Catherine St	Flat, ground floor part of Maryport Labour Club?		Two storeys with doorway at ground level, possibly providing access to first-floor flat (no ground-floor windows), three windows at first floor level, central one is lower in height	Built on site of earlier buildings	Modern	
20 Catherine St	House	House	Two storeys, decorative door (same form as No. 22) and window heads, passageway to RH side	Site not developed on Mitchell's plan of 1834	May be late 19th century, not shown on OS map published in 1866 but present by OS map published in 1900?	
22 Catherine St	House	House	Two storeys, narrow frontage, decorative door and window heads	Site not developed on Mitchell's plan of 1834	May be late 19th century, not shown on OS map published in 1866 but present by OS map published in 1900	





Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
24 Catherine St	House	House	Two storeys, higher than No's 20 and 22 adjoining to W, passageway to RH side, plain surrounds, large chimney stack to W side of roof	Might be shown on Mitchell's plan of 1834	Possibly early 19th century	
26 Catherine St	House	House?	Three storeys (upper has small window), modified frontage, possible passageway doorway converted to window E side of doorway? Chimney	May be shown on Mitchell's plan of 1834	Possibly early 19th century	
28 Catherine St	House	House?	Three storeys? Has skylights (use of attic), one window to ground floor and two to first floor facing onto Catherine St, with further windows in Crosby St frontage. Chimney stack on E gable, kneeler on E gable	May be shown on Mitchell's plan of 1834	Possibly early 19th century	

Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
John Street (south side) properties within the HS-HAZ						
3 John St	House/flats	House/flats. Previous building (marine stores dealer, Bulmer 1901)	Two storeys, plain surrounds, arch-headed doorway, door has two letterboxes indicating property is two flats?	Possible single-phase construction of Nos. 3-11 and No. 61 High St	Modern	
5 John St	House	House	Two storeys, plain surrounds, step up to doorway	Possible single-phase construction of Nos. 3-11 and No. 61 High St	Modern	
7 John St	House	House	Two storeys, plain surrounds, steps up to doorway	Possible single-phase construction of Nos. 3-11 and No. 61 High St	Modern	
9 John St	House	House, in previous building (dressmaker, Bulmer 1901)	Two storeys, plain surrounds	Possible single-phase construction of Nos. 3-11 and No. 61 High St	Modern	

Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
11 John St	House	House; Currier and leather merchant (in earlier building, Bulmer 1901)	Two storeys, plain surrounds, steps up to doorway	Possible single-phase construction of Nos. 3-11 and No. 61 High St	Modern	
13 John St	House	House, plumber (Bulmer 1901)	Three storeys, plain surrounds, passageway to RH side, large chimney stack on NW gable	May be shown on Mitchell's plan of 1834, passageway in approx. location	Possibly early 19th century?	
Former site of 15 and 17 John St	High wall and large doorway	Houses?		Buildings formerly occupied this site. Nos. 15 to 21 were recommended for demolition in 1970. Nos. 15 and 17 were described as Ellis Bros. storage yard (Napper <i>et al</i> 1970, pg126)		
John St	Modern workshop/warehouse		Large doorway, gabled roof	Buildings formerly occupied this site	20th century?	


Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
John St	Brick extension to Royal Victoria (games room?)	Site of Royal Oak Inn (No.27, Bulmer 1901)	Brick extension, two storeys. Modified frontage, two pedestrian doorways, one larger door to service area. Brick bonding not exactly in line with the Royal Victoria, may be slightly later addition	Jacksons 1993, pg20, refer to the Royal Oak no longer being in existence in 1993	Early 20th century?	
John St/Crosby St	Royal Victoria	Shop and earlier pub	Already described above on Crosby St (No's 74-76)		Constructed in 1899 (Wells 2006, pg44)	
Crosby Street crosses John Street at this point						
Corner Crosby St and John St	The Co-Operative Funeralcare, on corner with Crosby St (91A)		See No. 91A Crosby St above		Modern or modified historic structure	
37 John St	Flat?		Same building as No. 91A Crosby St. Two storeys, has house doorway, but no ground-floor window, windows appear modern		Modern or modified historic structure	


Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
Gap site	Doorway in wall to garden of No. 37. Also access to the former Oddfellows Hall and Wilter's Gym		Wall with gateway, former access to rear of Oddfellows Hall which had frontage on Crosby St, and blocked doorway. Wall is topped with iron railings	Site appears to have been undeveloped since at least 1834 (i.e. no building), but utilised as entrance/WCs for Oddfellows Hall on Crosby St? CASC has plans for alterations in relation to re-siting of WCs and passageway dating from 1896 (Ref. SUDM3 Box 1)		 
39 John St	Part may be in use as a gym		Narrow plot with doorway and first-floor window (same form as examples further east on John St which date from late 19th century), narrow part of a property set back from frontage?	Gateway immediately to the west has sign above 'Oddfellows Hall', although this may have been on Crosby St (Nos. 85-89) which is marked on OS map published 1925 as 'Hall'	Late 19th century?	



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
	Modern brick building relating to the former Original Factory Shop at No. 60 Senhouse St	Replaced earlier buildings (No. 41 housed a greengrocer, Bulmer 1901)			Modern	
Gap site	No clear current use			Previously developed up until the 1970s		
	Rear of Empire Theatre which was built in 1911	Theatre	Tall, brick-built structure which housed the fly tower for the Empire Theatre. Evidence of an earlier structure within the brickwork	Previously developed since early 19th century, buildings on John St with garden to rear extending to Senhouse St	20th century	
59 John St	House	House, Liberal Club (Bulmer 1901)	Two storeys, rock faced sandstone, large passageway with arched head to RH side, architectural detail for door and windows, modified ground-floor window. Scarring to RH	Part of a single construction phase Nos. 59-77 with small yards and back lane, windows to RH side of doorway in John St frontage, evidence for vents to RH side of	Late 19th century, 1876 (Jacksons 1990, pg68)	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
			side shows former building removed. Recent sales particulars indicate No. 59 has a cellar	each frontage suggests presence of a cellar. CASC has a plan dating to 1889 for proposed small extension over passageway (Ref. SUDM3 Box 1)		
61 John St	House	House, possible shop? Boot and shoe maker's (Bulmer 1901)	Two storeys with dormer, architectural detail for door and windows, rock faced sandstone, modified ground floor window – possible doorway or shopfront	Part of a single construction phase Nos. 59-77 with small yards and back lane, windows to RH side of doorway in John St frontage, evidence for vents to RH side of each frontage	Late 19th century, 1876 (Jacksons 1990, pg68)	
63 John St	House	House, confectioner's (Bulmer 1901)	Two storeys, architectural detail for door and windows, rock faced sandstone, original windows	Part of a single construction phase Nos. 59-77 with small yards and back lane, windows to RH side of doorway in John St frontage, evidence for vents to RH side of each frontage	Late 19th century, 1876 (Jacksons 1990, pg68)	
65 John St	House	House, butcher's (Bulmer 1901)	Two storeys, architectural detail for door and windows, rock faced sandstone, modified ground floor window (original removed), former shop?	Part of a single construction phase Nos. 59-77 with small yards and back lane, windows to RH side of doorway in John St frontage, evidence for vents to RH side of each frontage	Late 19th century, 1876 (Jacksons 1990, pg68)	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
67 John St	House	House	Two storeys, architectural detail for door and windows, rock-faced sandstone, original windows	Part of a single construction phase Nos. 59-77 with small yards and back lane, windows to RH side of doorway in John St frontage, evidence for vents to RH side of each frontage	Late 19th century, 1876 (Jacksons 1990, pg68)	
69 John St	House	House	Two storeys, architectural detail for door and windows, rock-faced sandstone, original windows have had mullions removed, dormer window	Part of a single construction phase Nos. 59-77 with small yards and back lane, windows to RH side of doorway in John St frontage, evidence for vents to RH side of each frontage	Late 19th century, 1876 (Jacksons 1990, pg68)	
71 John St	House	House	Two storeys, architectural detail to door and windows, rock-faced sandstone, original windows	Part of a single construction phase Nos. 59-77 with small yards and back lane, windows to RH side of doorway in John St frontage, evidence for vents to RH side of each frontage	Late 19th century, 1876 (Jacksons 1990, pg68)	
73 John St	House	House	Two storeys with dormer, architectural detail to door and windows, rock faced sandstone, original windows	Part of a single construction phase Nos. 59-77 with small yards and back lane, windows to RH side of doorway in John St frontage, evidence for vents to RH side of each frontage	Late 19th century, 1876 (Jacksons 1990, pg68)	




Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
75 John St	House	House	Two storeys, architectural detail to door and windows, rock-faced sandstone, original windows	Part of a single construction phase Nos. 59-77 with small yards and back lane, windows to RH side of doorway in John St frontage, evidence for vents to RH side of each frontage	Late 19th century, 1876 (Jacksons 1990, pg68)	
77 John St	House	House	Two storeys, architectural detail to door and windows, rock-faced sandstone, original windows. Recent sales particulars indicate four bedrooms, use of attic space and cellar	Part of a single construction phase Nos. 59-77 with small yards and back lane, windows to RH side of doorway in John St frontage, evidence for vents to RH side of each frontage	Late 19th century, 1876 (Jacksons 1990, pg68)	
79 John St	House	House	Two storeys, architectural detail to door and windows, rock-faced sandstone, original windows, vent below ground-floor window, lower roof level due to slope of land	Slightly different in style from Nos. 59-77, though possibly built at same time, smaller windows (single light)	Late 19th century, 1876 (Jacksons 1990, pg68)	
81 John St	House	House	Two storeys, architectural detail to door and windows, rock-faced sandstone, original windows, vent below ground floor-window, lower roof level due to slope of land	Slightly different in style from Nos. 59-77, though possibly built at same time, smaller windows (single light)	Late 19th century, 1876 (Jacksons 1990, pg68)	



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
83 John St	House	House	Two storeys, architectural detail to door and windows, rock-faced sandstone, original windows, vent below ground-floor window, lower roof level due to slope of land	Slightly different in style from Nos. 59-77, though possibly built at same time, smaller windows (single light)	Late 19th century, 1876 (Jacksons 1990, pg68)	
85 John St	House	House	Two storeys, architectural detail to door and windows, rock-faced sandstone, original windows, vent below ground-floor window, lower roof level due to slope of land	Slightly different in style to Nos. 59-77, though possibly built at same time, smaller windows (single light)	Late 19th century, 1876 (Jacksons 1990, pg68)	
87 John St	House	House, Dyer's agent (Bulmer 1901)	Two storeys, architectural detail to door and windows, rock-faced sandstone, original windows, vent below ground-floor window, lower roof level due to slope of land	Slightly different in style to Nos. 59-77, though possibly built at same time, smaller windows (single light)	Late 19th century, 1876 (Jacksons 1990, pg68)	
89 John St	House	House, watchmaker's (Bulmer 1901)	Two storeys, architectural detail to door and windows, rock-faced sandstone, original windows, vent below ground-floor window, lower roof level due to slope of land	Slightly different in style to Nos. 59-77, though possibly built at same time, smaller windows (single light)	Late 19th century, 1876 (Jacksons 1990, pg68)	



Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
91 John St	House	House, night watchman (Bulmer 1901)	Two storeys, architectural detail to door and windows, rock-faced sandstone, original windows, vent below ground-floor window, lower roof level due to slope of land	Slightly different in style to Nos. 59-77, though possibly built at same time, smaller windows (single light)	Late 19th century, 1876 (Jacksons 1990, pg68)	
93 John St	House	House	Two storeys, end of terrace, arch detail to door and windows, original larger (two-light) windows with mullions than adjacent properties, vent below ground-floor window. Access lane immediately to LH side	Slightly different in style from Nos. 59-77, though possibly built at same time	Late 19th century, 1876 (Jacksons 1990, pg68)	
Curzon Street (west side) properties within the HS-HAZ						
14 Curzon St	House	House	Two storeys with attic and cellars, double-fronted, two-light mullioned windows, central doorway, two small dormers, rock-faced sandstone with slight arch detail to door and window surrounds, set back from street frontage with small yard	Similar in form to John St properties, same style of windows, door lintels, rock faced sandstone. Part of single-phase construction Nos. 14 to 20 and 88 to 104 Senhouse St, brick chimneys	Late 19th century, Jacksons (1990, pg68) say Curzon St built 1874-75, Dr Crerar sketch plan says 1876 (CASC Ref. DCR78)	

Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
16 Curzon St	House	House	Two storeys with attic and cellars, double-fronted, two-light mullioned windows, central doorway, two small dormers, rock-faced sandstone with slight arch detail to door and window surrounds, set back from street frontage with small yard	Similar in form to John St properties, same style of windows, door lintels, arch detail, rock faced sandstone. Part of single-phase construction No's 14 to 20 and 88 to 104 Senhouse St, brick chimneys	Late 19th century, Jacksons (1990, pg68) say Curzon St built 1874-75	
18 Curzon St	Accountants'	House, surgery (Bulmer 1901), recently Millcroft vets	Two storeys with attic and cellars, double-fronted, two-light mullioned windows, central doorway, two small dormers, rock-faced sandstone with slight arch detail to door and window surrounds, set back from street frontage with remains of small yard	Similar in form to John St properties, same style of windows, door lintels, arch detail, rock-faced sandstone. Part of single-phase construction Nos. 14 to 20 and 88 to 104 Senhouse St, brick chimneys	Late 19th century, Jacksons (1990, pg68) say Curzon St built 1874-75	
20 Curzon St	Monroe Beauty (residential above)	House? Gift shop recently 'Out of the Blue'	Two storeys with attic and cellar (top of cellar window visible, opening blocked), one dormer, rock-faced sandstone, angled elevation at corner with Senhouse St	Set back from Nos. 14-18 but same construction phase, also same phase as 88 to 104 Senhouse St. Possibly formed part of a larger house with No. 104 Senhouse St	Late 19th century, Jacksons (1990, pg68) say Curzon St built 1874-75	

Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
22-26 Curzon St	Retail/offices ground floor, residential above	Possibly same as now, retail at ground with residential above. Robert Baxter, pianos and cycles	Three storeys, rock-faced sandstone, bay windows on corner with Senhouse Street and each side of No. 26 doorway (which has decorative stone lintel with brackets), lead roofs over bays with finial, brick chimneys, shallow-arched heads to other windows, stone gutter supports. Not original shopfront	Historic images appear to show shopfront; Wells 2012, pg117 has engraving of Baxter's advertisement for Nos. 22-26	Late 19th century, Jacksons (1990, pg68) say Curzon St built 1874-75	
38 Curzon St (Unit 1)	Elegant Touch Nail Salon	Residential with retail at ground level	Three storeys, rock-faced sandstone, brick chimneys and slate roof. Access to flats to RH side. Shopfront appears to be historic, recessed entrances with mosaic floor. Possible removal of bay windows at first and second floor	Same building as GEK next door to left. Possibly the same construction phase as Nos. 22-26 Curzon St and Nos. 97 to 104 Senhouse St, although different roof line and style of windows. Cumbria Image Bank has 1930s photo Ref. ct33101	Late 19th century, Jacksons (1990, pg68) say Curzon St built 1874-75	
38 Curzon Street (Unit 2)	GEK Hair and Beauty, retail at ground floor, flats above	Residential with retail at ground level	Three storeys, rock-faced sandstone, brick chimneys and slate roof. Shopfront appears to be historic, recessed entrances with mosaic floor. Possible removal	Same building as Elegant Touch. Possibly the same construction phase as Nos. 22-26 Curzon St and Nos. 97 to 104 Senhouse St, although different roof line and style of windows.	Late 19th century, Jacksons (1990, pg68) say Curzon St built 1874-75	

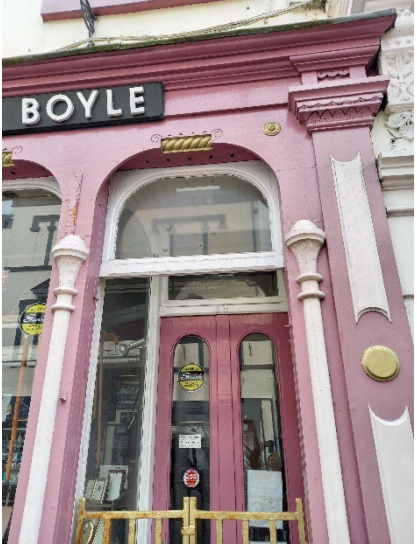


Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
			of bay windows at first and second floor	Cumbria Image Bank has 1930s photo Ref. ct33101		
Also listed as 38 Curzon St	Nixon's Furniture Store	Maryport Co-op, also had a meeting hall	Large and dominant symmetrical façade with central projection surmounted by pediment, large, tall upper windows. Southern part to Station Street has been rebuilt. Store extends to Back Lane to the rear	Built on undeveloped land, foundations laid in 1881, opened in 1883 (Jacksons 1969, pg56)	Datestone of 1881	
Station Street (north side, west of Curzon St) properties within the HS-HAZ						
Between Curzon St and Back Lane	Retail with retail/offices above?	Retail	Three storeys, built of rock-faced sandstone on site of an earlier extension to the Co-op. Plain window surrounds, the large windows suggest retail or office use. Now in use as a vets and retail, with apparent residential on the corner of Station St and Back Lane. Rendered ground-floor section on Station St may conceal evidence for former shopfronts	Historic photos show that an extension of the Co Op occupied this site, not the same building as now stands (Cumbria Image Bank Ref. ct41679, see photograph column)	20th century	 

Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
1-7 Station St	Houses	Houses	Houses of same form and construction (including No. 1 Mill St North). Two storeys, rock-faced sandstone, bay windows with small front gardens, gothic-style arches with decorative stops, yards to rear. Brick chimney stacks	Site undeveloped in 1866 (OS map), part of development of south-east side of the town in late 19th century, on OS map published in 1900. Built by the Co Op (info from local history society)	Late 19th century	
Mill Street North						
1 Mill St North	House	House	Part of No's 1-7 Station Street development, three storeys, high gable, front door on Mill Street North. Rock faced red sandstone, coping stones and slate roof. Bay window in S elevation facing onto Station St	Site undeveloped in 1866 (OS map), part of development of south-east side of the town in late 19th century, on OS map published 1900. Possibly built by Cooperative Society along with Nos. 1-7 Station Street	Late 19th century	
2 Mill Street North	House	House	Two storeys, constructed of rock-faced red sandstone, same build as No. 3	Not on OS map published in 1900, present by 1925 (OS map), built by the Cooperative Society (info from local history society)	Early 20th century (built between 1900 and 1925)	

Street Name and No.	Current Use (March 2021)	Examples of previous use	Brief Description	Notes	Date	Photograph
3 Mill Street North	House	House	Two storeys, constructed of rock-faced red sandstone, same build as No. 2, adjoins the ancillary buildings built for the Cooperative Society	Not on OS map published in 1900, present by 1925, built by the Cooperative Society (info from local history society)	Early 20th century (built between 1900 and 1925)	
Mill Street North/Back Lane	Unknown	Ancillary buildings for the Cooperative building on Curzon St	U-shaped industrial complex, one and two storeys, roughly-coursed red sandstone walls and dressed-stone surrounds (plain in detail), slate roof, high chimney to north wing. Openings all now boarded over, large entrance to east side	Not on OS map published in 1900, present by 1925 (OS map). Cooperative buildings, included a bakery, joiner's shop and garage for funeral (info from local history society)	Early 20th century (built between 1900 and 1925)	

Appendix 3: Inventory of historic shopfronts within the HS-HAZ

Address	Brief Description	Photograph
72 High St (listed grade II)	<p>Residential conversion. A relatively plain shopfront but clearly a former retail unit. The window is divided into three by slender mullions, and there are three transom lights. The pilasters are plain but there are decorative consoles. There is a decorative cornice. The current doorway is flush with the main elevation, but this presumably relates to the change of use to domestic; a secondary door is visible behind, which might indicate that originally the shopfront had a recessed doorway</p>	
76 High St (just outside the HS-HAZ area)	<p>Three-storeyed property, now in residential use, with surviving shopfront that is shown in historic photographs with John Adair, book binder, printer etc, as occupant (Wells 2012, pg123).</p> <p>Two arched windows either side of a shop doorway, with another doorway to the right-hand side. The windows are divided into two lights by a slender mullion. Decorative spandrels at the heads of the arches. Plain fascia which extends the full width, and moulded cornice above</p>	
35 Senhouse St (J R and M Boyle)	<p>This shopfront is shown in a photograph of c 1900 (Wells 2006, pg139) when Richard Gate 'hatter and hosier' occupied the shop. Decorative elements include slender colonettes with finials to each side of the large window and doorway, curved heads to the openings with barley twist detail between, pilasters to each side of the front with capitals and plinth (some of the plinth may have been removed at the base of the stall riser). The door threshold has a chequerboard pattern. The shopfront might be late 19th century in date</p>	

		
<p>39 Senhouse St</p>	<p>Shopfront has recessed doorway, passageway doorway to the LH side and large window with transom light above. Decorative capitals at the top of the pilasters which define the doorways and window. The fascia is divided into three by four decorative blocks and there is stylised egg-and-dart detailing to the heads of the openings. This is part of the same building as No. 37 but that has an altered shopfront</p>	
<p>41-43 Senhouse St</p>	<p>This shopfront has a large doorway opening, with three windows to the left side, all divided by pilasters with decorative capitals and plain plinths. The decorative cornice extends the full width of the building. As this building is known historically to have been two separate units, but was amalgamated in the late 19th or early 20th century to form the Coffee Tavern, it is possible that the shopfront is of that date</p>	

45-47 Senhouse St

Three-storey building with two former shop units at ground-floor level now incorporated into one. Each shop doorway is recessed. The window of No. 47 has a mullion. Relatively plain pilasters, although they now have painted detail, with console brackets. Plain door thresholds



51 Senhouse St

This shop forms part of the range which includes Nos. 53 and 55. It is a separate retail unit, but it has the same form of pilasters and capitals. The shopfront may be mid-20th century in date and may relate to the amalgamation of Nos. 53 and 55. The door may be original to the shopfront. There is a single mullion to the large window



53-55 Senhouse St

This shop forms part of the range which includes No. 51, and also extends onto Crosby Street. As with No. 51, the shopfront has pilasters and capitals that divide the openings. The stall riser to Nos. 53 and 55 is covered in square brown tiles which also cover the threshold of the corner entrance. Although this shopfront is relatively recent in date, it is an example from a different period not seemingly represented elsewhere in the town, although No. 102 Senhouse St may date from the 1950s



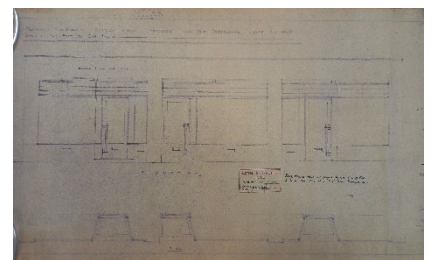
70 Crosby St

This building dates to the late 19th / early 20th century. The present shopfront may not be totally original to the property, but there are elements which may be contemporary. The stall riser is unusual as it has three glass lights which are divided into nine squares within each light. The lights are divided by striking moulded brackets, a feature usually seen above the shopfront. The door is recessed and has a chequerboard threshold. The decorative cornice reflects the plan form of the canted bay windows above



85-89 Crosby St

This is the former Oddfellows Hall, which historically appears to have had shop units on the ground floor with a reading room at first floor (reached from John St). The whole frontage of this property has been altered, with a large amount of architectural detail removed, however the shopfronts that now exist are unusual for Maryport (and perhaps even for Cumbria) as they date from 1938 and still bear the suppliers name of 'Whittaker Shopfitters, Blackpool'. Each shop unit has a recessed doorway which allowed for maximum amount of display space in the windows. CACW has building control plans dating from 1938 in relation to the current shopfronts, includes the use of 'black glass' and shiny 'staybrite' steel



1938 Proposed plans for new shopfronts (CACW Ref. YDSO 2/8/3/3-4)

<p>57-59 Senhouse St and 77 Crosby St (different building)</p>	<p>This three-storey building is located on the corner of Senhouse Street and Crosby Street. It appears to be 19th century in date and might have been built for retail use. Although the current shopfronts on Senhouse Street and Crosby Street bear modern advertising, the shopfronts themselves are historic (possibly late 19th/early 20th century), with surviving decorative detail at the top of the transomed windows. The pilasters are relatively plain but have decorative capitals on the Crosby Street frontage, where there is also a slender mullion dividing one of the large windows. The stall risers are also plain, but there is roll moulding along the Senhouse Street frontage. The current doorway is modern, possibly inserted into a former window; the original door may have been on the corner. Another interesting survival is the remaining light shades along the frieze facing onto Senhouse Street. There is a moulded cornice. At least two internal columns were noted within the shop interior. No. 77 Crosby St has same shopfront detail, although this is a different building</p>	   <p>77 Crosby St</p>
<p>58 Senhouse St</p>	<p>This historic building has an apparent modern shopfront which is an interpretation of an historic example with large angled fascia which historically may have housed the blind. Pilasters either side of shopfront with console brackets.</p> <p>Included here as an example of a modern interpretation</p>	

<p>68-70 Senhouse St (vacant in March 2021)</p>	<p>This shopfront extends over two separate properties which have different fenestration to the upper floors. The shopfronts have pilasters with decorative capitals and console brackets. A decorative cornice runs along the top, and there are the possible remains of the canopies in the form of metal fittings. No. 70 has a recessed doorway</p>	
<p>69 Senhouse St</p>	<p>Forms part of a terrace of late-19th century date. The shopfront of No. 69 is defined by flanking pilasters with decorative console brackets surmounted by triangular heads which were present on other shopfronts in this terrace. The glazing of the shopfront is separated by slender colonettes, and there is a thin transom in the right-hand window. The windows have arched heads, a feature seen elsewhere in this terrace, although the tops are partly obscured by the fascia. The doorway is recessed and has a large fanlight above. There is a former doorway to the left-hand side which now contains a leaded light</p>	
<p>73 Senhouse St</p>	<p>Forms part of a terrace of late 19th century date. As with No. 69, the shopfront is framed to each side by pilasters with capitals and console brackets. The shopfront itself consists of one large window facing onto the street, with thin transom and decorative transom light above, and with arched detailing above the window and recessed doorway. The wooden areas at the top of the window and doorway have decorative carved detail and there are 'notches' at the base of the window and doorway heads (of the same form as next door, No. 75)</p>	

75 Senhouse St

Forms part of a terrace of late 19th century date. This historic shopfront has a centrally-placed recessed doorway with windows of equal size to each side and a passageway door to the left-hand side. The windows have slender colonettes defining the corners and thin transoms. The same arched detail seen at No.73 is present here including the 'notches' formed by the timberwork which defines the window and door heads. There are no pilasters to this shopfront



79 Senhouse St




Forms part of a terrace of late 19th century date. Former jeweller's shop which retains the most elements of its historic shopfront including shuttering, recessed doorway to the shop and to the passageway to the left-hand side, canopy (which partly obscures the tops of the window and doorways) and slender colonettes. The signage on the fascia (which appears to be metal) has been hand painted



81 Senhouse St

Forms part of a terrace of late 19th century date. This shopfront appears to be relatively modern, although the tops of the historic console brackets may have been utilised, and the recessed doorway is an historic feature. The threshold of the doorway formerly had a mosaic which contained the brand name 'Easiophit' (an apparent national shoe firm), but this has been removed. The pilasters to each side are of different widths



<p>83 Senhouse St</p>	<p>Forms part of a terrace of late 19th century date. This shopfront retains some historic features such as the recessed doorways (the one to right-hand side into the shop, and the other to a passageway) and part of a pilaster to the right-hand side of the shopfront which shares the top of a console bracket with No.81, and possibly part of a canopy bracket. The fascia appears to be relatively modern</p>	
<p>86 Senhouse St</p>	<p>Part of a terrace of possible 1870s date. This shopfront retains some historic elements such as the transom lights which have slender glazing bars, and the moulded cornice, although the windows themselves and door are relatively modern</p>	
<p>89-91 Senhouse St</p>	<p>This building has a date stone of 1887. Although the shopfronts to the two retail units are modern, the architectural detail which surrounds the glazing is original and is quite different to the adjacent properties. The central archway has two doors which would have provided access to the upper floors. The doorways are recessed and share an arched head with fanlight, and a pediment above. A moulded stone cornice runs the length of the building</p>	

93 Senhouse St

This building was constructed in c 1896 possibly on the site of an earlier structure. The shopfront is seemingly original, although slightly modified through the removal of a doorway to the LH side and the replacement of the stall riser.

CASC has plans and elevations dating to 1896 for 'rebuilding' for W Richmond (Ref. SUDM3 Box 1)



97-99 Senhouse St




Terrace is of late 19th century date, possibly 1880s. The current shopfront appears to be a modern interpretation of an historic example. There are pilasters flanking the shopfront which have decorative elements, and there are transom lights above the main windows. The doorway is recessed






98 Senhouse St

Terrace may date from the 1870s. The current shopfront is relatively plain but is of interest. The shopfront is framed to each side with pilasters topped with console brackets. The glass is separated by thin wooden glazing bars which also provide transom lights. The centrally-placed doorway is recessed and there are surviving elements of the canopy mechanism



<p>102 Senhouse St</p>	<p>Terrace may date from the 1870s. This shop was shuttered at the time of survey in March/April 2021, but a local resident advised the business had recently closed. An assessment of Street View (image captured August 2016) indicates that this has a possible mid-20th century shopfront with large windows to each side of a recessed doorway. The stall riser includes a row of glass blocks just beneath the sills. The large projecting fascia appears to house the roller shutter</p>	 <p>Street View 2016</p>
<p>105-107 Senhouse St</p>	<p>Terrace is of late 19th century date, possibly 1880s. This shopfront retains some elements of an historic version, for example the recessed shop entrance and passageway doorway to the left-hand side, as well as a moulded cornice</p>	
<p>38 Curzon St (Units 1 and 2)</p>	<p>Part of a late 19th century terrace (possibly 1870s). There are elements of these two shop-unit frontages which are historic. They both have recessed doorways with the same design mosaic thresholds. The glazing is relatively plain, but effective, with slender glazing bars. The doorways have rectangular lights above. The stall risers on both have marble-effect covering and there are plain tiled vertical bands to each side of the shopfronts and between. The fascias are plain</p>	

Examples of historic shopfronts outside the HS-HAZ area

<p>48 Wood St</p>	<p>This shopfront has a large single window, with recessed shop entrance to the left-hand side, and upper floor access to the right-hand side. All the openings have arched heads, although only the shop openings have barley twist detail at the heads, of the same form as that seen in No. 35 Senhouse St. The pilasters are plain, although the fascia has moulded console brackets with decorative cornice above. The shopfront may be late 19th or early 20th century in date</p>	
<p>49 and 51 Wood St</p>	<p>51 Wood Street appears to have extended from the corner with Crosby Street and incorporated three separate properties. The retail unit on the corner with Crosby St has a relatively plain shopfront with recessed doorway, plain stall riser, pilasters and fascia, and a simple cornice.</p> <p>49 Wood St has plain pilasters with moulded capitals, plain stall riser and recessed doorway. The fascia has a simple moulded frame, with a moulded cornice above.</p>	 <p>51 Wood St</p>  <p>49 Wood St</p>
<p>73 to 89 Wood St</p>	<p>This is a terrace of single-phase construction. At the end of the terrace, at the junction with Curzon St, there is a date stone of '1886'. This terrace comprises at least six separate retail units (although one, Cueto's, may have originally been three units). It is notable that all the shopfronts in this terrace have the same form of decorative console brackets at the top of plain pilasters, however the cornices and door surrounds, for</p>	

	example, are not all the same. The windows are also not all similar	
101 Crosby St	As with Nos. 108 and 110 (see below), the interesting feature of this shopfront is the shaped fascia and moulded cornice. The doorway is recessed but the glazing appears to be relatively modern	
107 Crosby St	This is a wide shopfront which extends nearly the full width of the three-bay building it occupies. The shopfront is relatively plain but is symmetrical with a central recessed doorway and a second doorway to the right-hand side which provides access to the upper floors and/or passageway to the rear. The large windows have simple transom lights above which breaks up the glazing. Within the stall risers there are vents which are Art Deco in style which might indicate the shopfront is early 20th century in date	
108 and 110 Crosby St	Two former shops (now seemingly residential) within the same building (share the same ridge line), although they have different first-floor fenestration. The shopfronts have the same form of fascia and modillion cornice. No. 110 has a recessed doorway, whilst No. 108 is flush with the elevation. The shopfront to No. 108 is not historic although the surround is, whilst No. 110 retains 20th-century glazing	

100 High St

This property, which is now in residential use, has a single arched window with the three arched lights divided by colonettes with decorative moulding. The current door is modern, but is set back slightly from the street frontage (although it is not fully recessed)





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