



Ground Investigations to Inform Options for Possible Suspended Pipeline Scheme: Whitehaven Harbour, Whitehaven, Cumbria

Heritage Impact Assessment in support of Listed Building Consent

Mining Remediation Authority

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Executive Summary

SLR Consulting Limited was commissioned by the Mining Remediation Authority to prepare a Heritage Impact Assessment (HIA) in support of a Listed Building Consent application for Ground Investigation works at the Grade II listed North Wall and Old North Wall (LB NHLE: **1038936**) at Whitehaven Harbour, Whitehaven, Cumbria.

This Heritage Impact Assessment (HIA) identifies the known heritage assets within the Site and surrounding area and considers their significance in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework (NPPF, MHCLG 2024), and relevant local planning policy.

The assessment considers the potential effects of the proposed Ground Investigation works on the significance and setting of designated and non-designated heritage assets. The principal assets considered comprise the Grade II listed North Wall and Old North Wall (LB NHLE: **1038936**), Grade II listed Old Quay Lighthouse (LB NHLE: **1086805**), Grade II listed Watch House (LB NHLE: **1390499**), Grade II listed Old Quay (LB NHLE: **1086804**), and the Old Quay and Old Quay Lighthouse Scheduled Monument (LB NHLE: **1004593**). Consideration has also been given to the setting of nearby designated assets and Whitehaven Town Centre Conservation Area.

The proposals form part of a wider initiative led by the Mining Remediation Authority and partner organisations to identify a proportionate solution to address ochreous discharge within Whitehaven Harbour.

The proposed works would result in direct physical intervention to the internal elevations of the Grade II listed North Wall and Old North Wall. However, the assessment has also identified that the continued presence of ochreous discharge directly and indirectly affects the character and appearance of the historic harbour and the setting of surrounding heritage assets.

Site investigation works, comprising trial pits, boreholes and horizontal coring, are proposed to inform the feasibility and detailed design of a possible suspended pipeline scheme. The investigations will provide the geotechnical and structural information necessary to determine the most appropriate construction methodology, should the scheme proceed to a future planning and Listed Building Consent application. The investigations have been designed to minimise intervention to the historic fabric whilst providing sufficient information to inform engineering design options.

Overall, the assessment concludes that the level of impact from the proposals would result in a low level of impact and equate to less than substantial harm to the designated heritage assets through direct intervention to listed harbour structures. In accordance with the NPPF, this harm should be weighed against the public and environmental benefits associated with addressing ochreous discharge within Whitehaven Harbour. Subject to detailed design, methodology and appropriate mitigation measures, the proposals are considered capable of complying with the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF, and relevant local planning policy.



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Acronyms and Abbreviations

CIfA	Chartered Institute for Archaeologists
FAME	Federation of Archaeological Managers and Employers
HER	Historic Environment Record
LB	Listed Building
NPPF	National Planning Policy Framework
OS	Ordnance Survey
PPG	Planning Practice Guidance
SM	Scheduled Monument



1.0 Introduction

This report has been prepared by SLR Consulting Limited, a Registered Organisation with the Chartered Institute for Archaeologists (CIfA). It presents a Heritage Impact Assessment in support of a Listed Building Consent application for Ground Investigation works for feasibility and detailed design of a proposed pipework installation within Whitehaven Harbour, Cumbria (the 'Site'), commissioned by the Mining Remediation Authority (MRA). The proposed works comprise boreholes, horizontal coring and test pits to understand the construction of the harbour, in order to find the best methodology to install pipework along the internal harbour wall to divert iron-rich mine water from the harbour inlet directly to sea, preventing its discharge into the harbour basin.

The report assesses the significance of designated and non-designated heritage assets within the Site and its surrounding area and considers the potential effects of the proposed works on archaeological remains, built heritage assets and their settings. Potential direct impacts arising from physical intervention to historic fabric, together with indirect impacts relating to changes in the character, appearance and appreciation of the historic harbour's environment, are assessed where relevant.

The Site lies within a highly sensitive historic maritime environment containing numerous designated heritage assets. The principal assets considered comprise the Grade II listed North Wall and Old North Wall (LB NHLE: **1038936**), Grade II listed Old Quay Lighthouse (LB NHLE: **1086805**), Grade II listed Watch House (LB NHLE: **1390499**), Grade II listed Old Quay (LB NHLE: **1086804**), and the Old Quay and Old Quay Lighthouse Scheduled Monument (LB NHLE: **1004593**). The assessment also considers the potential effects of the proposals on the setting and significance of nearby designated heritage assets and the Whitehaven Town Centre Conservation Area.

Unlike a conventional Heritage Impact Assessment (HIA), this report also considers the existing effects of iron ochre contamination on the significance of Whitehaven Harbour's designated heritage assets. The ongoing discharge of iron-rich mine water has resulted in extensive staining of sections of the historic harbour fabric, adversely affecting the appearance of listed structures and the wider appreciation of the harbour's historic character. This existing condition provides the baseline against which the potential effects of the proposed Ground Investigation works are assessed and demonstrates the conservation issue that the wider Bransty Beck Ochre Diversion Scheme seeks to address.

The Ground Investigation works are intended to provide the structural and geotechnical information necessary to inform the consideration of options for a possible suspended pipeline scheme. The results will determine whether such a scheme is technically feasible and, if so, will inform the detailed design and construction methodology in order to minimise intervention to the historic fabric. Any future pipeline installation would be subject to separate planning and Listed Building Consent applications, supported by a further Heritage Impact Assessment that would assess the effects of the permanent works. Should a future scheme proceed and obtain the necessary approvals, it has the potential to reduce the ongoing effects of iron ochre contamination and deliver heritage benefits through the long-term conservation and enhancement of Whitehaven Harbour and its associated heritage assets.

The report includes proportionate statements of significance for the designated heritage assets within and surrounding the Site, including consideration of the contribution made by their setting, to inform an assessment of the likely heritage impacts from the proposed scheme.

The assessment has been undertaken in accordance with the Chartered Institute for Archaeologists' (CIfA) Standard and Guidance for Historic Environment Desk-Based Assessment (2020), the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework (MHCLG, 2024), and relevant local planning policy and guidance.



1.1 Standards

This Heritage Impact Assessment has been undertaken in accordance with all relevant statute, policy, and guidance, including the NPPF (2025), as set out within **Appendix C**. This report has also been undertaken in accordance with the Chartered Institute for Archaeologists' (CIfA) *Standard and guidance for historic environment desk-based assessment* (2020), Historic England's *Managing Significance in Decision-Taking in the Historic Environment Good Practice Advice in Planning: 2* (2015), and *Statements of Heritage Significance: Analysing Significance in Heritage Assets, Historic England Advice Note 12* (2019).

This report has been prepared by Charlotte Bellamy, Associate Director of Archaeology and Heritage.

SLR is a member of the Federation of Archaeological Managers and Employers (FAME). SLR is ISO 9001 certified and operates a robust quality management system to ensure all projects are delivered in a professional and transparent manner.



2.0 Description of Proposed Works & Project Background

2.1 Project background

In November 2022, Whitehaven Harbour's Queens Dock began exhibiting significant iron ochre (orange) contamination, which was traced to discharges from the Bransty Beck inlet culvert. The culvert is supplied by drainage from the Network Rail-owned Bransty railway tunnel, constructed in 1852 through the West Cumbrian Coalfield. Water enters the tunnel from several sources, including groundwater, surface water runoff and tidal ingress. Owing to the complex geology, historic mine workings and multiple water sources, no single organisation is directly responsible for the discolouration.

In March 2024, a multi-agency Taskforce was established to investigate the source of the ochreous discharge and identify potential solutions. This was followed in May 2025 by the formation of the Whitehaven Harbour Feasibility Working Group (WHFWG), comprising representatives of the Mining Remediation Authority, Environment Agency, Cumberland Council, Network Rail, Whitehaven Harbour Commissioners and the Office of the local Member of Parliament. The Working Group was established to identify a practical engineering solution capable of intercepting the contaminated water before it entered Queens Dock and the wider harbour.

The preferred solution involves intercepting the Bransty Beck discharge upstream of Queens Dock and diverting the flow via a suspended pipeline fixed to the harbour wall before discharging to the beach outside the harbour. This approach avoids extensive excavation through the historic harbour and significantly reduces the need to divert existing underground utilities.

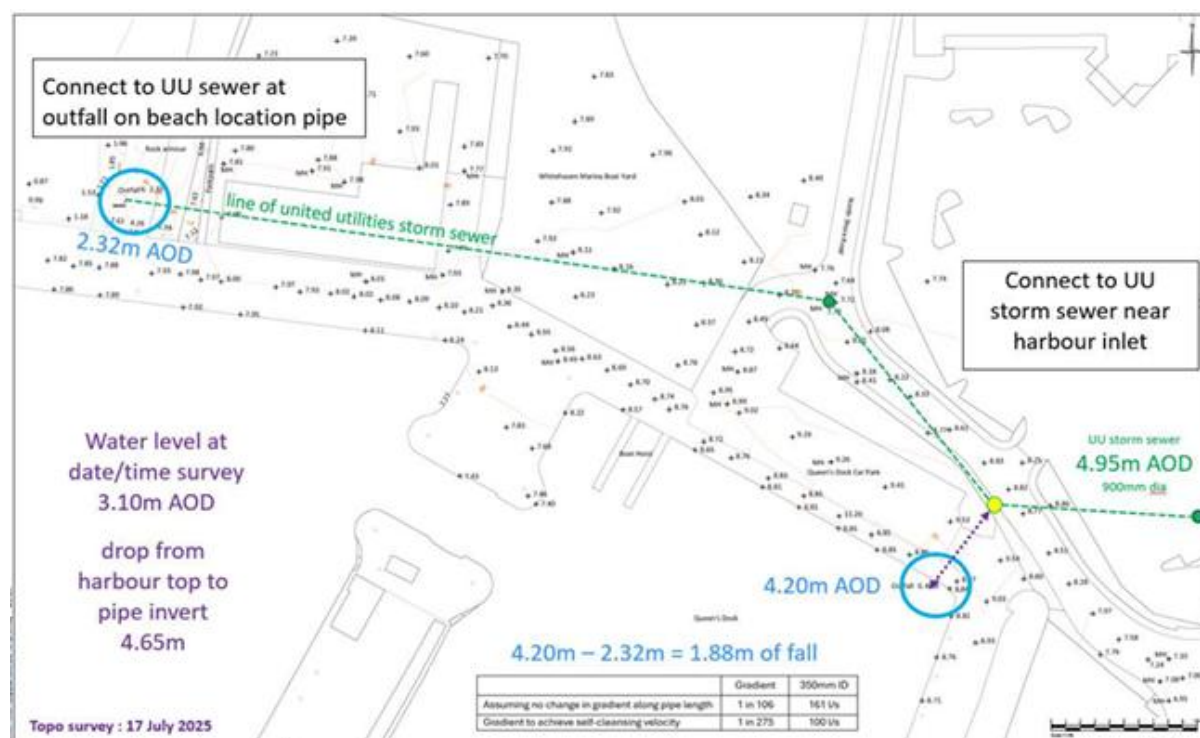


Plate 1: Results of the topographic survey (provided by the Mining Remediation Authority)

Although the ochre discharge first became apparent within Queens Dock, its effects are not confined to the Inner Harbour. During periods of high tide, iron ochre is transported beyond the harbour entrance into the Outer Harbour, where it continues to affect the appearance and appreciation of the wider historic harbour environment. The contamination therefore detracts from the setting and



significance of numerous designated heritage assets beyond the immediate application site. The proposed scheme seeks to remove the principal source of this ongoing harm.



Plate 2: Photographs showing iron ochre extending into the Outer Harbour at high tide, although this was not evidenced during the site visit, it is clear that the contamination extends to the outer harbour under certain conditions.

The feasibility and detailed design of the pipe installation will be informed by the results of the Ground Investigation works described below.

2.2 Ground Investigation Methodology

The proposed Ground Investigation (GI) works have been designed to minimise intervention to the historic fabric whilst obtaining sufficient geotechnical and structural information to inform the feasibility and detailed design of the proposed pipe installation. The investigations will establish the construction, condition and composition of the harbour walls, together with the nature of the underlying ground, enabling the final engineering methodology to be developed whilst minimising impacts upon the Grade II listed North Wall and Old North Wall.

The Ground Investigations comprises seven boreholes, four horizontal investigation cores and targeted trial pits.

Boreholes BH1 and BH2 have been relocated into the adjacent car park, thereby avoiding unnecessary intervention within the historic harbour.

Boreholes BH3, BH4, BH5, BH6 and BH7 are located within the harbour on existing concrete surfacing. Positioning these boreholes within previously disturbed modern concrete avoids direct impacts on



surviving historic surfacing and minimises disturbance to the significance of the listed harbour structures.

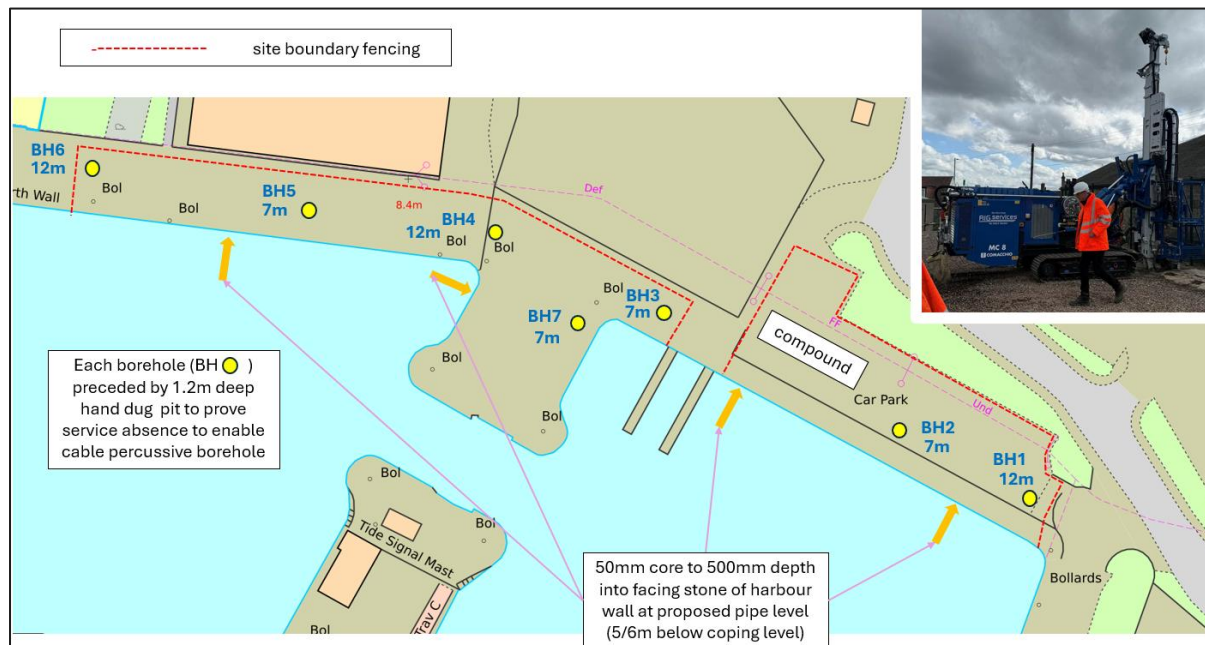


Plate 3: Ground Investigation Layout showing the seven boreholes, horizontal cores and trial pits (BH's 1 and 2 will be located in adjacent the carpark).

The boreholes will initially be undertaken using a percussion drilling rig, enabling representative samples of the superficial deposits to be recovered for laboratory testing. Where bedrock is encountered, drilling will continue using a cable percussion rig to determine the depth and profile of rockhead. Whilst cable percussion drilling does not recover bedrock samples, it provides the geotechnical information necessary for detailed engineering design.

Four horizontal investigation cores are proposed through the harbour walls to establish the wall construction, thickness and internal composition. Where practicable, individual masonry units will be carefully removed before drilling behind the extracted stones. Upon completion of the investigation, the original masonry will be reinstated in its original position using an appropriate lime-based grout or mortar to ensure that there is no permanent visual alteration to the listed structure.

The hand-excavated trial pits have been positioned to minimise unnecessary disturbance. Trial Pits 2 and 3 coincide with the locations of the proposed permanent pipeline trenches and therefore provide advance information on ground conditions whilst avoiding the need for additional exploratory excavation elsewhere. Trial Pit 1 is independent of the permanent works and, following completion of the investigations, will be reinstated using saw-cut edges and concrete matching the existing surface finish.

The information obtained from the Ground Investigation will directly inform the detailed engineering design of the permanent works, including the pipe support system, trench construction methodology and fixing details.

Reinstatement of Historic Fabric

The reinstatement of all temporary interventions forms an integral component of the proposed Ground Investigation methodology and has been designed to ensure that there is no significant long-term loss of historic fabric or appreciable visual effect on the significance of the listed structure. The



Ground Investigation works have been designed to minimise intervention by, where practicable, utilising existing concrete surfacing and construction joints to reduce disturbance. On completion of the investigations, all temporary works will be reinstated on a like-for-like basis in accordance with a Ground Investigation Method Statement agreed with the Local Planning Authority. Existing concrete surfacing will be repaired using materials, finishes and jointing to match the surrounding surfaces, whilst any masonry units temporarily removed to facilitate horizontal coring will be carefully recorded, retained and reinstated in their original positions using appropriate lime-based mortar or grout. Traditional repair techniques and compatible materials will be employed throughout to ensure that the historic fabric is conserved, the repairs remain sympathetic to the character of the harbour walls, and any evidence of intervention is minimised. The reinstatement strategy has been developed in accordance with established conservation principles and seeks, wherever reasonably practicable, to ensure that the Ground Investigation works are reversible. Consequently, the proposed investigations are not expected to result in any significant permanent loss of historic fabric or long-term adverse effect on the appearance or significance of the Grade II listed North Wall and Old North Wall or the associated non-designated harbour structures.

Proposed Pipe Installation

If the proposed pipeline appears to be a feasible option, a separate application for Planning Permission and Listed Building Consent will be submitted for the permanent pipe installation.

The detailed construction methodology will be developed following completion of the Ground Investigation works and will be informed by the structural and geotechnical information obtained. This approach will ensure that the final engineering solution is appropriate for the historic fabric and that intervention to the listed harbour walls is limited to the minimum necessary.

The current proposals comprise:

- construction of a temporary sheet-piled cofferdam to facilitate the Bransty Beck inlet capture structure whilst retaining its flood overspill function;
- installation of approximately 200 m of 350 mm diameter HDPE pipe suspended from the harbour wall using steel gallows brackets;
- excavation of two localised trenches through the North Wall and lock wall to accommodate the pipeline; and
- construction of a second temporary cofferdam to facilitate connection to the proposed discharge point.



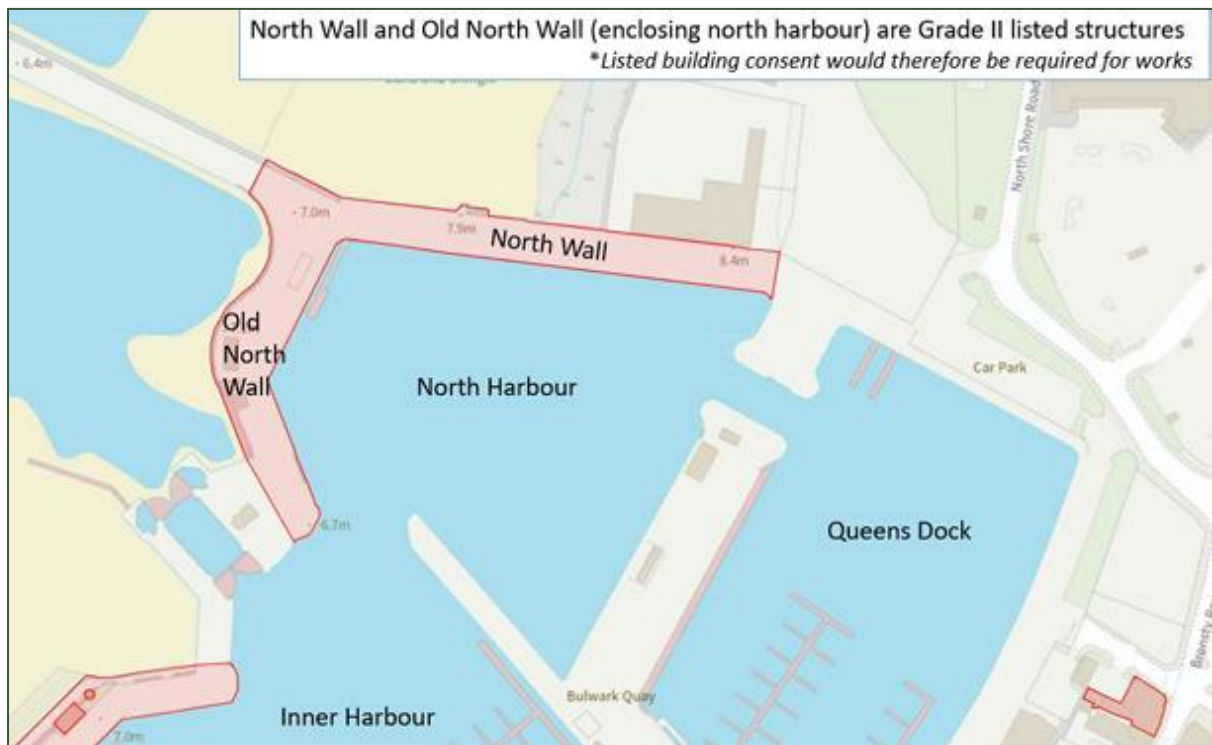


Plate 4: Extent of the Grade II listed North Wall and Old North Wall (LB Ref: NHLE 1038936, Figure 1).



Plate 5: Area of the Whitehaven Town Centre Conservation Area which will be directly impacted by the Ground Investigations. A full plan of the Conservation Area is provided on Figure 1.



3.0 Methodology

3.1 Data Procurement

3.1.1 Sources

The following sources were consulted:

- The National Heritage List for England (NHLE), for all records relating to designated heritage assets;
- Westmorland and Furness Council's Historic Environment Record (HER), for records relating to heritage monuments and events (Ref 260415);
- Historic cartographic sources;
- Aerial photography held by online depositories, e.g., Historic England, and the National Collection of Aerial Photography (NCAP);
- Whitehaven Archive and Local Studies Centre and National Archives;
- The British Newspaper Archive;
- The Beacon Museum, Whitehaven;
- Online resources and grey literature relating to the Site and its environs, e.g. previous archaeological event reports.

3.1.2 HER Data

A Historic Environment Record (HER) data search of all assets and previous archaeological events within the Site and a 500m radius around the Site was conducted (HER Enquiry Ref: 260415). Whilst all the HER data received has been reviewed and considered, not all HER records (assets and events) are discussed further within this report. Only those that are of relevance are discussed further to the determination of potential, significance, and potential impact. All HER assets have been listed within **Appendix D**.

Records / assets are referenced by their HER Number (using their HER reference number) or by their National Heritage List for England number (prefixed NHLE) for designated heritage assets. Designated heritage assets are shown on **Figure 1**, whilst non-designated heritage assets are presented on **Figure 2**.

3.1.3 Archives

The online catalogues of the Whitehaven Archive and Local Studies Centre and National Archives were reviewed for this assessment. A visit to the Whitehaven Archives was conducted in person on 22 April 2026, and National Archives materials were assessed online for their relevance to the Site. These have been cited below, where relevant.

3.1.4 Assessment Methodology

A full assessment methodology is provided in **Appendix B**; however, a description of this is also provided below.

This document surveys and assesses the relevant heritage information, providing an overview to elicit a better understanding of significance of heritage assets identified within the Site and surrounding area. Significance is assessed in relation to the core heritage values outlined by Historic England



(2017). This is used as a basis to assess impact and to inform justification of the proposed works to the historic Whitehaven Harbour and its surrounding area, where relevant.

A description of the significance of the assets potentially affected by the proposed development has been provided in order to satisfy the requirements of the NPPF. This includes an assessment of the contribution made to the significance of the asset by its setting (MCHLG 2024, Paragraph 207).

This assessment also adheres to Historic England's *Statements of Heritage Significance* (2019) and *Conservation Principles, Policies & Management for the Sustainable Management of the Historic Environment* (2008).

With specific regard to the assessment of impacts to designated heritage assets, as stated within the NPPF, "significance derives not only from the physical presence of a heritage asset but also from its setting" (MHCLG 2024, Annex 2, Page 78).

The identification and assessment of heritage assets within this report uses Historic England's Good Practice Advice, presented in the document *The Setting of Heritage Assets* (Historic England 2017). The following five-step approach to assessment has been adopted:

- Step 1: Identify which heritage assets and their settings may be affected;
- Step 2: Assess the degree to which settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated;
- Step 3: Assess if any change to the setting identified would affect the appreciation / understanding of an asset's significance (there may be no change);
- Step 4: Explore ways to maximise enhancement and avoid or minimise harm; and
- Step 5: Make and document the decision and monitor outcomes.

A non-exhaustive list provided within Historic England's *The Setting of Heritage Assets* (2017) identifies themes to elucidate how setting may add to significance, such as the following:

- Physical Surroundings:
 - Topography;
 - Aspect;
 - Functional relationships and communications; and
 - History and degree of change over time.
- Experience:
 - Views from, towards, through, across and including the asset;
 - Intentional inter-visibility with other historic assets and natural features; and
 - Sense of enclosure, seclusion, intimacy or privacy.

The NPPF outlines three levels of potential impacts to designated heritage assets. These are:

- Substantial harm;
- Less than substantial harm; and
- No harm (significance is sustained or enhanced).

The PPG discusses how to assess substantial harm:

"In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important



consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting" (MHCLG 2019, Paragraph 18).

The application of the terms 'substantial' and 'less than substantial' is made with regard to professional judgement and experience. The level of impact expressed by this assessment will be either no harm, less than substantial harm or substantial harm.

In respect to non-designated heritage assets, an assessment of potential impacts to their significance will be provided in accordance with Paragraph 216 of the NPPF. This requires that, in weighing applications that indirectly affect non-designated heritage assets, a balanced judgement will be required to have regard to the scale of any harm or loss and the significance of the heritage asset (MHCLG 2024, Paragraph 216).



4.0 Baseline

4.1 Location and Site Description

The port town of Whitehaven, Cumbria, is within Copeland district, formerly within the historic county of Cumberland. It is situated 38 miles from Carlisle to the northwest and approximately 10 miles west of the Lake District National Park and immediately north of St Bees Head. The town occupies a dramatic coastal setting, with the historic centre and harbour situated between two steep, predominantly wooded hillsides which provide elevated views across the town and coastline, as well as a distinctive green backdrop to the historic townscape. The Whitehaven Town Centre and High Street Conservation Areas encompass much of the historic core of the town, including the harbour, planned Georgian streetscape and elevated residential areas associated with the town's historic development.

The local geology comprises interbedded grey mudstone, siltstone, pale grey sandstone and commonly coal seams, with a bed of mudstone containing marine fossils at the base and several such marine fossil bearing mudstones in the upper half of the unit. Bedrock geology consists of Mudstone, Siltstone and Sandstone of the Pennine Middle Coal Measures Formation. The sedimentary bedrock formed approximately 309-312 million years ago in the Carboniferous Period. The local environment was previously dominated by swamps and estuaries and deltas (BGS accessed: 16th June 2026).

Whitehaven Harbour comprises a series of interconnected historic harbour basins enclosed by substantial stone piers, quays and dock walls. The harbour developed incrementally from the 17th century onwards, resulting in a complex arrangement of outer and inner harbour spaces extending inland from the sea. Access is gained through the harbour entrance between the North and West Piers, leading into the Outer Harbour and subsequently through the modern Sea Lock into the enclosed dock system (Inner Harbour). The principal basins comprise the former North Harbour (now Queen's Marina), the Inner Harbour (Lowther Marina) and the South Harbour (West Strand Marina), together with associated quays, slipways, warehouses and maritime infrastructure (Coast to Coast, 2018). The harbour is enclosed by the historic town of Whitehaven to the east and south, creating a close physical and historical relationship between the planned Georgian town and its port (**Figure 3**).

The harbour and associated quay walls generally appear to be in good condition and remain in active use. The historic masonry walls survive extensively throughout the harbour and retain a high degree of historic fabric, contributing positively to the character and significance of the asset.

Evidence of weathering and staining is visible in places, including ochre staining associated with historic mining activity and drainage into the harbour (**Photos 1** and **21**). Localised structural movement is also visible along sections of the Old Quay, where the harbour wall exhibits a degree of outward slumping along the walkway surface (**Photo 16**, **Plate 17**). However, no obvious signs of collapse or substantial structural failure were observed during the site visit.

Overall, the harbour structures appear to be well maintained and continue to function as part of the operational harbour environment, although some areas exhibit signs of age, weathering and historic movement consistent with their long-term exposure to marine conditions.

Iron ochre staining is evident throughout much of Whitehaven Harbour, including Queen's Dock, North Harbour, Inner Harbour, Custom House Dock and South Harbour. The characteristic orange-brown deposits are visible on the masonry walls of quays, dock walls and embankments, affecting extensive areas of historic fabric and altering the visual appearance of the harbour environment. In contrast, no significant ochre staining was observed on the walls associated with the Outer Harbour (**Photo 17**).



In addition to its impact on the harbour structures, boat owners have reported staining to vessels moored within the harbour. There is also uncertainty regarding the long-term effects of the slightly acidic ochre deposits on metal components within the harbour, including both historic and modern fixings, fixtures and maritime infrastructure. While the extent of any deterioration has not been established, the potential for adverse effects on metal elements represents an ongoing concern for the conservation and maintenance of the harbour.

4.2 Historic Background

Prehistoric – Roman

Whitehaven occupies a naturally sheltered horseshoe-shaped bay on the west coast of Cumbria, where the enclosing headlands create a well-protected natural harbour. Although the wider area contains evidence of prehistoric and Roman activity, including the Roman fort at Parton (SM NHLE: **1007179**) approximately 2km to the north, there is no evidence that the Romans established a harbour or settlement at Whitehaven. Instead, the settlement is thought to have originated during the early medieval period as a small fishing community that developed around the sheltered bay and the mouth of Pow Beck. Place-name evidence suggests Scandinavian influence following Norse settlement during the 10th century. Whitehaven is absent from the Domesday Book, indicating that it had yet to emerge as a significant settlement during the Norman period. The early community was centred on Pow Beck, in the area now occupied by Quay Street, Swingpump Lane and Chapel Street, where access to fresh water and the sheltered anchorage provided favourable conditions for fishing and small-scale maritime activity.

Origins of Whitehaven

Following the Norman Conquest, the surrounding lands formed part of the extensive estates of the Priory of St Bees. The priory managed agricultural land whilst exploiting the area's marine and mineral resources, including the extraction of coal from shallow bell pits and adits driven into the coastal coal seams from at least the 14th century.

The oldest part of Whitehaven was on the edges of the alluvium on the southwest side of the Pow. There were eight tenements and cottages, and four 'camerae' (i.e. rooms) for bakehouses which are listed at Whitehaven in the late 16th century survey of the properties of the former priory of St Bees. Other early tenements in the neighbourhood were at Brackenthwaite, the Flatt, Corkickle and Arrowthwaite. The central area, where the main body of the town is now, was described until the 1680s or 1690s as 'waste' or the 'sandhills' where there was no settlement until the 17th century. The population of Whitehaven increased from 24 tenants in 1631 to 84 by 1667. The distribution of tenancies was due to the landform at the time. The sea came up to where is now Tangiers Street, and the area of Pow was naturally higher ground (Collier, 1989).

Following the Dissolution of the Monasteries in 1539, the former monastic estates passed into private ownership before being acquired by the Lowther family, whose influence would shape the development of Whitehaven and its harbour over the following three centuries.

17th Century Harbour Improvements and the Rise of the Coal Trade

The town underwent substantial transformation during the 17th and 18th centuries under the ownership and direction of the Lowther family, who recognised the commercial potential of the extensive coal reserves beneath their estate and Whitehaven's strategic position on the Irish Sea. The growth of the settlement was intrinsically linked to the exploitation of these coal reserves and the expansion of maritime trade, particularly with Ireland, where Whitehaven coal became a major export commodity. The harbour therefore became the principal catalyst for the town's economic and physical development.



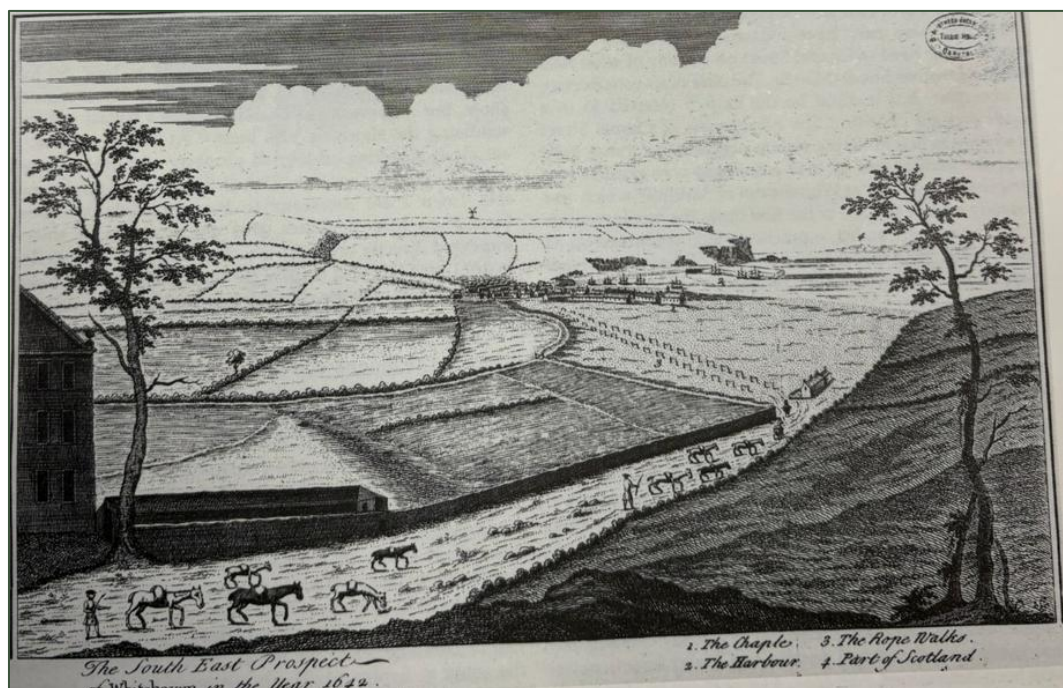


Plate 6: The southeast prospect of Whitehaven in 1642 (engraving courtesy of Cumbria County Library) (Collier, 1986)

During the early 17th century, the harbour comprised little more than a small tidal creek providing limited shelter for fishing vessels and coastal trade. In response to the increasing demand for coal exports, Christopher Lowther constructed the town's first substantial quay, establishing the nucleus of the later Old Quay and creating the first engineered harbour at Whitehaven in 1634 (**Photos 13, 15 and 16**). This enabled the systematic export of coal from the expanding Lowther collieries and facilitated the development of a locally owned merchant fleet trading principally across the Irish Sea. Successive improvements included the construction and extension of Merchants Quay (Old Tongue), Sugar Tongue, Lime Tongue, New Pier (later known as the Old New Quay) and associated harbour infrastructure, together with the reclamation of land and deepening of harbour areas to accommodate increasing maritime activity. By the early 18th century Whitehaven had developed into one of Britain's principal coal-exporting ports, supplying a substantial proportion of Ireland's imported coal (Collier, 1989).

The transformation of Whitehaven from a modest coastal settlement into one of the earliest and most complete planned post-medieval towns in England was driven by the commercial ambition of Sir John Lowther (1642–1706). During the late 17th century Sir John Lowther implemented a comprehensive programme of urban expansion, creating a formal gridiron street layout extending northwards from the medieval core. Whitehaven is widely recognised as one of the earliest and most complete planned post-medieval towns in England. Sir John introduced detailed building regulations that controlled the scale, form and appearance of development, requiring substantial stone-built buildings, generally of at least three storeys, arranged along continuous building frontages with dressed stone architectural detailing (Collier, 1989). The planned relationship between the harbour, commercial areas, public spaces and residential streets remains clearly legible within the historic townscape and contributes significantly to the significance of Whitehaven Conservation Area.

Building upon the harbour improvements initiated by his grandfather, Sir Christopher Lowther, including the construction of the town's first substantial pier in 1634, Sir John recognised the exceptional economic potential of the extensive coal reserves beneath the Lowther estate and the



opportunities presented by maritime trade. His objective was not simply to enlarge the harbour, but to create a carefully planned commercial port capable of supporting an expanding coal industry whilst maximising the economic value of the Lowther estate. Unlike many English towns that evolved organically over centuries, Whitehaven was consciously conceived as a planned industrial and commercial settlement in which the harbour formed the economic nucleus around which the town developed.

The implementation of Sir John's ambitious vision fell largely to his estate steward and trusted agent, Thomas Tickell, who managed the day-to-day planning and development of Whitehaven on Lowther's behalf. Extensive surviving correspondence between the two men demonstrates the remarkable degree of personal involvement exercised by Sir John in directing the town's development despite spending considerable periods away from the estate. Writing to Tickell in September 1666, as proposals for the expansion of Whitehaven were taking shape, Sir John reflected both the ambition of the project and the financial risks involved:

"...had we peace ye Citty would in a very few years be rebuilt: but since ye [Dutch] war is like to continue it will require consideration what we do; if we succeed well ye profitt be great, so the Loss will be no less if we miscarry, ye hazard is equal" (Collier, 1989).

The letter provides a rare contemporary insight into Sir John's aspirations and demonstrates that Whitehaven was conceived not as the gradual expansion of an existing settlement but as a calculated commercial investment. The harbour, planned town and surrounding coalfield were intended to function as a single integrated economic enterprise, reflecting contemporary principles of estate improvement and urban planning that were emerging across Britain and continental Europe during the late 17th century. The resulting settlement has attracted considerable academic interest as one of Britain's earliest planned industrial ports and has frequently been compared with the gridiron layouts later adopted in many 18th century colonial settlements in North America. Whilst direct influence cannot be conclusively demonstrated, Whitehaven is widely regarded as an important precursor to the systematic urban planning principles that later became characteristic of numerous planned towns and cities in the United States.

The orderly arrangement of streets created regular development plots that could be efficiently leased by the Lowther Estate whilst providing direct routes between the harbour, marketplace, commercial premises and residential areas. Wide, straight streets improved circulation through the expanding settlement and reflected contemporary urban planning principles, enabling Whitehaven to accommodate the rapid growth generated by its maritime economy. The gridiron layout also created deliberate views between important parts of the town. For example, Lowther Street provides a direct view from Whitehaven Castle to the harbour, physically linking the seat of the Lowther family with the commercial centre of the town. These planned views reinforced the authority and influence of the Lowther Estate, demonstrating how the family exercised control over both the physical layout of Whitehaven and the industries on which its prosperity depended. Similar relationships between owners' residences and places of industry later became a common feature of 18th and 19th century industrial settlements. This disciplined approach to planning distinguished Whitehaven from earlier medieval settlements and remains one of the town's defining characteristics.

The planned street network continued to evolve following 1687. Proposals prepared during 1688 included the diversion of Pow Beck and the relocation of existing ropewalks to facilitate further urban expansion and the creation of James Street. During the same period, the orientation of the new parish church of St Nicholas was altered so that it aligned with the planned street layout rather than the traditional east-west ecclesiastical orientation (Collier, 1989), illustrating the importance attached to maintaining the coherence of the overall urban design. A contemporary survey prepared by Andrew Pellin in 1688 (**Plate 7**), later published as *Whitehaven as Built and Projected c.1690*, demonstrates that the essential framework of the planned town had already been established, although some



streets and developments remained aspirational and were completed during the following decades. By approximately 1718, much of the principal street framework had been completed, with continued infilling and expansion reflecting Whitehaven's sustained commercial prosperity.

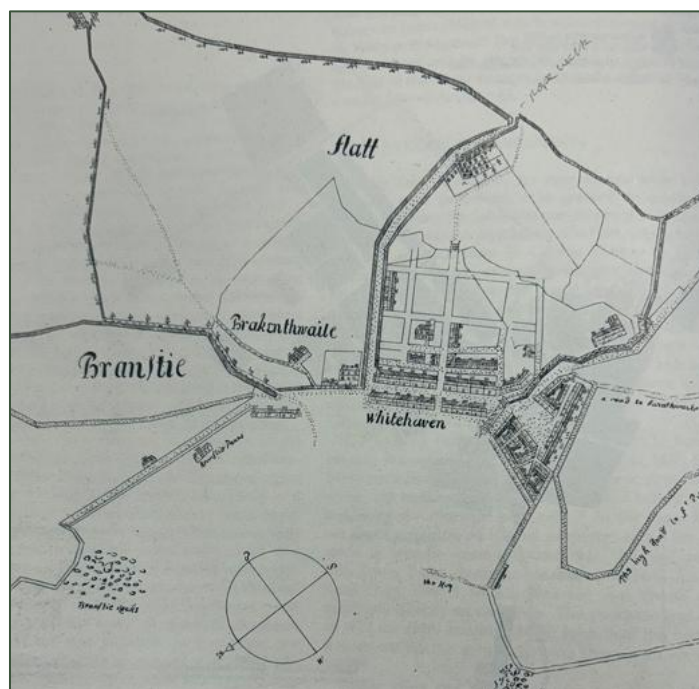


Plate 7: Contemporary survey prepared by Andrew Pellin, 1688, later published as *Whitehaven as Built and Projected* c. 1690, (Jackson 1892, vol 1)



Plate 8: *Prospect of Whitehaven from the Sea*. Detail of painting by Jan Wyck, 1686 (Collier, 1989).

Plate 7 illustrates the emerging gridiron street pattern centred on the harbour, together with the surviving medieval core around Pow Beck. The plan demonstrates Sir John Lowther's vision for a



planned commercial town in which future expansion was already being anticipated. Whitehaven Harbour evolved through successive phases of engineering rather than being constructed as a single undertaking. The earliest harbour comprised a naturally sheltered inlet improved by Sir Christopher Lowther's construction of the first substantial stone pier in 1634. Contemporary depictions, including Jan Wyck's painting of 1686 (**Plate 8**), illustrate a harbour that remained closely aligned with the natural coastline, with ships operating from the masonry Old Quay and the adjoining tidal foreshore. Later harbour works progressively enclosed the waterfront through the construction of new quays, breakwaters and harbour walls, together with the reclamation of land to provide increased commercial space. This incremental engineering transformed a natural creek into one of Britain's most important planned industrial ports whilst retaining the original 17th century harbour nucleus around the Old Quay.

The planned town remained intrinsically dependent upon the harbour, which dictated both its form and function. Commercial premises, warehouses and industries dependent upon imported raw materials, including sugar refining, timber yards, tanning, rope making, shipbuilding, copper working and glass manufacture, were deliberately established adjacent to the harbour, ensuring the efficient movement of goods between ships and places of manufacture.

Throughout the 18th century, continued improvements to the harbour directly influenced the further expansion of the planned town (**Figure 3**). The construction of Merchants Quay (Old Tongue) in 1733–1734, the Bulwark at Tom Hurd Rock in 1735, the New Pier (Old New Quay) between 1740 and 1743, the extension of Old Quay in 1753, and the construction of the New Tongue in 1754 substantially increased harbour capacity and reinforced the physical and functional relationship between the harbour and the expanding town. In addition to the export of coal, the harbour handled a diverse range of imported and exported goods including salt, timber, tobacco, sugar, rum and spices arriving through Irish Sea and Atlantic trading networks. Whitehaven consequently became an important participant within the wider Atlantic trading economy, maintaining commercial links with Ireland, North America and the Caribbean (Collier, 1989).

The harbour's successive phases of expansion relied on substantial civil engineering. Contemporary accounts record that the quays were constructed on foundations of squared oak timbers driven into the seabed, providing stable bases for the massive sandstone quay walls. Rather than being built as a single project, the harbour developed incrementally through the construction of new quays, breakwaters and piers, with earlier structures adapted and incorporated into later phases. This process of continual engineering created the complex arrangement of docks, quays and harbour walls that survives today (Foskett, c.2008).





Plate 9: Prospect of Whitehaven from Brackenthwaite. Painting by Matthias Reed, 1736 (reproduced courtesy of Whitehaven Museum). By this time, the Old Quay, Sugar Tongue and the Bulwark was constructed.

Plate 9, dating to 1736, illustrates the substantial expansion of the harbour beyond its 17th century origins, together with the developing commercial waterfront that supported Whitehaven's growing maritime economy.

The harbour and surrounding collieries functioned as a single integrated industrial system. Coal extraction expanded significantly during the 18th and 19th centuries, with extensive underground workings extending beneath the Irish Sea. Technological innovations introduced by the estate stewards James and Carlisle Spedding, including improvements to mine drainage, winding technology and underground lighting, contributed significantly to the efficiency and safety of the collieries. An extensive network of wagonways, hurries and inclined planes linked the collieries directly to the harbour, allowing coal to be transported efficiently from pithead to quay for export. The harbour therefore formed the essential outlet through which the mineral wealth of the region was distributed, reinforcing the close relationship between mining, maritime trade and urban development that characterised Whitehaven's growth.

By the late 18th century, Whitehaven had developed into one of Britain's principal coal-exporting ports, where the planned town, harbour and surrounding coalfield functioned as a single integrated industrial landscape. The survival of the gridiron street pattern, historic harbour infrastructure and associated industrial transport routes continues to illustrate the deliberate planning principles established by Sir John Lowther and his estate, allowing the close relationship between the harbour, town and coalfield to remain readily legible. This integrated urban and industrial landscape forms one of the principal reasons for Whitehaven's national significance and makes a substantial contribution to the significance of the Whitehaven Conservation Area.





Plate 10: Plan of Whitehaven 1790, (Hutchinson, 1794, vol 2). Lime Tongue, the North Quay (site location) and the Old New Quay had been constructed.

By the end of the 18th century, Whitehaven had evolved into one of Britain's principal coal-exporting ports. **Plate 10** illustrates the mature form of the harbour following successive phases of expansion, showing the relationship between the planned town, enlarged harbour infrastructure and the wider industrial landscape.

Harbour Development

The harbour's successive phases of expansion relied on substantial civil engineering. Contemporary accounts record that the quays were constructed on foundations of squared oak timbers driven into the seabed, providing stable bases for the massive sandstone quay walls. Rather than being built as a single project, the harbour developed incrementally through the construction of new quays, breakwaters and piers, with earlier structures adapted and incorporated into later phases. This process of continual engineering created the complex arrangement of docks, quays and harbour walls that survives today (Foskett, c.2008).

The rapid growth of maritime trade placed increasing pressure on the harbour's capacity. Early improvements included successive extensions to the original pier (Old Quay), the construction of additional quays and the creation of new loading facilities for coal. As exports increased, harbour engineering evolved from relatively modest additions to large-scale civil engineering works intended to accommodate larger vessels, increase berthing space and improve protection from the Irish Sea. The surviving harbour therefore reflects repeated phases of expansion rather than a single episode of construction, with each generation adapting the existing infrastructure to meet changing commercial and operational requirements. The Old Quay comprises three principal phases of extension beyond its original 1634 construction. Each phase followed a slightly different alignment, with the junctions between the 1665, 1687 and 1809 phases remaining clearly legible in the surviving fabric (**Figure 3**).

The establishment of the Harbour Trustees under the Whitehaven Harbour Act of 1708 marked a significant change in the management and development of the harbour. Responsibility for its maintenance and improvement passed from the Lowther family to an independent body empowered to levy harbour dues and undertake engineering works. Throughout the 18th century the Trustees embarked upon a sustained programme of repairs, extensions and new construction, responding to both increasing trade and the continual challenges posed by storm damage, silting and changing patterns of navigation (Scott-Hinderson, 1994).



Following the Harbour Act of 1762, proposals were advanced for the most ambitious programme of expansion yet undertaken. These included extending the New Pier and constructing the Northeast Wall to create a larger, more sheltered harbour basin capable of accommodating increasing volumes of maritime traffic. Although differing opinions existed regarding the scale and form of the works, and progress was slowed by financial constraints, shortages of building stone and wider economic uncertainty, construction proceeded throughout the latter half of the 18th century. The civil engineer Sir James Smeaton advised the Trustees during this period, reviewing the proposals and influencing revisions to the scheme. The Northeast Wall was ultimately completed in 1790 following several alterations to its alignment and design, substantially increasing the capacity and protection of the harbour (Scott Hinderson, 1994).

The surviving harbour also illustrates the continual process of maintenance necessary to sustain a major working port. Trustee records demonstrate that repairs to harbour walls, quays and piers were undertaken on a regular basis following damage caused by storms, heavy seas and the impact of shipping. Dredging, deepening and reconstruction works were repeatedly commissioned to maintain navigable depths and accommodate larger vessels, while damaged masonry and timber structures were repaired or replaced as required. These records demonstrate that Whitehaven Harbour was never a static monument but an actively managed engineering structure which evolved continuously throughout its operational life (Scott-Hinderson, 1994).

Integral to the harbour's development was the management of Pow Beck, which flowed through the town before discharging into the harbour basin. During the 18th century the beck carried silt, refuse and urban waste into the docks, creating persistent problems of navigation, water quality and sediment accumulation. Trustee records document repeated attempts to clean, deepen and regulate the watercourse, culminating in powers granted under the 1761 Act to deepen and cover sections of the beck. These interventions demonstrate the close relationship between the harbour and the wider urban environment, with effective management of drainage and watercourses forming an essential component of harbour operation (Scott-Hinderson, 1994).

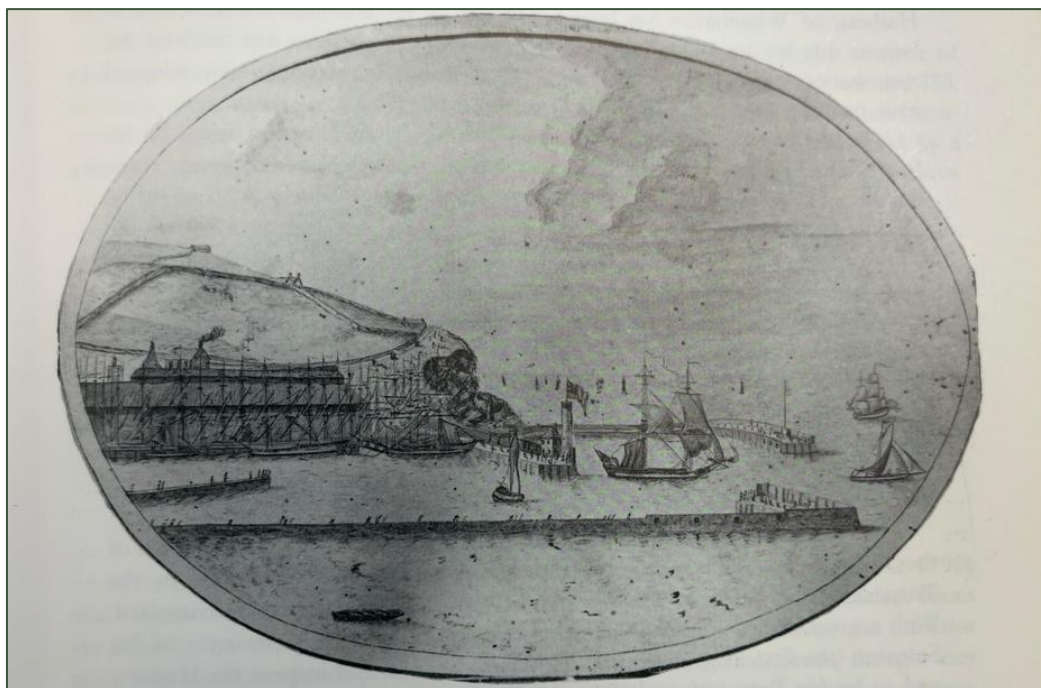


Plate 11: Watercolour by T. Askew, 1789. The North Wall extends across the picture, with Old Quay and what is now called Old New Quay beyond. The huge structure centre left was the coat staithe (Scott-Hinderson, 1994).



By the closing decades of the 18th century Whitehaven Harbour had reached the height of its commercial importance. Although commercial patterns altered during the 19th century and the harbour's economic role gradually changed, the 18th century phases of expansion established the principal layout that survives today. The harbour therefore retains considerable evidential and historical value as the product of successive programmes of engineering, maritime trade and industrial development that collectively illustrate Whitehaven's emergence as one of the most significant ports on the northwest coast of England.

By the early 19th successive programmes of quay construction, pier extensions, dredging, dock building and coastal engineering transformed a small natural creek into a major commercial port capable of supporting international trade. The surviving harbour fabric records this continuous evolution over almost two centuries and stands as a testament to 18th and 19th century ingenuity and adaptable engineering prowess.

Industrial Expansion

The continued expansion of Whitehaven Harbour throughout the late 17th and 18th centuries was driven primarily by the rapid growth of the coal industry. Whilst the harbour had originally been established by Sir Christopher Lowther in 1634 to facilitate the export of salt from his nearby saltpans, coal exports were already developing and soon became the dominant commercial activity. Following Sir Christopher's death in 1644, his son, Sir John Lowther, recognised the economic potential of the extensive coal reserves beneath the Whitehaven estate and embarked upon an ambitious programme of investment in both mining and harbour infrastructure. The extension of the original pier, completed in 1665, formed part of a wider strategy to increase production, improve the efficiency of loading vessels and secure Whitehaven's growing trade with Ireland (Scott-Hinderson, 1994).

To support this expansion, Sir John appointed Thomas Tickell as estate steward in 1666 and Thomas Jackson as manager of the collieries. Together they oversaw significant investment in new coal-bearing land surrounding Whitehaven, with Sir John reportedly spending over £11,000 acquiring additional mineral rights. Improvements to mining techniques, including the driving of drainage levels and the development of underground workings extending beneath the Irish Sea, enabled production to increase substantially. By the later 17th century approximately 90 per cent of Whitehaven's coal production was exported to Ireland, particularly Dublin, creating sustained demand for larger harbour facilities and more efficient methods of transporting coal from pit to ship.

The harbour and surrounding coalfield functioned as a single integrated industrial system. An extensive network of wagonways connected collieries directly to the waterfront, where coal was transferred through staithes and hurries into waiting vessels. As production increased, successive phases of harbour construction provided additional quays, deeper berths and improved loading facilities capable of accommodating increasing numbers of ships. The physical development of the harbour therefore closely reflected the changing operational requirements of the coal industry, with each phase of expansion responding to growing commercial demand rather than representing isolated engineering projects.

Although the following illustrations (**Plates 12-15**) are undated and their original source is unknown, they provide a useful visual representation of the form and operation of Whitehaven's hurries and staithes. Their depiction is consistent with contemporary descriptions of the harbour's coal-loading infrastructure and comparable with the late 18th century view shown in Plate 11, in which the coal staithes are clearly illustrated. Together these images help demonstrate how coal was transferred directly from the wagonways to vessels alongside the quays.



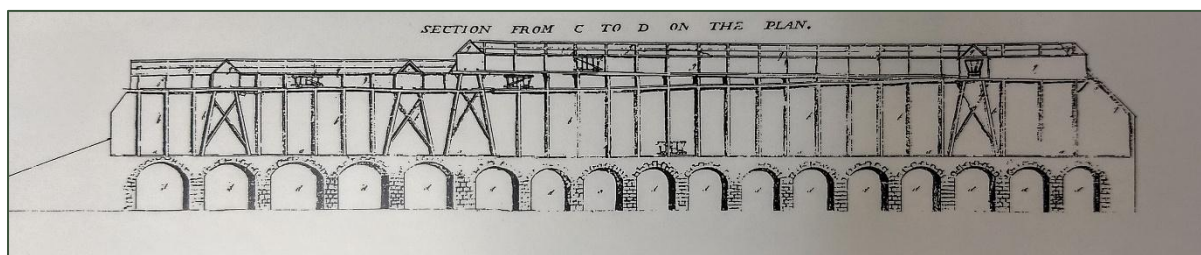


Plate 12: Hurries on the south side of the harbour

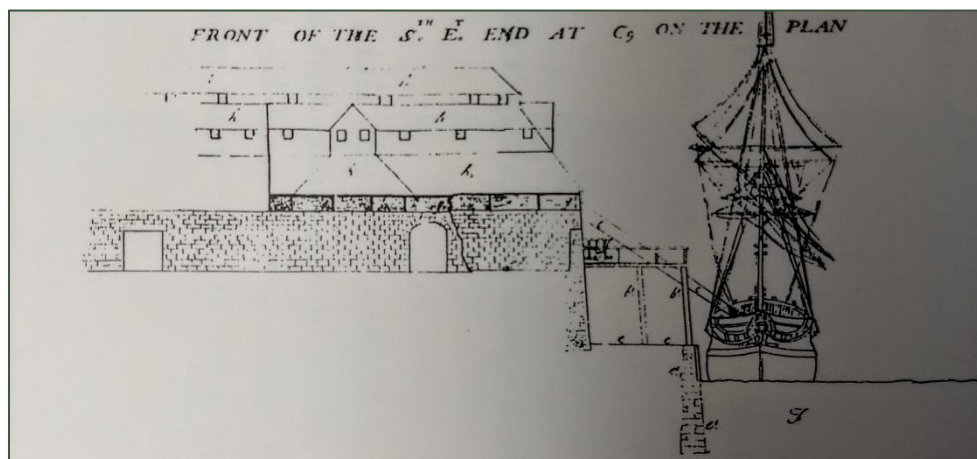


Plate 13: Hurries on the south side of the harbour

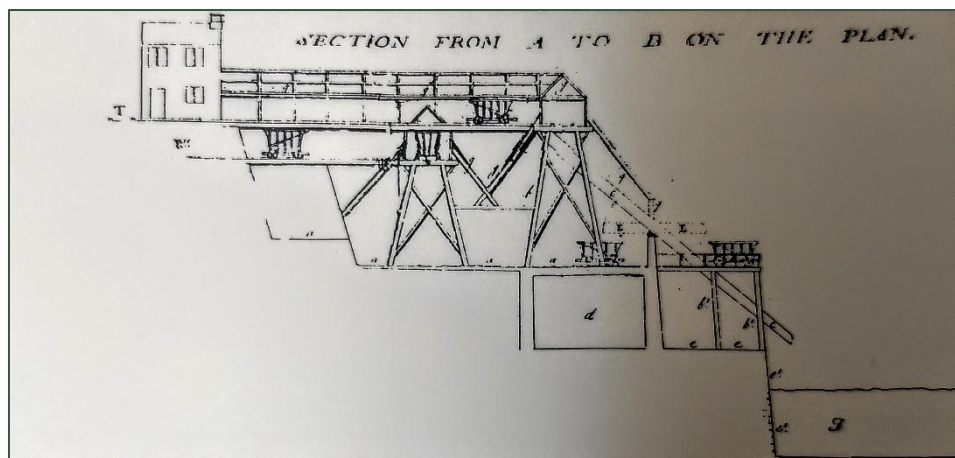


Plate 14: Hurries on the south side of the harbour



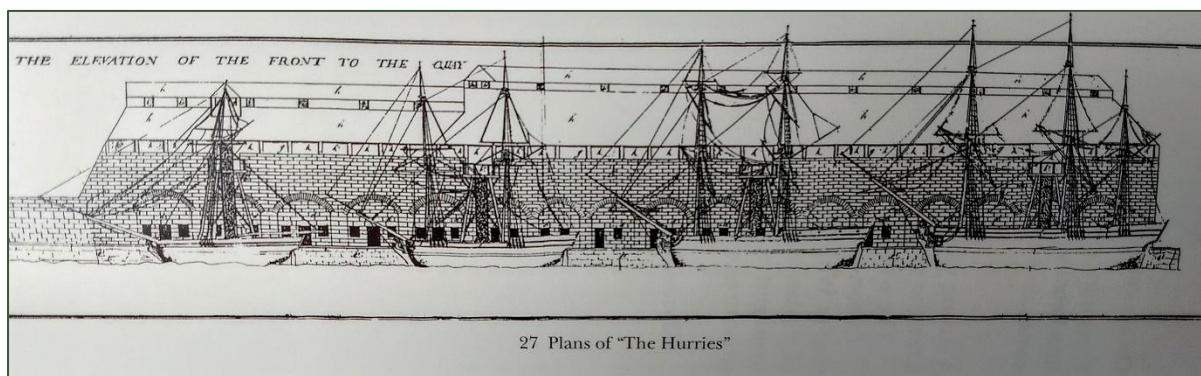


Plate 15: Hurries on the south side of the harbour

Although coal remained Whitehaven's principal export, the prosperity generated by the mining industry supported the growth of a diverse maritime economy. Shipbuilding became a major local industry, with more than 1,000 vessels constructed at Whitehaven over the course of its history (Scott-Hinderson, 1994). Associated industries including rope-making, sailmaking, cooperage, timber merchants, blacksmiths and foundries developed alongside the harbour to supply both shipping and mining operations. Imports of timber, hemp, tar and iron from the Baltic supported these industries, whilst grain and other foodstuffs were imported to sustain the rapidly expanding population. Together these activities reinforced the close functional relationship between the harbour, industry and the planned town.

During the late 17th and early 18th centuries Whitehaven also became an important participant in Atlantic trade. Tobacco imported from Virginia and Maryland became one of the harbour's principal imports, whilst sugar, rum and other colonial goods arrived from the West Indies for distribution throughout northern England and Ireland. These commercial networks diversified Whitehaven's economy beyond coal and generated additional pressure for expanded quay space, warehouses and improved harbour facilities. Whitehaven also participated in the transatlantic slave economy through merchants who invested in, insured or supplied slave voyages, although on a considerably smaller scale than ports such as Liverpool or Bristol. Whilst this trade represented only one aspect of Whitehaven's wider commercial activity, it contributed to the wealth of several local merchants and formed part of the wider Atlantic trading system upon which the harbour increasingly depended.

The harbour continued to adapt throughout the 18th century in response to increasing commercial activity. The appointment of a Pier Master in 1709, together with regular dredging, repairs and maintenance, ensured that the harbour remained capable of accommodating larger vessels and increasing volumes of traffic. The harbour, coalfield and planned Georgian town operated as a highly integrated industrial landscape, with wagonways, staithes, hurries, quays, warehouses and associated industries forming a coherent system for extracting, transporting and exporting coal.

Fortifications

The commercial importance of Whitehaven Harbour also led to the construction of defensive works during the 18th century. Following earlier proposals by Sir Christopher Lowther during the English Civil War, permanent fortifications were developed during the 1740s in response to the War of the Austrian Succession and the threat of French attack. The Old Fort and Lunette Battery were constructed to protect the harbour and shipping, with additional batteries and gun platforms added during periods of conflict, including the Seven Years' War and after John Paul Jones' raid on Whitehaven in 1778. Although military activity formed only a relatively small part of the harbour's overall history, these



defences illustrate the strategic importance of Whitehaven as a nationally significant commercial port whose coal exports and maritime trade were considered assets worthy of protection.

19th Century Expansion

At the beginning of the 19th century Whitehaven remained one of Britain's principal west coast ports and was among the country's leading coal-exporting harbours. By 1800 approximately 200 vessels, with a combined tonnage of around 30,000 tons, traded through the port. Coal dominated exports, whilst timber, rum and goods from the Baltic and West Indies formed important imports. However, increasing trade placed considerable pressure on the existing harbour, which had become congested and remained vulnerable to heavy seas entering from the west (Scott-Hinderson, 1994).

To address these problems, the Harbour Trustees embarked upon an ambitious programme of engineering works throughout the 19th century. Between 1804 and 1809 the harbour was enlarged following proposals by Captain Joseph Huddart, with alterations to the Bulwark and North Wall creating the sheltered North Harbour and increasing berthing capacity. These works marked the first phase of 19th century expansion and reflected Whitehaven's growing commercial importance.

Further improvements were undertaken from the 1820s under the direction of Sir John Rennie. Although delayed by financial constraints and disputes between the Harbour Trustees and Lord Lonsdale, construction of the New West Pier commenced in 1824. Stone was quarried locally at Bransty and White Field and transported to the harbour using wagonways, inclined planes and temporary railways, whilst contemporary engineering methods, including cranes and diving bells, were employed during construction. The works continued throughout the following decade, with modifications made in response to severe storms and operational experience.

The New West Pier and North Pier transformed the harbour entrance by providing greater protection from prevailing seas and improving access for increasingly larger vessels. A lighthouse was constructed on the West Pier in 1832, whilst the North Pier was extended during the 1830s, with both structures substantially complete by 1841. Together these works created the outer harbour that survives today.

Throughout the mid-19th century, continued growth in trade and the arrival of larger steam-powered vessels prompted further proposals for expansion. Numerous schemes for wet docks and additional harbour works were prepared by engineers including James Rendel and Alexander Meadows Rendel, although these were ultimately abandoned owing to financial constraints. Despite this, the Harbour Trustees continued to improve facilities through regular dredging, repairs to quays, tongues, piers and staithes, together with the introduction of steam-powered dredging equipment and improvements to harbour operations (Scott-Hinderson, 1994).

The harbour also adapted to the rapid industrialisation of west Cumbria. Railway connections established during the late 1840s linked Whitehaven's collieries and iron ore mines directly with the harbour, allowing increasing quantities of coal and iron ore to be transported efficiently for export. Harbour infrastructure evolved accordingly, with new railway connections, goods handling facilities and associated engineering works supporting Whitehaven's role within the industrial economy of north-west England.

By the latter half of the 19th century, competition from neighbouring ports, the increasing size of ocean-going vessels and the limitations of a tidal harbour began to reduce Whitehaven's commercial dominance.

20th Century and Decline





Plate 16: The Docks, Whitehaven (1897) (Whitehaven Archive and Local Studies Centre)

The arrival of the railways further enhanced the movement of goods and people, although the railway was routed largely beneath the town to preserve the planned street layout and principal vistas established by the Lowther family. Increasing competition from larger ports such as Liverpool and Glasgow, together with changing transport networks and the gradual decline of the coal industry, progressively reduced Whitehaven's commercial importance. The eventual closure of the collieries, culminating in the closure of Haig Pit in 1986, marked the end of a centuries-long association between the town, its harbour and coal extraction.

Responsibility for Whitehaven Harbour passed from the Harbour Trustees to the newly established Harbour Commission in 1894 following the incorporation of the Borough of Whitehaven. The Commissioners inherited the harbour together with its docks, piers, railways, harbour offices, workshops, cranes, dredging equipment and associated infrastructure, much of which had been developed during the 19th century. The transfer marked an administrative change rather than a significant physical alteration to the harbour itself.

At the beginning of the 20th century the harbour remained an important commercial facility, handling coal, iron ore and general cargo. Improvements focused primarily on maintaining and modernising existing infrastructure rather than undertaking major expansion. Harbour facilities included Queen's Dock, extensive railway connections, mechanical cranes, storage sheds, hoppers and dredging equipment, reflecting the continued integration of maritime trade with Whitehaven's industrial economy.

Despite ongoing maintenance, the harbour increasingly struggled to compete with larger deep-water ports better suited to modern steamships. The narrow tidal entrance and restricted depth limited access for larger vessels, whilst competition from neighbouring ports, including Workington, Maryport and Barrow, diverted trade away from Whitehaven. The development of regional railway networks further reduced the harbour's competitive advantage, enabling industries to export through ports offering larger docks and more efficient handling facilities.

Throughout the 20th century the harbour experienced gradual physical change as obsolete industrial infrastructure was altered or removed. Storm damage, exposure to the marine environment and changing operational requirements resulted in the demolition of several 19th century structures, including the coal hurries, harbour offices and the Sugar Tongue shed, whilst continued dredging and repair works sought to maintain navigable depths and preserve the operational harbour.



By the early 20th century coal exports had declined significantly, and the reduction of heavy industry across west Cumbria further diminished commercial activity. Despite this economic decline, Whitehaven retains an exceptional degree of historic integrity. The relative absence of large-scale redevelopment during the 19th and 20th centuries has preserved the strong visual and functional relationship between the harbour and the planned town. The construction of the sea lock and marina in 1998 represents the latest phase in the harbour's continuing evolution, ensuring its ongoing role as both the focal point of Whitehaven's townscape and one of its most significant heritage assets.

4.3 Relevant Designated Heritage Assets

4.3.1 Scheduled Monuments

Within the 500m study area there are three Scheduled Monuments (**Figure 1**). Although Whitehaven Old Fort (SM NHLE: **1020460**) lies approximately 40m west of the Old Quay, the intervening topography prevents intervisibility between the monument and the contaminated area of the Inner Harbour. Whilst the contribution of setting to significance is not determined solely by visual relationships, the affected part of the Inner Harbour does not make a meaningful contribution to the significance of the monument. As identified within the Historic England designation, the monument was constructed to defend the entrance to Whitehaven Harbour and commands extensive views out to sea, reflecting its strategic coastal defensive role. Its significance is therefore derived principally from its relationship with the coastline, maritime approaches and the Outer Harbour, rather than the enclosed Inner Harbour. Consequently, the Ground Investigations would not affect the significance of the Scheduled Monument, and it has therefore been scoped out of the detailed assessment.

Two Scheduled Monuments are located within the 500 m study area (**Figure 1**). Both have experienced an adverse effect on their setting as a result of the iron ochre staining within Whitehaven Harbour, diminishing the appreciation of their relationship with the historic waterfront. The Ground Investigations would contribute to the reducing the staining over time through informing a pipeline methodology, resulting in a minor beneficial effect through the enhancement of their setting.

Table 1: Schedule Monuments impacted by the proposals

NHLE Ref	Name
1004593	OLD QUAY AND OLD QUAY LIGHTHOUSE
1016090	DUKE PIT FAN HOUSE

Old Quay and Old Quay Lighthouse (SM NHLE: 1004593)

The quays are structures designed to provide sheltered landing places with sufficient depth of water alongside to accommodate vessels over part of the tidal circle. The features and complexity of quays vary enormously depending partly on their date but also on their situation and exposure, by nature of the underlying geology and alluvium and the volume and types of trade they need to handle. By their nature., quays also tend to occur in proximity to centres of trade and administrative authority, usually in locations already sheltered to some extent by natural features. Such sites tend to utilise natural features within the landscape and enhance them through structural engineering solution. Basic elements of quays may include platforms built up and out along a part of the coast or riverside that is naturally deep or artificially dredged, or along an artificial cut forming a small dock on a riverside or coast. They comprise valuable sources of information on patterns of earlier trade, authority and settlement: their development shows clearly the relationship between economic forces and technological development in adapting the natural landscape to community's needs. All seaboard quays, from the medieval period that are disused and survive substantially intact as upstanding monuments are nationally important. Disused post-medieval examples surviving substantially intact



and forming distinctive indicators of pre-19th century trades and activities area also considered likely to be of national importance.

The Old Quay and Old Quay Lighthouse (**Photos 13, 15 and 16**) are well-preserved structures and representative of its period. The monument will contain archaeological deposits relating to its construction, use and alteration. The monuments provide insight into the development of the industrial growth and change including the important relationship between mining and waterborne transport.

The monument includes a quay and an associated lighthouse of post-medieval date, situated within the harbour at Whitehaven. The lighthouse is a circular structure standing nearly 12m tall and constructed from stone masonry with a brick-faced oriel window on its northwest side. The lighthouse has a doorway on its northeast side, a sundial on its southeast side and has an internal spiral staircase. An inscription on the sundial records its date of construction as 1730, but some parts of the lighthouse are earlier, and the structure itself was brought onto the quay to its current position in 1767. The quay, which was originally constructed in 1634, but rebuilt in 1665 and 1687, with a final extension built 1808 which forms the lock, is built mainly from sandstone; it is topped by a cobbled walkway and at low tide stand to a height of about 6m. The quay and the lighthouse are both listed buildings Grade II (LB NHLE: **1086804 / 1086805**) (Historic England Listing).

During the site walkover, it was noted that the eastern elevation of the Old Quay slopes towards the water. Comparison of historic photographs (**Plate 17**) with the current site condition (**Appendix 1, Photo 16**) indicates that this section of the quay may have undergone some deterioration since the earlier photographs were taken.



Plate 17: Old Quay, view north. The eastern elevation, although shows some sloping, appears more exaggerated today as seen in **Photo 16**.

The proposed Ground Investigation works would not directly affect the fabric, archaeological interest or significance of the Scheduled Monument. However, the existing iron ochre contamination has adversely affected the visual appreciation of the monument and its relationship with the wider historic harbour through the extensive staining of the Inner Harbour. The Ground Investigation works will



provide the structural and geotechnical information necessary to inform the consideration and detailed design of potential future engineering solutions to divert the contaminated discharge away from the harbour. Should such a scheme prove feasible and subsequently obtain the necessary consents, it has the potential to reduce the accumulation of iron ochre staining over time, thereby enhancing the appreciation of the Scheduled Monument, its associated listed structures and their relationship with the wider historic harbour.

Duke Pit Fan House (SM NHLE: 1016090)

Coal has been mined in England since Roman times, and between 8,000 and 10,000 coal industry sites of all dates up to the collieries of post-war nationalisation are estimated to survive in England. 304 coal industry sites, representing approximately 3% of the estimated national archaeological resource for the industry have been identified as being of national importance. This selection, compiled and assessed through a comprehensive survey of the coal industry, is designed to represent the industry's chronological depth, technological breadth and regional diversity. The term 'nucleated' is used to describe coal mines that developed as a result of increased capital investment in the 18th and 19th centuries. They are a prominent type of field monument produced by coal mining and typically consist of a range of features grouped around the shafts of a mine. The simplest examples contain merely a shaft or adit with associated spoil heap. Later examples are characterised by developed pit head arrangements that may include remains of engine houses for pumping and/or winding from shafts, boiler houses, fan houses for ventilating mine workings, offices, workshops, pithead baths, and transport systems such as railways and canals. Several later nucleated mines also retain the remains of screens where the coal was sized and graded. Coke ovens are frequently found on or near colliery sites.

Coal occurs in significant deposits throughout large parts of England, and this has given rise to a variety of coalfields extending from the north of England to the Kent coast. Each region has its own history of exploitation, and characteristic sites range from the small, compact collieries of north Somerset to the large, intensive units of the northeast. A sample of the better-preserved sites, illustrating the regional, chronological and technological range of nucleated coal mines, together with rare individual component features are considered to merit protection.

The Duke Pit fan house (**Photo 23**) is located approximately 90m southwest of the harbour. It consists of the upstanding and buried remains of its associated engine house which survives well. The fan house accommodated a Guibal fan, the most common form of late 19th century mine ventilation, and the building is complete and retains important technological information associated with a large steam-driven fan. It is the best surviving example of Guibal fan house in the country.

The monument includes the Duke Pit fan house, a 19th century vaulted brick and sandstone structure designed to resemble a medieval castle, which was used to house a Guibal fan for ventilating the now disused Duke Pit coal mine. It is located on a hillside terrace above Whitehaven's South Harbour immediately north of the junction of Rosemary Lane and Harbour View. Upstanding and buried remains of the associated engine house are also included. The fan house was constructed about 1862 and eventually became surrounded by other buildings associated with the mine. It was exposed to view again during demolition of the surrounding buildings in 1969 and has since been consolidated and displayed as a landscape feature (Historic England listing).

Views from the Duke Pit Fan House towards Queen's Dock and Whitehaven Harbour are extensive and largely unobstructed. From this elevated position, the contrast between the iron ochre-stained waters of the Inner Harbour and the clear water of the Outer Harbour is readily apparent (**Photo 23**). The existing contamination detracts from the visual appreciation of the historic harbour and diminishes an understanding of the monument's historic relationship with the waterfront and the maritime infrastructure that supported the coal industry. Since 2022, the colouration has detracted from one's



ability to understanding the association of the structural monuments from the natural ebb and flow of the harbour, including its use and function over time.

The Duke Pit Fan House also commands panoramic views across Whitehaven Town Conservation Area (**Photo 25**), including prominent landmarks such as St Nicholas' Tower and St James' Church. These views illustrate the close functional and visual relationship between the collieries, the planned town and the harbour, demonstrating how coal extraction, urban development and maritime trade formed an integrated industrial landscape under the ownership of the Lowther family. Historically, the harbour was directly connected to the collieries by a network of hurries (**Plates 12-15**), later tramways and the Howgill Incline (HER **2750**; **Photo 23**), enabling the efficient transportation of coal for export. The proposed pipe installation would reduce the visual effects of the iron ochre contamination over time, enhancing the appreciation of these historic relationships and resulting in a **minor beneficial** effect on the significance of the Scheduled Monument through the enhancement of its setting.

4.3.2 Listed Buildings

Whitehaven town contains 250 listed buildings, the densest concentration of listed buildings in the country. Of those, there are 215 Listed Buildings within the 500 m study area (**Figure 1**). Of these, thirteen have experienced an indirect adverse effect resulting from the iron ochre contamination of Whitehaven Harbour and are therefore considered within this assessment. These assets have been grouped geographically into the Harbour and Strand Street areas to reflect their relationship with the proposed works and the affected harbour environment. The remaining listed buildings within the 1 km study area (**Figure 1**) have been assessed and are not considered to be affected by either the Ground Investigations or the existing iron ochre contamination. Consequently, no direct or indirect effects on their significance or setting have been identified.

This assessment focuses on Listed Buildings that have the potential to experience direct or indirect effects arising from the proposed Ground Investigations (**Table 2**). Listed Buildings within the study area that are not considered likely to experience any change to their significance, fabric, setting or appreciation as a consequence of the proposals have not been assessed further and are listed in full within **Appendix D**.

The proposed Ground Investigations will require limited physical intervention to the Grade II listed North Wall and Old North Wall (NHLE: **1038936**), resulting in a temporary direct impact on its historic fabric. These works are assessed as giving rise to a minor adverse effect, at the upper end of the less than substantial range, due to the limited extent of intervention required to facilitate the investigations. However, if the outcome of this intervention results in a pipe installation and the reduction and eventual elimination of the iron ochre contamination this then the impact could be considered to less than substantial at the lower end of the scale.

The reinstatement of all temporary interventions forms an integral component of the proposed Ground Investigation works and has been designed to ensure that there is no significant long-term loss of historic fabric or appreciable visual effect on the significance of the listed structure. All disturbed areas will be reinstated on a like-for-like basis immediately following completion of the investigations, in accordance with a Ground Investigation Method Statement agreed with the Local Planning Authority.

Existing concrete surfacing will be repaired using materials, finishes and jointing to match the surrounding surface. Where individual masonry units are temporarily removed to facilitate horizontal coring, they will be carefully recorded, retained and reinstated in their original locations using appropriate lime-based mortar or grout. Traditional repair techniques and compatible materials will be employed throughout to ensure that the historic fabric is conserved, the repairs remain sympathetic to the character of the harbour walls, and any evidence of intervention is minimised.



The reinstatement strategy has been developed in accordance with established conservation principles and seeks, wherever reasonably practicable, to ensure that the Ground Investigation works are reversible. Consequently, the proposed investigations are not expected to result in any significant permanent loss of historic fabric or long-term adverse effect on the appearance or significance of the Grade II listed North Wall and Old North Wall.

Dependant on the investigation results, the proposed pipe installation through the Bulwark could be designed to minimise impacts on the significance of the historic structure. Routing the pipe through the Bulwark, rather than around it, avoids the introduction of additional visible infrastructure within the harbour and reduces long-term visual intrusion on the historic character and appearance of the asset. Following installation, all disturbed surfaces will be reinstated on a like-for-like basis.

In the longer term, the proposed scheme will deliver a beneficial effect on the significance of the listed buildings associated with Whitehaven Harbour. By intercepting and diverting the iron ochre-contaminated discharge away from the harbour, the scheme will remove the source of the ongoing staining that currently detracts from the appearance and appreciation of the listed harbour structures. As the ochre staining naturally diminishes over time, the setting, character and visual appreciation of the Grade II listed North Wall and Old North Wall, together with other affected Listed Buildings and the wider historic harbour, will be enhanced. Consequently, although the proposals will result in limited temporary physical intervention to the listed fabric, these adverse effects will be outweighed by the substantial long-term heritage and environmental benefits arising from the reduction of iron ochre contamination.

Table 2: Listed buildings impacted by the proposals

NHLE Ref	Name	Grade
1038936	NORTH WALL AND OLD NORTH WALL (ENCLOSING NORTH HARBOUR)	II
1086804	OLD QUAY	II/SM
1086805	OLD QUAY LIGHTHOUSE	II
1390499	THE WATCH HOUSE	II
1086718	OLD CUSTOM HOUSE	II
1086719	No. 13, WEST STRAND	II
1086763	44-47, LOWTHER STREET	II
1086771	4,5, DUKE STREET	II
1247813	NO 1 WITH WAREHOUSE ATTACHED TO REAR	II
1335962	1, HAMILTON LANE	II
1335987	39-42, LOWTHER STREET	II
1335995	GLOBE HOTEL	II
1336005	DOBSON AND MUSGRAVE WAREHOUSE	II

Harbour Structures

North Wall and Old North Wall (LB NHLE: 1038936)

The North Wall and Old North Wall (**Plates 6 and 7, Photos 5-9, Figures 1-3**) are designated at Grade II for their special architectural and historic interest as principal components of the historic fabric of Whitehaven Harbour. Constructed and extended over successive phases from the 18th century onwards, the walls illustrate the evolution of Whitehaven from a small coastal settlement into one of Britain's earliest planned commercial ports. Their significance is derived from their evidential value as



surviving examples of historic harbour engineering, their architectural interest as substantial masonry maritime structures, and their historic value through their association with the commercial and industrial development of Whitehaven.

The listed walls also derive considerable significance from their contribution to the wider historic harbour ensemble. Their functional and visual relationships with the harbour basin, quays, Bulwark, Old Quay, lighthouse and associated listed structures allow the historic development and operation of the harbour to be readily understood. As surviving operational infrastructure within a working harbour, they continue to illustrate the historic maritime function of the port and make an important contribution to the character and appearance of the Whitehaven Conservation Area.

The North Wall and Old North Wall are the only designated heritage assets that will experience direct physical intervention as part of the Ground Investigations. The Ground Investigations will require limited localised disturbance to the listed fabric to facilitate coring and test as described in Section 2. These interventions have been carefully designed to minimise disturbance to the historic fabric and will be confined to the smallest practicable extent.

In addition to the direct works, the North Wall and Old North Wall are among the heritage assets most affected by the ongoing discharge of iron ochre-contaminated mine water into the harbour (Appendix A; Photo 1). The contamination has resulted in widespread staining of the harbour water and adjacent masonry, detracting from the visual appreciation of the listed structure and diminishing the ability to appreciate the historic character, materials and engineering of the harbour. Consequently, the proposals not only introduce a temporary intervention to the listed fabric but also seek to address an existing source of harm affecting the significance and appreciation of the asset.

During the construction phase, the proposed Ground Investigations will result in a temporary direct adverse effect on the listed fabric owing to the limited localised intervention required. Given the restricted extent of the works, the retention of historic fabric wherever practicable, and the commitment to comprehensive like-for-like reinstatement using appropriate traditional materials and repair techniques, this effect is assessed as minor adverse and less than significant.

During the operational phase, the scheme will deliver a long-term beneficial effect on the significance of the asset by intercepting and diverting the iron ochre-contaminated discharge away from the harbour. The gradual reduction in ochre staining will improve the appearance of the harbour water and the adjacent historic masonry, enhancing the appreciation, legibility and setting of the listed structure within the wider historic harbour. The proposals therefore provide a heritage benefit by addressing an existing process that currently detracts from the significance of the asset.

Following completion of the works, all disturbed areas of the listed structure will be reinstated on a like-for-like basis, ensuring that the integrity and legibility of the historic fabric are maintained and will therefore not materially affect the ability to understand, experience or appreciate the significance of the listed wall or the wider harbour.

In the longer term, the removal of the iron ochre contamination will progressively restore the visual quality of the harbour environment, allowing the historic masonry and engineered form of the North Wall and Old North Wall to be more readily appreciated. Consequently, the temporary minor adverse effects associated with the construction phase will be outweighed by the permanent beneficial effects arising from the conservation and enhanced appreciation of the designated heritage asset.

Old Quay (SM NHLE: 1004593 / LB NHLE: 1086804)

The Old Quay (**Photos 13, 15, 16, Figures 1-3**) was originated with the construction of a stone pier by Sir Christopher Lowther in 1634, built to support coal exports to Ireland. This early pier forms the core of the present Old Quay. It was enlarged in 1665, however in the 1660s-70s a storm caused damage, and increased shipping meant further improvements became necessary. Substantial rebuilding and



extension created much of the structure recognised today and is the date reflected in the Historic England listing. In 1753, the Old Quay was extended again in 1809 as the harbour continued to expand.

The Old Quay is significant as the earliest surviving component of Whitehaven Harbour and the nucleus from which the harbour and planned port town developed. Although substantially rebuilt and extended during the late 17th and 18th centuries, it retains considerable historic, evidential and architectural significance through its association with the Lowther family's development of Whitehaven as a major coal-exporting port. The Old Quay also possesses strong group value with the surrounding listed harbour structures and makes an important contribution to the character and appearance of Whitehaven Conservation Area (Copeland.gov, 2026).

Old Quay Lighthouse (LB NHLE: 1086805)

The Old Quay Lighthouse (**Photos 13, 14 and 15**) was constructed in 1730 on the seaward end of the Old Quay as part of the continued expansion and improvement of Whitehaven Harbour under the Lowther family. It was erected to guide vessels safely into the harbour, reflecting the increasing importance of Whitehaven as a major coal-exporting port and centre of maritime trade. The lighthouse formed an integral part of the harbour's navigational infrastructure, supporting the growing volume of commercial shipping using the port during the 18th and 19th centuries. Although no longer operational as a navigational aid, it remains an important surviving element of Whitehaven's historic harbour.

The Watch House (LB NHLE: 1390499)

The Watch House (**Photos 13, 14 and 15**) was constructed in 1764 for the Whitehaven Harbour Trustees as the Pier Master's Watch House and store. Positioned on the Old Quay adjacent to the lighthouse, it served as the operational centre for the management and supervision of harbour activities, reflecting Whitehaven's continued growth as a major commercial port during the 18th century. Originally it was built to provide safe storage for the Pier Master's equipment and stores e.g. hawsers, capstan bars and other materials with a room 'for the resort of the Pier Master and the Harbour Boatman' (Scott-Hinderson 1994). There is a suggestion that part of the Watch House may have been used as a public house (Hay, 1979) and a 19th century extension may have provided a workshop with a chamber above for the Pier Master's personal use. The Watch House has important group value with the Watch Tower and the Old Quay and is a significant component of the historic harbour of Whitehaven.

Outside the Harbour

Old Custom House (Grade II, NHLE 1086718)

The Old Custom House (**Photo 27, Figure 1**) is located approx. 30m south of the harbour (Customs Dock) and is significant through its direct functional and historic association with Whitehaven Harbour, reflecting the town's importance as a major commercial port during the 18th and 19th centuries. Constructed to administer customs duties on goods entering and leaving the harbour, the building illustrates the scale and prosperity of Whitehaven's maritime trade and forms an important component of the historic waterfront. Its significance is enhanced by its strong functional, historical and visual relationship with the harbour and adjoining listed harbour structures.

The proposed works would not directly affect the fabric or immediate setting of the Old Custom House. However, the long-term reduction in iron ochre staining would improve the visual appreciation of the historic harbour, enhancing the contribution that the harbour makes to the significance of the listed building through its setting. The resulting effect is considered to be **minor beneficial**.

Other Listed Buildings



In addition to the Old Custom House, a number of Grade II listed buildings surrounding Whitehaven Harbour derive a degree of significance from their historic and visual relationship with the harbour (**Figure 1**). These comprise No. 13 West Strand (LB NHLE: **1086719**, **Photo 27**) located 25m south of Customs Dock, 44–47 Lowther Street (LB NHLE: **1086763**) located 14m east of the Embankment (**Figures 1 and 4**), 4–5 Duke Street (LB NHLE: **1086771**) located 13m east of the Bulwark/Queens Dock, No. 1 with Warehouse Attached to Rear (NHLE **1247813**) located 20m east of Lime Tongue, 1 Hamilton Lane (LB NHLE: **1335962**), 39–42 Lowther Street (LB NHLE: **1335987**) located 10m east of the embankment, Globe Hotel (LB NHLE: **1335995**) located 60m east of the Bulwark, and Dobson and Musgrave Warehouse (LB NHLE: **1336005**, **Photo 27**) located 20m south of Customs Dock.

Collectively, these buildings illustrate Whitehaven's emergence as a prosperous planned port town during the 17th and 18th centuries. They comprise a range of domestic, commercial, industrial and civic buildings whose construction, function and prosperity were intrinsically linked to the development of the harbour and the maritime economy it supported. Their significance derives principally from their architectural and historic interest, together with their functional, commercial and visual relationship with Whitehaven Harbour. The proposed works would not directly affect their fabric or immediate setting. However, the long-term reduction in iron ochre staining would improve the visual appreciation of the historic harbour within their wider setting, enhancing the contribution that the harbour makes to their significance through the gradual recovery of the historic character and appearance of the waterfront. The resulting effect is considered to be **minor beneficial**.

4.3.3 Conservation Area

Whitehaven is recognised as one of the earliest and most complete post-medieval planned towns in England, having been deliberately developed from a small fishing village into a major port and industrial centre by the Lowther family during the 17th and 18th centuries. The town is characterised by its well-preserved Georgian architecture, planned gridiron street pattern, historic harbour and marina, all of which reflect its rapid expansion and subsequent economic decline, which inadvertently preserved much of its 18th century character. The significance of the town is reflected in the large number of listed buildings and the designation of the Whitehaven Town Centre and High Street Conservation Areas, which preserve the historic character, street pattern and maritime setting of the town.

The Ground Investigation works are located within the **North Harbour** character area of the Whitehaven Conservation Area. However, the **South Harbour** character area is also relevant to this assessment because Whitehaven Harbour is experienced and appreciated as a single historic maritime landscape. The ongoing iron ochre contamination affects the wider harbour environment beyond the application site and therefore forms part of the baseline condition against which the potential effects of the Ground Investigation works have been assessed. The purpose of the investigations is to obtain the information necessary to inform the consideration of potential future engineering options.



North Harbour Character Area

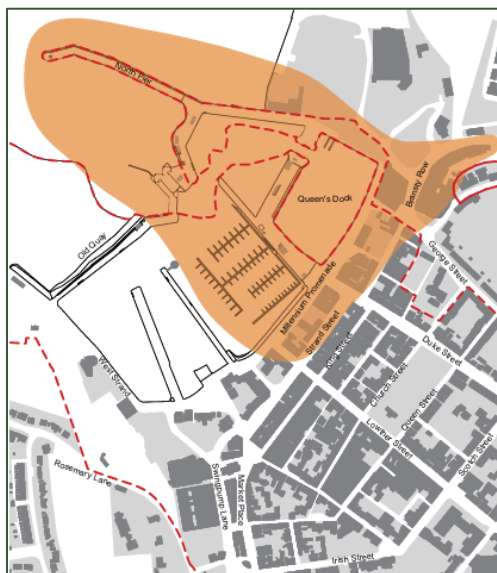


Plate 18: Whitehaven Town Conservation Area: North Harbour Character Area (Copeland, 2009)

The North Harbour Character Area derives its significance from the survival of its historic harbour infrastructure, including North Wall, North Pier and Queen's Dock, which collectively illustrate the continued expansion of Whitehaven as a nationally important maritime and industrial port. The area retains strong visual and functional relationships with the planned Georgian town and contributes significantly to the maritime character of the conservation area. Extensive views from North Pier across the harbour towards the town centre, together with reciprocal views from Millennium Promenade, reinforce an appreciation of Whitehaven's distinctive topographical setting between two steep wooded hillsides. The consistent use of locally quarried Whitehaven sandstone throughout the harbour walls and associated structures further contributes to the area's architectural coherence and historic character.

South Harbour Character Area



Plate 19: Whitehaven Town Conservation Area: South Harbour Character Area (Copeland, 2009)



The South Harbour Character Area derives its significance from the survival of Whitehaven's earliest harbour infrastructure and its ability to illustrate the successive phases of the harbour's expansion from the 17th century onwards. The Old Quay, Old New Quay and West Pier collectively demonstrate the evolution of Whitehaven as a nationally important maritime and coal-exporting port, whilst retaining strong functional, visual and historical relationships with the planned Georgian town and the industrial landscape to the south.

The character of the area is further enhanced by its strong association with Whitehaven's coal mining industry. Surviving features including Wellington Lodge, the Candlestick Chimney, Duke Pit Fan House and the route of the former Howgill Incline provide important evidence of the historic relationship between coal extraction, transport infrastructure and maritime trade. These elements collectively illustrate the integrated industrial landscape that underpinned Whitehaven's prosperity during the 18th and 19th centuries.

The dramatic topography of the southern hillside provides extensive panoramic views across the harbour and the planned town, allowing an appreciation of the close relationship between the harbour, industrial landscape and urban development. Reciprocal views from Old Quay, Old New Quay and West Pier towards the hillside reinforce these historic relationships, whilst landmarks including Old Quay Lighthouse, West Pier Lighthouse, the Candlestick Chimney and The Beacon contribute strongly to the legibility and identity of the waterfront.

The consistent use of locally quarried Whitehaven sandstone throughout much of the harbour infrastructure contributes to the architectural coherence of the character area, whilst the use of red sandstone in the construction of West Pier illustrates later phases of harbour development. Together with Millennium Promenade and the publicly accessible quays, these features enable an appreciation of the harbour's evolution and make a substantial contribution to the significance of the Whitehaven Conservation Area.

4.4 Relevant Non-Designated Heritage Assets

Within the 500 m study area, 84 non-designated heritage assets are recorded within the Westmorland and Furness Historic Environment Record (HER) (**Figure 2**). The majority of these assets would not be affected by either the existing iron ochre contamination or the Ground Investigations. However, a number of assets derive part of their significance from their historic and visual relationship with Whitehaven Harbour and would therefore experience an indirect beneficial effect through the long-term reduction in iron ochre staining. As the proposed works do not directly affect any non-designated heritage assets, the assessment is confined to those assets whose setting and appreciation would be enhanced by improvements to the historic harbour environment.

Table 3: Non-designated heritage assets impacted by the proposals

Ref	Name	Period
11956	Brocklebank's Shipbuilding Yard / Whitehaven Shipbuilding Company	Post medieval
12853	Patent Slip, Whitehaven	Post Medieval
4873	No 2 The Staithes/Staith House, Whitehaven	Post Medieval
12855	Kennedy Shipyards, Whitehaven	Post Medieval
12836	Howgill Staithes/The Hurries, West Strand, Whitehaven	Post Medieval
43540	Pears House, Duke Street, Whitehaven	Post medieval, Modern
43542	Williamson Lane Outbuilding, Whitehaven	Modern, Post medieval
43794	Public Baths, Duke Street, Whitehaven	Post Medieval
46101	Old Quay Battery, Whitehaven	Post Medieval
5554	Whitehaven Pier Salt Works, Whitehaven	Post medieval



12884	Whitehaven Police Station	
46094	Saltom Wagonway, Whitehaven	Post Medieval
4173	Wellington Pit	Post Medieval
2750	Howgill Inclined Plane	Post Medieval
46092	Haig Incline, Whitehaven	Modern
41160	Bransty House, Whitehaven	Post medieval
46099	Steam Tug Tavern, West Strand, Whitehaven	Post Medieval
46100	Wellington Inn, West Strand, Whitehaven	Post Medieval

Maritime and Harbour Infrastructure

Assets:

- Brocklebank's Shipbuilding Yard / Whitehaven Shipbuilding Company (HER **11956**)
- Patent Slip (HER **12853**)
- No 2. The Staithes/ Staithes House (HER **4873**)
- Kennedy Shipyards (HER **12855**)
- Old Quay Battery (HER **46101**)
- Whitehaven Pier Salt Works (HER **5554**)

These assets are directly associated with the operation and development of Whitehaven Harbour, illustrating the town's importance as a centre for shipbuilding, repair, maritime industry and commercial trade during the post-medieval period. Although many survive only as archaeological remains or are no longer legible above ground, they derive significance from their historic relationship with the harbour and the wider waterfront. The proposed Ground Investigation works would not directly affect the fabric, archaeological interest or significance of these assets. The investigations are intended to provide the information necessary to inform the consideration and detailed design of potential future engineering solutions to address the ongoing iron ochre contamination affecting Whitehaven Harbour. Should such a scheme prove feasible and subsequently obtain the necessary consents, it has the potential to reduce iron ochre staining over time and enhance the appreciation of the wider historic harbour environment, thereby benefiting the setting of these associated heritage assets.

Mining and Transport Infrastructure

Assets:

- Howgill Staithes/The Hurries (HER **12836**)
- Howgill Inclined Plane (HER **2750**)
- Saltom Wagonway (HER **46094**)
- Haig Incline (HER **46092**)
- Wellington Pit (HER **4173**)

These assets collectively illustrate the integrated industrial landscape that connected Whitehaven's collieries with the harbour, facilitating the transportation of coal for export and demonstrating the functional relationship between mineral extraction, transport infrastructure and maritime trade. Their significance is derived not only from their individual evidential and historic value, but also from their collective association with the harbour, which formed the focus of Whitehaven's industrial economy. The proposed works would not directly affect the fabric of these non-designated heritage assets. However, the long-term reduction in iron ochre staining would improve the appreciation of the



historic harbour within their wider setting, enhancing an understanding of the relationship between the collieries and the waterfront. The resulting effect is considered to be **minor beneficial**.

Commercial, Civic and Community Buildings

Assets:

- Pears House (HER **43540**)
- Williamson Lane Outbuilding (HER **43542**)
- Public Baths (HER **43794**)
- Police Station (HER **12884**)
- Steam Tug Tavern (HER **46099**)
- Wellington Inn (HER **46100**)
- Bransty House (HER **41160**)

These buildings reflect the commercial, civic and social development of Whitehaven during the expansion of the harbour and associated industries. Their significance is derived principally from their architectural and historic interest together with their relationship to the harbour, which provided the economic focus for their development. The proposed works would not directly affect their fabric or immediate setting. However, the gradual reduction in iron ochre staining would improve the visual appreciation of the historic harbour within their wider setting, resulting in a **minor beneficial** effect on their significance.

4.5 Cartographic Evidence and Aerial Photography

A review of the available historic mapping reflects the changes which occurred within the Site between the late 18th century and the 20th century.

The earliest reliable cartographic depiction of Whitehaven Harbour is the survey prepared by Andrew Pellin in 1688 (**Plate 7**), later published as *Whitehaven as Built and Projected c.1690*. Although earlier artistic depictions of Whitehaven exist, these are illustrative rather than surveyed representations and are not considered reliable sources for assessing the historic development of the harbour. Pellin's survey records the principal framework of the planned town and the early harbour, illustrating that the gridiron street layout had largely been established by the late 17th century, although some streets and proposed development remained incomplete. Subsequent mapping demonstrates the continued expansion of both the town and harbour throughout the 18th century as Whitehaven's maritime and commercial importance increased.

Plan of the Bransty Estate 1767 (Plates 20 and 21)

The *1767 Plan of the Houses and Yards at Whitehaven near Bransty, Built upon the Wastes, with a Sketch of the Town and Harbour of Whitehaven and the Several Lands Adjoining Thereto* (**DLEC/3/11/10/219, Plates 20 and 21**) is the earliest identified plan to depict both land ownership and the developed form of the expanding harbour. The plan records the planned town extending across reclaimed land known as the 'Wastes', including Tangier Row, Duke's Strand, Ropey and Strand Street. As discussed in Section 3, this area would originally have formed part of the foreshore during the medieval period, demonstrating the considerable engineering and land reclamation undertaken to accommodate the planned expansion of Whitehaven. The continued use of the term 'Wastes' indicates that the reclaimed land retained its historic name following development.

The plan also illustrates the mid-18th century configuration of the harbour, identifying the Old Key (Old Quay), Old Tongue (later Merchants Quay/Sugar Tongue), New Tongue (later Lime Tongue) and Old



Bulwark. The North Wall had not yet been constructed, illustrating that the harbour remained open to the northeast prior to the major improvements undertaken during the later 18th century. The description of the original quay as the 'Old Key' as 'New Quay' had already been constructed in 1739-42 after the West Pier extended to the New Quay in 1726.



Plate 20: 1767 Plan of the Houses and Yards at Whitehaven near Bransty, Built upon the Wastes, with a Sketch of the Town and Harbour of Whitehaven and the Several Lands Adjoining Thereto (Whitehaven Archive and Local Studies Centre: DLEC/3/11/10/219)



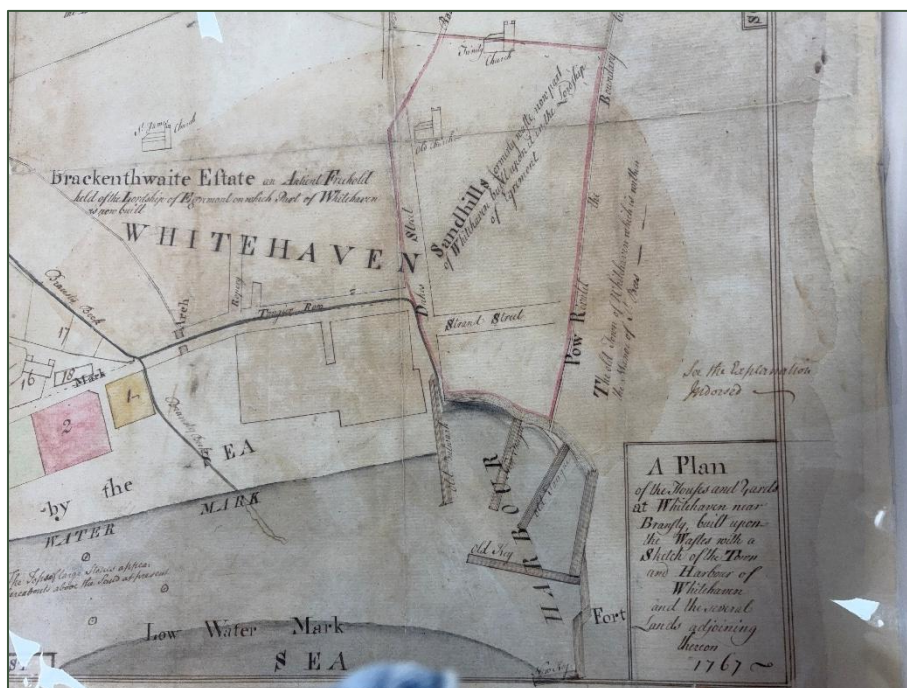


Plate 21: 1767 Plan of the Houses and Yards at Whitehaven near Bransty, Built upon the Wastes, with a Sketch of the Town and Harbour of Whitehaven and the Several Lands Adjoining Thereto (close up of the harbour).
(Whitehaven Archive and Local Studies Centre: **DLEC/3/11/10/219**)



Design for the Extension of Whitehaven Harbour, 1823 (Plate 22)

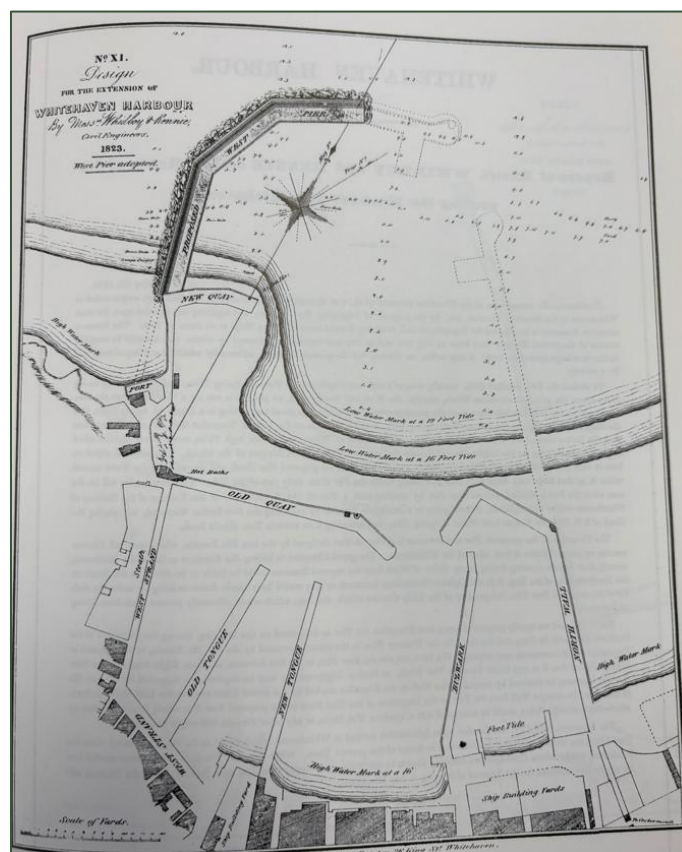


Plate 22: 1823 SH 1994

The proposed West Pier is illustrated on the *Design for the Extension of Whitehaven Harbour by Messrs Walker and Burges, Civil Engineers, 1823, West Pier Adopted (Plate 22)*. By this date, the North Wall had been completed, substantially enclosing the harbour and defining its northern extent. The plan also shows the Bulwark extending considerably further than it does today. This was subsequently shortened to improve navigation into what later became Queen's Dock, reducing the sharp turn required for vessels entering the wet dock. The plan demonstrates the continuing evolution of the harbour during the early 19th century, as earlier harbour structures were adapted to accommodate increasing vessel size and changing operational requirements. It also illustrates the relationship between the established coal-loading areas around the Old Quay, Old Tongue and New Tongue and the proposed extension of the harbour to the west, reflecting the continued expansion of Whitehaven's maritime infrastructure.

Tithe Map 1847 (Plate 23)

The Tithe map of the Parish of Saint Bees within the township of Whitehaven 1847 (**Plate 23**) shows the Site as the North Wall, a small wall running north-east to south-west to the north of its current position. However, this discrepancy could be due to the scale of the Tithe map being inaccurate. A bulwark runs parallel to the North Wall, with two small jetties' in between, with a ship building yard at the promenade to the south-west of the Site. The North Wall is extended to the north-west by the New North Pier, with a Sea lock located in between.



The West Strand is located on the docks to the south of the Site, with the Hurries (coal chutes) running north-west/south-east, extending into the New West Pier, with the New Quay and Old Quay branching off it. The space in between the piers is labelled out Outer Harbour. Dwellinghouses, a limekiln and yard, workshops and yards, public houses, the harbour offices and Dwellinghouse Baths and Yard (labelled hot baths on the map) are recorded to the west of the Old Quay, largely under the ownership of The Earl of Lonsdale or the Trustees of Town and Harbour of Whitehaven (The Genealogist 2026). A 'timber slip', patent slip, shops, warehouses, along with various dwellings, workshops including a smith's and engine house is present to the south of the Site, off East Stand and Marlborough Street.

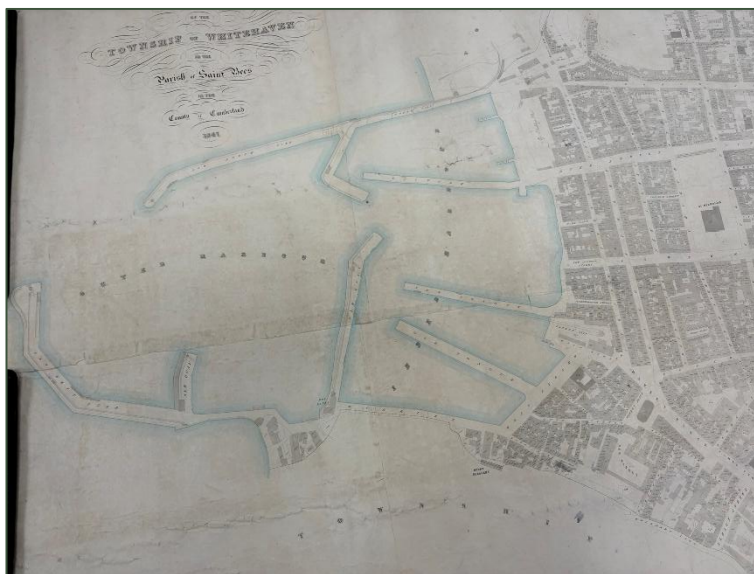


Plate 23: Tithe Map of the Parish of St Bees

1st OS Map, 1861 (Plate 24)

The subsequent Ordnance Survey (OS) map of 1861/1863 (**Plate 24**) depicts the Site as in the Tithe Map, running straight, with the jetty closest to the Site extended. Mooring posts are labelled along the North Wall, with a 'water metre' and 'Old Limekiln' to the north of the Site, off the promenade, with the Shipbuilding yards still present to the north of the Site. North Jetty to the west of the Site is labelled with crane and mooring posts, with two capstans, with further mooring posts along the North Pier, along with a Capstan and a Capstan Lookout at the end. A viaduct is labelled to the south-east of the Site off the North Harbour. A small jetty running south-west/north-east is depicted within the Inner Harbour to the south of the Site, with the Old Tongue and New Tongue continuing to be depicted, with a gridiron located on New Tongue, Customhouse Dock between the two and cranes are labelled along the Old Tongue. A fish market is now labelled along East Strand. Opposite the Lookout, at the end of the West Pier, a Lighthouse is labelled '*Outer Light (Revolving)*', with a capstan and cattle slip to the south. The Hurries is now labelled Howgill Staith, with an Inner Light now present off Old Quay, along with mooring posts, capstans and a storm signal.



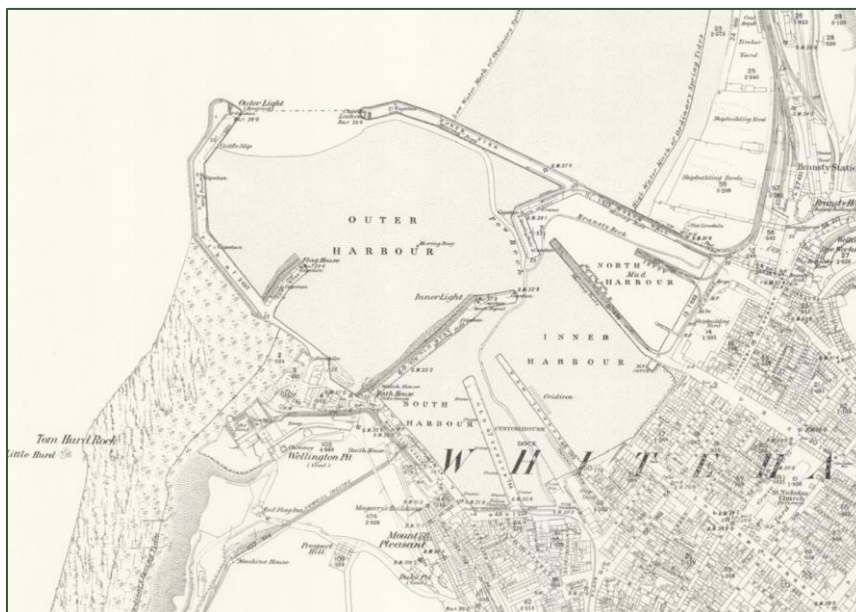


Plate 24: 1st Edition OS Map. 1861. 25 Inch

2nd OS Map 1899 (Plate 25)

The 1899/ 1900 OS Mapping (**Plate 25**) is the first to show the Site in a forked form, with the Old North Wall branching off it, and the North Pier, with Lighthouse and capstans extending to the north-west. The jetty's to the south of the Site have now been removed, with sealocks now extending from the bulwark, creating Queen's Dock between and the Harbour Office located to the west. Within the South Harbour, the Old Tongue is now labelled the Sugar Tongue, with the New Tongue labelled Lime Tongue, reflecting the material transported along it. The West Pier and Old Quay is continued to be depicted as in the 1861-1863 OS Maps. The New Quay is now labelled as Old New Quay, with a Rocket Brigade House



Plate 25: 2nd Edition OS Map. 1899. 25 Inch.



3rd OS Map 1923 (Plate 26)

The 1923 OS Map (**Plate 26**) depicts the Site and the rest of the docks as in the 1899/1900 OS Maps, with the North Pier Lighthouse now labelled as fixed green, with the West Pier Lighthouse as revolving white. The area surrounding the docks has undergone a vast expansion. The area to the north of the Site is now labelled as '*Beacon Mills (Flour)*' and '*North Shore Works (Printing)*', having previously been a shipyard, with the Wellington Pit (coal) to the south-west of the Site. The Harbour Commissioner's Railway connects the industrial area to the north of the Site and the Mineral Railway to the docks, with sidings present along the walls. Aerial Photography from June 1933 shows the railway sidings along the North Wall, Queens Harbour and North Pier, with carts along the extent (**Historic England Ref; EPW042102**).

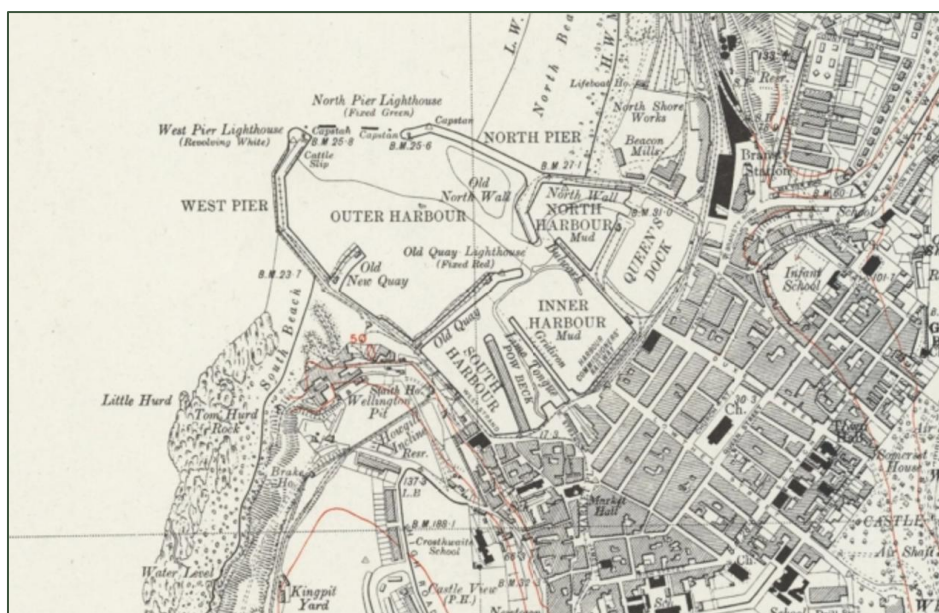


Plate 26: 3rd Edition OS Map. 1923. 25 Inch

By the 1938 OS Maps, the Wellington Pit is labelled as disused and no sidings are depicted along the walls, however The Harbour Commissioner's Railway remains to the south-west of the Site and the subsequent OS Maps until 1968 continue to depict the sidings.



Aerial Photography 1948 (Plates 27 and 28)

The railways sidings and carts are shown on aerial photography from the 19th of May 1948 along the Site, North Pier and the Queen's Harbour (**Plates 27 and 28**). A larger container/ shed is present within the Site on the bulwark, with a boat moored to the north of this bulwark.



Plate 27: Historic England Ref; raf_58_b_42_v_5043, 19th May 1948



Plate 28: Historic England Ref; raf_58_b_42_v_5077, 19th May 1948



1961 OS Map (Plate 29)

The 1961 OS Map (**Plate 29**) continues to depict the Site as the branched North Wall, with the bulwark and sealock, extending into the North Pier. The Flag Tower on the Old New Quay is now labelled disused, along with the Old Quay Lighthouse and Watch House on the Old Quay.



Plate 29: 1961 OS Map of Whitehaven

Between the 1961 OS Map and 2003 Satellite Imagery, the railway sidings within the Site and the surrounding area have been removed and a car park to the north of the Site where the Mill had been previously. There appears to have been no further changes within the Site based on modern aerial imagery from Google Earth, between 2003 and 2025.



5.0 Statement of Significance

5.1 Introduction

This section identifies the significance of the heritage assets that may be affected by the proposed development. It considers the contribution of archaeological, architectural, historic and communal interest, together with the contribution made by setting where relevant, to establish the heritage baseline for the subsequent assessment of impacts. The assessment is proportionate to the scale of the proposed works and reflects the wider historic context of Whitehaven Harbour set out in Section 4.

5.2 Summary of Significance

Whitehaven Harbour is of **national heritage significance** as the historic focus of one of Britain's earliest and most complete planned post-medieval port towns. The significance of the harbour derives not only from the survival of its historic fabric, but from its discerned ability to demonstrate the close interrelationship between maritime trade, coal extraction, industrial innovation and planned urban development. The harbour acted as the catalyst for Whitehaven's transformation from a modest medieval fishing settlement into one of the principal coal-exporting ports of the Irish Sea and remains fundamental to an understanding of the town's historic evolution. The continued legibility of this integrated association allows the development of Whitehaven to be readily understood and appreciated today.

Whitehaven Harbour originated with the construction of the Old Quay in 1634 by Sir Christopher Lowther to facilitate the export of salt and coal. Under Sir John Lowther, the harbour underwent successive phases of expansion throughout the 17th and 18th centuries to support the rapidly growing coal trade and the development of Whitehaven as a planned port town. Further engineering works during the 19th century, including the construction of the North and West Piers, Queen's Dock and associated harbour infrastructure, created much of the surviving harbour layout. Although commercial activity declined during the 20th century, the harbour has remained largely intact and continues to preserve evidence of over 350 years of maritime, industrial and engineering development.

The principal significance of the harbour lies in its historic relationship with the planned town established by the Lowther family during the late 17th century. Unlike many historic ports, where harbour facilities evolved independently of adjacent settlements, Whitehaven represents a consciously planned commercial enterprise in which the expansion of the harbour, the development of the collieries and the planned extension of the town formed part of a coordinated programme of estate management and improvement. The prosperity generated by maritime trade financed the planned urban expansion undertaken by Sir John Lowther, whilst the formal street layout was deliberately orientated towards the harbour, reinforcing its role as the commercial and visual focus of the settlement. The close functional, spatial and visual relationship between the harbour and the planned town remains one of Whitehaven's defining characteristics and is fundamental to its significance.

The surviving harbour structures possess considerable historic, architectural and evidential value. The quay walls, piers, harbour basin and associated maritime infrastructure illustrate successive phases of harbour engineering spanning more than three centuries, reflecting the changing commercial requirements of the port as trade expanded and vessel sizes increased exponentially. Together, these elements provide tangible evidence for the evolution of Whitehaven from a small coastal harbour into one of Britain's principal coal-exporting ports during the 17th and 18th centuries.



The survival of this historic fabric enables the development of the harbour to be readily understood and makes a substantial contribution to its significance. The designated heritage assets that make up the harbour consist of:

- North Wall and Old North Wall (LB NHLE: **1038936**) which forms the principal engineered sea defences and define the northern extent of the harbour. Their phased construction charts the harbour's expansion from the 17th century onwards and illustrates changing approaches to harbour engineering in response to larger vessels and increasing trade;
- The Old Quay (SM NHLE: **1004593**; LB: **108604**) represents the earliest surviving phase of Whitehaven Harbour (1634) and preserves evidence of its successive extensions (1665, 1687 and 1809). It illustrates the origins of the harbour and the evolution of maritime engineering over almost two centuries;
- The Old Quay Lighthouse (LB NHLE: **1086805**) demonstrates the importance of safe navigation into the harbour and reflects 19th century improvements to harbour infrastructure associated with increasing commercial trade;
- The Watch House (LB NHLE: **1390499**) reflects the management, security and regulation of the harbour, illustrating the administrative and operational functions necessary for a major commercial port, and;
- Whitehaven Conservation Area provides the wider historic urban context in which the harbour developed. The planned Georgian town, commercial buildings and industrial remains demonstrate the close relationship between the harbour, trade and the growth of Whitehaven.

Collectively, these assets form a coherent and identifiable historic port. Their significance derives not only from their individual architectural, archaeological and historic interest, but from their interrelationship as successive components of a planned harbour that evolved over more than 350 years. Together they illustrate and chronicle the technological development of harbour engineering, the expansion of maritime trade, and the close functional relationship between the harbour, the planned town of Whitehaven and its surrounding industrial landscape. The survival of multiple phases of harbour construction within a largely intact planform enables the evolution of Whitehaven Harbour to be readily understood.

Whitehaven Harbour also derives exceptional significance from its relationship with the surrounding industrial landscape. The harbour functioned as the maritime outlet for extensive coal workings beneath the Irish Sea, forming part of an integrated industrial system in which mineral extraction, transportation and mercantile export were physically and economically interconnected. Technological innovations associated with the Whitehaven collieries, including improvements introduced by James and Carlisle Spedding, contributed to the efficient operation of this system and illustrate Whitehaven's importance in the development of British mining technology. The close relationship between the harbour, surviving industrial remains and the wider mining landscape significantly enhances its evidential and historical value.

The harbour also illustrates Whitehaven's role within regional, national and international trading networks. Whilst coal remained the principal export, the harbour accommodated a wide range of imported commodities, including sugar, rum, tobacco, timber and spices arriving through Irish Sea and Atlantic trade. Consequently, Whitehaven formed part of the wider commercial economy of the British Empire during the 18th century, including trading systems associated with the transatlantic trade in enslaved people. These associations contribute to the harbour's historical significance and form an important element of its evolving interpretation of trade, Empire and industry. It also provides



a visible narrative to socio-economic trade and expansion that enable Britain to become the first truly industrial nation.

The significance of the harbour is further enhanced by its exceptional townscape and setting value. The harbour occupies the focal point of Whitehaven's historic urban form and retains strong visual relationships with the surrounding headlands, the medieval core, the planned Georgian town and Whitehaven Castle. The deliberate alignment of principal streets, particularly Lowther Street and Queen Street, creates designed vistas terminating at key landmarks including the harbour, Whitehaven Castle and St James' Church, illustrating the integrated approach to urban planning adopted by the Lowther family. The survival of these visual and spatial relationships enables the original design principles of the town to be clearly appreciated and makes a substantial contribution to the significance of both the harbour and the wider conservation area. The application site comprises the Grade II listed North Wall and Old North Wall, which form the eastern boundary of Whitehaven Inner Harbour. Although the proposed works are confined to the North Wall and Old North Wall, their setting extends across the wider Inner Harbour, where they are experienced as part of a coherent group of historic harbour structures. The harbour is enclosed by the planned Georgian town of Whitehaven, with the historic street pattern, commercial waterfront and steep wooded hillsides creating a distinctive historic townscape in which the harbour forms the principal focus. Important views are experienced both within the harbour, where the relationship between its successive phases of construction can be readily appreciated, and from elevated viewpoints including Duke Pit Fan House (SM NHLE: **1016090**), Wellington Lodge (LB NHLE: **1086717**), West Pier and North Pier, where the harbour is viewed within the wider context of the planned town and surrounding industrial landscape. The harbour also forms an important foreground in views from the surrounding listed buildings and contributes positively to the significance of the Whitehaven Conservation Area.

Whitehaven Harbour also possesses considerable communal value. It remains the defining feature of Whitehaven's identity and continues to provide a tangible link with the town's maritime, industrial and commercial past. Its surviving structures, memorials, public spaces and continued use as a working and recreational harbour ensure that it remains central to the community's understanding of Whitehaven's heritage and contributes significantly to the town's cultural identity and ongoing regeneration.

Collectively, the significance of Whitehaven Harbour derives not simply from the survival of individual historic structures, but from the continued legibility of the wider historic landscape in which harbour, town and industrial infrastructure function as an integrated whole. This relationship is exceptionally well preserved and distinguishes Whitehaven from many other historic ports in Britain. The harbour therefore possesses national significance as an exceptionally complete illustration of the relationship between planned urban development, maritime trade and industrial expansion during the post-medieval period.

5.3 Designated Heritage Assets

North Wall and Old North Wall (Grade II)

The significance of the North Wall and Old North Wall is derived from several interrelated factors. Their evidential value lies in the survival of historic masonry and construction techniques that illustrate successive phases of harbour engineering from the 18th century onwards. Their historic value derives from their association with the expansion of Whitehaven Harbour in response to increasing maritime trade and coal exports, whilst their architectural value is reflected in their substantial sandstone construction and contribution to the engineered character of the harbour. The walls also possess communal value as prominent and recognisable features of Whitehaven's waterfront, contributing to the town's maritime identity. Their significance is further enhanced by their group value and setting



within the wider historic harbour, where they are experienced alongside the Old Quay, Lighthouse, Watch House and associated harbour structures.

Old Quay (Scheduled Monument and Grade II)

The Old Quay is of exceptional significance as the earliest surviving component of Whitehaven Harbour and the nucleus from which the harbour and planned town developed. Originating in 1634 and extended during the 17th, 18th and early 19th centuries, it illustrates the evolution of harbour engineering in response to expanding maritime trade and the coal industry.

The Old Quay possesses high historic and archaeological value through its association with the Lowther family and the development of Whitehaven as a planned commercial port. Its significance is enhanced by its group value with the surrounding harbour structures, forming an integral component of the historic harbour landscape.

Old Quay Lighthouse (Grade II)

The Old Quay Lighthouse is significant as one of Whitehaven Harbour's principal navigational structures and an important landmark within the historic waterfront. It reflects the increasing sophistication of harbour infrastructure during the 18th century and contributes to an understanding of the safe operation of the port. Together with the Old Quay and Watch House, it forms a distinctive group illustrating the operational development of Whitehaven Harbour.

Watch House (Grade II)

The Watch House is significant through its historic association with the management, security and regulation of Whitehaven Harbour. Its position adjacent to the harbour entrance reflects its operational role within the working port, whilst its relationship with the Old Quay and Lighthouse contributes to the understanding of the harbour as a functioning commercial landscape.

Whitehaven Conservation Area

The Whitehaven Conservation Area derives significance from the exceptional survival of one of England's earliest planned post-medieval towns. The harbour forms the commercial and historic focus of the Conservation Area, around which the planned street network, commercial buildings and industrial infrastructure developed. The close visual and functional relationship between the harbour and the surrounding town is fundamental to the Conservation Area's character and appearance.

Old Custom House (Grade II)

The Old Custom House derives significance from its direct historic and functional association with Whitehaven Harbour. Constructed to administer customs duties on goods entering and leaving the port, it reflects the scale and prosperity of Whitehaven's maritime trade during the 18th and 19th centuries. Its relationship with the harbour remains readily appreciable and contributes to an understanding of the town's commercial history.

Listed Buildings surrounding Whitehaven Harbour

The surrounding Grade II listed buildings, including No. 13 West Strand, 44–47 Lowther Street, 4–5 Duke Street, No. 1 with Warehouse Attached to Rear, 1 Hamilton Lane, 39–42 Lowther Street, Globe Hotel and Dobson and Musgrave Warehouse, derive significance principally from their architectural and historic interest together with their commercial, functional and visual relationship with Whitehaven Harbour. Collectively they illustrate the prosperity generated by maritime trade and contribute to the historic character of the waterfront and the planned Georgian town.

Scheduled Monuments

In addition to the Old Quay, the Duke Pit Fan House Scheduled Monument contributes to the significance of Whitehaven through its direct relationship with the harbour and surrounding coalfield.



Occupying an elevated position overlooking the harbour, it illustrates the close functional relationship between coal extraction, industrial transport and maritime export that characterised Whitehaven's development.

Non-designated Heritage Assets

The non-designated heritage assets associated with Whitehaven Harbour comprise surviving maritime, industrial and transport infrastructure including former shipbuilding yards, staithes, hurries, wagonways, inclined planes, railway infrastructure, warehouses, commercial premises and civic buildings. Collectively these assets illustrate the operation of the harbour and its relationship with the surrounding industrial landscape. Although many have been altered or partially lost, they continue to contribute to an understanding of the historic development and operation of Whitehaven Harbour.



6.0 Heritage Significance & Impact Assessment

6.1 Introduction

The following section assesses the likely effects of the proposed Ground Investigation works on the significance and setting of designated and non-designated heritage assets within and surrounding Whitehaven Harbour. The assessment considers both direct physical impacts arising from the proposed boreholes, trial pits and horizontal coring, together with the effectiveness of the proposed reinstatement measures in ensuring that there is no significant long-term loss of historic fabric or visual alteration to the listed structure. It also considers temporary visual impacts associated with the presence of drilling rigs, site compounds, temporary fencing, construction plant and associated activities during the investigation works, together with any residual effects following completion and reinstatement. The assessment has been undertaken in accordance with the methodology set out in Section 2 and Appendix B and has regard to Historic England's *The Setting of Heritage Assets* (GPA3, 2017) and *Statements of Heritage Significance* (2019).

As the current application relates solely to the Ground Investigation works, this assessment is confined to the likely effects of those temporary investigations. It does not assess the impacts of any future engineering works or permanent pipeline installation, which would be the subject of separate planning and Listed Building Consent applications supported by a further Heritage Impact Assessment, should the scheme progress.

6.2 Proposed Works

The proposed works comprise Ground Investigation (GI) works to inform the consideration and detailed design of potential future engineering options to divert iron ochre-contaminated water from Bransty Beck before it enters Whitehaven Harbour. The current application relates solely to the Ground Investigation works.

The Ground Investigation comprises seven boreholes, four horizontal investigation cores and targeted trial pits. Boreholes BH1 and BH2 have been relocated into the adjacent car park, thereby avoiding unnecessary intervention within the historic harbour. Boreholes BH3, BH4, BH5, BH6 and BH7 are located within areas of existing concrete surfacing within the harbour, avoiding direct intervention into exposed historic masonry or other historic surfaces.

The horizontal investigation cores will establish the construction, thickness and condition of the harbour walls, whilst the boreholes and trial pits will provide the geotechnical and structural information necessary to assess ground conditions and inform the consideration and detailed design of any future engineering proposals. The Ground Investigation works have been designed to minimise intervention to the historic fabric by restricting investigations to the minimum extent necessary to obtain the required information.

Temporary works associated with the investigations will include drilling rigs, construction plant, temporary fencing, a welfare unit, a small site compound and associated equipment required to safely undertake the investigations. These elements will be present only for the duration of the Ground Investigation works and will be removed on completion.

An integral component of the Ground Investigation methodology is the reinstatement of all temporary interventions. Following completion of the investigations, all disturbed areas will be reinstated on a like-for-like basis in accordance with the approved Ground Investigation Method Statement. Existing concrete surfacing will be repaired to match the surrounding materials, finishes and jointing, whilst any masonry temporarily removed to facilitate horizontal coring will be carefully reinstated in its original position using appropriate lime-based mortar or grout. The reinstatement strategy has been



developed to ensure that, wherever reasonably practicable, the investigations are reversible and do not result in any significant long-term loss of historic fabric or appreciable visual effect.

As the proposed Ground Investigation works involve direct intervention to the Grade II listed North Wall and Old North Wall, Listed Building Consent is required.

6.3 Scoping

The following assets have been scoped into this assessment due to their association / proximity to Whitehaven Harbour and their potential to incur impacts through the exterior alterations through - changes to their settings.

Table 3: Scheduled Monuments

NHLE Ref	Name	Construction Impact	Operational Impact	Effect
1004593	OLD QUAY AND OLD QUAY LIGHTHOUSE	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial
1016090	DUKE PIT FAN HOUSE	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial



Table 4: Listed Buildings

NHLE Ref	Name	Grade	Impact	Operational Impact	Effect
1038936	NORTH WALL AND OLD NORTH WALL (ENCLOSING NORTH HARBOUR)	II	Minor adverse due to coring, trenching, fixings and loss of historic fabric.	Beneficial through removal of iron ochre staining and improved appreciation of the harbour.	Minor adverse (construction); Moderate beneficial (operational)
1086804	OLD QUAY	II/SM	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial
1086805	OLD QUAY LIGHTHOUSE	II	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial
1390499	THE WATCH HOUSE	II	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial
1086718	OLD CUSTOM HOUSE	II	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial
1086719	No. 13, WEST STRAND	II	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial
1086763	44-47, LOWTHER STREET	II	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial
1086771	4,5, DUKE STREET	II	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial
1247813	NO 1 WITH WAREHOUSE ATTACHED TO REAR	II	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial
1335962	1, HAMILTON LANE	II	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial
1335987	39-42, LOWTHER STREET	II	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial
1335995	GLOBE HOTEL	II	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial



NHLE Ref	Name	Grade	Impact	Operational Impact	Effect
1336005	DOBSON AND MUSGRAVE WAREHOUSE	II	No direct impact	Beneficial through improved setting and reduction of iron ochre staining.	Minor beneficial

Table 5: Conservation Areas

Name	Impact	Operational Impact	Effect
Whitehaven Town Centre	Minor adverse due to coring, trenching, fixings and loss of historic fabric.	Enhancement of the character and appearance of the historic waterfront.	Minor adverse (construction); Minor beneficial (operational)

Overall, the proposed Ground Investigation works will result in limited and highly localised intervention to the fabric of the Grade II listed North Wall and Old North Wall through boreholes, horizontal coring and trial pits. These investigations have been carefully designed to minimise disturbance to the historic fabric by utilising existing concrete surfacing where practicable, limiting the extent of excavation, and incorporating a comprehensive reinstatement strategy that forms an integral part of the proposed methodology. Temporary visual impacts will arise during the investigation works through the presence of drilling rigs, construction plant, temporary fencing, welfare facilities, site compounds and associated equipment. These effects will be localised, of short duration and confined to the construction period, reflecting the operational nature of the harbour. Following completion of the investigations, all disturbed areas will be reinstated on a like-for-like basis using appropriate conservation techniques and materials, including the careful reinstatement of any masonry temporarily removed to facilitate horizontal coring. As a result, the works are not anticipated to result in any significant long-term visual effect, permanent loss of historic fabric or adverse impact on the significance or setting of the Grade II listed North Wall and Old North Wall, the Whitehaven Conservation Area or neighbouring heritage assets. The information obtained from the Ground Investigation works will inform the consideration and detailed design of any future engineering proposals, should the scheme progress through the necessary planning, environmental and heritage consent processes.

In accordance with Section 16 of the National Planning Policy Framework (2024), the proposal secures the conservation and enhancement of the significance of designated heritage assets, whilst the limited intervention to historic fabric has been minimised through sensitive design. The proposal is also consistent with Historic England's *Conservation Principles* (2008), which recognises that well-managed change can sustain and reveal heritage significance, and with *The Setting of Heritage Assets* (GPA3, 2017), which acknowledges that improvements to the condition and appreciation of an asset and its surroundings can result in beneficial effects on significance. Taking these factors together, the proposal is considered to result in a **moderate beneficial** effect overall, with the long-term enhancement to the significance and appreciation of Whitehaven Harbour outweighing the limited adverse effects associated with the physical interventions required to facilitate the works.



7.0 Mitigation Measures

The proposed works have been designed to minimise harm to the significance of Whitehaven Harbour and the designated heritage assets through careful design, limited intervention and the adoption of an appropriate programme of archaeological and conservation mitigation.

Archaeological mitigation

- All intrusive Ground Investigations will be undertaken under an archaeological watching brief in accordance with a Written Scheme of Investigation (WSI) approved by the Local Planning Authority's archaeological advisor.
- Any unexpected archaeological remains encountered during the works will be appropriately recorded and, where necessary, the methodology reviewed in consultation with the archaeological advisor.

Protection of historic fabric

- Horizontal core investigations will, where practicable, be undertaken by carefully removing an individual stone, drilling behind the removed block, and reinstating the original stone in its original position using an appropriate traditional lime-based grout or mortar. The precise methodology will be confirmed within the Ground Investigation Method Statement and agreed with the Local Planning Authority's Conservation Officer prior to commencement.
- Any temporary removal of masonry associated with the investigative works will be kept to the minimum necessary and original stonework retained for reinstatement wherever practicable.

Surface reinstatement

- The proposed Trial Pits will utilise existing construction joints or saw-cut lines within the concrete surfacing wherever practicable to minimise visual disturbance.
- Following installation, the concrete surfacing will be reinstated to match the existing finish, ensuring the completed works are as visually discreet as possible.
- Trial Pit 1, which is not subsequently incorporated into the construction trenches, will be reinstated using carefully formed saw-cut edges and a concrete specification matching the existing surface to minimise the visibility of the repair.

Recording and supervision

- Prior to the commencement of works, a photographic record of the affected sections of the North Wall and Old North Wall will be undertaken.
- The works affecting the listed structures will be undertaken under the supervision of an appropriately qualified conservation professional where required.
- Any repairs to the historic masonry identified during construction will employ compatible materials and traditional techniques to ensure compatibility with the existing historic fabric.

The above measures have been incorporated into the design and construction methodology to ensure that intervention to the historic fabric is limited to the minimum necessary to achieve the engineering objectives. Together with the long-term removal of iron ochre contamination from the Inner Harbour, these measures will ensure that any adverse effects on heritage significance are minimised whilst maximising the long-term conservation benefits of the scheme.



8.0 Heritage Benefits

The proposed Ground Investigation works aim to inform significant long-term heritage benefits by removing the principal source of iron ochre contamination currently affecting Whitehaven Inner Harbour. Whilst the scheme requires limited physical intervention to the Grade II listed North Wall and Old North Wall, these interventions have been minimised through careful design and appropriate mitigation, with the long-term conservation of the historic harbour forming the principal objective of the project.

The removal of iron ochre contamination will enhance the appreciation and understanding of Whitehaven Harbour as a nationally important historic maritime landscape. The Ground Investigation works will contribute to the visual improvement of the harbour and related beneficial impacts for the Conservation Area and the setting of other designated heritage assets, as well as helping to avoid the staining of heritage assets.

The heritage benefit of the scheme extends beyond simply improving the appearance of the harbour. By removing an ongoing source of harm to the appreciation and setting of a nationally important historic harbour, the proposals will allow the significance of the interconnected heritage assets to be better understood and experienced. This represents a positive conservation outcome that is consistent with the National Planning Policy Framework and Historic England guidance, which recognise that the conservation of heritage assets includes sustaining and revealing their significance through well-managed change.

Public Benefits

The proposed works will deliver clear public benefits through contribution to the long-term conservation and enhancement of Whitehaven Harbour, one of Cumbria's most significant historic maritime environments. The scheme will improve the experience of residents, visitors and harbour users by enhancing the appearance, appreciation and understanding of the historic waterfront, contributing positively to Whitehaven's sense of place and maritime identity.

In accordance with Section 16 of the National Planning Policy Framework (2024), the proposals will contribute to the conservation and enhancement of the significance of designated heritage assets whilst delivering wider environmental, social and economic benefits. Environmentally, the eventual interception of iron ochre-contaminated water will improve the quality and appearance of the Inner Harbour and remove an ongoing source of visual degradation affecting the historic environment. Socially, the enhanced condition of the harbour will improve the enjoyment of an important public space and strengthen public appreciation of Whitehaven's rich maritime heritage. Economically, the improved presentation of the historic waterfront will support the continued regeneration of the harbour, reinforce its role as a visitor destination and contribute positively to heritage-led tourism. The proposed Ground Investigation works are required to provide the structural and geotechnical information necessary to determine the feasibility and detailed design of any future engineering solution capable of delivering these potential benefits, should the scheme progress through the necessary approvals.

Taken together, these benefits substantially outweigh the limited and localised physical interventions required to facilitate the scheme. The proposal therefore represents a sustainable conservation-led project that aims to secure the long-term enhancement of Whitehaven Harbour and delivers meaningful heritage and public benefits in accordance with the objectives of the National Planning Policy Framework and Historic England's guidance on the sustainable management of the historic environment.



9.0 Heritage Impact Assessment Conclusion

This Heritage Impact Assessment has considered the potential effects of the proposed Ground Investigations the designated and non-designated heritage assets within Whitehaven Harbour and its locale. The assessment has identified that the investigations will result in limited direct physical intervention to the Grade II listed North Wall and Old North Wall through boreholes, horizontal coring and trial pits. Whilst these works will result in the permanent loss of a small amount of historic fabric, they have been designed to minimise intervention through sensitive engineering solutions, archaeological mitigation and the use of traditional repair techniques to ensure that the significance of the listed structure is conserved as far as practicable.

The assessment has also demonstrated that the proposal will deliver substantial long-term heritage benefits, as the aim of the Ground Investigations is to inform a methodology to intercept the iron ochre-contaminated water before it enters the Inner Harbour. The continued discharge of iron ochre currently detracts from the appreciation of Whitehaven Harbour by obscuring the historic masonry, diminishing the legibility of the harbour's engineering and reducing the quality of the setting of numerous designated heritage assets. The proposed works will remove this ongoing source of harm, allowing the historic fabric and the relationship between the harbour structures to be more readily appreciated over time.

The benefits of the scheme extend beyond the application site. The improved condition and appearance of the Inner Harbour will enhance the setting and appreciation of the Scheduled Old Quay, Old Quay Lighthouse, Watch House, Old Custom House, surrounding listed buildings, the Whitehaven Conservation Area and associated non-designated heritage assets. Collectively, these improvements will strengthen the legibility of Whitehaven Harbour as one of Britain's earliest planned commercial ports and improve public understanding of the historic relationship between the harbour, the planned Georgian town and the surrounding industrial landscape.

The Ground Investigation works have been informed with an understanding of the significance of the affected heritage assets and incorporate appropriate mitigation measures, including archaeological watching briefs, sympathetic repair methodologies, careful reinstatement of historic masonry and the sensitive treatment of excavated surfaces. These measures will ensure that impacts upon historic fabric are reduced to the minimum necessary to achieve the engineering objectives.

In accordance with Sections 16 and 12 of the Planning (Listed Buildings and Conservation Areas) Act 1990, special regard has been given to the desirability of preserving the listed buildings, their settings and the character and appearance of the Whitehaven Conservation Area. The proposals also accord with Section 16 of the National Planning Policy Framework (2024), which seeks the conservation and enhancement of the historic environment through well-designed and sustainable development. Historic England's *Conservation Principles* (2008) recognises that carefully managed change can sustain and reveal heritage significance, whilst *The Setting of Heritage Assets* (GPA3) acknowledges that improvements to the condition and appreciation of heritage assets and their surroundings can result in positive effects on significance.

Overall, the assessment concludes that the proposed Ground Investigation works will result in a **minor adverse direct effect** on the significance of the Grade II listed North Wall and Old North Wall through localised intervention to the historic fabric. This harm is limited in extent, proportionate to the objectives of the investigation, and has been minimised through careful design, a comprehensive reinstatement strategy and appropriate mitigation measures. Temporary visual effects associated with drilling equipment, site compounds, fencing and construction activities will be short-term, localised and fully reversible, with **no significant long-term visual impact** anticipated following reinstatement.



The Ground Investigation works are required to provide the structural and geotechnical information necessary to determine the feasibility and inform the detailed design of any future engineering solution to address the ongoing iron ochre contamination affecting Whitehaven Harbour. Should a future scheme be demonstrated to be feasible and subsequently obtain the necessary planning, environmental and heritage consents, it has the potential to deliver significant heritage and wider public benefits through the long-term conservation and enhancement of the harbour and its associated heritage assets.



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National Planning Policy Framework (2024)

National Planning Practice Guidance (PPG): Conserving and Enhancing the Historic Environment

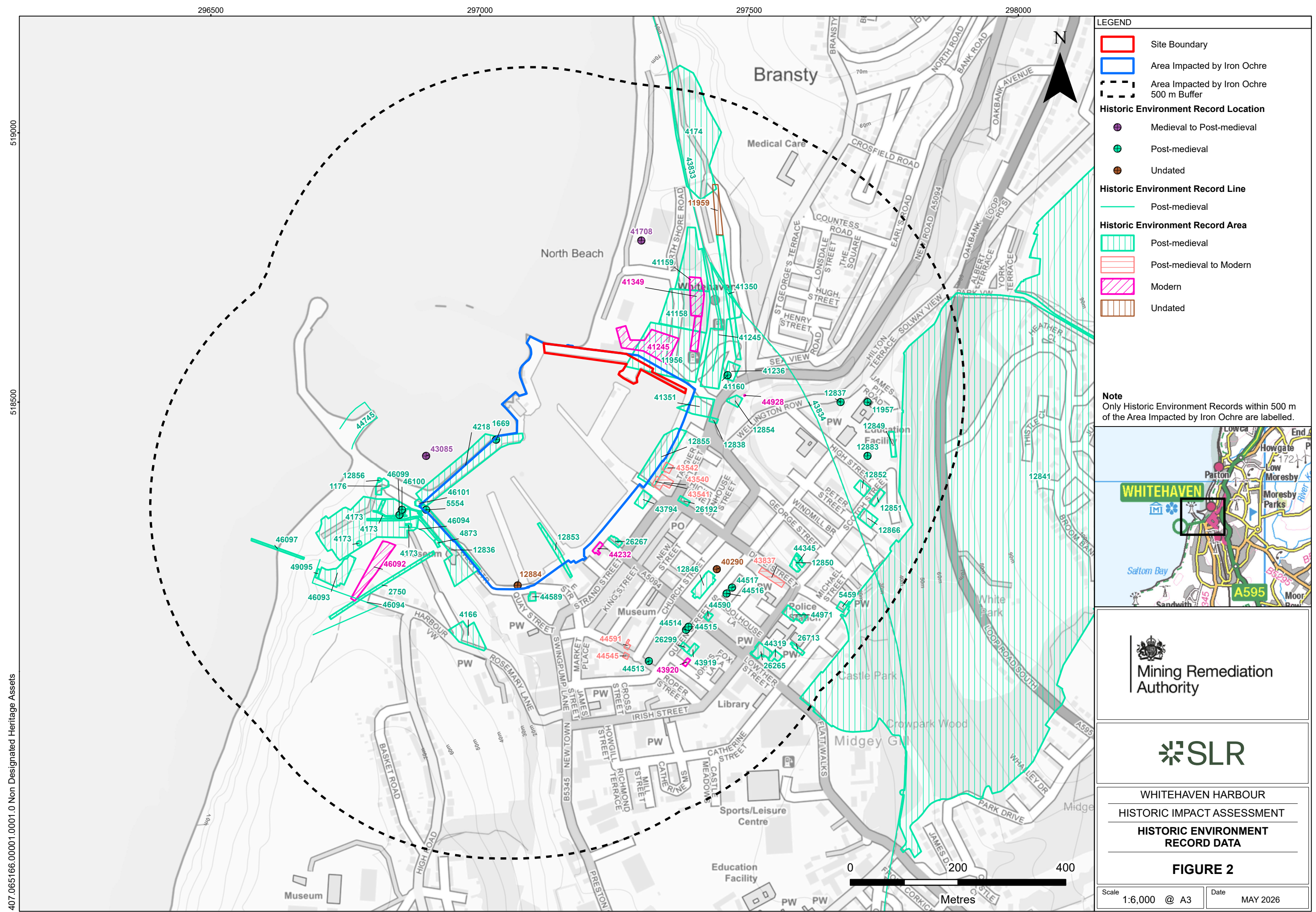
Routledge, A.W., 2002, *History and Guide: Whitehaven*, The History Press Ltd.

Routledge, A.W., 2012, *Whitehaven Harbour Through Time*, Amberley Publishing

Routledge, A.W., 2016, *Whitehaven & Around From Old Photographs*, Amberley Publishing

Scott-Hinderson, B., 1994, *Whitehaven Harbour*, Phillimore & Co. Ltd.





LEGEND

Site Boundary

Area Impacted by Iron Ochre

Area Impacted by Iron Ochre 500 m Buffer

Historic Environment Record Location

● Medieval to Post-medieval

● Post-medieval

● Undated

Historic Environment Record Line

— Post-medieval

Historic Environment Record Area

Post-medieval

Post-medieval to Modern

Modern

Undated

Note
Only Historic Environment Records within 500 m of the Area Impacted by Iron Ochre are labelled.





Mining Remediation Authority



WHITEHAVEN HARBOUR

HISTORIC IMPACT ASSESSMENT

HISTORIC ENVIRONMENT RECORD DATA

FIGURE 2

Scale 1:6,000 @ A3

Date MAY 2026

407.065166.00001.0001.0 Non Designated Heritage Assets



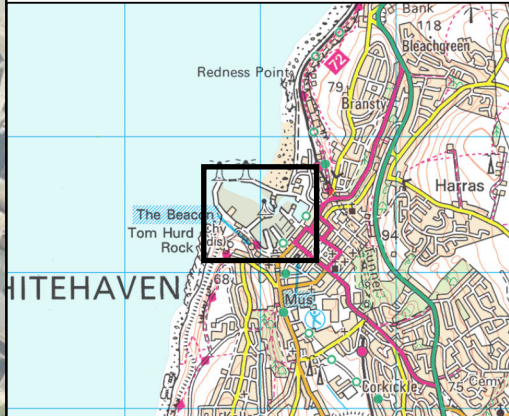
LEGEND

Site Boundary

Area Impacted by Iron Ochre

Date

- 17th Century
- 18th Century
- Early 19th Century
- Late 19th Century
- Modern Additions
- No Date Specified



 Mining Remediation Authority

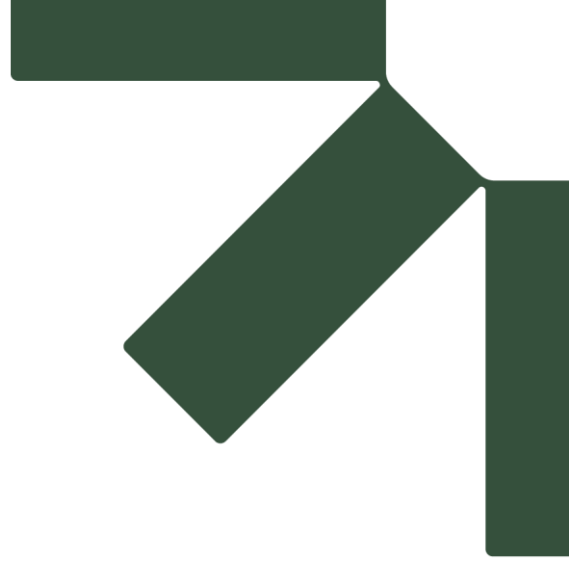
 SLR

WHITEHAVEN HARBOUR
HERITAGE IMPACT ASSESSMENT
PHASING PLAN

FIGURE 3

Scale 1:2,500 @ A3 Date JUNE 2026

407.065166.00001.0004.0 Phasing Plan



Appendix A Site Photographs

Harbour Photos



Photo 1: Mine water outfall discharging iron ochre-contaminated water into Whitehaven Harbour. The resulting widespread ochre staining affects the water, harbour structures and the visual appreciation of Queen's Dock and the Inner Harbour.

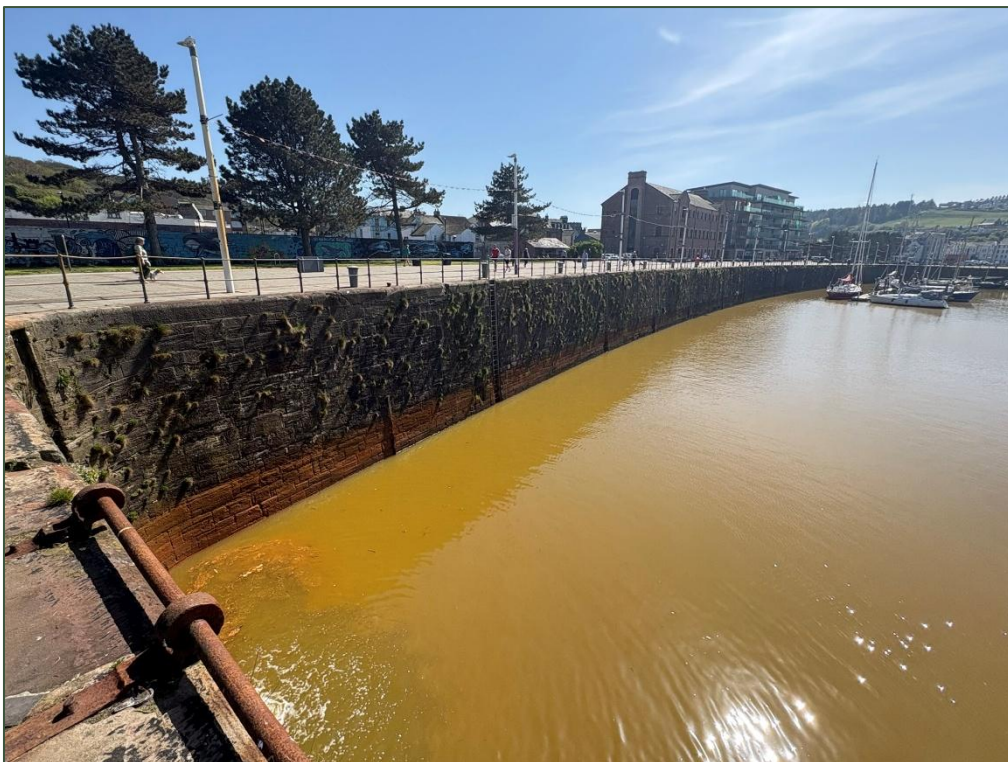


Photo 2: View south from the outfall pipe towards the town.





Photo 3: view from the Old North Wall lock looking west across the Inner Harbour. The Candlestick can be seen on the hill.



Photo 4: Concrete surface of the Old North Wall





Photo 5: View from Queens Dock lock along the Old North Wall (Grade II Listed, NHLE: **1038936**) on the Inner Harbour side. Note historic cast iron features within the corner of the harbour wall. Metallic features could be affected by the iron ochre contamination.



Photo 6: Section of the Grade II Listed Old North Wall (NHLE: **1038936**) where the proposed horizontal coring is proposed.





Photo 7: The north facing elevation of the Old North Wall and North Pier. Depending on Ground Investigation results, the proposed pipe will exit the Old North Wall and expel the iron ochre onto the beach which will be washed away at high tide.

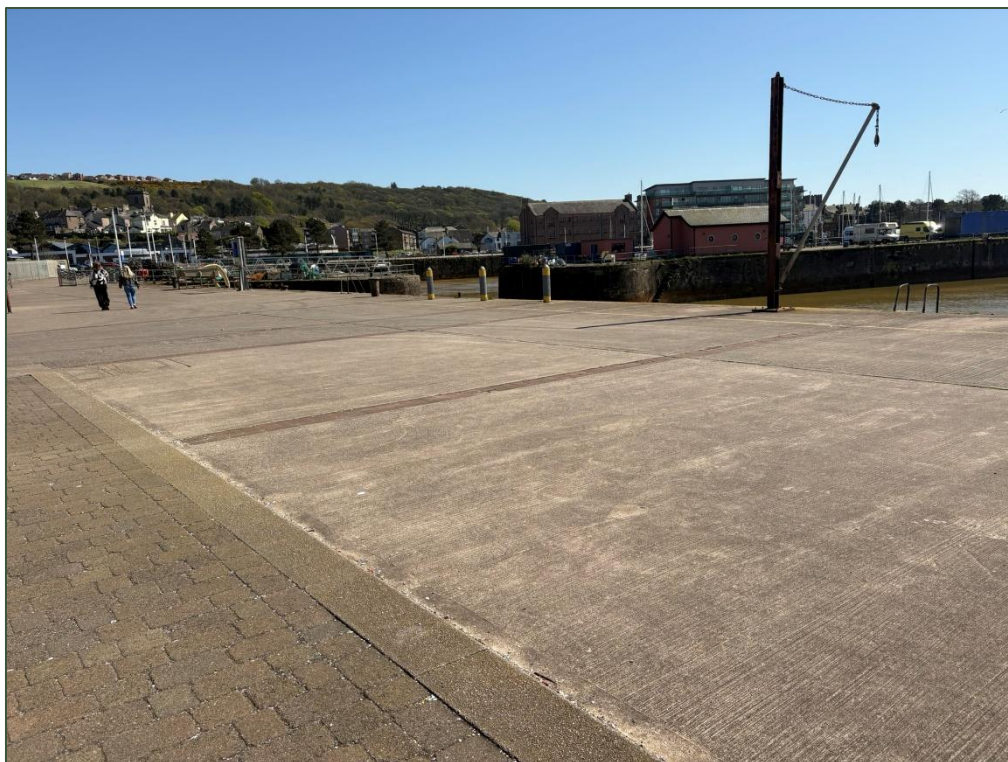


Photo 8: View west of concrete surface of Old North Wall (NHLE: 1038936).





Photo 9: Proposed pipe route through Old North Wall (NHLE: **1038936**) and the existing UU sewer pipe. Option 2 within Section 2 of this report suggests that the proposed pipe could attach to the UU sewer pipe and discharge directly onto the beach from there, depending on Ground Investigation results.

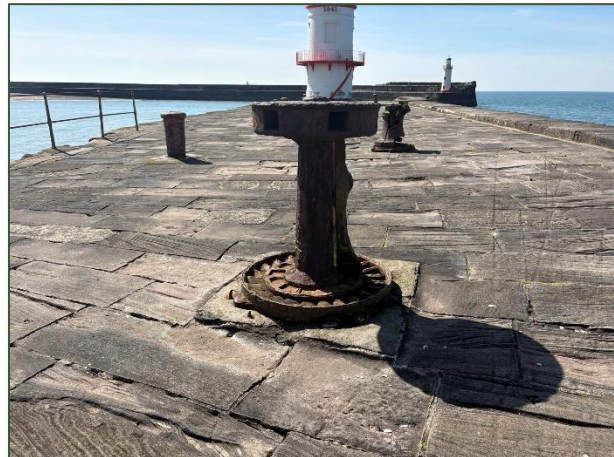


Photo 10: 19th century North Pier, original flagstone flooring is more significant that the flooring to be directly impacted within the North Wall and Old North Wall.





11.



12.

Photos 11 and 12: Surviving items of historic harbour furniture retained within Whitehaven Harbour. **Photo 11** shows a cast-iron mooring bollard, one of several surviving examples across the harbour that contribute to its evidential and historic value. The bollard on the North Pier exhibits a greater degree of corrosion than comparable examples elsewhere within the harbour, reflecting its exposed maritime environment. Other surviving bollards retain cast dates, including **1807** and **1860**, together with a decorative compass rose motif. **Photo 12** shows the surviving cast-iron base and wood pedestal of a former hand-operated harbour crane or hoisting mechanism. The associated superstructure has been removed, although its original can be seen in the undated historic photograph reproduced below (photograph from the Beacon Museum, Whitehaven).

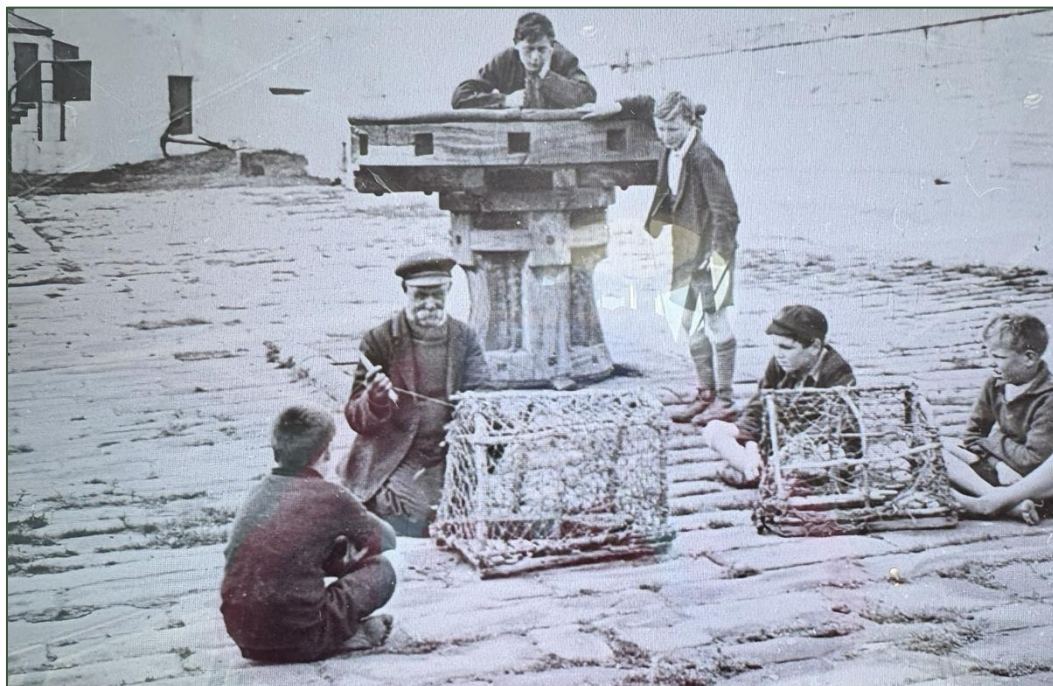


Photo 13: Undated photograph (19th century) of a fisherman and boys working on the Old Quay (Scheduled Monument, NHLE: **1004593**) further east of the Old Quay Watch House (Grade II Listed NHLE: **1390499**). The original flooring seen in this photo has been concreted over and there is no evidence of the pedestal visible.





Photo 14: N Pier lighthouse 1841. View west towards West Pier Lighthouse (Grade II listed, NHLE: **1086806**).





Photo 15: View west from the north-east end of the Old Quay (NHLE: **1004593**) towards the Grade II listed Watch House (NHLE: **1390499**), Old Quay Lighthouse (NHLE: **1086805**) and the Candlestick (HER **43085**). Iron ochre staining detracts from the appearance of the harbour, reducing appreciation of the historic relationship between the harbour water and the surrounding heritage assets.

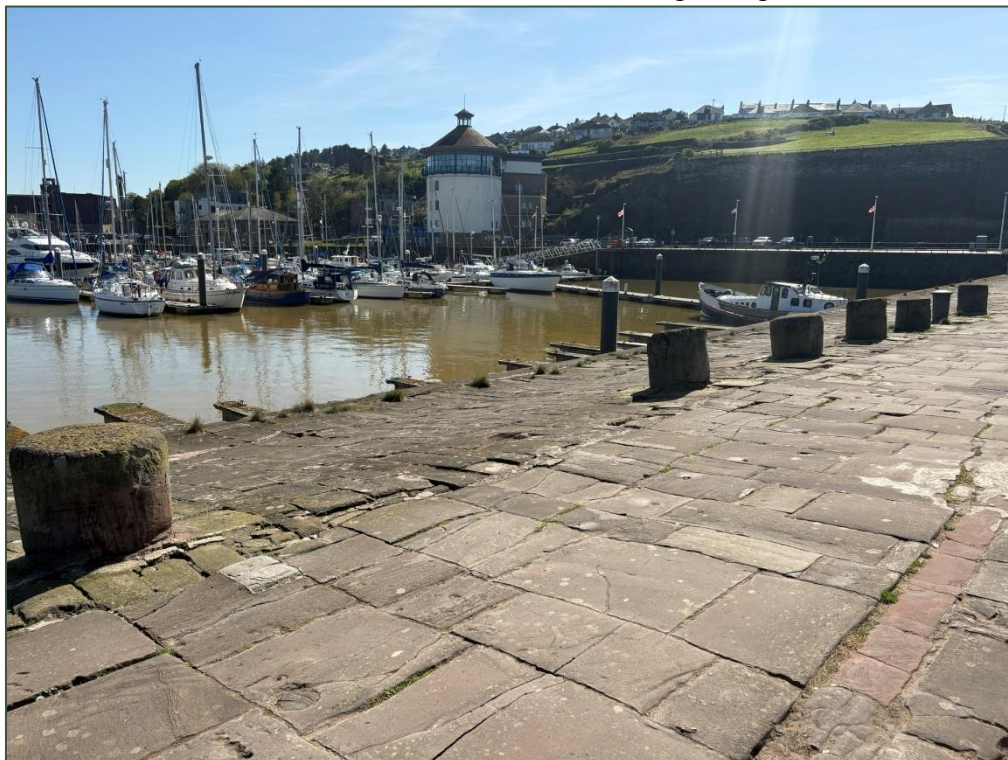


Photo 16: View south from the Old Quay (NHLE: **1004593**) showing the sloping access to the dock. The surviving stone bollards, dating from the 17th or 18th century, pre-date the cast-iron bollards installed during later phases of the harbour's development.





Photo 17: View southeast from west pier lighthouse towards the site. No indirect impact of the ochre contamination or the proposed pipe installation was identified during the site visit.

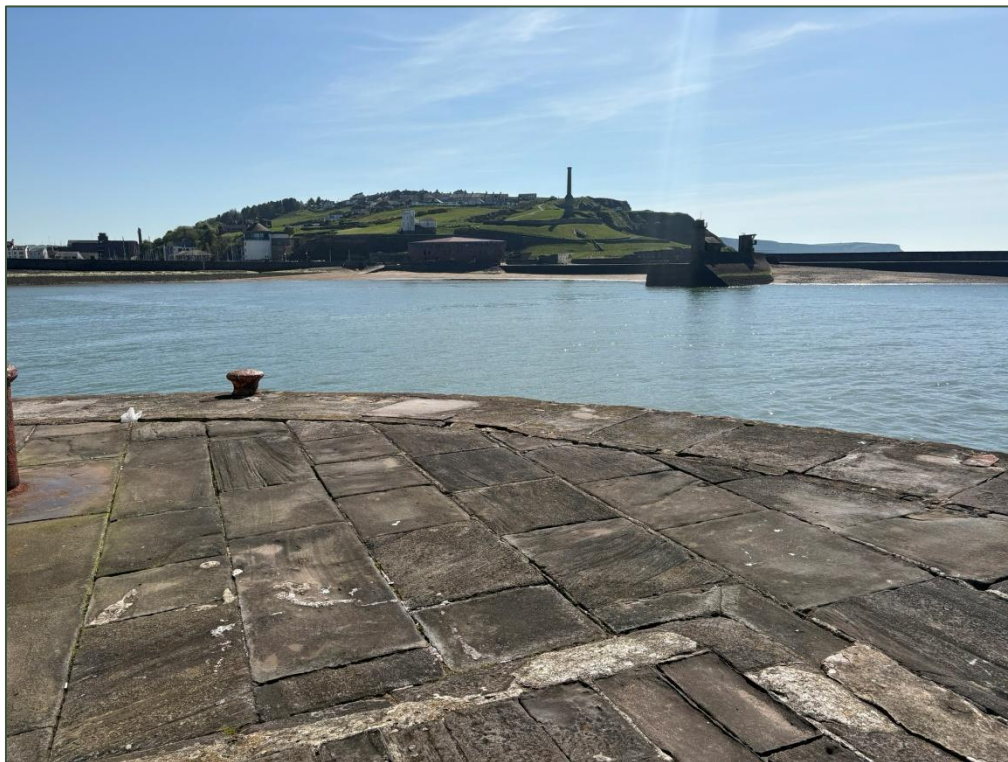


Photo 18: View southwest from North Pier Lighthouse across to Old New Quay (HER 44745), and the former coal workings in the background including the Candlestick (HER 4173)



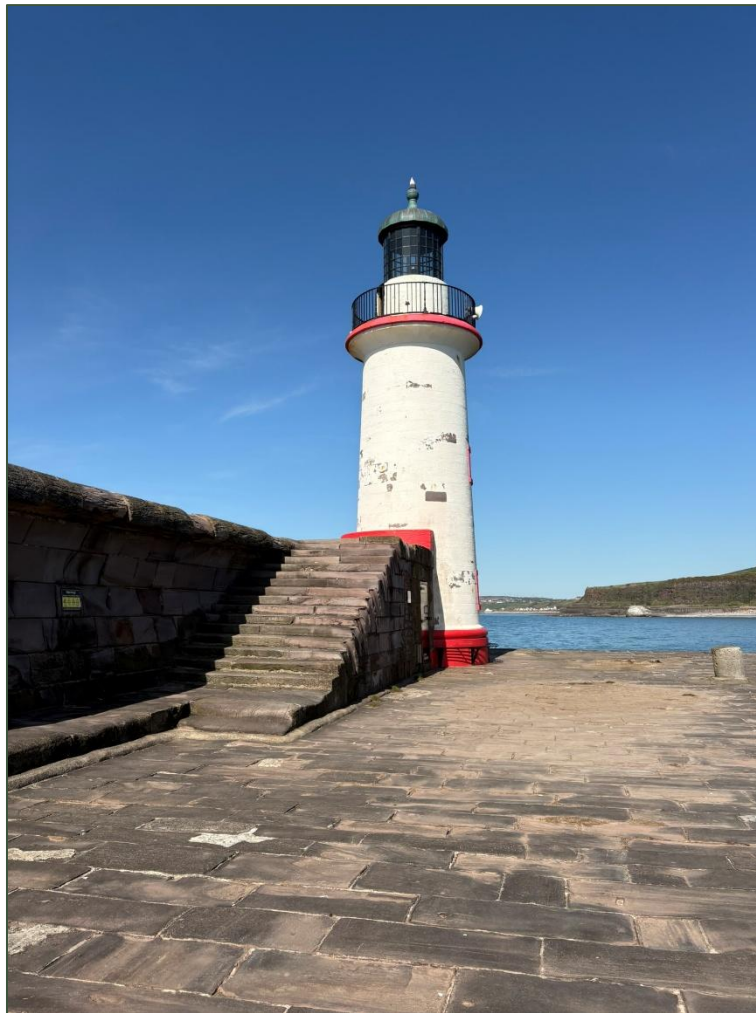


Photo 19: View north of West Pier Lighthouse (Grade II listed, NHLE: **1086806**)



Conservation Area Photos



Photo 20: View south of the tramway bridge associated with the Wellington Pits transporting coal directly to the harbour (HER 4173), seen on the 1st Ed OS Map 1861.



Photo 21: View from Wellington lodge (HER 4173) to the site.





Photo 22: Close up shows orange ochre contamination around all walls within the Inner Harbour.



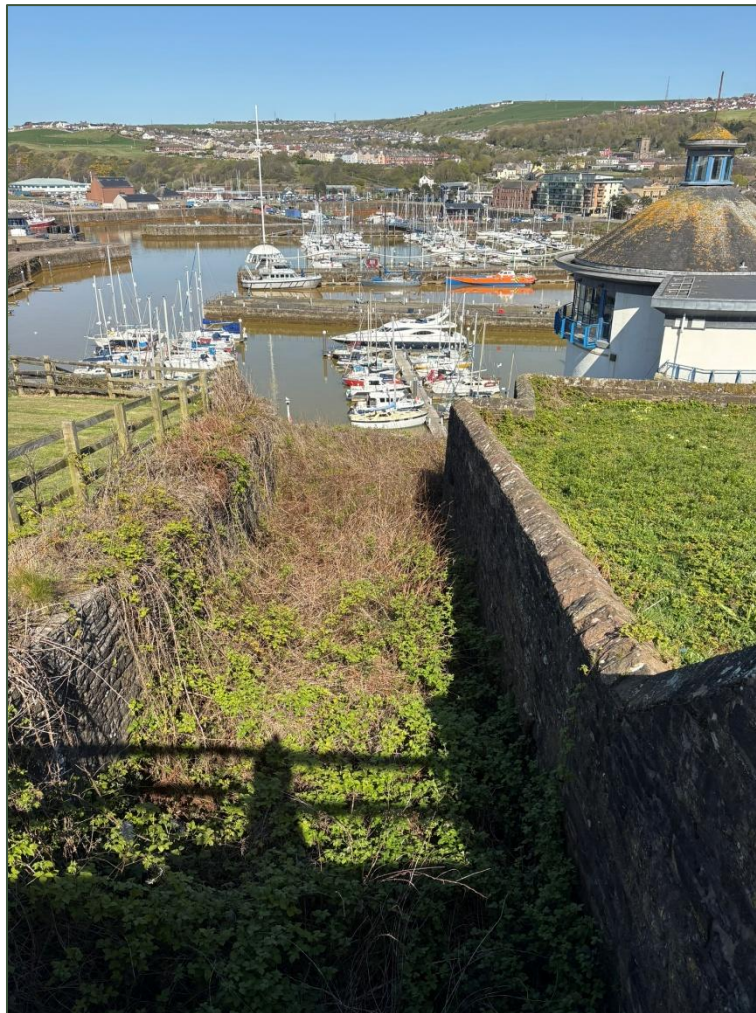


Photo 23: View south of the Howgill Incline (HER 2750) was constructed in 1813 and survives as a prominent feature.



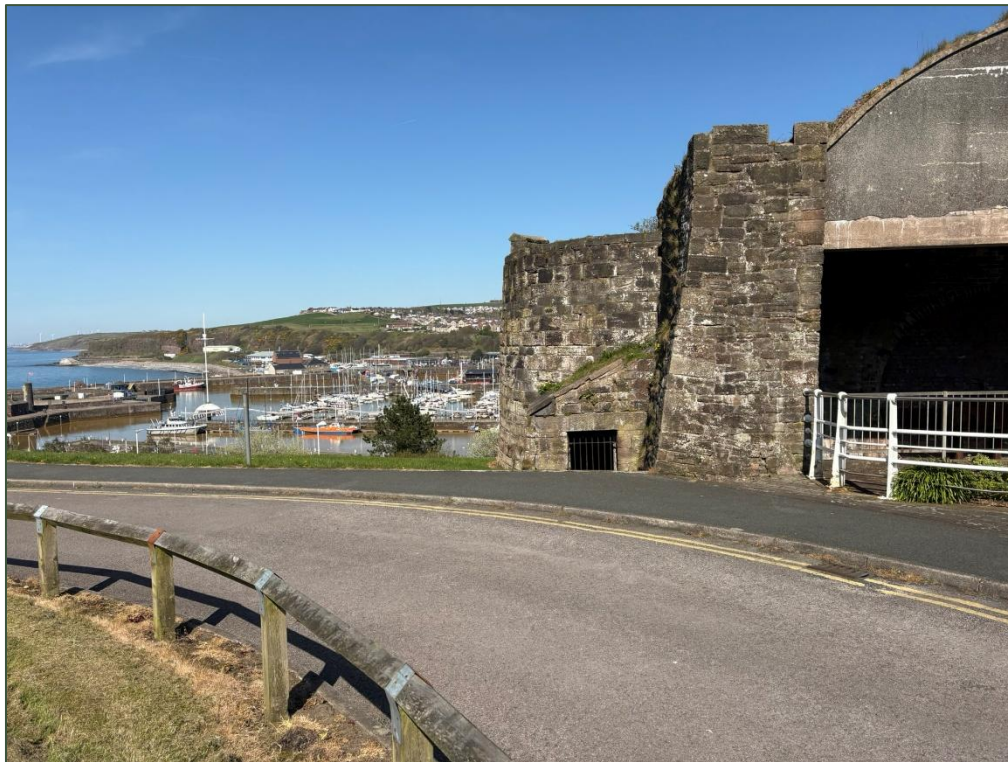


Photo 24: View north from the Duke Pit Fan House (Scheduled Monument, NHLE: **1016090**) towards the site



Photo 25: View northeast overlooking the Whitehaven Town Conservation Area from the Duke Pit Fan house (NHLE: **1016090**). The proposed scheme would enhance the character and appearance of the Conservation Area through the reduction of iron ochre staining within the harbour.





Photo 26: Sugar tongue (left) and Lime Tongue (right) Customs Dock in the centre



Photo 27: The Old Custom House (Grade II listed, NHLE: **1086718**) is on the far left of this line of listed buildings. Adjoined to the Customs House are Grade II listed buildings: Dobson and Musgrave Warehouse (NHLE: **1336005**), 1 Hamilton Lane (NHLE: **1335962**) and 13 West Strand/Royal Standard (NHLE: **1086719**).



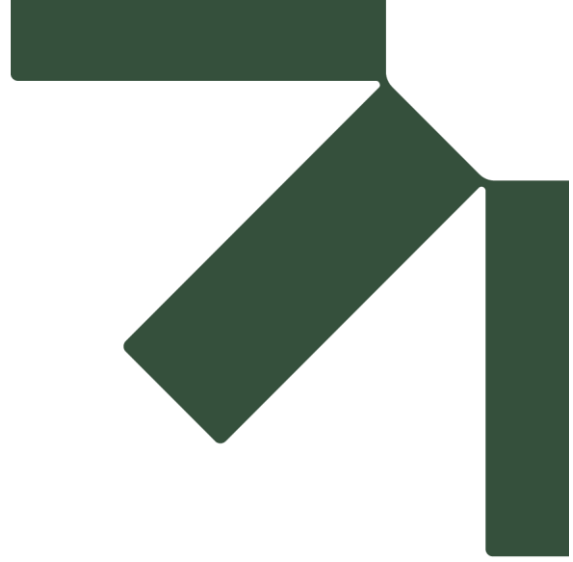


Photo 28: Tower Chapel of St Nicholas (Grade II listed, NHLE: **1038534**).



Photo 29: Character of Whitehaven town centre, illustrating the planned Georgian townscape established under the Lowther family, with its regular street layout and consistent building form.





Appendix B Significance and Assessment of Effects

B.1 Assessment of Heritage Significance

With reference to the policy contained within the (NPPF) 2024, the significance of heritage assets can be described in terms relating to their designated status. This essentially equates to assigning a descending level of significance as set out below.

1. **Designated heritage assets of the highest significance (importance)** are identified in Paragraph 213 of the NPPF as comprising Grade I and II* Listed buildings, Grade I and II* Registered Parks and Gardens, Scheduled Monuments, Protected Wreck Sites, World Heritage Sites and Registered Battlefields and non-designated heritage assets of archaeological interest which are demonstrably of equivalent significance to Scheduled Monuments (as identified in footnote 75 of the NPPF).
2. **Designated heritage assets of less than the highest significance (importance)** are identified in Paragraph 213 of the NPPF as comprising Grade II Listed buildings and Grade II Registered Parks and Gardens.
3. **Non-designated heritage assets** are defined within the Planning Practice Guidance (PPG) as *'buildings, monuments, Sites, places, areas or landscapes identified by plan-making bodies as having a degree of significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets'* (MHCLG 2019, Paragraph 39).

However, whilst acknowledging that assets have varying levels of designated status (as set out above), understanding the effect of a proposal rests on achieving an understanding of where the 'significance' of an asset lies and the effect of the proposed development on this 'significance'. The NPPF defines 'significance' as:

... the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic, or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

The NPPF glossary and the PPG provides a definition for these interests as:

- **Archaeological interest:** 'there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.'
- **Architectural and artistic interest:** 'These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.'
- **Historic interest:** 'An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.'

The guidance, *Statements of Heritage Significance: Analysing Significance in Heritage Assets, Historic England Advice Note 12* (Historic England 2019), concurs with the use of this terminology and methodology, both of which are thus adopted for the purposes of this report.



With specific regard to the assessment of impacts to designated heritage assets as stated within the NPPF “*significance derives not only from the physical fabric of a heritage asset but also from its setting*” (MHCLG 2024, Annex 2, 78).

In respect of identifying the importance of setting to the identified significance of a heritage asset, Historic England’s good practice guidance presented in *Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)* (Historic England 2017) will be utilised; specifically, the five-step approach to assessment:

- **Step 1** – Identify which heritage assets and their settings may be affected;
- **Step 2** – Assess the degree to which settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated;
- **Step 3** – Assess if any change to the setting identified would affect the appreciation/ understanding of an asset’s significance (there may be no change);
- **Step 4** – Explore ways to maximise enhancement and avoid or minimise harm;
- **Step 5** – Make and document the decision and monitor outcomes.

A non-exhaustive list provided within the document (Historic England 2017) identifies themes such as:

- physical surroundings:
 - topography;
 - aspect;
 - functional relationships and communication;
 - history and degree of change over time; and
- sense of enclosure, seclusion, intimacy, or privacy:
 - experience;
 - views from, towards, through, across and including the asset;
 - intentional inter-visibility with other historic assets and natural features; and
 - sense of enclosure, seclusion, intimacy, or privacy.

B.2 Assessment of Effects

An understanding of the presence / absence of heritage assets, their designated status and their significance provided by the above approach allows for a detailed and justifiable determination of how proposals would affect the archaeology and heritage resource. Once an understanding of significance has been achieved, the effect of proposals can be gauged on the basis of how the proposed development would affect the significance of the asset.

Potential development effects to designated heritage assets are discussed in terms of harm to significance. As clarified in the High Court, preservation does not mean no change; it specifically means no harm.¹ This is echoed in *Managing Significance in Decision-Taking in the Historic Environment Historic Environment Good Practice Advice in Planning: 2* (Historic England 2015), which states that “*Change to heritage assets is inevitable but it is only harmful when significance is damaged*”.

Where harm is identified, the NPPF, references the following levels of harm with respect to **designated heritage assets**:

¹ *R (Forge Field Society) v Sevenoaks District Council [2014] EWHC 1895 (Admin)*



- **‘Substantial harm or total loss’**

Being a level of harm that would “have such a serious impact on the significance of the asset that its significance was either vitiated altogether or very much reduced...”; and

- **‘Less than substantial harm’**

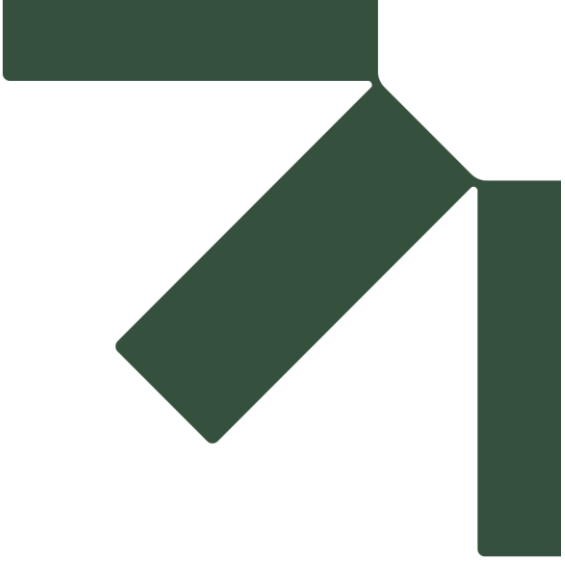
Being any lesser level of harm than that defined above; recent case law has confirmed that this includes any level of harm (not considered substantial) regardless of its quantification, e.g., the finding of a ‘negligible’ level of harm must still be treated as less than substantial harm and be weighed in the balance under paragraph 209.

With reference to the broad parameters referenced above, the PPG provides that the category of harm identified for any given asset be ‘explicitly identified’, and that the extent of that harm be ‘clearly articulated’ (MHCLG 2019, Paragraph 18). For purposes of this assessment, this can be done with reference to a ‘spectrum’, e.g., at the lower / upper end of the spectrum of less than substantial.

- **The NPPF does not provide that harm to non-designated heritage assets be categorised as ‘substantial’ or ‘less than substantial’, only that the scale of any harm or loss is articulated.**

The assessment of anticipated development effects can thus be seen to have been undertaken in accordance with a robust methodology, formulated within the context of current best practice, the relevant policy provisions, and key professional guidance.





Appendix C Policy & Legislation

C.1 Statute

Designated heritage assets protected by statutory legislation comprise Scheduled Monuments, Protected Wrecks, Listed Buildings and Conservation Areas.

Nationally significant archaeological sites, monuments and structures are protected under the **Ancient Monuments and Archaeological Areas Act (1979)**.

Listed Buildings and Conservation Areas are protected under the **Planning (Listed Building and Conservation Areas) Act (1990)**. In relation to development proposals, the legislation states that:

... in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the secretary of state shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (Section 66).

With regards to Conservation Areas, it states that:

... with respect to any buildings or other land in a conservation area, of any [functions under or by virtue of] any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area (Section 72).

C.2 Planning Policy

National Planning Policy Framework (2024)

Applicable national policy comprises the National Planning Policy Framework (2024), and specifically the following paragraphs:

Paragraph 207, which states that:

In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a Site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraphs 212 and 213, which provide for designated heritage assets, and state respectively that:

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance; and

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;



b) assets of the highest significance, notably scheduled monuments, protected wreck Sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

Paragraph 214, which relates to instances of ‘substantial harm’, and states that:

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the Site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
- d) the harm or loss is outweighed by the benefit of bringing the Site back into use.*

Paragraph 215, which relates to instances of ‘less than substantial harm’, and states that:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 216, which relates to non-designated heritage assets, and states that:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

C.3 Local Planning Policy

Copeland Local Plan 2013 - 2028

The application site lies within the administrative area of Cumberland Council. The statutory development plan includes the adopted Copeland Local Plan 2021–2039, which provides the principal local planning policy framework for determining planning applications affecting the historic environment.

The Local Plan recognises that the historic environment contributes significantly to the area's character, identity and economic vitality, and seeks to ensure that heritage assets are appropriately conserved and managed whilst enabling sustainable development.

The principal policies relevant to this assessment are Policy BE1 (Historic Environment) and Policy BE2 (Designated Heritage Assets). These policies require development proposals to conserve the significance of heritage assets, including the contribution made by their settings, and to ensure that any harm is avoided where possible or otherwise appropriately justified. They also seek opportunities for proposals to better reveal the significance of heritage assets and reinforce local distinctiveness.

The relevant extracts of these policies are reproduced below.

Policy BE1 – Historic Environment

Heritage assets and their setting will be preserved and enhanced by:



- *Requiring a Heritage Impact Assessment or Heritage Statement where the proposal would affect a heritage asset*
- *Maintaining up-to-date records of the character and significance of Conservation Areas through Conservation Area Appraisals and management plans*
- *Giving great weight to the conservation of Copeland's designated heritage assets when decision making*
- *Ensuring that new development is sympathetic to local character and history*
- *Promoting heritage-led regeneration initiatives in Copeland, particularly within the town centres*
- *Continuing to identify heritage assets that are "at risk" and work with partners to develop strategies for their protection*
- *Supporting proposals for the appropriate reuse of vacant historic buildings, recognising that putting buildings into viable uses consistent with their conservation can help sustain and enhance their significance*
- *Supporting proposals that increase the enhancement, promotion and interpretation of Copeland's architectural and archaeological resources*
- *Preserving and enhancing the Outstanding the Universal Value of the Frontiers of the Roman Empire (Hadrian's Wall) and English Lake District World Heritage Site including their integrity and authenticity. Proposals that may have an impact on the World Heritage Sites or their setting should accord with the World Heritage Site Management Plan.*
- *Producing a local list of non-statutory but locally important heritage assets which are of architectural or historic interest or make a significant contribution to the character and/or appearance of the area.*
- *Strengthening the distinctive character of Copeland's settlements, through the application of high-quality design and architecture that respects this character and enhances the setting of heritage assets.*

Particular attention will be paid to the conservation and enhancement of those elements which contribute most to Copeland's distinctive character and sense of place.

Policy BE2 – Designated Heritage Assets

Development should preserve or enhance designated heritage assets (or an archaeological site of national importance) and their setting. The more important the asset, the greater weight that will be given to its conservation. Proposals that better reveal the significance of heritage assets will be supported in principle.

Any harm to, or loss of, the significance of the designated heritage asset will require clear and convincing justification. Development that will lead to substantial harm to, or total loss of significance to, a designated heritage asset, will only be accepted where there are substantial public benefits that outweigh the harm or where all of the following apply:

- a) all reasonable uses of the site have been fully considered and all reasonable uses of the site are prevented by the nature of the heritage asset; and*
- b) no viable use can be found in the medium term through appropriate marketing that will enable its conservation; and*



- c) all options for conservation by grant-funding or some form of not for profit charitable or public ownership have been explored and the applicant can demonstrate none are possible; and*
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.*

Substantial harm to, or loss of:

- Grade II listed buildings or Grade II registered parks or gardens, should be exceptional;*
- Scheduled Ancient Monuments, protected wreck sites, registered battlefields, Grade I and II* listed buildings, Grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

Where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm will be weighed against the public benefits of the proposal.

Where loss of the whole or part of a designated asset is accepted, the developer will be required to take all reasonable steps to ensure that the new development will proceed after the loss has occurred. The following may also be required:

- 1) The undertaking of an appropriate level of survey and making of a public record which may also include an archaeological excavation*
- 2) The provision or replacement of comparable quality and design*
- 3) The salvage and reuse of special features within the replacement development*

Conservation Areas

Proposals that preserve or enhance the character or appearance of a Conservation Area, especially those elements which have been identified in a Conservation Area Appraisal as making a positive contribution to its significance will be supported.

Demolition within a Conservation Area will only be permitted where the building does not make a positive contribution to the character and appearance of the Area.

Relevance to the Proposed Development

The proposed works comprise Ground Investigations to inform an understanding of the construction and fabric of Whitehaven Harbour, which will inform the methodology of a proposed discharge pipe within, on and adjacent to the historic fabric of the harbour. Dependant on the Ground Investigation results, the possible pipe will intercept and redirect the iron ochre-contaminated discharge away from the harbour, with the outfall located on the northern side of North Harbour. The works have the potential to directly affect designated heritage assets, principally the Grade II listed North Wall and Old North Wall (NHLE: 1038936), and to affect the significance of the Whitehaven Conservation Area and the setting of other designated heritage assets. Consequently, the proposal must demonstrate that the significance of these heritage assets has been fully understood and that the works have been designed to conserve that significance in accordance with the statutory duties, national planning policy and the adopted development plan.

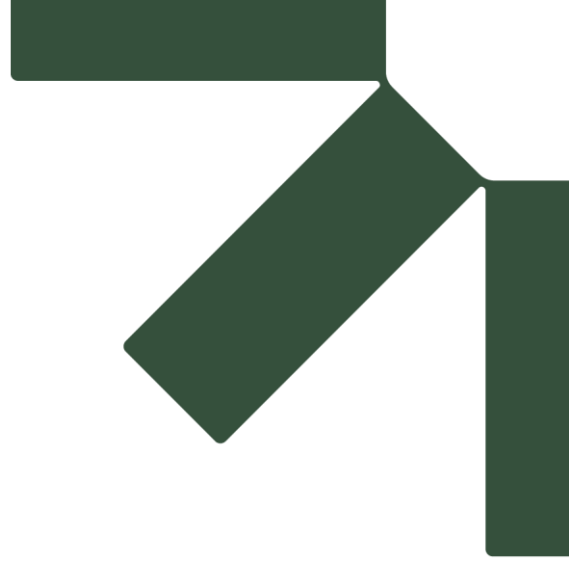
Conversely, the proposed scheme is expected to deliver a substantial heritage benefit by removing the source of the iron ochre contamination that is currently affecting the historic harbour. This will improve the appearance and appreciation of designated heritage assets, including the listed harbour structures and the Old Quay Scheduled Monument (SM NHLE: 1004593), through the long-term reduction of ochre staining to the historic masonry and associated structures.

This Heritage Impact Assessment has therefore been undertaken having regard to the legislative framework, national planning policy and the relevant local planning policies set out above. The



assessment concludes that the proposed development accords with the objectives of these policies by conserving the significance of the affected heritage assets whilst facilitating works that will reduce the ongoing adverse effects of iron ochre contamination on the harbour environment. The Ground Investigations will require limited, localised intervention to the historic harbour fabric. Where sections of harbour paving or masonry are disturbed, they will be carefully recorded, removed and reinstated on a like-for-like basis using the original materials wherever practicable, thereby ensuring that the significance, character and appearance of the heritage assets are preserved. The proposal has also been designed to minimise impacts on the historic fabric and setting of the nearby associated designated heritage assets, while delivering a long-term environmental improvement that will enhance the appearance and appreciation of Whitehaven Harbour.





Appendix D Heritage Asset Gazetteer

D.1 Designated Heritage Assets within 500m Radius

NHLE Ref	Asset Name	Designation / Listing
1004593	OLD QUAY AND OLD QUAY LIGHTHOUSE	Scheduled Monument
1020460	WHITEHAVEN OLD FORT	Scheduled Monument
1016090	DUKE PIT FAN HOUSE	Scheduled Monument
7992	WHITEHAVEN TOWN CENTRE	Conservation Area
1038305	50, CHURCH STREET	Grade II listed
1038324	30-34, CHURCH STREET (See details for further address information)	Grade II listed
1038534	THE ST NICHOLAS CENTRE	Grade II listed
1038936	NORTH WALL AND OLD NORTH WALL (ENCLOSING NORTH HARBOUR)	Grade II listed
1086716	WAVERLEY HOTEL	Grade II listed
1086717	WELLINGTON HOUSE	Grade II listed
1086718	OLD CUSTOM HOUSE	Grade II listed
1086719	No. 13, WEST STRAND	Grade II listed
1086724	Market Hall	Grade II listed
1086725	GOLDEN LION HOTEL	Grade II listed
1086732	35, QUEEN STREET	Grade II listed
1086733	43, QUEEN STREET	Grade II listed
1086735	No. 133, QUEEN STREET	Grade II listed
1086736	140, QUEEN STREET	Grade II listed
1086738	No. 10, ROPER STREET	Grade II listed
1086743	57,58, ROPER STREET	Grade II listed
1086745	32-35, SCOTCH STREET	Grade II listed
1086746	84-95, SCOTCH STREET	Grade II listed
1086747	CHURCH OF ST JAMES THE GREATER	Grade II listed
1086748	NOS 1-11 (ALL WITH IRON RAILINGS TO FRONT STEPS)	Grade II listed
1086760	22-24, LOWTHER STREET	Grade II listed
1086761	26, LOWTHER STREET	Grade II listed
1086762	37, LOWTHER STREET	Grade II listed
1086763	44-47, LOWTHER STREET	Grade II listed
1086764	CLYDESDALE BANK	Grade II listed
1086769	10, COLLEGE STREET	Grade II listed
1086771	4,5, DUKE STREET	Grade II listed
1086772	CO-OPERATIVE STORE	Grade II listed
1086773	WHITTLES FURNITURE STORE	Grade II listed
1086774	43,44, DUKE STREET	Grade II listed
1086775	46-50, DUKE STREET	Grade II listed
1086776	SOMERSET HOUSE	Grade II* listed
1086777	53, DUKE STREET	Grade II listed
1086778	54,55, DUKE STREET	Grade II listed
1086779	TOWN HALL	Grade II listed
1086780	CENTRAL HOTEL	Grade II listed
1086789	70, GEORGE STREET	Grade II listed
1086790	73, GEORGE STREET	Grade II listed
1086804	OLD QUAY	Grade II listed
1086805	OLD QUAY LIGHTHOUSE	Grade II listed
1086806	WEST PIER LIGHTHOUSE	Grade II listed
1086809	1-16, CHURCH STREET	Grade II listed
1086810	49, CHURCH STREET	Grade II listed



NHLE Ref	Asset Name	Designation / Listing
1086811	54-57, CHURCH STREET (See details for further address information)	Grade II listed
1086812	MASONIC HALL	Grade II listed
1207711	71,72, GEORGE STREET	Grade II listed
1207716	83,84,85,86A,86B,86C,87, GEORGE STREET	Grade II listed
1207843	25, LOWTHER STREET	Grade II listed
1207853	38, LOWTHER STREET	Grade II listed
1207971	WULSTAN HALL	Grade II listed
1207995	COLUMBA CLUB	Grade II listed
1208127	31A,31B, SCOTCH STREET	Grade II listed
1247788	NO 56, WITH OUTBUILDINGS AND WAREHOUSE TO REAR	Grade II listed
1247789	55, ROPER STREET	Grade II listed
1247790	37-41, RUDDS COURT, ROPER STREET	Grade II listed
1247813	NO 1 WITH WAREHOUSE ATTACHED TO REAR	Grade II listed
1247814	35, TANGIER STREET	Grade II listed
1247816	AIR SHAFT CAP TO FORMER RAILWAY TUNNEL AT NGR	Grade II listed
1263925	NO 54 WITH PROPERTIES TO THE REAR (FORMERLY RUDD'S COURT)	Grade II listed
1263937	AIR SHAFT CAP TO FORMER RAILWAY TUNNEL	Grade II listed
1263963	METHODIST CHURCH AND SUNDAY SCHOOL	Grade II listed
1263964	THE KIRK MISSION HALL, GATEPIERS AND ATTACHED BOUNDARY WALL	Grade II listed
1279531	PACK HORSE PUBLIC HOUSE	Grade II listed
1279534	STRAND HOUSE	Grade II listed
1279718	1,2, KING STREET (See details for further address information)	Grade II listed
1335962	1, HAMILTON LANE	Grade II listed
1335967	WEST PIER	Grade II listed
1335968	OLD FORT	Grade II listed
1335969	BONDED WAREHOUSE	Grade II listed
1335971	51-53, CHURCH STREET	Grade II listed
1335979	14, SCOTCH STREET	Grade II* listed
1335981	GATE PIERS AT CHURCH OF SAINT JAMES	Grade II listed
1335985	7-17, LOWTHER STREET	Grade II listed
1335986	BARCLAYS BANK	Grade II listed
1335987	39-42, LOWTHER STREET	Grade II listed
1335988	SAVINGS BANK	Grade II listed
1335991	COLLEGE CHAMBERS	Grade II listed
1335994	96,97, DUKE STREET	Grade II listed
1335995	GLOBE HOTEL	Grade II listed
1336005	DOBSON AND MUSGRAVE WAREHOUSE	Grade II listed
1336012	132, QUEEN STREET	Grade II listed
1374256	OLD NEW QUAY	Grade II listed
1390499	THE WATCH HOUSE	Grade II listed
1480249	North-East Gate and Railings, St Nicholas Gardens	Grade II listed



D.2 HER Non-Designated Assets within 500m Radius

Ref	Name	Period	Status	Short Description
11959	Whitehaven Gas Works	Unknown		
11956	Brocklebank's Shipbuilding Yard / Whitehaven Shipbuilding Company	Post medieval		
4174	William Pit, Whitehaven	Post Medieval		
12853	Patent Slip, Whitehaven	Post Medieval		
4873	No 2 The Staithes/Staith House, Whitehaven	Post Medieval		Early 18 th century warehouse, subsequently used as control centre for the Staithes and as a house for Wellington Pit weighman.
1176	The Old Fort, Whitehaven	Post Medieval	Scheduled Monument; Listed Building	The plan of the fort is known through a 1978 excavation.
4173	Wellington Pit	Post Medieval		Wellington Pit was unique in the history of the British coal industry in being designed by a renowned architect, Robert Smirke, in a grandiose Gothic style. The pit was sunk around 1840 and operated until the 1930s Gothic style. The pit was sunk around 1840 and operated until the 1930s
4218	Old Quay, Whitehaven	Post Medieval	Scheduled AM	
12838	Bransty Arch, Whitehaven	Post Medieval		
12855	Kennedy Shipyards, Whitehaven	Post Medieval		
12854	Bransty Row Dyeworks, Whitehaven	Post Medieval		Dyeworks that may have been established by the Washington family in the early 18 th century. Partially excavated in 2019 which revealed buildings that are shown on the 1874 OS map.
12849	James Pit Reservoir, Whitehaven	Post Medieval		
12852	Scotch Street Tannery, Whitehaven	Post Medieval		



Ref	Name	Period	Status	Short Description
12851	Scotch Street Linen Thread Manufactory, Whitehaven	Post Medieval		
12850	Scotch Street Steam Mill, Whitehaven	Post Medieval		
12866	Whitehaven Workhouse	Post Medieval		
5459	Somerset House, Duke Street, Whitehaven	Post Medieval	Listed Building	Grade 2*. Built in 1750, it was used as a house until 1791 when subsidence caused it to be abandoned. Used as coal mine offices from c.1800-1970, it was then used by Cumbria Country Council until c.2010; converted into flats in 2013.
4173	Candlestick Chimney, Wellington Pit	Post Medieval		Iconic chimney of Wellington Pit, designed by Robert Smirke and constructed in the 1840's.
12836	Howgill Staithes/The Hurries, West Strand, Whitehaven	Post Medieval		Howgill Staithes, or the 'Hurries' to use the local term, was established in the late-1730s. Parts of their rear walls survive, revetting the cliff either side of The Beacon Museum.
41158	Scott & Whitesides Shipbuilding Yard, Whitehaven	Post medieval		
41159	Bransty Timber Yard, Whitehaven	Post medieval		
41236	The Lonsdale Hotel / Railway Hotel / Grand Hotel, Whitehaven	Post medieval		
41245	Bransty Station, Whitehaven	Post medieval		
41245	Beacon Mills / Quaker Oats Ltd, Whitehaven	Modern		
41349	The North Shore Printing Works, Whitehaven	Modern		
41350	Littledale's Ropery, later Brocklebank & Co Ropery	Post medieval		



Ref	Name	Period	Status	Short Description
41351	Wm Wilson & Co Timber Yard, Whitehaven	Post medieval		
12856	Old Fort Lime Kiln, Whitehaven	Post Medieval		
12846	Church of St Nicholas / The St Nicholas Centre, Whitehaven	Post Medieval	Listed Building	
2750	Howgill Inclined Plane	Post Medieval		The Howgill Incline was constructed in 1813 and survives as a prominent feature.
43540	Pears House, Duke Street, Whitehaven	Post medieval, Modern		
43541	Whitehaven Harbour and Marine Office, Duke Street, Whitehaven	Post medieval, Modern		
43542	Williamson Lane Outbuilding, Whitehaven	Modern, Post medieval		
12841	Whitehaven Castle	Post Medieval?		
43794	Public Baths, Duke Street, Whitehaven	Post Medieval		
43837	65-76 Duke Street, Whitehaven	Post medieval, Modern	Delisted	
26299	140 Queen Street, Whitehaven	Post medieval	Listed Building	
43919	Fox Lane Warehouse, Whitehaven	Post medieval		
43920	Carter Lane School, Whitehaven	Modern		
26713	Bonded Warehouse opposite Nos 15 & 16 Catherine Street, Whitehaven	Post-medieval		The building was probably a C18 stone warehouse with a new hipped slate roof. It was first listed (grade II) on 13th September 1972. It was demolished c 1985 and Listed Building Consent for the demolition of the building was approved on 16 July 1985.



Ref	Name	Period	Status	Short Description
44232	YWCA, Whitehaven Marina	Modern; Modern		Originally the site of a 19 th century coal merchants. It burnt down c.1905 and was rebuilt by Whitehaven Congregational Church as Bethel Seaman's Mission. In 1942 it became a YWCA. It has stood empty since 2001. It was surveyed by J J Reed in 2014 prior
44319	Friends Meeting House (former Sunday School), Scotch Street	Post Medieval	Listed Building	The closed meeting house has medium significance as a former Sunday school built in the 1870s by a Non-Conformist Church in Whitehaven but is hidden from surrounding streets by adjoining buildings.
44345	5-9 Albert Square	Post Medieval		This short terrace of late-C19 date is recommended for removal from the List for the following principal reasons: * Date: it has been clearly established by historic map evidence that it was constructed between 1863 and 1899 rather than in the first half
44545	Nos.37-41 Rudds Court (Formerly listed as No 53, Roper Street, The Shakespeare Public House)	Post Medieval; Modern	Listed Building	Former public house (derelict at time of inspection, September 1989). Circa 1860s. Now housing.
44589	The Waterfront No. 13. West Strand (Former Royal Standard Hotel)	Post Medieval	Listed Building	Former music hall at rear is now demolished. Shown on OS 1866 1:500 map, now The Waterfront (restaurant) June 2017
44590	No.133. Queen Street (Formerly listed as: Westminster Bank)	Post Medieval	Listed Building	
44591	No.10 Roper Street, (Formerly listed as: Royal Hotel)	Post Medieval; Post Medieval; Modern	Listed Building	1st half of C18. First shown as a public house on OS 1899 25-inch map. Now flats (June 2017).
44928	Pillbox, Bransty Row, Whitehaven	Modern		World War II pillbox. Said to be a type 23.
44971	Police Station & Magistrates Court, Scotch Street	Post Medieval		Combined police station and magistrates court constructed between 1815 and 1866. The police station was converted to the records office in 1990, and the magistrates court was largely demolished in



Ref	Name	Period	Status	Short Description
				1995, leaving only a reconstructed section of wall of the
26192	6-8 Duke Street, Whitehaven	Post Medieval	Listed Building	A late Georgian/early Victoria tea warehouse and shop that was altered in 1889 to an Italianate style and extended in 1909.
26265	Lowther Street Methodist Church, Whitehaven	Post Medieval	Listed grade II	Methodist Church built in 1877. Closed 1995.
26267	Nos 44, 45, 46 & 47 Lowther Street, Whitehaven	Post Medieval	Listed grade II	A terrace of four early-18 th century houses
46092	Haig Incline, Whitehaven	Modern		Haig Incline was constructed in 1923 and took a rail line that ran from Haig Pit to the harbour. It comprised a deep cutting, measuring 5 metres deep and 5 metres wide.
46093	Jonathan Swift's House Bowling Green, Whitehaven	Post Medieval		A bowling green located immediately north of Jonathan Swift's House is shown on Spedding's 1752 plan
49095	Bowling Green Coastal Battery, Whitehaven	Post Medieval		Low earthworks and walls of a coastal battery of 18 th or 19 th century origin.
46097	Tom Hurd Rock Breakwater, Whitehaven	Post Medieval		A breakwater is shown on the 1760s map of Whitehaven running to Tom Hurd Rock.
4173	Wellington Pit Gate Lodge, Whitehaven	Post Medieval		Crenelated gate lodge to Wellington Pit which was designed by Robert Smirke as part of the Gothic pit complex. Constructed c1844.
46098	Harbour Incline, Whitehaven	Post Medieval		An inclined railway viaduct, constructed in 1816-1817, to carry stone from Ravenhill Quarry to the harbour.
4173	Wellington Pit Revetment Walls	Post Medieval		Complex sandstone revetments, 5m high, incorporating fabric from the 1840's when Wellington Pit was constructed. Probably includes remains of coal drops.
4173	Wellington Pit Revetment Walls	Post Medieval		Massive revetment walls dating from the construction of Wellington Pit in c1840



Ref	Name	Period	Status	Short Description
4173	Wellington Pit Revetment Walls	Post Medieval		Revetment wall probably dating to the construction of Wellington Pit in c1840.
46101	Old Quay Battery, Whitehaven	Post Medieval		Documentary references state that in 1708 there was a 'platform' where cannon was mounted at the landward end of Old Pier. Probably also shown on Pellin's 1705 plan.
4166	Duke Pit, Whitehaven	Post Medieval		Duke Pit was sunk in the mid-18 th century initially as a coal-drawing pit and was subsequently used as a fan pit for nearby Wellington Pit.
11957	James Pit Colliery	Post medieval		
12837	Old Observatory, Wellington Row, Whitehaven	Post medieval		
1669	Old Quay Lighthouse	Post Medieval	Listed Building, Scheduled AM	
12883	Marine School	Post medieval		
40290	Piscina Find, St Nicholas Church, Whitehaven			
41160	Bransty House, Whitehaven	Post medieval		
5554	Whitehaven Pier Salt Works, Whitehaven	Post medieval		Late 17 th century plans show salt pans and panhouses at this location.
41708	Bransty Saltworking Site, Whitehaven	Medieval? Post medieval		
43085	Gaming Piece Find, Whitehaven	Medieval / Post Medieval		
12884	Whitehaven Police Station			
44513	16 Roper Street	Post Medieval		1st half of C18, 3 storeys. Fine shop front with fluted Ionic pilasters, fascia and cornice. Demolished and now delisted.
44514	30 Queen Street	Post Medieval		Late Georgian. Scored stucco, 3 tall storeys, moulded cornice, panelled door up 3 steps with fanlight, moulded architraves with dentilled



Ref	Name	Period	Status	Short Description
				cornice and pediment on scroll consoles. Demolished c.1977/8 and now delisted.
44515	Nos.31-2, Queen Street	Post Medieval		The buildings at Nos.31-2 Queen Street were C19 houses featuring scored stucco. They were first Grade II listed on 13 September 1972. 31, Queen Street was found too dangerous and was demolished in 1978 without LBC. 32, Queen Street was demolished in the m
44516	Nos.127-31 Queen Street	Post Medieval		The building at 127-131, Queen Street was a mid C18 house featuring scored stucco. It was first Grade II listed on 13 September 1972. The site was cleared for development in 1979. Delisted 23/09/2016.
44517	Fox and Grapes, 125A-126 Queen Street	Post Medieval		The building at Queen Street was a mid C18 square building featuring scored stucco, moulded cornice and corner pilasters. It was first Grade II listed on 13 September 1972. The site was cleared for development in 1979. Delisted 23/09/2016.
46099	Steam Tug Tavern, West Strand, Whitehaven	Post Medieval		Steam Tug Tavern is marked on the 1863 1st ed OS map.
46100	Wellington Inn, West Strand, Whitehaven	Post Medieval		Wellington Inn is marked on the 1863 1st ed OS map.
43833	Whitehaven Junction Railway / L&NWR Whitehaven Junction Railway	Post medieval		
43834	Whitehaven and Furness Junction Railway / Furness Railway	Post medieval		
44745	Old New Quay	Post Medieval	Listed Building	Stone built 1741 and lengthened in 1767. Grade 2.
46094	Saltom Wagonway, Whitehaven	Post Medieval		Three sections of wagonway shown on Spedding's 1752 plan that were abandoned once the Howgill Incline was constructed in 1813.



