

**LANCASHIRE
HISTORIC TOWN
SURVEY PROGRAMME**

LYTHAM ST ANNES

**HISTORIC TOWN
ASSESSMENT REPORT**

MAY 2006

Lancashire County Council and Egerton Lea Consultancy
with the support of English Heritage and Fylde Borough Council

The Lancashire Historic Town Survey Programme was carried out between 2000 and 2006 by Lancashire County Council and Egerton Lea Consultancy with the support of English Heritage.

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SUMMARY

The Lancashire Historic Town Survey Programme

This assessment report is a key end product of a survey of Lancashire's historic towns carried out by the county's Archaeology and Heritage Service, with the Egerton Lea Consultancy, between 2001 and 2006. The project, part of a national programme of work coordinated by English Heritage, comprised a three-stage survey of the historical and archaeological aspects of each of the thirty-three towns selected in Lancashire. The programme aims to re-evaluate the national archaeological resource and to provide comprehensive, rigorous and consistent base-line information against which research, regeneration and land use planning objectives may be set. The programme has three principal outputs: new data added to the Lancashire Sites & Monuments Record, a comprehensive report (submitted as this document) that contains background information on the historical development and the current archaeological knowledge of each town, and a shorter Historic Environment Management Guidance report, which outlines strategies for conservation and enhancement.

Lytham St Annes – Archaeological and Historical Summary

Although St Annes like Fleetwood was established in the nineteenth century on an almost virgin site, Lytham grew from an existing settlement. Unlike nineteenth century Blackpool and Morecambe which absorbed existing historic settlements as they grew, Lytham expanded out from an historic core in a similar fashion to most of the inland towns of Lancashire. The township of Lytham was in existence by 1066 and at that time formed part of Earl Tostig's Amounderness lordship (Farrer and Brownbill 1912, 214). In 1086 it was a manor of two ploughlands held in thegnage by Raghanal (Fishwick 1907, 2). About 1190 Raghanal's great grandson, Richard Fitz Roger, endowed the township of Lytham on the Priory of Durham.

A cell of the Priory was established at Lytham on the site later occupied by Lytham Hall. The charter granting the endowment describes its bounds as almost identical to the boundaries of the township (Fishwick 1907, 3). As a consequence when the monastic cell was dissolved in the mid-sixteenth century the manor and township were virtually co-extensive, passing intact in 1554 to Thomas Holcroft (Farrer and Brownbill 1912, 215). The implications of this are that manorial control remained strong and the right to alienate and develop land within the township was largely retained by the manorial lord into the nineteenth century. Holcroft conveyed the estate to Sir Richard Molineux who sold it to Cuthbert Clifton in 1606 (Fishwick 1907, 10). The Cliftons held the manor into the twentieth century so that in 1912 it could be stated that "*the lord of the manor, who is practically the sole landowner, is Mr John Talbot Clifton, who resides at Lytham Hall*" (Farrer and Brownbill 1912, 215).

The shape and character of the early nineteenth century village of Lytham suggests that it originated as a settlement in that form in the medieval period. It seems to have been a two row funnel-shaped settlement with a market area at the west end (LRO DDCI 522). By 1676 the population of the township may have been as high as 800 (based on a churchwardens visitation; Fishwick 1907, 20-24), most of whom would have resided in Lytham. This indicates that it was a relatively large settlement by contemporary Lancashire standards and may have acted as a local customary market centre serving the district between Layton and Kirkham. No market charter was given to Lytham before 1848 (Farrer and Brownbill 1912, 214) but not only does the settlement's layout suggest that it had a much earlier market, within the presumed market area in 1844 was an open area in which was marked the site of fish stones (OS 1848 1:10560 67).

Until the later eighteenth century Lytham appears to have been an unremarkable market village, though probably the largest settlement in the western Fylde after Poulton-le-Fylde. In 1813 Lytham was the subject of a pamphlet describing its appearance and its environs in which it was stated that "*the present village of Lytham, previous to it being frequented by bathers, was an obscure place*" (quoted in Parry 1983, 39). It seems to have risen to attention in the late eighteenth century as a consequence of its resort potential. Sufficient visitors were arriving by the last decade of that century to warrant the erection of two hotels, the Wheatsheaf in 1794 and the Clifton Arms in 1796 (Brown 1992, 8) and around the same time it acquired a gaol (Ramsbottom 1996). By 1812 a scatter of houses had been built south of the ancient settlement centre towards the shore (LRO DDCI 522). The success of the embryonic resort was such that, by 1824, Baines was able to state that, "*accommodation is to be had here of all sorts, from the highest to the most humble*" (54-5). However, much of Lytham's growth at the time, was attributable to the more wealthy choosing to settle or at least to have use of a 'holiday home' there. "*The increase of Lytham has not been so rapid as in many villages where the people are engaged in manufactures: but a considerable part of the visitors and settlers within the last twenty years have been opulent individuals, who were induced by the beauty of the spot, and the benefits from bathing in sea water, to resort to this pleasing village*" (Corry 1825).

In 1830 Lytham was significant enough to have featured in a publication in which its facilities and virtues as a resort were compared with those of Blackpool and Southport (Whittle 1830). By the early 1840s it was clearly a very popular resort as it was stated that, "*beyond Warton, upon the Ribble estuary, is Lytham, a great resort of the inhabitants of Preston and the interior towns of the county for sea-bathing... ..this is a thriving place, of very considerable antiquity, built in the style of most watering places of the smaller class, consisting of a street running parallel with the shore*" (Redding and Taylor 1842, 293-4). In the early nineteenth century Lytham also had growing importance as a port. The Ribble Navigation Company had been established in 1806 to examine ways of improving navigation in the Ribble Estuary (Drakes 1986, 9-10). With the Ribble too silted to allow easy access through to Preston, Freckleton and Lytham became Preston's ports.

Even so, the settlement was not hugely different in 1846 to 1812 (OS 1848 1:10,560). The area adjacent to the shore had certainly been more extensively developed and infilled as reflected in a 50% increase in the population by 1831, over the c 1000 inhabitants present in 1811 (Ramsbottom 1996). As with most seaside resorts rapid expansion was not possible until the arrival of the railway which facilitated accessibility to the majority of people (Newman 2002, 160). In 1846 a branch line of the Preston to Wyre Railway was opened from Kirkham. The Clifton lords of the manor were one of the main subscribers to the new line (Ramsbottom 1996). Lytham was recognised as a developing town by having a local board formed in 1847, a status physically represented by the erection of the market house a year later (Farrer and Brownbill 1912, 214) and by 1861 the population had risen to 3,194 (Fishwick 1907, 26). By the end of the nineteenth century Lytham had a population of 7,185 (Farrer and Brownbill 1912, 214) but by that time its sister town of St Annes had developed.

St Annes was a purpose-built resort constructed after a railway line had linked Lytham to Blackpool in 1863 and was later connected to the Kirkham branch line in 1874 (Ramsbottom 1996). This allowed passengers to travel from Preston along the coast towards Blackpool, therefore providing an opportunity for the development of a resort at the mouth of the Ribble estuary. The western portion of the Lytham township contained the large hamlet of Heyhouses and in 1872-3 the church of St Anne's was built there (Farrer and Brownbill 1912, 218) at Lady Eleanor Clifton's expense (Brown 1992, 1). A year later Elijah Hargreaves, an east Lancashire landowner and entrepreneur, formed a company called the St Annes Land and Building Company and leased 600 acres from the Clifton Estate (Brown 1992, 1; Ramsbottom 1996), situated in the vicinity of St Anne's church. The intention was to build a new resort taking its name from the church. Construction

began in 1875 and it was described as an “*embryo town*” in 1876 (Porter, 452). A local board was created for Heyhouses in 1878 (Farrer and Brownbill 1912, 214). The town of St Annes grew rapidly and by 1901 had a population of 6,838 (Farrer and Brownbill 1912, 214), making it almost as large as Lytham.

In 1894 the parish of Lytham was divided into two townships, one for Lytham and one for St Annes, and each administered through an urban district council (Farrer and Brownbill 1912, 214). By 1909 the growth in the intervening years of the suburb of Fairhaven to the south east of St Annes and of Ansdell to the west of Lytham meant that the two urban areas were separated only by a golf course (OS 1911 1:2,500). In 1900 and again in 1916 it was proposed to amalgamate St Annes with Blackpool but the schemes were resisted, and in 1922 Lytham and St Annes townships were rejoined and the towns amalgamated becoming the Municipal Borough of Lytham St Annes (Ramsbottom 1996). The combined town had a population of about 25,000 (Ramsbottom 1998).

Along with Lancashire’s other seaside resorts Lytham St Annes continued to thrive and grow during the inter-war years. It became an especially appealing place to golfers and first held the British Open in 1926 (Brown 1992, 48). Golf ensured that the town had a genteel and restrained atmosphere. Lytham attracted the wealthy and St Annes the retired (Parry 1983, 77-8). During this period the building of detached and semi-detached residences extended the town to the borders of Blackpool.

1. INTRODUCTION

1.1 Project background

This report is an archaeological and historic urban landscape assessment of Lytham St Annes and forms part of the Lancashire Historic Town Survey. The survey comprises an assessment of thirty-three towns within the county, with a report produced for each town.

The Lancashire project is part of English Heritage's national Extensive Urban Survey Programme, which grew out of the Monuments Protection Programme. This still ongoing programme aims to re-evaluate the national archaeological resource and to provide comprehensive, rigorous and consistent base-line information against which research, regeneration and land use planning objectives may be set. The recognition that urban areas themselves are archaeological monuments has led to a shift away from the identification of individual sites within towns to a more holistic appreciation of the entire historic urban fabric.

The Lancashire project is being undertaken by Lancashire County Council with Egerton Lea Consultancy and is funded by both the County and English Heritage. It is based on a survey commissioned by Lancashire County Council and carried out by the Lancaster University Archaeological Unit in 1997, which resulted in the compilation of the *Lancashire Extensive Urban Archaeological Survey Assessment Report* in January 1998 (LUAU 1998a). This report was used to develop a specification for the assessment of individual towns, the *Lancashire Historic Town Survey Project Design*, which was submitted by the Archaeology and Heritage Service of the Environment Directorate of Lancashire County Council to English Heritage in January 2001. The full project commenced later in 2001 with the compilation of first stage reports by Egerton Lea on the pre-1900 historic elements of each town. To this the Council's Archaeology and Heritage team have added post-1900 data and an overall assessment of the nature and significance of the resource, to produce this report.

1.2 Project aims

The principal aim of the project has been to review and evaluate the archaeological and historical resource for the thirty-three defined towns within the post-1974 county of Lancashire. The resource was identified and assessed for significance, and strategies were proposed for its management.

Key objectives included the

- quantification of previous archaeological work,
- analysis of urban origins and development,
- identification and assessment of the broad historic character of each town,
- assessment of the potential for the preservation of significant archaeological deposits, and the
- identification of future research objectives.

The assessment was then to be used to help define new archaeological and conservation guidance strategies for each town. The Historic Town Survey for Lancashire forms part of the developing Lancashire Historic Environment Record Centre (an expanded version of the Lancashire Sites and Monuments Record). Here it is maintained as a nested dataset amongst the other conservation datasets used to assist in planning decision-making within the county (LCC 2001).

1.3 Project outputs

Principal project outputs include

- **Sites and Monuments Record (SMR) data.** New information added to the Lancashire Sites and Monuments Record. The SMR is the primary database for information on historical sites and archaeological remains in the county. It is used as a research and planning tool and is consulted as part of the development process.
- **Historic Environment GIS Data.** GIS-based information, supplied to those districts with the technology to receive it. The information includes data relating to SMR sites and statutory designated areas, the development of the individual towns over time, and the historic plan components that make up the present urban area.
- **Historic Town Assessment Report.** A comprehensive report, submitted as this document, that contains background information on the historical development and the current archaeological knowledge of each town. It also describes the historical interest of the surviving buildings, structures and plan components. The assessment report forms the basis for the strategies submitted as Historic Environment Management Guidance.
- **Historic Environment Management Guidance.** Based upon the assessment report, the final stage of the survey involved the formulation of a strategy for planning, conservation and management of the historic environment within each town. The strategy is presented as guidance with recommendations for local authorities and key agencies.

All the outputs, but in particular this Historic Town Assessment Report and its linked Historic Environment Management Guidance, will be used to inform a variety of planning, regeneration and research requirements, including:

- The continuing preparation of Local Plan policy and the preparation of Local Development Frameworks and thematic or Area Action Plans;
- Adoption as Supplementary Planning Documents;
- Input into Community Strategies and other neighbourhood initiatives;
- Input into regeneration and tourism strategies;
- Providing a context for Conservation Area appraisal, review and the establishment of new Conservation Areas;
- Facilitating the decision-making process for Housing Renewal initiatives, particularly within and adjacent to the East Lancashire Pathfinder areas;
- Input into National, Regional and Local Research frameworks.

It is intended that this assessment report and the management strategies should be accessible not only to planners, prospective developers and others involved in the planning process, but also to all those who have a general interest in a particular town and its historic environment. To this end, the information will also be made available on the County Council's website and at public libraries and record offices.

1.4 Project methodology

The project is based on the developing mechanisms for Extensive Urban Survey that have been applied elsewhere in England; these include the initial assessment undertaken for Tetbury in Gloucestershire (Heighway 1992), and work carried out in Cheshire, Essex and Somerset. In addition the recent Cornwall Industrial Settlements Initiative has influenced the approach, as many of Lancashire's towns owe their urban origins to industrialisation.

The Lancashire survey includes an additional aspect, however – urban characterisation. This specifically targets the broad archaeological and built heritage resource of the nineteenth-century industrial towns, a distinctive and significant feature of Lancashire's historic landscape. This aspect reflects the growing emphasis placed on characterisation for managing change in both the rural and urban environments. It also reflects the importance of local character in the definition of a sense of place, as emphasised in English Heritage's policy statement *Power of Place* (2000).

The methodology adopted for the Lancashire project followed the three-stage process of many of its predecessors, comprising:

- Stage 1 – Data-gathering
- Stage 2 – Assessment
- Stage 3 – Strategy.

The data-gathering methodology involved historical research and a field visit. Most information was entered directly into the Lancashire Historic Town Survey database, which was developed from existing databases. This was then used for analysis and, through the use of the ArcView GIS program, for the production of coloured base maps showing sites, designations, development phases, historic plan components and character areas.

The field visits examined the modern topography of each settlement, assessed likely areas of survival and destruction of deposits and structures, and created a basic photographic record in monochrome print and colour digital formats.

The assessment stage tries to answer two broad questions: firstly 'How has the settlement developed over time?' and secondly, 'What is the physical evidence of the past in today's townscape?'

In answering the first question the assessment included a chronological appraisal of the development of each town under the following headings:

- Prehistoric – up to cAD70
- Romano-British – cAD70-400
- Post-Roman and Early Medieval – 400-1050
- Medieval – 1050-1550
- Post-Medieval – 1550-1750
- Industrial and Modern – 1750-present

These chronological 'snapshots' or 'timeslices' (presented below in Section 4) offer descriptions of settlement history that will include many buildings, structures and land uses that no longer exist today, but which afford greater understanding of how the town has come to look as it does. It is arranged from the perspective of the distant past looking towards the present.

To answer the second question, 'What is the physical evidence of the past in today's townscape?', the assessment stage included an appraisal of the surviving historic character of each town. This effectively reverses the approach outlined above, to view a town from today's perspective, but acknowledging the time-depth evident in the place. For example, the analysis does not attempt to reconstruct the medieval town, but instead maps the medieval elements (be they buildings, roads or other patterns) that survive in the town of today.

In order to do this each town was divided into a series of discrete and identifiable blocks of townscape that share common characteristics of date, building form and function. These plan components are generic in that they may be found across the county – 'Bye-law

terraced housing' for example – and are termed Historic Urban Character Types. However, at a detailed local scale they will show unique differences resulting in the most part from alternate histories – for example the bye-law terraces of Darwen will differ from those in Blackpool. These are termed Historic Urban Character Areas. Differences between areas of the same character type may also be found in terms of condition and survival, or in the presence and absence of individual structures. It follows that one character type may support a large range of character areas. The Historic Urban Character Areas for each town, grouped under their relevant Type, are described below in the *Statement of Historic Urban Character*.

Once Historic Urban Character Types had been identified, they were assessed according to the following criteria (the equivalent criteria used by the Secretary of State for scheduling ancient monuments are shown in parentheses):

- Townscape rarity (period, rarity) – of urban character types and subtypes.
- Time depth (period, survival, diversity, potential) – visibility, survival and potential of evidence for earlier periods (both urban and non-urban) within the type.
- Completeness (group value, survival) – measure of association with buildings and features and their survival; also measure of association with adjacent areas of townscape.
- Forces for change (fragility/ vulnerability). Measured through datasets including indices of deprivation, allocation as derelict land or brownfield, allocation within Local Plans or other redevelopment proposals, local authority housing stock information and census data.

Assessment that culminated in the mapping and evaluation of current historic character types within the town of today formed the starting point and foundation for the development of strategies for the future. The final stage of work, the preparation of Strategy, comprised the preparation of *Historic Environment Management Guidance* for every surveyed town.

The primary aim of the Strategy was to produce management guidance for conservation and enhancement. To facilitate this the historic environment within Lancashire's towns was divided into individual assets and broader areas for which appropriate strategies were devised.

2. LOCATION, TOPOGRAPHY AND DESCRIPTION OF STUDY AREA

2.1 Geographical location

Lytham and St Annes are situated on the north bank of the mouth of the Ribble estuary at NGR SD 322 890 for St Annes (centred) and SD 366 272 for Lytham. At the north western end of its defined urban area it abuts Blackpool Airport and is situated only 2.5 kilometres south of Blackpool South Shore. The centre of Lytham lies 7.7 kilometres west of Kirkham and is 18 kilometres along the River Ribble downstream of Preston.

The modern town of Lytham St Annes is formed from two separate settlements, the late nineteenth century new town of St Annes and the much older settlement of Lytham. In its present form Lytham originated as a medieval village.

2.2 Geology

The underlying solid geology of the area consists of Permo-Triassic sandstones (Middleton *et al* 1995, 8). These are deeply masked by drift deposits (Middleton *et al* 1995, 7; Countryside Commission 1998, 87) and were consequently not exploited as a source of building stone.

The drift cover consists primarily of glacial till deposits forming an extensive plain. Within the plain were many large badly drained hollows which formed marshes (Countryside Commission 1998, 8). In time these developed thick layers of peat (Middleton *et al* 1995, 8). To the north of Lytham was the very large basin mire known as Marton Mere separated by a narrow ridge (Middleton 1995, 85), which includes the area of Lytham Park, from a peat-filled valley that stretches northwards towards Poulton-le-Fylde and is known as Lytham Moss (Tooley 1978). Part of this moss complex is evident on the foreshore at Lytham and it appears to have been substantially eroded by the Ribble Estuary. It is overlain by sand dunes which began to expand in the early fourteenth century AD (Middleton 1995, 85).

2.3 Landscape setting

Lytham and St Annes occupy a coastal location adjacent to the River Ribble with extensive former mosslands to the north. Hardly any part of Lytham township is higher than 8 metres above sea level. Today the towns form the southern part of a conurbation which extends along the Fylde coast from Fleetwood and is centred on Blackpool. Lytham and St Annes are separated from Blackpool only by Blackpool Airport and a golf course.

Lytham and St Annes dominate the coast of the mouth of the Ribble. Together these towns form a urban area along the north coast of the Ribble estuary within the Lancashire and Amounderness Plain Countryside Character Area (Countryside Commission 1998, 86-90). Much of this urbanisation is of twentieth century origin. The seaside and orderly character of these towns is a consequence of their urban origins as eighteenth and nineteenth century planned resorts.

2.4 Study area

Lytham and St Anne's urban area was defined in relation to Lancashire's Historic Landscape Characterisation Project, which outlined urban areas in accordance with their extent c 1990. The town has also been defined in relation to the borough boundaries stipulated at its incorporation as the Municipal Borough of Lytham St Annes in 1922 (Ramsbottom 1996). Prior to that date Lytham and St Annes were two distinct urban

district councils and until the earlier twentieth century two separate towns. Today Lytham and St Annes are physically joined and form one continuous urban area.

The urban area defined for Lytham and St Annes contains a large amount of land which was not developed during the nineteenth century, especially around St Annes. Most of St Anne's growth was during the inter-war years of the twentieth century, and this is a major influence on its character. In keeping with the work undertaken on the other towns in the LEUS the development of the urban area is reviewed up until c 1914. In this case, however, the importance to St Annes, in terms of residential and other developments of the 1920s and 1930s, has led to these aspects being highlighted but not reviewed in detail. The defined urban area for Lytham St Annes includes all the areas urbanised in the 1920s and 30s, though no attempt is made to characterise development after c 1914.

3. SOURCES

3.1 Published works

Given its pre-twentieth century size Lytham is covered by a surprisingly large number of histories and topographical descriptions. It benefits from its position between Preston and Blackpool so that it often was covered incidentally in histories of those towns. There are, for example, useful coverages of Lytham in Tulket's (1821) and Hardwick's (1862) histories of Preston and Thornber's (1838) history of Blackpool. Lytham is also prominently covered in Porter's (1876) *The History of the Fylde in Lancashire*. As an early seaside resort Lytham attracted its own bespoke coverage with the earliest detailed history being also the most useful, Whittle's *Marina* (1830), in which a topographical description and history of Lytham was combined with similar treatments of its two main contemporary rival resorts, Blackpool and Southport. Fishwick produced a scholarly history of Lytham, focusing primarily on manorial matters, as a Chetham Society volume in 1907. However, he considered that "Lytham as a parish does not contain very much that is of special interest to the local historian except the records relating to the ancient monastic cell and its somewhat singular church history" (1907, preface). There is a reasonable coverage of Lytham in the Victoria County History, but St Annes, as a then recent town, only merits a few lines (Farrer and Brownbill 1914, 213-19). Details of the growth of St Annes as a resort are contained in the reviews of seaside resorts published biannually (for example, Anon 1906).

There are no substantive modern histories of Lytham or St Annes. Ashton writing in the 1940s produced a book on Lytham that is unreferenced but was clearly based on Whittle's *Marina*. It is not a scholarly account but it contains some excellent details not easily available in other sources. Similarly Harrison's *Rage of Sand* is a popular-style and anecdotal account of the development of Lytham and St Annes. More recently Kath Brown (1992) has produced a concise history of Lytham and St Annes, citing primarily the previously mentioned histories as its sources.

In addition to published histories further information can be gained on the development of Lytham and St Annes from trade directories. The earliest is Baines' directory of 1824. There are a variety of later directories of which Slater's Lancashire directories are amongst the most useful. Newspapers are a particularly fruitful source for Lytham and St Annes in the nineteenth century. The *Preston Pilot* was published in Lytham from 1833 (Ashton 1946, 61). Later in the nineteenth century Lytham and St Annes produced their own weekly newspapers that were published in both towns, the *Times* was produced between 1870 and 1920 and the *Standard* between 1905 and 1952 (Farrer and Brownbill 1914, 214; West 1983, 257). In addition, the *Lytham and St Annes Visitor* appeared briefly in the late 1890s (West 1983, 257).

3.2 Manuscripts

A brief search of the Public Record Office revealed little of direct significance to Lytham and St Annes, beyond the plan of Lytham and the coast north of the Ribble (PRO MR1). The town's dependence on the railway for its growth, however, would suggest that a more in-depth investigation of the collections relevant to railways (RAIL) would yield some worthwhile results.

Other than Ordnance Survey maps, newspaper clippings and photographs, neither Lytham or St Annes' libraries contain significant quantities of primary source material. The Lytham Heritage Centre Archives (LHC), however, contain some primary material as well as an excellent collection of photographs and postcards. In addition to these, it also contains

transcripts of original material held elsewhere but not available in the Lancashire Record Office (LRO) such as the *compoti* of the Priory of Lytham.

The principal archive for manuscript documents relating to the history of Lytham and St Annes is the Lancashire Record Office (LRO). As well as borough documents within collection MBLy there are a number of family collections containing some information relevant to Lytham's and St Annes' urban development. By far the most significant collection is the Clifton muniments (DDCI), the records of the manorial lords from the early seventeenth century. Aside from the LRO there do not appear to be any other major collections of original material within archive repositories (www.a2a.org.uk).

Postcards and photographs of Lytham and St Annes are readily available. The most extensive collections of old photographs of the two towns is held in the LHC. The public libraries of the two towns also hold small collections. Many photographs and drawings of Lytham and St Annes in the nineteenth century are held in private collections. There are 54 photographs of Lytham and St Annes held in the Francis Frith collection (www.francisfrith.co.uk) ranging from the late nineteenth century into the 1920s primarily. The National Monument Record also holds two collections of photographs mainly dating from 1890 to the 1930s (NMR TEM01/01; WC001). Some of the nineteenth century histories have line drawings of Lytham, such as the lithograph at the front of Whittle's *Marina*. Collections of old photographs have been compiled and published in a variety of books, primarily by Catherine Rothwell (1978, 1988, 1993). More recently Robert Haley has produced pictorial histories for the two towns (1995; 2001).

3.3 Cartographic evidence

Lytham township benefits from being depicted on a number of early plans. The earliest dates to 1532 and in a very stylised manner shows much of Lytham, Great Marton and Layton townships (PRO MR1; LRO DDCI 685). Another early map, for which the date is uncertain, shows details of the settlement pattern related to a complex system of drainage channels (LRO DDCI Acc 1108 No 1). The landscape depicted appears to be late sixteenth century as Lytham Hall is not shown as the priory, though it is depicted as a religious building. This is in contrast to a fragment of a map that appears to be early-mid seventeenth century in date and shows Lytham village and hall in detail, the hall being shown clearly as a Jacobean style house and secular building (LRO DDCI 1056). A plan of Lytham of 1789 is referenced in the LRO catalogue under collection DDCI but this is an uncatalogued collection and the map could not be identified. The LRO catalogue entry may refer to DDCI Acc 1108 No1, but that map as stated shows an earlier landscape than that of the later eighteenth century and in case is stylistically much earlier. It is entirely possible, however, that the map in the LRO is a late eighteenth century copy of an earlier map. The first detailed plan of the whole township to show fields and all settlements dates to 1812 and is part of a survey of the township for the Cliftons (LRO DDCI 522). In addition to an overall plan there are accurate detailed plans of all properties with an apportionment, making it the best source for examining the landscape of the St Annes' area before the development of that town.

Aside from later nineteenth century Ordnance Survey maps there is only one known plan from which to extrapolate the urban development of Lytham, this is Robert Dobson's *Plan of the Village of Lytham* dated 1846 and prepared at a scale of 1½ inches to 20 yards (LRO DDCI Map 1). It is especially useful for recognising the contemporary pace of expansion as it can be compared with the 1st Edition Ordnance Survey map which was surveyed two years earlier in 1844. Ordnance Survey coverage of the defined urban area consists firstly of the 1st edition 1: 10,560 map published in 1848. Coverage at 1:2,500 scale was used from 1893 and 1911, the latter available as Godfrey edition reprints.

In addition to maps relating to the development of the towns of Lytham and St Annes there are other plans relating to smaller areas within the defined urban area, such as the plan of

the beach at Lytham from 1851 (LRO DDCI 2159). Within the LHC there are copies of plans relating to sewerage and gas supply.

3.4 Archaeological evidence

Following an initial examination of the nineteenth and early-twentieth century OS mapping, undertaken at the commencement of the LEUS there were 192 sites recorded for Lytham St Annes in the Lancashire Sites and Monuments Record (LSMR). Of these 49% are listed buildings, the highest percentage in any Lancashire town and indicative of the quality and importance of its Victorian and Edwardian architecture. The majority of the remainder are structures recorded from the Ordnance Survey map coverage or other nineteenth century documentary sources. Consequently, and consistent with Lytham St Anne's nineteenth century urban origins, only 2.6% of sites in the LSMR were known to have origins pre-dating 1800, one of the lowest percentages of any Lancashire town and in part indicative of an almost total lack of archaeological research in the area.

Other than palaeoenvironmental work undertaken along the shoreline by Tooley in the 1970s (Middleton 1995, 87), no archaeological work is known from within the defined urban area. A transcript has been made of all the memorial inscriptions in St Cuthbert's churchyard, however (LHC G18). Immediately outside the area a deskbased assessment was carried out along the route of the proposed M55 to Heyhouses Lane link road (LUAU 1999).

There are few records of chance finds of material of archaeological interest from the area and this is surprising given the amount of later nineteenth and early twentieth century development in the area. In the late nineteenth century, near the north end of Park Road, a road was found at a depth of 12 inches below the surface running parallel with St Annes Road. It was 13 feet wide and 18 inches deep and described as made of broken stone in cement (Fishwick 1907, 109). The area in which it was found was Lytham Common an undeveloped, seemingly trackless, land in 1786 (Harley 1967) mainly formed of sand dunes. This and the described nature of the road suggests that it may have been of Roman rather than medieval origin. The dunes are occasionally metal detected so there may be finds from them recorded by the Portable Antiquities Scheme but not made known to the SMR. The most significant recorded find were eight Roman coins found on the green adjacent to Seaford Street in 2000 (LHC pers comm). Of much more recent origin is an early nineteenth century stoneware jar that was unearthed in the grounds of the Elms and is impressed around the base with the words 'Clifton Arms Hotel' (Rothwell 1988, 44).

4. HISTORICAL AND TOPOGRAPHICAL DEVELOPMENT

4.1 Place name

The name Lytham is first mentioned in the Domesday Book as *Lidun* and is suggested to derive from the Old English for 'at the slopes' (Ekwall 1922, 155); this is presumed to be a reference to the slight slope above the Ribble upon which the settlement is situated. An alternative interpretation is 'farmstead next to the estuary' derived from the Old English *lade* for estuary and the suffix *ton* for farmstead (Ramsbottom 1996). A further alternative would be a combination of Old English *lade* and Old Norse *holmr*, meaning an area of higher land. Other place names within the township that are of pre-Norman origin are Mythop and Eastham or Estholme, both of which were settlements in the Middle Ages.

Estholme is first recorded in c 1190, whilst Mythop, or Medholme as it was known, is not recorded before 1535 (Farrer and Brownbill 1912, 214). As with Lytham both these names relate to areas of elevation within a low-lying landscape and therefore they were the favoured areas for settlement. Both Mythop and Estholme appear to have the Old Norse suffix *holmr*. Therefore Estholme means the eastern area of higher land in relation to Lytham and Mythop means the middle area of higher land, situated as it is between Lytham and Estholme.

4.2 Prehistoric

There is only one prehistoric site within the urban area defined for Lytham St Annes. A band of charcoal, believed to be of anthropogenic origin, was found in sand dunes west of Lytham Moss and radiocarbon dated to the Mesolithic (Middleton 1995, 87). The site is said to be at Starr Hills, an area of dunes recorded on the first edition Ordnance Survey map of 1848 that had been comprehensively reclaimed and redeveloped by 1908 (OS 1911 1:2500).

There are no known prehistoric artefacts from the defined urban area but scatters of stone artefacts have been found to the north on the edge of Lytham Moss. These date from the Mesolithic through to the Bronze Age (Middleton 1995, 87-99) and are evidence of continuous prehistoric exploitation of the area.

4.3 Romano-British

There is only one known Roman site within the defined urban area, the find spot of eight Roman coins. These are all dated to the early- to mid-fourth century (LHC pers comm). They may be indicative of wider Roman activity in the area or be a specific and isolated find. These finds raise the, albeit tenuous, possibility that the site may be another candidate for *Portus Setantiorum*, the unidentified Roman port which has been considered as perhaps being linked with Kirkham (Howard-Davies and Buxton 2000, 3). It is interesting to note, and possibly significant, that the coins were found in an area between the church and the sand dunes, where local tradition in the eighteenth century considered there to be a site of a 'notable town' (Capt Latham 1799, quoted in Whittle 1830, 38). In St Annes the possible road foundations found in the nineteenth century also may have been of Roman origin.

4.4 Post-Roman and early-medieval

There are no known post-Roman or early medieval sites within the urban area defined for Lytham St Annes, other than those defined from place-names. Lytham was a vill in

existence by 1066 and place-names indicate a strong Norse presence, probably in the tenth century.

4.5 Medieval

There was no church mentioned at Lytham in 1086, however there is a tradition in Reginald of Durham's book of the miracles of St Cuthbert that the grandfather of Richard Fitz Roger pulled down a wattled church and replaced it with a stone one (Farrer and Brownbill 1912, 217). This suggests that the church did have a pre-Norman origin and that it clearly predated the foundation of the monastery.

The monastic cell of the Priory of Durham was established c 1190 when the whole manor of Lytham was bestowed upon Durham Priory (Farrer and Brownbill 1912, 214). The charter detailing the grant makes it clear that the entire township was given to the Priory (Farrer 1902, 346). There is every reason to suppose that the planned two-row layout with a market area of the village of Lytham, originated at the end of the twelfth century following the acquisition of the estate by Durham Priory.

The foundation charter for Lytham Priory contains reference to the cemetery at Kilgrimol (Fishwick 1907, 5). This appears to have been a traditional burial ground probably located in the sand dunes at the mouth of the Ribble. Its general position is indicated by the place name Churchyard Slack given on a map of unknown date but probably from the late sixteenth century (LRO DDCI Acc 1108 No 1). This is the area known as Cross Slack in 1844 (OS 1848 1:10,560). Richard Fitz Roger in the late twelfth century erected a cross at Kilgrimol (Fishwick 1907, 3). It is unclear as to whether it was a burial ground for the west end of the township, and therefore possibly indicative of North, South and Hey houses being settlements of medieval origin, or whether it predated any burial ground at St Cuthbert's church. The former hypothesis is probably the more likely as the Kilgrimol burial ground was a long way from the principal settlement at Lytham, and as noted above there is a tradition which indicates a church was in existence before the granting of the monastic charter. It should be remembered also that there are no known consecrated burial grounds in the medieval period for the neighbouring townships of Layton and Great Marton so Kilgrimol may have serviced them as well. By 1532 Kilgrimol cemetery was said to have been eroded away by the sea (Fishwick 1907, 14). Fishwick proposed that there must have been at least an oratory at the site (1907, 5) but beyond the place name Churchyard Slack there is no real evidence for this and the use of the term 'churchyard' may be generic for a burial ground rather than indicative of an otherwise unreferenced religious building. Haley (2001) argues for a church at Kilgrimol and for its site being closer to Lytham than indicated by Churchyard Slack, but there is no hard evidence for the church or, if it existed, for a proximity closer to Lytham.

Rothwell refers to an antiquarian tradition that there was a village of Saxon fishermen at Kilgrimol (1978, 18) but again there is no evidence to suggest there was any kind of settlement there. The tradition is referenced by Whittle (1830) and seems to have begun with Leigh who mentioned Cross Slack and then referenced Waddum Thorp as a lost settlement in Lytham but he did not link the two together (Whittle 1830, 37). Dodsworth conflates the two references and consequently states that Cross Slack or Churchyard Slack was once the village of Waddum Thorp (Whittle 1830, 14). A settlement it is claimed that was still in existence as late as 1601 (Whittle 1830, 37) yet does not appear on either of the two early maps for Lytham township (LRO DDCI 685; LRO DDCI Acc 1108 No 1).

By 1271 the Prior had erected a cross on the road from Lytham to Layton (Fishwick 1907, 6). This seems likely to be the cross featured on a map of 1532 and known as the 'Cross in the Hawes' and was described as being set up for the 'death of Whales' (LRO DDCI 685). In 1531 this cross, also known as the 'Cross Pole', was pulled down in a riot and in 1532 the Prior was given leave to erect a new one on the original site (Fishwick 1907, 14-5). The 'Cross in the Hawes' was marked on the late sixteenth/early seventeenth century

map of the township (LRO DDCI Acc 1108 No 1), but it is not shown on Yates' County Map of 1786 (Harley 1967). Another wayside cross was erected in Lytham between the town and the church and survives today as a supposedly original socket base of unknown date with a modern cross within it. There are numerous references in the general histories of Lytham to the tradition that this cross was set up at a place where St Cuthbert's corpse was 'rested' on its way through Lytham (LSMR 1278). This tradition is likely to be wholly spurious as there was no known association between St Cuthbert and Lytham until after the granting of the manor to the Priory of Durham, an event that took place centuries after St Cuthbert's death.

There were other settlements within Lytham township other than Lytham itself during the Middle Ages. Estholme (alias Eastham) may not have been settled until 1327 when the Prior's waste at Estholme Carr was granted as a freehold estate to the Bradkirk family (Farrer and Brownbill 1912, 216; Middleton 1995, 100). This seems to be the creation of an estate through assarting and its characteristically distinct group of enclosed fields can be recognised on nineteenth century maps (LRO DDCI 522). Other settlements of likely medieval origin within the defined urban area include Mythop, Saltcoats and Whorle Hall to the east of Lytham and North Houses, and South Houses and Heyhouses to the west.

A settlement at Mythop seems to have been in existence by the fifteenth century at least (Fishwick 1907, 105) and its lands were valued in a rental of 1535 (Farrer and Brownbill 1912, 216). Saltcoats was a hamlet that formed around a medieval salt works. The earliest reference to these works appears to be to a place called Swartesalt near Lytham Pool in a charter of 1335 (Farrer 1902, 346). Saltcoat Houses was depicted on the late sixteenth century map of the township (LRO DDCI Acc 1108 No 1) and the settlement was repeatedly referenced in the seventeenth century (LRO DDCI 1662; 1689), as were the Salthouse family (LRO DDCI 1665; 1667). Whorle Hall is only evidenced on the late sixteenth century map and had disappeared by at least 1812 (LRO DDCI Acc 1108 No 1; DDCI 522). Its situation next to the coast and the outfall of the Great Pool stream (the pill) suggests that this settlement may have been that known as Pillhouses and Bankhouses and valued together in the rental of 1535 (Farrer and Brownbill 1912, 216). North Houses and South Houses first appear on maps in the nineteenth century but North Houses is mentioned in 1272 in a declaration of the boundary between Kilgrimoles and Layton (Farrer and Brownbill 1914, 215). In this it was stated that lands in Kilgrimoles and North Houses were to be common to both Layton and Lytham. It seems fairly certain that the North Houses referred to was the hamlet in Lytham and not that on the far side of the Hawes near Layton¹. If North Houses existed at this time so it is likely that South Houses did as well. Heyhouses was depicted as High Houses on the late sixteenth century township map (LRO DDCI Acc 1108 No 1) but it may have grown into a hamlet only in the sixteenth century because in 1532 only the Hey House was recorded (LRO DDCI 685). Of Waddum Thorp there appears to be no trace and no evidence.

The relative lack of settlement in the west of the township appears to be attributable to the presence of Lytham Moss inland and along the coast an area of active sand dunes. The impediment formed by Lytham Moss appears to be indicated in the name given to that part of it that was a permanent water body, on the 1532 map it was called 'Cursid Mere' (LRO DDCI 685), a name that first appears in documents in 1335 (Farrer and Brownbill 1912, 214). It is possible that along the coast, erosion or the spread of the sand may have led to the disappearance or at least abandonment of settlements. Not only was Kilgrimol cemetery lost to the sea but the spread of sand seems also to have encroached on productive land. By the eighteenth century large tracts of the township south and west of Heyhouses were sand dunes and formed part of Lytham Common (Harley 1967). This was an area of common grazing and rabbit warrens (OS 1848 1:10,560) and probably had been so from at least the late medieval period. In 1495 the priory did not receive any income

¹ This other North Houses was marked on the map of 1532 (LRO DDCI 685) and later developed to become Blackpool.

from the common because of sand storms (LHC Lytham Priory *compoti*). Lytham Hall and village were both considered in such danger from the 'rage of the sands' in 1549 that it was suggested that the village be taken down and rebuilt elsewhere (Fishwick 1907, 10). The problems caused by the sands are recorded in the name of a house in Layton township, the house was situated on the edge of the Hawes and was called Blowing Sands in 1844 (OS 1848 1:10,560).

In 1327 reference was made to corn from Estholme having to be ground at Lytham Mill (Farrer and Brownbill 1912, 216). Three mills are referenced in 1337 within the manor of Lytham, a horse mill, a windmill and a watermill (Fishwick 1907, 7). The windmill and watermill appear to be different alternatives for grinding corn and were both owned by the priory. It is possible that references to Lytham Mill in the singular are referring to both mills run as a combined operation. They consistently appear together in documents, as in 1504 when the watermill returned a rent of 20 shillings per annum and the windmill 40 shillings (LHC Lytham Priory *compoti*). On Yates' county map of 1786 two mills are shown adjacent to each other between the hall and the church, and captioned as 'mills', both appear to be windmills but one may have been a watermill (Harley 1968).

In the area in which Yates' two mills are depicted, one post or peg windmill was shown on an early seventeenth century map fragment (LRO DDCI 1056; Kennedy 1990, 145). In 1812, in the same area, the mills had gone but there were two Mill Hey field names and a field known as Mill Dams (LRO DDCI 522). In 1908, when these fields had been incorporated into a plantation, the area was known as Millhill Wood (OS 1911 1:2,500). There is no evidence of a watercourse in 1812, but in the late sixteenth century a drainage channel is shown as delineating the demesne of Lytham Hall and which previously, it may be presumed, defined the monastic precinct (LRO DDCI Acc 1108 No 1). A note on mills belonging to the Clifton family in 1692 does not refer to any mills at Lytham (Ashton 1946, 77) but it is possible they were in disrepair at the time. In conclusion it seems that by the early fourteenth century, the priory had two grist mills situated close to each other and perhaps run in tandem. One was wind powered, the other water powered. The windmill at least appears to have survived into the later eighteenth century, but the watermill may not have survived into the seventeenth century and its function may have been replaced by a second windmill by the later eighteenth century.

4.6 Post-medieval

By the nineteenth century the greatest change to the settlement pattern, established by the end of the medieval period in the township, was the appearance of the settlement of Common Side. This was in existence by at least 1786 (Harley 1968) and consisted of a series of farms and cottages abutting the edge of Lytham Common, at least one of the extant buildings dates to the later seventeenth century. Common Side may have been established on the edge of the sand dunes of Lytham Common during the early-mid seventeenth century and in 1786 appears to have included some named properties such as Rye Heys and Headroom Gate. A property that may have originated in the sixteenth century is Moss Hall, which seems to be first recorded on a late sixteenth century map as 'Elston's House' (LRO DDCI Acc 1108 No 1). By 1726 Lytham was significant enough to have a free school erected there and Heyhouses had one opened in 1775 to serve the West End of the township, including Common Side (Farrer and Brownbill 1912, 219)

The other major non-agrarian change in the landscape was the secularisation of the priory site. It seems that before the manor came into the hands of the Clifton family the priory buildings were retained and converted for secular use. The probable estate map dating to the late sixteenth century shows a religious building captioned as Lytham Hall (LRO DDCI Acc 1108 No 1). Sir Cuthbert Clifton, after acquiring the manor in 1606, rebuilt the former priory as a country mansion (Fishwick 1907, 47). The hall is depicted on an early seventeenth century map as a three-gable-fronted Jacobean house (LRO DDCI 1056, Kennedy 1990, 145). Part of the priory fabric was retained and used as a kitchen and

servant's hall (Cunliffe Shaw 1935, 21). The present Lytham Hall was begun in 1751 and completed in 1764 (Farrer and Brownbill 1912, 215). A classical-style house built to the designs of John Carr of York, it incorporated some of the earlier fabric of both the old hall and priory buildings (Ramsbottom 1998b). The new hall was set within ornamental gardens, but though surrounded by large fields by 1812, there is no indication that the area beyond the gardens was a landscaped park in the late eighteenth and early nineteenth century (LRO DDCI 522). By 1844 the landscaped park had been created and this included the re-routing of the public road to Heyhouses from in front of the house to its present route around the park and in front of St Cuthbert's church (OS 1848 1:10,560). Much of this work, it seems, had been completed by 1830, when it was noted that the hall's then occupiers had made improvements to the grounds. This included the setting out of extensive plantations and the creation of training gallops for racehorses (Whittle 1830, 41).

The Clifton lords of the manor were a Roman Catholic family who maintained a chapel at the hall throughout the seventeenth and eighteenth centuries (Fishwick 1907, 48-9). Roman Catholics from the district were meeting for mass here by at least 1736 (Fishwick 1907, 36). In 1676 70 recusants were recorded in Lytham alone (Fishwick 1907, 24). In 1800 a tithe barn on the edge of the park was converted for use as a chapel (Farrer and Brownbill 1912, 219), possibly the building shown to the west of the Anglican vicarage in 1812 (LRO DDCI 522). It was described as a plain structure with Norman-style windows in 1830 (Whittle, 10). St Cuthbert's Anglican church was described as well kept in the seventeenth century but was in a state of disrepair by the 1760s. It was taken down and replaced on the same site in 1770 (Fishwick 1907, 35-7).

In the subscription list of 1661, out of 70 subscribers only two had trades other than agriculture (Fishwick 1907, 17-19). By 1830 agriculture was still the major employer. Out of 260 families, 30% were occupied in agriculture, 23% in trade, fishing or craft industries, with the remainder either professionals or unemployed (Whittle 1830, 13). Post-medieval maps indicate that there were a variety of field systems within the township. Other than the large enclosures belonging to the Lytham Hall demesne, there were areas of small irregular fields, as around Mythop, which are indicative of freehold or copyhold estates held in severalty. Similar fields are found to the north of Heyhouses. Most of the township, however, featured small, regular, strip-like enclosures which for much of the post-medieval period lay unenclosed. The unenclosed lands, over which rights of common extended, were divided between open arable fields, mosslands of Lytham Moss and the coastal sand dunes known as Starr Hills or Lytham Common. Lytham's primary common or town field appears to have been known as Marsh Field. It lay beyond the east end of the village and had a number of unenclosed strips in it as late as 1812. At that time the remainder was divided into very narrow strip fields that had clearly only recently been enclosed (LRO DDCI 522). By 1844 the whole of Marsh Field was enclosed (OS 1848 1:10,560). A further area of former commonfield is indicated on the 1812 map lying between Lytham and Mythop. Here were a number of closes called Moorepilot and included four strip fields with curved boundaries, a key indicator of enclosed arable strips (LRO DDCI 522).

The mosslands depicted on Saxton's (1577) and Speed's (1610) county maps seem to have included large parts of the Lytham township (Middleton *et al* 1995, 102). The drainage of these areas and their reclamation usually preceded their enclosure. The late-sixteenth century map of the township shows watercourses as the main feature of the map along with settlements (LRO DDCI Acc 1108 No 1). This indicates how important drainage was in the area in the sixteenth century, a point further emphasised by legal pleadings in 1532 in which riotous damage to ditches was cited as a partial cause of the priory not being able to offer hospitality (Middleton *et al* 1995, 100). Areas that were reclaimed from the moss, such as the medieval assart of Estholme, had the densest array of watercourses. In the late sixteenth century an area between Birks farm and Mythop was shown as having a concentration of drains and also noted as an area of new enclosures (LRO DDCI Acc 1108 No 1). The field system in this area consisted of generally straight-sided strips in 1812

(LRO DDCI 522). Problems with drainage and flooding persisted into the eighteenth century. The sea broke through the sea banks flooding much land in 1720 (Fishwick, 1907, 105). In 1736 180 acres of farmland in Plumpton and Lytham were flooded (LRO DDCL 672). This led in the same year to the cutting of the New Clow drainage channel (LRO DDCI 683a), an enhancement and rerouting of an existing watercourse (the Liggard Brook), known as the Great Pool in 1844 (OS 1848 1:10,560). It is likely that following this event, and certainly before 1786, Lytham Moss south of Sluice Lane was enclosed, the area to the north of Sluice Lane was enclosed after this date (Harley 1968). It has been argued elsewhere that the very regular, straight-sided enclosed landscape created was a product of the improvements carried out on the Clifton estate in the early 1840s (Middleton *et al* 1995, 102), but much of the area was reclaimed and enclosed by 1812 (LRO DDCI 522).

The area between Heyhouses and Common Side also consisted in the nineteenth century of regular straight-sided small fields, enclosed after 1616 (Crosby 1998, 75). This appears to have been land reclaimed from sand dunes forming part of Lytham Common. Crosby argues that a regular network of roads, later apparent in the layout of the streets of St Annes, and evenly-spaced farms is indicative of a wholesale planned enclosure (1998, 75). However, this hypothesis is incorrect. The settlement of Heyhouses was in existence in the sixteenth century and must have had some fields associated with it. Even so, the majority of the area between Heyhouses and Common Side may have been enclosed after 1616, but had certainly been enclosed by 1786 (Harley 1968). The area south of Common Side, upon which St Annes was built, was not enclosed until after 1786 and as late as 1844 there was not a regular network of roads there (OS 1848 1:10,560). The regularity of St Annes' roads are wholly a facet of the planned nature of the town not a relict feature of previous land division. Moreover, the regularly spaced farms of Common Side are part of a common edge settlement, as the name suggests, and not part of a wholesale replanning of the landscape. Lytham Common remained a large area of unenclosed sand dunes in 1786 (Harley 1968). Some enclosure had taken place by 1812 (LRO DDCI 522), but the majority of the fields to the south and west of Common Side shown in 1844 post dated 1812 (OS 1848 1:10,560). Further areas were enclosed between 1844 and 1890 (OS 1893 1:2,500) and some were never enclosed for agriculture before being reclaimed as part of the new resort town of St Annes.

As a resort the village of Lytham was already attracting visitors well before the end of the eighteenth century. This led to the erection of Lytham's first two hotels, the Wheatsheaf in 1794 off Clifton Street and nearby the Clifton Arms in 1796 off Clifton Square (Brown 1992, 8)². By 1799 Lytham was being commented upon as a developing resort. "*Of late years, however, the spirit of improvement has manifested itself here as well as in most watering places; many convenient and excellent houses have been erected in the village and on the marsh, for the purpose of accommodating families as prefer being in private*" (Captain Latham 1799 as transcribed in Whittle 1830, 39).

The tradition of letting entire unfurnished houses for the season in Lytham distinguished this resort from Blackpool. It attracted a wealthier visitor (Corry 1825) and also may have encouraged the purchase of what were in effect holiday homes. It is notable from eighteenth century deeds that a number of Liverpool-based businessmen owned property in Lytham. This link between the resort and Liverpool continued on through the nineteenth century. There was a failed attempt in the early nineteenth century to run a passenger steamer between Liverpool and Lytham. In 1822 boats brought visitors to Lytham from both Preston and Southport and in the 1880s a steamer ran between Southport and Lytham Pier (Whittle 1830, 28; Rothwell 1988, 43).

² Fishwick (1907, 25) misusing Baines (1824, 54) as his source records that the Wheat Sheaf was demolished to make way for the Clifton Arms in 1834. This is not the case it was neither replaced in 1824 or 1834 by the Clifton Arms. Rather the Wheat Sheaf was demolished in the early 1820s to be replaced by new houses and a billiard room (Whittle 1830, 11-2). The Clifton Arms was rebuilt in 1839 but that was in its present location on the sea front.

4.7 Industrial and modern

The early nineteenth century resort

Lytham developed further as a resort in the early nineteenth century when its main source of visitors came from Preston. At the time it was recognised that Lytham's success was limited by competition from Blackpool. Tulket wrote that "*Lytham has latterly become a place of fashionable resort, and increases in popularity every succeeding year*" even though "*many ladies, gentlemen and others resort to Blackpool, more north westerly, either attracted by a thirst of pleasure, or invited in search of health*" (1821, 192). Baines regarded Blackpool as the more fashionable resort but considered that visitors to Lytham were more numerous and respectable (1824, 53). Not all of Lytham's visitors were wealthy and respectable and in response to the influx of the working classes, the Clifton's had a gaol built off Douglas Street in the 1790s (Whittle 1830, 39). That they invested in a gaol rather than an attraction may be indicative of the Clifton's attitude to the development of their village as a resort. They strove for control and were criticised for it. In the 1820s there was a demand for increased resort facilities. John Clifton was encouraged to develop a public promenade (Tulket 1821, 192), and by 1824 it was claimed the greater part of the beach had been levelled and an esplanade was forming (Baines, 54). This presumably had developed into Beach Parade by 1844 (OS 1848 1:10,560). In 1827 a newspaper report on Lytham criticised its lack of facilities. "*The following are much needed in Lytham – names to the streets, numbers to houses, lamps for dark evenings, a public clock, a market, livery stables, gigs and horses to be hired by the hour, decent bathing machines, a news-room, and bath carriages to convey folks to church in wet weather*" (quoted in Ashton 1946, 61). Clearly through its resort function Lytham was beginning to be regarded as a town and a need was perceived for urban facilities and conveniences.

Restrictions on development

Baines was the first commentator to draw attention to the Clifton's onerous leasing practices that suppressed development. Leases were only given for 40-60 years and a tenant was not allowed to let or sell without his landlord's consent (Baines 1824, 54). Whittle stated that all the leases by 1830 had been extended to 60 years but argued that "*few persons are disposed to build, so long as they are restrained from selling or even letting their houses without the previous consent of the landlord, or his agent, and rendered subject to all the obsolete reservation and covenants of the old feudal life-leases*" (Whittle 1830, 29). Although these practices may have diminished the pace of development, they did prevent the unrestricted speculative development that was characteristic of Blackpool, and undoubtedly ensured that Lytham retained its respectable character. Despite the restrictions there was notable growth in Lytham in the early nineteenth century. For the most part the new houses were built south of South Clifton Street and Henry Street towards the beach (LRO DDCI 522; OS 1848 1:10,560).

The port

It was not only in respect of the development of the resort that suggestions were made for advancement and criticisms made of the Clifton's development policies. Whittle highlighted, in 1830, Lytham's potential as a port. "*Lytham is not to be viewed merely as a watering-place; it has other, and what are generally considered higher pretensions. So long as the Ribble remains in its present state, the large vessels visiting the port, must discharge their cargoes at Lytham, or Freckleton, into lighters, which bring the corn up to Preston Marsh. The pool in Lytham, situated about a mile east of the village, is nearly formed into a natural dock, large enough to contain an immense number of shipping*" (13). Whittle considered that the Cliftons should allow others to develop the natural advantages of the pool. "*If the proprietor would either sell or let the pool for a long term of years, with a certain portion of the adjoining lands, for wharfs and other conveniences, great advantage would result to his other estates, as well as to the parish of Lytham, and to the public generally*" (13). The Clifton's were not unaware of the potential of their port, however. In

1804, 79 ships docked in Lytham Pool. By 1820 this had risen rapidly to 410, of which 234 were ships from Ireland (Ashton 1946, 54). In response in 1824 John Clifton established his claim at the Lancaster Assizes to anchorage rights on all vessels loading or unloading at Lytham Pool (Rothwell 1991, 17). The Clifton's did not invest in port facilities, however, until the 1840s as an initiative to prevent trade being diverted to the new port under development at Fleetwood. The early 1830s witnessed a tussle between supporters of a Wyre port and supporters of Lytham, with regard to which should have a rail link with Preston (Egerton Lea 2002). In 1838 a parliamentary bill was passed to establish a new Ribble Navigation Company of which the Clifton's were sponsors. The stated aim of this company was the construction of a dock at Lytham (Drakes 1986, 28-35). The new dock and wharf were completed by 1842 (Rothwell 1991, 17). Other improvements were made by the Company, including between 1839 and 1845 the construction of the Victoria Quays at Preston (Ashmore 1969, 219). These may not have benefited the port at Lytham. The port also seems to have been out-competed over time by Fleetwood, especially after the opening of its dock in 1877. Lytham dock finally ceased to have any merit as a port after navigation improvements to the Ribble and the opening of the Preston docks in 1892 (Ashmore 1969, 219-20).

The railway

It was suggested as early as 1829 that a railway line should be built from Preston to Lytham (Whittle 1830, 15). The initial intent of the railway was to stimulate both the growth of the resort and the port. A branch line of the Preston and Wyre Railway connected Lytham with Preston in 1846 (Porter 1876, 444). The station was built in what had been the town's common field known as Marsh Field to the east of the lane to Saltcoats (OS 1848 1:10,560). This lane became known as Station Road. The branch line terminated at Lytham until 1874 when it was physically joined with the line from Blackpool (Porter 1876, 448). After this event the Station Road terminus became a goods station (OS 1893 1:2,500). The Blackpool line was opened in 1863 and terminated at the site of Lytham's present station off Ballam Lane: a ticket office was established at Ansdell Road too (Porter 1876, 448), which assisted in allowing the early beginnings of the suburb of Ansdell. With the linking of the two branch lines, the Blackpool line was upgraded from single to dual track. At the same time the Ballam Lane station was rebuilt as an architecturally impressive terminus to welcome tourists, complete with Italianate facade. The most important feature of joining the two lines, however, was the impetus it provided for the development of the new resort of St Annes.

St Annes

In 1872 a chapel of ease dedicated to St Anne was erected close to Heyhouses to serve the West End of the township (Porter 1876, 452). Two years later, with the linking of the Blackpool and Preston branch lines through Lytham, Elijah Hargreaves, an east Lancashire businessman, approached the Clifton estate for the lease of one square mile of land focused on the railway to the south-west of the church (Ramsbottom 1998b). In response, John Talbot Clifton gave a lease of 1,100 years to the St Annes-on-Sea Land and Building Company for the purpose of building a new resort (Porter 1876, 453). Following the establishment of a workers' hutment the first building to be erected in 1875 was the St Annes Hotel (Brown 1992, 11). This was situated near the railway station which was completed soon after the hotel (Porter 1876, 453). By 1876 an asphalt promenade had been built, 3,000ft in length and 180ft in width. The entire town was planned to be well built and to cater for the middle classes. "*The estate has been judiciously and tastefully arranged by Messrs. Maxwell and Tuke, architects of Bury, and is intersected by broad streets with gentle curves. The houses are intended to be built either singly or in pairs with few exceptions, but in no case will any group comprise more than six; gardens are in each instance to front the dwellings*" (Porter 1876, 453). By 1890 there were 260 apartments and company houses in St Annes (Slater, 390). The design quality of the resort was a noted selling point in the early twentieth century. In a booklet reviewing Britain's seaside

resorts it was stated that “*the streets are very wide, the property well built and of excellent design*” (Anon 1906, 179).

Resort attractions

Neither Lytham nor St Annes developed the bazaars or entertainment palaces that were such a feature of Blackpool and Morecambe in the later nineteenth century. For the most part their attractions remained more traditional and respectable. By 1824 Lytham had a billiard room and an esplanade was being formed, but it still lacked a library and a newsroom (Baines, 54). During the 1820s there are references to the New Theatre, though no purpose-built theatre seems to have existed (Whittle 1830). The promenade built to the south of Beach Parade came into existence after 1846 (LRO DDCI Map 1), but by 1869 it was said to be nearly two miles long (Slater, 499). A combined baths, theatre and assembly rooms was built off Diccason Street in 1862 and an iron pier was opened in 1865 (Porter 1876, 499). The pier was probably built in competition with the one built at Blackpool (opened 1863). It has been claimed that the pier was an aberration for Lytham as a popular-style seaside attraction (Brown 1992, 24), but as its primary initial purpose was for promenading and it gave access to steamers, in the 1860s it fitted perfectly with the town's profile and portfolio of attractions. The addition of a pavilion in 1892 (Brown 1992, 25), however, was a departure towards the type of attraction provided by Blackpool. That such an attraction did not fit comfortably in Lytham may be reflected in the pavilion's relative lack of success. It had been converted to a cinema by 1928 when it burnt down and was never replaced (Brown 1992, 25). Following the Improvement Act of 1904 the borough council limited all amusements to the pier (Brown 1992, 32). In 1906 it was stated that Lytham was one of the best places on the western seaboard for a 'quiet holiday' with the inhabitants discouraging “*cheap trips and the like and for that or other reason will not advertise the place*” (Anon, 176). Three years later it was stated that the town did not 'cater for the day-tripper' (Brown 1992, 24). At St Annes too, there was an aloof attitude to popular tourism. The promenade was one of the first structures built at St Annes and a pier was planned from 1879 (Brown 1992, 27). Opened in 1885, a small pavilion was added in 1903 and a larger one in 1911 (Brown 1992, 28-9). Perhaps the greater success of popular entertainment on St Annes pier reflected its closer relationship with Blackpool. Even so, other than bandstands along its promenade there appear to have been few other seaside attractions in Edwardian St Annes (OS 1911 1:2,500). In addition to their tourist attractions both Lytham and St Annes had numerous public spaces and ornamental grounds by the outbreak of the First World War.

Industrial sites

The industrial history of Lytham St Annes beyond the railway, is limited mainly to shipbuilding and, with the exception of a saw mill and a steam laundry, confined to Lytham. Shipbuilding may have been carried on at Lytham from at least the eighteenth century, when deeds reference ships' carpenters from Liverpool leasing property in 1739 and 1767 (LRO DDCI 1917; DDCI 2013). The first recorded vessel to be built at Lytham was the brigantine 'Grace' in 1818 (Drakes 1992, 7). This reference may give an indication of the date of origin of the small graving dock built off the Liggard Brook and first mentioned in 1824 (Baines, 55). It was definitely not in existence in 1812 (LRO DDCI 522). In 1888 at the mouth of the Liggard Brook, a shipbuilding yard was established (Drakes 1992, 9; OS 1892 1:2,500). In the 1920s and 1930s this built amongst other vessels, river steamers for Africa (Ashmore 1982, 210). By then it was the Lytham Shipbuilding and Engineering Shipyard and as such it closed in the early 1950s (Drakes 1992, 32-3). Adjacent to the shipyard in 1908 was a large laundry (OS 1911 1:2,500). At the end of Albert Street adjacent to the railway was a saw mill. The only other industrial activities in the two towns appears to have been corn milling and brick making. The corn mills of medieval origin had disappeared by 1812 (LRO DDCI 522). They had probably been replaced in 1805 when a tower mill was built on the sand dunes south of the village (see photograph in Clarke 1918 opp 593). This mill continued in operation until 1919 when it was damaged in a storm and

by the resultant fire. It was given to the people of Lytham as a heritage attraction in 1920 (info from LHC). To the rear of the mill was a corn drying kiln that is depicted on an engraving of 1840. Rothwell incorrectly states that the building shown is the old lifeboat station on the site of a former brick kiln (1993, 13). Not only would a lifeboat station not have been built on the landward side of the windmill, the brick kiln was still in existence and lay to the east (OS 1844 1:10,560). The corn drying kiln continued in operation until replaced by a new one built in 1881 at East Cliffs in Lytham (info from LHC). The brick kiln came into existence between 1812 and 1844 (LRO DDCI 522; OS 1844 1:10,560). There was another small brickworks near Saltcoates (Ashton 1946, 55). By 1890 St Annes had a saw mill north of the railway station and a steam laundry near the gas works (OS 1893 1:2,500)

Later nineteenth century urban development

In 1847 the passing of the Improvement Act for Lytham and the establishment of the local board brought a new phase in the development of the town. Many of the facilities found wanting in the 1820s were at last addressed as some control over the town's development moved from the lord of the manor to the improvement commissioners (Ramsbottom 1997). Most of the surviving fabric of the town post-dates this period so that the appearance of modern day Lytham can be attributed to the events of 1846-7, the arrival of the railway and the establishment of the local board (Pevsner 1969, 172). "*The impetus given to the building trade of Lytham by the opening of the railway and the almost simultaneous extension of ground leases was soon visible in the erection of numerous houses*" (Porter 1876, 445). Initial growth was to the east towards the new railway station. This is clearly shown on Robert Dobson's *Plan of the Village of Lytham* of 1846 (LRO DDCI Map 1), in which new streets are shown as having been laid out since 1844 (OS 1848 1:10,560). In the late 1840s and 1850s building also took place around Westby Street and along Hastings Place near the new market (Pevsner 1969, 173). Lytham continued to extend eastwards until about 1870 but the main growth was to the west toward the church, especially along the sea front. After the establishment of a station at Ansdell further properties were built along the coast. These consisted of large detached villas set in their own grounds, such as the Elms and Riversleigh and clearly were owned by the very wealthy (OS 1893 1:2,500). Behind these and towards the railway line, rows of semis were built between 1892 and 1908 (OS 1911 1:2,500). By then Ansdell had extended westward and was beginning to join with the new suburb of Fairhaven. Fairhaven was developed by Thomas Riley of Fleetwood, who had established the Fairhaven Estate Company in 1892. It was planned as a new resort based around a principal attraction of a marine lake. By 1896, 43 houses and shops had been erected but only one hotel (Brown 1992, 50). The resort reached its full development in the 1920s (Brown 1992, 50-2).

Commercial development



Plate 1: Covered Market, St. Annes

Lytham appears to have had a market before the nineteenth century but clearly it was in abeyance by the 1820s (Fishwick 1907, 26; Whittle 1830). A market hall was built in 1848 following the recommendations of the Improvement Act (Porter 1876, 446). In 1869 it was described as selling meat, fish, fruit, vegetables and fancy goods (Slater 1869, 499) and in 1890 Lytham was described as a 'thriving market town' (Slater 1890, 390). By the 1860s Lytham had a wide range of shops, and directories and postcards from the later nineteenth century indicate that these were concentrated around the

market and along Clifton Street (Slater 1869, 498-500; Slater 1890, 390-94). By 1908 Lytham had three banks, all on Dicconson Street (OS 1911 1:2,500). St Annes did not have a market but by 1890 but it had a plethora of shops mainly along Garden Street and St Annes Road West, where there were also four banks by 1909 (Slater 1890, 390-94; OS 1911 1:2,500).



Plate 2: Clifton Street

Pubs and inns

In 1812 there were five taverns in Lytham, the Jolly Sailor, the Britannia, the Turf and two either side of the Ship Hotel (Ashton 1946, 54). These pubs did not survive the development of Lytham as a respectable resort and it seems that drinking dens as opposed to licensed premises with accommodation were discouraged. In 1908 only four public houses were marked in Lytham (OS 1911 1:2,500) and all of those were described as hotels in the nineteenth century. These were the Ship and Royal, the Market and Commercial, the Talbot and the Railway, all of which were noted in 1869 (Slater, 499). In St Annes in 1909 no public houses were marked (OS 1911 1:2,500). In 1869 reference is made to a public house known as the Trawl Boat (Slater, 499). There was a Trawl Boat Farm at Common Side in 1844 and it seems likely that the pub was there (OS 1848 1:10,560). The present Trawl Boat public house is in St Annes at a location that was probably not developed in the 1860s though the present building was in existence by 1892 (OS 1893 1:2,500).

Hotels

By 1824 there were three hotels or inns in Lytham, the Clifton Arms, the Commercial and the Ship (Baines, 55). The Clifton Arms moved to its present site on the sea front in 1839. In 1854 it was joined on the front by the Neptune Hotel which had changed its name to the Queens by 1890 (Brown 1992, 9; Slater 1890, 394). By 1869 both the Railway and Talbot were also in operation in Lytham (Slater 1869, 499). No further hotels were added during the nineteenth century. In addition to the hotels there were said to be many lodging houses

built along Beach Parade (Slater 1869, 499). At St Annes, the St Annes Hotel remained its only establishment until 1897 when both the Grand and Victoria were erected (Brown 1992, 10). By 1906 there were also two hydropathic establishments in St Annes (Anon, 179). In 1909 on the back of a rising demand for hydropathic therapies, the Imperial Hydro was built, which was later known as the Majestic Hotel (Brown 1992, 13-16). This was St Annes' largest and most impressive building at the time.



Plate 3: The Talbot

Non-conformist chapels

The first non-conformist meeting house in Lytham was a Baptist chapel near the gates to Lytham Park in 1820 (Porter 1876, 439). This had been replaced by a draper's shop in 1876 though no other Baptist chapel was built in the area until 1885 when one was erected in St Annes (Fishwick 1907, 55). A further chapel was opened in Ansdell in 1908 (www.imagesofengland.org.uk). The Congregationalists first opened a chapel in Bannister Street, Lytham in 1862, which was designed by Birch in late gothic style (Porter 1876, 449). They opened a chapel in St Annes in 1895 (Fishwick 1907, 55) and in 1912 opened one in Fairhaven. This was built to the designs of Briggs, Wolstenholme and Thorley in a Byzantine style, with the walls faced with white ceramic tiles (Stell 1994, 112; Pevsner 1969, 175), consequently it is known as the White Church.



Plate 4: The White Church

The Wesleyan Methodists opened a chapel off Bath Street, Lytham in 1847 but twenty years later it was too small for its congregation and a new chapel was built on the corner of Park and Westbury Streets (Porter 1876, 445). Opened in 1867, this is a large and imposing classical-style structure with an entrance framed by two giant Corinthian columns

(Stell 1994, 112). The Wesleyans opened a chapel and lecture hall off East Bank Road, St Annes in 1892 and another in Fairhaven in 1899 (Farrer and Brownbill 1912, 218).



Plate 5: Methodist Church, Westbury Street

Anglican and Roman Catholic churches

St Cuthbert's church, by 1834, was too small to meet the demands of visitors during the season so it was rebuilt (Porter 1876, 435), it was further enlarged in 1872 to designs by Austin and Paley (Pevsner 1969, 172; Price 1998, 85). A new church, St Johns, was built to serve the east end of Lytham in 1848-9 (Porter 1876, 446). This was designed in gothic style to the principles of the ecclesiological movement (Pevsner 1969, 173). In 1904 at Fairhaven, St Pauls was built as a chapel of ease to St Cuthberts (Farrer and Brownbill 1912, 218). Other than St Annes, the only established church erected in St Annes was St Thomas' Mission Church built in 1900 to designs by Austin and Paley (Farrer and Brownbill 1912, 218; Pevsner 1969, 175). The Roman Catholics replaced their chapel on the edge of the Clifton's park in 1839 with the erection of St Peters. A tower was added in 1878 (Pevsner 1969, 173). Two other Roman Catholic churches were built in Lytham St Annes, both by Pugin and Pugin; Our Lady Star of the Sea opened in St Annes in 1891 and St Josephs opened in Ansdell in 1914 (Pevsner 1969, 175).

Schools

The spread of non-conformist chapels led to a growth in denominational Sunday schools in mid-nineteenth century Lytham. The only new free weekly schools added in the mid-nineteenth century, however, were the Roman Catholic school attached to St Peters (Slater 1869, 499) and the national schools erected adjacent to St John's church (Porter 1876, 447). Heyhouses School was enlarged in 1853 (Porter 1876, 452). By 1890 the growth of St Annes had led to the establishment of St Annes High School for Girls and a boy's collegiate school off Central Drive (Slater 1890, 394). There was also a school associated with St Annes' church (OS 1893 1:2,500). In 1907 a technical school was built off North Clifton Drive, a year later King Edward VII boy's grammar school was built off South Clifton Drive in Fairhaven (Pevsner 1969, 175). The former was designed by Henry Littler, the then County Architect for Lancashire (www.imagesofengland.org.uk), the latter is an imposing Edwardian classical structure by the architects Briggs, Thornley and McLaughlan (Pevsner 1969, 175).

Public buildings

Like other seaside resorts, both Lytham and St Annes lack traditional civic centres, because the focus of the towns is the shoreline. Neither town had a town hall until after the First World War. Lytham at least had its market hall but the nearest St Annes had to a civic building, was the public hall opposite Ashton Gardens. Lytham Institute was opened in 1878 and now houses Lytham's public library (www.imagesofengland.org.uk). A Carnegie Library was erected in St Annes in 1904 (www.imagesofengland.org.uk). The police station off Bannister Street opened in Lytham around 1900 (www.imagesofengland.org.uk). Lytham's cottage hospital, built at the east end of the town, opened in 1871 and was paid for entirely by the Clifton family (Porter 1876, 450).

Public utilities

The necessity for street lighting was highlighted as early as 1829 (Whittle 1830), but it was not until 1850 that gas lighting was introduced (Porter 1876, 447). The gas works were under construction in 1846 (LRO DDCI Map 1) and in operation by 1847 (Wilson 1991, 44). As at Blackpool, the works were initiated by the Improvement Commissioners (Wilson 1991, 45). Unlike Lytham, St Annes ran its gas supply through a private company, the St Annes Gas Light and Coke Company (Slater 1890, 394). St Annes' gas works were situated to the north of the town and were established in 1876 (Wilson 1991, 46; OS 1893 1:2,500). Neither town had an electricity generating plant until the inter-war years (Ramsbottom 1998), after they were joined into one municipal borough. By 1890 a cemetery had been established between Shell Hill and Saltcoates, though at the time it only had a Roman Catholic mortuary chapel (OS 1893 1:2,500).

Water supply and sewage disposal

There were a number of pumps and wells supplying water to Lytham in the mid-nineteenth century. Given its situation the water from these must often have been brackish. Later in the century Lytham received piped water from the Fylde Water Company and a waterworks were noted off Westby Street in 1890 (Slater 1890, 394). St Annes was supplied with piped water from the Fylde Water Company from the very beginning of the town's development (Ramsbottom 1998). Provision for the disposal of sewage seemed to have remained fairly primitive throughout the nineteenth century. A signboard from Lytham dated 1858 warned of prosecution for anyone dumping nightsoil in the street (Rothwell 1978, 14). Night soil was still being disposed of in Lytham by dumping it in a hollow on the Green (the flattened sand dunes to the south of Lytham promenade) as late as 1890 (Rothwell 1978, 14).

Golf

The Lytham and St Annes Golf Club, now the Royal Lytham and St Annes, opened in 1886 on a stretch of sand dunes to the north of St Annes, part of which is preserved in the present-day Old Links Golf Club (Brown 1992, 46). The formation of these golf links was instrumental in turning sand dunes into useable land. In time this placed the land under threat from development and the club having failed to gain a permanent tenancy from the St Annes on Sea Land and Building Company moved to their present site in 1897 (Brown 1992, 48). This land they acquired from the Clifton Estate and the new links in addition to making Lytham St Annes forever associated with the game, provided a green barrier between St Annes and Lytham, breachable only along the coast.

5. STATEMENT OF HISTORIC URBAN CHARACTER AND NATURE AND SIGNIFICANCE OF THE ARCHAEOLOGICAL AND HISTORICAL RESOURCE

5.1 Surviving plan components

Church and Churchyard (Areas 1-3)

– St Cuthbert’s church and churchyard (Area 1)

This plan component includes the vicarage to the east and the hall to the west. The church was built in 1834, replacing an earlier cob-built church of 1770, which in turn replaced one of medieval date. The current church was enlarged in 1872, 1882 and 1909 (Pevsner 1969, 172). The church is listed at grade two star and forms a group with the contemporary vicarage to the east, an eighteenth century sundial and a nineteenth century monument in the churchyard, all of which are listed at grade two. The hall to the west is post 1893 (OS 1893 1:2500, 87.02).



Plate 6: St Cuthbert's Church

– St Anne’s church and churchyard (Area 2)

A Paley and Austin church built in 1873 and enlarged in 1887, with additions of 1903, 1919 and 1930. It is brick-built with a tiled roof and a three-storey square tower. It occupies an extensive triangular shaped churchyard surrounded by roads on all three sides. The vicarage and attached school are situated across the road to the north. It is listed at grade two. The churchyard also contains a listed lychgate and boundary wall which dates to 1873-75.

– St John’s church and churchyard (Area 3)

Designed by the architect EH Shellard, and considered one of his best buildings (www.imagesofengland.org.uk), St John’s church forms a group with the adjoining vicarage. The church was built in 1848-9 and extended to a further design by Shellard in 1856-7 (Pevsner 1969, 173). It is a single-storey, stone-built church with a four-storey tower and a spire, and is listed at grade two star. The lychgate, erected in 1897, and the southern boundary wall are listed at grade two. The vicarage was constructed between 1848 and 1891 (OS 1893 1:2500, 67.03).

Civic Centre (Area 4)

– St Annes’ Town Hall (Area 4)

This is a former hotel dating to the late nineteenth and early twentieth century. It was converted into a civic building in 1926 (Ramsbottom 1998) and is a three-storey building

with two-storey bay windows. There is a three-storey rendered building behind the main building that has three-storey bay windows.

Commercial Centre (Area 5-6)

– St Annes Road West (Area 5)

This area comprises the commercial centre of St Annes. The banks and higher status stores are situated along St Annes Road West but the commercial character of the area extends along the Crescent and St Andrews Road, where the shops are of a lower status and are smaller in size. The buildings are of various styles and have one to three-storeys and are brick or stone-built. Some buildings have two-storey bay windows and extended ground floors to form modern shop



Plate 7: Covered Market

fronts. The 1893 mapping reveals that the area was not totally built up by this time. It also reveals that certain features, such as a bowling green, a police station and a post office are no longer extant (OS 1893 1:2500, 59.13).



Plate 8: St Anne's Road West

– Clifton Street (Area 6)

This is the commercial centre of Lytham and is characterised especially by the Edwardian-style metal shop canopy supports that extend across the pavement in front of many shops. The street continues to be a very active shopping centre.

The area is characterised by mainly brick-built, two to three-storey buildings with features such as single storey and two-storey bay windows, gable fronts, arched doorways, porches and mullion windows. There are both residential and commercial properties in the character area.

The character area includes a number of listed buildings including; a Market Hall, a War Memorial, Park Street Methodist Church and hall, two banks, a stable, the library and some residential properties. The early maps reveal certain features that are no longer extant, such as, the site of fish stones, a skating rink, a police station, a Custom House and a Signal Post (OS 1848 1:10560, 67; OS 1893 1:2500, 67.03).



Plate 9: Market Hall, Lytham

Railway (Area 7)

A branch line of the Preston and Wyre Railway connected Lytham with Preston in 1846 (Porter 1876, 444). The station was built in what had been the town's common field known as Marsh Field to the east of the lane to Saltcoats (OS 1848 1:10,560). This lane became known as Station Road. The branch line terminated at Lytham until 1874 when it was physically joined with the line from Blackpool (Porter 1876, 448). After this event the Station Road terminus became a goods station (OS 1893 1:2,500). The Blackpool line was opened in 1863 and terminated at the site of Lytham's present station off Ballam Lane: a ticket office was established at Ansdell Road too (Porter 1876, 448), which assisted in allowing the early beginnings of the suburb of Ansdell. With the linking of the two branch lines, the Blackpool line was upgraded from single to dual track. At the same time the Ballam Lane station was rebuilt as an architecturally impressive terminus to welcome tourists, complete with Italianate facade.

This line survives and continues to be used, although some associated features such as the original Lytham Station, goods yards, signal boxes and areas of sidings associated with industry have been redeveloped during the twentieth century. Some of which have been excluded from the defined character area as their outlines have been obliterated and their character altered.

Utilities (Area 8)

The character area comprises a sewage transfer station situated off the Inner Promenade, to the west of Fairhaven Lake and to the south of King Edward VII School.

Middle-class housing (c1860-1914) (Areas 9-17)

There are numerous areas of pre-First World War middle-class housing in Lytham St Annes, but there are variations between them by period and house type.



Plate 10: Middle Class Houses, Ansdell

- **Area 10, Park Road**, was a small area of ribbon development consisting of short terraces, semis and detached houses and developed between 1890 and 1908.
- **Area 11, Swainson Street**, comprises a small area of mainly early twentieth century semi-detached and terraced villas.
- **Area 12, Clifton Drive**, consists primarily of semi-detached dwellings dating to the late nineteenth and early twentieth centuries. They are mainly two-storey with gabled fronts and two-storey bay windows. The larger detached properties fronting the sea are set in large walled gardens and were built prior to 1893 (OS 1893 1:2500, 67.02). The character area also includes St Paul's church and several commercial properties.
- **Area 13, Woodlands Road**, consists primarily of semis dating to the late nineteenth and early twentieth centuries. They are mainly brick-built and have two-storeys and single-storey bay windows, although some have two-storey bay windows. The character area includes St Joseph's Roman Catholic church which is stone-built.
- **Area 14, North Promenade**, comprises mainly large detached or semi-detached properties of brick or stone construction. The semi-detached properties are two-storey with two-storey bay windows, stone fronts and gables to the front. However there are three and four storey properties in the character area, some having three-storey bay windows. The character area includes a seven-storey, brick-built, modern block of flats, some commercial properties and a congregational chapel.
- **Area 15 in St Annes** consists of largely late nineteenth century, brick-built, semi-detached properties with two-storey bay windows, although the area also includes three-storey properties and commercial properties.
- **Area 16 towards St Annes' church** is characterised by short terraces of mixed status houses but all with front and rear gardens. This area largely developed in the 1880s and

90s. The area comprises a number of listed buildings which include, the library, the Grand Hotel, the Church of St Thomas and the Municipal Offices.

– **Area 17, The Warton Street area**, to the east of the commercial centre of Lytham, consists of terraces of varying size of house type but distinguished by front and rear gardens. The majority were built in the late 1840s and 1850s. The majority of the housing is brick-built and has two to three-storeys, with some having single-storey bay windows and gabled fronts. The character area includes, Lytham United Reformed Church and associated Sunday School, St Peter's Roman Catholic Church, St Paul's Nursing Home and Convent of the Holy Cross and Passion and a number of listed buildings fronting the Central Beach Road. **Area 9, Church Road**, is similar but the houses for the most part are larger and grander.

Pre-NHS Hospital (Area 18)

– Lytham Hospital (Area 18)

This cottage hospital was opened in 1871 in large grounds. Today though the core of the nineteenth century building remains, the grounds have largely been developed as the hospital expanded.

C20 Hospital (Area 19)

Clifton Hospital was built in 1988 and provides inpatient and day hospital care for older people. It is adjacent to large areas of inter- and immediate post-war housing, a school, the railway and a golf course.

Public Landscaped Grounds (Areas 20-25)

– Fairhaven Lake (Area 20)

Fairhaven Marina was a park based around a large lake which was in existence by 1899 (Brown 1992, 50). The landscape grounds around the lake are largely a product of the 1920s when the area was developed as the Ashton Marine Park, which opened in 1926 (Brown 1992, 50). Features include, boating, bowls, tennis, crazy golf, pitch and putt, basketball, a playground, picnic area and a car park.

– St Annes' Promenade (Area 21)

These gardens were established in 1914 along the entire length of St Annes' promenade (Brown 1992, 36). Features include a bandstand, a lifeboat memorial, shelters, a paddling pool, a putting green, a lake feature and toilets. The bandstand, memorial and three of the shelters are listed at grade two.

– Ashton Gardens (Area 22)

The first formal gardens within the defined survey area were the St Georges Gardens (now known as the Ashton Gardens), which were laid out in St Annes in 1874-5 during the initial development phase of that town. In 1914-16 they were improved and extended using donations from Lord Ashton (Brown 1992, 38-9). The park now comprises; two two-storey stone gatehouses, a single-storey brick pavilion, large glasshouses, a listed war memorial, bowling greens, playgrounds, formal gardens and a large pond. The park was more extensive in the nineteenth century, areas have since been redeveloped as housing (OS 1893 1:2500, 59.13).

– Lowther Gardens (Area 23)

In Lytham the first formal landscape grounds were Lowther Gardens, developed on 12 acres of sandy soil. They were laid out in 1873 and given to the town by John Talbot Clifton in 1905 (Brown 1992, 34). The local authority added the Lowther Pavilion in 1921 (www.lythamheritage.fsnet.co.uk).



Plate 11: Lowther Gardens

– Lytham Green (Area 24)

The earliest public open space in Lytham was the Green, which gradually formed with the flattening of the sand dunes from the 1830s onwards. The character area includes, single-storey shelters, toilets, a car park, a miniature boating pool, a listed windmill of c 1805 and a listed former lifeboat station, which is now a museum. A brick kiln is shown close to the windmill on the 1848 mapping (OS 1848 01:10560, 67).

– Station Square (Area 25)

This character area comprises a bowling green and a pavilion and two areas of woodland. Within the coppice to the west of the railway bridge is a memorial drinking fountain erected in c 1882 to commemorate John Talbot Clifton of Lytham Hall. It was erected in front of the Market House in Market Square and was removed to this site to make way for the War Memorial in the 1920's.

Recreation Grounds (Areas 26-27)

Lytham and St Annes feature a number of open areas devoted to sport. The most significant of these is **the Royal Lytham and St Annes golf course (area 26)**. Famed as one of the principal venues for the British Open Golf Championship, it provides a large open space within the Lytham St Annes' urban area. It opened in 1886 on a stretch of sand dunes to the north of St Annes, part of which is preserved in the present-day Old Links Golf Club (Brown 1992, 46). **Lytham Cricket Club (area 27)** is pre-1893 and the two original pavilions are still extant. The character area also includes several tennis courts.

Nineteenth Century Cemetery (Area 28)

By 1890 a small catholic cemetery had been established between Shell Hill and Saltcoates. It includes a Roman Catholic mortuary chapel (OS 1893 1:2,500, 59.15). Three stone effigies lean against the west wall of this chapel. The memorials are simple and there is a tall war memorial.

Twentieth Century Cemetery (Area 29)

Park Cemetery was founded in the north of the survey area in 1925 and was still only partly laid out by 1932 (OS 1932 1:2500, 59.14). It now comprises circular pathways through the memorials, a cemetery lodge, a mortuary, a crematorium and a pond. This pond is the site of an old clay pit (OS 1847 1:10560, 59).

Leisure Facility (Area 30-31)

– St Annes' Pier (Area 30)

The pier opened in 1885 and initially was very simple. The existing pier entrance was built in 1899 and pavilions were added in 1903 and 1910. In 1974 fire completely destroyed the 'Moorish' pavilion and in 1982 the Floral Hall was destroyed by fire and the pier's seaward end had to be demolished (Brown 1992, 26-30). The pier entrance and some of its ornamental metalwork are reminders of its late Victorian and Edwardian heyday. Currently the pier provides shops, amusements, a café and a tenpin bowling alley.



Plate 12: St Anne's Pier

– Pleasure Island (Area 31)

Pleasure Island comprises, a boating pool and boathouse, swimming baths, a cinema, parking and miniature golf and railway. The character area also includes some adjacent dunes and car park. Pleasure Island is a relatively recent development, only some open air baths are shown in this area on the 1932 mapping (OS 1932 1:2500, 59.13), these were constructed in 1916 and are no longer extant.

Agricultural Areas (Areas 32-33)

There are two defined agricultural areas within the defined survey area for Lytham St Annes, both of which are allotment gardens that are situated in residential areas.

Twentieth Century Industrial/Commercial (Areas 34-48)

Modern industrial and commercial areas in Lytham St Annes are mainly concentrated in Lytham or adjacent to the commercial centre of St Annes. There is also a large industrial estate towards the edge of the study area.

There are fifteen character areas and the majority of these are of a small to medium size. These character areas include: garages, depots, a public house, a hotel, a factory and other industrial works. However there are larger areas, these include; Queensway Industrial Estate, Lytham Dock Industrial Estate and Parkview Adult Training Centre.

Many modern industrial sites may represent the redevelopment or partial redevelopment of areas of previous industrial, domestic or recreational use, and may include remnants of earlier fabric. Parkview Adult Training Centre (area 35) was constructed on the site of the former Lytham Station, Rowlay Trading Estate (area 39) is on the site of a steam laundry and the works north of Cleveland Road (area 46) is on the site of a football ground (OS 1893 1:2500, 59.03, 67.3).

Twentieth Century Place of Worship (Area 49)

Mount Olivet Pentecostal church is situated on Preston Road and was present by 1924 (www.lytham-online.co.uk).

Twentieth Century Public (Areas 51-60)

Modern public buildings are concentrated throughout the defined survey area of Lytham St Annes. These include, three government offices, two police stations, a magistrates court, two fire stations and a lifeboat station. Small individual buildings such as community or health centres may also occur elsewhere in the survey area, as features within residential character areas rather than forming separate character areas in their own right.

Water Feature (Area 61)

The character area comprises a series of ponds at North Houses on the northern edge of the survey area. The ponds are manmade and are post-1932 (OS 1932 1:2500, 59.14).

Twentieth Century Recreational (Areas 62-80)

There are eighteen recreational character areas situated in Lytham St Annes. They are situated throughout the defined survey area, generally in residential areas and range in size from small to large. These areas perform a variety of functions, and include; playing fields and sports grounds, a bowling club, St Annes Cricket ground, two YMCA buildings and associated sports grounds, St Annes Old Links golf course and a rugby ground. There are also grassed areas used for informal recreation, which may include play areas.

Twentieth Century School/College (Areas 81-91)

There are eleven defined character areas that comprise modern educational establishments in Lytham St Annes, spread throughout much of the urban area with the

exception of the commercial centre. The schools lie adjacent to or within residential areas. The majority are primary schools set in playing fields although there are three high schools and one college. The high schools are set in extensive playing fields and are adjacent to other educational establishments, for example, Lytham St Annes High School is adjacent to Blackpool and Fylde College Ansdell Campus and St Bedes RC High School is on the same site as St Peters RC Junior School.

– King Edward VII and Queen Mary School (Area 86)

Queen Mary School was built in 1930 with later alterations and is listed at grade two. King Edward VII School was opened in 1908 and stands within extensive grounds. It was built on the site of a former rifle range (OS 1893 1:2500, 67.01). The main building range is symmetrical and brick built in an Edwardian classical style. The site includes a nursery and infant school.

Twentieth Century Transport (Areas 92-96)

Character areas relating to transport in the twentieth century in Lytham St Annes comprise four areas of car parking and part of Blackpool Airport. However, further areas of car parking occur elsewhere in the survey area, as features within residential, industrial or commercial character areas, rather than forming separate character areas in their own right.

Camping Site (Area 97)

The character area comprises a scout campsite situated on the northern edge of the defined survey area, adjacent to woodland north of Heyhouse Lane.

Individual Housing (1918 to 2003) (Areas 98-108)

This character type mainly comprises small areas of houses set in large gardens, generally situated towards the edges of the survey area. Five areas lie on the boundary itself, however none of these extend beyond it. There are no areas of this type in the town centre. The houses are most often detached, but some areas include semi-detached dwellings.

Character areas lie in a variety of situations, with some adjacent to parks or other open land and some in twentieth-century residential suburbs or adjacent to areas of earlier high-status housing. Most of the individual areas are of a small size, containing as few as a four houses, although there are larger areas.

Inter- & Immediate Post-War Housing (1918 to c1950) (Areas 109-120)

This character type is spread throughout the survey area of Lytham St Annes and mainly comprises large housing estates in St Annes. These estates tend to feature formal layouts of semi-detached houses and short rows, all with individual front and rear gardens, although there are examples of flats and maisonettes.

Late Twentieth Century Housing (c1970 to 2003) (Areas 121-138)

There are eighteen defined late twentieth century housing areas in Lytham St Annes and these are found throughout the survey area. The larger areas of this date are situated towards the edge of the survey area and the small to medium areas are either within or adjacent to earlier housing. Some areas contain detached houses, often quite close

together, whilst others contain a mix of detached and semi-detached dwellings. There are also flats, sheltered accommodation, staggered rows of houses or garaging within these areas. This character type includes areas of very recent development, built in the early years of the twenty-first century and estates may extend beyond the defined survey area.

Some areas represent redevelopment of the former sites of industrial premises or terraced housing. The larger estates, situated towards the edges of the survey area, tend to be built on previously undeveloped land.

Later Post-War Housing (c1950 to c1970) (Areas 139-143)

Residential development of the 1950s and 1960s is concentrated in Lytham and is of a tremendously varied character. The larger estates form part of the wider twentieth century suburban development of Lytham St Annes, and lie adjacent to earlier and later residential areas.

The layouts of the larger estates generally include long avenues, and house-types tend to be homogeneous, although areas of semi-detached houses can include small groups that are detached and vice versa. Houses built in short rows are also present. The detached houses are often set close together. Individual dwellings may have a front and a rear garden, or may have a garden only to the rear.

Natural (Areas 144-159)

Natural areas are spread throughout the survey area and include; Starr Hills Nature Reserve, Lytham Dock, Stanner Bank Mudflats, areas of dunes and woodland.

5.2 Building materials

Like in much of the Fylde, the lack of accessible building stone meant that until the later eighteenth century many buildings were built as cob and timber structures with thatched roofs. These were traditional materials in use from at least the medieval period. In the fourteenth century there are references to the windmill having a thatched roof and cob walls (Fishwick 1907, 7). Rushes were used to thatch barns at Lytham in the sixteenth century (Fishwick 1907, 11). The 1532 map of Lytham shows the houses as timber framed (LRO DDCI 685), as are houses shown on other early maps of the Fylde. Cob was used for walling well into the eighteenth century. Referring to Lytham in the 1760s, Thornber described it as *"its dwellings being all thatched, built on crooks, and entered by a falling step; the first that boasted of a slated roof are those which are known by the name of Edmondson's houses"* (1837, 343). At the time it was clear that Thornber was describing a state of affairs still within living memory. A terrier of 1778 confirms the contemporary presence of cob walls, as the churchyard wall is described as cob-built (Fishwick 1907, 45). In 1799 Captain Latham described the appearance of Lytham before its then recent emergence as a seaside resort. He stated that *"the houses being low, and formed of mud and clay, covered with straw, it gave more the idea of an Indian town than the appearance of an English village"* (Whittle 1830, 38). However, presuming that all of the buildings were thatched may be an exaggeration, as there are references to both slated and thatched barns in 1744 (LRO DDCI 521). It would seem then that Lytham's post-medieval vernacular building tradition used crucks, or for the more prestigious buildings, timber frames, with the walls formed of cob and the roofing material rush or straw thatch, until the eighteenth century when stone flags appeared. The latter were probably brought to Lytham by boat.

It is likely that with a lack of accessible building stone, cob building continued to dominate well in to the eighteenth century. Where stone was used cobbles would have been the most likely form. One of the characteristics of the area are the cobble walls, which comprise mainly boundary walls. These occur a little in the South Shore area of Blackpool, but they are primarily a feature of Lytham St Annes. The earliest consist of roughly coursed cobbles bonded with mortar and are exemplified by the barn to the rear of the Talbot Inn, though the earliest surviving stretch of such walling is probably the Lytham Hall park boundary wall. Later examples are often neater, with stones arranged in decorative order by colour or bordered by bricks. The technique is a distinctive feature of Lytham St Annes that continued to be used well in to the twentieth century.

The lack of available building stone, other than cobbles, led to the development of a local brick-building industry. The earliest surviving brick-built structures in the area, other than Lytham Hall, are a pair of small cottages off Regent Avenue in Ansdell that probably date to the late eighteenth century (www.imagesofengland.org.uk). As well as the sites already noted there was a brick and tile-making firm in St Annes by 1890 (Slater, 394). Bricks were also made just outside the defined urban area at Ballam (Ashton 1946, 55). The local hand-made bricks had a mellow dark buff colour and are the principal material in most of the nineteenth-century buildings in the area. In the later nineteenth and early twentieth century, brick and terracotta was imported from east Lancashire. From this time, both St Annes and Lytham are primarily brick-built. Pennine sandstone was sometimes used for window sills and other dressings. The roofing material, after the arrival of the railway, was Welsh slate or, as in the case of the Carnegie library, St Annes, Cumbrian slate (www.imagesofengland.org.uk).

5.3 Architectural style

Gothic and Jacobean styles dominated mid- to later-nineteenth century buildings in Lytham. Jacobean styles were an especial feature of housing built by the Clifton estate and formed an estate 'signature' for most of its buildings. Early- to mid-nineteenth century cottages off Clifton Street are a good example of this style. The use of gables with barge boards is a particular feature of late Victorian and Edwardian houses in both Lytham and St Annes and, as Pevsner noted, is a recurring feature in other middle-class seaside resorts such as Bournemouth (1969, 174). The buildings of both towns feature many famous contemporary architects and the quality of the architecture is reflected in the high number of listed buildings (See Anon 2004).

Lytham is primarily a Victorian town. It is better built and features more high quality buildings than Blackpool. Like Fleetwood its main hotel, the Clifton Arms, is imposing and intended to make a statement, but unlike Peter Hesketh Fleetwood, the Clifton's do not appear to have had a cohesive vision for their resort and did not employ a single architect to design their town on block. Rather they responded to opportunities in a piecemeal manner, retaining control without clear leadership. The quality of the buildings, however, transcended housing and hotels and can be seen in its churches, chapels and even in its fine Italianate railway station.

St Annes is a product of the late nineteenth century and Fairhaven is Edwardian in character. Here again the pursuit of quality is not only exhibited in their houses but in their churches, chapels and even in King Edward VII school. St Annes lacks the Clifton's influence on architectural style, as it was built by the St Annes Land and Building Company, though their first building the St Annes Hotel appears to have aped in part the Jacobean style favoured by the Cliftons. The remainder of the town lacks a common architectural style but in general its buildings were grand and fashionable to suit the tastes of its affluent residents and desired wealthy visitors (Brown 1992, 12).

5.4 Housing types

There are few buildings that pre-date the earlier nineteenth century in Lytham St Annes. A farm at Common Side probably dates to the late seventeenth century and was built on the simple three cell, baffle entry plan. Like the farm, a late-eighteenth century cottage in Lytham is cobble constructed and was built on the two cell plan with a loft. It was probably a fisherman's cottage (www.imagesofengland.org.uk). Most domestic buildings before the later eighteenth century in Lytham township are likely to have been single storey or one and a half storey two cell structures, of one room depth. Some of these survived into the later nineteenth century as shown by a contemporary postcard formed by a photograph of a single storey, thatched cottage at Common Side (LHC).

By the later eighteenth century, there are growing references to the quality of the houses being built. In 1799 they were described as 'excellent' (Whittle 1830, 39) and in 1821 as 'elegant edifices' (Tulket, 192). Yet very few surviving houses predate 1840. Perhaps the wealth and fashionable nature of many of the town's inhabitants and visitors meant that, as with the Clifton Arms, buildings erected in the late-eighteenth century were replaced from the mid-nineteenth century onwards. As well as the houses of the wealthy, Lytham features short rows of cottages, including those built by the Clifton estate for its tenants. These are generally two-up, two-down cottages built to a high contemporary specification. In both Lytham and St Annes there are numerous higher-status villas built as detached or large semi-detached houses. There are a few examples of surviving lodging houses, characterised by their multi-floor bay windows, but nothing like the numbers present in Blackpool or Morecambe.

5.5 Communication networks

The map of 1532 indicates that there was a road going north-west from Lytham, via Heyhouses to Layton (LRO DDCI 685). It is uncertain whether beyond Heyhouses this road followed the later route shown on Yates' map along the edge of Starr Hills' sand dunes (Harley 1968). However, the relative position of Great Marton to the road in 1532, suggests that it did. The other main route shown in 1532 went north across the mossland marked as 'Myggelond' towards Little Marton and this appears to equate with the Little Marton road past Ballam and Peel shown in 1786 (LRO DDCI 685; Harley 1968). Neither of these routes were important for anything other than local traffic and therefore were not turnpiked, though the route to Layton, in the late eighteenth century, developed into the road to Blackpool and therefore became much busier and as it seems a private toll road. Headroom Gate was presumably the site of a toll bar. By the earlier nineteenth century both roads ran through the park of Lytham Hall and one of the first initiatives of Thomas Clifton on coming into his inheritance in 1832 was to divert the busy Blackpool road around his park in 1833 (Crosby 1998, 73). By 1844 the Ballam road to Little Marton had also been diverted along the edge of the park (OS 1848 1:10,560). In addition to these routes there was another road that led east via Saltcoates towards Kirkham. To improve access to the embryonic resort for visitors, this route was replaced in the later eighteenth century by a carriage road from Preston that went through Freckleton and across the marshes (Whittle 1830, 38). Three coaches per day brought visitors from Preston to Lytham along this route by the 1820s (Baines 1824, 54). It was a private toll road owned by the Cliftons and de Houghtons and it was not until 1922 that all the tolls were removed from it (Crosby 1998, 215).

Late nineteenth century Lytham grew largely as a result of the railway and St Annes owed its existence to the railway. Initially the railway only linked to Preston and the invention of St Annes did not become feasible until there was a through link to Blackpool. It was the opening of a station at Ansdell that stimulated the growth of that suburb. A branch line of the Preston and Wyre Railway connected Lytham with Preston in 1846 (Porter 1876, 444). The station was built in what had been the town's common field known as Marsh Field to

the east of the lane to Saltcoats (OS 1848 1:10,560). This lane became known as Station Road. The branch line terminated at Lytham until 1874 when it was physically joined with the line from Blackpool (Porter 1876, 448). After this event the Station Road terminus became a goods station (OS 1893 1:2,500). The Blackpool line was opened in 1863 and terminated at the site of Lytham's present station off Ballam Lane: a ticket office was established at Ansdell Road too (Porter 1876, 448), which assisted in allowing the early beginnings of the suburb of Ansdell. With the linking of the two branch lines, the Blackpool line was upgraded from single to dual track. At the same time the Ballam Lane station was rebuilt as an architecturally impressive terminus to welcome tourists, complete with Italianate facade.

A tramway was opened from Blackpool through to St Annes in 1896 and then Lytham in 1897 (Abell 1995, 7). Its unique feature was that it operated gas trams run by the British Gas Traction Company (Brown 1992, 20). A tram shed was erected Off Henry Street in Lytham. In 1903 the tram route converted to electricity and was operated by the Blackpool, Lytham and St Annes Tramways Company (Brown 1992, 20-1; Abell 1995, 15). Henry Street tram depot in Lytham never converted to electricity and by 1911 had become the Lytham Picture House (Abell 1995, 95). In 1919 the tramways were bought by St Annes Urban District Council. The tram route ran along Clifton Drive through St Annes, then turned north through Ansdell and then along Cambridge Road and Church Road into Lytham. It ran through Lytham along Clifton Street and terminated at the cottage hospital (OS 1911 1:2,500). It is claimed that St Annes, Fairhaven and Ansdell all grew as a result of the tramway (Brown 1992, 20). This may be an exaggeration as for both Ansdell and St Annes the railway was a much greater influence on their growth, but since Fairhaven lacked a railway station, the tramway was probably a significant factor in its expansion.

5.6 Spaces, vistas and panoramas

Lytham's principal vista was the view across the Ribble estuary towards Southport, hence the development of the most important villas and hotels along the edge of the sand dunes. The early nineteenth century flattening of the sand dunes to create the Green would have improved the view and its preservation from development, especially along the Promenade, maintained it. Some effort was made to create vistas from the town out to sea, primarily through the creation of Diccason Terrace as a wide street giving a view to the pier. The principle of wide streets providing vistas to the sea was enshrined in the development of St Annes and the suburbs of Ansdell and Fairhaven.

Open spaces were developed as visitor facilities and were very much a feature of the two resorts efforts to promote active recreation (Brown 1992, 33). Early in the development of Lytham, the Cliftons allowed periodic public access to their park, however the earliest public open space was the Green which gradually formed with the flattening of the sand dunes from the 1830s onwards. The first formal gardens were the St Georges Gardens (now known as the Ashton Gardens) laid out in St Annes in 1874-5 during the initial development phase of that town. In 1914-16 they were improved and extended using donations from Lord Ashton (Brown 1992, 38-9). Further gardens were established in 1914 along the entire length of St Annes' promenade (Brown 1992, 36). In Lytham the first formal landscape grounds were Lowther Gardens, developed on 12 acres of sandy soil given to the town by John Talbot Clifton in 1905 (Brown 1992, 34). In addition to formal gardens, Lytham St Annes was well equipped with sports and recreation grounds by the early twentieth century. It had quite extensive facilities for cricket, crown green bowling and golf.

5.7 Plan form

Lytham originated as a two row medieval settlement and that plan form can still be recognised in the centre of the town. The nineteenth-century town, like most seaside

resorts, hugged the coast and so extended to the east and west along the Ribble estuary but developed little inland. Development inland was constrained also, to an extent, by Lytham Hall's park. Indeed by the early twentieth century, Lytham's extent inland was largely defined by the route of the railway. The initial nineteenth century expansion of the town was characterised by relatively haphazard development, with detached and semi-detached villas erected on the edge of the dunes and short rows of cottages to their rear. The expansion ushered in by the arrival of the railway to both the east and west of the town centre was more planned and consisted of broadly grid-iron arrangements of short terraces of quite large houses.

St Annes was an entirely planned town of which the principal features were very wide streets, and for the period, very few terraced houses. It developed off a central spine road that terminated in the pier. Despite the town being built by one principal developer it lacks the coherent vision of early Fleetwood.

5.8 Survival

Only the centre of Lytham is built on old foundations, so the survival of remains that pre-date nineteenth century urban growth is unlikely throughout most of the defined urban area. Given the nature of pre-eighteenth century buildings in the area, being largely built of timber and cob, any surviving below-ground remains of pre-urban buildings are likely to be ephemeral and elusive. Most of the above-ground fabric of the present town post dates c 1835 and there is little evidence of the late eighteenth/early nineteenth century building that characterised the initial development of the resort. Remains of buildings of that date may survive below-ground both off Clifton Street and southwards towards Central Beach. The potential for surviving medieval remains, however, is likely to be low within the old village centre. The incorporation of Mythop and Saltcoates within the urban area during the twentieth century may have compromised any surviving medieval or early post-medieval remains in their vicinity.

Most of the nineteenth century development of Lytham from 1840 onwards has never been affected by redevelopment. The same is true for much of St Annes, though along the sea front it has not fared so well, losing some of its key buildings like the Majestic hotel. The loss of the St Annes Hotel is also to be regretted. Most of the remains of industry have also been swept away including the relicts of shipbuilding. The graving dock has been built over though its remains are likely to survive below ground.

The quality of the buildings of Lytham St Annes has ensured that most have survived. The building stock is generally in a good condition; a facet of the town's continuing relative wealth. Many of the nineteenth century luxury villas have been converted, however, from private homes to multiple occupancy retirement and care homes or holiday apartments. The twin town has continued to be a vibrant and successful urban entity. Lytham especially is successful and wealthy, though parts of St Annes appear to be suffering from the economic blight visited on Lancashire's other nineteenth century resorts.

6. DESIGNATIONS

6.1 Listed buildings

There are no listed buildings graded I within the defined urban area of Lytham St Annes. There are two listed buildings graded II*; the Church of St Cuthbert, dated 1835, and Church of St John, built in 1848-9, both in Lytham.

There are 93 grade II listed structures within the defined urban area for Lytham St Annes. Of these, eight are churches or chapels, five are hotels, two are railway stations, four are monuments or memorials, and three are banks, as well as a shop and market hall. In addition, there a number of listed sea front structures in St Annes comprising the pier, a bandstand and three shelters on the promenade, along with one shelter on the Green at Lytham. Other listed structures include various buildings such as the lifeboat station and windmill at Lytham, libraries, police station, Sunday School, banks and office, as well as a drinking fountain, gazebo and a telephone box.

The largest single category of listed structure is houses, both single buildings and terraces. There is a total of 42 listed domestic structures in Lytham and St Annes, the majority in Lytham, reflecting the quality of building and overall middle-class distinctiveness of the town. Only one of these is a former farmhouse, the rest are mostly buildings of the late nineteenth and early twentieth century and are either detached or semi-detached villas, or cottages purpose-built for summer visitors. There are also nine listed walls or gate piers as well as the stable to the rear of the Talbot Hotel, all of which were built using the distinctive local style of cobbles and brick.

6.2 Scheduled monuments

There are no scheduled monuments within the defined urban area for Lytham St Annes.

6.3 Conservation areas

There are five conservation areas within the defined urban area for Lytham St Annes; two in Lytham and three in St Annes. The largest conservation area in Lytham covers the entire town centre, including the area of the medieval and post-medieval settlement, extending westwards to include St Cuthbert's Church and the public areas of Lowther Gardens, the William Pickles Sports Ground and the Cricket Ground. Adjoining this to the west, is the Lytham Avenues conservation area, which is an area of late nineteenth and early twentieth century middle-class houses, including large villas facing sand dunes and the sea front.

In St Annes, the area of original development, along St Annes Road West, The Crescent and immediate surrounding area forms the central conservation area and comprises mainly shops, along with the St Annes Hotel. The St Annes Road East conservation area adjoins this to the north-east, and is made up of the late nineteenth and early twentieth century middle-class houses which line the road, as well as St Annes Church. The late nineteenth century area of Porritt Houses and Ashton Gardens is also a conservation area, adjoining the commercial centre to the north-west. Ashton Gardens is also a registered park.

There are two registered gardens within the defined urban area of Lytham St Annes, both grade II and lying within St Annes. These are Ashton Gardens, laid out in 1874-5, and the promenade, established as a garden in 1914. In addition, Lytham Park is also registered grade II. It lies outside the defined urban area, but its southern boundary forms the northern edge of the defined urban area.

7. BIBLIOGRAPHY

Abbreviations

LHC	Lytham Heritage Centre
LRO	Lancashire Record Office
LSMR	Lancashire Sites and Monuments Record
LUAU	Lancaster University Archaeological Unit
NMR	National Monument Record
OS	Ordnance Survey
PRO	Public Record Office

Manuscripts

LHC uncat	Specification and cross section for corn drying kiln, 1881
LHC uncat	Hand written transcript of <i>Compti</i> for Lytham Priory, fourteenth to sixteenth century
LRO DDCI 521	Survey of Clifton manors, 1744
LRO DDCI 672	Drainage provisions, 1736
LRO DDCI 683a	Assessment and valuation of land in Lytham, 1736
LRO DDCI 1662	Deed, 1662
LRO DDCI 1689	Deed, 1642
LRO DDCI 1917	Deed, 1739
LRO DDCI 2013	Deed, 1767
LRO DDCI 2049	Deed, 1778
LRO DDX 1766	Documents relating to Royal Lytham St Annes Golf Club

Maps

LRO DDCI 522	Plan of the township of Lytham, 1812
LRO DDCI 685	Map of Layton, Marton and Lytham, copy of PRO MR1, 1700
LRO DDCI 1056	Plan of Lytham, early seventeenth century
LRO DDCI 2159	Plan of the beach at Lytham, 1851
LRO DDCI Acc 1108 No 1	Map of Lytham township, late sixteenth (?) century
LRO DDCI Map 1	Robert Dobson's 'plan of the village of Lytham', 1846
OS 1848	1 st edn 1:10,560 Sheet 67
OS 1848	1 st edn 1:10,560 Sheet 59
OS 1893	1 st edn 1:2,500 Sheet 67
OS 1893	1 st edn 1:2,500 Sheet 59
OS 1911	1:2,500 Sheet 67.2
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Access to archives

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8. APPENDICES

Appendix 1 Industrial-era sites as shown on Figure 8

For further information on any of the sites listed, please contact Lancashire County Council.

TYPE	NAME	PRN
ABATTOIR	Slaughter House, nr. 50 St Patrick's Road South, St Annes	21554
ABATTOIR	Slaughter Houses, north of railway line opp. junction of Cleveland Road	21592
AGRICULTURAL BUILDING	Barn Croft, North Houses, Lytham	20198
AVIARY	Aviary, rear of 3 Hampstead Close, Hall Park Drive, Lytham St Anne's	21563
AVIARY	Aviary, adj. to Lowther Gardens Bowling Greens, Woodville Terrace, Lytham	21583
BANK (FINANCIAL)	Bank, 21-23 St Anne's Road West, St Annes	21541
BANK (FINANCIAL)	Bank, 95-97 Clifton Street, Lytham	21594
BLACKSMITHS WORKSHOP	Smithy; rear of 20 Saltcotes Road; Saltcotes; Lytham St Anne's	21569
BLACKSMITHS WORKSHOP	Smithy, Lunesdale Close, Smithy Lane, Hey Houses, Lytham St Anne's	21558
BLACKSMITHS WORKSHOP	Smithy, rear of 20 Saltcotes Road, Saltcotes, Lytham St Anne's	21569
BOWLING GREEN	Bowling Green, The Burlington Centre, St George's Lane, St Annes	21540
BOWLING GREEN	Bowling Green, North Warton Street, Lytham	21585
BRICK KILN	Brick kiln, Lytham	6750
CHAPEL	R C Chapel, Lytham	6751
CLAY PIT	Old Clay Pit, site of present pond, Park Cemetery, Regent Avenue, Hey Houses	21561
CONGREGATIONAL CHAPEL	Chapel, site of Hall adj. to St Anne's on the Sea U.R. Church, St George's Road	21543
CONVALESCENT HOME	Ormerod Home	18891
CORN DRYING KILN	Corn Drying Kiln, Lytham	15024
COTTAGE HOSPITAL	Lytham Hospital, Preston Road & Victoria Street, Lytham	21588
CRICKET GROUND	Cricket Ground, St David's Road North, St Annes	21551
CRICKET GROUND	Cricket Ground, Church Road, Lytham	21582
CROSS	Cross, nr. 74 Clifton Drive, Ansdell, Lytham St Anne's	21584
CUSTOM HOUSE	Old Custom House, nr. SE corner of Birkenhead House, opp. junction of East Beach	21589

TYPE	NAME	PRN
DOCK	Lytham dock	6413
DOCK	Graving dock, off Dock Road, Lytham	26643
FINDSPOT	35 Molyneux Close, Lytham	15129
FIRING RANGE	Rifle Range, Inner Promenade, Lytham St Anne's	21524
FISH STONE	Lytham St Annes	1280
FISHPOND	Fish Pond, rear of 7 & 8 Church Drive, Lytham	21580
FOOTBALL GROUND	Football Ground; east of Ballam Road & north-east of Lytham Station; Lytham	21591
GAS HOLDER	Gasometer, 2-4 & 34-42 St David's Grove, off St David's Road North, St Anne's	22333
GAS WORKS	North Warton Street	19242
GAS WORKS	Gas Works, north end of West Cliffe, Lytham	21586
GAS WORKS	Gas Works, St David's Road North, opposite junction with Cross Street, St Anne's	22331
GENERAL BAPTIST CHAPEL	Baptist Chapel, 46 St Andrew's Road South, St Annes	21537
GLASSHOUSE	Glasshouse, Ashton Gardens, St George's Square, St Annes	21552
GLASSHOUSE	Glasshouse, site of present Bowling Green, Ashton Gardens, St George's Road	21553
GRAVE	Old Links Golf Course, St Annes	18889
HOUSE	Leach Lodge, Blackpool Road North, Lytham St Annes	6198
HOUSE	High Dam Lane, Lytham	6199
HOUSE	Mythorpe, Lytham	6418
HOUSE	Wildings farm, Lytham St Annes	6420
HOUSE	North Houses, Lytham St Annes	6422
HOUSE	South houses, Lytham St Annes	6423
HOUSE	Hey houses and Fancy Lodge, Lytham	6424
HOUSE	North Houses, Lytham	20194
HOUSE	Hey Houses Lane, North Houses, Lytham	20195
HOUSE	Hey House Lane area, North Houses, Lytham	20196
KENNELS	Kennels, 1 Hampstead Close, Hall Park Drive, Lytham St Anne's	21564
LANDMARK TOWER	Lytham	6754
LAUNDRY	Steam Laundry, adjacent to railway line, Fleet Street, St Anne's	22330
LIFEBOAT STATION	Lifeboat House, Royds Street, East Bank Road, St Annes	21544
LIGHTHOUSE	Lytham Lighthouse, 57-63 Lightburne Avenue, St Annes	21539
LODGE	Fancy Lodge, opp. 227-229 Heyhouses Lane, Hey Houses, Lytham St Anne's	21556
LODGE	Hey Houses Lodge, site of present Gateways, junction of	21559

TYPE	NAME	PRN
	Blackpool Road & Regent Avenue	
LODGE	Saltcotes Lodge (present Swiss Lodge), junc. of Saltcotes Rd & Green Dve, St Anne's	21568
LODGE	Watchwood Lodge, junction of Ballam Road with Green Drive, Lytham Hall Park	21574
LODGE	Starr Hills Lodge, Ansdell Road South, Ansdell, Lytham St Anne's	21579
MILEPOST	Milepost, rear of 177 St Andrew's Road South, St Annes	21538
MILEPOST	Milepost, Ansdell & Fairhaven Station, opp. 14 Arundel Road, Ansdell	21562
MILEPOST	Milepost, north of Cricket Ground, Church Road, Lytham	21581
MILEPOST	Milepost, rear of 140 St Andrew's Road North, St Anne's	22332
MILESTONE	Milestone, 240-242 Heyhouses Lane, Hey Houses, Lytham St Anne's	21557
MILESTONE	Milestone, 9 Blackpool Road, Ansdell, Lytham St Anne's	21578
MILESTONE	Milestone, adj. to 31 Blackpool Road North, St Anne's	22338
MISSION HALL	Mission Room, part of present Church Centre, opposite 155 St Alban's Road	22336
MORTUARY CHAPEL	Mortuary Chapel, Cemetery, Saltcotes Road, Saltcotes, Lytham St Anne's	21570
NURSERY GARDEN	Nursery, site of present St Bede's RC High School, Talbot Road, Lytham	21575
NURSERY GARDEN	Nursery, site of present bowling green, Station Square, Lytham	21909
PARTICULAR BAPTIST CHAPEL	Ebenezer Chapel (Particular Baptist), 2-6 St Patrick's Road South, St Annes	21550
PILLAR BOX	Victorian pillar box	15014
PILLAR BOX	Westby Street	15032
PILLAR BOX	Fairlawn Road	15033
PILLAR BOX	Clifton Drive	15034
PLEASURE GARDEN	Promenade Gardens, Lytham St Annes	20055
POLICE STATION	Police Station, Clifton Street, Lytham	6752
POLICE STATION	Police Station, 10-12 Park Road, St Annes	21542
POND	Curtains Pond, SW of Lytham Hall, Lytham Park	25649
POST OFFICE	Post Office, 11 St Andrew's Road South, St Annes	21536
POST OFFICE	General Post Office, 22 Hastings Place, Lytham	21597
PRIESTS HOUSE	Presbytery, St Anne's Road East, St Annes	21548
RAILWAY	Lytham Branch Railway	15023
RAILWAY STATION	Lytham Station	19152
RAILWAY STATION	Ansdell Station, junction of Oxford Road with Ansdell Road North, Ansdell	21577

TYPE	NAME	PRN
ROMAN CATHOLIC CHURCH	Our Lady Star of the Sea Church, junc. of St Anne's Rd E with St David's Road South	21549
SAW MILL	Saw Mills; site of present Fire Station; St Andrews Road North; St Annes	21546
SAW MILL	Saw Mills, site of present Fire Station, St Andrews Road North, St Annes	21546
SCHOOL	School House, Hey Houses Lane, Lytham	6421
SCHOOL	Lytham	6753
SCHOOL	Heyhouses Endowed C of E Infants School, junction of Church Road with St Anne's Road East	22335
SHIPYARD	Lytham Shipbuilding Yard	19057
SIGNAL BOX	Signal Box, rear of St Andrews Court, St Andrew's Road North, St Annes	21547
SIGNAL BOX	Signal Box, adj. to railway line at north end of Croyd Road	21555
SIGNAL BOX	Signal Box, north of Lidum Park Industrial Estate, Saltcotes	21571
SIGNAL BOX	Signal Box, north of Ambulance Depot, Ansdell Road South, Ansdell	21576
SIGNAL BOX	Signal Box, rear of 7 & 8 Freckleton Court, Freckleton Street, Lytham	21587
SKATING RINK	Skating Rink, The Homestead, junction of Henry Street with Queen Street	21593
TOWER MILL	Windmill; East Beach (South side); Lytham	6749
TRAVELLING CRANE	Travelling Crane, east of Marine Industrial Centre, Dock Road, Lytham	21590
VICARAGE	Vicarage, 24a East Beach, Lytham	21596
VICARAGE	Vicarage, 2 Headroomgate Road, St Anne's	22334
WESLEYAN METHODIST CHAPEL	Methodist Chapel, adj. to The Drive Methodist Church, Clifton Drive South	21545

Appendix 2 Listed Buildings as shown on Figure 11

For further information on any of the sites listed, please contact Lancashire County Council.

TYPE	STATUS	NAME	PRN
BANDSTAND	Listed gd II	South Promenade, St Anne's	18344
BANK (FINANCIAL)	Listed gd II	Trustee Savings Bank, No 2 Dicconson Terrace, Lytham	18296
BANK (FINANCIAL)	Listed gd II	Lytham Heritage Centre, No 4 Dicconson Terrace, Lytham	18297
BANK (FINANCIAL)	Listed gd II	Midland Bank, St Anne's Road West, St Anne's	18353
BOUNDARY WALL	Listed gd II	Blackpool Road, Lytham	18289
BOUNDARY WALL	Listed gd II	Fairlawn and Fosbrooke House, Fairlawn Road, Lytham	18305
BOUNDARY WALL	Listed gd II	Grand Hotel, South Promenade, St Anne's	18345
CHAPEL	Listed gd II	Former Methodist Chapel, Bath Street, Lytham	18266
CHURCH	Listed gd II*	Church of St Cuthbert, Church Road (North Side), Lytham	1279
CHURCH	Listed gd II	Lytham United Reformed Church, Bannister Street	18262
CHURCH	Listed gd II	Ansdell Baptist Church, Ansdell Road North	18282
CHURCH	Listed gd II*	Church of St John, East Beach, Lytham	18301
CHURCH	Listed gd II	Lytham Methodist Church, Park Street, Lytham	18322
CHURCH	Listed gd II	Church of St Anne, St Anne's Road East, St Anne's	18351
CHURCH	Listed gd II	Church of St Thomas, St Thomas Road, St Anne's	18354
CHURCH	Listed gd II	Church of St Joseph, Woodlands Road, Ansdell	18356
CHURCH HALL	Listed gd II	Park Street, Lytham	18323
COMMEMORATIVE MONUMENT	Listed gd II	Church of St. Cuthbert, Church Road, Lytham	18293
COMMEMORATIVE MONUMENT	Listed gd II	South Promenade, St Anne's	18347
CONGREGATIONAL CHAPEL	Listed gd II	Fairhaven United Reformed Church ("the White Church")	18285
DRINKING FOUNTAIN	Listed gd II	Station Square, Lytham	18332
ESTATE OFFICE	Listed gd II	Hasting Place, Lytham	18307
FARMHOUSE	Listed gd II	Church Farm, No.23 Commonside, Ansdell	18283
GARDEN WALL	Listed gd II	Nos 15 and 16 Central Beach, Lytham	18273
GARDEN WALL	Listed gd II	Nos 17 and 18 Central Beach, Lytham	18276
GARDEN WALL	Listed gd II	Vicarage Garden, Church Road, Lytham	18295
GATE LODGE	Listed gd II	Church Lodge, Church Road, Lytham	18290

TYPE	STATUS	NAME	PRN
GATE LODGE	Listed gd II	Main Lodges, Lytham Hall, Lytham Park	18314
GATE PIER	Listed gd II	Fairhaven United Reformed Church	18286
GATE PIER	Listed gd II	Church Lodge, Church Road, Lytham	18291
GAZEBO	Listed gd II	Fairlawn, Fairlawn Road, Lytham	18304
HOTEL	Listed gd II	St. Anne's Hotel, St. Anne's Road West, St. Anne's	8674
HOTEL	Listed gd II	Queens Hotel, Central Beach, Lytham	18278
HOTEL	Listed gd II	No 2 Station Road, Lytham	18330
HOTEL	Listed gd II	Clifton Arms Hotel, West Beach, Lytham	18339
HOTEL	Listed gd II	Grand Hotel, South Promenade, St Anne's	18346
HOUSE	Listed gd II	Nos 8 and 9 Central Beach, Lytham	18267
HOUSE	Listed gd II	No 10 Central Beach, Lytham	18268
HOUSE	Listed gd II	No 11 The Coppice, Central Beach, Lytham	18269
HOUSE	Listed gd II	Nos 12 (Pinewood) and 12a (Fountain House) Central Beach, Lytham	18270
HOUSE	Listed gd II	Nos 13, 13a and 14 Central Beach, Lytham	18271
HOUSE	Listed gd II	No 14a Central Beach, Lytham	18272
HOUSE	Listed gd II	Nos 15, 15a, 16 and 16a, Central Beach, Lytham	18274
HOUSE	Listed gd II	The Lees, Nos.17 and 18 Central Beach, Lytham	18275
HOUSE	Listed gd II	Convent of the Holy Cross and Passion and St Paul's Nursing Home, No.19 Central Beach	18277
HOUSE	Listed gd II	Tambourine Cottages, Nos.62-74 Commonside, Ansdell	18284
HOUSE	Listed gd II	Nos 25 and 26, East Beach, Lytham	18299
HOUSE	Listed gd II	Nos 29 and 30, East Beach, Lytham	18300
HOUSE	Listed gd II	Nos 13 and 15 Henry Street, Lytham	18308
HOUSE	Listed gd II	No 14, Henry Street, Lytham	18309
HOUSE	Listed gd II	Nos 16 and 18 Henry Street, Lytham	18310
HOUSE	Listed gd II	Nos 17-25 (odd) Henry Street, Lytham	18311
HOUSE	Listed gd II	Ivy Cottage, No 20 Henry Street, Lytham	18312
HOUSE	Listed gd II	Seafield, No 23 Seafield Road, Lytham	18327
HOUSE	Listed gd II	Sydhall Cottage, Nos 1 and 2 West Beach, Lytham	18334
HOUSE	Listed gd II	Ivy House, No 7 West Beach, Lytham	18335
HOUSE	Listed gd II	Nos 13 (Corby House) and 14 West Beach, Lytham	18336
HOUSE	Listed gd II	No 15 West Beach, Lytham	18337
HOUSE	Listed gd II	Nos 16 and 16a, West Beach, Lytham	18338
HOUSE	Listed gd II	Nos 51 - 61 (odd) Westby Street, Lytham	18341
HOUSE	Listed gd II	Nos 1 and 2, Regent Avenue, St Anne's	18355
INSTITUTE	Listed gd II	Public Library, Lytham Institute and Hewitt Lecture	18280

TYPE	STATUS	NAME	PRN
		Room	
LIBRARY	Listed gd II	District Central Library, No 254 Clifton Drive South, St Anne's	18343
LIFEBOAT STATION	Listed gd II	Lifeboat House	15026
LYCH GATE	Listed gd II	Church of St John, East Beach, Lytham	18302
LYCH GATE	Listed gd II	Churtyard of Church of St Anne's, St Anne's Road East, St Anne's	18352
MARKET HALL	Listed gd II	Nos 1 - 7 Market Square, Lytham	18320
OFFICE	Listed gd II	292-294 Clifton Drive South, Lytham St Anne's	16333
PIER	Listed gd II	St. Anne's Pier, (South West side), South Promenade, St. Anne's	3643
POLICE STATION	Listed gd II	Lytham Police Station and attached Magistrates Court	18261
SCHOOL	Listed gd II	Queen Mary School, Clifton Drive, Lytham	7941
SHELTER	Listed gd II	West Beach, Lytham	18340
SHELTER	Listed gd II	South Promenade, St Anne's	18348
SHELTER	Listed gd II	South Promenade, St Anne's	18349
SHELTER	Listed gd II	South Promenade, St Anne's	18350
SHOP	Listed gd II	Nos 8 and 9 Market Square, Lytham	18319
STABLE	Listed gd II	Talbot Hotel, South Clifton Street, Lytham	18328
SUNDAY SCHOOL	Listed gd II	Former Sunday School, Bannister Street	18263
SUNDIAL	Listed gd II	Church of St Cuthbert, Church Road, Lytham	18292
TELEPHONE BOX	Listed gd II	Clifton Street, Lytham	15029
TERRACE	Listed gd II	Nos 2-10 (Even) Bath Street, Lytham	18265
TERRACE	Listed gd II	Nos 4-18 (even) Clifton Street, Lytham	18279
TOWER MILL	Listed gd II	Windmill, East Beach (South side), Lytham	6749
TOWN HOUSE	Listed gd II	Nos 1 and 3 Bath Street, Lytham	18264
TOWN HOUSE	Listed gd II	No 1 Beach Street, Lytham	18287
TOWN HOUSE	Listed gd II	Nos 2, 3 and 4 Beach Street, Lytham	18288
TOWN HOUSE	Listed gd II	Nos 5 and 7, Dicconson Terrace, Lytham	18298
TOWN HOUSE	Listed gd II	Nos 1 - 16 Hastings Place, Lytham	18306
TOWN HOUSE	Listed gd II	No 3 Queen Street, Lytham	18324
TOWN HOUSE	Listed gd II	No 4 Queen Street, Lytham	18325
TOWN HOUSE	Listed gd II	Nos 5 and 6 Queen Street, Lytham	18326
TOWN HOUSE	Listed gd II	No 9 Bath Street, Lytham	18329
TOWN HOUSE	Listed gd II	Nos 14 - 22 (even), Station Road, Lytham	18331
TOWN HOUSE	Listed gd II	Nos 47, 49 and 51, Warton Street, Lytham	18333
VICARAGE	Listed gd II	Vicarage, Church Road, Lytham	18294

TYPE	STATUS	NAME	PRN
WAR MEMORIAL	Listed gd II	Market Square, Lytham	18321
WAR MEMORIAL	Listed gd II	Ashton gardens, St Anne's	18342

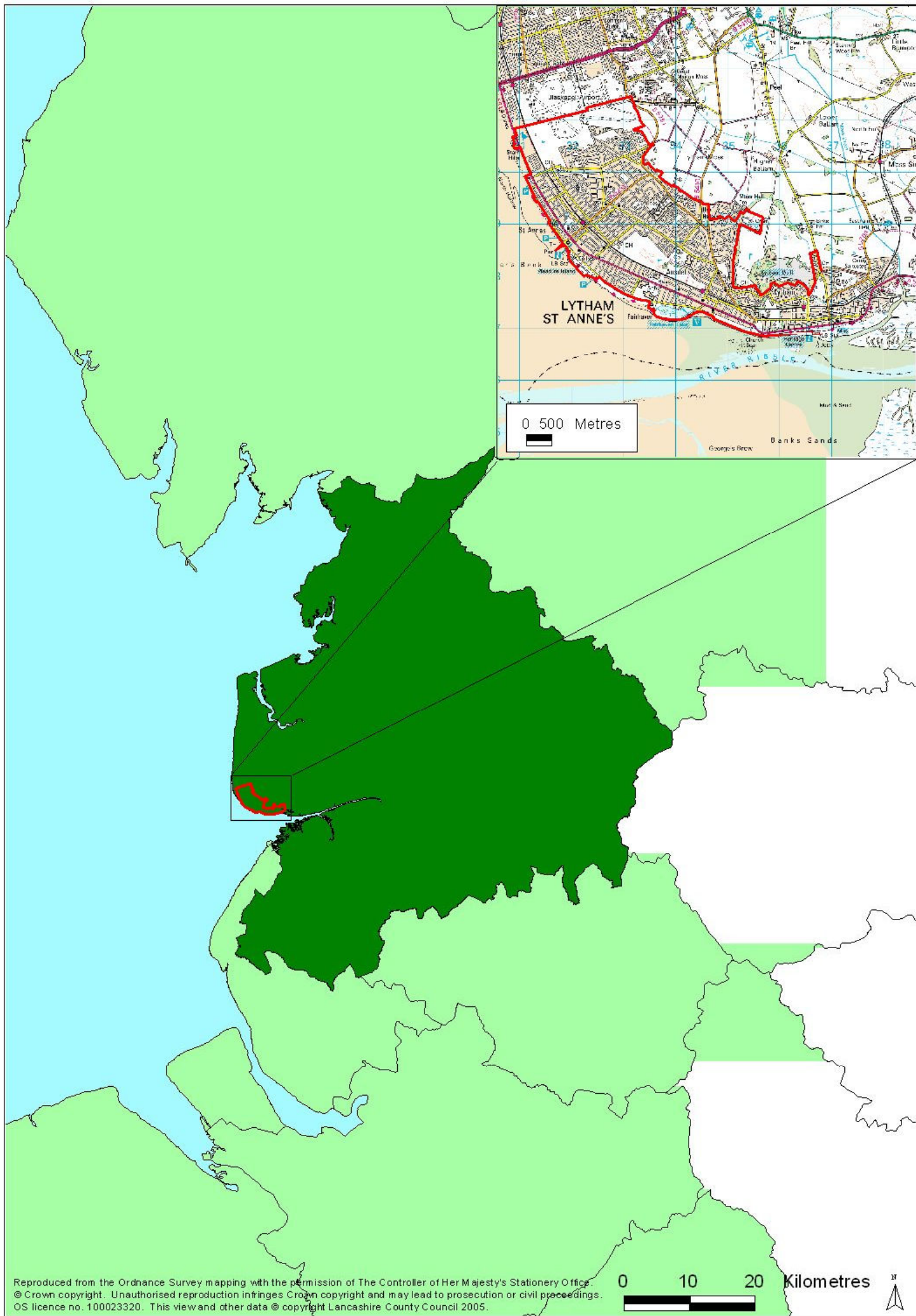
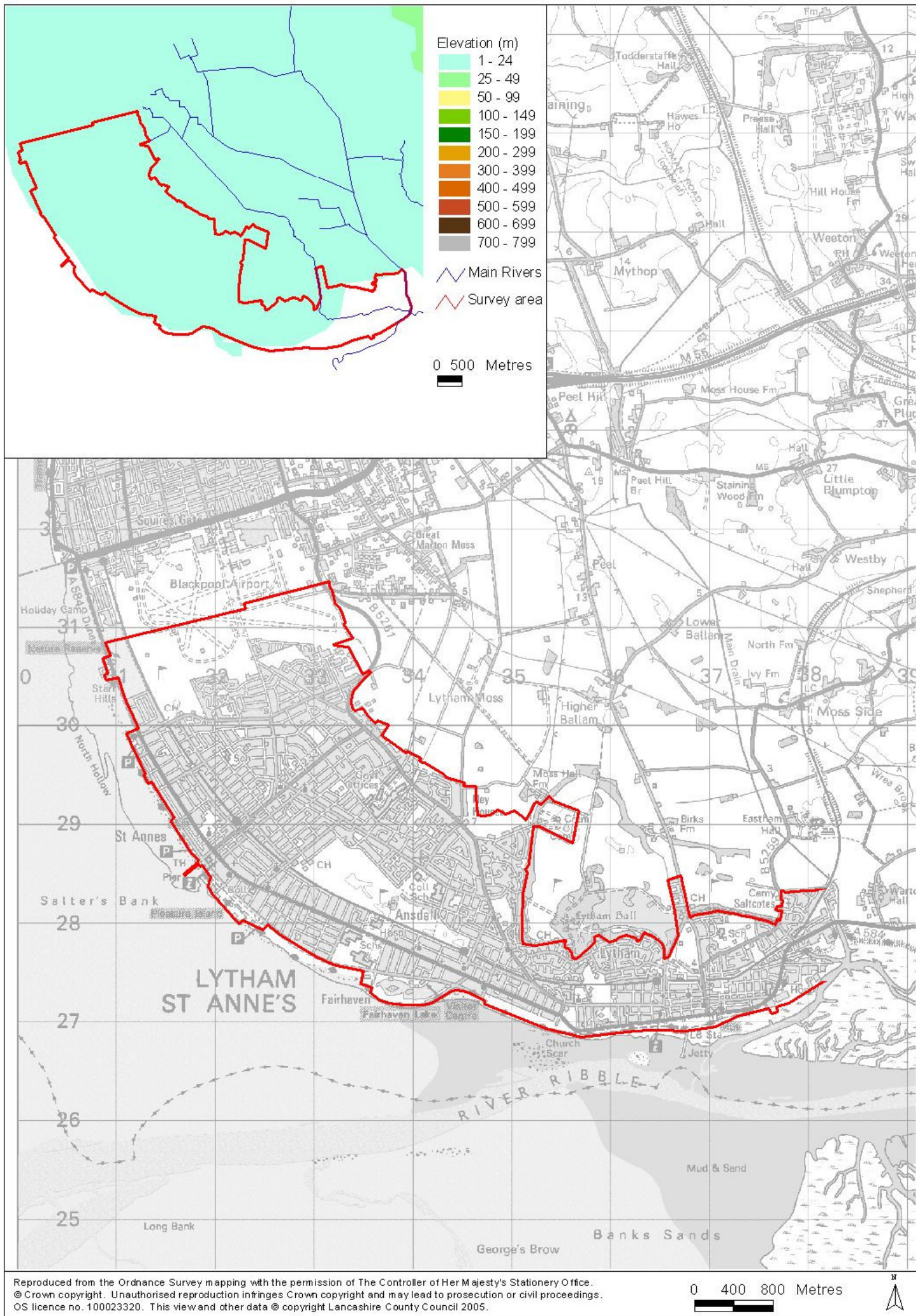


Fig.1 Location map of survey area



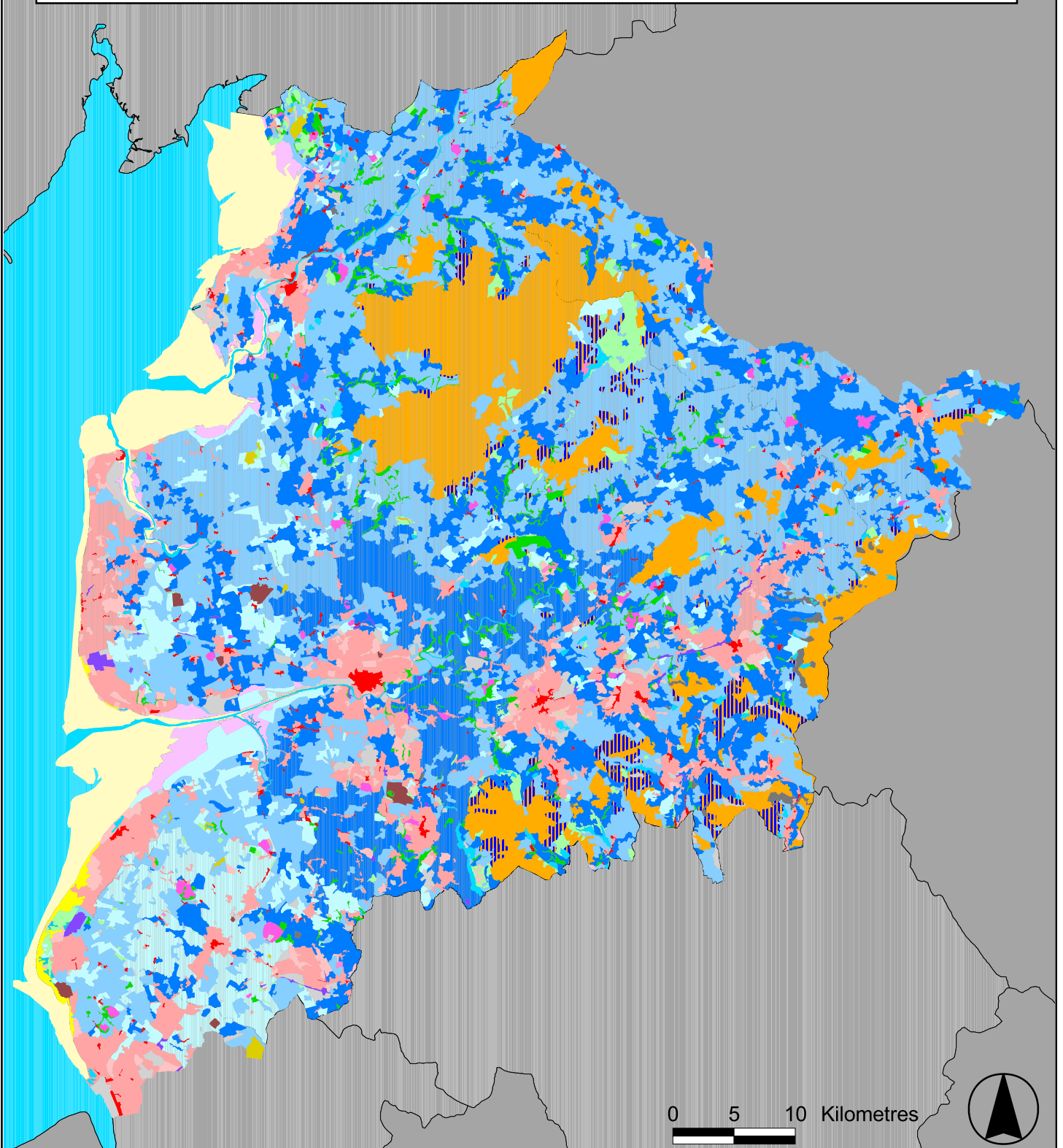
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Fig.2 Lytham survey area with (inset) topography

Lancashire Historic Landscape Characterisation

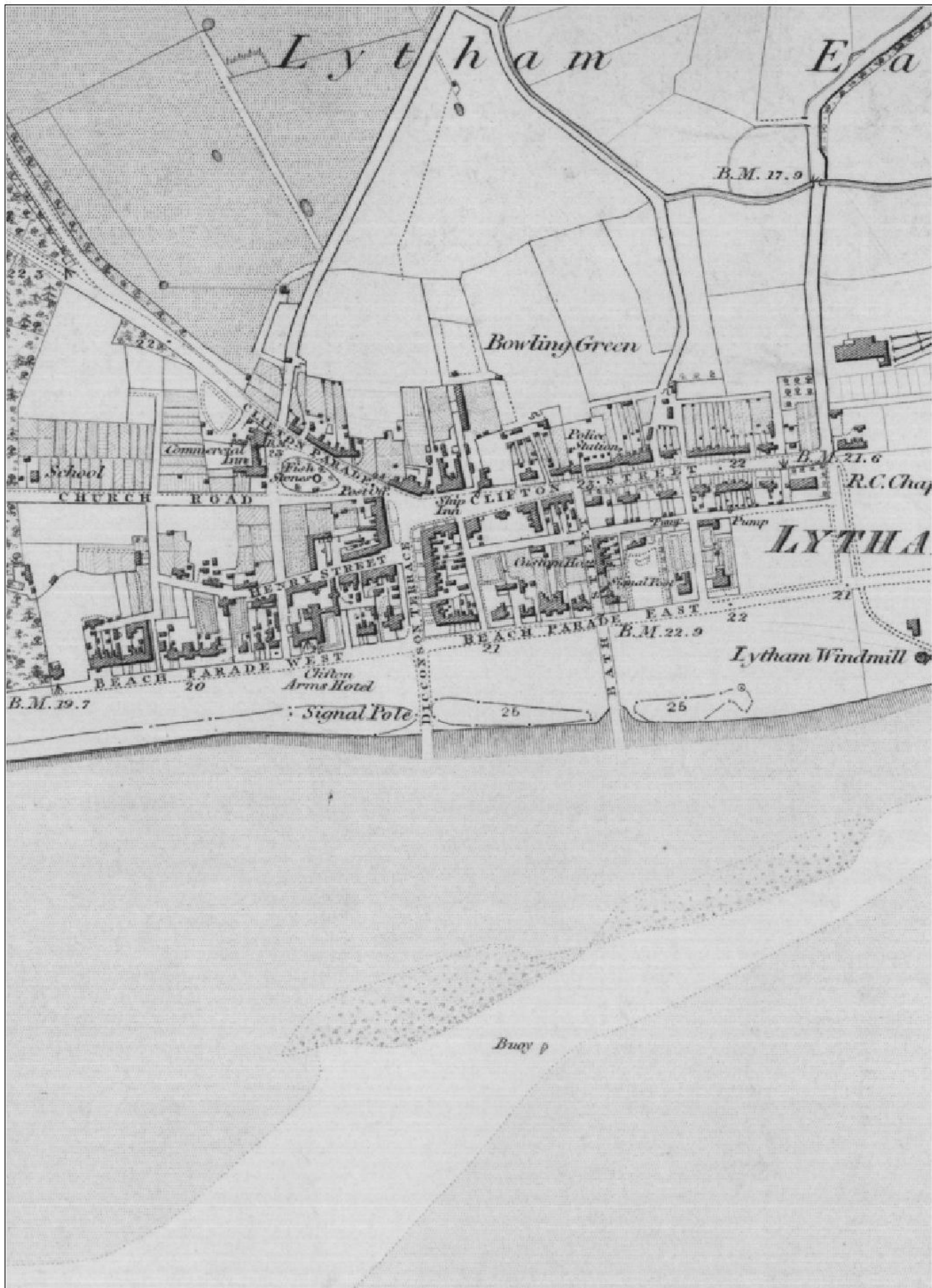
Broad Character Types

- | | | |
|--|--|--|
|  Ancient Enclosure |  Ancient and Post-Medieval Ornamental |  Lowland Moss and Grassland/Scrub |
|  Post-Medieval Enclosure |  Modern Ornamental |  Water |
|  Modern Enclosure |  Ancient and Post-Medieval Industry |  Coastal Rough Ground |
|  Ancient and Post-Medieval Woodland |  Modern Industry |  Saltmarsh |
|  Modern Woodland |  Modern Military |  Dunes |
|  Ancient and Post-Medieval Settlement |  Modern Communications |  Sand and Mudflats |
|  Modern Settlement |  Moorland | |
|  Modern Recreation |  Reverted Moorland | |



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Figure 3: Historic Landscape Characterisation map of Lancashire



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0 50 100 Metres








Fig.4 Detail of Lytham as mapped in 1848

Lytham St Annes

Fig 5: Archaeological Sites Recorded for Lytham St Annes

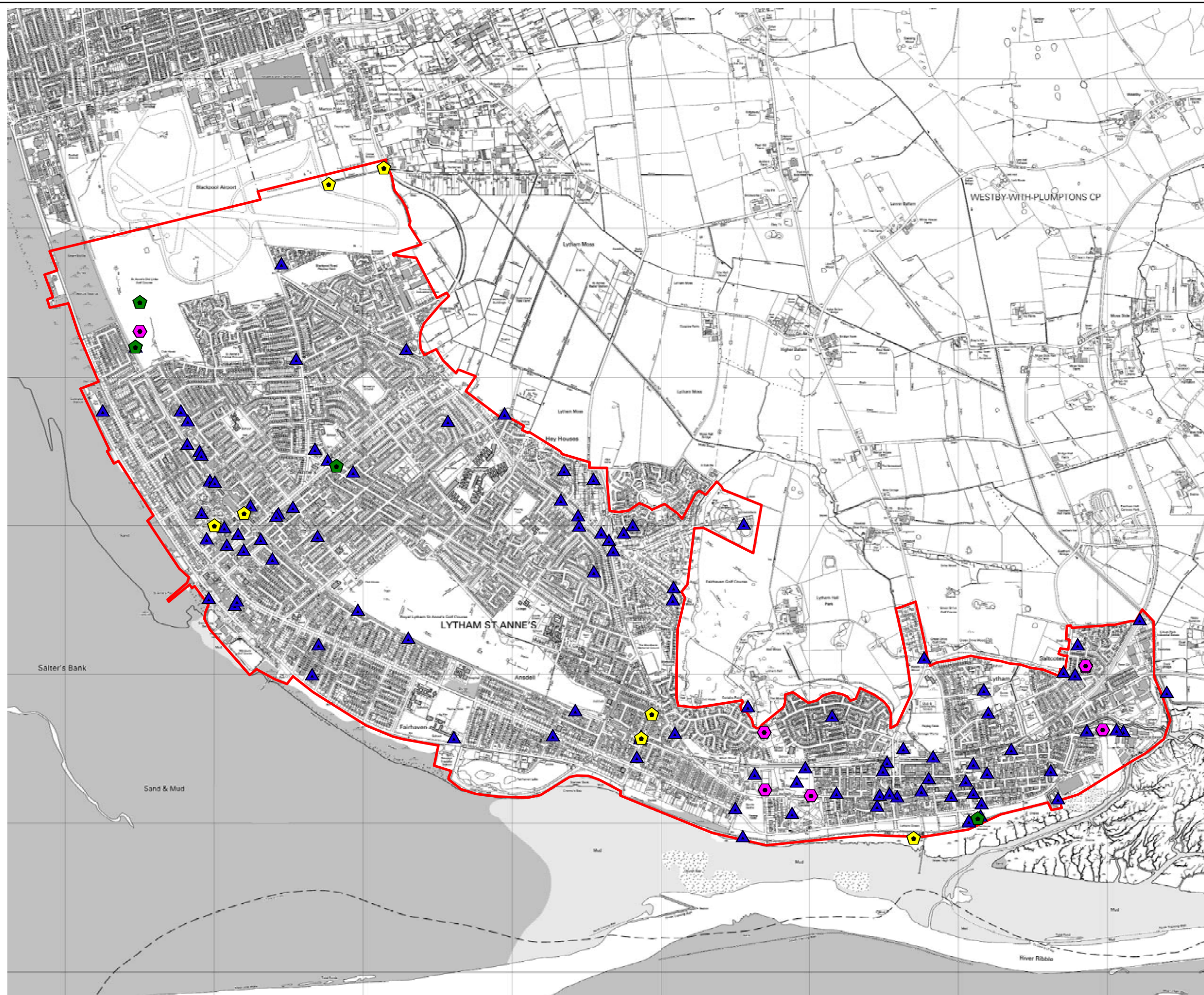
Key

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-  Medieval Site
-  Post-medieval Site
-  Industrial-era Site
-  20th Century Site



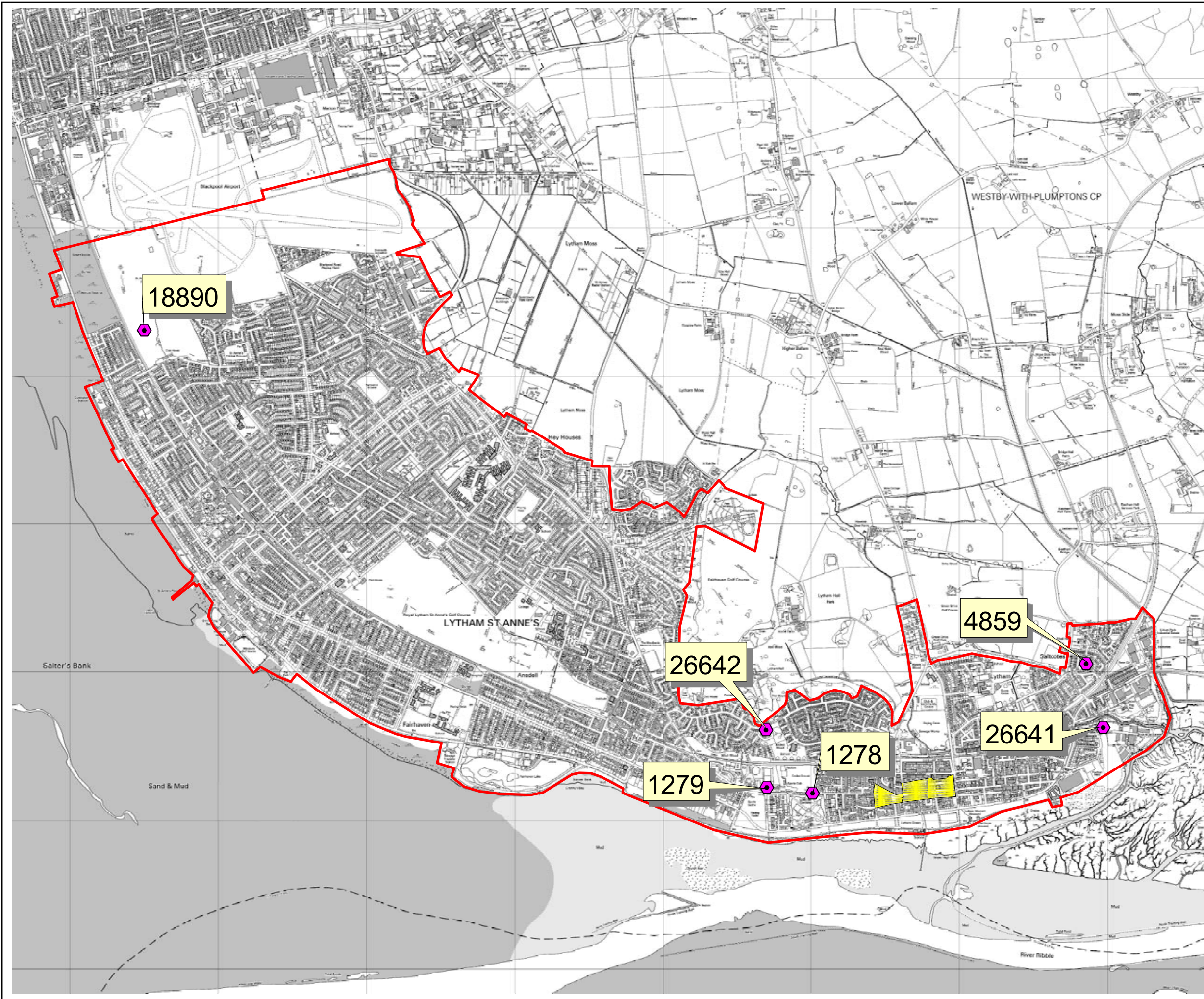
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Lytham St Annes

Fig 6: Medieval Sites and Settlement Areas in Lytham St Annes



Key

- Survey Area
- Medieval Settlement Area
- ⬠ Medieval Site

- 1278 - Roadside Cross
- 1279 - St Cuthbert Church
- 4859 - Site of Saltcotes Cottage
- 18890- Kilgrimol Settlement
- 26641- Site of Whorle Hall
- 26642- Site of Windmills

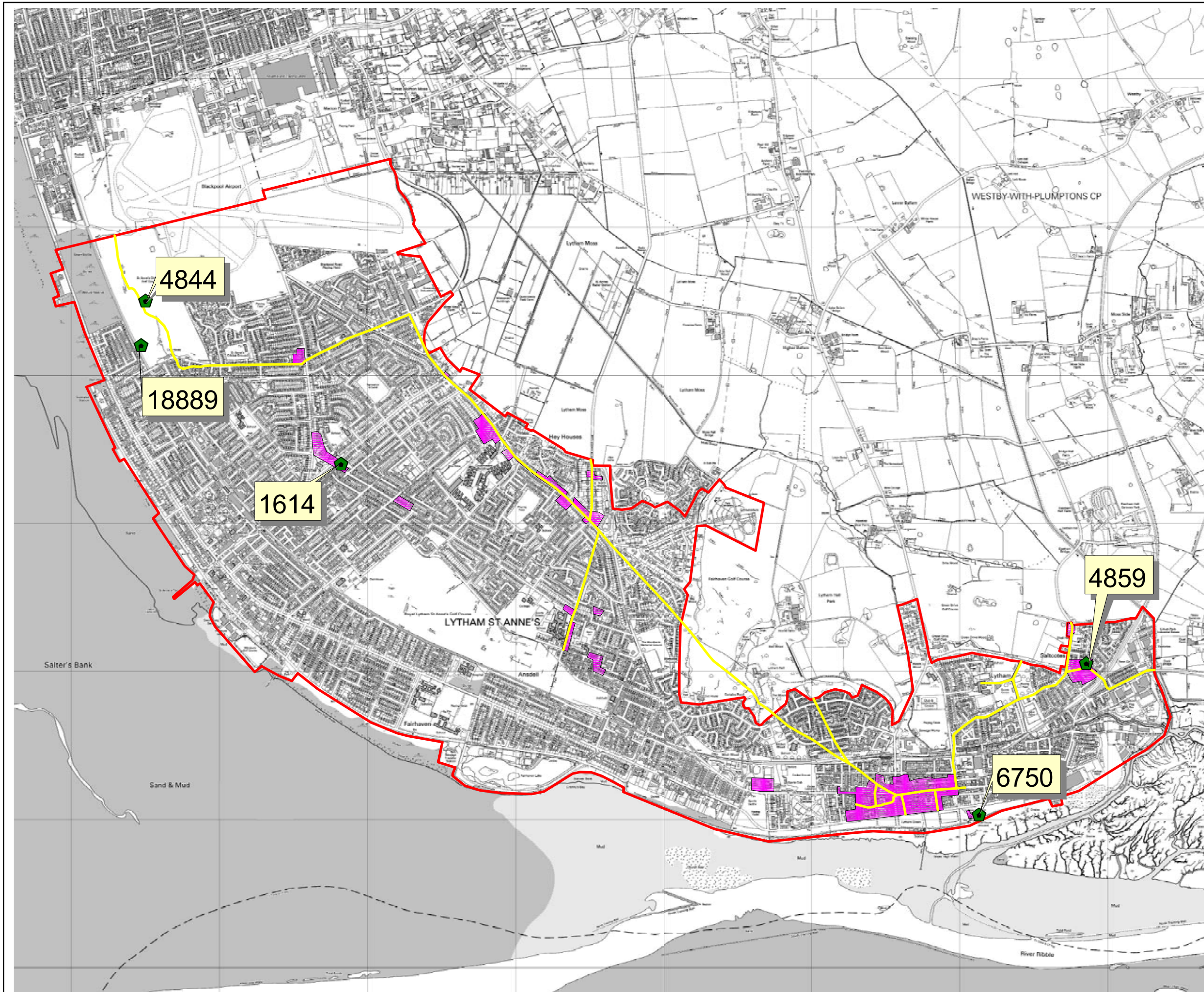


0 300 600 900 Metres

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Lytham St Annes

Fig 7: Post-medieval Sites, Settlement Areas and Communication Routes in Lytham St Annes



Key

- Survey Area
- Post-medieval Settlement Area
- ◆ Post-medieval Site
- ↘ Pre-turnpike Roads

- 1614 - Coin Hoard
- 4844 - Site of Fisher's House
- 4859 - Site of Saltcotes Cottage
- 6750 - Brick Kiln
- 18889 - Site of Burials

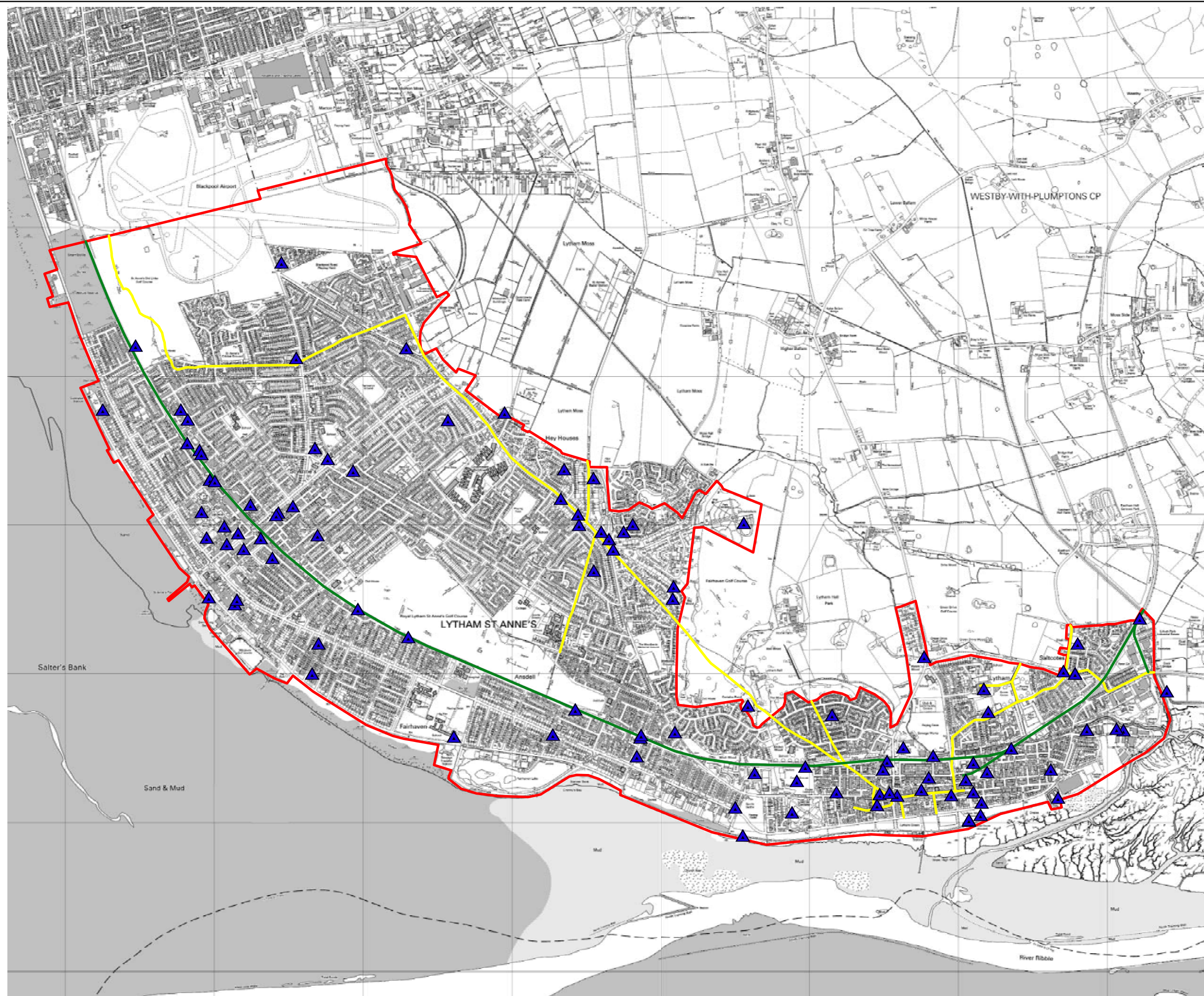


0 300 600 900 Metres





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Lytham St Annes

Fig 8: Industrial-era Sites and Communication Routes in Lytham St Annes



Key

-  Survey Area
-  Railway
-  Pre-turnpike Road
-  Industrial-era Site

See Appendix 1
for identification
of sites

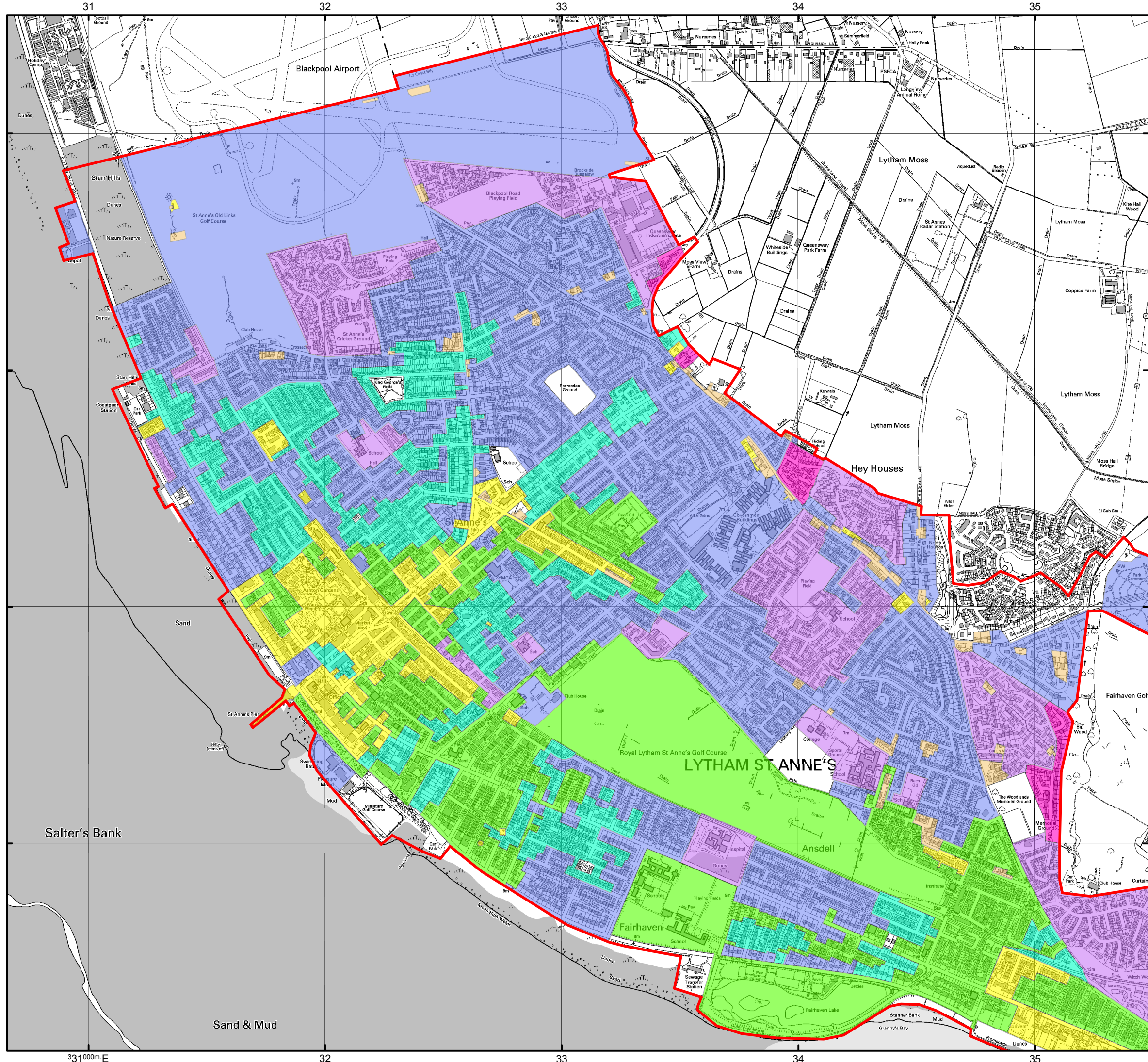


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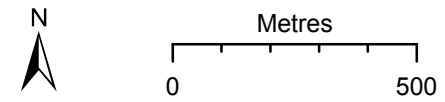
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Lytham St Annes

Figure 9a. Historical Urban Development



- Survey area
- Medieval
- 1848
- 1893
- 1908-9
- 1932
- 1963
- 1976
- 1991

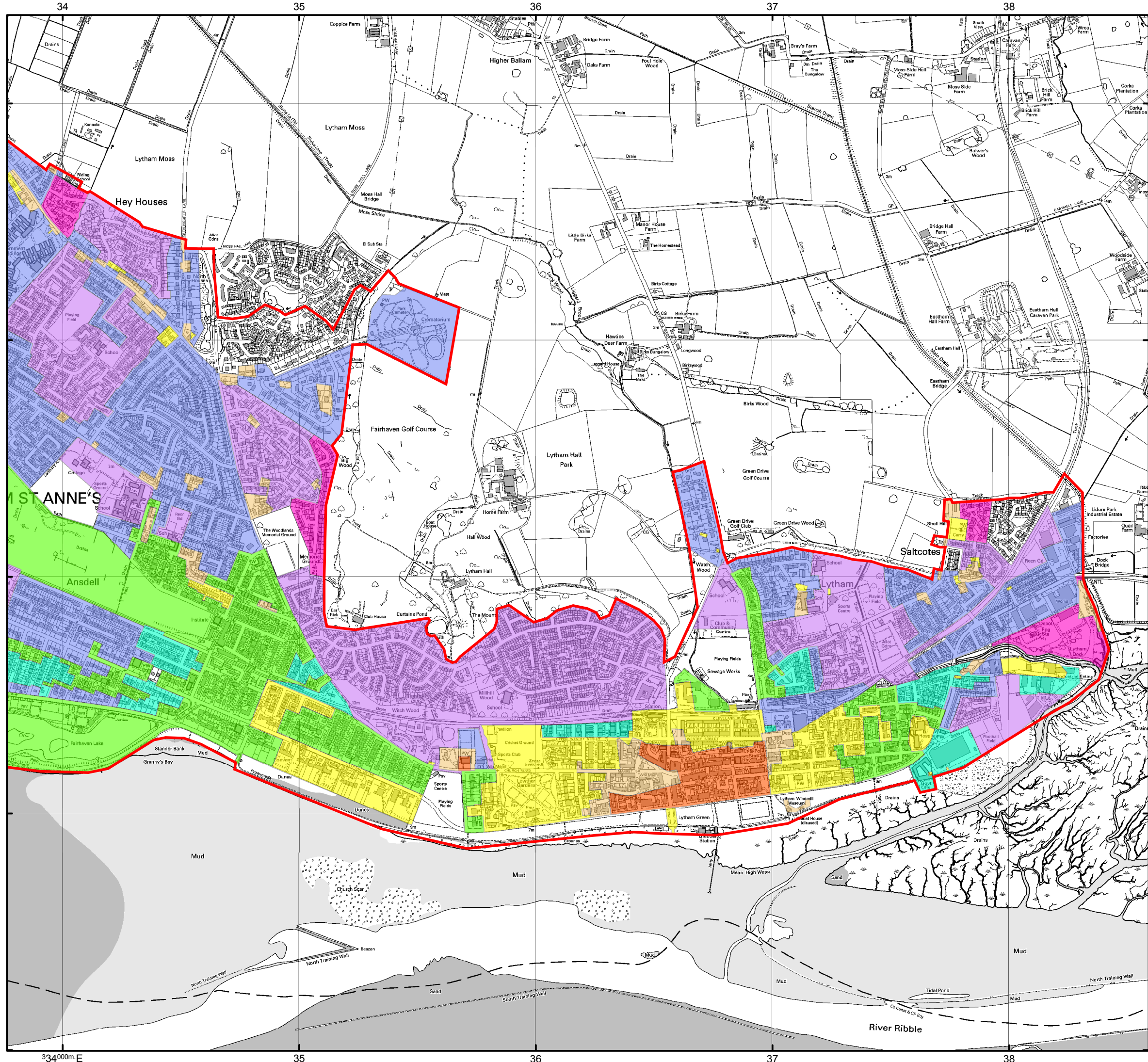


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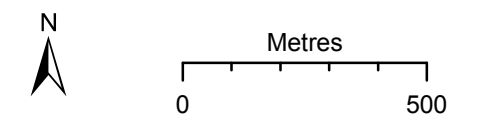
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Lytham St Anne's

Figure 9b. Historical Urban Development



- Survey area
- Medieval
- 1848
- 1893
- 1908-9
- 1932
- 1963
- 1976
- 1991

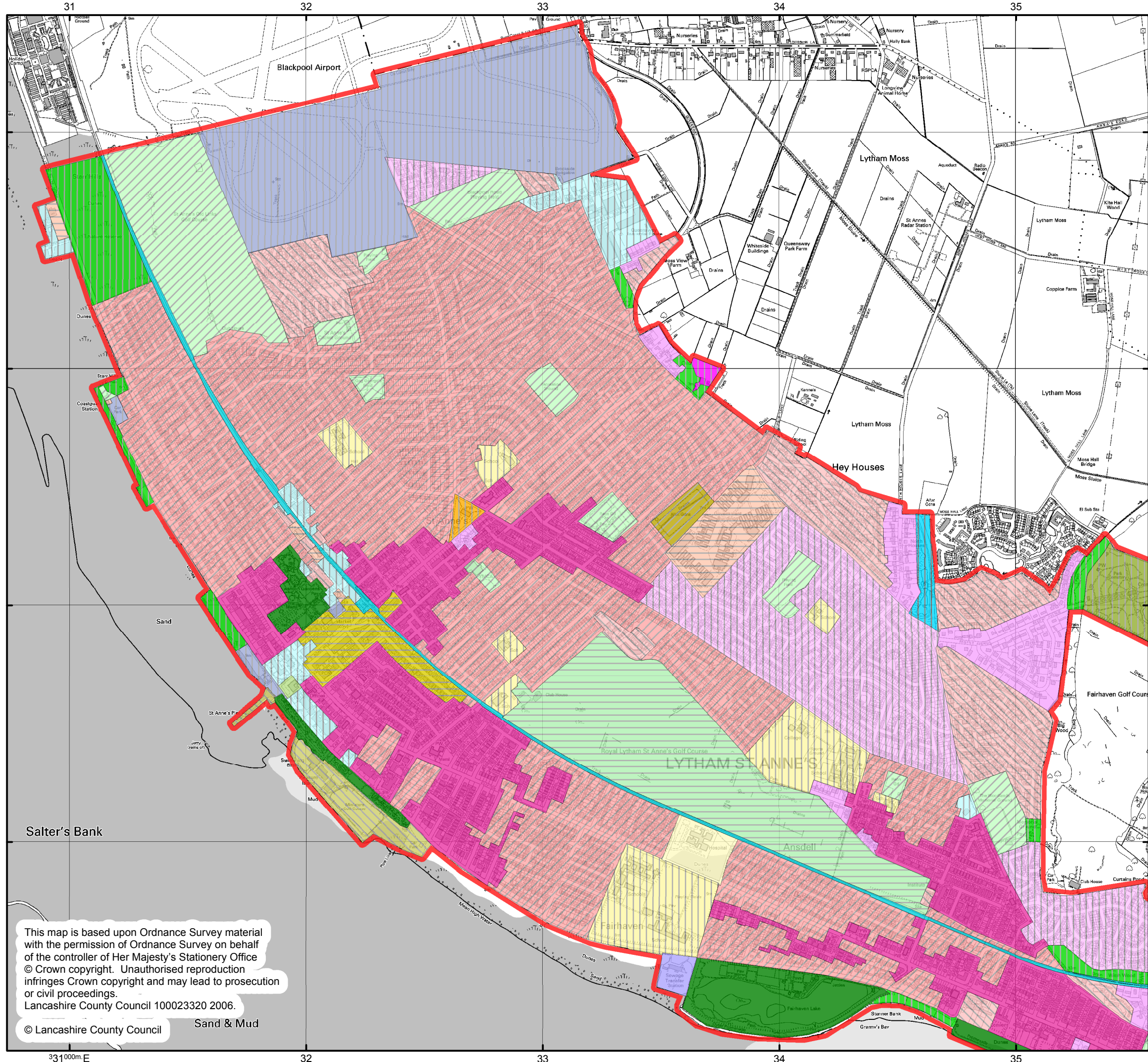


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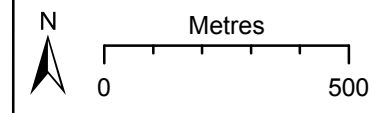
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Figure 10a. Present Historic Townscape Character - HTC types and areas



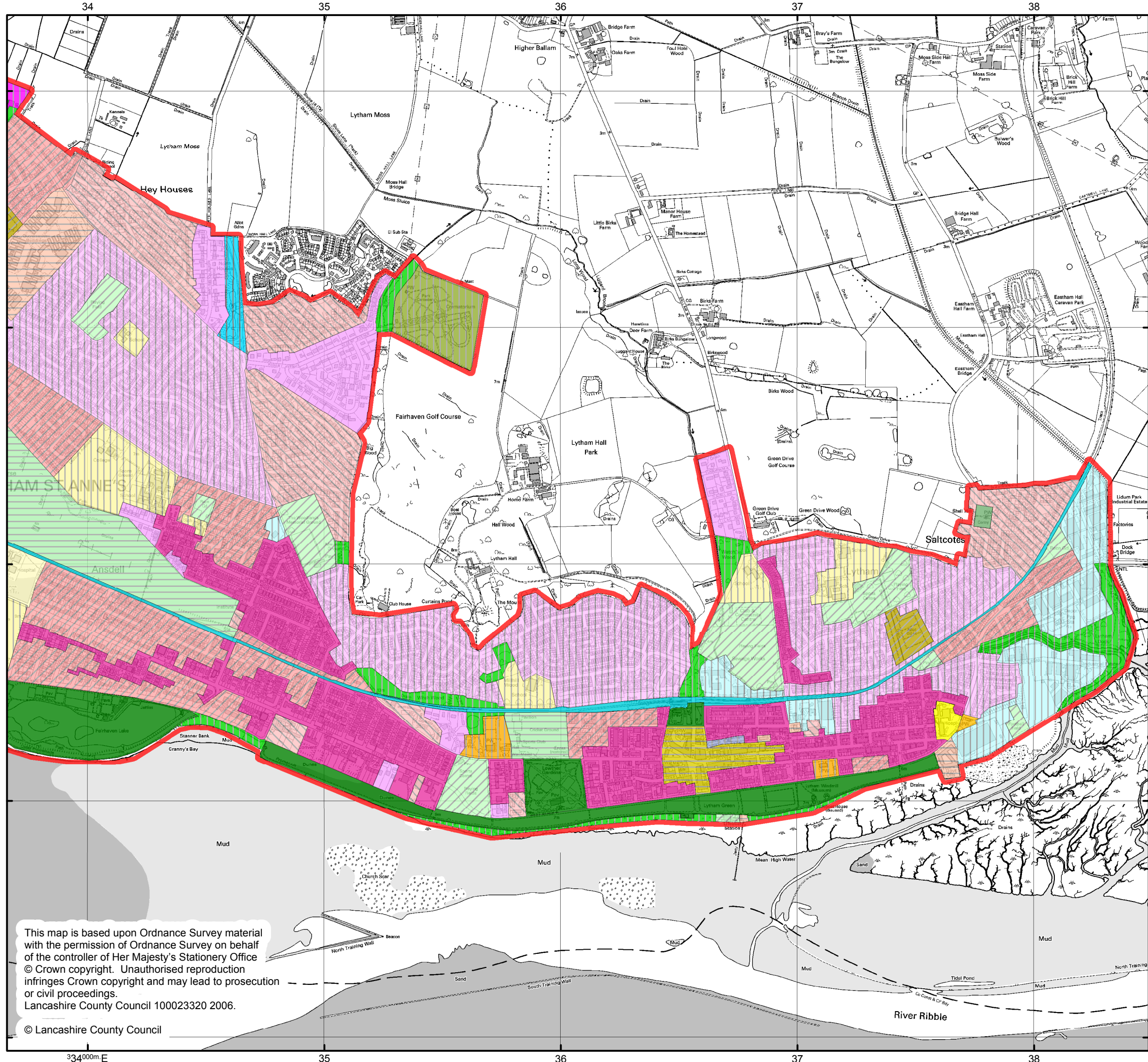
- Survey Area
- Agricultural (32-33)
- C19 cemetery (28)
- C20 cemetery (29)
- C20 hospital (19)
- C20 industrial/commercial (34-48)
- C20 place of worship (49)
- C20 public (51-60)
- C20 recreational (62-80)
- C20 school or college (81-91)
- C20 transport (92-96)
- Caravan site (97)
- Church and churchyard (1-3)
- Civic centre (4)
- Commercial centre (5-6)
- Individual housing (1918-2003) (98-108)
- Inter/immediate post-war housing (c1918-50) (109-120)
- Late C20 housing (c1970-2003) (121-138)
- Later post-war housing (c1950-70) (139-143)
- Leisure facility (30-31)
- Middle-class housing (c1860-1914) (9-17)
- Natural (144-159)
- Pre-NHS hospital (18)
- Public landscape grounds (20-25)
- Railway (7)
- Recreation ground (26-27)
- Utilities (8)
- Water feature (61)



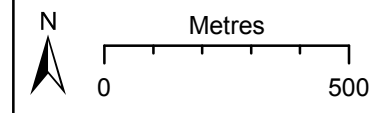
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Lytham St Anne's

Figure 10a. Present Historic Townscape Character - HTC types and areas



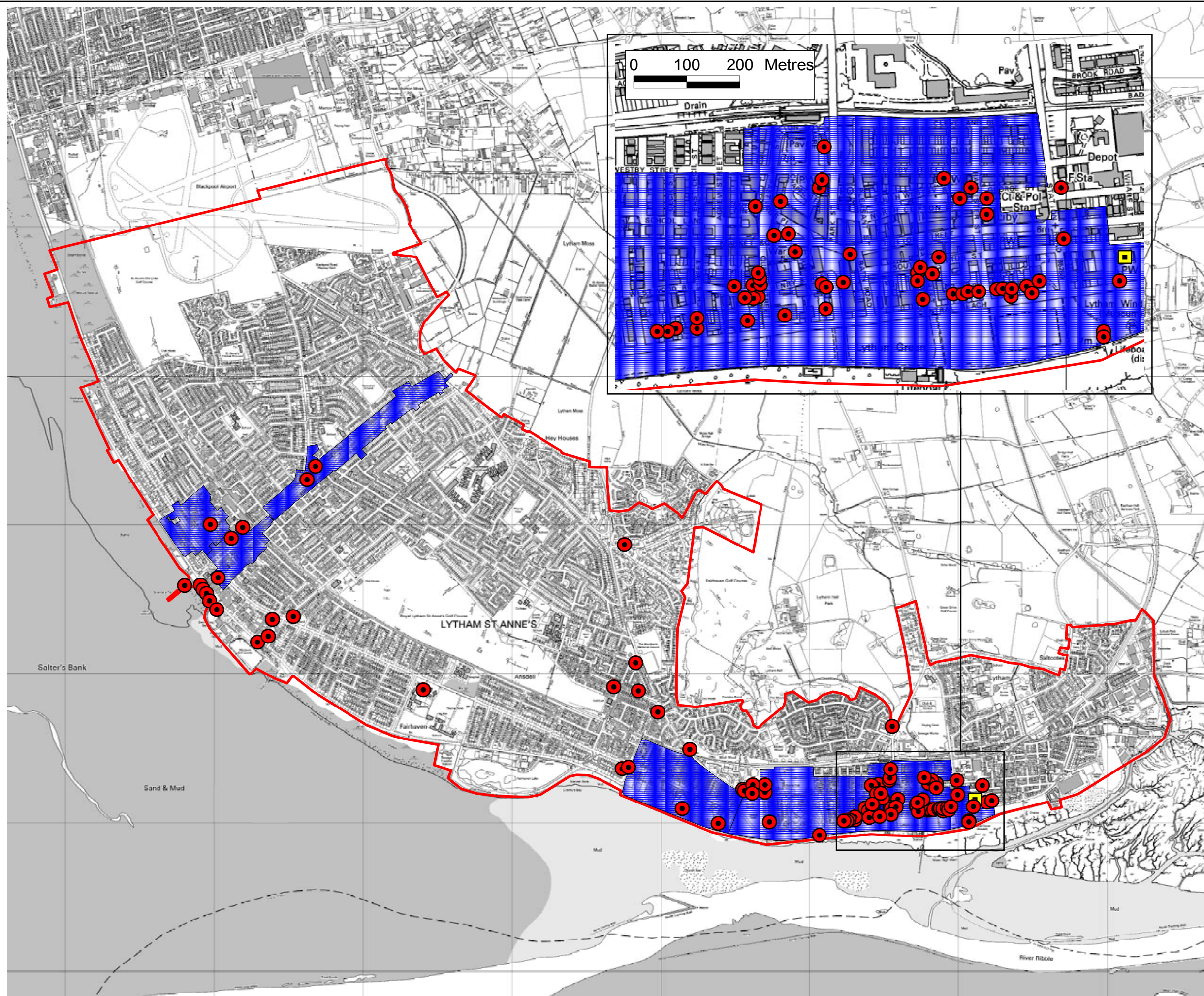
- Survey Area
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Lytham St Annes

Fig 11: Designated Sites and Areas in Lytham St Annes



Key

- Survey Area
- Conservation Area
- Listed Building Grade II*
- Listed Building Grade II

See Appendix 2 for identification of sites



0 300 600 900 Metres

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