

9 Sefton Historic Character - Analysis

9.1 Field System Broad Type

About 26.2% (4046.49 ha) of Sefton has been classified as field system. Much of this is concentrated in the central and south-eastern parts of the district.

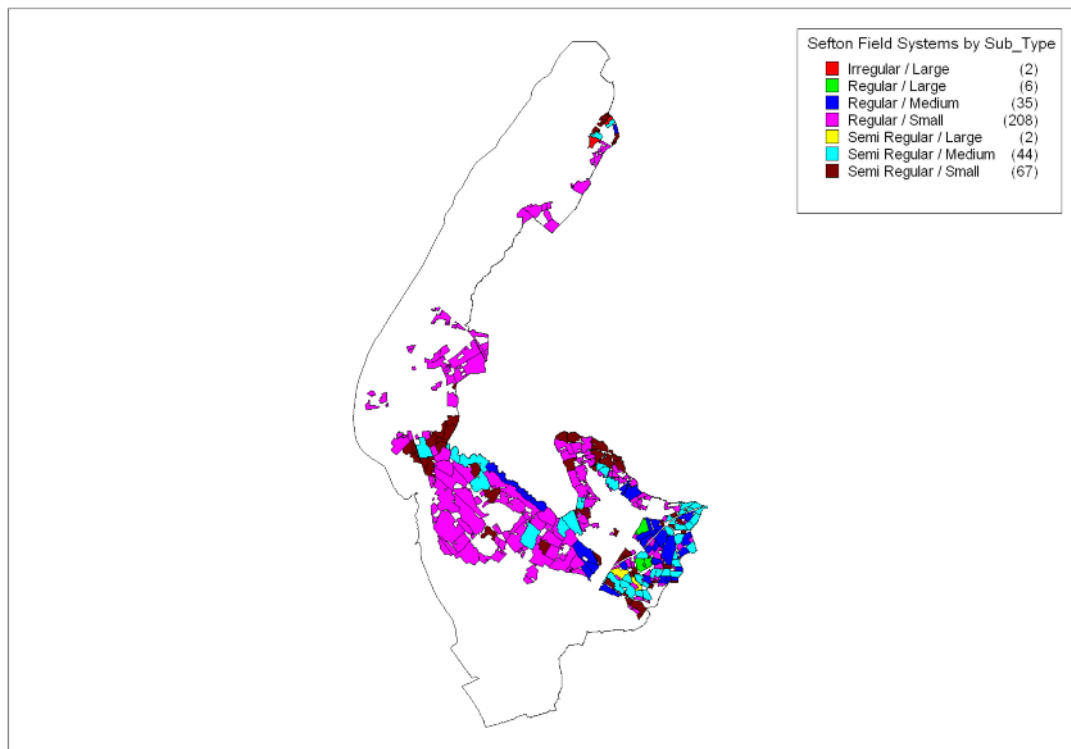


Figure 17 Current (2003) Field System Sub Type in Sefton
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The MHCP only recorded the shape and size attributes of field systems within the borough of Sefton. Further more detailed research would be required to define field types or possible origins. It must be noted that periods of origin assigned to areas of fields during the course of the MHCP are based on intuition and the interpretation of enclosure patterns shown on 20th century and later mapping and do not constitute a detailed or definitive study. The current agricultural landscape is a product of an often complex evolution. In the 19th century in particular large areas of the landscape were remodelled, fields were enlarged and boundaries straightened.

Field System (Shape and Size)	Number of Polygons	Area (Hectares)	Percentage
Irregular Large	2	18.89	0.47
Semi-regular Large	2	30.32	0.75
Semi-regular Medium	44	622.44	15.38
Semi-regular Small	67	547.06	13.52
Regular Large	6	49.67	1.23
Regular Medium	35	454.79	11.24
Regular Small	208	2323.31	57.42
Total	364	4046.49	100%

Table 8 Sefton Current (2003) Field System (Shape and Size Attributes)

However, as a general rule:

The smaller and more irregular the field, the more likely that it has medieval or post-medieval origins (as piecemeal enclosure).

Conversely, the larger and more regular the field, the likelihood is that it is of more recent origin (as surveyed enclosure).

Because of their relative sizes and shape characteristics, field systems can be grouped to form period subsets:

Piecemeal Enclosure (1540 to 1750 AD)

Surveyed Enclosure (1750 to 1900 AD)

Agglomerated Fields (1900 to 2005 AD)

Field System by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Post medieval: 1540 to 1750	1	9.61	0.24
Industrial Revolution 2: 1836 to 1900	225	2853.00	70.51
Early Twentieth Century: 1901 to 1917	3	27.20	0.67
Inter War: 1918 to 1939	42	542.02	13.39
Later Twentieth Century: 1946 to 2000	93	614.66	15.19
Total	364	4046.49	100%

Table 9 Current (2003) Field System in Sefton by Broad Period of origin

It is often difficult to determine the exact period of origin of field systems. For instance, some field types, such as open fields or early surveyed enclosure, are easy to confuse with piecemeal enclosure, especially when boundaries have been altered in recent times. The above period guide should be used with some caution.

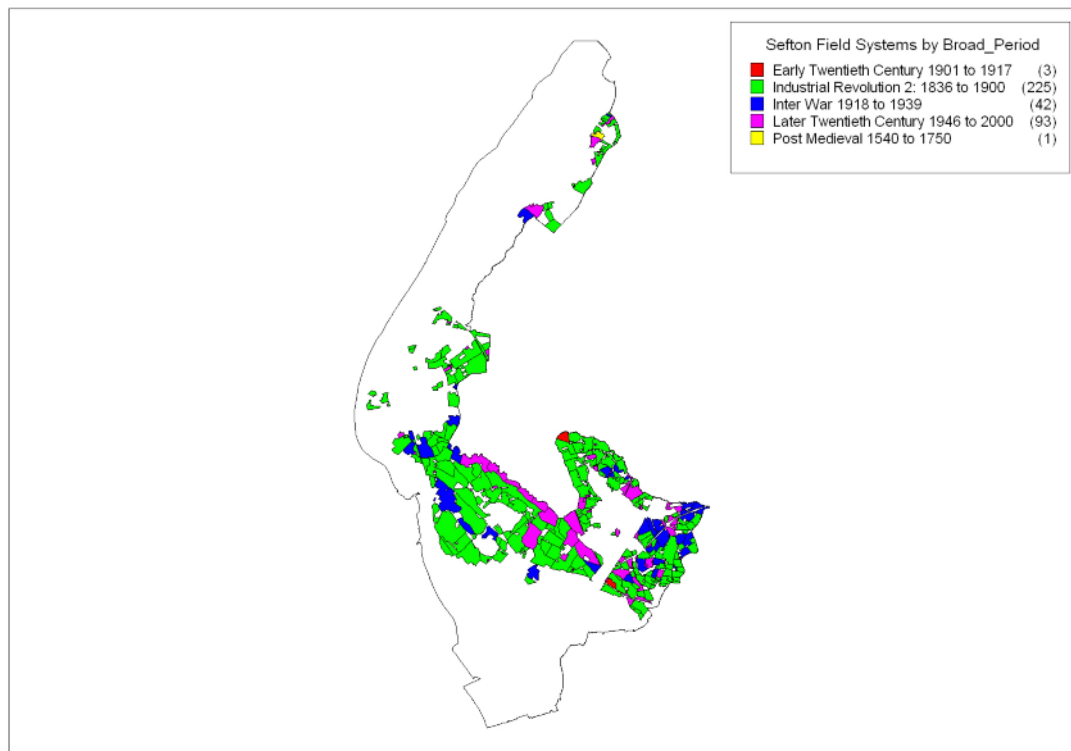


Figure 18 Sefton Field System by Broad Period of origin
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No evidence for prehistoric enclosure was recognised during the MHCP study (further detailed archaeological and landscape research would be required). The earliest enclosure identified in Sefton district is thought to have originated in the post medieval period. Much of the land is made up of surveyed enclosure fields formed in the mid 19th and 20th centuries, and agglomerated fields formed in the 20th century. The regular, predominantly small-sized surveyed enclosure fields in the central area represent former mossland that has been drained and improved.

There are some areas where earlier enclosure patterns are still visible within the landscape, including pockets of piecemeal enclosure and small but significant areas of

former small, semi-regular open fields at Churchtown in the north. Areas of late post medieval and early modern surveyed enclosure have also survived.

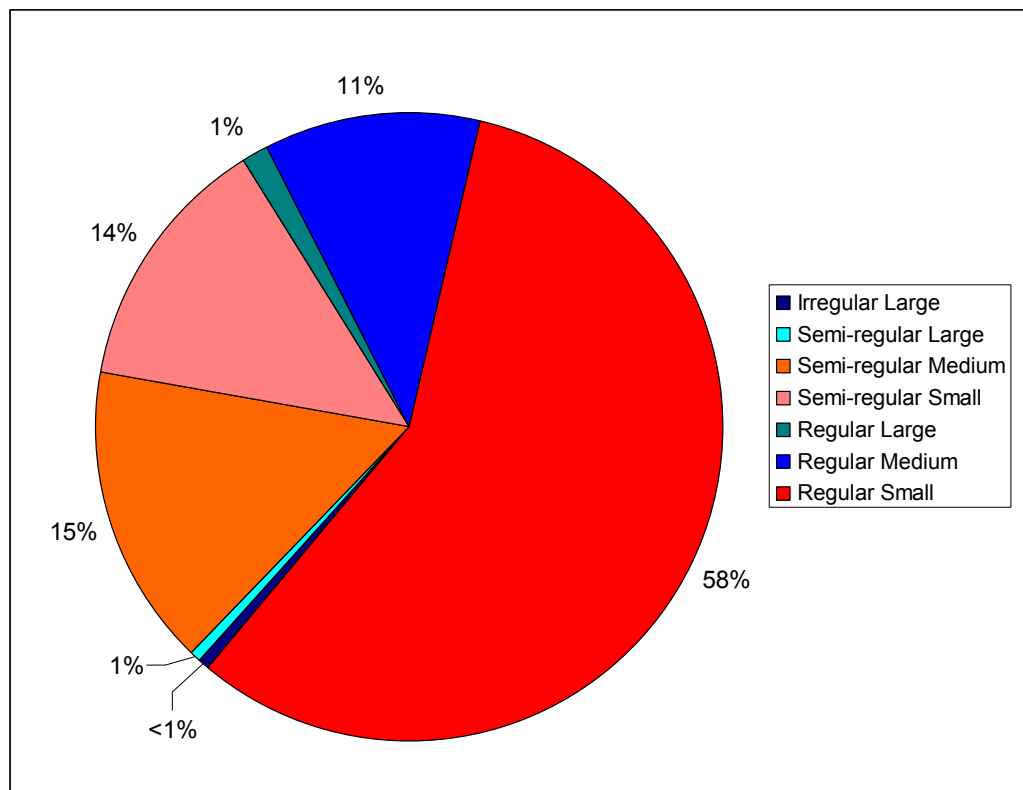


Figure 19 Pie Chart of Current (2003) Sefton Field System Sub Type (% of land)

Field System (Shape and Size)	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Irregular Large	0	0	0	18.89
Irregular Medium	2.6	0	0	0
Irregular Small	1.91	1.91	0	0
Semi-regular Large	0	14.14	14.14	30.32
Semi-regular Medium	104.06	429.52	729.51	622.44
Semi-regular Small	2530.8	1018.34	787.51	547.06
Regular Large	0	16.73	46.27	49.67
Regular Medium	52.17	853.68	690.03	454.79
Regular Small	7250.98	6303.92	4547.46	2323.31

Table 10 Sefton Field System Sub Type through time

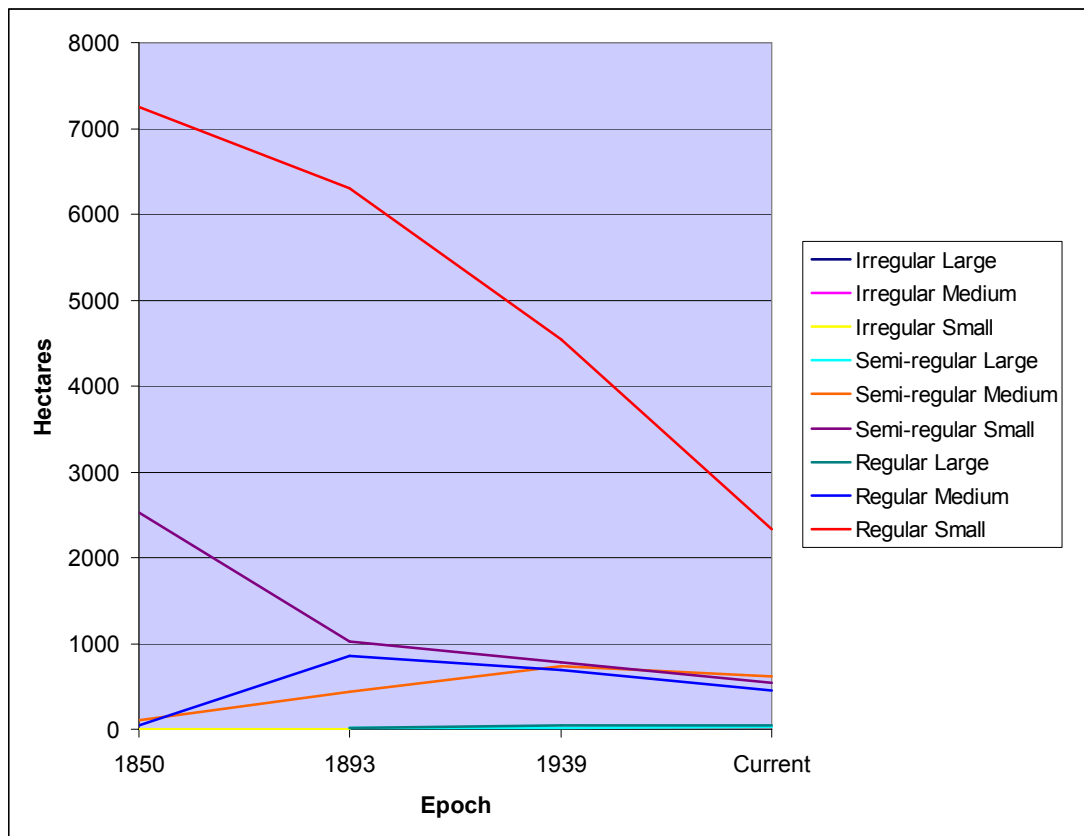


Figure 20 Graphical Representation of Field System Sub Type through time

9.1.1 Small Semi-regular Fields (Semi-regular / Small)

9.1.2 Medium Semi-regular Fields (Semi-regular / Medium)

Piecemeal Enclosure - because of their irregular to semi-regular shape, these two field types can be grouped to comprise piecemeal enclosure.

Piecemeal enclosure represents 29.65% (1199.82 ha) of Field Systems in the current Sefton landscape. The majority is concentrated in the central and south-eastern parts of the district, particularly near Ince Blundell, Lydiate and Melling. In the north, a small cluster of piecemeal enclosure fields can be found to the immediate east of Churchtown. Piecemeal enclosure is recognisable by its erratic field boundaries, usually small field size, and semi-regular field patterns.

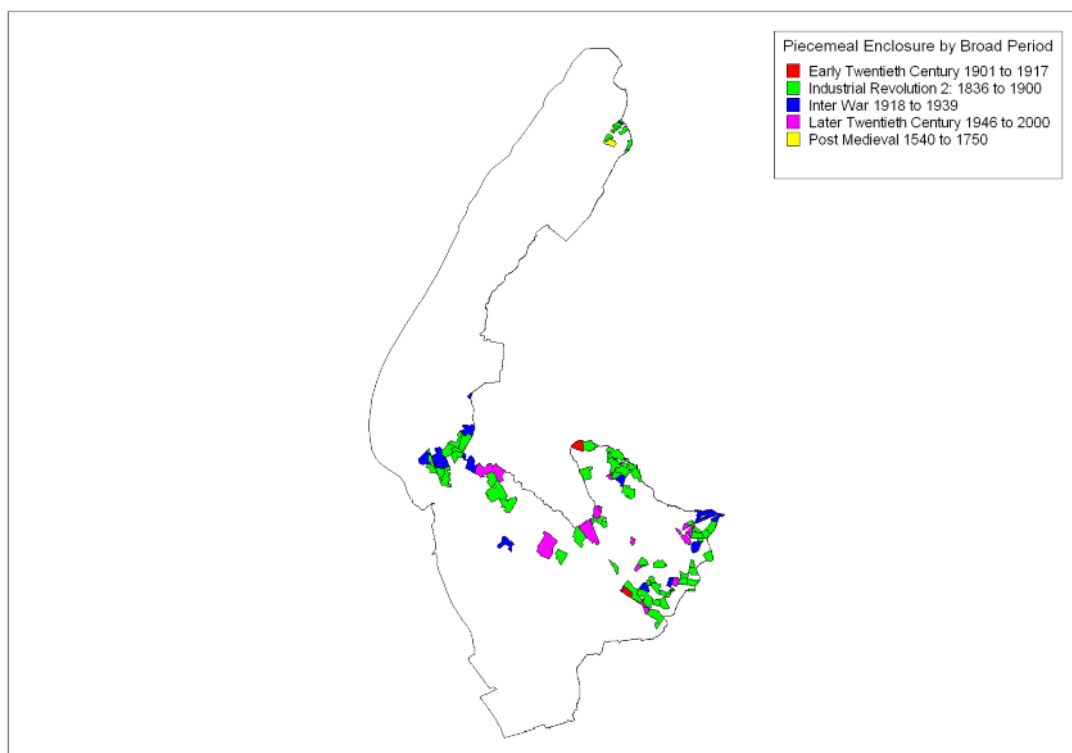


Figure 21 Small and Medium Semi-regular Fields (Piecemeal Enclosure) in Sefton by Broad Period

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Field shape and size	Number of polygons	Area (Hectares)	Average size per polygon (Hectares)
Semi-regular Medium	44	622.44	14.15
Semi-regular Small	67	547.06	8.17
Total	113	1199.82	10.62

Table 11 MHCP Piecemeal Enclosure in Sefton (Current 2003 mapping)

The exact period of origin of these fields is difficult to determine - the fields were formed by an agricultural system which may have been prevalent in the pre-medieval and medieval periods. Other field types, such as open fields or early surveyed enclosure, are easy to confuse with piecemeal enclosure, especially when boundaries have been altered in recent times. Further study would be required to assess the true antiquity of areas of piecemeal enclosure. On the basis of the size and shape classification, the number of pre-1900 (piecemeal enclosure) fields far outweighed those classed within later periods

The MHCP generally results fit well with the findings of the Lancashire Historic Landscape Characterisation Programme (December 2002). The Lancashire HLC recorded a number of ancient and early post-medieval' enclosure fields within Sefton - the majority are concentrated in the central and south-eastern parts of the district.

From the Lancashire HLC - average enclosure size across the whole county is approximately equally divided between small (less than 4 hectares) and medium-sized fields (4 -16 hectares) with only a small percentage of large fields (over 16 hectares). Small enclosures are almost absent from West Lancashire south of the Ribble and north-east Lancashire. They predominate in the south-eastern quarter of the county, around the Ribble Valley and East Lancashire. Furthermore, most enclosure in Lancashire is irregular in layout. These patterns, coupled with their small size, point to enclosure by individual farmers for their own use or by agreement of small groups over a considerable period of time. It is typical *Ancient Countryside* as described by Oliver Rackham (Rackham 1999, 1-5), a countryside of hamlets and dispersed settlement, of irregular ancient woodland, of an intricate pattern of footpaths and routeways and of intricacy and diversity rather than uniformity and plan. There are a

few areas exhibiting patterns more akin to that of enclosure by Parliamentary Act or other formal means: Rackham's *Planned Countryside*. These are found on the former mosslands of the Fylde and West Lancashire, and around the present day and former moorlands. The HLC-generated map of boundary shape shows a high correlation between wavy-edged enclosure and Ancient Enclosure. This is expected, as wavy edges are a defining attribute in identifying Ancient Enclosure (Lancashire HLC, 2003).

For ancient and early post-medieval enclosures:

"...early historic field systems are irregular, asymmetrical, relatively small land units, often with sinuous or curved boundaries, threaded by cartways and droveways which may now be preserved by the footpath network" (Lancashire HLC, 2002. p180)

The wavy-edged enclosure of the Lancashire HLC can be regarded as a good, broad fit for the small and medium sized, semi-regular fields (as piecemeal enclosure) recorded by the Merseyside MHCP.

For Straight-sided regular enclosures:

"... this type of enclosure includes the drainage and reclamation schemes of the 17th-19th centuries for the wetlands and meres of South-West and North Lancashire, as well as the organised enclosure of waste and common in the later 18th-19th centuries. It also includes alteration of small-scale, irregular early enclosure to large, more regular farming units for pasture and mechanised arable farming". (Lancashire HLC, 2002, 182-3)

The straight-sided enclosure pattern recorded by the Lancashire HLC is a good broad fit for the small to medium regular fields (as surveyed enclosure) recorded by the MHCP.

Overall, there was a good correlation between the Lancashire HLC and the Sefton MHCP Study, with only two areas that did not correspond - a large, semi-regular field (MHCP) to the west of Waddicar and an area to the southeast of Formby Hall (recorded by the MHCP as a Twenty-First Century golf course).

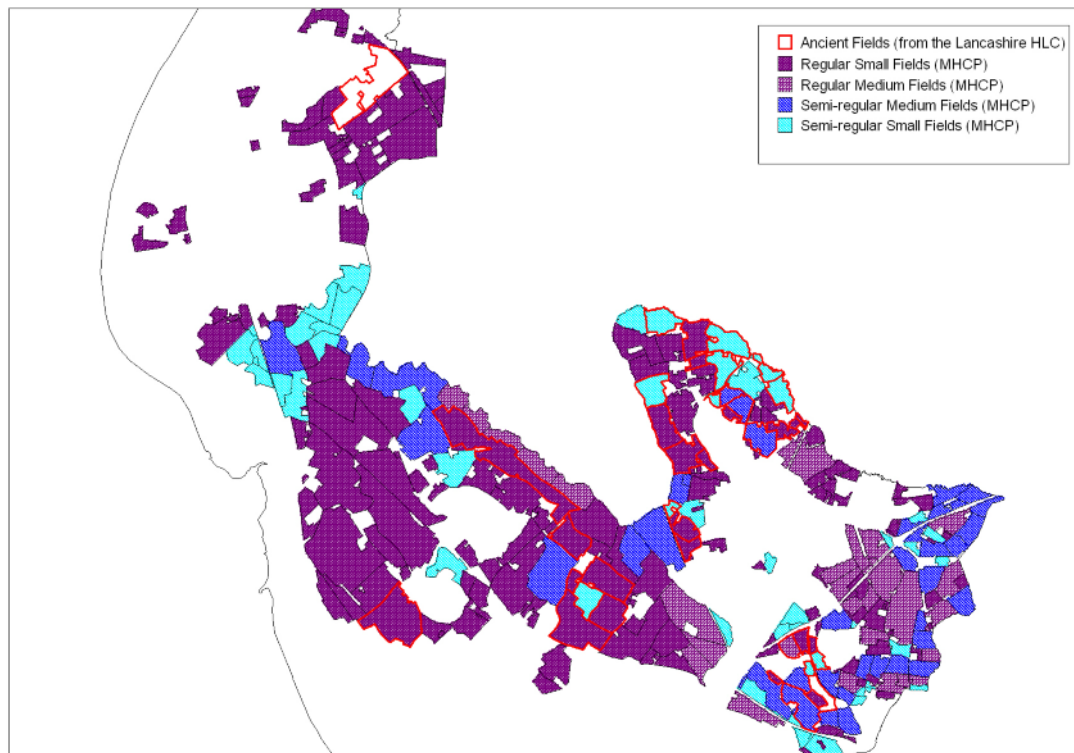


Figure 22 Comparison between Lancashire HLC 'Ancient Enclosures' Sub Type and the MHCP 'Small to Medium Sized, Semi-regular and Regular' Field System Sub Types
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Much of the piecemeal enclosure recorded by the MHCP falls within the fringes of the 'Carr Farmlands' and most of the 'Settled Farmlands' Character Types recorded by the Landscape Character Assessment of Sefton Study (Sefton Borough Council, 2003).

The piecemeal enclosure recorded by the MHCP falls on the border between the Dune Backlands and the Carr Mosslands. The Dune Backlands (centred on Churchtown) are characterised by low-lying hummocky topography, with sandy soils, patches of heathland, and a poorly defined pattern of dispersed rectilinear fields. In contrast, the Carr Farmlands have a, generally, large-scale and open character; the land-use is arable with the employment of ditches. The wide-open character of the area is reinforced by grid-like field patterns. In general, the piecemeal enclosure pattern in the Churchtown area was established immediately prior to, and during, the draining of the mosslands in the late post-medieval to early modern period (notably in the late 18th to mid-19th century). Once established, the landscape here has remained essentially the same. The area exhibits a fragmented cultural pattern, with intensive

farming and discrete woods. The woodland component is a relatively recent introduction, with the establishment of nurseries in the later 20th century.

Similarly, the area around Little Altcar and Ince Blundell has a wide-open character, with a grid-like field pattern of drains and ditches. Much like the fields around Churchtown, the fieldscape here was established in the 18th and 19th century with the draining of the Carr Mosslands. Often the farming settlements associated with piecemeal enclosure were isolated in the landscape, or were dispersed along historic routes.

The piecemeal enclosure recorded in the south-east, particularly to the north of Lydiate and to the east of Melling, fall within the 'Settled Farmsteads' Character Type (Ibid).

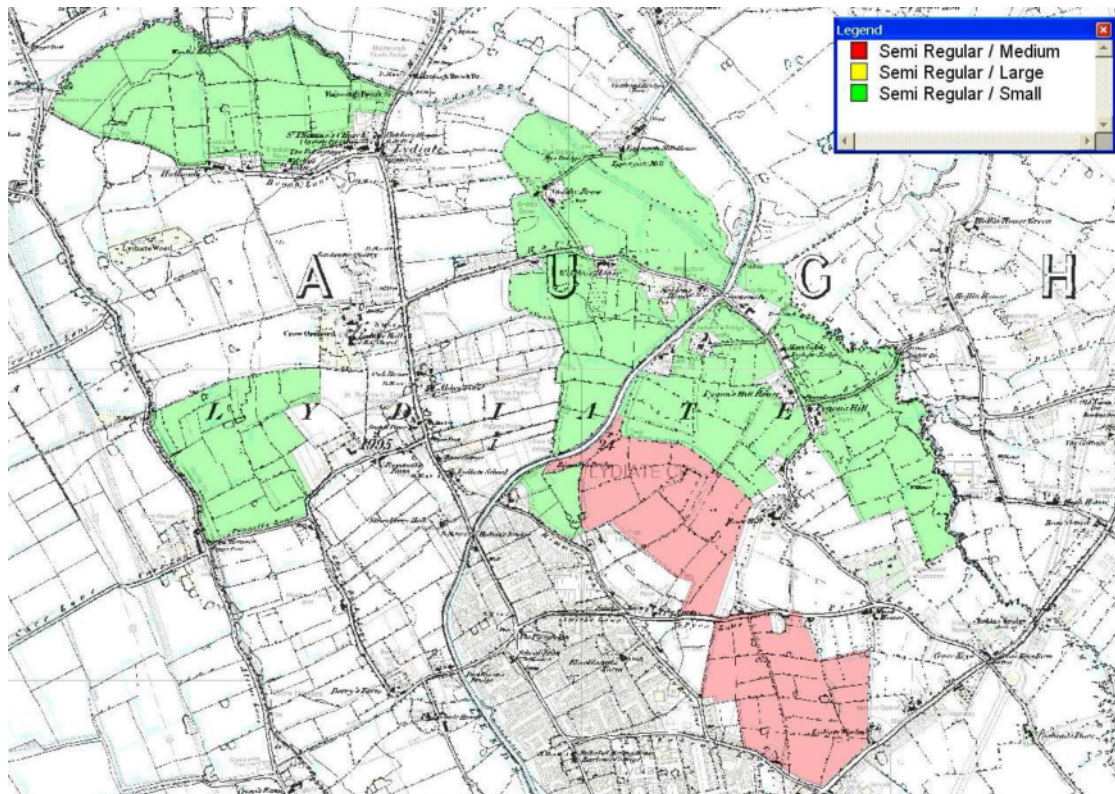


Figure 23 Piecemeal Enclosure (field survival) to the north of Maghull and Lydiate, depicted on the Ordnance Survey 6" First Edition map of 1850 (with current 2003 mapping as an underlay) (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

2003). The fieldscape is characterised by an open, rolling agricultural landscape of arable farms, hedged fields and clusters of rural dwellings. A key feature of this landscape is its settled nature, which contrasts strongly with the adjoining sparsely populated carrlands. Although changes in farming practices over the past 150 years, primarily through intensification and diversification, have resulted in changes in the scale and visual appearance of the landscape (i.e. the loss of hedgerows, trees and ancient field patterns), the overall field pattern in the area has remained essentially unaltered. This is noticeable in the area to the north of Maghull and Lydiate, where the small, semi-regular nature of the fieldscape appears to have changed very little since 1850 (Ordnance Survey 6" First Edition map of Lancashire, 1850).

9.1.3 Medium Regular Fields (Regular / Medium)

9.1.4 Small Regular Fields (Regular / Small)

Surveyed Enclosure - because of their regular shape, these two field types can be grouped to comprise surveyed enclosure.

Surveyed enclosure represents about 68.7% of the total area of enclosed land in Sefton (2778 ha). It is found throughout the district, with a concentration of small-sized regular fields in the northern and central parts of the district (particularly in the 'Carr Farmlands' and 'Estate Farmlands' of the Landscape Character Assessment of Sefton (Sefton Council, 2003) and a cluster of medium-sized regular fields in the south-east around Maghull and Melling ('Settled Farmlands').

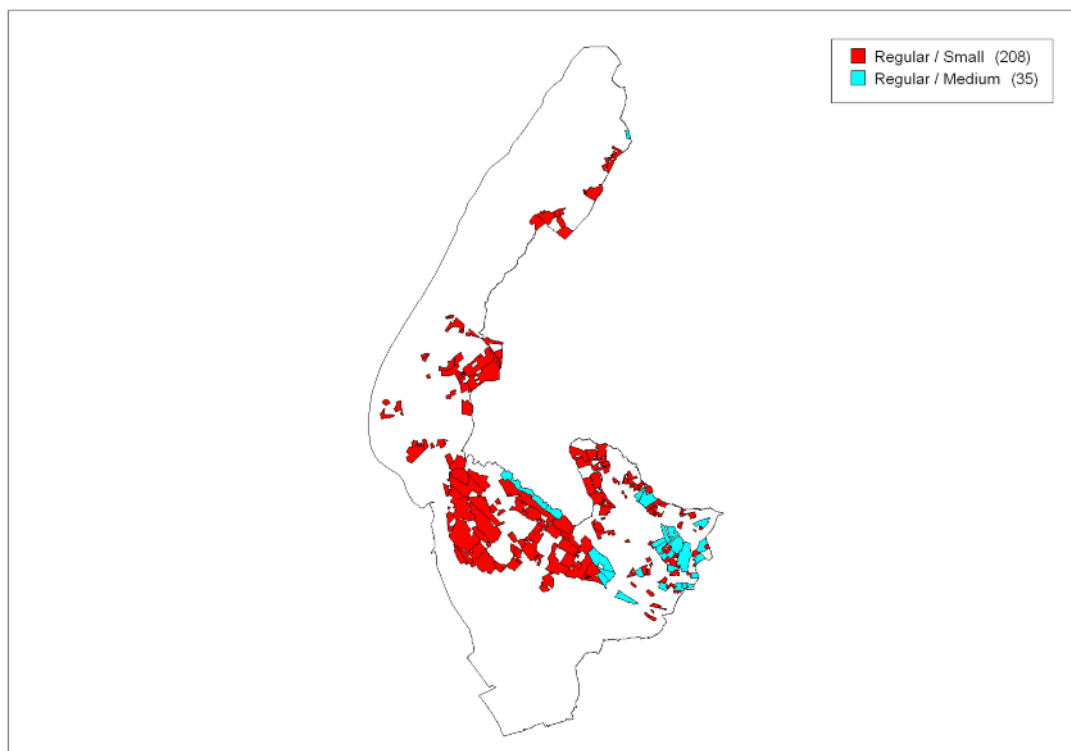


Figure 24 Small and Medium Regular Fields (Surveyed Enclosure) in Sefton
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Surveyed enclosure reflects a change in the agricultural system which occurred after c.1750 AD. Land that had previously been open or common was enclosed by Parliamentary consent through Enclosure Acts. Such enclosure was carried out by

commissioned surveys, principally with the aid of maps, a ruler and surveying equipment. As a result many boundaries are straight and patterns geometric, with ditches and hedges (often with hawthorn) forming a barrier. At the same time, older fields were enlarged and existing boundaries were straightened.

This process of agglomeration and reorganisation persisted throughout the 19th century. The system favoured the wealthy and more influential landowners and resulted in a loss of the common lands which were of economic importance to many smaller farms and crofts. Some farming communities were dispersed at this time despite poor laws and compensation.

Field shape and size	Number of polygons	Area (Hectares)	Average size per polygon (Hectares)
Regular Medium	35	454.79	12.99
Regular Small	208	2323.31	11.17
Total	243	2778.10	11.43

Table 12 MHCP Surveyed Enclosure in Sefton (Current 2003 mapping)

Small-sized regular fields are the predominant field system in the north and central parts of the district, falling within two broad character areas - the Carr Farmlands and Estate Farmlands outlined in the Landscape Character Assessment of Sefton (Sefton Borough Council, 2003). The majority of small, regular fields date to the Industrial Revolution 2 period, with a few early 20th century and Inter War records.

The Carr Farmlands group include records around Churchtown, the West Lancashire Mosslands, the Lower Alt Wetlands, the Upper Alt Levels and the Sefton Meadows. The Carr Mosslands are characterised by their low-lying topography and sparsely populated landscape. The landscape is dominated by a grid-like pattern of fields, complete with drains and ditches, isolated brick farmsteads, long straight, single track roads, interspersed by discrete blocks of secondary birch woodland (Sefton Borough Council, 2003). The system of small, rectangular fields was established between the late 18th to late 19th centuries, with the draining of the mosslands. The Carr Farmlands character type stretches from the northern border at Crossens, southwards to Formby Moss, then southeast (as a spur) as far as Aintree Village.

Small, regular fields are also found in the central part of the district, within the 'Estate Farmlands' of the Landscape Character Assessment. The Estate Farmlands is a well ordered agricultural landscape characterised by country estates and small rural villages. The villages are closely spaced, giving rise to a series of discrete settlement clusters linked by a series of minor roads. These clusters are set within an early sub-rectangular enclosure pattern of small to medium sized hedged fields. Small geometric plantations and belts of trees are a prominent and unifying feature in this landscape. These tree cover elements provide a strong sense of visual enclosure, in contrast to the adjoining, more open carrlands. The Estate Farmlands stretch from Ince Blundell southwards towards Crosby and Maghull. The large majority of fields within the character type have not been altered or modified since being established (since the mid 19th century). However, two areas stand out - the first is a band of medium-sized, regular fields can be found on the Sefton border, to the immediate north of Ince Blundell and Homer Green. Although the actual boundaries of these fields were established in the mid to late 19th century (as small-sized, regular surveyed enclosure), they have recently been modified (later 20th century), with the removal of internal ditches and hedge lines. The second area are fields immediately west of Ince Blundell, representing boundary changes (intensification) in the Inter War period.

In the southeast, the dominant field type is medium-sized regular fields (in association with small to medium-sized, semi-regular fields). This falls within the 'Settled Farmlands' Character Type (Sefton Borough Council, 2003). Here, the field system make-up is more dynamic - although the dominant type is medium-sized regular fields, the date range varies between Industrial Revolution 2 (1836 to 1900) through to Later Twentieth Century (1946 to 2000).

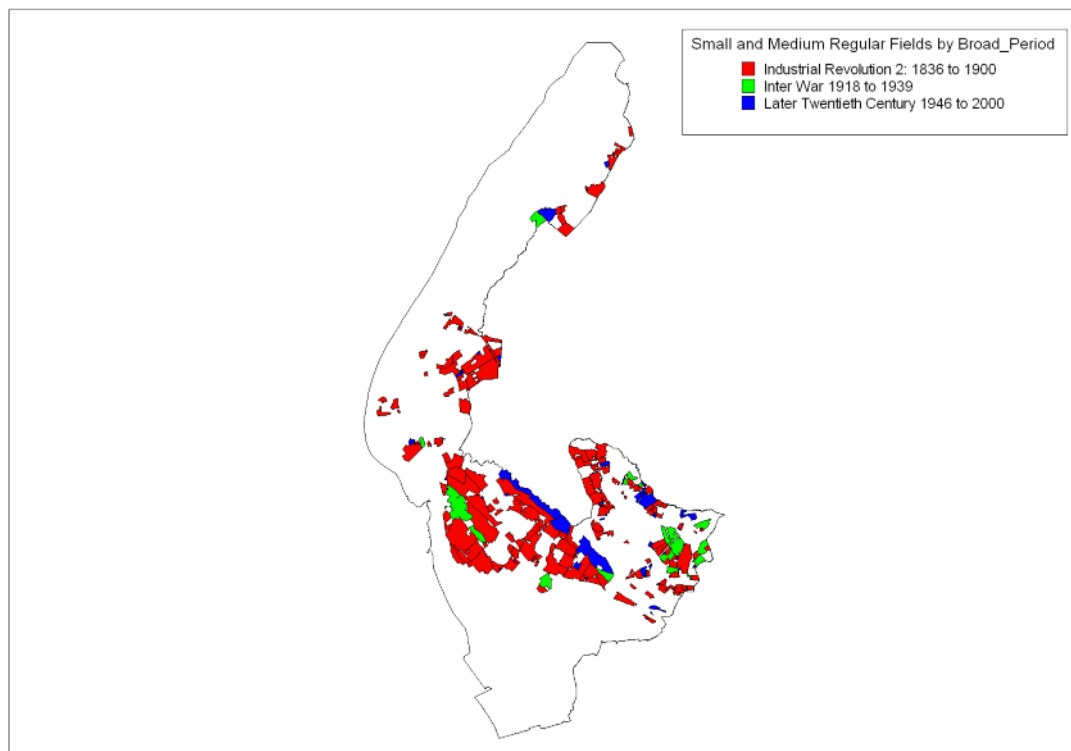


Figure 25 Small and Medium-sized Regular Fields (Surveyed Enclosure) in Sefton by Broad Period

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9.1.5 Large Irregular Fields (Irregular / Large)

9.1.6 Large Regular Fields (Regular / Large)

9.1.7 Large Semi-regular Fields (Semi-regular / Large)

Agglomerated Fields - because of their large size and very regular shape, these three field types can be grouped to comprise agglomerated fields.

Agglomerated fields represent about 1.9% of the total area of enclosed land in Knowsley (192.78 ha). These fields were generally created in the 20th century to facilitate mechanisation and other changes in agricultural practices - of the eight recorded fields (polygons) two are dated to the Inter War period, with the remainder dating to the later 20th century. The pattern is generally of large fields (over eight hectares) with regular or semi-regular boundaries. These were often created by removing the internal enclosure divisions of existing field systems.

Despite widespread damage to earlier MHCP types, some previous features may be retained. External boundaries can be preserved, whilst interior boundaries may be retained as fossilised features such as short lengths of tree lines or earthworks. Farm sites, agricultural sheds and relict boundaries may be retained. Many areas of agglomerated fields, through the identification of earlier features, have the potential for their previous landscapes to be sensitively restored. Other archaeological features may also be preserved beneath plough soils.

Field shape and size	Number of polygons	Area (Hectares)	Average size per polygon (Hectares)
Irregular Large	2	18.89	9.45
Regular Large	6	49.67	12.42
Semi-regular Large	2	30.32	15.16
Total	10	98.89	9.89

Table 13 MHCP Agglomerated Fields in Sefton (Current 2003 mapping)

Two large irregularly shaped agglomerated fields dating to the later 20th century were recorded in the north of the district, immediately east of Churchtown. The fields, although retaining irregularly shaped field boundaries associated with piecemeal enclosure (and located in an area of small, semi-regular piecemeal enclosure fields), have been heavily modified with the removal of internal boundaries.

In the south of the district, two large-sized, semi-regular shaped fields were recorded immediately west of Waddicar. Whilst retaining semi-regular outer field boundaries that are associated with early piecemeal enclosure, the internal divisions of these fields have been removed. Therefore, the two fields can be regarded as agglomerated fields of the later 20th century.

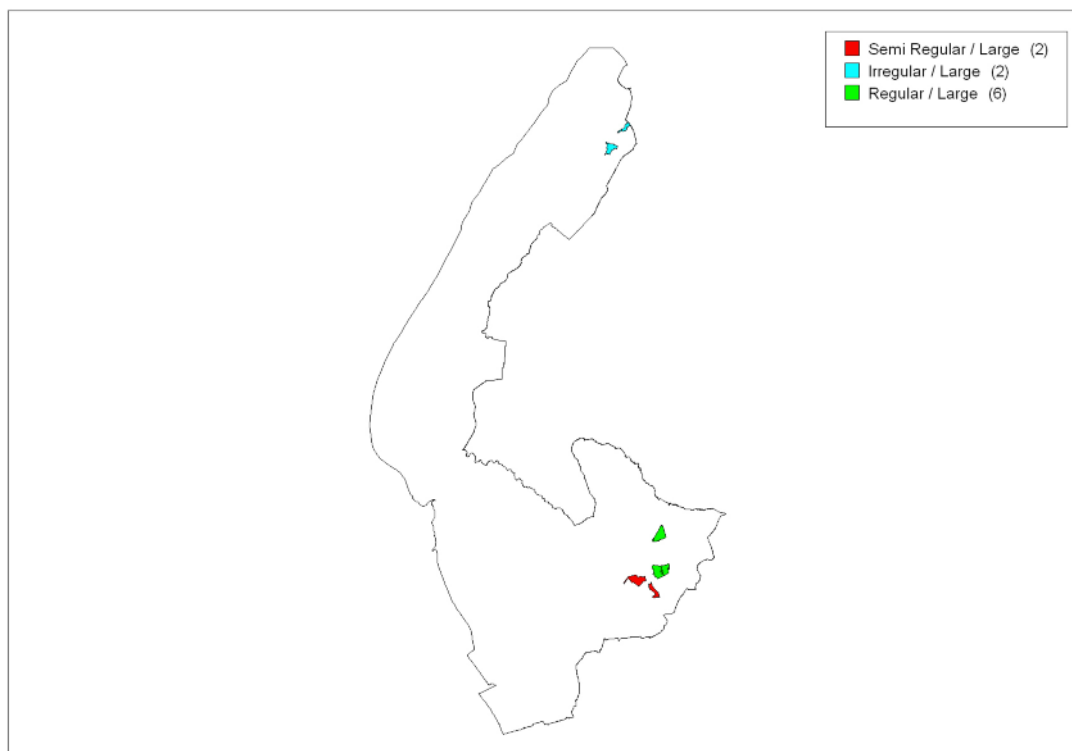


Figure 26 Agglomerated Fields in Sefton
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Immediately north of these two large semi-regular fields are a group of large regular fields - one sited at Moss Side, immediately adjacent to the main Liverpool to Wigan railway (19.94 ha) and another to the east of Bradshaw's Farm in Melling (29.73 ha). The eastern half of the large, regular field system adjacent to Bradshaw's Farm was

created in the Inter War period (1918 to 1939), although modification of the fieldscape here had occurred sometime before. The Ordnance Survey 6" First Edition map of Lancashire, 1850, depicts a number of small, semi-regular field boundaries, a wooded copse and a detached house along Sandy Lane ('Sandylane House'). By 1893 (Ordnance Survey 25" map of 1893), Sandylane House had been demolished, many of the semi-regular field boundaries had been straightened or removed and the wooded copse reduced in size. Internal boundaries were removed after 1908, along with the grubbing-up of the copse by 1927. By 1939, only a single internal, straight-edged (dividing) boundary line was left - this has since been removed in the post-war period. In contrast, the western half of the site retained many of its field boundaries (albeit much straightened) through to the post-war period.

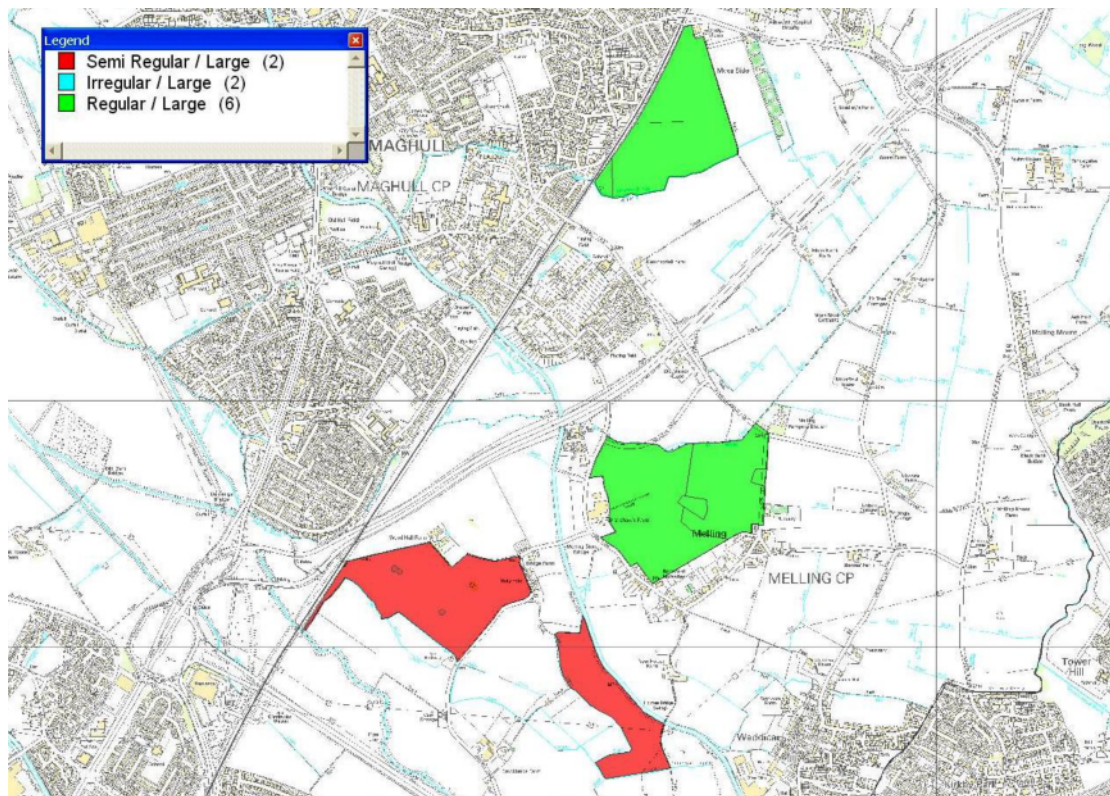
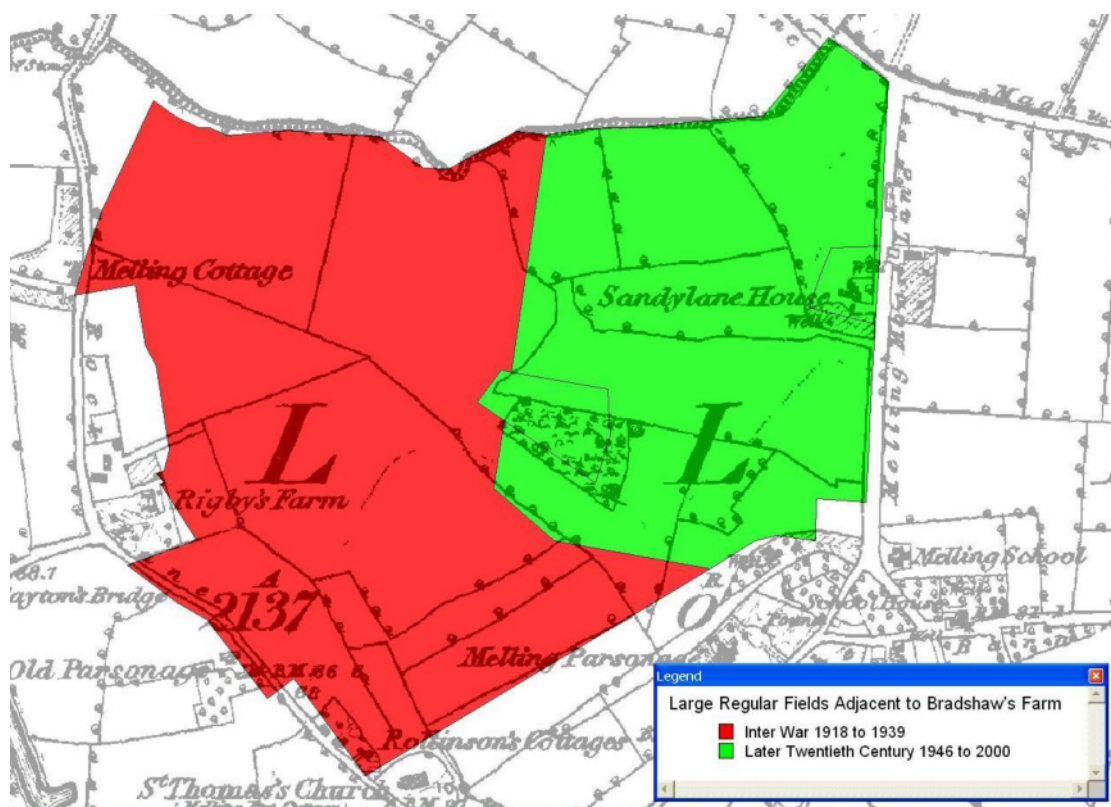


Figure 27 Agglomerated Fields near Waddicar on 2003 mapping
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9.2 Woodland Broad Type

From the MHCP study, the Woodland Broad Type comprises just over 1.21% (250.23 ha) of the current Sefton area. Trees and woodland enhance the quality of the landscape, promote the region by providing an attractive environment for inward investors and visitors, and provide amenity areas for local people. Trees and woodland have many benefits, including providing shelter and shade, soil stabilisation and land reclamation. Woodland can also provide amenity space for recreation and education, and benefits wildlife, as well as having health benefits including noise reduction and pollutant absorption. Woodland can provide economic benefit through providing timber, fuel for power generation, and chemical extracts.

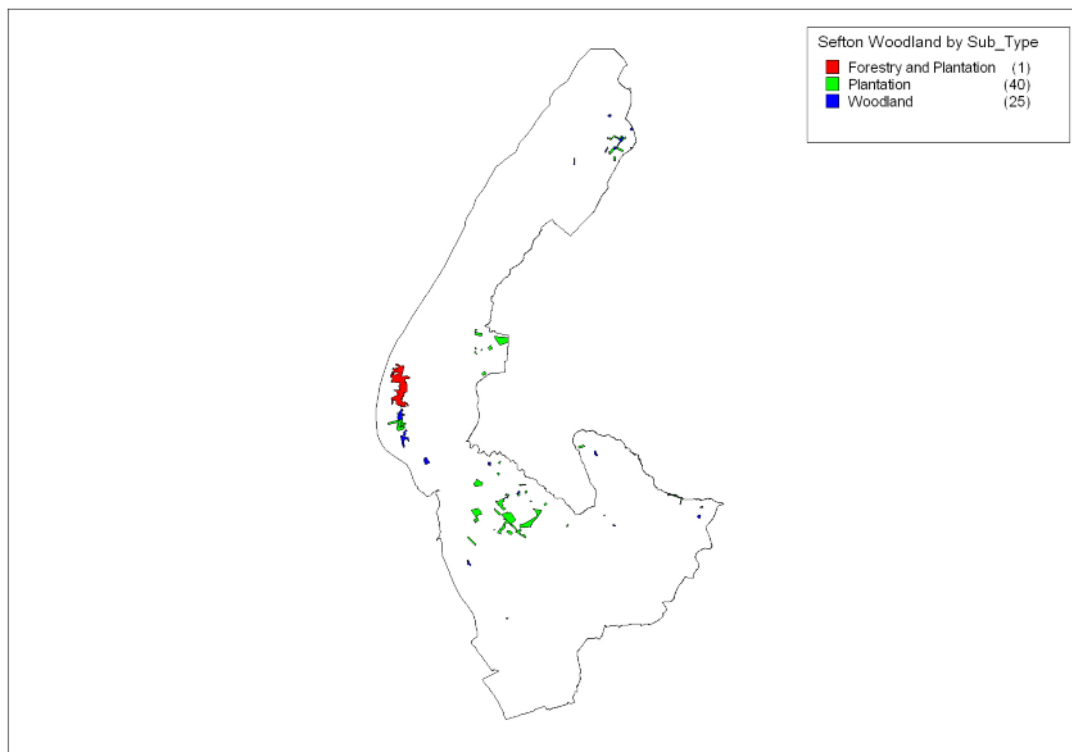


Figure 29 Current (2003) Woodland Sub Type in Sefton
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Extant Woodland appears to be limited to four main areas - surrounding Ince Blundell, immediately west of Formby, towards the east at Formby Moss and immediately west of Churchtown. However, it must be noted that the current MHCP Woodland (Broad

Type, recorded or depicted) does not represent the sum total of woodland in Sefton. Large plots of plantation woodland have been recorded using other MHCP Character Broad and Sub Types - for instance, as Recreational and Ornamental Sub Types (Nature Reserves, Public Parks and Sports Grounds) or as Residential Sub Types (Private Estate Houses).

The largest Sub Type (as a group) is 'Plantation' at 56.4% (141.14 ha), followed by the closely related 'Forestry and Plantation' at 28.4% (71.07 ha). The majority of the more generalist 'Woodland' Sub Type (15.2% - 38.02) is located around Ince Blundell and dates to the Industrial Revolution 2 (1836 to 1900) period. The survey has not classed any 'Ancient woodland' type in Sefton.

Woodland Sub Type	Number of polygons	Area (Hectares)	Percentage
Forestry and Plantation	1	71.07	28.40
Plantation	40	141.14	56.40
Woodland	25	38.02	15.20
Total	66	250.23	100%

Table 14 Current (2003) Woodland Sub Type in Sefton

Some current woodland sites have origins well before 1850 (i.e. it is depicted on the First Edition Ordnance Survey 6" map of 1850). Pre-1900 woodland constitutes around 40% of all woodland recorded in the Sefton MHCP Study Area. However, the largest single phase of woodland is dated to the Interwar period, with large plantations sited along the coast amongst the dunes and dune slacks (and often in association with golf links courses). These Interwar plantations are restricted to an area immediately west of Formby town.

Sefton Woodland by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 1: 1751 to 1835	1	0.95	0.38
Industrial Revolution 2: 1836 to 1900	32	98.48	39.36
Early Twentieth century 1901 to 1917	5	10.43	4.17
Inter War 1918 to 1939	6	91.89	36.72
Later Twentieth Century 1946 to 2000	22	48.49	19.38
Total	66	250.23	100%

Table 15 Current (2003) Woodland in Sefton by Broad Period of origin

Most Plantation woodlands date to the Industrial Revolution 2 (1836 to 1900) period, with the majority of these located around Ince Blundell. Early 20th century woodlands are restricted to an area to the immediate east of Churchtown.

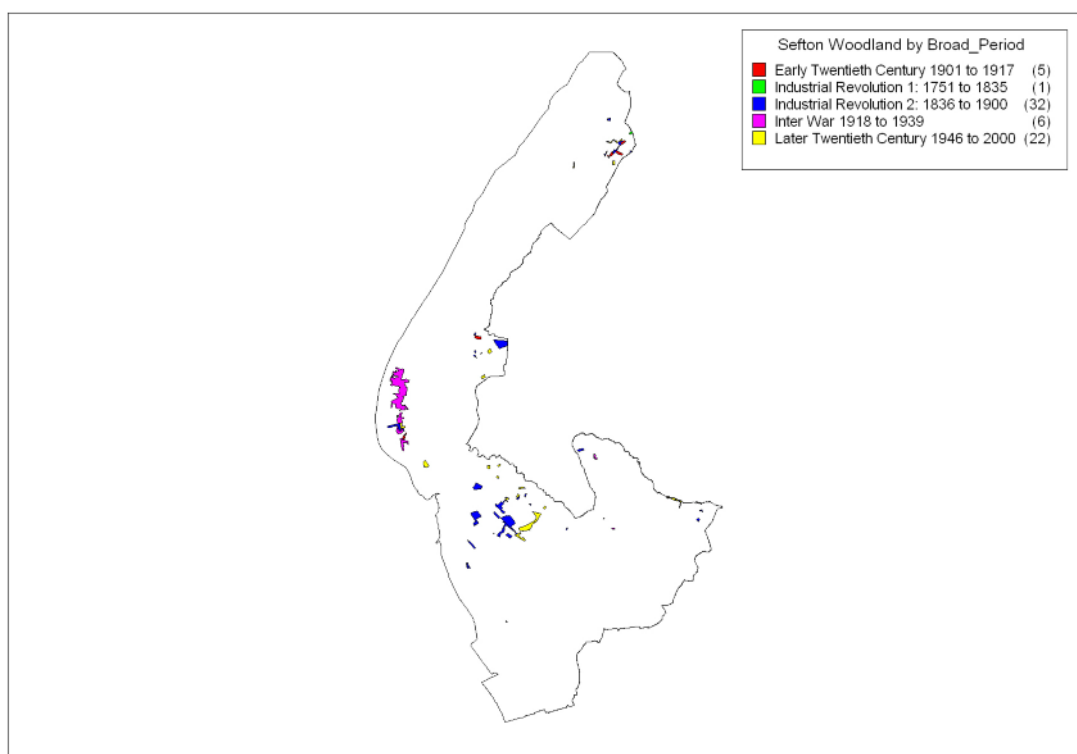


Figure 30 Current (2003) Woodland in Sefton by Broad Period of origin
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9.2.1 Forestry and Plantation

9.2.2 Plantation

These two Sub Types can be combined, as their elements are essentially the same (differing only in size, range of species present and the variety of purpose).

Forestry and Plantations are managed commercial woodlands, usually of single species and generally one date (in this case the Interwar period⁰), Forestry and

Plantation woodland comprises 28.4% (71.07 ha) of the Woodland Broad Type in Sefton. Plantations are a group of planted trees or shrubs, generally of uniform age and of a single species. Plantations comprise just over 56% (141.14 ha) of the Woodland Broad Type in Sefton.

The woodlands on the Sefton coast are extremely important to the long term survival of many species and communities of plants and animals. In particular red squirrel, many bat species and a large variety of birds and insects inhabit the woods. Some of these examples are the target of Biodiversity Action Plans and Habitat Action Plans and are of national and international importance to conservation aims.

The pinewoods at Formby, in common with the other stands along the coast, were mostly planted between the 1900s and 1930s so there is a predominance of the same two age classes over the entire woodlands now under various ownerships. The 19th century pinewoods were established by several large landowners in the area as a collaborative response to the encroachment of sand dunes onto private and public land. In 1887 Charles Weld Blundell started experimental planting, noting the success of the Maritime Pine woodlands planted at Les Landes on the west coast of France. Initially many of the trees died, but further planting of Corsican and Austrian Pine along with some Scots Pine later obviously proved more successful.⁴

⁴ www.seftoncoast.org.uk/articles/00winter_forestplan.html

There was extensive, but sporadic woodland planting up to around 1930. Much of this woodland was felled during the Second World War and whilst much of the northern woodlands were replanted most of the southern woods were not. The Corsican and Scots pinewoods of the 20th Century also acted as a potential timber crop and as windbreaks for the fertile farmlands on the mosses.⁵

The pinewoods at Formby Point were originally planted between 1893 and 1921. They have provided an important food source for the red squirrel in the area. Much management work, including thinning and under planting is undertaken to aid the survival of the squirrel.

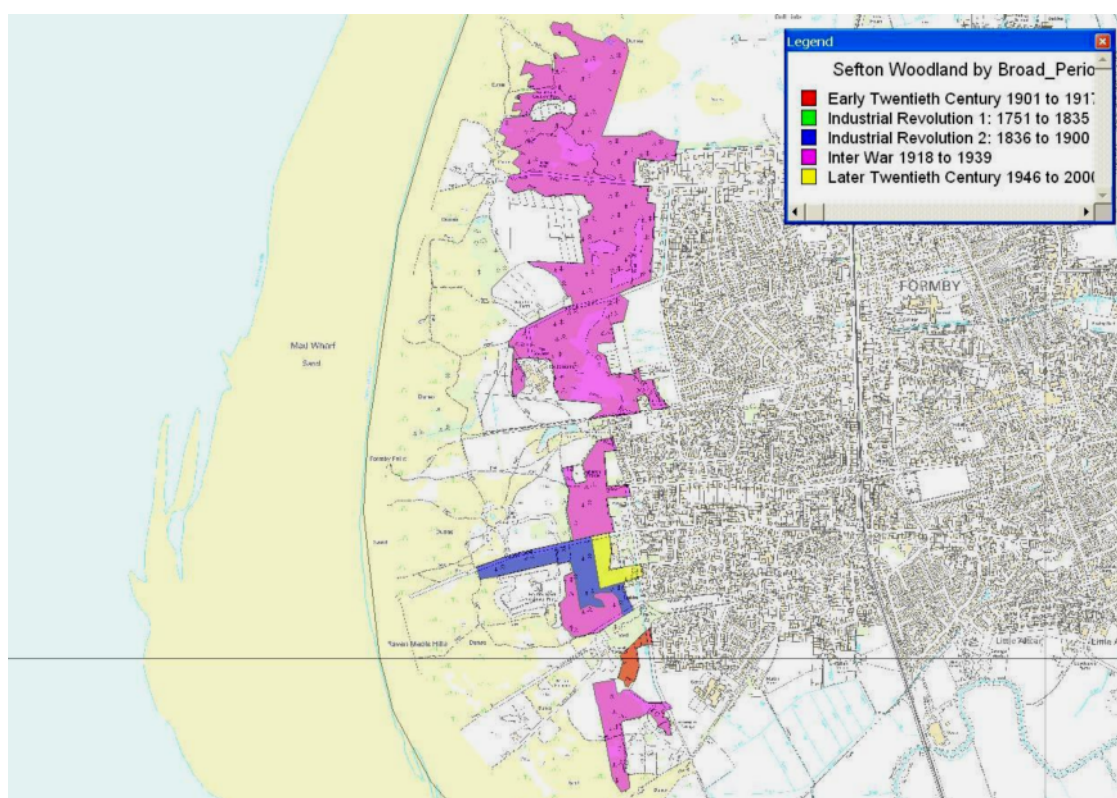


Figure 31 Plantation Woodland at Formby Point by Broad Period of origin
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⁵ www.seftoncoast.org.uk/articles/00winter_forestplan.html

9.2.3 Woodland

This character type contains all woodland plots that could not be assigned a strict sub-type character. As such, it will contain a range of woodland types - from semi-natural woodland, urban woodland, through to modern plantations and community woodland schemes, most having anthropogenic (i.e. secondary) origins.

The Woodland Sub Type comprises 15.2% (38.02 ha) of Woodland Broad Type in Sefton, and is found mainly to the west of Formby. Here, the woodland appears as stands of Birch and Beech, interspersed amongst Corsican and Scots Pine Plantations.

The 'Woodland' Sub Type comprises woodland that may have been purposely established by man, but some have arisen naturally when land was abandoned and left to revert to scrub and thence to woodland. These woodlands support fewer species than ancient woodland, secondary woodland have a nature conservation value, including coverts, copses, cloughs and shelter beds. In that sense, there is a great deal of cross-over with another MHCP Broad Type - Rough Land (Scrub) and for certain areas, it may be possible to combine the two characters together.

9.3 Residential Broad Type

Within Sefton there are nearly 4614 ha of land in residential use, representing 29.84% of the current Sefton study area. Eight principal MHCP types were identified for detailed analysis on the basis of their presence in the landscape or historical significance:

- Farm house
- Terraced Housing
- Villa Housing
- Detached Housing
- Semi-Detached Housing
- High-rise Development
- Private Estate
- Modern Housing Development

The existing housing stock in Sefton is generally characterised by a very high level of semi detached dwellings and a very low level of terrace housing when compared to the incidence of such dwellings in the national stock (Sefton Metropolitan Borough Council 2010. Sefton Housing Market Commentary).

The proportion of semi-detached dwellings is particularly high in Maghull, with 59.2% of housing taking this form compared to 28.6% nationally. Conversely, the proportion of terraced and apartment dwellings is particularly low in Maghull, comprising 11.3% and 9.4% of the total stock respectively stock (Ibid).

Formby is the only housing market to offer a level of detached housing which is significantly in excess of the national average, with more than a third of the housing stock (38.8%) being of this character. As a result, the settlement has extremely low levels of terraced housing and apartments, and such trends correspond with the high average housing price identified for this settlement stock (Ibid).

Southport and Crosby are the two settlements which offer the greatest number of apartments, with both having an above national average proportion of this type of dwelling stock (Ibid).

There are only two settlements which have an above average number of terraced dwellings, these being Bootle and Netherton. Terraced dwellings dominate the housing stock in Bootle, with this housing type comprising 71.2% of the dwelling stock. As a consequence, other housing types are in limited supply in Bootle and there are very few detached houses and apartments in this location stock (Ibid).

The Current (2003) Residential Broad Type is dominated by two housing types that constitute around 68% of the current total; Semi Detached Housing at just under 44% (2015.68 ha) and Detached Housing at just under 24% (1104.69 ha) . These are followed by Modern Housing Developments (15% - 694.47 ha) and Terraced Housing (11% - 515.61 ha).

Residential Sub Type	Number of Polygons	Area (Hectares)	Percentage
Farm house	138	98.7	2.14
Terraced Housing	450	515.61	11.18
Villa Housing	100	155.61	3.36
Detached Housing	1370	1104.69	23.94
Semi-Detached Housing	1430	2015.68	43.69
Highrise Development	22	12.73	0.28
Private Estate	1	16.44	0.36
Modern Housing Development	483	694.47	15.05
Totals	3994	4613.93	100%

Table 16 Current (2003) Residential Sub Type in Sefton

Residential by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	1117	942.56	20.43
Early Twentieth Century 1901 to 1917	435	420.43	9.11
Inter War 1918 to 1939	641	851.50	18.46
Later Twentieth Century 1946 to 2000	1784	2367.15	51.30
Twenty-First Century 2001 to 2050	17	32.30	0.70
Total	3994	4613.93	100%

Table 17 Current (2003) Residential in Sefton by Broad Period of origin

The majority of housing stock dates to the post-1945 period at just over 51% (2367.15 ha), followed housing dating the Industrial Revolution 2 (1836 to 1900) period at 20.43% (942.56 ha) and then Inter War (1918 to 1939) housing at 18.46% (851.50).

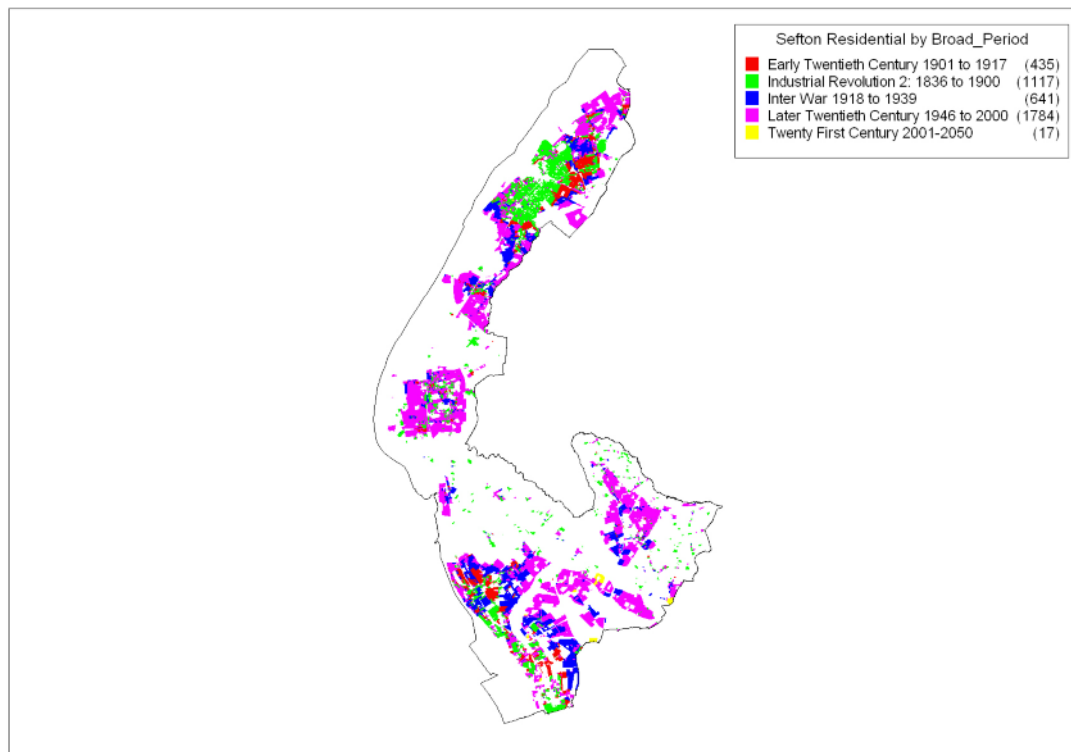


Figure 32 Current (2003) Residential in Sefton by Broad Period of origin
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The housing stock of Sefton appears concentrated in six blocks, many of which are associated with historic cores - a large northern block (Crossens, Southport, Birkdale and Ainsdale), a central block (Formby and Little Altcar), a south-western block (Crosby, Litherland and Bootle) and a south-eastern block (Maghull). Large-scale, pre-1900 residential development appears to have been concentrated in two areas - to the north around Southport and to the south-west in Crosby, Litherland and Bootle.

The two areas have differing origins, rates of development and structure. Southport was founded primarily as a seaside town during the early 1800s. The historic core of Southport was set out in a grid pattern, with many large detached, semi-detached and villa houses located near a central commercial core. Southport has very few terraced blocks (in comparison to Bootle and Litherland) and does not have a large industrial

component. Southport's growth appears to have been founded almost entirely on commerce and leisure.

In contrast the residential areas of Bootle, Litherland and Great Crosby appear to be the product of industrial development, associated primarily with the Dock and Port Related Industry. Although many large detached and villa-type houses can be found in the historic cores of Crosby (at Blundellsands) and Litherland, the area is dominated by semi-detached and terraced housing dating to the later 19th to early 20th centuries. Liverpool's industrial expansion northwards during the late Victorian to Edwardian period led to the large-scale construction of workers housing, in the form grid-iron terracing. Built for a largely immigrant workforce, surviving grid-iron terracing can be found in Bootle, Litherland and Great Crosby.

The residential areas of Bootle, Litherland and Great Crosby exhibit similar zonal development characteristics to that found in Liverpool - appearing as five reasonably distinct bands of development, radiating eastwards, away from the Mersey foreshore. The residential development in Bootle would appear to be a continuation of that found in Liverpool, but on a much reduced scale.

The band furthest west (**Band 1**), bounded by industrial buildings (and the River Mersey) to the west and pre-1900 housing to the east, is predominantly recent (post 1945) builds. This band contains many new housing estates associated with post-war redevelopment and slum clearance. Some earlier pre-1900 pockets exist, as Victorian housing (particularly villa and detached housing) that has been converted into multiple-occupancy housing.

Moving eastward, the next band (**Band 2**) comprises housing stock established in the mid to late Victorian period - representing eastwards growth and expansion. This housing stock appears relatively untouched by wartime bombing and post-war redevelopment. Much of this in the form Victorian working class gridiron terraced housing in Bootle and Litherland, and larger middle-class semi-detached housing located towards Great Crosby. In general, since its high point in the early Twentieth century, terraced housing has generally decreased as a result of wartime damage, clearance and redevelopment. The remaining pre-1900 terraced housing stock, although still forming large blocks throughout this band, are but a small part of what was an extensive swathe of housing.

The next band (**Band 3**) is the smallest and somewhat discontinuous, comprising development during the early Twentieth century (1901 to 1917). Although fragmentary, the band is composed of two housing types - in Great Crosby, the houses are almost entirely semi-detached, reflecting the relatively affluent nature of the area. In contrast, in the relatively poorer areas of Bootle and Litherland, houses of this date are almost entirely gridiron terraced housing. The two housing types, and the economic conditions in which they were built, appear to be separated by the Rimrose Valley Country Park

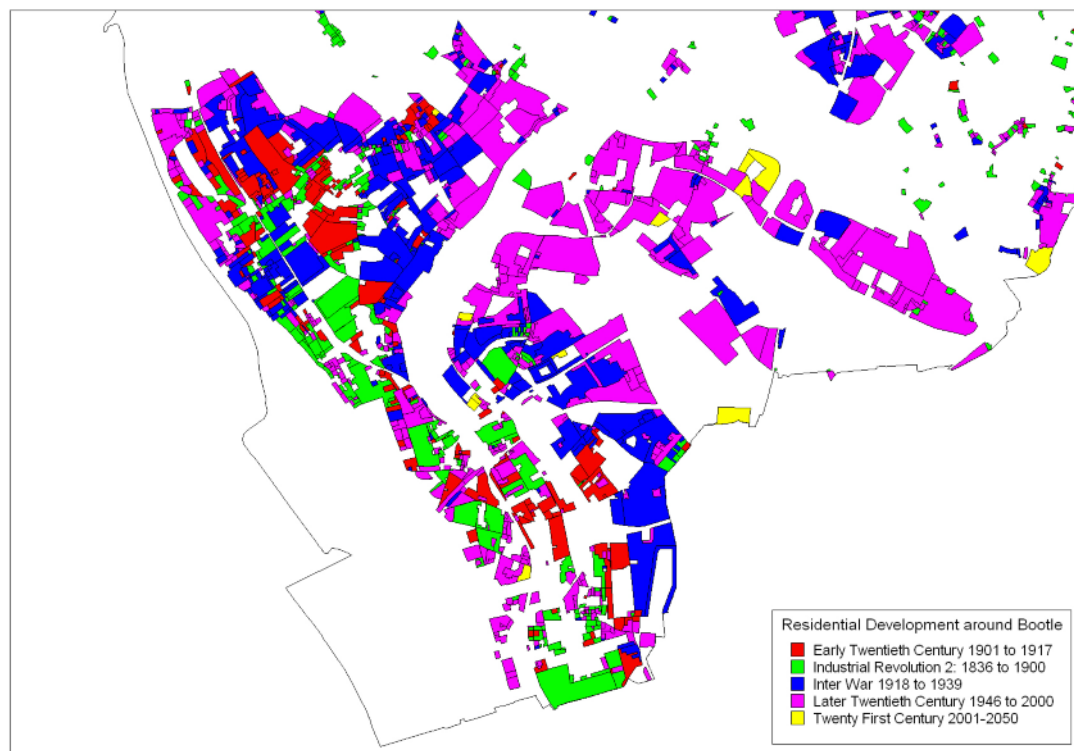


Figure 33 Residential Development Zones around Bootle, Litherland and Great Crosby
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The fourth band (**Band 4**) comprises many large housing estates built in the Inter War (1918 to 1939) period, representing further post-war expansion eastwards away from the Mersey foreshore. Although not classified as Council Housing (Planned or Social Housing) Estates by the MHCP, these large housing estates share many characteristics with those found in Liverpool.

The final band (**Band 5**) represents further expansion in the post-war period - large post-war housing estates containing a number of pre-existing historic settlement cores and farmhouses that have been consumed by development.

9.3.1 Farmhouse

Although these MHCP types represent only 2.14% of the total area of the Residential Broad Type in Sefton, they are nonetheless significant in terms of historical importance. Farms frequently comprise a cluster of buildings arranged around a yard. They are very often named as farms on mapping, and if not can be identified by interpreting the plans of the buildings. Vernacular cottages can also be named on maps. Cottages usually appear in isolation as a single building with a garden, but are also found in short, sometimes uneven, rows. It is important to note that the MHCP study criteria means that the Farmhouse Sub Type does not represent all farm houses in Sefton, which are already better recorded in the Sefton Historic Environment Record.

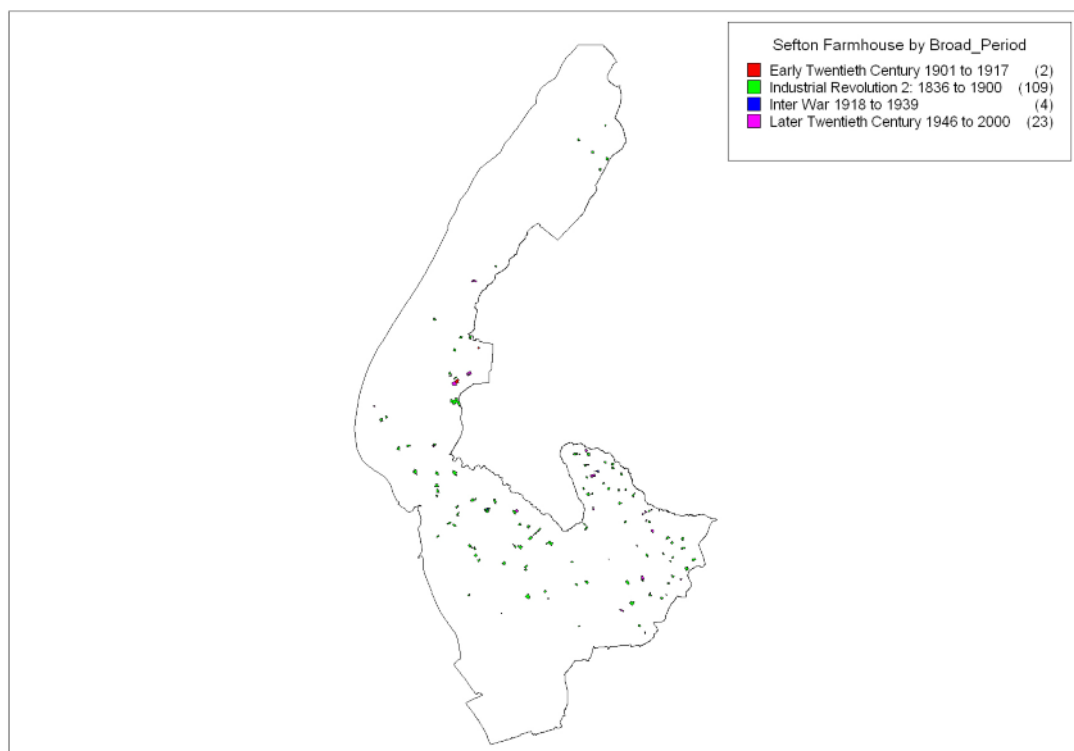


Figure 34 Current (2003) Farmhouse in Sefton by Broad Period of origin
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The distribution of farms and cottages in Sefton tends to fall into one of three patterns. Buildings are either dispersed evenly throughout the landscape, set in nucleated groups, or concentrated into ribbon developments along linear routes. It is not uncommon to find historic farms and cottages engulfed by later development.

Only a few farmhouses occur in the north of the district, the majority being located in the more rural central and south-eastern parts. The majority of farmhouses are located towards the extreme eastern boundary, away from the more coastal, urban and industrial areas of the west. However, a number of scattered and very isolated farmsteads can be found in the Dune Backlands surrounding Southport, Formby and to the south at Little Crosby (Landscape Character Assessment of Sefton, Sefton Borough Council, 2003). Here, the low-lying hummocky topography and sandy heathland has resulted in a dispersed pattern of farmsteads and wayside dwellings. Urban expansion, inclusive of woodland and recreational usage has extended into the landscape character area, resulting in the loss of farmsteads and associated buildings. Furthermore, modernisation of remaining farm buildings, particularly at Formby Hall and Parkland, has led to a loss of historic character (Sefton Borough Council, 2003).

There is a notable concentration around Formby, Ince Blundell and Thornton - the Estate Farmlands concentration identified in the Landscape Character Assessment of Sefton (2003, 22). This area is a flat, low-lying and sparsely populated landscape characterised by wide views to distant skylines. The scale of the landscape is reinforced by a grid-like pattern of large arable fields and by the lack of human habitation, which is mainly restricted to isolated farmsteads linked by raised single track roads. Farmhouses here were founded on relatively high land, away from the often wet, yet very fertile, carrlands.

A further concentration of farmhouses can be found surrounding Maghull, Lydiate, and Melling, within the Settled Farmlands Area characterised in the Landscape Character Assessment of Sefton (2003, 26). Here, the key feature of the landscape is its settled character, which contrasts strongly with the adjoining sparsely populated carrlands. This is reflected in the many red-brick farmsteads and dwellings scattered throughout the area and the network of narrow lanes which serve them. Continuing expansion of the urban edges of Maghull, Kirby, Lydiate and Aintree has reduced the extent and weakened the character of this rural area - resulting in the loss (or absorption) of farmsteads, buildings and associated fieldscapes.

A significant number of the farm houses in Sefton have historic origins - around 82.3% (81.20 ha) appear to pre-date 1900, followed by post-1945 new-builds at approximately 14.3% (14.07 ha). The current number of farmhouses (from the MHCP Study Area) stands at 138 polygons (98.7 ha). This represents a reduction in the number of farmhouses from 264 (162.08 ha) in 1850, 303 polygons (182.99 ha) in 1893, and 262 polygons (170.73 ha) in 1939. The drop in the number of farmhouses can be explained in a number of ways - through the general decrease in the agricultural industry in the 20th century, the intensification of the remaining farmsteads into fewer, yet larger farm complexes and by the extensive clearance of farmland prior to the development of 20th century housing, commercial and industrial estates.

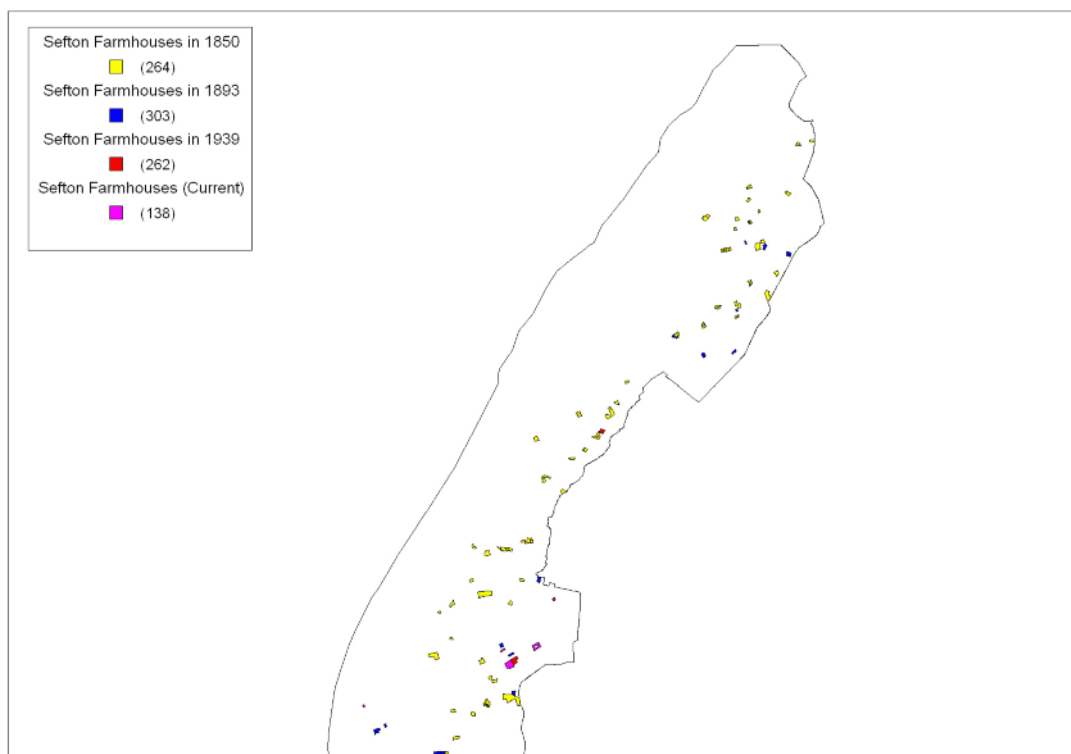


Figure 35 Past and Current (2003) Farmhouse in the North of Sefton
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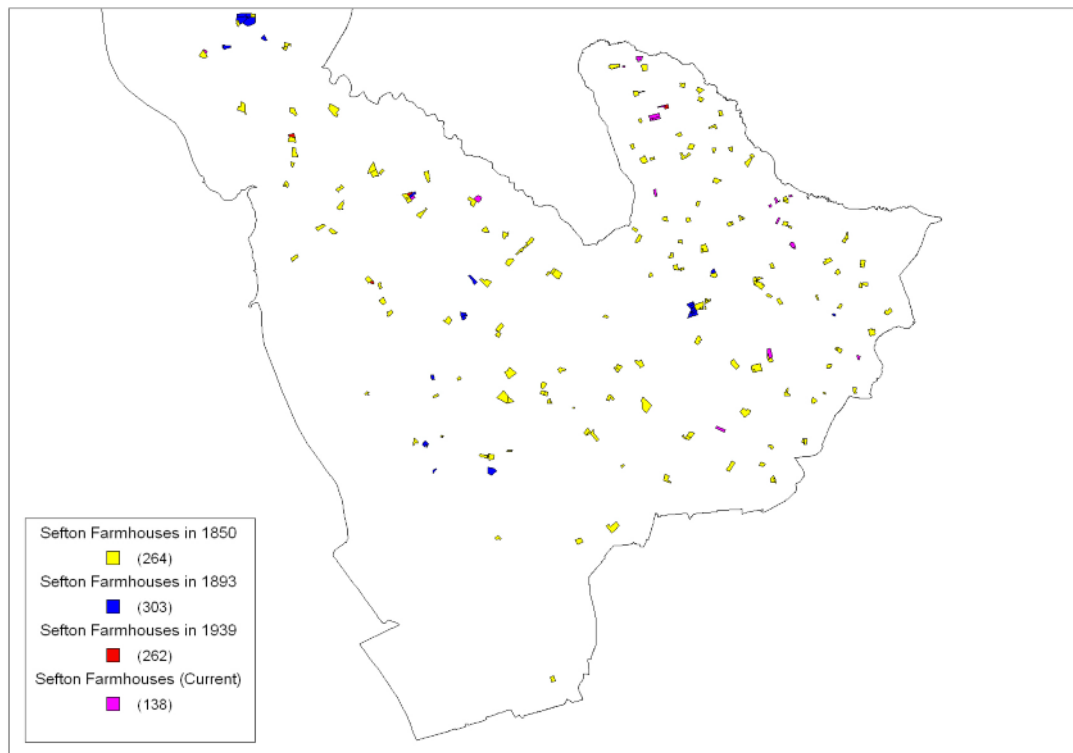


Figure 36 Past and Current (2003) Farmhouse in the South of Sefton
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Farmhouse by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	109	81.20	82.27
Early Twentieth Century 1901 to 1917	2	2.14	2.17
Inter War 1918 to 1939	4	1.28	1.30
Later Twentieth Century 1946 to 2000	23	14.07	14.26
Total	138	98.70	100%

Table 18 Current (2003) Farmhouse in Sefton by Broad Period of origin

9.3.2 Terraced Housing

Terraced houses represent 11.18% of the Residential Broad Type in Sefton (515.61 ha). The majority of current terraced housing dates to pre-1918, with 28.12% (145 ha) dating to the period 1836 to 1900. Terraced housing built in the early twentieth century (1901 to 1917) accounts for 18.72% (96.52 ha) of the Broad Type, while terraced housing built in the Inter War period accounts for just over 13%. The largest single block dates to the post-1945 period (39.72% - 204.81 ha), with much of this representing new builds in the south-east of the district (Moor Park, Litherland, Buckley Hill and Netherton) on land previously open fields and ornamental / recreation grounds.

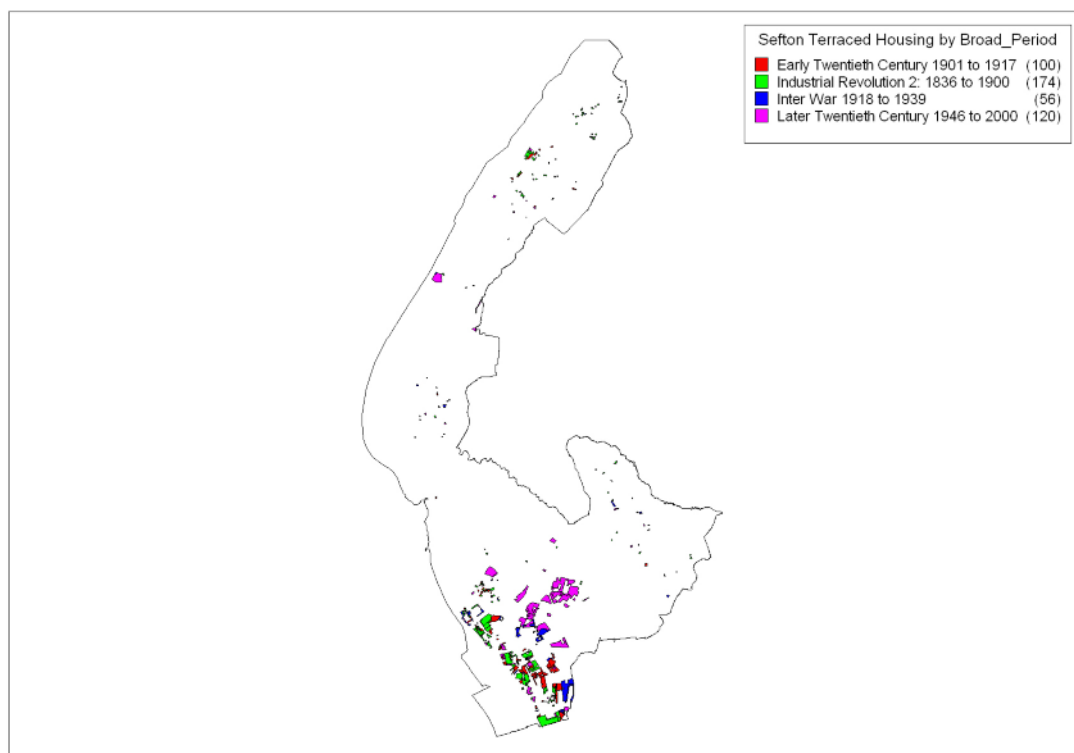


Figure 37 Terraced Housing in Sefton by Broad Period of origin
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Terraces are rows of houses with a unified frontage, constructed predominantly in the late 18th to early 20th century. The quality of buildings ranged from tiny back-to-back houses with poor sanitary conditions that were prone to overcrowding to model estate

cottages. Thousands of terrace houses were built in Sefton in the second half of the nineteenth century. They were usually small houses, with two or sometimes three bedrooms, a parlour at the front and a kitchen. There was no bathroom just an outside toilet in the yard at the back. The standards of construction of terraces were raised in the late 19th century with the introduction of government by-laws concerning housing. Some terraces fronted directly onto the street, and where front gardens or yards were present, they were often very small. However, terraces of larger, higher status houses with longer front gardens were also built to house some of the middle classes.

Terraced Housing by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	174	145.00	28.12
Early Twentieth Century 1901 to 1917	100	96.52	18.72
Inter War 1918 to 1939	56	69.28	13.44
Later Twentieth Century 1946 to 2000	120	204.81	39.72
Total	450	515.61	100%

Table 19 Current (2003) Terraced Housing in Sefton by Broad Period of origin

Terraced housing belonging to the Industrial Revolution 2 (1836 to 1900) period is concentrated in two areas of the district - a small, fragmentary block surrounding the commercial centre of Southport, and much larger gridiron terracing blocks centred on Great Crosby, Litherland and Bootle.

Pre-1900 terracing in Southport is clustered around the commercial centre, and appears to be split into two types - relatively small terraced housing, possibly representing lower class (workers and servants) residences on the fringes of the historic core and larger, more affluent terraced blocks located on the seafront, immediately surrounding the commercial centre. The earliest terraced housing is Wellington Terrace, located on Lord Street. The buildings date to 1818, constructed in white painted stucco with slate roofs, red ridge tiles and rendered chimneys. The terrace forms part of the Lord Street Conservation Area, and are now used as (mainly) commercial buildings. Therefore, the MHCP recorded them as a Commercial Broad Type. Later mid 19th century terraced housing occurs on the Promenade - Stanley Terrace, and Nos. 45 to 48 Promenade, all built in the 1840s.

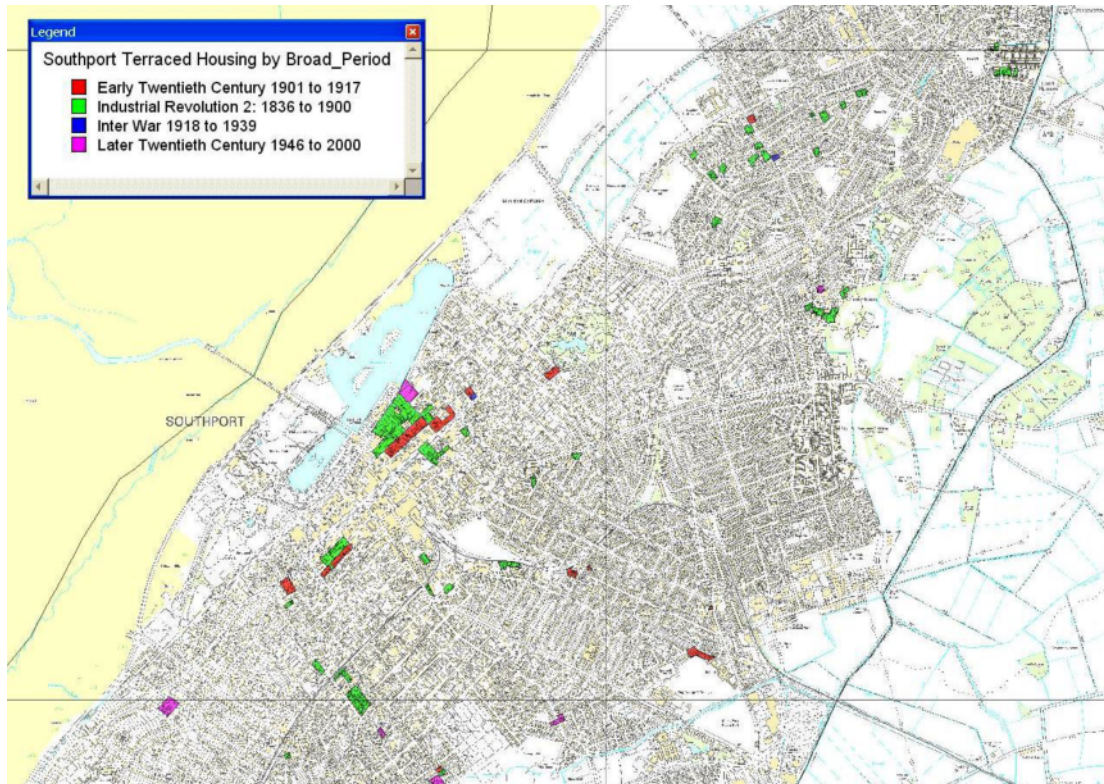


Figure 38 Terraced Housing in Southport by Broad Period
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Early to mid 19th century terraced housing is found mainly in South Sefton, most notably on the on the seafront at Crosby. It would appear that Great Crosby Marsh remained as purely common land until the Enclosure Act of 1816, at which point it was allotted to a number of developers. By this time the area had gained some reputation for its sandy beaches and safe waters (suitable for bathing) and the opportunity was seized to tentatively develop the area as a resort by building a hotel and a cluster of 'holiday cottages'. To this end the Crosby Seabank Hotel was constructed on Great Georges Road. Its opening in 1816 coincided with the first anniversary of Wellington's victory at the Battle of Waterloo and it appears that, in honour of this, it was decided to re-name the hotel the Royal Waterloo.

As Crosby developed into a fashionable resort, terraced villa housing was constructed along the coastline. The earliest buildings are in Marine Crescent, dating to c.1826-30, constructed in brown brick in Flemish bond, many in painted stucco, sandstone dressings and slate roofs. By 1850 Beach Lawn (recorded as Villa Housing by the MHCP) and Adelaide Terrace had been mostly developed, together with part of

Bath Street and Marine Terrace. The large mid-19th century terraced villas are quite uniform, being predominantly painted stucco, with slate roofs and in the Italianate style. Today these terraced buildings form part of the Waterloo Conservation Area of Crosby.

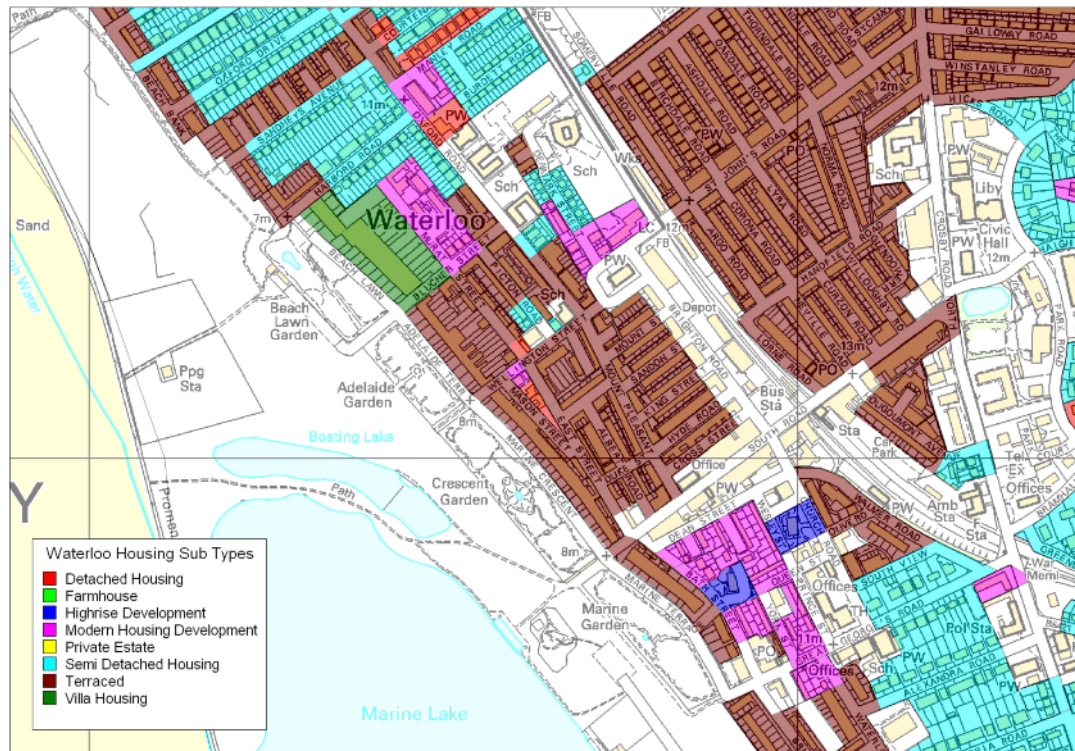


Figure 39 Waterloo (Crosby) Current (2003) Housing Sub Types
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Late 19th and early 20th Century Gridiron Terraced Housing

Gridiron terraced estates were constructed to provide inexpensive accommodation for the rapidly rising population of industrial workers, and are often physically associated with former industrial sites. Late 19th and early 20th century terraced houses are a distinctive national building type and are often associated with factories, mills, shops, pubs, schools and other public buildings. The majority do not receive any form of statutory protection, but by their very existence they give places a distinctive identity and character. Houses, industrial sites and institutional buildings were thus all elements of a wider social landscape.

Predominantly workers gridiron terraced housing can be found in Great Crosby, Litherland and Bootle, much of it found immediately east of dock and port related industries. In Bootle and Litherland, pre-1900 grid-iron terraced housing appears to straddle two main communication routes - the main railway line between Liverpool and Southport and the Leeds to Liverpool Canal. The skilled workers lived in terraced houses in the east of the town, while the casual dock labourers lived in cramped, dwellings near the dockside.

In 1881, the Bootle docks - Brocklebank, Langton, Alexandra, and Hornby, all opened. Imports at these docks furthered more industry in Bootle, including tobacco, grain, dyeing, jute, tin-smelting, and toffee- and jam-making businesses (Hartley's jam factory being originally in Bootle). This industry needed a local workforce, and in the years 1871 to 1891, large areas of housing (in the form of gridiron and back-to-back terraced housing) were built in Bootle and Litherland. Inward migration into these areas of Sefton (around Bootle and Litherland) included sizeable Welsh, Scottish and English (mainly from Lancashire) elements. To accommodate the workers, large housing 'estates' were rapidly built in Bootle, many by a builder from Wales called William Jones. His first 'estate', built in the 1870s, was the 'Welsh Quarter' off Marsh Lane, so-named because of the street names - Rhyl Street, Flint Street, Bala Street. The houses were constructed using a distinctive yellow brick - manufactured in Anglesey and then transported Bootle via Liverpool. Much of this 'Welsh Quarter' estate housing was lost through wartime bomb damage (particularly during the May 1941 Blitz) and subsequent post-war development. Before the outbreak of war Bootle's population totalled 76,000 living in 17,000 houses spread over three and a quarter miles. By the end of the May bombings 90% of Bootle's houses were either destroyed or damaged.



Figure 40 The 'Welsh Quarter' Estate Housing, depicted on the Ordnance Survey 25" map of Lancs 1893.

The housing was destroyed during wartime bombing - the area is now a modern housing estate (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

William Jones built the 'Klondyke' estate alongside Hawthorne Road (after 1900). Klondyke is a self-contained area dominated by small, two-storey Victorian terraced housing with no front or back gardens. The area comprises c.760 dwellings of the highest density of pre-1919 terraced housing in South Sefton at 100 homes per hectare. These dwellings are some of the oldest and smallest terraced back of pavement properties in South Sefton - the majority of houses are small two bedroom properties, have simple architectural features and are not set back from the pavement. The surrounding streets are narrow and houses are built back-to-back separated by alleyways (Sefton Metropolitan Borough, 2010. [b]).

The Knowsley and Peel Road neighbourhood is a large area containing 2079 dwellings, mainly comprising pre-1919 two-storey gridiron terraced housing surrounding Peel Park, which was developed in an area of cleared terraced housing. Unlike the Klondyke Estate, there is a clear differentiation of housing forms ranging from the back of pavement smaller house types concentrated in the streets running

east to west across Gray Street to the north of Knowsley Road with further rows along Peel Road, and Longfellow Street to terraces with larger setbacks and bay windows to the south and east of Knowsley Road. The area in general has a strong urban character with a very well defined gridiron street layout, although this has been diluted over time by highway extensions and infill modern housing developments.

(Sefton Metropolitan Borough, 2010. [b])

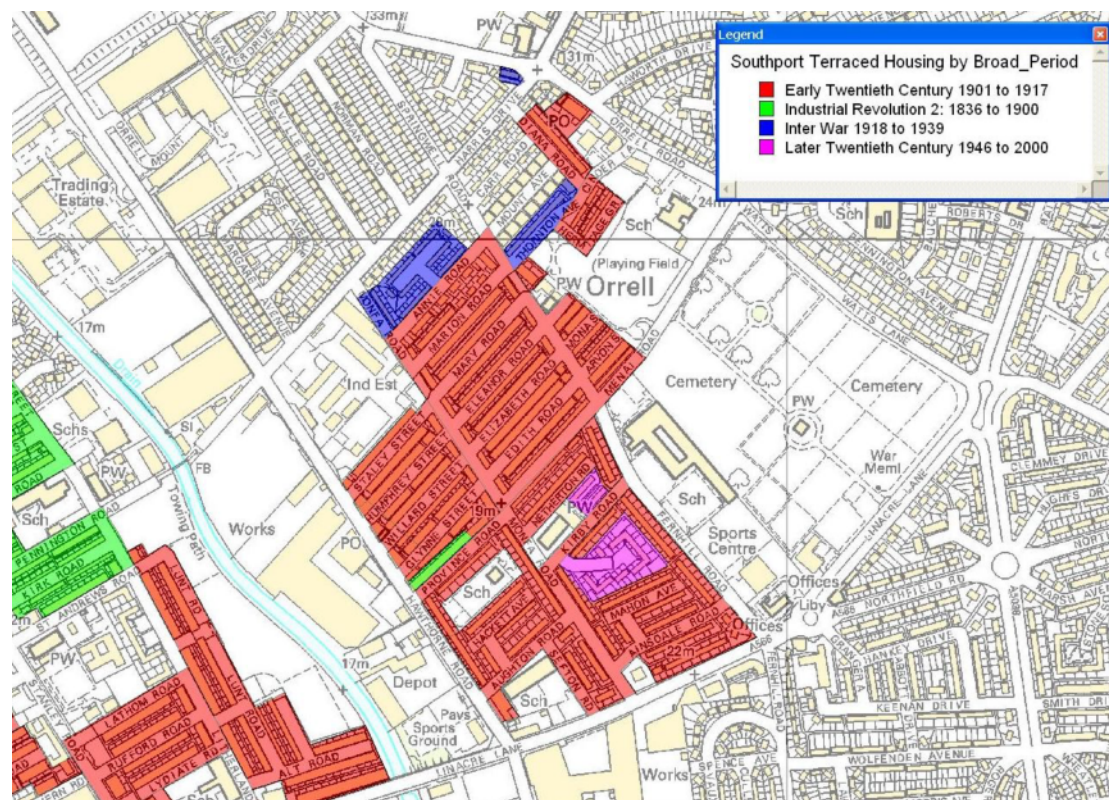


Figure 41 The 'Klondyke' Estate in Bootle - Predominantly gridiron housing built soon after 1900

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One of the largest gridiron terraced blocks (c. 35 ha) is located near Bootle South Recreation Ground (or Queen's Park), on the border with Liverpool district. The majority the housing dates to pre-1900, with numerous Inter War and post-1945 additions and infill houses. The houses are small, comprising mainly back-to-back, two-storey dwellings.

In terms of housing mix, Seaforth is one of the most diverse neighbourhoods. The back of pavement terraced housing is some of the oldest in the district, being depicted

on the Ordnance Survey 25" map of 1893. Further back to back Victorian terraces are also found in Waterloo and South Linacre, but on a much grander scale (three storey properties) than those in other areas.

Inter War terraced housing appears on the fringes of the urban centres of Bootle, Litherland and Great Crosby, created on land formerly open fields and recreation / ornamental ground. Post-1945 terraced housing appears mainly in South Sefton surrounding Inter War terraced sites, as well as new sites surrounding former historic cores (for instance Moor Park, Netherton and Buckley Hill).

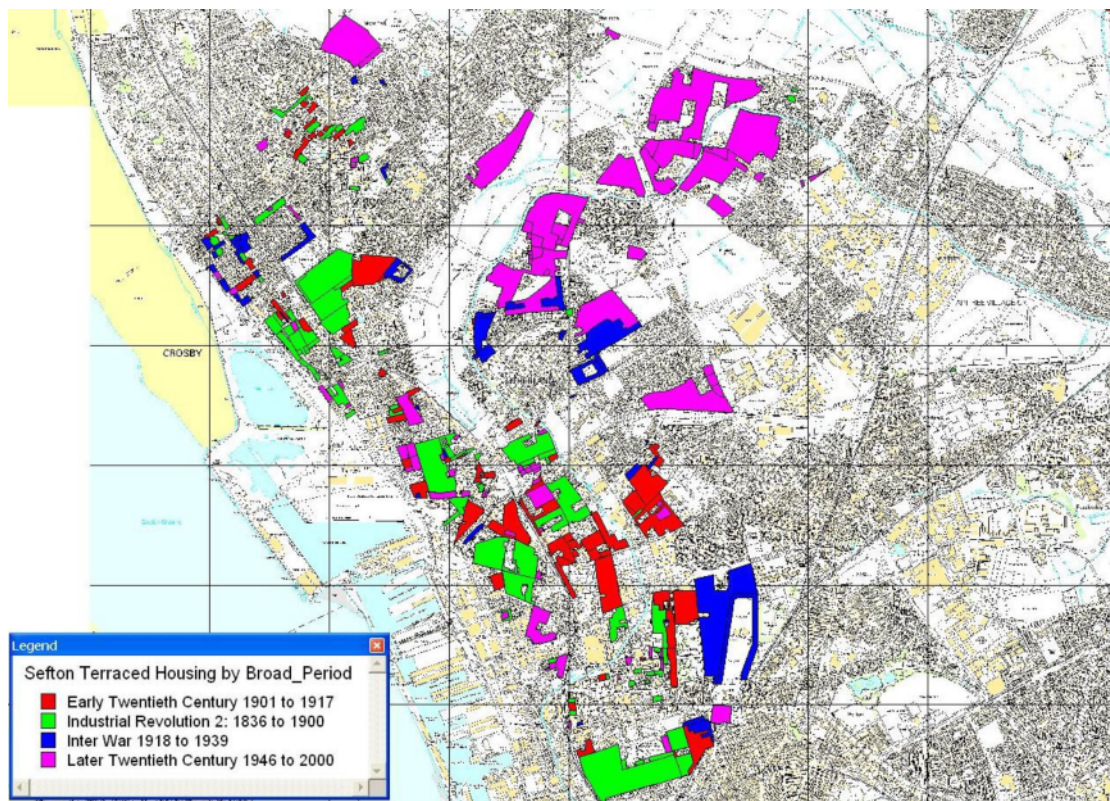


Figure 42 Current (2003) Terraced Housing in South Sefton by Broad Period of origin
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9.3.3. Detached Housing

9.3.4. Villa Housing

Detached houses represent around 24% (1104.69 ha) of the Residential Broad Type in Sefton. There is a great deal of overlap between this and another character Sub Type - Villa Housing - certainly for large-scale Georgian, Victorian and Edwardian establishments, the characters could be combined. Villas houses represent 3.36% (155.61 ha) of the Residential Broad Type in the district.

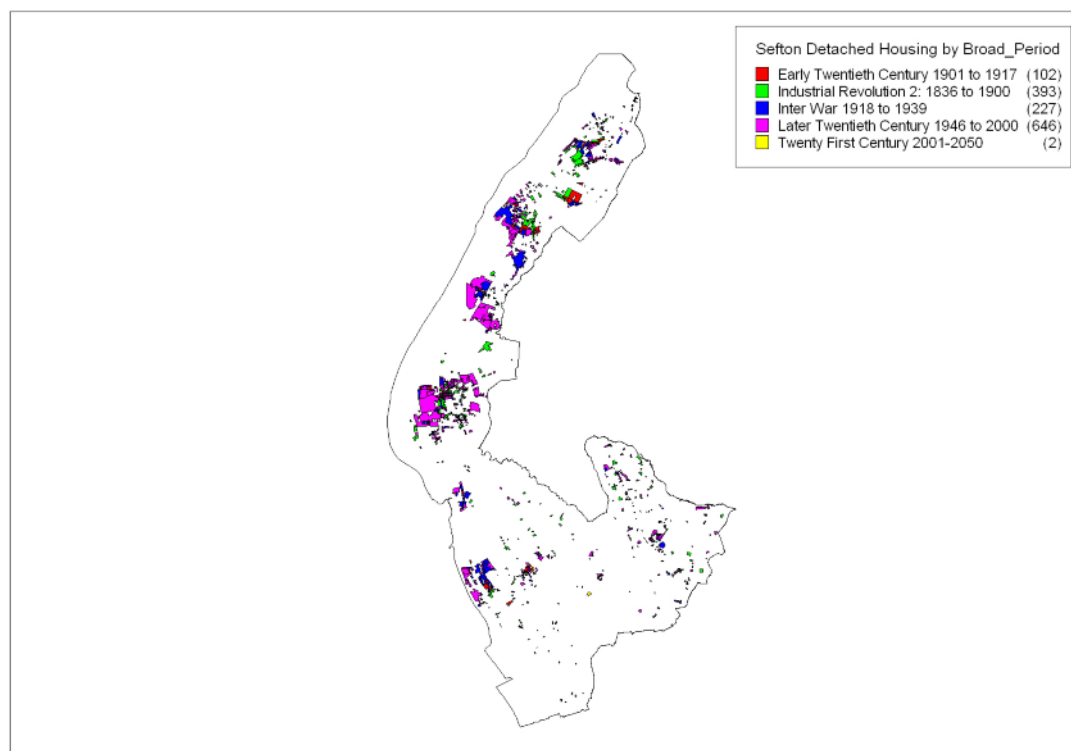


Figure 43 Current (2003) Detached Housing in Sefton by Broad Period of origin
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There are three main phases of detached houses (by area) - the first was during the Industrial Revolution 2 (1836 to 1900) period, the second in the Inter War period (1918 to 1939) and the last (and largest) in the later Twentieth century (1946 to 2000). Pre-1900 sites are found through the district, but are concentrated in the urban centres of Southport and Formby, the historic cores of Ainsdale, Blundellsands (Crosby) and Maghull. Isolated detached houses are found through the district, but once again, there is a noticeable clustering around Ince Blundell, Thornton, Lydiate and Melling. Very few detached houses survive in Bootle and Litherland.

Detached Housing by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	393	200.85	18.18
Early Twentieth Century 1901 to 1917	102	76.56	6.93
Inter War 1918 to 1939	227	221.41	20.04
Later twentieth Century 1946 to 2000	646	603.70	54.65
Twenty First Century 2001-2050	2	2.18	0.20
Total	1370	1104.69	100%

Table 20 Current (2003) Detached Housing in Sefton by Broad Period of origin

The smaller detached house is a peculiarly English model and was expressed in a variety of styles. Although the Georgian love of Classical styles - Greek and Roman - survived well into the Victorian period (and were the ones best understood by builders), the first half of the nineteenth century saw Italianate or Picturesque Gothic villas and the vernacular cottage style become increasingly popular. The road, houses, gardens, trees and low gardens walls and railings combined to make an informal, rural ensemble on the edge of town, pastoral and romantic in its inspiration, picturesque in effect. From the 1840s onwards, good quality substantial detached villas designed by established local architects proliferated on villa estates located on the edge of flourishing cities; stylistic eclecticism was established for good by this time. From being bespoke one-off commissions, such houses had entered the mainstream of speculative residential building. Suburban villas of this variety typically featured an irregular composition with towers, segmental pediments above windows, cast-iron balconies, rusticated stucco at ground floor level, a shallow pitch roof and stringcourses to delineate floor levels; interiors could be opulent, if standardised, with rich plasterwork, chimneypieces and internal decoration which took advantage of new forms of machine production.

Both detached and villa house construction was at first influenced by the development of seaside resorts along the Sefton coast (particularly in Southport, but also in Blundellsands), then as an affluent neighbour to Liverpool with the establishment of merchant housing. This was followed by growth along railways and tramways in the later 19th century. Detached housing in Sefton typically forms late 19th century ribbon developments along the main transport routes (notably in Formby) or discrete suburban clusters.

In Formby, pre-1900 detached and villa housing is located either side of the Liverpool, Crosby and Southport railway line. These include a large detached, villa-type house called Garswood, which was constructed c.1830 in stucco with a conservatory and peacock house to the left. Further housing was developed along road routes leading away from the railway line - eastwards towards agricultural, recreational and commercial land on the coast, and westwards towards the inner carlands. Further detached housing developed on Halsall Lane, running parallel to the railway line. Of particular note is a group of late Victorian and Edwardian high-status detached and villa houses on Elson Road, built around a central crescent.

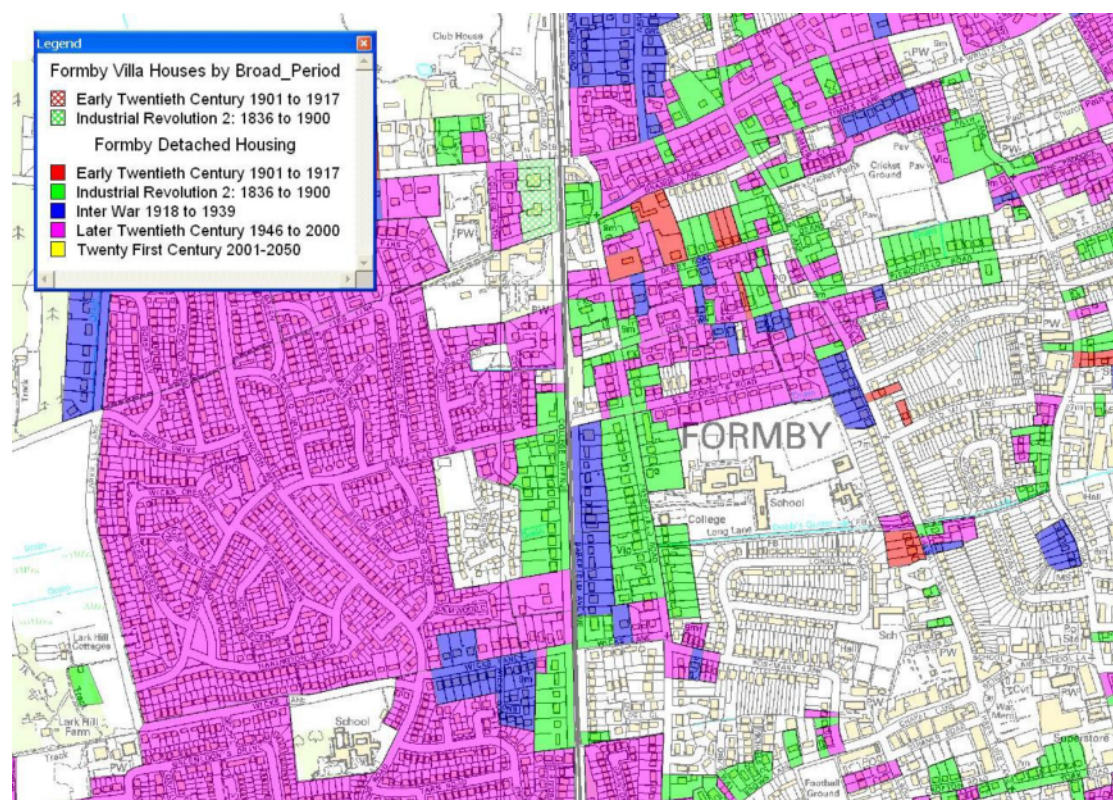


Figure 44 19th Century Detached and Villa House Ribbon Development
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Examples of Detached Housing:-

Moor Park, Crosby

A group of detached houses can be found at Moor Park, which is located on the northern edge of the town of Crosby. (Following almost entirely sourced from Sefton Council, Moor Park Conservation Area Appraisal, 2008). From around the mid-to-late

19th century the enlightened views and practices of philanthropists such as the Lever brothers at Port Sunlight together with the pioneers of the Garden City Movement began to have a profound effect on housing developments. The health and well being of the residents became increasingly important, with well planned facilities for all classes of men and women. The development of these model villages and garden cities / suburbs coincided with the flowering of the Arts and Crafts tradition in late Victorian England. The layout and buildings of Moor Park appears to have taken much physical inspiration from these examples, although it was almost certainly constructed as an economic and profit-making adventure. The land for the whole of the Moor Park estate was purchased in the mid 1890s by Mr Joseph B Colton, land agent and diamond merchant, for the sum of £4680. When Mr Colton purchased the land, it was largely fields, but with a windmill and cottage, a tithe barn and one property on Gins Lane (Moor Park Conservation Area Appraisal, 2008).

Joseph Colton appears to have planned and laid out the estate with some considerable thought to its character, with a number of principles established by the model village pioneers. This included: no kerbs edges or pavements, no boundary walls or fences (only hedges of privet, hawthorn and beech), all roofs should be grey slate or red tile and that, once a plot of land has been sold to build an individual house, this must never be subdivided. The outcome of these principles is still evident in the fabric of the Moor Park Estate Conservation Area, although there have been minor changes (ibid).

Development of land commenced by the time of the Ordnance Survey 25" map of Lancashire, 1908. Plots either side of Chestnut Avenue were laid out and about 16 houses were constructed. Further west the other avenues were laid out, the cricket club established and a large property known as Appleby House was built by Frank Appleby, believed to be a Flour Merchant and Miller. Appleby House was built within its own landscape garden and lake (a modification of a pre-existing pond). In the decade from the publication of the 1927 map until the 1939 map most of the remaining plots were developed and so the estate almost reached its current form. Immediately outside of the Conservation area boundaries, there are the new development of Beech Avenue to the east and to the west - Esplen Avenue and Park Avenue. The more recent builds are double the density of the earlier layout, and forms are more rigid and building dominated. Modern mapping shows that the remaining plots of

Chestnut Avenue have now been taken up, and that a series of properties have been built alongside the eastern arms of Poplar Avenue, around and to the rear of the windmill (Ibid).

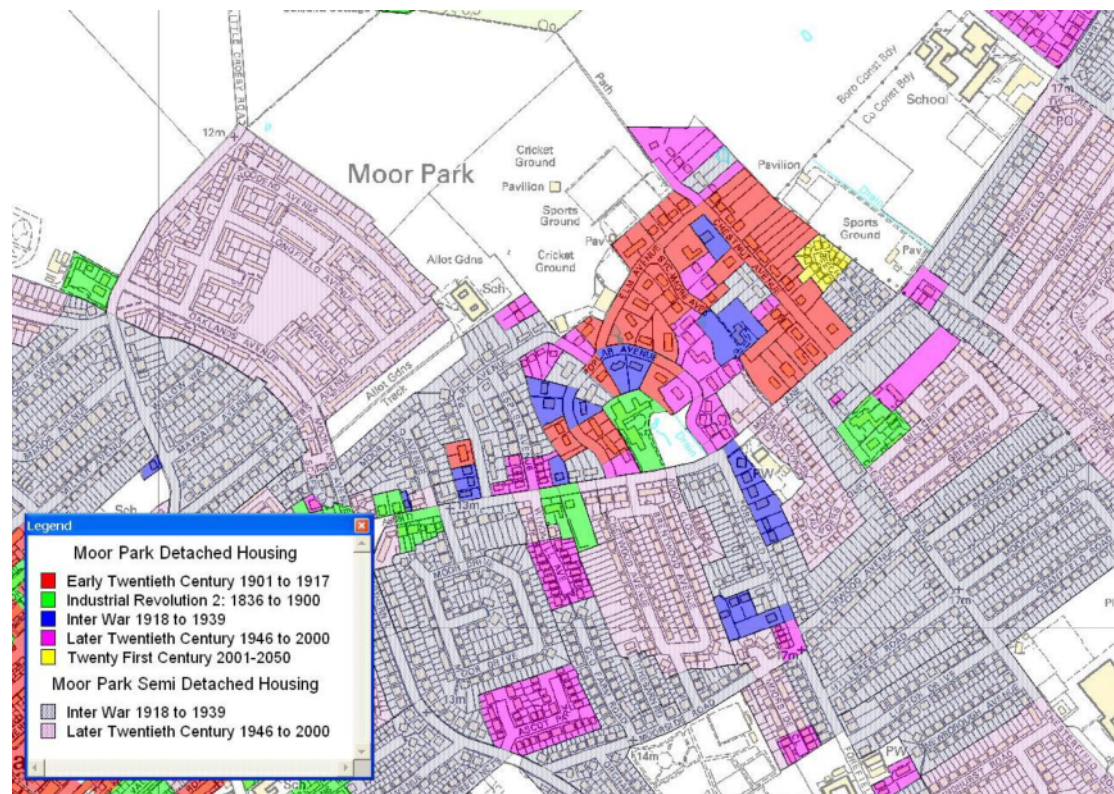


Figure 45 Moor Park Conservation Area - Detached and Semi-Detached Housing
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The predominant house style within the Moor Park estate is Arts and Crafts - attractive arrangements of linked houses (generally detached and semi-detached), with approximately 45° pitched roofs, broad overhanging eaves, jettied upper storeys. All appear to have been built in a brick and timber frame style, with plaster panels and features. The large majority of buildings are of two storeys, the exception to this are a number of taller houses on Moor Lane, the windmill at 3-4 storeys, the single storey Northern Club buildings and a number of bungalows (Ibid).

The main characteristic of Inter War townscapes is their spacious environment resulting from the layout. Their housing is low density, often as detached or semi-detached dwellings, which was a deliberate attempt to get away from the Victorian tenements. Most schemes incorporate a garden for each property. Streets are used

as a design element, being curved to provide interesting vistas, and contribute to the general ambience with grass verges and trees (Ibid).

The surge in Inter War and later 20th century developments appears to coincide with changing housing needs and suburban aspiration. With the development of the urban centres of Bootle, Crosby, Maghull and Liverpool, new housing was constructed around already well established settlements or as new estates on previously open fields. In the case of Moor Park, large scale development of semi-detached housing has surrounded the original Late Victorian and Edwardian development.

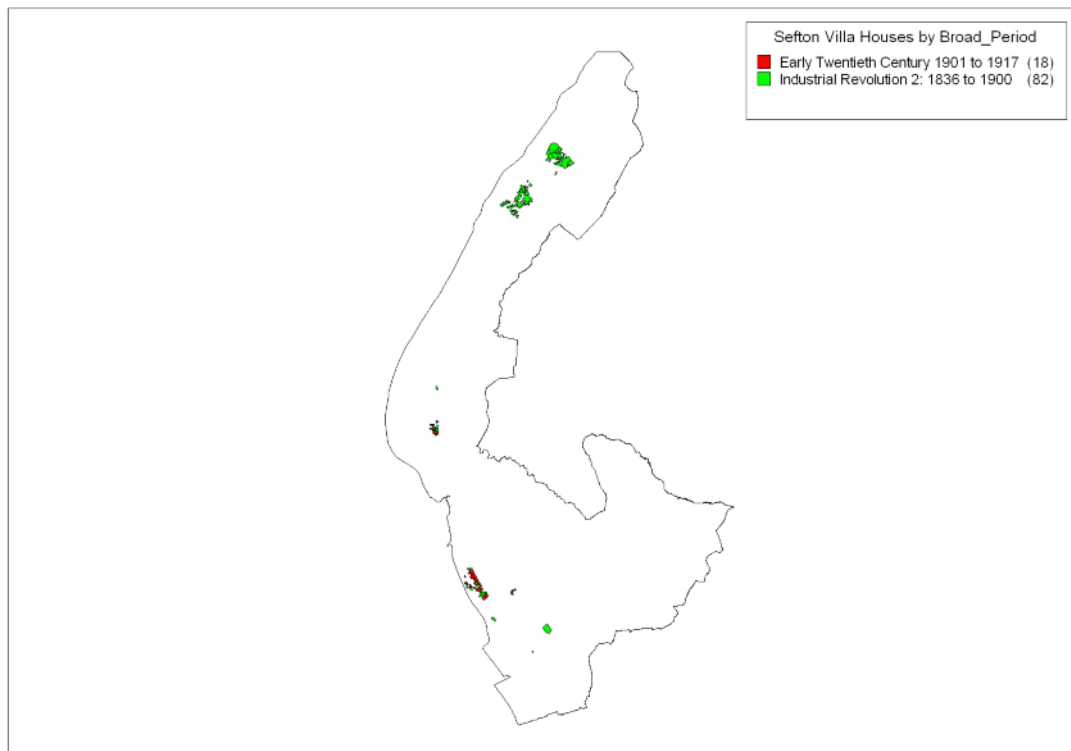


Figure 46 Current (2003) Villa Houses in Sefton by Broad Period of origin
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Large detached houses and villas in spacious gardens, requiring paid assistance for their upkeep became unrealistic for all but the wealthiest of homeowners following the Second World War. Development of purpose-built flats and conversions started in the 1960s and quickly accelerated during the 1970s and 80s. Many former villa and large detached houses have, at best, been converted into multiple occupancy dwelling, civil or commercial use with little alteration. However, some have been unsympathetically redesigned, radically altered or even demolished to make way for new development.

The early nineteenth-century villa emerged from two directions. Country houses were becoming smaller and less complex as they became more a retreat from urban rural life than the centre of a working agricultural estate; likewise business and professional men in the cities were eschewing the cramped conditions of high-density living in a terraced house for a detached house with small grounds, set (thanks to transport improvements) within easy reach of town.

Villa Housing by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	82	131.92	84.67
Early Twentieth Century 1901 to 1917	18	23.70	15.21
Total	100	155.61	100%

Table 21 Current (2003) Villa Housing in Sefton by Broad Period of origin

Birkdale Park and Gloucester Road, Birkdale

Before the development of Birkdale Park in the 1850s, the area was rural with pastoral areas for grazing cattle amongst the sandhills. (Following almost entirely sourced from Sefton Council, Birkdale and Gloucester Road Conservation Area Appraisal, 2008).

The stimulus to change was in 1848, when construction began on the Liverpool to Southport railway line. Not co-incidentally, also in 1848, Thomas Weld Blundell secured an act of parliament, enabling him to offer the area of land that was to become Birkdale Park, for sale. Thomas Weld Blundell employed landscape designer Edward Kemp in 1848 to draw up a plan for the development (Sefton Council, Birkdale and Gloucester Road Conservation Area Appraisal, 2008).

The original plan by Kemp showed approximately 100 detached, or occasionally semi-detached, villa houses, each set in spacious grounds. These houses were to be built on the sweeping curve of what was to become Westcliffe Road, together with the northern end of Lulworth Road and Gloucester Road. In addition to the above, the tour-de-force of the design was the grand symmetrical terraces proposed either side of an axis set up around Gloucester Road. Towards the sea further terraces were to be set out around a formally landscaped square. One of the first builders to take up the leases on the land was John Aughton. The earliest houses, of which 1 Lulworth

Road and 6 Westcliffe Road are good examples, were built adjacent to Birkdale's Southport boundary. Also by Aughton, and built in Park between 1850 and 1854, before leaving to work in Canada (Ibid).

Birkdale Park was intended to be an area for wealthy Liverpool businessmen to reside. It was originally conceived as a completely separate entity to Southport with shops and a church intended for Lulworth Road. The asphalted roads laid out in the first few years of Birkdale Park were considered luxurious in comparison to the uncomfortable ride given over the stone setts seen elsewhere (Ibid).

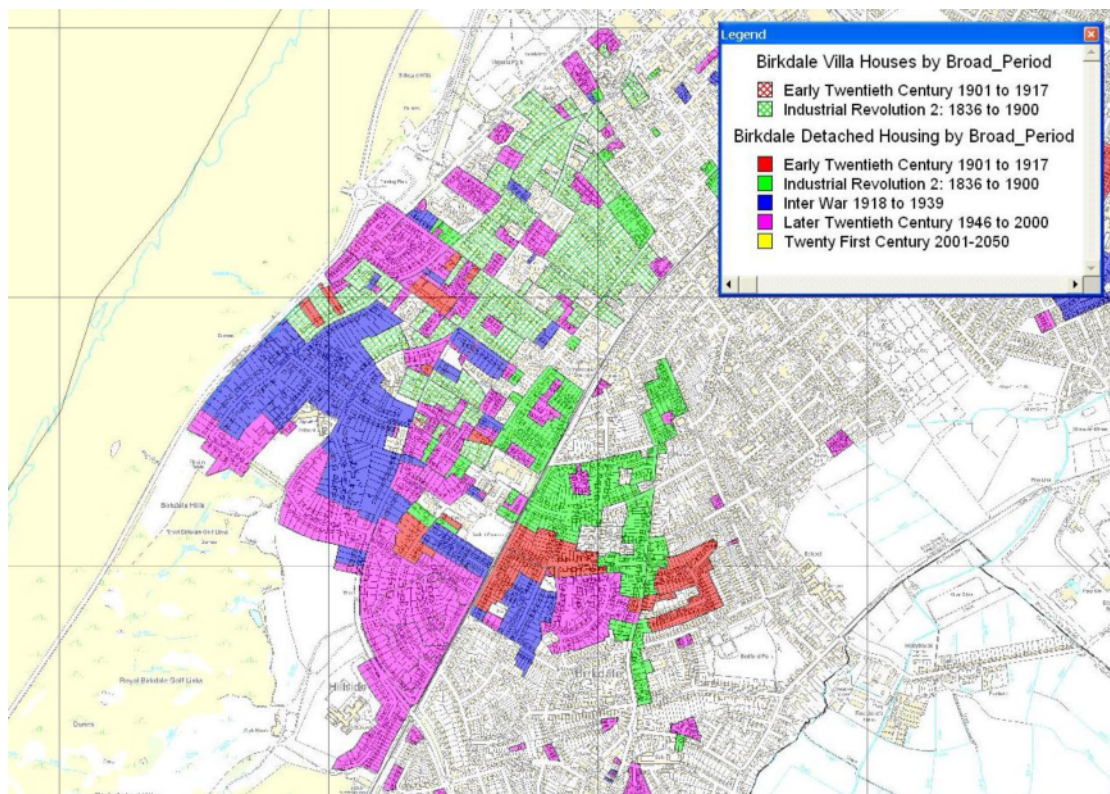


Figure 47 Villa and Detached Housing in Birkdale by Broad Period of origin
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As Birkdale expanded, the demand for a church of its own grew. In 1856 an appeal was started for the necessary funds to build a church. St James's was consecrated in 1857 and served the population of 400 of Birkdale Park. The original plot shown on the Kemp plan was decided to be inadequate in size (Ibid).

At the end of the 1850s, the following streets were occupied: Aughton Road, York Road, Gloucester Road, Lulworth Road, Westcliffe Road and Weld Road. By 1868 the number of roads under the place name of Birkdale Park had risen to 18, although the layout by this stage had deviated from that originally proposed by Kemp. Aughton Road was one of the first of the originally proposed roads to be extensively occupied as cheaper plots were offered. Amendments to the original leases on Aughton Road meant that houses were often built to the rear of those fronting the road together with short terraces. This effectively changed the original intentions for the roads, with the high-class dwellings focused elsewhere (Ibid).

During the 1860s and 1870s Birkdale Park's wealth grew. At its outset, Gloucester Road had a relatively small percentage of owner-occupiers, but in 1871, the largest house 'Eskdale' was built, confirming it as part of the high-class residential area. Further evidence of the area's status is shown by the number of private schools - by 1968 there were sixteen private schools within Birkdale Park (Ibid, 9).

The Southport and Cheshire Lines Extension Railway opened in 1884 which included a station at Birkdale Palace Hotel. Previously rail journeys to Liverpool or Manchester had ended at terminus stations making travel beyond problematic. The new line gave improved access to Yorkshire and the Midlands. As part of the development of the railway, the company agreed to provide a promenade and sea wall. As well as a recreation ground that was to become Victoria Park, the act allowing the construction of the railway also insisted on the proper laying out of Rotten Row, which had previously been little more than a track. Victoria Park had been laid out in 1884, shortly followed by Southport Park in 1887 (Birkdale and Gloucester Road Conservation Area Appraisal, 2008).

The predominating style in Birkdale Park is 'Suburban Italianate' with the majority of buildings built before around 1880 being of this manner. Many of the houses in the conservation areas demonstrate features of the style such as stuccoed quoins, bracketed eaves, tripartite windows, classically inspired pilasters or columns to porches. The style is associated with the large suburban villas of the 1830s and 40s and later became diluted for mass middle-class housing around the mid to late 19th century (Ibid, 23).

A secondary style within Birkdale Park is Victorian gothic. These houses were probably built within a relatively short period of between around 1880-1900, after Suburban Italianate had ceased to be popular. Typical features are ornate terracotta or stonework detailing, steeply pitched roofs, pointed arch openings, polychromatic brickwork and dormer windows. Some houses, display characteristics of both styles with the bracketed eaves and low pitched roofs of the earlier villas together with gothic-arched openings and steeply-pitched towers and turrets (Ibid).

Domestic revival / Arts and Crafts styles are also important to the character of the area and are used prolifically in buildings dated from around 1900-1935. These buildings are generally of a more modest scale, but use a larger palette of materials including timber framing, brickwork, plain render, pebble-dashing and vertically hung tiling. Tall, often decorative, chimneys are also important features. Arts and Crafts style houses display a high degree of craftsmanship, for instance in carved timber elements, and use traditional forms of decorative timber construction (Ibid).

Following the amalgamation of Birkdale and Southport in 1912, the two parks were combined and Rotten Row improved to provide a ½ mile herbaceous border. As with almost all historic towns and villages, the area experienced a decline in its wealth and status in the mid twentieth century (Birkdale and Gloucester Road Conservation Area Appraisal, 2008).

Large detached houses in spacious gardens, requiring paid assistance for their upkeep became unrealistic for all but the wealthiest of homeowners following the Second World War. Development of purpose-built flats and conversions started in the 1960s and quickly accelerated to such an extent that the local planning committee imposed a temporary moratorium in 1974 on such developments until a policy could be approved. The Redevelopment Policy was written in 1976. The guidance stated that existing buildings should be retained if possible and extensions should be limited to a size that does not materially affect the appearance of the property or necessitate large parking requirements. Planning conditions would be imposed requiring the retention and maintenance of existing garden features. New buildings were to be set back at least 20ft from the road and were to accord with the existing site requirements. Whilst this intervention may have stopped some loss of buildings within Birkdale Park, demolition continued to a lesser extent and apartments carried on being built on a

similar scale. Gloucester Road and its immediate environs were designated as a conservation area in 1989 followed by the Birkdale Park Conservation Area in 2000 (Ibid, 9).

West Birkdale

(Following almost entirely sourced from Sefton Council, West Birkdale Conservation Area Appraisal, 2008). In 1866 Thomas Weld-Blundell commissioned architects Reade and Goodison to design a layout for what was to become Phase 2 of Birkdale Park. The designated area lay to the south of the earlier development, beyond Weld Road where previously housing had finished (West Birkdale Conservation Area Appraisal, 2008, 7).

The original Reade and Goodison plan shows around 175 detached villa houses set in spacious grounds. Together with the houses on the drawings are three larger buildings, which were presumably to be hotels or institutional buildings such as schools. The development was to be centred on a circus, with a series of concentric curved roads and axes radiating out from it. At the very centre was to be a public park. The buildings shown on the plan were distinctly gothic in character, with steeply pitched roofs with complicated arrangements of gables and towers (Ibid).

Whereas at the earlier development at Birkdale plots had been sold individually, at West Birkdale Weld-Blundell sold 250 acres of land to the newly formed Birkdale Park Land Company. The company was formed in 1874 by Liverpool solicitor James Richardson with the board principally made up of his clients and friends. Also on the board was local building contractor Walter Smith who had worked on the Liverpool to Southport Railway. As a director of the company, Weld-Blundell not only received ground rent but also dividends (Ibid, 8).

Like many other developments of housing for the wealthy at that time, it had been the intention to lay out a park, which would be an attraction to prospective purchasers. Reade and Goodison had designed a similar park at Blundellsands near Crosby the previous year. However, in this instance the board of the Birkdale Park Land Company did not agree to finance the park, equally the local authority refused, therefore the plan was abandoned. Instead, the residents of Birkdale Park chose their

recreation grounds to be the natural area of sand dunes and slacks known as 'Happy Valley' to the south of the Palace Hotel. Sales of houses and therefore their rateable value rocketed in Birkdale Park during the mid-1870s but then rapidly slowed. At one point the only profit made by the Birkdale Park Land Company was on the sale of the sand taken away during the levelling of the site. The early houses were probably built around the north of the conservation area, on Oxford Road and the north-eastern end of Lancaster Road, for instance (Ibid).

It is around this time, particularly from 1890 onwards, housing in what is now West Birkdale Conservation Area was rapidly constructed. The original Reade and Goodison plan had by this time been apparently abandoned. Development progressed south-westwards through the area - the Ordnance Survey 25" map of 1908 shows that most of the original houses in the conservation area had been constructed with just a few gap sites that were to be filled in the 1920s and 30s. Sandringham Road and the western end of Lancaster Road display some simpler, but nonetheless attractive houses from this slightly later period (Ibid, 9).

The vast majority of buildings within the West Birkdale Conservation Area display strong 'gothic' or domestic revival style. With most buildings dating from the 1890s and early years of the 1900s, the area is a good example of the fashionable styles and features of the time (Ibid, 23).

Many of the earliest houses built within West Birkdale are of a Victorian gothic style. These houses were probably built within a relatively short period of between around 1880-1900, after Suburban Italianate had ceased to be popular and before the Arts and Crafts movement took hold. Typical features are ornate terracotta or stonework detailing (including hood-moulds and door / window surrounds), steeply pitched roofs, pointed arch openings and dormer windows. Perhaps the most notably 'gothic' features seen regularly with West Birkdale are the towers and turrets (Ibid).

Domestic revival / Arts and Crafts styles are also important to the character of the area and are used prolifically in buildings dating from around 1900-1935. At around the turn of the 20th century Arts and Crafts and gothic influences are often seen within the same buildings. A large palette of materials, including timber framing, brickwork, plain render and vertically hung tiling, is used (Ibid).

As with the large detached villa houses at Birkdale Park and Gloucester Road, upkeep became unrealistic for all but the wealthiest of owners following the Second World War. Demolition of some buildings and the conversion of many remaining villa houses started in the 1960s. However, the overall form of West Birkdale is little altered, although there have been a number of infill developments of higher density modern housing and instances of buildings replacing existing houses on a similar scale (Ibid, 9).

Blundellsands Park, Crosby

(Following almost entirely sourced from Sefton Council, Blundellsands Conservation Area Appraisal, 2008). The Liverpool and Southport line of the Lancashire and Yorkshire Railway opened in 1848, with the stations in Waterloo and at Crosby (positioned slightly to the south of the current Blundellsands and Crosby Station, near to the Mersey Road bridge). This facilitated easy access to Liverpool and enabled the city's wealthy businessmen to have a fashionable seaside residence.

Blundellsands Park was laid out to a design by Liverpool architects Reade and Goodison from 1865, under the instructions of Nicholas Blundell of Crosby. The original plan incorporates a Serpentine road winding across three straight roads running parallel to the sea and with the park at its core. The layout today differs little from the original plan. Early changes to the original plan included the moving of the church from the hierarchically important position on the centre point of the Serpentine curve to Warren Road. The plan shows that it had been originally intended to have a road linking Warren Road directly to the sea cutting perpendicularly across the park. On its inland end would have been the church with two roads sweeping around it to Merrilocks Road. This had obviously remained an intention during the early years of construction as the awkward 'kink' in Merrilocks Road was obviously intended for this purpose (Sefton Council, Blundellsands Conservation Area Appraisal, 2008, 8).

The residential development consisted of large detached villas set in spacious grounds, with smaller units confined to Merrilocks Road. Some terraced buildings were allowed, but only on the crescents of the Serpentine and on the corner of Warren

and Blundellsands roads. The largest and grandest of villa houses are along the primary and secondary routes with smaller, often semi-detached houses along the narrower secondary and tertiary roads. The relationship with the coastline is surprisingly limited, although there is some hierarchy between the sizes of older buildings, with many of the larger houses originally adjacent to the coast, which would have afforded them with a greater sense of spaciousness (Ibid, 14). The scale of the Victorian villa houses was carefully used to define hierarchy - although many of the grandest houses were only two-storeys, these would dwarf a modern counterpart with their high floor to ceiling heights and steeply pitched roofs. Most of the houses were designed to have individual characters - with the exception of a small handful of buildings built since the Second World War, there is almost no repetition of house design. It is clear that individuality was an important was an important part of the original concept of the estate, giving it an air of exclusivity and making it quite different to the mass housing being built in and around Liverpool at the same time (Ibid, 36).

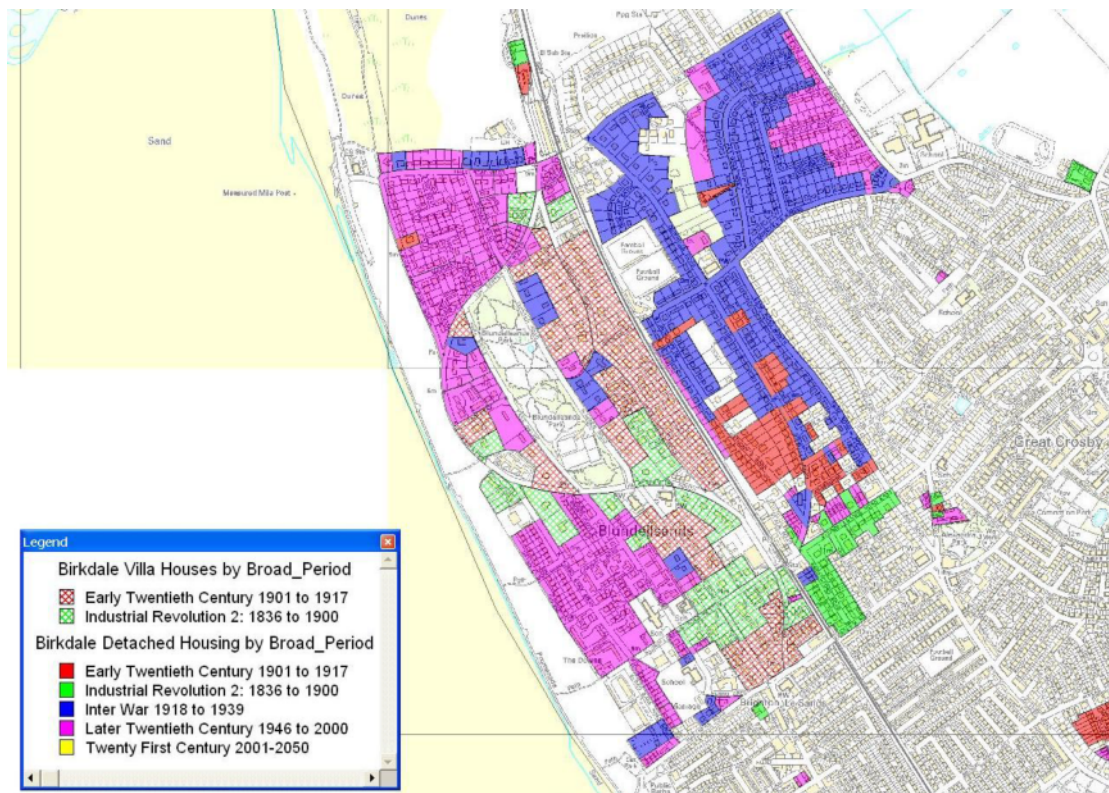


Figure 48 Blundellsands Villa and Detached Housing by Broad Period of origin
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The predominating style in Blundellsands is Victorian gothic although there are many variations on the theme. Some houses, although sitting comfortably with the overall gothic style, lean more towards the Arts and Crafts movement or have Italianate features and more classical proportions (Ibid).

The most gothic inspired houses are generally from the earlier decades of Blundellsands's history and generally date from before 1900. Typical features are ornate terracotta or stonework detailing, steeply pitched roofs, pointed arch openings, polychromatic brickwork and dormer windows. Another important style influencing early buildings in Blundellsands is 'Suburban Italianate'. Many of the houses demonstrate features of the style such as stuccoed quoins, double-bracketed eaves, tripartite windows, classically inspired pilasters or columns to porches. It is associated with the large suburban villas of the 1830s and 40s and later became diluted for mass middle-class housing around the mid to late 19th century (Ibid).

The development of houses continued through the first decades of the 20th century. Buildings after 1900 are typically smaller and more modest with smaller plots than their earlier counterparts - it is possible that this may have been because of prohibitively high land prices (Ibid, 9). Domestic revival styles also influence late Victorian and Edwardian domestic architecture. Prominent in Blundellsands are features such as Dutch gables, tall ornate chimneys and turrets. Arts and Crafts style houses display a high degree of craftsmanship, for instance in carved timber elements, and use traditional forms of decorative timber construction (Blundellsands Conservation Area Appraisal, 2008).

The development of villa houses continued along the coast throughout the Inter War years. However, coastal erosion in the 1920s and 1930s led to the loss of houses on the west side of Burbo Bank Road North - the houses were not rebuilt, instead the area was consolidated (reclaimed) and is currently used for recreation (Blundellsands Conservation Area Appraisal, 2008). Further detached housing was added in the later 20th century in areas to the east of the original residential settlement (on land formerly open fields).

Hesketh Road, Southport

The properties surrounding Hesketh Botanic Park show a range of styles and dates. Late Georgian villas occur along Manchester Road, identifying it as an early focus of building when Southport was a fashionable early 19th century bathing resort. Early to mid Victorian villas are also found on Manchester Road.

In 1865 the Reverend Charles Hesketh donated 30 acres of land to Southport for a public park, complete with outer wall, four impressive gates and a road system around the outside of the park. In addition land was given over for the creation of an adjoining high status residential area, along the lines of Birkenhead Park (Wirral). Hesketh Road is an area of special architectural importance because of its development as a planned 'high class' Victorian and Edwardian suburb of individually designed detached and semi-detached villas.

The late Victorian villa houses, most of which appear to have been built c.1870, were built on a grand scale in the Gothic and Italianate traditions. Many of these villas have been converted into multiple occupancy or civil use.

Waterloo and Christ Church, Crosby

Further Victorian and Edwardian villa and detached houses can be found in the Waterloo and Christ Church Conservation Areas of Crosby.

(Following almost entirely sourced from Sefton Council, Christ Church Conservation Area Appraisal, 2008). Waterloo was previously known as Crosby Seabank, but adopted its present name after the 1815 battle. One of the first major buildings in the area was opened on 18 June, 1816, the first anniversary of the Battle of Waterloo, and was named the Royal Waterloo Hotel in honour of the event. It is a residential district of Victorian and Edwardian villas and terraces, with shops and restaurants and a series of parks facing the sea. Although recorded by the MHCP as Terraced Housing, the majority of are substantial sea-front terraced villas, built in the late 19th century as prosperous beach housing for merchants and middle-classes i.e. No. 13 Beach Lawn is a detached villa (now forming part of row of fifteen) was built for a shipping magnate (Ismy, proprietor of the White Star Line.

Development of the Christ Church area of Crosby started in the mid-19th century. The infrastructure of Waterloo Road, Brunswick Parade and what was later to become

Cambridge Road had been laid out. Potters Barn had been constructed in 1841 as the gatehouse and first stage of a grand estate, which was never realised. In 1840 the Parish Church of Christ Church had been constructed, primarily to provide a place of worship for visiting holidaymakers. However, Ennis Cottage on Waterloo Road, and the former Ship Victory Inn behind it, had been constructed by the mid-1840s, as had the cottages (9-13) on Brunswick Parade. These, together with the construction (in 1842) of the Christ Church National School (on Great Georges Road) for working-class children, indicate the beginnings of a resident population. Between 1845 and 1893 (the two key Ordnance Survey map dates) the Christ Church area was rapidly developed with primarily large detached and semi-detached houses in substantial plots. The construction of the railway between Southport and Waterloo (1848), then subsequently on to Liverpool (1850) clearly made the area much more accessible for middle-class business men, and the relocation of the station from Brighton Road to its current position and building on South Road (1880/1) reflects the growth of the Christ Church area.(Sefton Council, Christ Church Conservation Area Appraisal, 2008, 8).

By 1857 Walmer Road, Olive Road, South View and Stanley Road had been laid out and a few villas had been constructed on Great Georges Road, together with groups of smaller terraced properties on South View and Church Road. The construction of the Town Hall in 1862 clearly demonstrates the increasing significance of the area as an autonomous entity. By 1908, development was completed by the construction of five houses on Crosby Road South Ibid, 9).

The area continued to enjoy popularity as a resort well into the 20th century and the introduction, in 1900, of electric trams along Crosby Road South from the overhead railway terminus at Seaforth made the area even more accessible. However, World War II inevitably brought changes. The area's proximity to the docks meant that it suffered misplaced bomb damage and it would appear that some of the historic properties were damaged or lost at this time (Ibid).

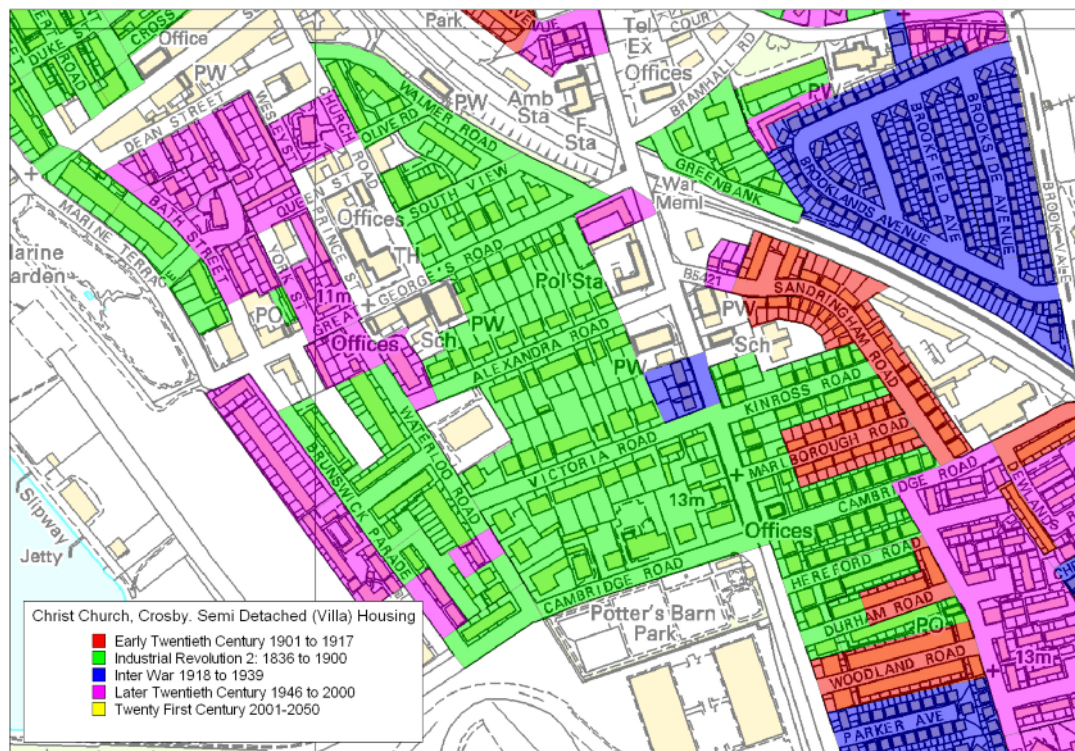


Figure 49 Christ Church Semi-Detached (Villa) Housing by Broad Period of origin. The mid-19th century housing is depicted in green (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Although recorded by the MHCP as an area of detached and semi-detached housing, the general size, scope and furnishing of the buildings indicate a relatively wealthy neighbourhood - in a sense, the housing in this area can be regarded as a group of suburban villas. Throughout the area the style which predominates is 'Suburban Italianate'. Many of the houses demonstrate features of the style such as stuccoed quoins, double-bracketed eaves, stuccoed window surrounds, classically inspired pilasters or columns to porches. The Town Hall is also of an Italianate design.

9.3.5 Semi-Detached Housing

Semi-Detached housing represents 43.69% (2015.68 ha) of the Residential Broad Type in Sefton. It is by far the largest housing Sub Type in Sefton - the majority of this is made up by housing stock dating to post-1945 (around 43%). The post-1945 block is concentrated within the extreme northern, central and southern parts of Sefton, in the urban expanses of the later 1940s to 1970s. These large urban estates were for the most part built on previously open fields or around established historic cores.

Semi-detached housing is found through the Wirral, except in 'blank' areas near the coast (coastal, woodland and recreational and ornamental), the Bootle Docklands (Industrial and other residential) and the rural hinterland (predominantly fields systems).

The overall distribution pattern corresponds well with that set out in 'Residential Development Zones' above - with pre-1900 semi detached housing (including Villa Housing) found in Band 1 (mainly on the coast), Early Twentieth century housing in Band 2 (as a spread of urbanisation away from historic cores), Inter War semi detached housing found in Band 3, and the majority of post-1945 housing found in Band 4. Although no houses appear to pre-date 1836, a number of semi-detached examples do exist but these were, unfortunately, omitted from the survey. It must also be remembered that semi-detached housing is, for the most part, a mid 19th century to later 20th century phenomenon.

There is a certain degree of overlap between semi-detached and other residential Sub Types. This is particularly true for Villa Housing (i.e. large semi-detached villas may have been recorded as 'semi-detached'), social housing (Council Housing) and Modern Housing Developments. Semi detached is the most common form of house found in social housing estates (particularly post-1945 ones) and, although every effort was made distinguish between the two housing types (and to accurately define and plot social housing boundaries), unfortunately there will be some degree of blurring between Sub Types, possible misidentification and, subsequently, over and under-representation. Some former social housing estates (such as Woodside) have been characterised as Semi-detached, as their nature has changed overtime. Through schemes such as 'Right to Buy', many previously Council owned houses are now in private ownership.

Semi-Detached Housing Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	357	367.08	18.21
Early Twentieth Century 1901 to 1917	212	221.24	10.98
Inter War 1918 to 1939	352	558.55	27.71
Later twentieth Century 1946 to 2000	508	866.94	43.01
Twenty First Century	3	1.87	0.09
Total	1430	2015.68	100

Table 22 Current (2003) Semi-Detached Housing in Sefton by Broad Period of origin

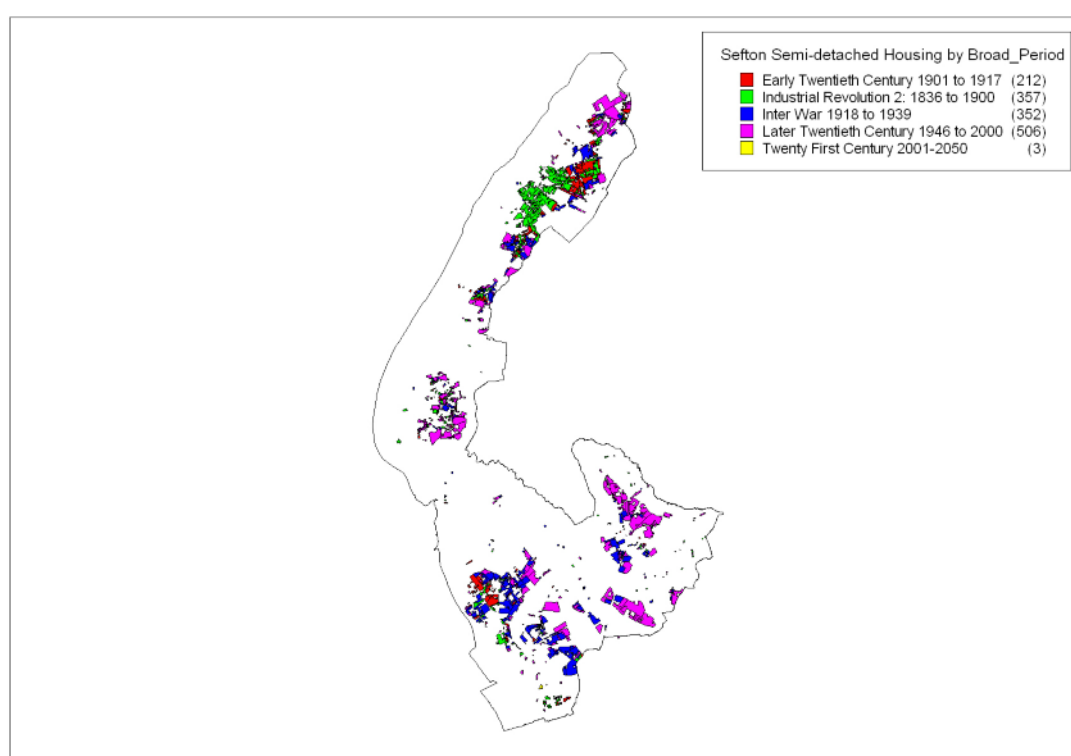


Figure 50 Current (2003) Semi-Detached Housing in Sefton by Broad Period of origin
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By 1850 the middle class in England had grown to a third of the population, and used the new trams and suburban railways to escape the smoke. As the English largely declined to invest in tenements, preferring the simpler terrace, our cities sprawled as far as the public transport routes could extend.

The largest block of pre-1900 semi-detached housing is concentrated around Southport and Birkdale, interspersed amongst detached, terraced and villa housing. The semi-detached housing is, generally, dated to the later 19th century - representing suburban growth of the town as a consequence of its resort status and, later, to limited industrial development. The largest Semi-detached block is located immediately south of the historic core, arranged in a grid pattern radiating away from the core (and railway station).

Moving south, small pockets of pre-1900 semi-detached housing can be found surrounding historic cores - notably Ainsdale, the eastern half of Formby, Crosby (including villa-type semi-detached housing in Christ Church) and Bootle. The Bootle semi-detached block appears to be concentrated around the commercial core of the original historic settlement.

The Garden City provided a better model, and one of Britain's greatest inventions that was exported round the world. In all, there were 20 garden cities before the First World War. The new arterial roads radiating from the cities provided serviced sites often close to modern new factories. Between the two great wars some 76,000 builders produced three million semis (nationally) in a variety of styles, the greatest house building boom England ever experienced. Pattern books were the equivalent of today's codes, and worked because they were very much simpler.

Early twentieth century semi-detached housing appears on the eastern fringes of earlier residential types - particularly in Southport (Blowick, Marshside and Crossens), Birkdale, Ainsdale, Great Crosby (the largest block at 52.42 ha), Litherland and Bootle.

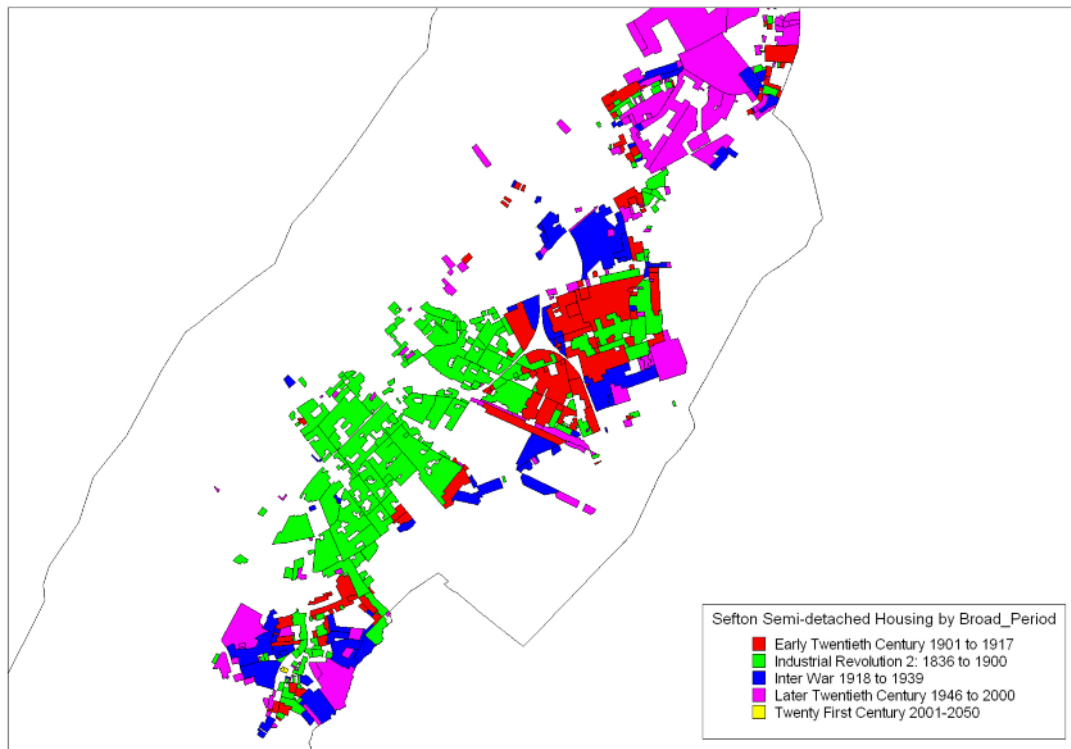


Figure 51 Pre-1900 Semi-Detached Housing (green) in Southport and Birkdale, with subsequent Early Twentieth century (red) and Inter War (blue) residential development. Post-1945 semi-detached housing (pink) is limited to the extreme northeast. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The Inter War years saw the emergence of a new style of house that can still be seen today in many parts of Sefton, the semi-detached house. People buying the new 'semis' wanted their houses to have some of the architectural features of country cottages. As a result, semi-detached houses and their more expensive detached ones were a haphazard combination of architectural details, which could include mock beams, lattice windows, weather-boarding, pebble-dash and fancy brickwork. Tudor and so-called 'Jacobethan' styles were particularly popular. The private suburban house was typically set in a curving tree-lined road or cul-de-sac with plenty of space and privacy. Large Inter War housing estates were established on the rural fringes of historic cores (on land previously field systems and recreational sites), serving as commuter housing for those historic cores, and further afield (notably Liverpool).

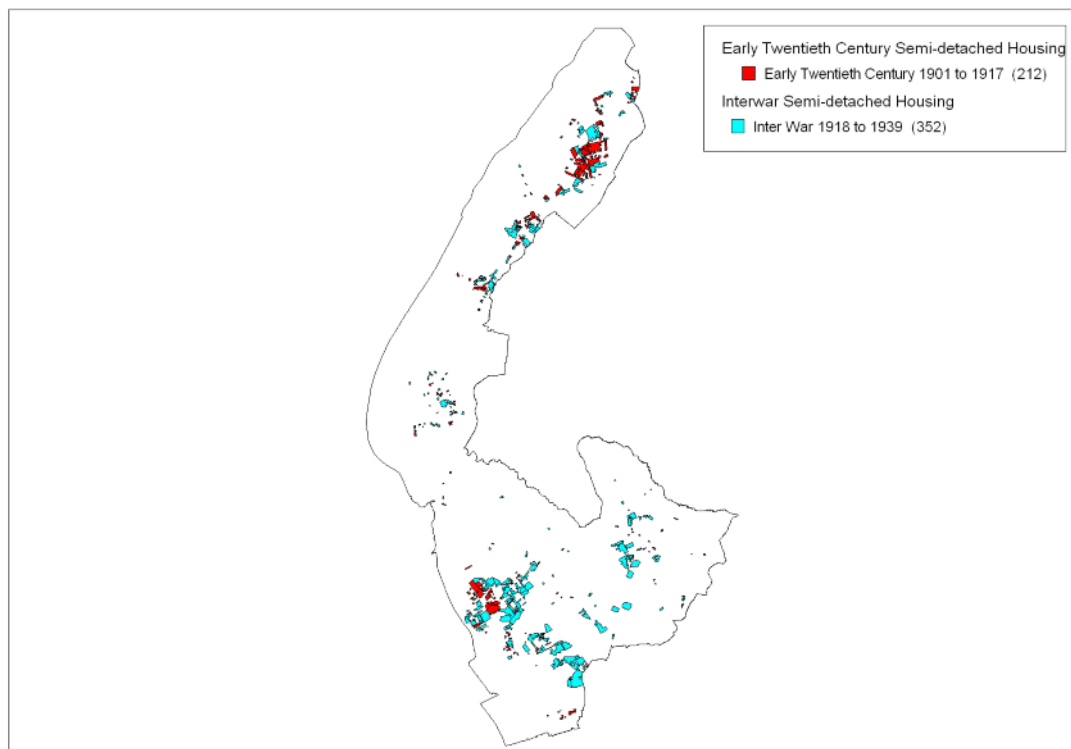


Figure 52 Early Twentieth Century and Inter War Semi-Detached Housing in Sefton.
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Among the many semi-detached houses available in Sefton in the late 1920s and the 1930s there was very little variation in the actual layout of each house. The front door opened on to an entrance hall (rarely more than 6 or 7 ft. wide) with hardly enough space for the storage of a pram or bicycle. The hall led to a small kitchen (later called the kitchenette), which just managed to accommodate a cooker, gas washing boiler, wringer, sink, hot water boiler and storage cabinet. Later generations were to have much difficulty finding room for refrigerators and washing machines.

Alongside the kitchenette were the two main living rooms, one behind the other. The dining room, usually smaller than the sitting room, was at the back of the house, often with a serving hatch to enable food and crockery to be passed through from the kitchen. French doors gave easy access to the back garden.

Parallel to the side wall of the house were the stairs, leading to a tiny landing serving the two main bedrooms directly above the living rooms. Leading off the landing and sited directly over the kitchen was a small bathroom and w.c. Most houses in the lower price range had a tiled bathroom. Often the w.c. was placed in the bathroom for

economy's sake. At the front of the house (above the hallway) was the third bedroom, usually referred to as the box room. This room was barely large enough to accommodate a single bed, small wardrobe and chest of drawers.

Although some of the very cheap houses had only gas or electric water heaters at kitchen sink and bath, the vast majority were fitted with a hot water system operated by a back boiler in the living-room fireplace, or a stove in the kitchen. Electricity was provided in all new houses after 1920, but its use was confined to lighting, irons and small fires. Most houses contained the minimum of power points.

Nearly all of Sefton's Inter War semi-detached houses had a modest-sized garden, a narrow strip about 80 ft. long. Many of the new house owners devoted much of their leisure time to gardening, growing flowers, fruit and vegetables. Poor quality fences made of cheap softwood, or chicken wire strung between galvanised stakes, divided the garden plots. Garage space was increasingly available between pairs of semi-detached houses from about 1926, and by the 1930s many builders were ready to provide a brick garage as an extra at a cost of £30-£60.

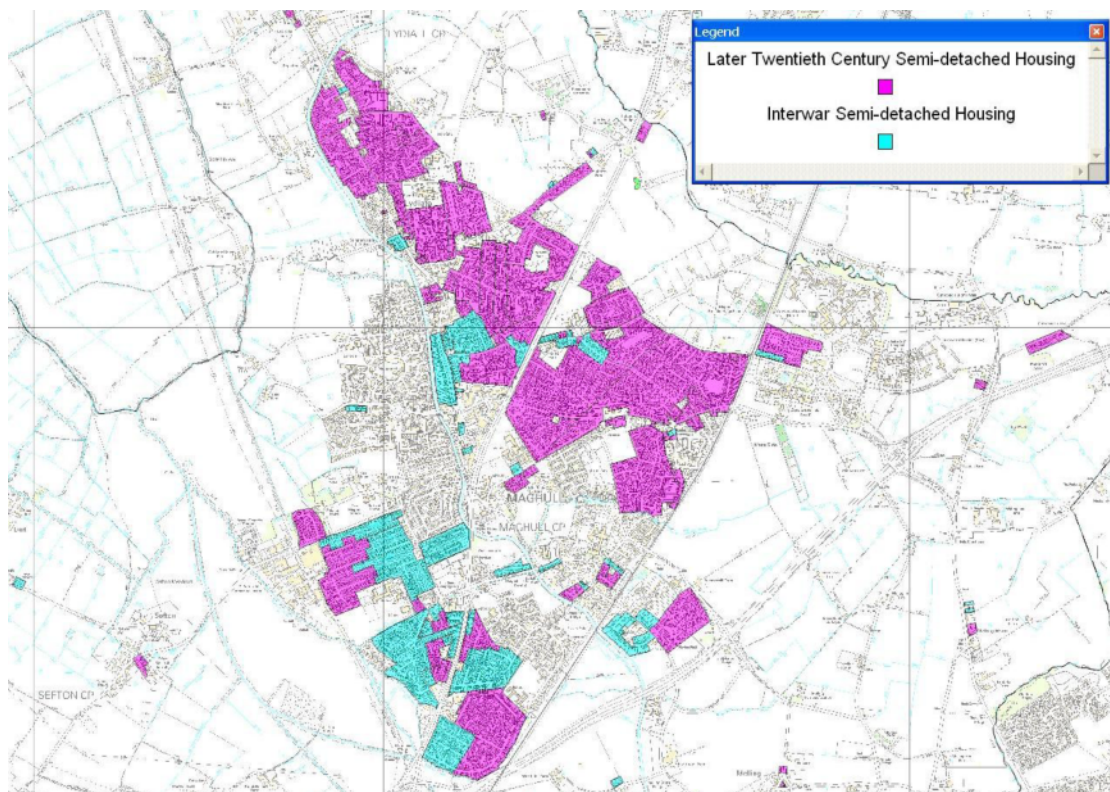


Figure 53 Inter War and Later Twentieth Century Semi-Detached Housing in Maghull and Lydiate
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Later Twentieth Century semi-detached housing is found throughout the district, forming just over 43% of the Sub-Type total. The majority is found in large estates, located on the eastern fringes of earlier residential areas (notably Marshside in Southport, Formby, and to the east of Great Crosby and Litherland) and within 'new towns' such as Aintree, Maghull and Lydiate.

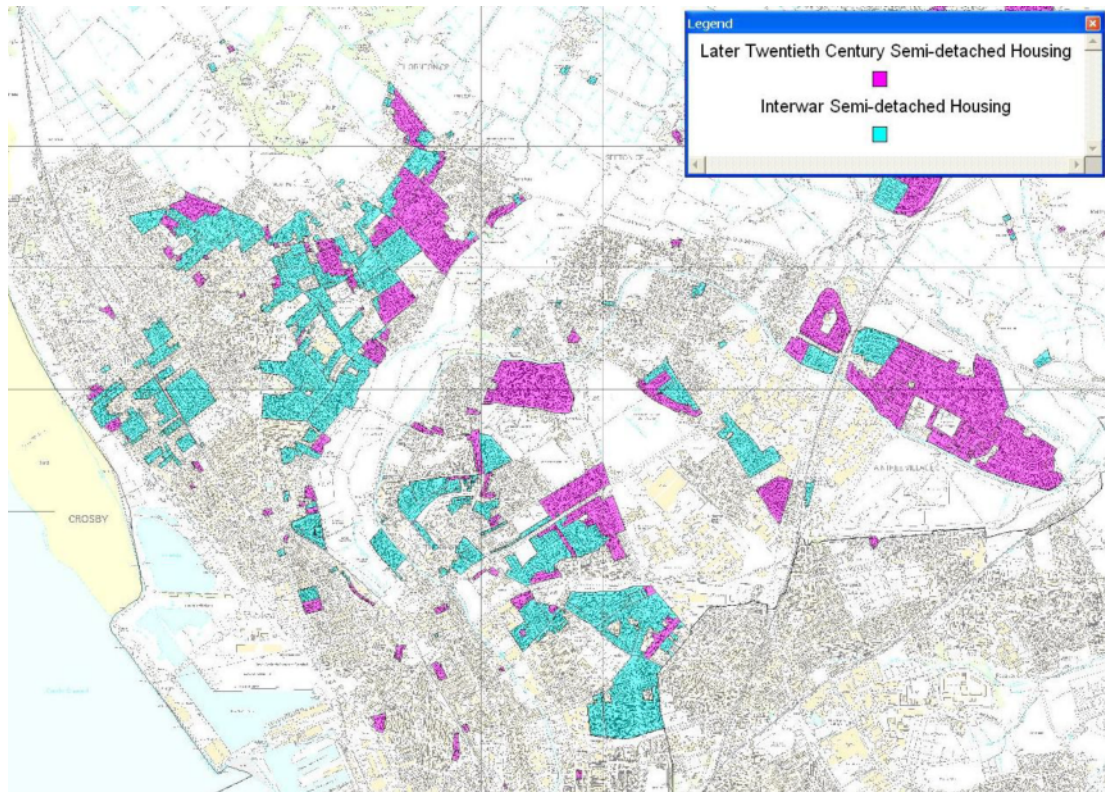


Figure 54 Inter War and Later Twentieth Century Semi-Detached Housing in Great Crosby and Litherland
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.3.6 High-rise Development

In Sefton, this character type predominantly comprises flats built after the Second World War. The type also includes developments focused on an earlier house or building that has been converted into several residences, where there are also new build flats or apartments within the grounds. There is some degree of overlap with other Sub Types, as many highrise and lowrise blocks are currently used as Council (or Social) Housing or Sheltered Accommodation.

The High-rise MHCP Sub Type represents for 0.28% (12.73 ha) of the current Residential Broad Type in Sefton. However, the actual area covered by this housing type will be somewhat higher as low-rise flats are also found as discrete areas within social and private housing estates. Where this is the case, the flats have been included within the character area covering the wider estate. The majority of sites are concentrated in the north (Southport) and south (Crosby and Bootle).

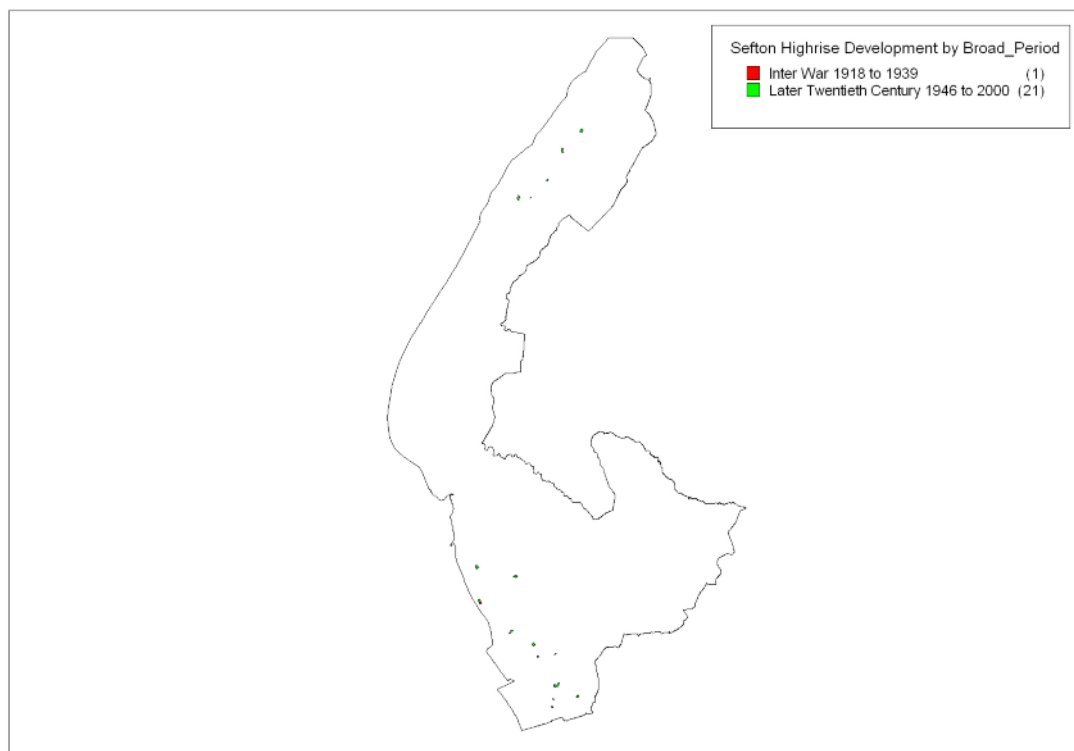


Figure 55 Current (2003) High-rise Development in Sefton by Broad Period of origin
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Although High-rise development covers a relatively small area, they can dominate the local landscape in terms of scale and have a strong visual impact on the setting of historic buildings. Recent flat developments occur as infill within the plots of former 19th century villas.

The earliest highrise block can be found at Burbo Mansions in Blundellsands. Burbo Mansions is a substantial three-storey white stucco flat development built by the Costain Company in the 1930s. It has a strong Modernist / Art Deco design, with spacious layouts and generous outdoor areas overlooking Crosby beach. The building replaced an earlier villa house - Blundellsands House.

Both high-rise and low-rise developments in Sefton have often replaced earlier terraced housing or other urban character types - for instance, a large block of flats has replaced earlier terraced housing in the 'Welsh Quarter' of Bootle.

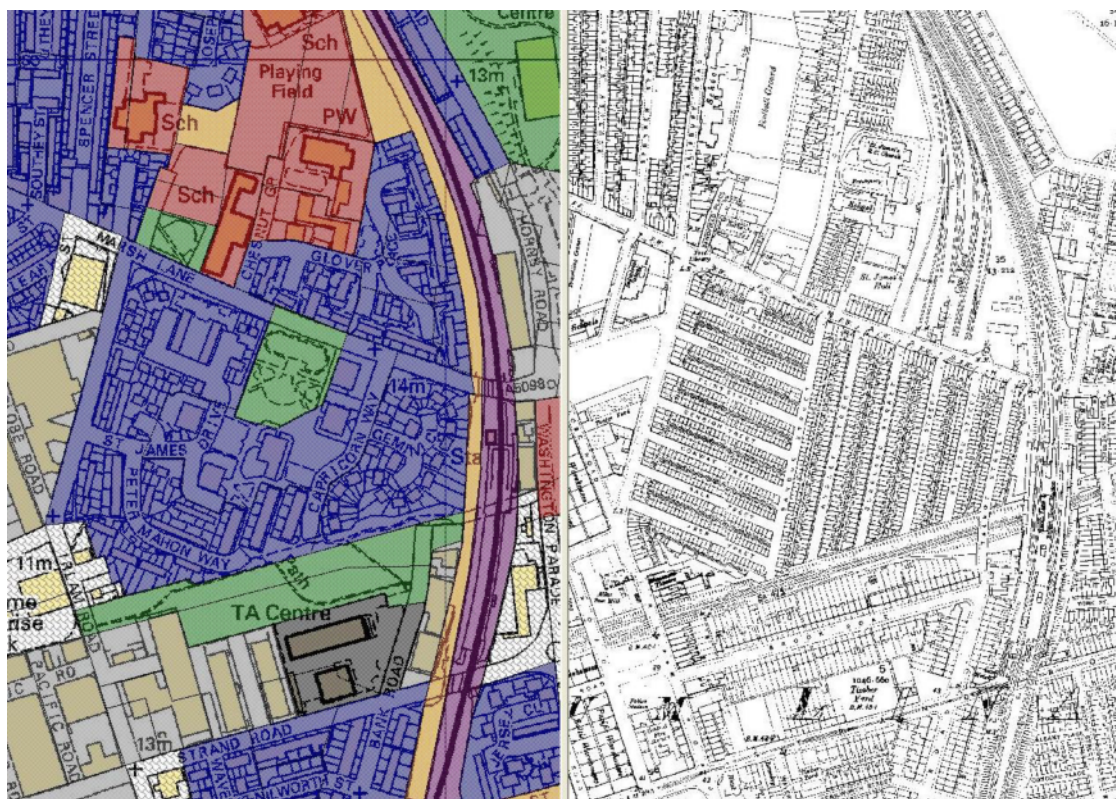


Figure 56 High-rise and Modern Housing Development in Bootle (2003 mapping), on land formerly Terraced Housing (the 'Welsh Quarter' Terraced Block) as depicted on the Ordnance Survey 25" map of 1908.

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Highrise flats and a modern housing development have also replaced the earlier Seaforth Barracks (a former Defence Sub-Type). Furthermore, recent highrise development has had a detrimental effect on the character of the Christ Church Conservation Area, with the removal of former high-status terraced housing.



Figure 57 High-rise and Modern Housing Development (2003 mapping), on Land Formerly Seaforth Barracks as depicted on the Ordnance Survey 25" map of Lancs. 1908.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.3.7 Private Estate

The Private Estate Sub type applies to large detached high-status dwellings, usually in a setting of formal gardens or private parkland and often with one or more driveways, lodges, granges and other associated buildings. The MHCP classed only one Private Estate House in Sefton (Meols Hall, Churchtown), constituting only 0.36% (16.44 ha) of the current Residential Broad Type total. Many of the great houses of Sefton still stand, yet many of these have been converted to recreational and ornamental use (as parks), are in council ownership, converted into schools, colleges, rest homes or hotels. Where houses do survive, their settings have often suffered as a result of development or neglect.

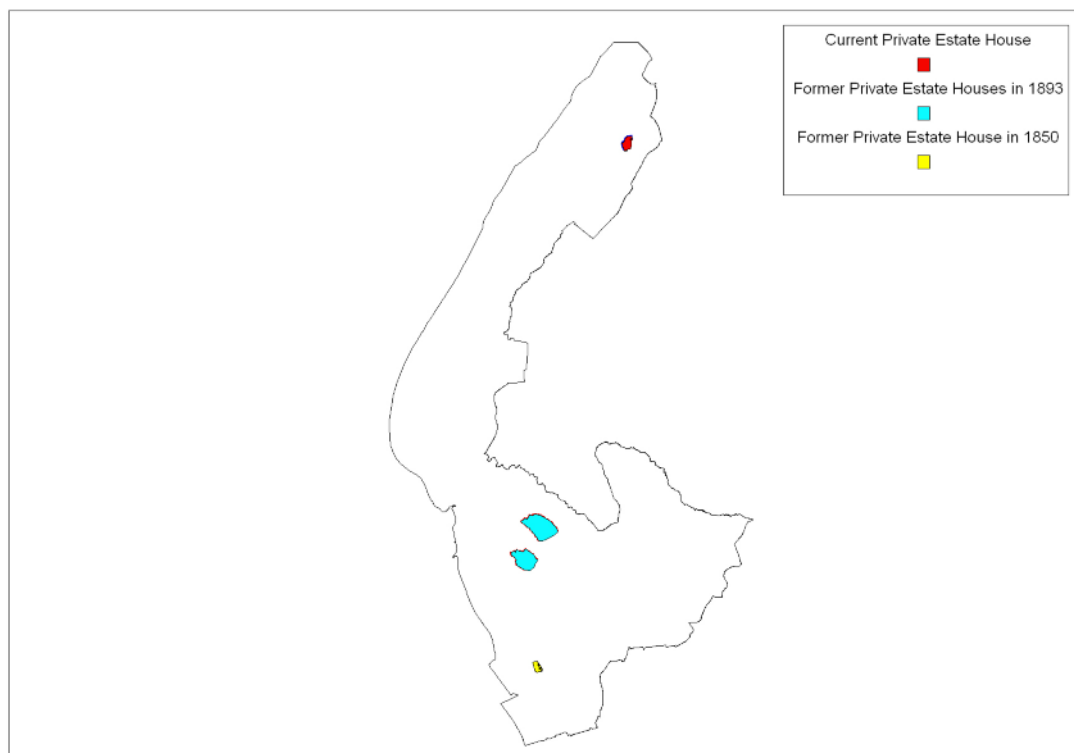


Figure 58 Former and Current (2003) Private Estate Houses in Sefton
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Meols Hall

Meols Hall is a Seventeenth century house (reset datestone of 1695), with 18th and 19th century alterations. Substantial additions were made in 1960-94, by Roger Fleetwood Hesketh (as amateur architect) for himself. The building is a two and three

storey red brick construction, with stone and cast stone dressings (including materials salvaged from Tulketh and Lathom Hall). Hesketh inherited the remains of this seventeenth century house in 1938. He adapted and extended the house to suit a portrait collection, using a mixture of salvaged materials (many from demolished wing of Leoni's Lathom Hall, Lancashire) and his own knowledge of classical detailing. For its mix of old and new, Meols Hall has been acclaimed as one of the most convincing country houses created since the war. The main building is a Grade II* Listed Building, with a number of Grade II listed buildings and structures within its immediate environs, including a barn, shippon (or cowshed) and haha.

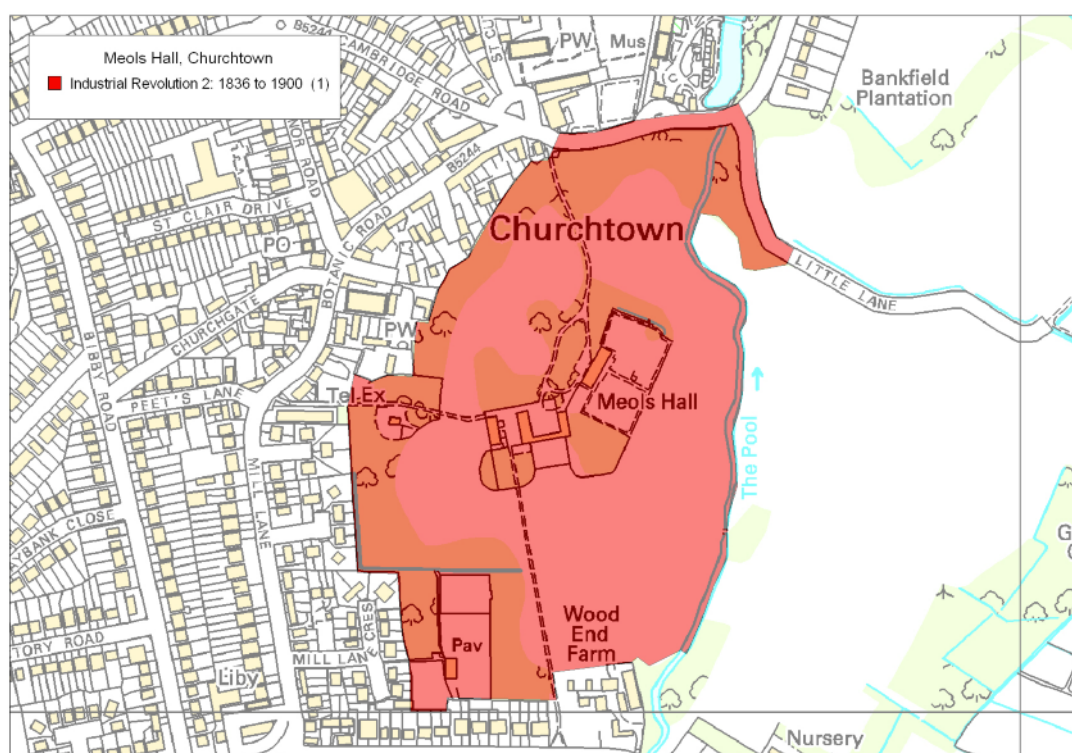


Figure 59 Meols Hall, Churchtown
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Former Private Estate Houses stand at Ince Blundell Hall and Park, and Crosby Hall.

Ince Blundell Hall is a splendid Georgian House, with attendant temples built by Henry Blundell to house his important collection of classical sculpture. This was one of the finest expressions of the Neoclassical ideal in the country. Most of the collection was removed on its sale to Liverpool Corporation in 1959 (Pollard and Pevsner, 2006).

The Blundells settled here before the 14th century on a low island amidst the meres and mosses near the coast. A new house was built c.1720 by Robert Blundell on the site of an old mansion. Henry Sephton is now identified as the architect. Henry Blundell (the son of Robert Blundell) finished the house with enthusiasm after he took control in 1761, enclosing the house in parkland and adding two fine gateways, a Temple to the left of the mansion and, later, a Pantheon to house antique sculpture which he collected voraciously. In the mid 19th century, Thomas Weld modernised the house, extending it up to the Pantheon and building a huge Italianate chapel. The few changes made since then have been undertaken by the Augustinian Sisters who have run the house as a convalescent nursing home since the 1950s (Pollard and Pevsner, 2006). The MHCP recorded the site as a Civil Broad Type (Hospital Sub Type).

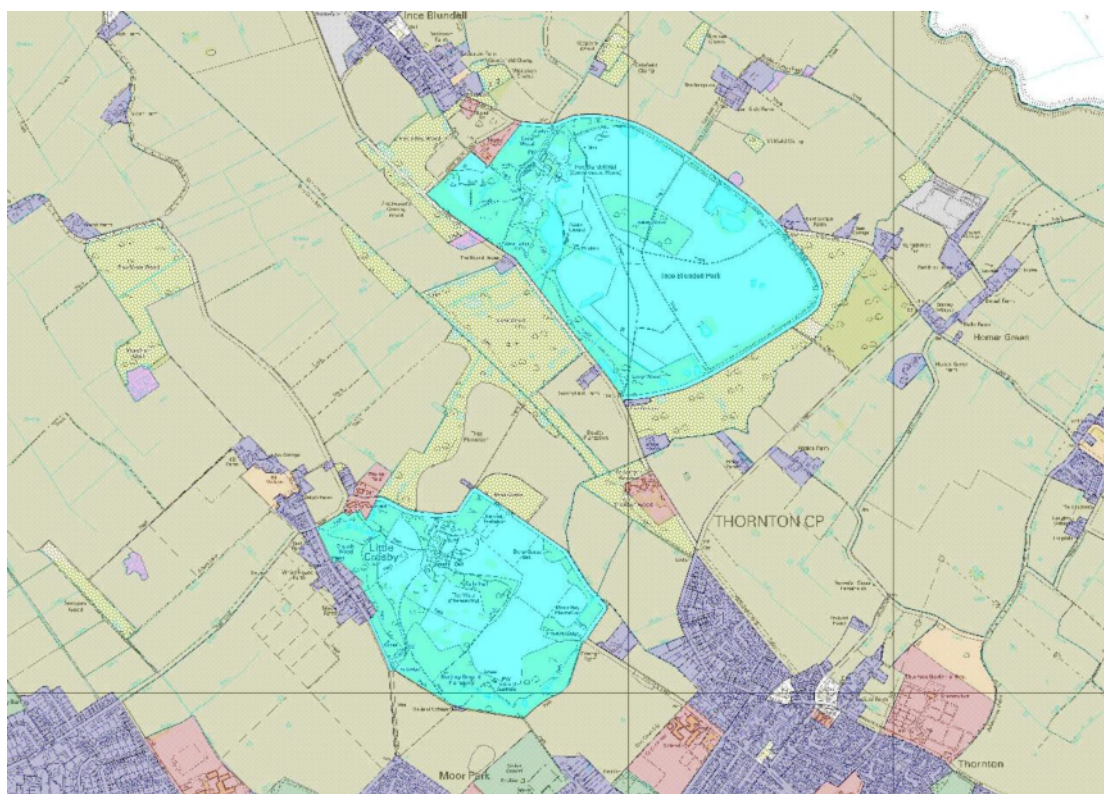


Figure 60 Ince Blundell Hall (north) and Crosby Hall (south)
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Crosby Hall was the manorial home of the Blundell family, lords of the manor of Little Crosby since medieval times. The house dates to c.1784-6, the rebuilding of an earlier house (with re-located date stones of 1576 and 1609, and some fabric of the earlier building surviving internally). The house was subsequently enlarged but reduced

again in the 1950s. The house is Grade II* Listed, built in ashlar stone, with three storeys and five bays (Pollard and Pevsner, 2006). Crosby Hall is currently used as an educational facility (recorded as Civil College / University Area by the MHCP).

Only one site was recorded as having the been the site of a former estate house - Seaforth House, which appears on the Ordnance Survey 6" First Edition map of Lancashire, 1850. The former estate house, located at the junction of Gordon Road and Rawson Road, Seaforth) appears to have been demolished by 1893 (replaced by Terraced and Semi-detached Housing). Although the house was demolished at this time, the former estate boundary survives in the present day street pattern.

9.3.8 Modern Housing Development

Modern Housing Development represent 15.05% (694.47 ha) of the Residential Broad Type in Sefton. The developments are distributed throughout Sefton, but the majority are established around historic cores, as infill and replacement housing for earlier types, or within large 'new' estates located adjacent to Inter War and Post-1945 housing estates.

Much of the housing present in Bootle, Litherland and Crosby represents housing built after the Second World War on previously terraced and semi-detached housing. Many of the larger developments have been built on previously greenfield (field system) or recreational and ornamental sites. The largest estates occur towards the fringes of urban centres, notably to the north (Marshside) and southeast (Blowick Moss) of Southport, to the south of Formby (Little Altcar) and south of Hightown. Further large blocks occur around Thornton, Buckley Hill, and Aintree and to the west and southwest of Maghull.

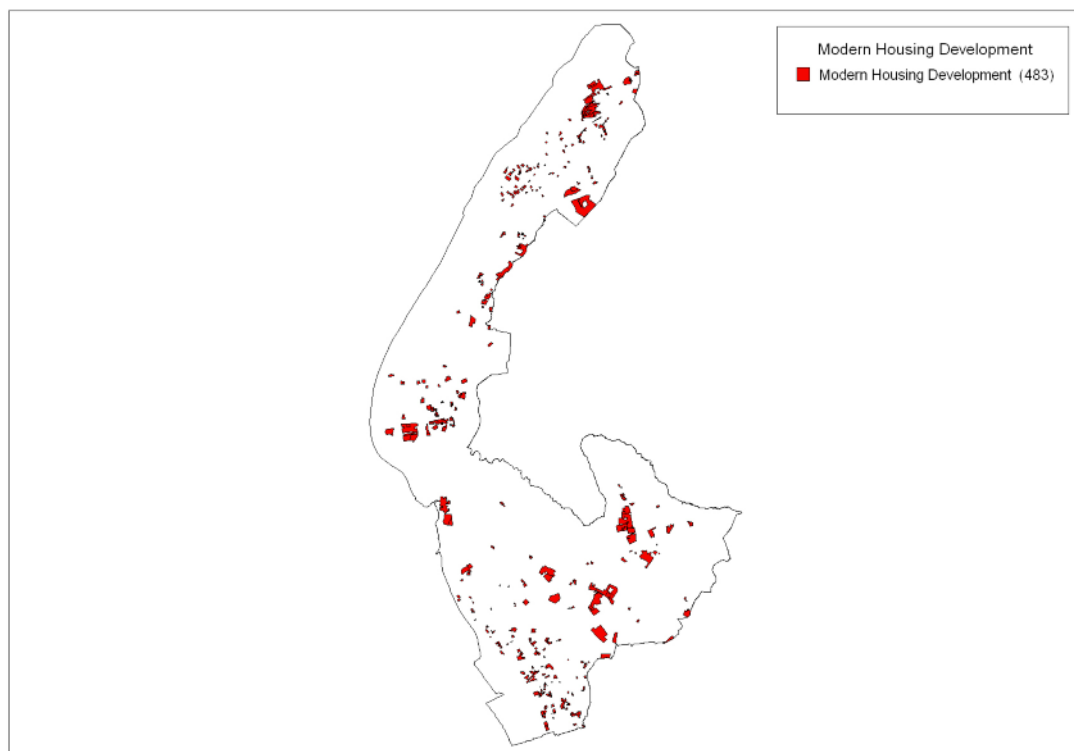


Figure 61 Modern Housing Development in Sefton
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The housing type is predominantly semi-detached, although the Sub Type includes a number of caravan parks and holiday homes. The Sub Type is exclusively Later Twentieth Century in origin.

Home ownership grew rapidly from 1950 with most speculative housing following the pattern of detached and semi-detached houses built to average densities of around ten dwellings per acre.

In 1961 the Parker Morris Committee was commissioned to produce a report on the way housing should address the needs of the modern family. The Commission concluded that there should be more living and circulation space mainly split into an area for quiet and leisure activity, and an area for eating, but the latter could be an enlargement of the kitchen. The room 'saved for best' was no longer considered essential, and the introduction of central heating meant that bedrooms could be used by children for other activities rather than just sleeping (Parker Morris Committee, HMSO, 1961).

In 1967 these space standards became mandatory for all housing built in new towns, extended to all council housing in 1969. The mandatory nature of the standards was ended by the Local Government, Planning and Land Act of 1980 as concerns grew over the cost of housing and public spending.

Unfortunately the pressure on producing houses at a very low cost, which also echoed the desires of local councils to produce low cost housing, has resulted in many uniform and 'bland' housing blocks. It is also widely felt that most public and private sector housing being built today fails to meet the Parker Morris standards for floor and storage space.

Today 85% of new homes are covered by a NHBC (National House-Building Council) warranty, with the general design and layouts being far more flexible, but design tends to be a sanitised version of past periods of architecture, a little bit taken from here and there.

9.4 Recreational and Ornamental Broad Type

This type of open space includes urban parks, formal gardens, country parks, allotment gardens and urban greenspace that provide opportunities for various informal recreation and community events. This typology also has many wider benefits as supported by the site assessments. Parks provide a sense of place for the local community, some form of ecological and education benefits, help to address any social inclusion issues within wider society, and also provide some form of structural and landscaping benefits to the surrounding local area.

The MHCP study found that the Ornamental and Recreational Broad Type accounted for 11.15% (1723.60 ha) of the Sefton total. The largest Sub Type are Sports Grounds at just over 60% (1034.69 ha), the largest single sports character being links golf courses. This is followed by Public Parks at just around 19% (313.10 ha) and large post-1945 nature reserves making up most of the remainder, at 15.41% (265.54 ha).

The clear majority of the Recreational and Ornamental Sub Type dates to the post-1945 period, at just over 54% (934.97 ha). This is followed by sites dating to the Inter War period (1918 to 1939) at nearly 24% (408.86 ha), and Industrial Revolution 2 (1836 to 1900) period at 14.12% (243.28 ha).

Recreational and Ornamental Sub Type	Number of Polygons	Area (Hectares)	Percentage
Allotment Gardens	15	38.12	2.21
Nature Reserve	4	265.54	15.41
Other (Recreational and Ornamental)	79	72.15	4.19
Public Park	81	313.10	18.17
Sports Ground	160	1034.69	60.03
Totals	339	1723.60	100%

Table 23 Current (2003) Recreational and Ornamental Sub Type in Sefton

Recreational and Ornamental by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	33	243.28	14.12
Early Twentieth Century: 1901 to 1917	18	70.42	4.09
Inter War 1918 to 1939	98	408.86	23.72
Later Twentieth Century 1946 to 2000	188	934.97	54.26
Twenty First Century 2001-2050	2	66.06	3.83
Total	339	1723.60	100%

Table 24 Current (2003) Recreational and Ornamental in Sefton by Broad Period of origin

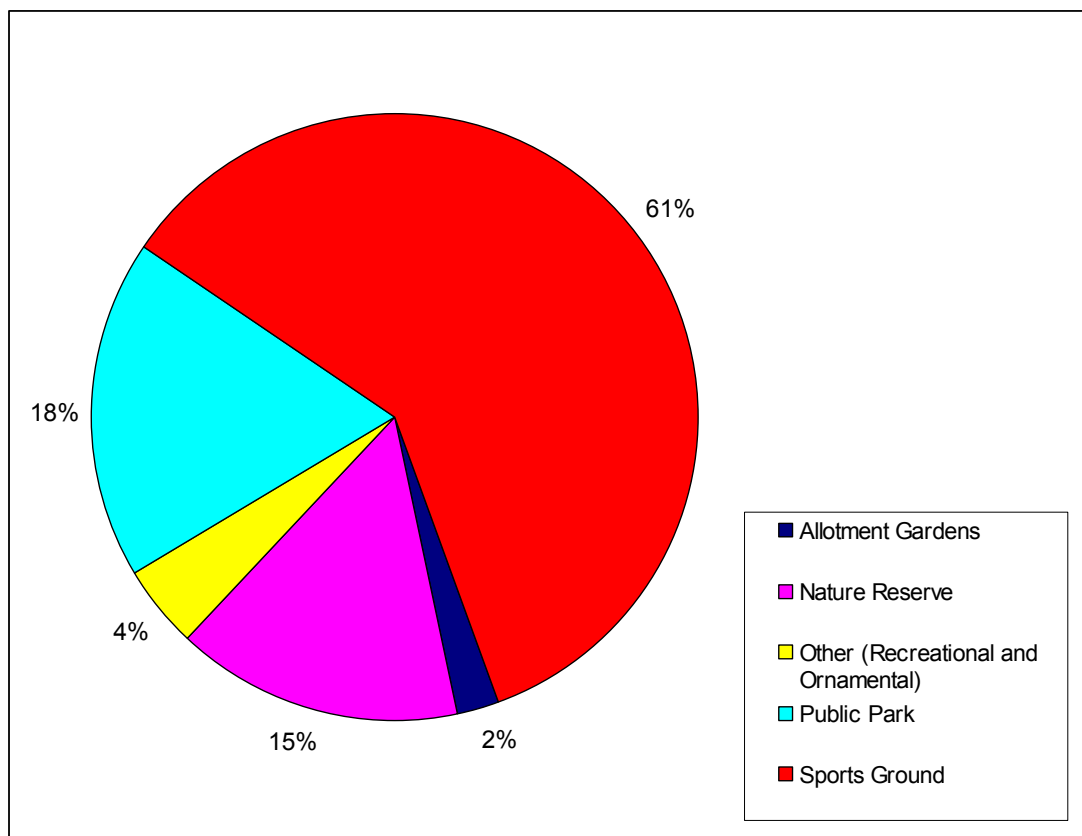


Figure 62 Pie Chart of the Current (2003) Recreational and Ornamental Sub Type in Sefton (% of land)

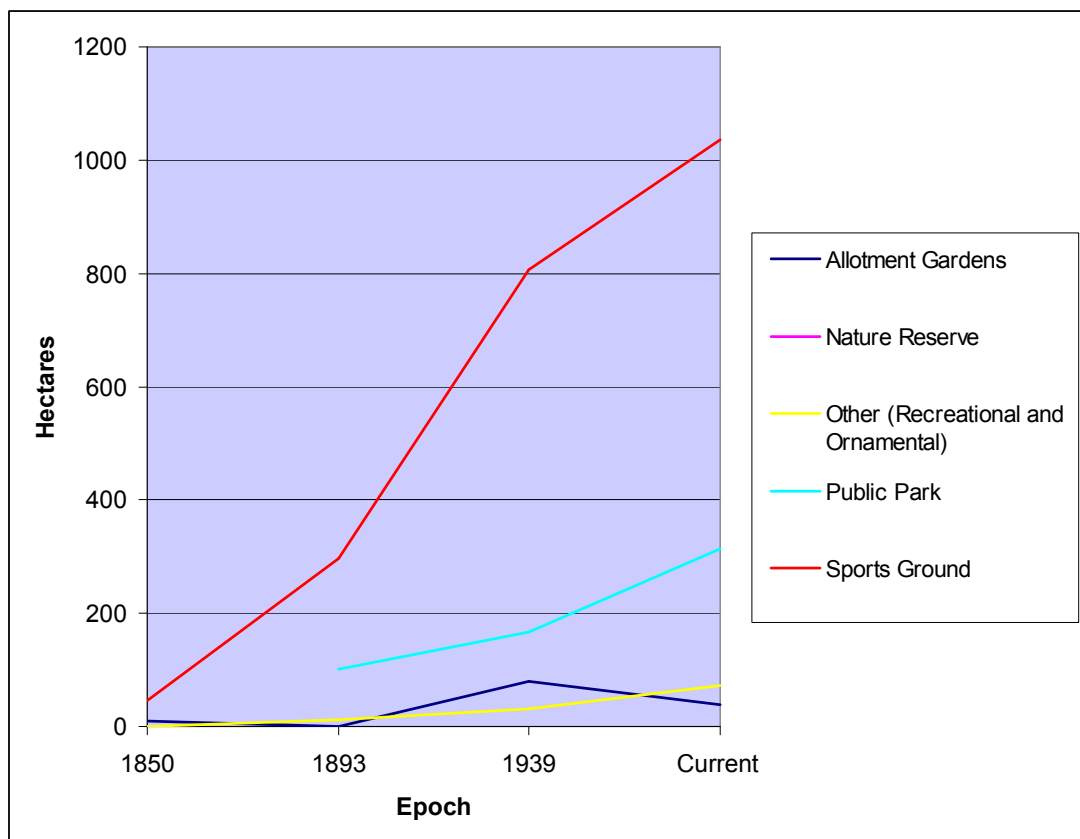


Figure 63 Graphical Representation of Sefton Recreational and Ornamental Sub Type through time

Sefton Recreational and Ornamental Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Allotment Gardens	8.91	0.48	79.45	38.12
Nature Reserve	0	0	0	265.54
Other (Recreational and Ornamental)	0.53	12.07	30.68	72.51
Public Park		100.72	165.92	313.10
Sports Ground	45.30	296.25	806.20	1034.69

Table 25 Sefton Recreational and Ornamental Sub Type through time

9.4.1 Allotment Gardens

This includes all forms of allotments with a primary purpose to provide opportunities for people to grow their own produce as part of the long-term promotion of sustainability, health and social inclusion. This type of open space may also include urban farms.

Like other open space types, allotments can provide a number of wider benefits to the community as well as the primary use of growing produce. These include:

- bringing together different cultural backgrounds
- improving physical and mental health
- providing a source of recreation
- wider contribution to green and open space.

The MHCP survey found 38.12 ha of allotment gardens present in Sefton, representing 2.21% of the current Recreational and Ornamental Broad Type. No pre-1900 allotment sites are currently in use, although the character type occurred in the past (in 1850 the figure was 8.91 Ha, while in 1893 it had dropped to 0.48 ha). The apparent lack of pre-1900 sites is odd - this may be a result of invisibility (quite often allotment gardens were not depicted as such on the 1850 and 1893 mapping) or that, simply, a high proportion of the inner city's allotments were lost in the late 20th century, particularly to residential development. Allotment sites created in the early 20th century account for 18.12% (6.91 ha) of the Broad Type. The majority of the allotment sites were created in the Inter War period - 51.42% (19.60 ha) and in the immediate post-war period - 30.45% (11.61 ha).

Allotment Gardens Broad Period	Number of polygons	Area (Hectares)	Percentage
Early Twentieth century 1901 to 1917	1	6.91	18.12
Inter War 1918 to 1939	7	19.60	51.42
Later Twentieth Century 1946 to 2000	7	11.61	30.46
Total	15	38.12	100%

Table 26 Current (2003) Allotment Gardens in Sefton by Broad Period of origin

Allotments are important as social historic landscape features, physical embodiments of an aspect of 19th century English social history. They are also particularly important in the present day as green spaces within suburban and urban areas. In the 19th century, land was provided by an Act of Parliament to poor houses and charitable trustees (General Enclosure Act of 1801). This land was provided in order to compensate for the loss of common land through enclosure in the 18th and 19th centuries. Land allotment frequently faced hostility from the land-owning classes (Crouch and Ward 1997, 39-63). The passing of the Allotments Act of 1887 marked the end of lengthy struggles and campaigns by reformers. It enabled local sanitary authorities to acquire land by compulsory purchase. The Small Holdings and Allotments Act of 1908 created a responsibility for local councils to provide allotments. Nearly all of the allotments recognised in this study post-date the passing of this act. Later allotments have clear associations with the larger-scale social housing developments of the Inter War and post-war periods. Although there are at least 15 allotment sites in Sefton, and there could well be some additional small sites within residential areas that were not characterised separately during the project, a significant area of allotment gardens within the district were lost in the 20th century.

Twenty-two Sub Types were recorded as having previously been at least partly in use as allotment gardens. Some of these represented the reuse of part of a site rather than complete loss. About 45% (10) of the 'lost' allotment sites have been covered by residential development. A further six are now the sites of institutional buildings, including four schools.

Currently, in Sefton there are 13 allotment sites (6 Council owned), giving many people the chance to grow their own fruit and vegetables, and to be involved in the friendly social side of gardening. Allotments are being reinvigorated, through media, organic foods and environmental concerns.⁶

⁶ www.sefton.gov.uk/Default.aspx?page=2724 Accessed July 2010

The 'Green Gyms' initiative is one response to the growing need and demand for people who do not like gyms and sports centres to work for the community get health as well as meet new and like minded people.⁷

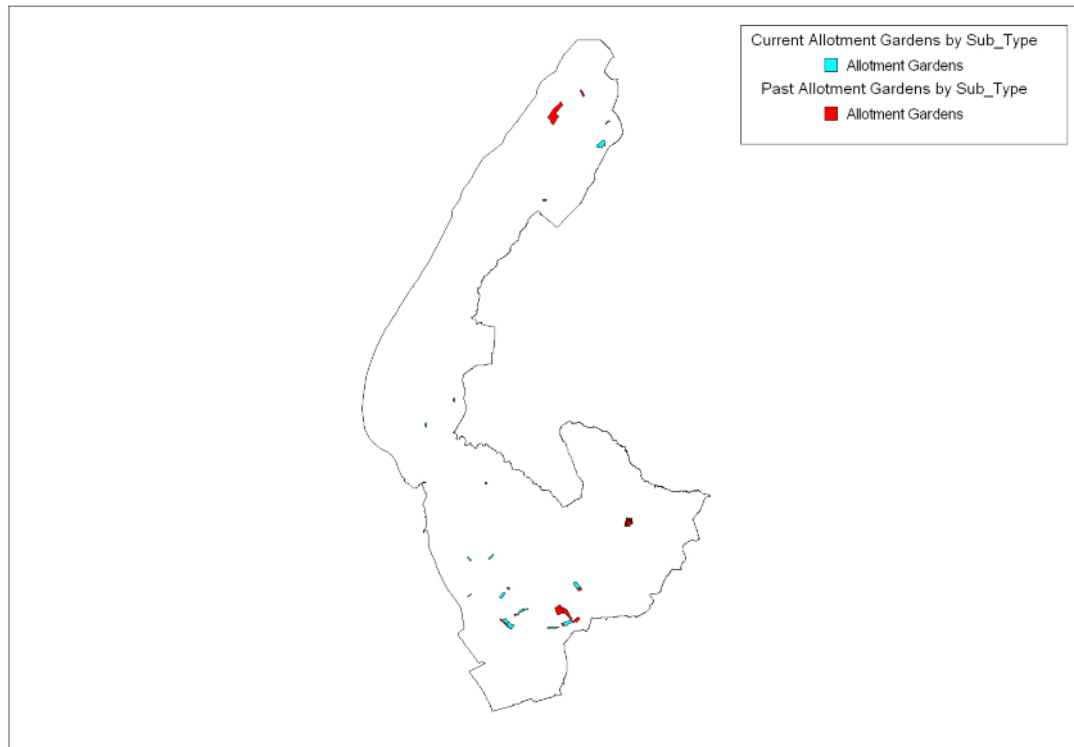


Figure 64 2003 (Red) and Past (Blue) Allotment Gardens in Sefton
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

⁷ www.sefton.gov.uk/Default.aspx?page=2724 Accessed July 2010

9.4.2 Nature Reserves

Within the Sefton MHCP Study Area, two nature reserves were recorded; all of these date to the Later Twentieth century. Within the MHCP Study Area, the survey recorded only those sites that were depicted as 'nature reserves' on modern mapping. Many important small local or national sites that fall within the MHCP Study Area were recorded under other character Sub Types, yet for completeness are included here. Information for Nature Reserves solely within the MHCP Study Area comes from Sefton Coast Partnership⁸ and Natural England⁹ web sites.

The sand dunes, beaches and marshes of the Sefton Coast are one of the most important areas for nature conservation in Europe. The Sefton Coast is also an important visitor destination with popular bathing beaches, open countryside, and the seaside resort of Southport.

The main nature conservation designation in the UK is the Site of Special Scientific Interest (SSSI). A suite of SSSIs have been declared on the Sefton Coast and a further site, the Mersey Narrows, is proposed. English Nature has proposed an amalgamation and extension of five of the dune SSSIs to form a new site Sefton Coast SSSIs. The SSSIs have been used to identify Ramsar sites, Special Protection Areas and Special Areas of Conservation.¹⁰

The International designation of Ramsar site is applied to the Ribble and Alt Estuaries Ramsar site.¹¹

8 www.seftoncoast.org.uk/natcons_designations.html. Accessed 25 March 2010

9 <http://www.naturalengland.org.uk> Accessed 25 March 2010

10 <http://www.naturalengland.org.uk> Accessed 25 March 2010

11 <http://www.naturalengland.org.uk> Accessed 25 March 2010

The European designation of Special Protection Area under the Birds, Directive is applied to the Ribble and Alt Estuaries SPA.¹²

The European designation of Special Area of Conservation (SAC) is applied to the Sefton Coast.¹³

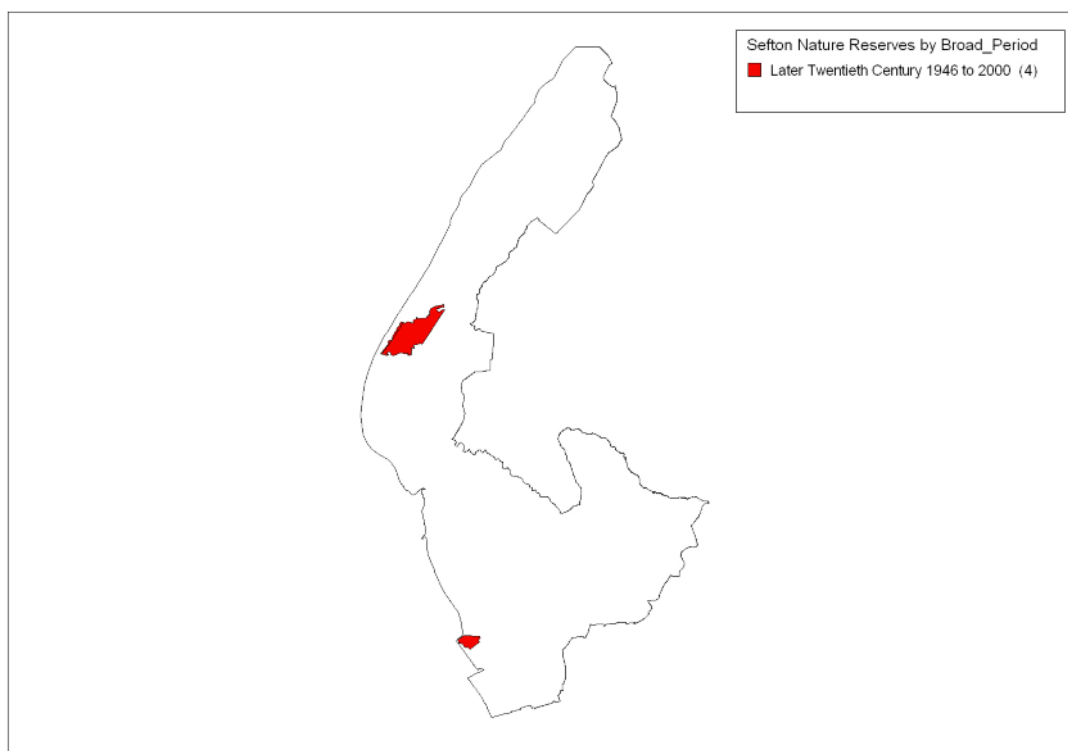


Figure 65 Sefton Nature Reserves recorded by the MHCP
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Statutory Nature Reserves include the Ribble Estuary NNR, Ainsdale Sand Dunes NNR, Cabin Hill NNR, Ainsdale and Birkdale Sandhills LNR and Ravenmeols Sandhills LNR. In addition land is managed for nature conservation by the RSPB, Lancashire Wildlife Trust and the National Trust. Other sites are given regional/local protection through identification as Regionally Important Geological or

¹² <http://www.naturalengland.org.uk> Accessed 25 March 2010

¹³ www.sefton.gov.uk/default.aspx?page=4745 Accessed 25 March 2010

geomorphological Sites (RIGS) and (in Sefton) Sites of Local Biological Interest (SLBI).¹⁴

Ainsdale Sand Dunes National Nature Reserve is a 508-hectare site on the Sefton Coast and comprises rare sand dune, beach and woodland habitats, established as a National Nature Reserve in the 1980s. However, the protection afforded to the Ainsdale (and Freshfield) reserve has its origins in the early 20th century, with the formation of the Society for the Promotion of Nature Reserves. In 1944 the Nature Reserves Investigation Committee placed Ainsdale in the top 22 wildlife sites in Britain. The predominantly woodland habitat was created from commercial Corsican Pine growing from the mid to late 19th century onwards.¹⁵

The nature reserve contains a range of butterflies like Painted Lady, Dark Green Fritillary, Comma, Peacock, Red Admiral and Meadow Brown, through to dragonflies and the rare Dune Tiger Beetle. The Reserve is also home to mammals, including Red Squirrel, Fox, Hedgehog, Rabbit and Shrew, and a vast array of spectacular wildflowers such as Common Restharrow, Hound's Tongue, Bird's Foot Trefoil and a variety of orchids.¹⁶

The Reserve received its designation as a National Nature Reserve in 1965. Aside from the more common species of plant, mammal and insect, the Reserve is also home to a diversity of rare and special fauna. These include the rare, mainly nocturnal Natterjack Toad and the Great Crested Newt, Britain's most protected species of amphibian, whose numbers are on the increase on the Reserve. Another rare species found on the Reserve is the Sand Lizard, a secretive, shy reptile that is rarely actually seen. Rare wildflowers found on the Reserve include the Dune Helleborine, Seaside Centaury and Yellow Bartsia.¹⁷

¹⁴ www.naturalengland.org.uk Accessed 25 March 2010

¹⁵ www.sefton.gov.uk/default.aspx?page=4745 Accessed 25 March 2010

¹⁶ www.sefton.gov.uk/default.aspx?page=4745 Accessed 25 March 2010

¹⁷ www.sefton.gov.uk/default.aspx?page=4745 Accessed 25 March 2010

As Ainsdale Sand Dunes National Nature Reserve is a legally designated Reserve, public access is restricted. Anyone can follow the way-marked footpaths marked with colour-topped wooden marker posts, but people wishing to explore the Reserve off the beaten track must apply for a Natural England general permit.¹⁸

Seaforth Nature Reserve is an area of 30 hectares in the heart of the Liverpool Docks, comprising two lagoons surrounded by tipped infill, and a small reedbed. The site is a major roosting site for waders and seabirds; 243 species have been recorded at Seaforth, including Gadwall, Ringed Plover, Common Tern, Skylark and Reed Bunting all breed. Little Ringed Plover, Curlew Sandpiper, and Little Stint are regular passage waders. Scaup winter on the reserve and it is a gull hotspot with 15 recorded species and regular occurrence of Little and Mediterranean Gull. It can be accessed by permit only.

The Green Beach area on **Birkdale Beach** is managed by Sefton Coast and Countryside. The newly established dunes are excellent for migrants such as Wheatear, pipits and wagtails and the beach is also home to unusual gull species such as Iceland and Mediterranean Gulls. Inland of the beach, the dunes of the local nature Reserve are home to the unique flora and fauna of Sefton's Natural Coast, with birds such as Skylark and Meadow Pipit and plants such as Grass of Parnassus and Dune Helleborine Orchid. In the winter, the newly formed slacks and pools have good numbers of Common Snipe and Snow Buntings.¹⁹

The **Formby National Trust Reserve** is a large area of beach, sand dunes and conifer woodland (plantation) between the sea and the town of Formby. The woodlands here are one of seventeen Red Squirrel reserves in northern England. Erosion of the beach sand has revealed footprints from animals and humans dating back to the late Neolithic / early Bronze Age (about 3500 to 7000 years ago). The reserve is also the site of a past asparagus industry (as small, regular sized fields).

¹⁸ www.sefton.gov.uk/default.aspx?page=4745 Accessed 25th March 2010

¹⁹ www.sefton.gov.uk Accessed 25 March 2010

These beautiful dunes form a part of one of the largest areas of dune habitat within the UK and provide an excellent home for many rare and endangered species such as the Natterjack Toad and the Northern Dune Tiger Beetle. They are under constant threat from erosion, however, and the dunes move inland at a rate of approximately four metres a year.²⁰

Cabin Hill National Nature Reserve is a small but none-the-less impressive reserve on the coast of Formby. The reserve boasts an attractive range of wildflowers, including various species of orchid, Yellow-wort, Grass of Parnassus, and a great diversity of rare hybrid Willow trees. The reserve has an important roost of wading birds at high tide, especially Knot, Bat-tailed Godwit, Grey Plover and Sanderling. It also has breeding Lapwing, Snipe, Skylark and Reed Bunting and in migration times it is also a good place to find Ring Ouzel, Wheatear and Whinchat. The roosting areas on the sandbanks offshore are important for Pink-footed Geese from the mosslands in winter. It is a restricted access site, but permits are available from Natural England.²¹

Brookvale Local Nature Reserve is an 8.2 ha Local Nature Reserve (LNR) situated at the southern tip of Rimrose Valley Country Park. From the 1920s up until the mid 80s the area was designated for allotment use. Interest in managing the site for wildlife came only after many of the allotments were abandoned due to persistent chronic flooding. Over the years that followed much of the site was re-colonised by *Phragmites* reed which led to its recognition in 1991 as a Site of Local Biological Interest (SLBI) and to it more recently gaining LNR status.²²

As Sefton's only non-coastal reserve, Brookvale provides a valuable and unique green oasis amongst what is otherwise a heavily populated and industrialised area. With its interesting network of pathways and raised boardwalks, Brookvale and Rimrose Valley as a whole provides opportunities for quiet informal countryside recreation in

²⁰ www.sefton.gov.uk Accessed 25 March 2010

²¹ www.sefton.gov.uk Accessed 25 March 2010

²² www.sefton.gov.uk/default.aspx?page=4776 Accessed 25 March 2010

an area where such activities are scarce. The site now boasts a mosaic of several habitats including Reed-bed swamp, Rimrose Brook and a man-made pond system as well as smaller peripheral areas of damp meadow, dry grassland and Willow-Carr woodland.²³

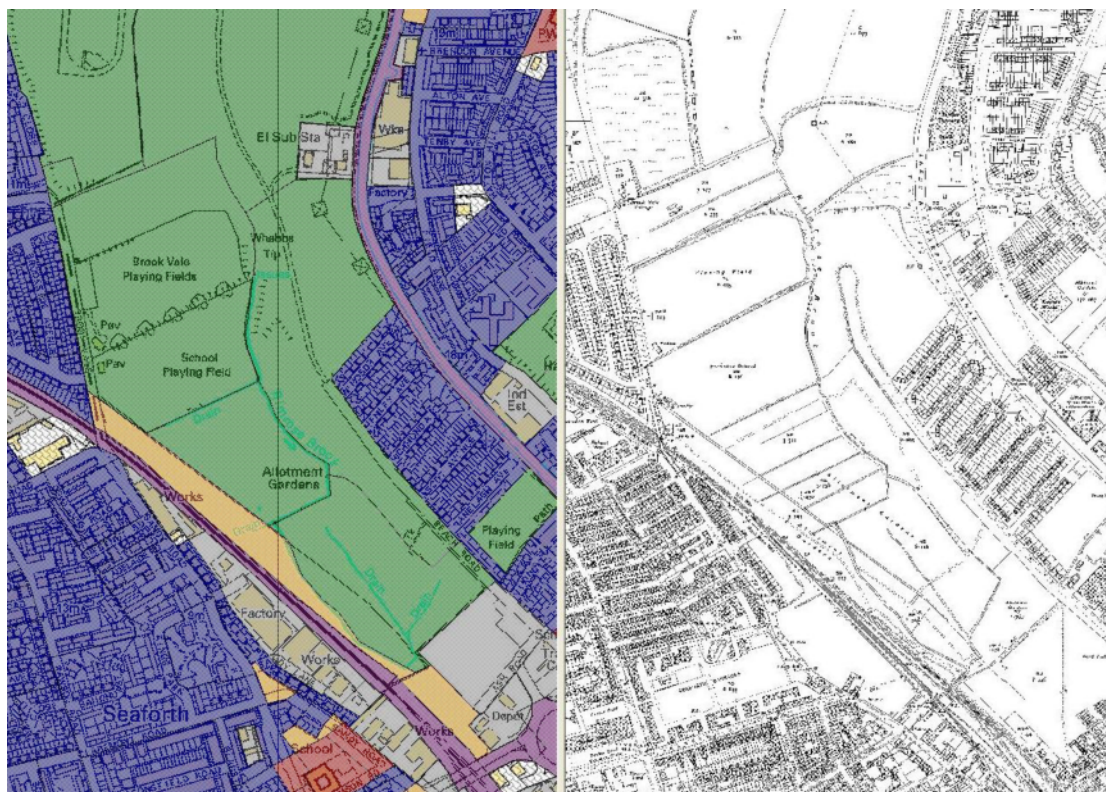


Figure 66 Brookvale Local Nature Reserve (Current 2003 mapping) and the site of former Allotment Gardens as depicted on the Ordnance Survey 25" map of 1939 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Brookvale LNR is home to a flora and fauna community typical of an established wetland. There is diverse plant life within the site with aquatic species including Marsh Marigold, Greater Spearwort and Water Mint occurring in and around the open water and damp meadow species such as Marsh Willowherb, Greater Birdsfoot Trefoil and Purple Loosestrife in the periphery. In the dryer grassland areas it's not uncommon to

²³ www.sefton.gov.uk/default.aspx?page=4776 Accessed 25 March 2010

find Southern Marsh and Spotted Orchids along with more coastal species like Evening Primrose and Bugloss.²⁴

An abundance of bird life can also be found with good numbers of Snipe, Water Rail, Woodcock, Dunnock, Common Whitethroat and Blackcap along with breeding pairs of Reed Warbler, Grasshopper Warbler and Reed Bunting. Summertime reveals an array of insect life including Southern Hawker, Broad-bodied Chaser and Common Darter dragonflies along with familiar butterflies like the Gatekeeper, Peacock and Speckled Wood. Several Water Vole territories have also been identified along Rimrose Brook.²⁵

²⁴ www.sefton.gov.uk/default.aspx?page=4776 Accessed 25 March 2010

²⁵ www.sefton.gov.uk/default.aspx?page=4776 Accessed 25 March 2010

9.4.3 Other (Recreational and Ornamental)

This character Sub Type was recorded in the MHCP as Recreational and Ornamental (Other). As such, it included many open, very small scale green spaces, green corridors and derelict land. As such, there is a great deal of overlap between this Sub Type and another Sub Type - Rough Land (Other) - and the two should probably be combined to form an overall 'open space' character.

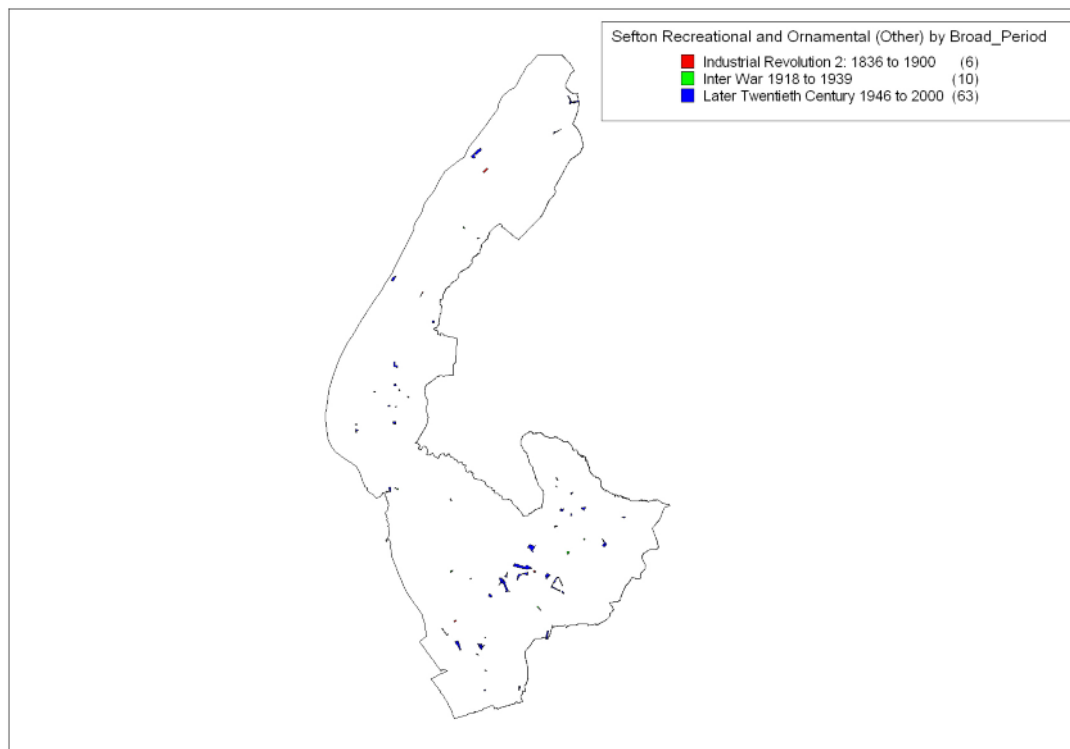


Figure 67 Current (2003) Recreational and Ornamental (Other) Land in Sefton by Broad Period of origin

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By itself, this MHCP Sub Type constitutes 4.19% (72.15 ha) of the Recreational and Ornamental Broad Type in Sefton. The majority of the Sub Type are green corridors and spaces. Although spread throughout the district, a noticeable concentration of greenspace occurs on the outskirts of Litherland - the largest (as a group) surrounding later 20th century residential developments at Buckley Hill and Aintree Village. A number of small greenspaces, green corridors, urban commons, managed greenspace and rough land make up the remainder. Some of these are associated

with large-scale housing estates, whilst others are the sites of former (demolished) industrial, communications (railway), civil and residential buildings. Some appear as 'buffers' - greenspace found between developed (residential and industrial) and undeveloped (open fields) land.

Also included in the character type are small recreational areas within commercial cores. This includes a small section of land in the centre of Southport (London Square) which, although a recreational space, is too small to be categorised as a public park. London square forms part of the Lord Street Conservation Area (see below).

The Recreational and Ornamental Sub Type is dominated by post-1945 sites, although a few earlier sites exist - the aforementioned London Square, the Esplanade in Waterloo (a strip of land in front of terraced villa housing), a small greenspace in front of St Mary's Terrace in Waterloo park, and a parcel of rough land dating to the Inter War period, within the grounds of Maghull Manor House (part of 'The Maghull Homes' residential care home).

Urban green sites are scattered throughout the district. Whilst some of these are isolated and have become fragmented as a result of urban development, many of these patches are linked to varying degrees by green corridors (or networks). Consequently, within Sefton, there is connectivity between habitat patches, reducing the effects of fragmentation and therefore providing the opportunity for populations to migrate from one location to another, maintaining genetic diversity and reducing the probability in some circumstances of local extinction events (Begon, Harper and Townsend, 1996).

Open spaces, including parks, playgrounds, amenity green space, nature reserves and the countryside, are diverse locations that provide opportunities for a range of formal and informal leisure, passive and active sport, recreation and play. Open spaces are more accessible to a wider range of people than some sport and leisure facilities and are better able to realise the aims of social inclusion and equality of opportunity. The provision of open spaces and recreation provision is also key to an ideal, sustainable and thriving community. Furthermore, there is an aesthetic value of small amenity green space sites within housing areas. Some examples follow:

London Square, Southport

Following the establishment of the Southport Improvement Commissioners (by Act of Parliament) in 1846, the centre of Southport was developed as a grandiose civic and commercial centre. The public gardens and squares of Lord Street have a complex history. They are generally confined to the landward side of the Street and contribute much to the quality of the environment within the Lord Street Conservation Area. The sequence of public spaces on the 'garden side' of the street are very important in townscape terms. Of these, the most significant are the hard landscaped square formed by Town Gardens and the fine group of civic buildings that overlook it, and London Square with the War Memorial and its adjacent gardens (Lord Street Conservation Area Appraisal, 2005).



Figure 68 London Square, Lord Street, Southport
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

London Square is a hard landscaped space formed by the junctions of Nevill and London Streets with Lord Street. The striking War Memorial obelisk is situated on an island in the centre of the road junction, flanked by Colonnades, which provide an important means of enclosure and together with the two banks on the corner of

London Street and the commercial buildings on the corner of Nevill Street, define the parameters of the square. London Square is flanked by War Memorial Gardens which contain rectangular ponds surrounded by lawns. (Lord Street Conservation Area Appraisal, 2005).

The War Memorial in London Square was erected in 1923 to a design by Grayson and Barnish. It comprises a tall, central obelisk, flanked by two colonnades each supported by Doric columns, all of which are constructed of Portland stone. The Monument became the central focus of Lord Street as it is of an unusually grand scale for a provincial town (Lord Street Conservation Area Appraisal, 2005).

(The project acknowledges that the previous descriptions and text were sourced, and reproduced here almost entirely from Sefton Borough Council Lord Street Conservation Area Appraisal, 2005).

9.4.4 Public Park

The Public Parks Sub Type comprised 18.17% (313.10 ha) of the Ornamental and Recreational Broad Type in Sefton. Sefton Borough Council currently manages 5 Borough Parks and 45 Neighbourhood Parks.²⁶

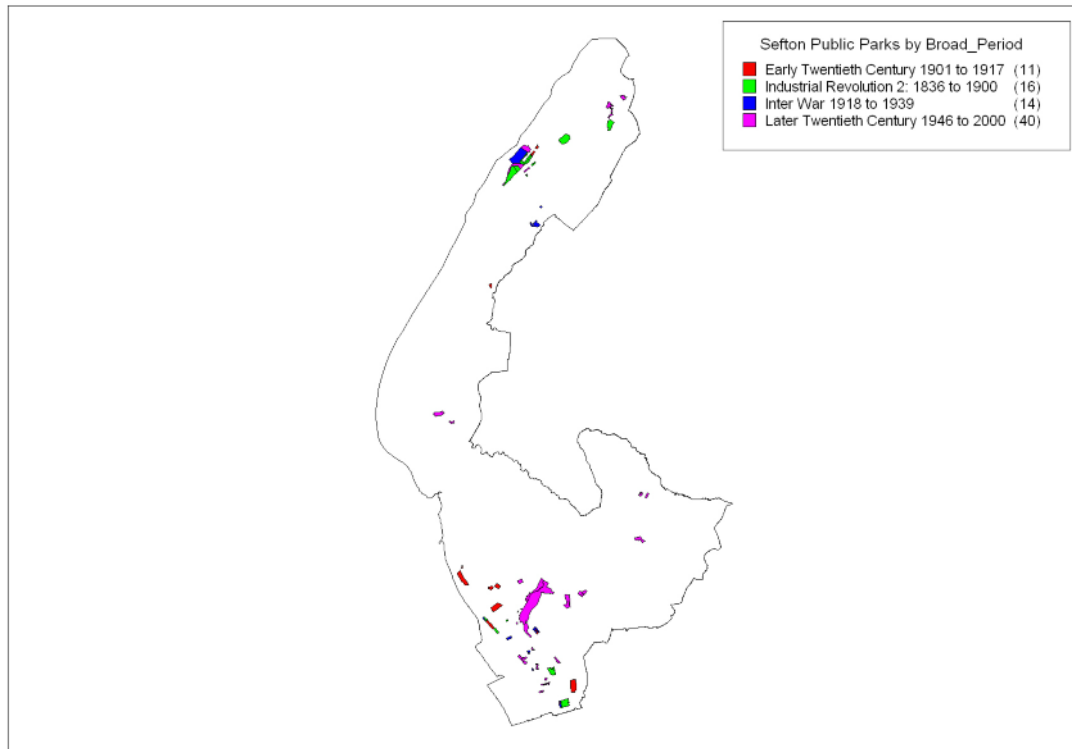


Figure 69 Current (2003) Public Parks in Sefton by Broad Period of origin
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The majority of Sefton's Parks (by size and number of polygons) originated in the post-1945 period (51.4% - 160.92 ha). These are concentrated on the outskirts of the urban centres of Bootle, Litherland and Crosby and in areas of post-war redevelopment. This is followed by mid to late 19th designed parks (22.4% - 70.13 ha)

²⁶ www.sefton.gov.uk/default.aspx?page=3893. Accessed 24 March 2010

and early 20th century public parks (13.95% - 43.68 ha), both of which are concentrated in the Victorian and Edwardian suburbs. Many Inter War parks are found in close association with Inter War housing estates (12.25% - 38.36 ha). Parks appear to be concentrated in two areas - to the north on the outskirts of Southport, and to the southwest around Crosby, Litherland and Bootle.

Public Parks by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	16	70.13	22.40
Early Twentieth Century 1901 to 1917	11	43.68	13.95
Inter War 1918 to 1939	14	38.36	12.25
Later Twentieth Century 1946 to 2000	40	160.92	51.40
Total	81	313.10	100

Table 27 Current (2003) Public Parks in Sefton by Broad Period of origin

Merseyside has an important place in the history of urban parks, with both Liverpool and Birkenhead taking pioneering steps in the first half of the 19th century. The motivations of park-builders varied, from the classic Victorian desire to create 'lungs' for the polluted cities, to the hope that building plots surrounding parks could be sold at a premium.

In Liverpool a ring of parks in the inner suburbs were created, protecting significant areas of land that would otherwise have been used for housing in the late 19th century. Public parks were also developed in Sefton - as gentrified public space and promenades in the affluent suburbs of Southport and Crosby (Waterloo), and as 'urban lungs' in the more urban parts of Litherland and Bootle.

In the first half of the 20th century, parks remained an important element of civic pride, but they suffered badly from reductions in local government funding and rising fear of crime in the 1970s and 1980s. Most recently, community groups have successfully reclaimed and renovated some parks, often with the help of Heritage Lottery funding, and there is a renewed interest in their history and social role

Some of the parks have been designated for their historic and landscape value. Ornamental parks not only contain structures and features specifically designed to enhance and highlight particular aspects of the landscape, but have the potential to preserve a variety of features relating to the previous use of the land, including deer park boundaries, field systems and settlement remains.

Parks and open spaces were seen as a potential health benefit, as much as an opportunity for leisure. The popularity of the parks remained largely undiminished until 1939, when the Second World War changed park life forever.

During the Second World War railings and monuments were taken for the war effort, barrage balloons were tethered from the playing fields and many parks suffered bomb damage. The austerity of the post-war years meant that the parks entered what seemed like a terminal decline. In the 1980s compulsory competitive tendering of the Thatcher administration took power away from local authorities and impacted on maintenance and development in the parks. Many parks slid into a downward spiral of vandalism and misuse, and in some cases became no-go areas.

Sefton Parks

Hesketh Park is situated about 1.2 km north-east of the centre of Southport, in an area of generally residential character some 900 m south-east of the seafront. The 12 ha site is roughly oval in shape and is bounded by Albert Road to the north-west, Park Crescent to the north, east and south, and Park Road to the south-west. There is a stone plinth along the boundary which was once surmounted by cast-iron railings. The locality was formerly one of coastal sandhills to the north and fields to the south and east. The sandhills have been levelled apart from the area within the park itself. Hesketh Park features a lake and wooded walks. Separate garden areas include the American Garden, the Clock Garden, the Specimen Garden, the Herbaceous Walk and the Mixed Flower Garden. The park is Grade II Listed in the 'Register of Parks and Gardens of Special Historic Interest in England'. The park was created by the Southport Commissioners through the Second Southport Improvement Act of 1865 on 23 ha of land donated by the Rev Charles Hesketh. Edward Kemp (1817-91) laid out the park, possibly to the design of Joseph Paxton (1803-65) for whom Kemp had worked at Birkenhead Park. The cost of the layout was £12,000 and the park was

opened in 1868. Various structures have been added and some alterations made through the later 19th and 20th centuries.²⁷

The **Botanic Gardens** are situated on the eastern edge of the centre of Churchtown in an area of low-lying flat land. The 8 ha site is bounded by Botanic Road to the south and Bankfield Lane to the east, where the boundary is formed by a brick wall. The northern and western boundaries are formed by fences and walls dividing the park from playing fields and other open land to the west, and areas of parking and private housing to the north. To the south, on the south side of Botanic Road, are the grounds of Meols Hall, while to the east and north are residential areas; the centre of the village lies to the west. The park is Grade II Listed in the 'Register of Parks and Gardens of Special Historic Interest in England'.²⁸

Churchtown Botanic Gardens were formed from land acquired in 1874 by a group of local gentlemen and the gardens were run as a commercial venture funded from entrance fees. In 1932 they were sold to a private developer and Southport Corporation bought the site, with money raised by public subscription for the King George V Memorial Fund, to secure it as a public amenity.²⁹

South Marine Gardens and the marine lake, both opened in 1887, and **King's Gardens**, opened in 1913, were all developed on reclaimed former foreshore in Southport. These sites are part of a series of seafront leisure facilities, and feature listed shelters, a drinking fountain and island beds along the Promenade.³⁰

²⁷ www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

²⁸ www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

²⁹ Ibid

³⁰ Ibid

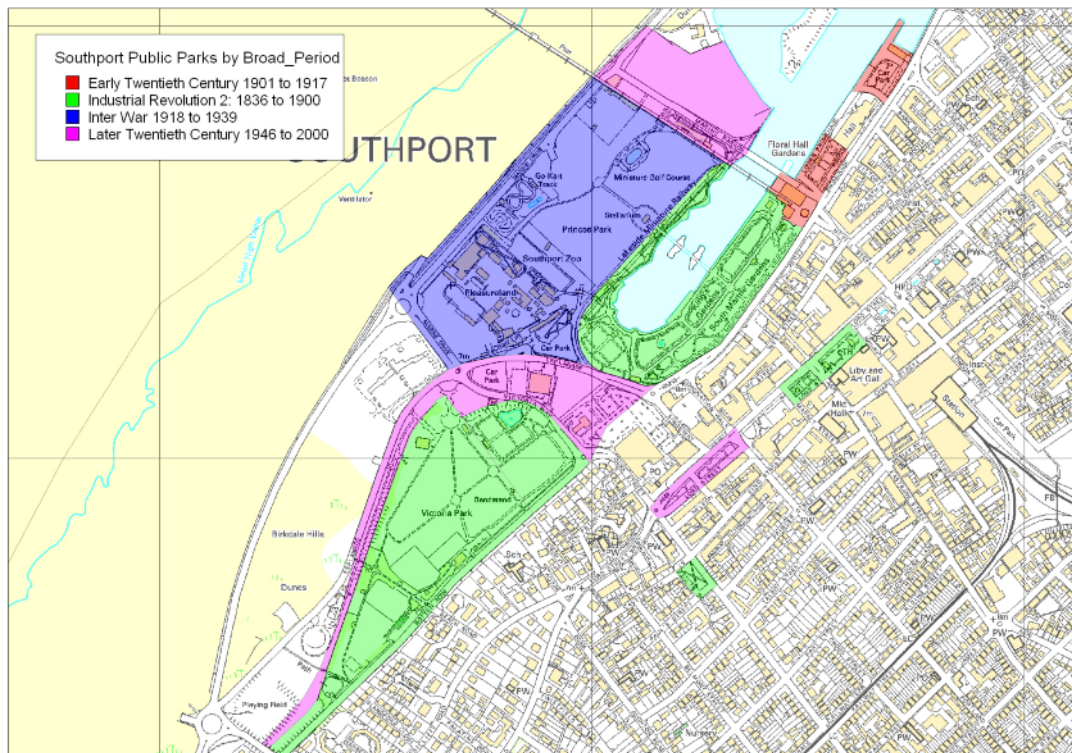


Figure 70 South Marine Gardens, King's Gardens, Princes Park and Victoria Park in Southport (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The Southport foreshore was purchased by Southport Corporation in 1885 and a marine lake and park (South Marine Gardens) opened, adjacent to the south-west of the pier, in 1887. A further lake and park (North Marine Gardens), adjacent to the north-east of the pier, were opened in 1892. The two sections of lake were afterwards joined and Marine Drive was formed in 1895 (Farrer and Brownbill 1907).³¹

The gardens are shown on the 1909 OS map as North Marine Park and South Marine Park (later Gardens) with two boatyards sited on the sands between South Marine Park and the Marine Lake. The Pier Pavilion was opened in 1902 and by 1909 (OS) a funfair had opened at the south-west end of the lake.³²

³¹ www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

³² www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

In about 1906 Thomas Mawson (1861-1933) was appointed to prepare designs for the Lord Street gardens at Southport. Mawson also prepared designs for the Promenade and Marine Park and Gardens which are illustrated and described in his book *Civic Art*, published in 1911. Mawson's proposals were not implemented but their influence can be seen in features of the Borough Engineer's design for King's Gardens: the lakeside walk, the use of compartments within hedged boundaries, and the siting of shelters between planting beds adjoining the Promenade. King's Gardens, sited between South Marine Park and the lake, were opened by King George V and Queen Mary in 1913.³³

Between 1914 and 1921 the foreshore to the north-west of the southern part of the Marine Lake was reclaimed as the site for Princes Park and the funfair, which was resited in around 1924. By 1955 (OS) a miniature railway had been added on the north-west side of the southern Marine Lake, together with a three-span bridge providing access from King's Gardens to Princes Park.³⁴

In North Marine Gardens the Floral Hall was opened in 1928 and extended in the late 20th century. Today (2001) only a small part of North Marine Gardens remains, now known as Floral Hall Gardens (outside the area here registered), with the remainder in use for car parking. The Pier Pavilion was rebuilt in about 1970. The pier (listed grade II), at around 1098 m the second longest in the country, is currently (2001) undergoing refurbishment. In the late 20th century further land to the north-west has been reclaimed, with Southport's Ocean Plaza due for completion in 2002 and the northern section of the Marine Lake enlarged. King's Gardens and South Marine Gardens remain in use as public parks and in the ownership of Sefton Metropolitan Borough Council.³⁵

³³ www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

³⁴ www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

³⁵ www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

Ince Blundell Hall features an 18th-century landscape park, further developed in the 19th century, on a medieval site. The park includes shrub and rhododendron borders and a lake.³⁶

Ince Blundell Hall is situated about 0.5 kilometres south-east of Ince Blundell. The roughly 80 hectare park consists of level, slightly rolling land in an area which is predominantly rural and agricultural. The boundary is formed for most of its length by a brick wall with a flat stone coping which runs from the present main entrance on Back-o-th-Town Lane, on the north side of the site, around the east, south and west sides to West Lodge. From that point onwards the north-west and north boundary is formed by fencing along the edge of Moor Lane and Cross Barn Lane, and it returns as a fence along part of Back-O'the-Town Lane. A lane on the north-east side of the Hall was diverted when the site was imparked and was replaced by Park Wall Road. A writ for the enclosure of the highway is dated 1765.³⁷

Gardens and a park laid out in two main phases, commencing in about 1760 and completed by 1786. The site retains a good range of associated structures and features, including some very fine late 18th-century park and garden buildings, reflecting the artistic and antiquarian interests of its creator, the dilettante Henry Blundell. The Blundell family held land in the area from the 12th century and the Old Hall at Ince Blundell (listed grade II*) is thought to date from the late 16th century. The park was formed in the years leading up to and following 1766 when a map was prepared showing the grounds within the first park wall and outlining a further area to be imparked. Henry Blundell (around 1730-1810) inherited in 1761 and influenced by his neighbour Charles Towneley of Towneley Hall (see description of this site elsewhere in the Register), he began collecting antique sculpture which he housed in buildings designed for the purpose in grounds close to the new Hall. The Hall and park were sold in the 1960s. The Hall and gardens are now used by a residential care

³⁶ www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

³⁷ Ibid

home and the parkland is farmed. The park supported a herd of deer until the mid-20th century.³⁸

Derby Park lies 0.9 km east-north-east of Bootle Town Hall. The roughly 9 ha site is rectangular except for a small housing inset at the south-east corner. This inset is shown on the 1893 OS map as the site of a small villa set in grounds. The park is bounded to the west by Worcester Road, to the east by Fernhill Road, and to the shorter north and south boundaries by Earl Road and Oxford Road respectively. All of these boundaries are marked by low, stepped red sandstone walls topped by iron railings.³⁹

These railings date from the early 1950s but are of similar design to those shown in an early 20th-century photograph of the park. Within the park the south and west boundaries are generally lined with trees and shrubs while those to the north and east are lined with privet hedges.⁴⁰

³⁸ www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

³⁹ *Ibid*

⁴⁰ *Ibid*



Figure 71 Derby Park, Bootle on the 2003 mapping and the Ordnance Survey 25" map of 1908 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The natural landform slopes down to the north and west. Towards the centre of the park the higher southern area is above the adjoining road level to the west while the lower northern area is below the road level to the east with the boundary walls retaining in both locations. The surrounding area is predominantly residential with late 19th/early 20th-century semi-detached houses to the south and terraced housing of the same period to the west and north. Also to the north the Art Deco-style St Monica's church (Grade II Listed Building), dating from 1936, is sited at the junction of Earl Road and Fernhill Road. A development of Inter War housing lies immediately to the east of the park.⁴¹

⁴¹ www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

A Charter of Incorporation was granted to Bootle-cum-Linacre in 1868 and the name amended to Bootle when the town became a County Borough in 1890. Bootle Council, noting the rapid growth of the town, applied to Lord Derby as Lord of the Manor to grant a piece of land for a public park. By mid 1891 Lord Derby had offered a site of about 22 acres (around 9 ha) of agricultural land and, with some slight amendments, this gift was accepted. Sketch plans for the park were prepared by the Borough Surveyor together with estimated costs of £16,000 for laying out and £5000 for constructing adjoining boundary roads. Work on the park commenced in April 1893 and it was opened to the public, without a formal ceremony, on 17 August 1895. The value of the land was estimated at £30,000 and the total cost of laying out was £27,480 (Borough of Bootle 1903).⁴²

During the Second World War the entrance gates and boundary railings were removed and the park was damaged by enemy action. In the early 1950s restoration work was carried out, with further major renovation works in 1984. At some point after the Second World War, the northern boating lake appears to have been filled in. Derby Park remains in use as a public park and in the ownership of Sefton Metropolitan Borough Council.⁴³

Although opened in 1895, the MHCP has recorded this park as belonging to the early 20th century (1901 to 1917) as the park is not depicted on the Ordnance Survey 25" map of 1893 (first depicted on the Ordnance Survey 25" map of 1908).

Coronation Park, Crosby is located on Coronation Road, opposite the smaller Alexandra Park, by Carnegie library and near the shopping centres of Crosby Village and College Road.⁴⁴

⁴² www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

⁴³ www.parksandgardens.ac.uk/component/option,com_parksandgardens. Accessed 24 March 2010

⁴⁴ <http://www.sefton.gov.uk/default.aspx?page=4880> Accessed 24 March 2010

The 3 hectare site was created as a recreational space, contrasting the tranquility of the adjacent Alexandra Park. Despite its size, it responds to the needs of this popular and lively residential area, with a wealth of facilities. The park also houses one of Crosby's prehistoric treasures, a huge gypsum boulder, which was unearthed in Cooks Lane in 1898.⁴⁵

Rimrose Valley Park - the Rimrose Valley was formed c.1.6 million years ago and, always been liable to flooding, was never settled or farmed extensively. The country park is bounded by the Leeds and Liverpool canal to the east and the Southport to Liverpool railway line to the west. In the 20th century much of the land was used for tipping and some areas were also used for allotments and recreation grounds. Reclamation of the site started in 1993 with the aim of improving the recreational and educational resource for the local people. The area now forms a chain of nature reserves and amenity sites administered by the Sefton Coast and Countryside Service. The Brookvale Local Nature Reserve was designated because of its important peat and reed-bed habitats as well as its importance for local people. Landscaping and the creation of pools at the opposite end of Rimrose Valley Country Park have also increased the potential sites for wildlife in the area.⁴⁶

(The project acknowledges that the previous descriptions and text were sourced, and reproduced here, almost entirely from www.parksandgardens.ac.uk)

9.4.5 Sports Ground

This character Sub Type includes playing fields, recreational land and sports grounds, ranging in size from small-scale playing fields and bowling greens, through to large-scale sports facilities (and associated buildings) and golf courses. There is a certain degree of overlap between this Sub Type and the Public Park Sub Type, and the results could be combined. Many public parks appear to be 'sports' orientated - with

⁴⁵ <http://www.sefton.gov.uk/default.aspx?page=4880> Accessed 24 March 2010

⁴⁶ www.sefton.gov.uk/default.aspx?page=4776 Accessed 24 March 2010

large-scale provision for sporting activities such as cricket, tennis and athletics. Where this occurs, the park has been classified as a sports ground. The character Sub Type also includes large professional sports facilities (for example football stadiums) and therefore contains commercial characteristics.

Sports Grounds can be found throughout the district. Sports grounds make up approximately 60% (1034.69 ha) of the Recreational and Ornamental Broad Type in Sefton.

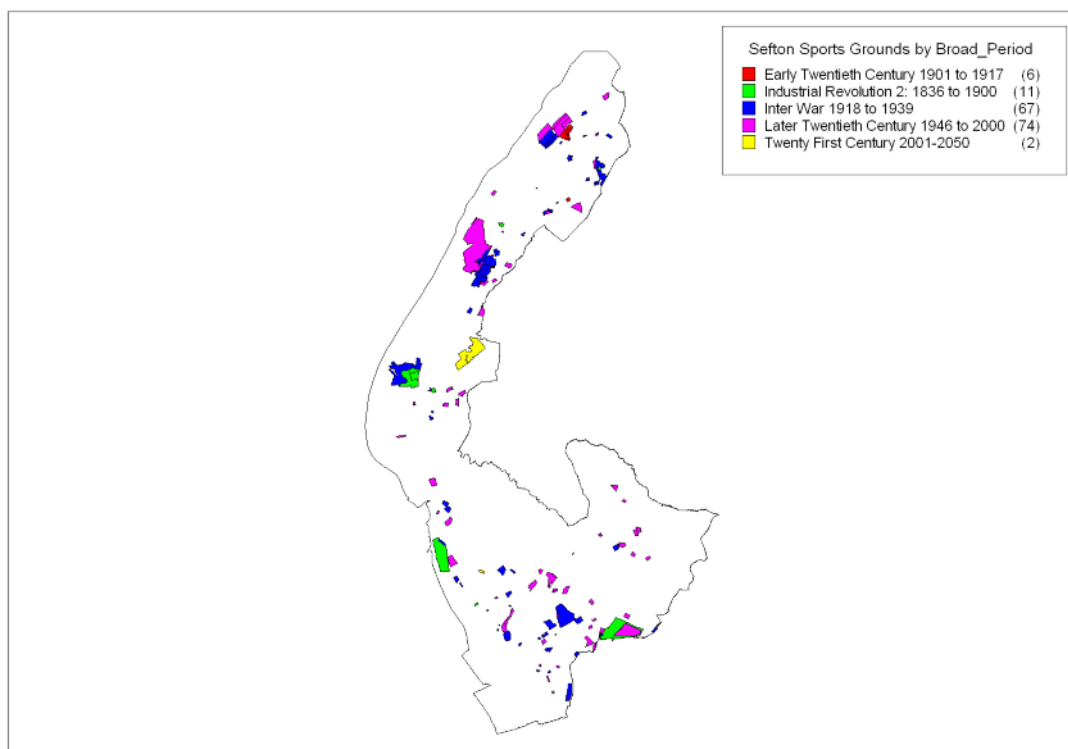


Figure 72 Current (2003) Sports Grounds in Sefton by Broad Period of origin
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Different sporting activities have been popular at different times in the past, and some evidence of these trends can be seen by looking at the periods in which facilities were founded. Bowling greens, cricket grounds and tennis courts were popular in the late 19th to early 20th century. Larger-scale open playing fields, public pitches and recreation grounds became more common in the Inter War and post-war periods. Post-war playing fields are generally associated with contemporary housing developments, frequently large planned estates. This implies local authority

involvement in their original creation. In the post-war period there was a fall-off in the creation of new bowling greens and cricket grounds. However, substantial areas of new open-area recreational facilities, including football and rugby grounds, continued to be founded in the later 20th and early 21st centuries. The perimeters of larger-scale playing fields often respected early boundaries relating to settlements or field systems.

Sports Grounds by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	11	169.89	16.42
Early Twentieth Century 1901 to 1917	6	19.83	1.92
Inter War 1918 to 1939	67	347.79	33.61
Later Twentieth Century 1946 to 2000	74	431.13	41.67
Twenty First Century 2001 to 2050	2	66.06	6.38
Total	160	1034.69	100

Table 28 Current (2003) Sports Grounds in Sefton by Broad Period of origin

The majority of sports grounds date to the Inter War period (33.61% - 347.79 ha) or Post-1945 period (41.67% - 431.13 ha). The majority of sports grounds are relatively large-scale sites, these being limited to two separate activities - links golf and horse racing (see below). Eleven sites pre-date 1900, of which the largest are golf links courses. Smaller pre-1900 sites are limited to cricket and rugby pitches, and bowling grounds.

The majority of golf courses are located on the coast, with only a few (non-links) sites inland. Many of the early links courses have been subsequently enlarged and extended, particularly in the Inter War and post-1945 periods. Golf course creation in the district continues today.

Early 20th century sites are limited to Southport, with none occurring in the south of the district.

Golf courses - there are ten golf courses (nine private golf courses and one municipal course) in Sefton, representing 61.72% (638.65 ha) of the Sports Grounds Sub Type in the district, and 37.05% of the total Recreational and Ornamental Broad

Type. They range in area from about 26.24 ha (Southport Old Links course) to about 167 ha (Royal Birkdale Golf Links course).

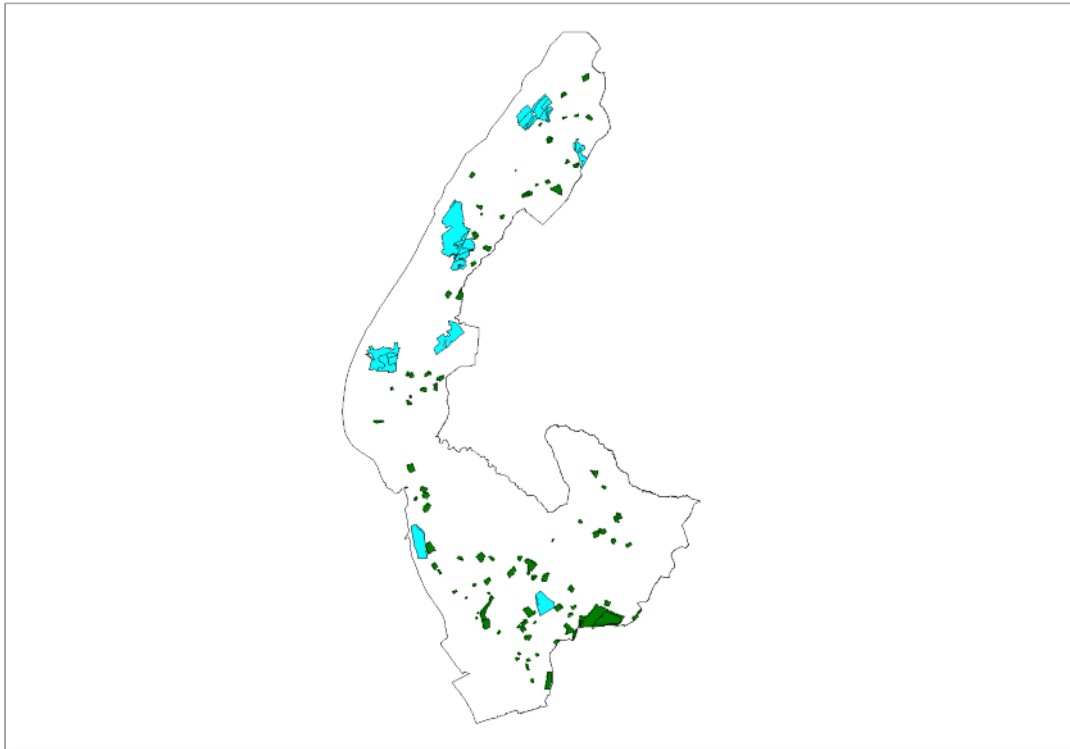


Figure 73 Current (2003) Sefton Golf Courses depicted in Light Blue, with other Sports Grounds in Green
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Hesketh Golf Club is the oldest golf club in Southport, established in 1885. Part links and part parkland, it is set among the Victorian villas of a residential area. Another of the Northwest golf courses to be designated a Site of Special Scientific Interest; Hesketh sits beside a nationally renowned nature reserve. Professional championship golf has been played at Hesketh from the early days. It is regularly chosen as a Qualifying venue when The Open is played at nearby Royal Birkdale. The club has also hosted county and national championships and top events in ladies' golf, as well as the Lancashire Amateur Open, Lancashire Ladies Amateur Open, and the British Senior Amateur Championship.

Formby Golf Club is unique in Britain for within the boundary of its own course is the completely independent Formby Ladies' Golf Club, which was founded in 1886 (Formby Golf Club was founded two years earlier in 1884). The current clubhouse was opened in 1901, replacing its predecessor which was destroyed by fire. Formby

has hosted many important national and regional golf events, particularly three Amateur Championships. The club has also hosted the Curtis Cup in 2004.

The **Southport and Ainsdale Golf Club** is part of the chain of links courses spread along the North West coastline. The entire course is a Site of Special Scientific Interest, with Natterjack toads and Red Squirrels resident among its sand dunes and heath land. The current course was designed by James Braid, who alongside Henry Varden and J.H. Taylor, dominated British professional golf in the first half of the 20th Century. Much of Braid's original layout survives to this day and the fine par four, third hole, is named in his honour. The course deservedly gained a good reputation in the early years, hosting two early Ryder Cup matches in 1933 and 1937. Great Britain and Ireland were victors in the first encounter, with the outcome decided by the last putt on the final green, while the United States were convincing winners in 1937. Since then the club has hosted countless top events including the Ladies British Open and remains a Qualifying venue for The Open whenever it is staged in the region.

One of the earliest, and largest, of Sefton's golf links courses is the **Royal Birkdale Golf Links** course. The Birkdale Golf Club was formed in 1889, starting life as a nine hole course. In 1897 the decision was taken to move to Birkdale Hills where an 18 hole course was constructed. Even in the early days, the Birkdale Club was forward-thinking, with the members voting in favour of allowing ladies to use the links from 1889. Indeed, one of the first tournaments held was the 1909 ladies' British Open Matchplay Championship. Development of the links course occurred in the early 20th century - the course was formalised in 1922 and a new club house built in 1935. The growing stature of the club was acknowledged in 1951 when the King gave his permission for the club to be known as The Royal Birkdale Golf Club. The course played host to the Curtis Cup in 1948, the Walker Cup in 1951 and its first Open Championship in 1954. The first Ryder Cup to be played on the course happened in 1965.⁴⁷

⁴⁷ www.royalbirkdale.com/club_history.asp Accessed 19 March 2010

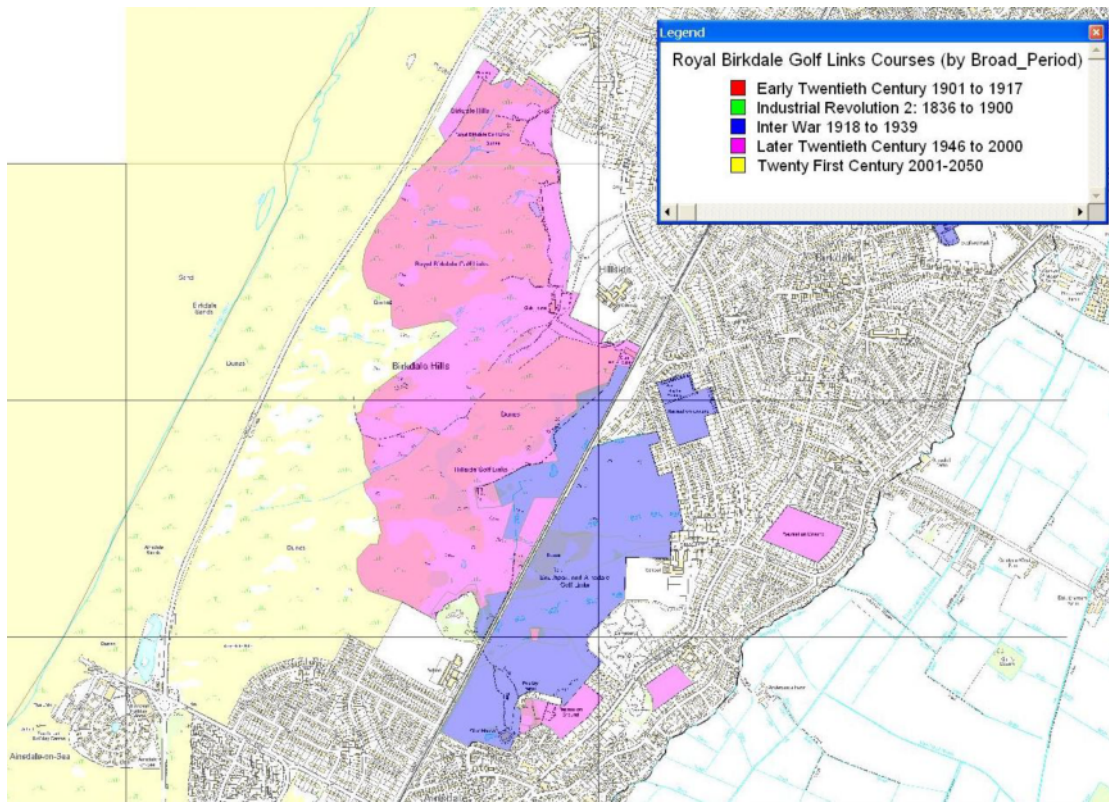


Figure 74 Royal Birkdale Golf Links and Southport and Ainsdale Golf Links courses
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Close by to the Royal Birkdale Golf Club is **Hillside Golf Club**, which was founded in 1911, taking its name from its location at Hillside Farm. It is thought that 1912 saw the first full season for the club, though the first definitive evidence is a membership card from the season April 1913 to 1914. The first major change to the course took place in 1923 when new land was leased from the Weld Blundell estate to construct a new 18 hole course. The clubhouse dates from the early 1930s, and in line with similar developments at other clubs in the area, was built in a style that resembled a private

residence. Over the decades the building has been developed with a series of incremental additions to address the changing needs of the club.⁴⁸

The most radical change to the course was started in 1956 with the appointment of Fred Hawtree as course architect. His plans were finally realised in 1967 with the opening of the new improved course. Since the 1960s, Hillside has hosted several major amateur events, including The Amateur Championship and the Ladies' British Amateur Championship.⁴⁹

Horse Racing - Aintree racecourse is the home of arguably the greatest event in horseracing, the Grand National. The course is also one of the most formidable in the United Kingdom and the names of some of its fences and obstacles have become household names.⁵⁰

The first official races at Aintree were organised by a syndicate, headed by the owner of Liverpool's Waterloo Hotel, Mr William Lynn. He leased the land from Lord Sefton, set out a course and built a grandstand. Lord Molyneux laid the foundation stone on 7 February 1829 and placed a bottle full of sovereigns in the footings. The first Flat fixture was held five months later on 7 July. A horse called Mufti won the opening race, the one and a quarter mile Croxteth Stakes. Crowds of up to 40,000 people attended Aintree's three meetings a year.⁵¹

Despite competition from the nearby Maghull Racecourse, Aintree grew steadily in popularity, attracting tens of thousands of spectators. In 1836 William Lynn made the decision to host the first Hunt race at Aintree, intrigued by the success of London's St.

⁴⁸ www.hillside-golfclub.co.uk Accessed 19 March 2010

⁴⁹ Ibid

⁵⁰ www.aintree.co.uk/pages/history-of-the-grand-national Accessed 19 March 2010

⁵¹ www.aintree.co.uk/pages/history-of-the-grand-national Accessed 19 March 2010

Alban's Steeplechase. The race was organised over a circular course, allowing the spectators to witness both the start and finish of the race.⁵²

For two years after the first Aintree National Hunt race the steeplechase championships were moved to Maghull, and if it weren't for the poor turf conditions and swamp-like conditions after the rains the race may well have remained at Maghull to this day.⁵³

A Mr Edward Topham took over the lease of Aintree in 1848 and became Clerk of the Course. The Topham family owned substantial tracts of land around Aintree and in 1949 they bought the course outright from Lord Sefton.⁵⁴

The person charged with bringing the course into modern times was Tophams' chairman, Mrs. Mirabel Topham. Before joining the board in 1934, she had been an actress of some repute. A forward thinker, Mrs. Topham built a new course within the established Grand National course. She named it after Lord Mildmay, a fine amateur jockey and great supporter of the Grand National. The Mildmay Course, which stages races over conventional fences and hurdles, opened in 1953.⁵⁵

⁵² www.aintree.co.uk/pages/history-of-the-grand-national Accessed 19 March 2010

⁵³ www.aintree.co.uk/pages/history-of-the-grand-national Accessed 19 March 2010

⁵⁴ www.aintree.co.uk/pages/history-of-the-grand-national Accessed 19 March 2010

⁵⁵ www.aintree.co.uk/pages/history-of-the-grand-national Accessed 19 March 2010



Figure 75 Aintree Horse Racing Circuit on 2003 mapping and on the Ordnance Survey 6" First edition map of Lancs.1850
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The construction of a motor-racing circuit, which still circles the Grand National track, began in 1954. The circuit was another of Mrs. Topham's innovations. It hosted a European Grand Prix and five British Grand Prix. Stirling Moss won his first Grand Prix there in 1955 and was also victorious in both 1957 and 1959. 1962 was the last time the event was staged at Aintree.⁵⁶

Following the Second World War, Aintree fell onto hard times and attendances dropped at its premier event forcing the owners of the course to sell it to a property developer in 1973. Although racing was allowed to continue, for a while it seemed that both Aintree Racecourse and the Grand National had no future. In 1975 the management of the course was taken over by a sports betting company. The course

⁵⁶ www.aintree.co.uk/pages/history-of-the-grand-national Accessed 19 March 2010

was finally saved in 1983 when the Jockey Club, assisted by public donations, bought Aintree. Within a few years the fortunes of Aintree had improved. Several powerful corporate sponsors injected money into the course and its events, and the crowds returned.⁵⁷

⁵⁷ www.aintree.co.uk/pages/history-of-the-grand-national Accessed 19 March 2010

9.5 Industrial Broad Type

Within Sefton there are 790.36 ha of Industrial land. This represents about 5.11% of the total area of Sefton. Industrial sites were identified on current mapping largely by their labels of 'Works' or 'Industrial Estate'. Trade directories and the internet were consulted when identifying the Industrial Sub Types. As the nature of the industry carried out could not be identified for a great many sites, a very high proportion of sites have been recorded simply as 'Industrial Works', making it difficult to make a meaningful analysis of the distribution of different types of industry without more detailed research beyond the scope of this project. However, the proliferation of industrial estates and sites labelled 'Works' rather than with a specific industry infers areas of mixed industry that are more characteristic of modern times than of the 19th and early 20th centuries. Many sites are now occupied by a mix of industrial and commercial companies.

Industrial Sub Type	Number of Polygons	Area (Hectares)	Percentage
Chemical Industry	1	3.92	0.50
Disused Industry	3	4.24	0.54
Dock and Port Related Industry	31	311.22	39.38
Extraction Industry	1	3.69	0.47
Industrial	269	267.20	33.81
Manufacturing Industry	31	57.97	7.34
Municipal Depot	13	9.92	1.26
Municipal Works	5	15.35	1.94
Nursery	22	68.79	8.70
Warehousing	25	48.06	6.08
Totals	401	790.36	100%

Table 29 The Ten Principal Current (2003) Industrial Sub Types in Sefton

Ten principal Sub Types were identified for detailed analysis on the basis of their presence in the landscape or their historical significance. Further historical MHCP types were also identified (particularly Iron Industries and Foundries) but these do not

form part of the current Sefton character. In the past, however, these industries would have played an important part in the development of Sefton.

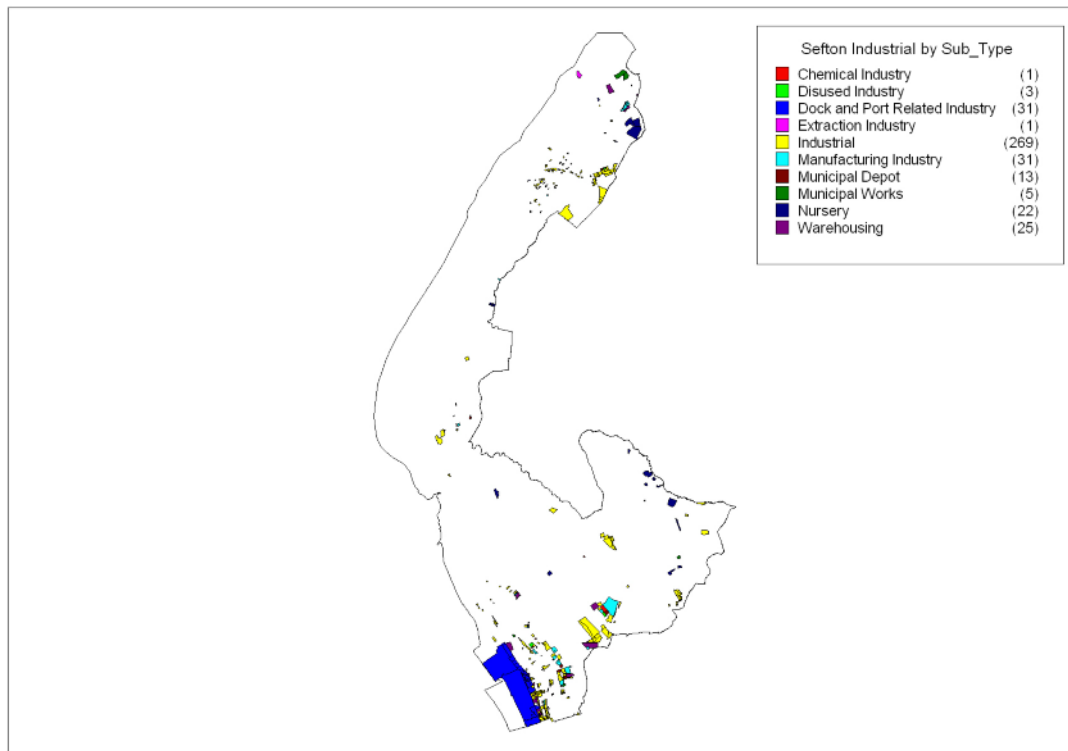


Figure 76 Current (2003) Industrial Sub Type in Sefton
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The majority of Sefton's industrial sites are Dock and Port Related Industry (39.38%), followed by Industrial (33.81%) and Nursery (8.70%). Of the current 790.36 ha of industrial land, 69.81% (551.72 ha) dates to the Later Twentieth century. The next largest industrial block dates to pre-1900, forming 22.75% (nearly 180 ha) of the current total.

Industrial by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	29	179.81	22.75
Early Twentieth Century 1901 to 1917	47	30.94	3.92
Inter War 1918 to 1939	32	27.89	3.53
Later Twentieth Century 1946 to 2000	293	551.72	69.81
Totals	401	790.36	100%

Table 30 Current (2003) Industrial in Sefton by Broad Period of origin

Pre-1900 industrial sites are found along the Mersey river-front at three locations, with a noticeable concentration in the Bootle Docklands area. Here, the industry is associated with communication, transport and trade - initially, industrial activity was located alongside the Leeds and Liverpool Canal, followed by the construction of the Bootle Docks and the Liverpool, Crosby and Southport Railway line. Ribbon development occurred alongside the canal for some time, although the major focus of industrial development occurred immediately adjacent to the railway.

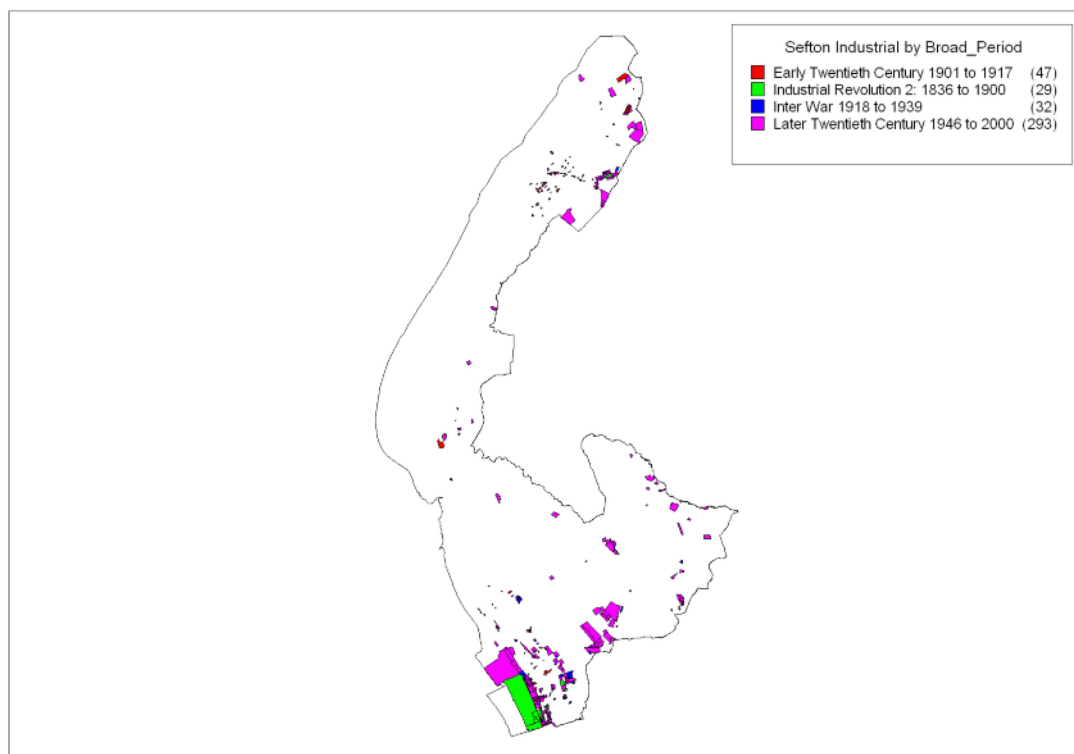


Figure 77 Current (2003) Industrial in Sefton by Broad Period of origin
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The Ordnance Survey 6" First Edition map of Lancashire 1850 depicts a relatively small docklands area (Canada Docks Basin, Canada Half Tide Docks and two Carrier Docks) immediately north of the Liverpool Dock complex. At this time, the area along the Mersey river-front and immediately southwest of Bootle was predominantly residential in nature (mainly detached, villa and terraced villa housing), as a ribbon development alongside Derby Road / Primrose Road. The 1850 mapping provides an

indication of the middle-class, 'resort' origins of the settlement here. Between 1850 and 1893, the docklands grew at an astounding rate, from roughly 22 ha in 1850, to 172.99 ha in 1893. The construction of the docklands led to the wholesale removal (through demolition and absorption) of this middle-class residential neighbourhood. In the late 19th and early 20th century, residential buildings (as grid-iron 'workers' terracing) was established immediately east of the docklands. However, wartime bombing and subsequent post-war industrial development has obliterated all traces of this.

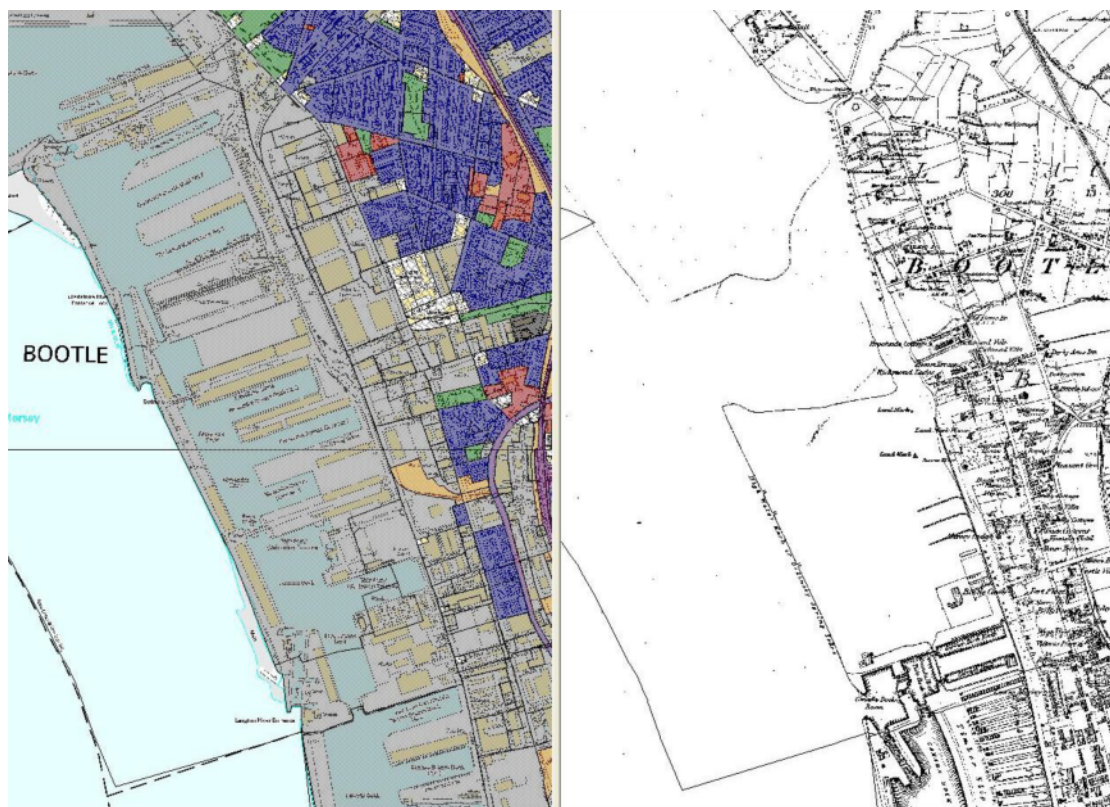


Figure 78 Bootle Docks depicted on Current (2003) mapping and on the Ordnance Survey 6" First Edition map of Lancs. 1850.

The area immediately southwest of Bootle was initially a middle-class residential ribbon development, with only the Canada Dock area (extreme southwest) being industrial (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

In Southport, pre-1900 industrial activity is limited to a ribbon development along the route of the Southport to Wigan railway line and a municipal site (gas works and associated terraced housing) along Crowland Street. Industrial ribbon development in Southport continued into the early twentieth century, alongside small 'infill', possibly cottage and service industries, which have been inserted into the gardens and back

yards of residential areas. Large-scale industrial works were founded on the Southport urban fringe, including the Vulcan Motor Works near Crossens, and a large sewage treatment works at Crossens Marsh. Further south, a large power station was constructed in Formby, adjacent to the Southport to Liverpool railway line (built between 1893 and 1908).

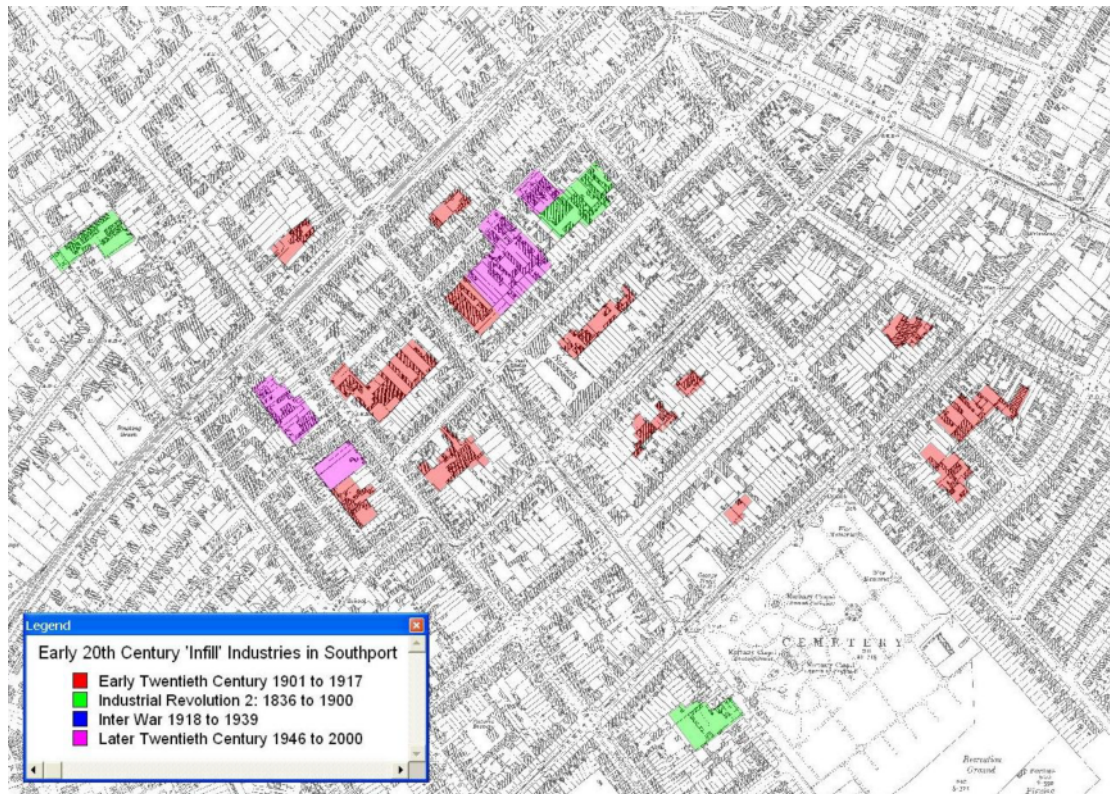


Figure 79 The sites of early 20th Century industries in Southport (as polygons) depicted on the Ordnance Survey 25" map of Lancs. 1927. The industries were inserted into the gardens and back yards of residential properties (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

In the southwest of the district, early 20th century industrial development goes hand-in-hand with the development of grid-iron terraced residential housing and improved communication routes. An example of this can be found in the Hornby Boulevard area of Litherland, depicted on the Ordnance Survey 25" map of 1927.

Inter War sites can be found in the southwest parts of the district, often in association with large housing estates. These include 'New Mill' in Great Crosby, and a number of industrial sites in Litherland.



Figure 80 Early 20th Century ribbon industries and associated gridiron terraced housing, depicted on the Ordnance Survey 25" of 1927
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Later Twentieth Century sites are found throughout the district, with noticeable concentrations along communication routes (predominantly railway, but also along the Leeds and Liverpool Canal and major roads). Smaller-scale industries are found interspersed amongst earlier industries and residential areas, notably in Southport and Bootle. In the docklands area of Bootle, many smaller scale sites are associated with shipping, engineering, storage (warehousing) and light manufacture, occupying land that was in the past, both industrial and residential in nature.

Many large-scale sites (as industrial parks) are sited on the fringes of both established (in the case of Southport) and new (Maghull) residential areas - in areas that were previously greenfield (field system) land.

The largest single post-1945 industrial site is the Royal Seaforth Container Terminal (and associated industries) at 127.62 Ha. The terminal was established in 1972, forming a very irregular octagonal basin that can receive ships of up to 70,000 tons.

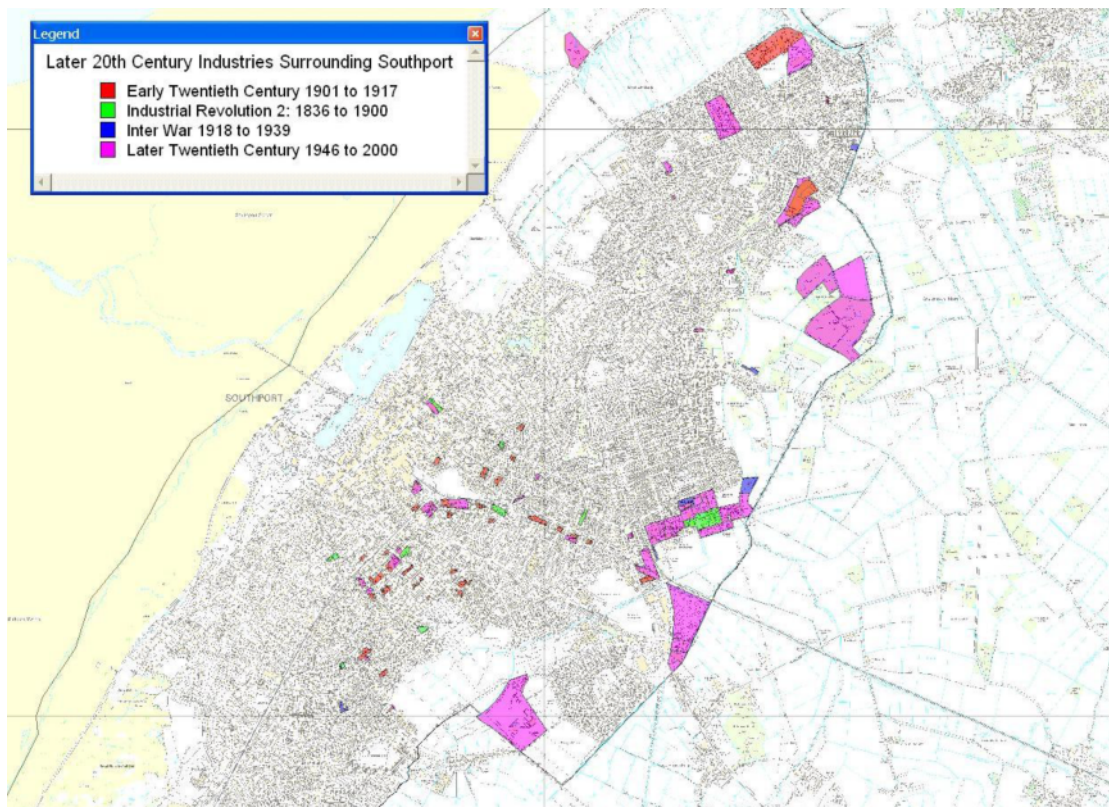


Figure 81 Later 20th Century large-scale and ribbon Industrial Development on the Outskirts of Southport
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The surviving historic industrial buildings in Sefton display a wide variety of architectural types and dates, yet many of these have been altered in both form and function. Commerce and industry appear to be the most common reuses of industrial sites. Many disused sites have been converted to ornamental and recreational use, or left as rough land.

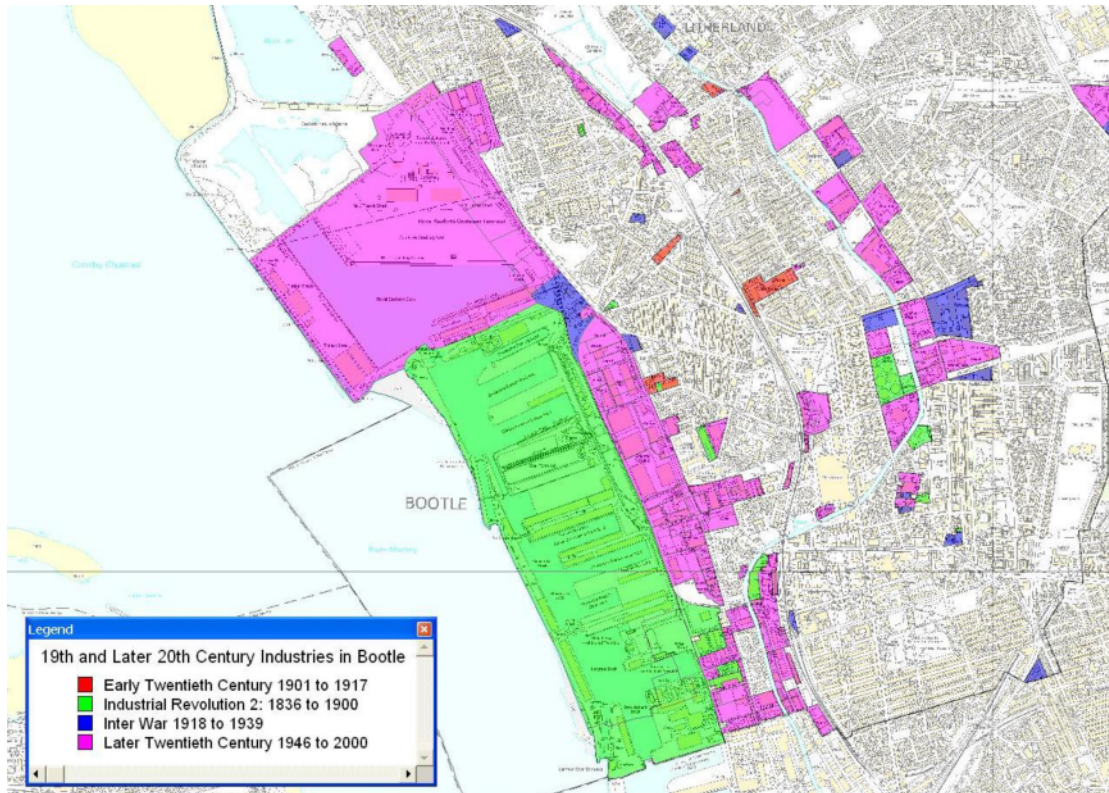


Figure 82 Later 20th Century Industrial development (in pink) along the Bootle waterfront, the immediate dockside, railway line and the Leeds and Liverpool Canal. The largest post-1945 industrial site is the Royal Seaforth Container Terminal, established in 1972. Also shown is the pre-1900 Bootle Dock complex (green) (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The Sefton MHCP study has been relatively successful in identifying the extent of historic industrial character in the district, assessing the condition of structures way beyond the scope of the project. Historic origins were established by comparing the footprints of buildings depicted on historic map sequences with those on modern mapping. Often the detailing of early mapping is vague and the true extent of the survival of historic buildings and their contexts is difficult to ascertain. Modern buildings may have footprints the same as or similar to those of their predecessors, and it may not be obvious from mapping that they are different structures.

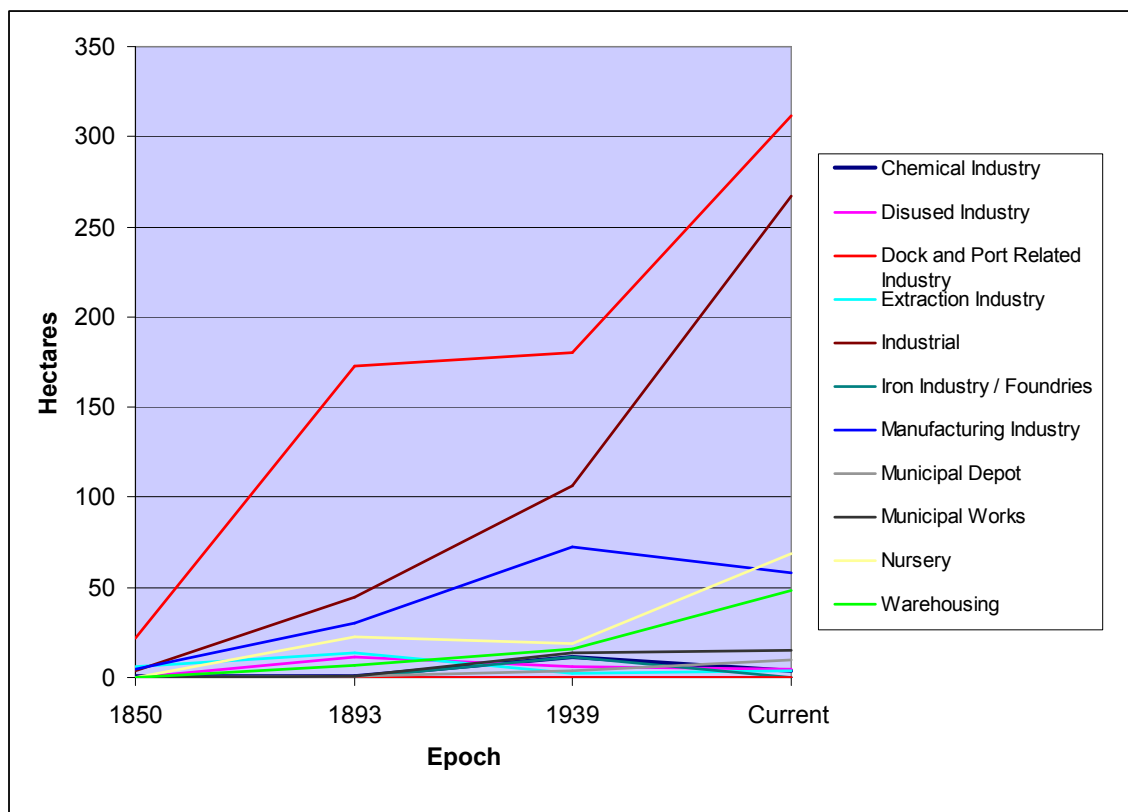


Figure 83 Graphical Representation of Sefton Industry Sub Type through time

Sefton Industrial Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Chemical Industry	0.47	0.99	11.04	3.92
Disused Industry	0	11.60	6.12	4.24
Dock and Port Related Industry	22.02	172.99	180.05	311.22
Extraction Industry	6.35	13.27	2.13	3.69
Glass Industry	0	0	0	0
Industrial	3.63	44.65	106.34	267.20
Iron Industry / Foundries	0	0	11.47	0
Manufacturing Industry	4.46	29.95	72.78	57.97
Maritime Commercial Area	0	0	0	0
Municipal Depot	0	0.46	3.50	9.92
Municipal Works	0	0.99	13.81	15.35
Nursery	0	22.79	18.69	68.79
Warehousing	0	6.48	15.94	48.06

Table 31 Sefton Industrial Sub Type through time

9.5.1 Chemical Industry

The current Chemical Industry Sub Type is represented by one oil refinery site (3.92 ha) in Netherton. The oil refinery forms part of a larger industrial complex located between the Liverpool to Ormskirk railway line and the A59 Road. The oil refinery and complex were constructed after 1945. Prior to 1945, the land was predominantly small to medium sized regular fields, although a small-scale, early 20th century soap manufactory was located immediately southwest of the modern refinery.

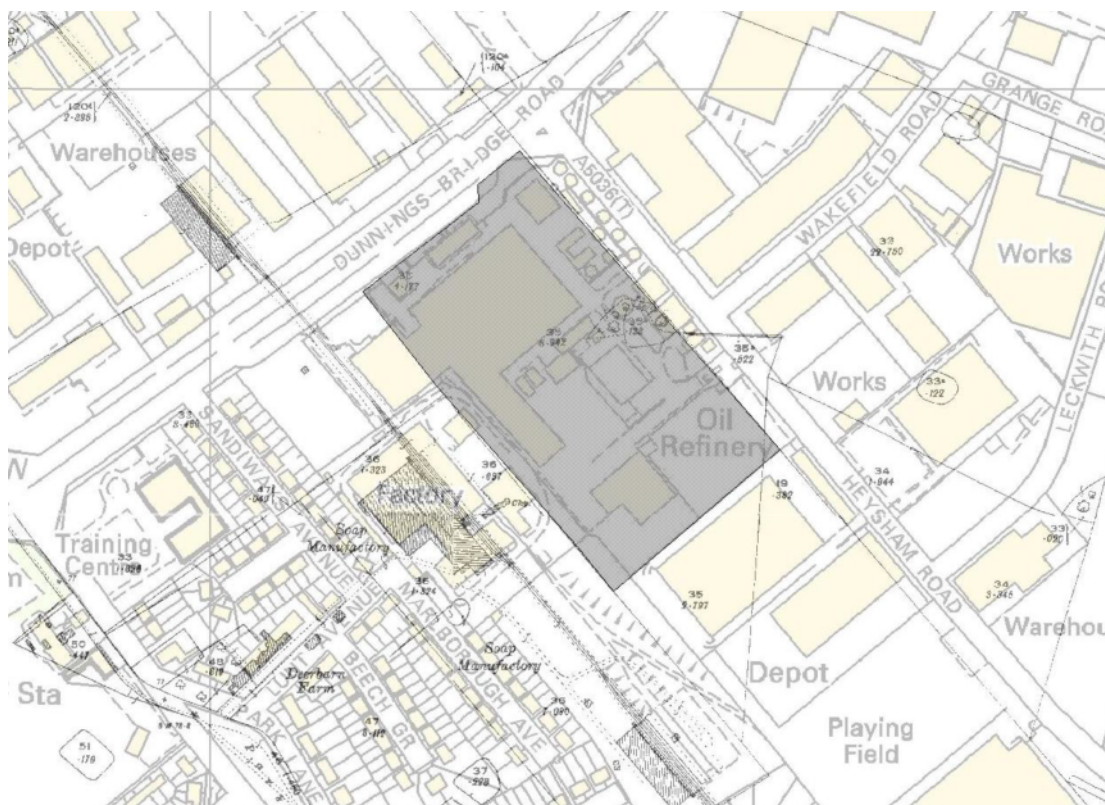


Figure 84 Modern oil refinery and industrial complex in Netherton (Current 2003 mapping) with former soap manufactory depicted immediately southwest on the Ordnance Survey 25" map of 1927

(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.5.2 Disused Industry

This character type represents less than 1% (4.24 ha) of the current Industrial Broad Type in Sefton. The term was applied to any former site of industrial activity which was in advanced state of dereliction, and that could be easily identified from mapping or aerial photography. Further disused industries will occur, but these have been incorporated into other Sub Types, notably Other Land (Rough Land).

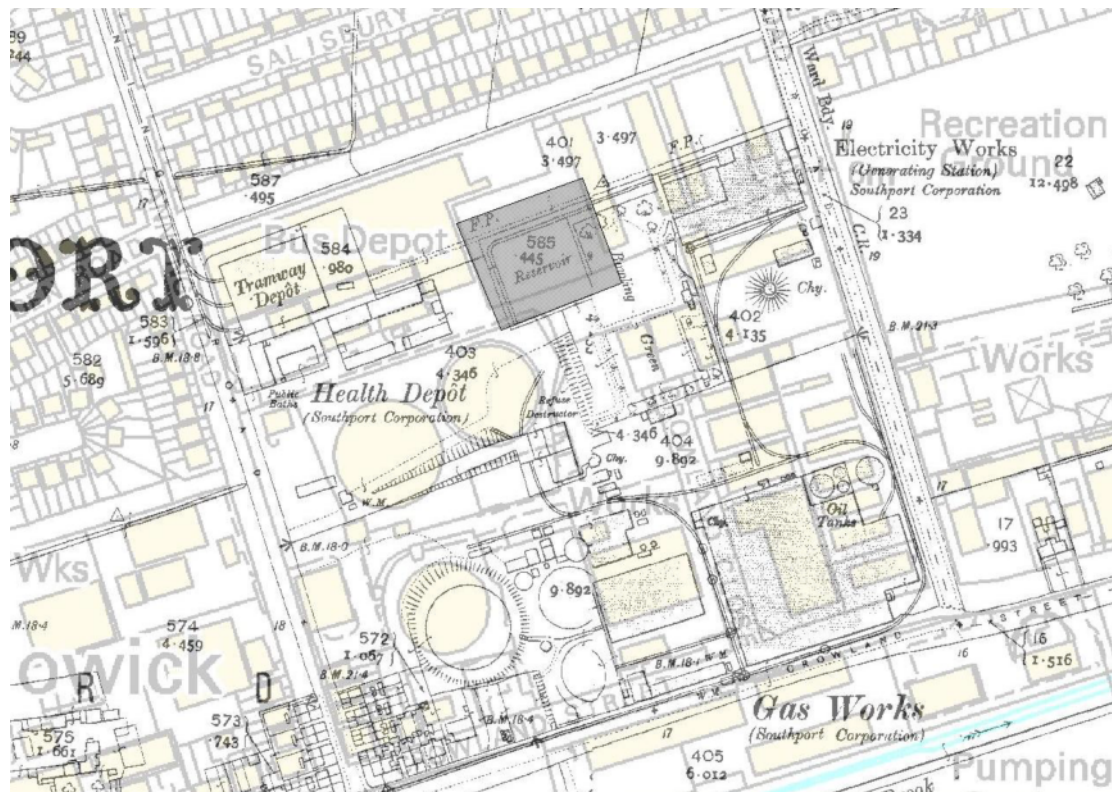


Figure 85 Disused Industry (site of former reservoir) in Southport (Current 2003 mapping). The outlines of the reservoir, tram depot, health depot and electricity station are depicted on the underlying Ordnance Survey 25" map of 1908 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage). Toward the south of the district are two further disused plots:

Three post-1945 disused sites were identified by the MHCP:

The first, located in Southport, was a small (0.40 ha) plot of derelict land - the site of a former reservoir attached to a former electricity generating station. The reservoir appears to have been excavated at some time between 1893 and 1908 (it first appears on the Ordnance Survey 25" map of Lancashire 1908). From the aerial

photography source, the reservoir has been completely filled in and forms rough ground immediately adjacent to a modern bus depot (the site of a former tramway depot and health centre). The reservoir and electricity station appear to have been demolished some time after 1945. The record has been dated to the Post-1945 period by the MHCP.

A 1.85 ha plot is found in Netherton, the site of a former soap manufactory. The manufactory appears to have been built some time in the period 1908 to 1927, as it first appears on the Ordnance Survey 25" map of 1927. The former manufactory building was part of a larger industrial plot specialising in soap production (Chemical Industry) linked together by a small-gauge railway. Some of the original building (although much altered) can be found immediately northwest of the disused site. The building appears to have been demolished after 1939, as it is shown on mapping of this date. The plot is now derelict land, surrounded by residential and industrial development. It has been given a post-1945 date by the MHCP.

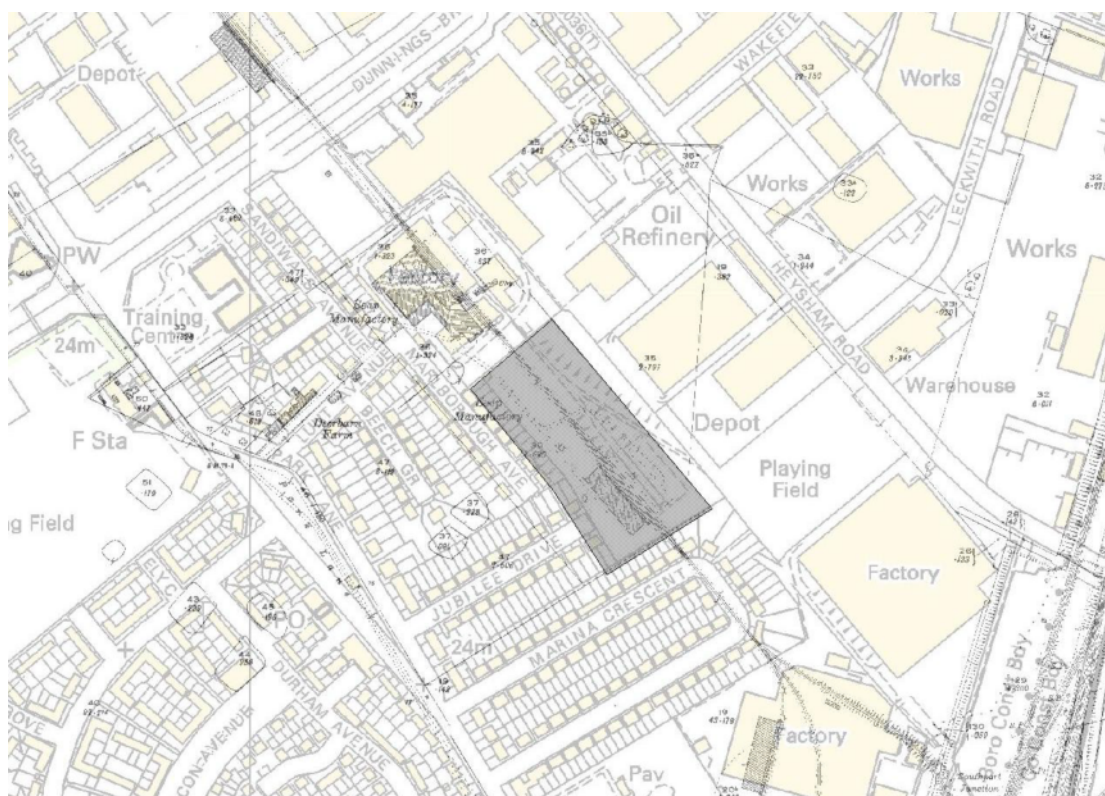


Figure 86 Disused industrial site in Netherton - the site of former soap manufactory (Current 2003 mapping).

The outline of the former manufactory is depicted on the underlying Ordnance Survey 25" map of Lancs. 1927 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

A small 1.97 ha plot of derelict land was recorded in Litherland. The site was recorded from the aerial photograph source only (2003) - both old and modern mapping does not show a site here. Before 1939, the area was a mosaic of small regular fields. However, the MHCP aerial photograph source shows the outline of former industrial buildings and general demolition and waste. The regularity and size of the building imprint suggests an industrial nature, although the exact nature of this industry could not be determined. The site appears to have been constructed after 1945 and demolished before 2000.

9.5.3 Dock and Port Related Industry

The Dock and Port Related Industry Sub Type represents 39.38% (311.22 ha) of the Industrial Broad Type in Sefton and is closely associated with another industrial Sub Type - Warehousing. The Dock and Port Related Industry is located solely in the south-western part of the district, on the River Mersey foreshore, Just over 98% of the Sub Type dates to the Industrial Revolution 2 (1836 to 1900) period, with the remainder being early Twentieth century to post-1945 in date.

Dock and Port Related Industry by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	4	162.74	52.29
Inter War 1918 to 1939	1	4.85	1.56
Later Twentieth Century 1946 to 2000	26	143.63	46.15
Total	31	311.22	100

Table 32 Current (2003) Dock and Port related Industry in Sefton by Broad Period of origin

The development of the docks in Liverpool began in the early eighteenth century with the growth of trade with the American colonies and spread of the industrial revolution to Lancashire, Yorkshire and the Midlands. The ever increasing volume of shipping and demand for berthing space eventually lead to the development of seven and a half miles of docks and associated warehouses on a breathtaking scale. The period of greatest activity was between 1824 and 1860 when Jesse Hartley was dock engineer.

In 1859 Bootle's first dock, the Canada Basin, was opened. As a result of the growth in shipping on the River Mersey Bootle's population grew rapidly in the later 19th century. The census for 1861 recorded that Bootle's population was 6414. More docks were built in the late 19th and early 20th centuries. Alexandra and Langton docks opened in 1881 and the building of the Gladstone Dock system began in 1906 and finished in 1927.⁵⁸

⁵⁸ www.mersey-gateway.org/server.php?show=ConNarrative.127&chapterId=877 Accessed 3 March 2010

Being so close to the docks meant that Bootle was very heavily bombed during the blitz of May 1941 in the Second World War. Many people were killed, lost their homes or had them damaged. Bootle was the worst affected town of its size in Britain.⁵⁹

The Liverpool side of the river still has over seven miles of dockland. Some docks are still involved in shipping. Those that have closed are still important parts of the local community. Tourism is very important, with docks and warehouses used for socialising, museums, shopping and sports.

Much of the north dock area is still used by shipping. Liverpool is handling as much traffic now as it has at any time in its history. Passenger traffic in particular is recovering with Irish Sea ferries, cruise liners and local ferries. There are also plans to build a cruise liner terminal for the river. The cargo traffic handled in the north-end docks is particularly important. The Royal Seaforth and Gladstone docks for example have terminals for containers, grain and other bulk cargoes. There is also a Freeport warehousing complex and a multi-nodal transport system (i.e. railway, road and boat) linking the port to Europe.

⁵⁹ www.mersey-gateway.org/server.php?show=ConNarrative.127&chapterId=877 Accessed 3 March 2010

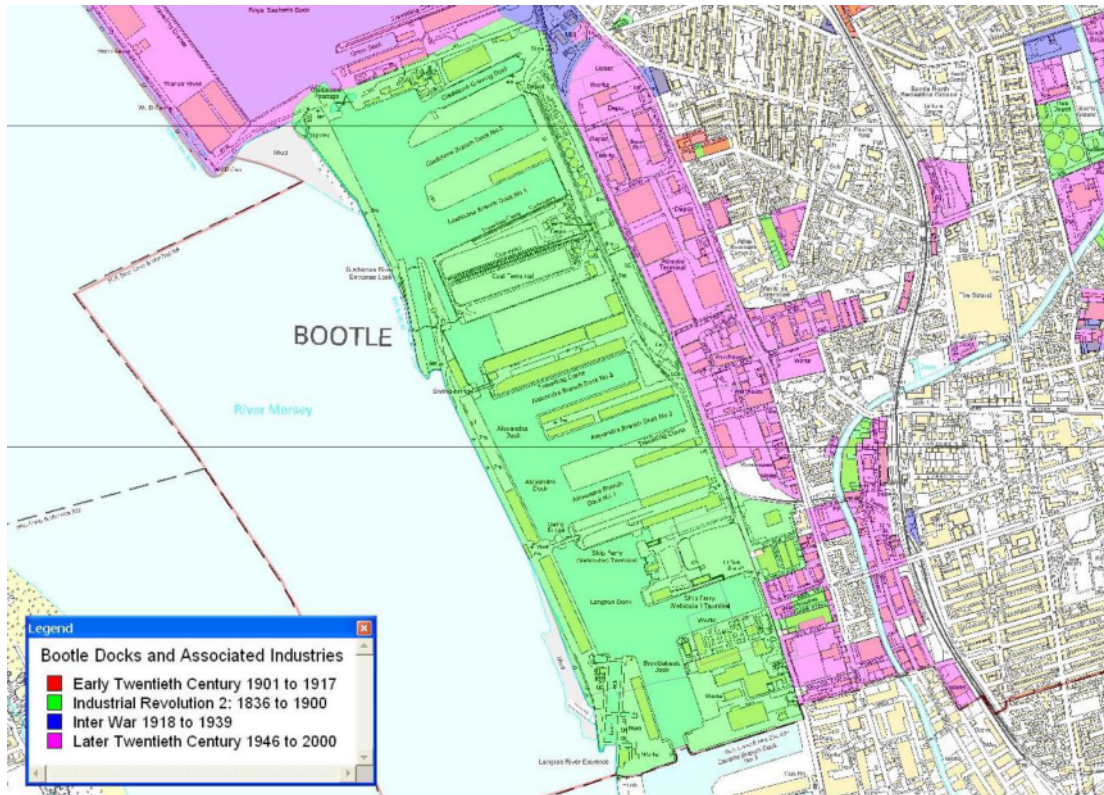


Figure 87 The pre-1900 and early 20th Century dock system at Bootle (depicted on Current 2003 mapping).

The earliest docks are Canada and Brocklebank Docks (1859-62) located on the border with Liverpool. Subsequent Docks were added further north, with Gladstone Dock being constructed in 1910 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Bootle Docks (North Liverpool Dock System)

Canada Dock (1859 - present)

Designed by Jesse Hartley, Canada Dock opened in 1859 (although a dock system is depicted on the Ordnance Survey 6" map of Lancashire 1850 - the layout of the dock appears to have been a later addition to the OS map). The dock was located away from other docks because of the risk of fire from its main cargo - timber. Ships were tied with their bow (front) on the so that the long pieces of timber could be dragged ashore. Visiting ships were a mix of sail and steam, including transatlantic liners. In 1862 a half-tide dock was added (later renamed Brocklebank Dock in 1879) to improve access. Branch docks were added in 1893 and 1903, and a graving dock in 1899. Canada Dock is still an important part of the Liverpool dock system. It has ro-ro

berths and facilities for oil and general cargoes. The dock is also used as a scrap metal depot.

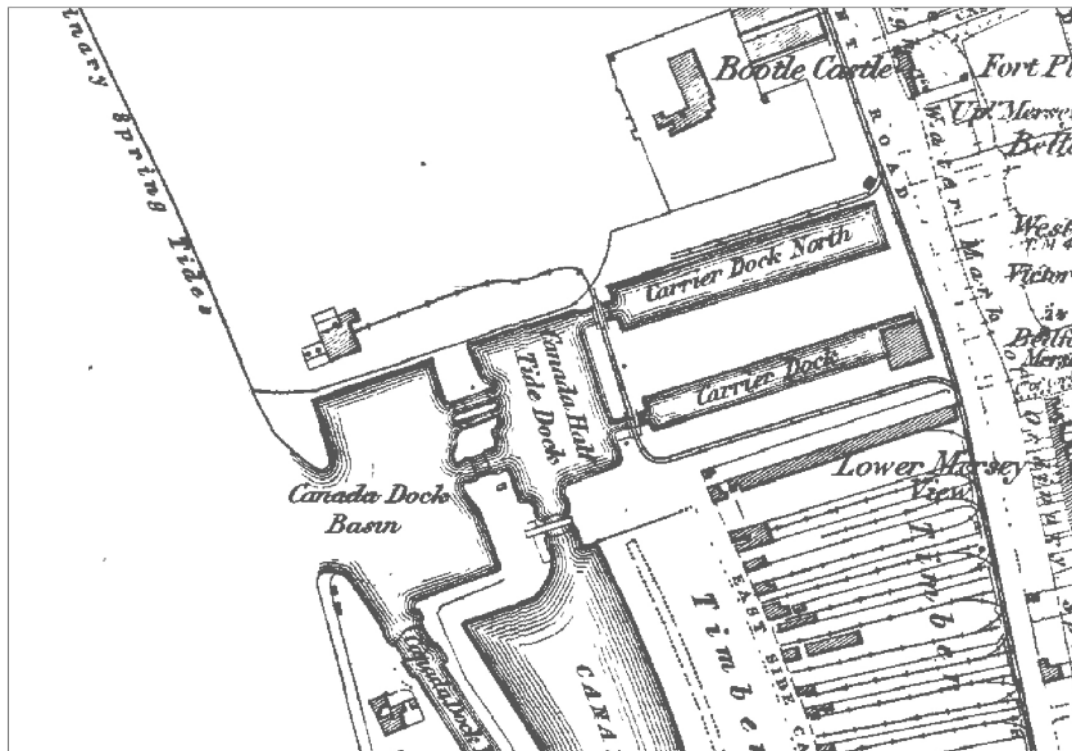


Figure 88 Canada Docks Basin and Canada Half-Tide Dock (later renamed Brocklebank Dock) depicted on the Ordnance Survey 6" First edition map of Lancs. 1850. The Canada Dock was completed by 1859, so the depiction here may be a later addition to the 1850 map (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Brocklebank (1862-present)

Canada Half-tide dock was renamed Brocklebank, and opened for timber in 1862. It was rebuilt in 1904-8, and again with the construction of the second Langton River Entrance in 1949-62 (Pollard and Pevsner, 2006). It has both wet and graving docks. It was home to the Elder Dempster Liners and the currently the home of the Liverpool to Belfast ferry service.

Langton (1879)

Langton was the first dock to be built on the branch dock pattern, designed by G.F. Lyster. Later a new river entrance was fitted (1949-52). It dealt in general and

Mediterranean trade but is now filled in with an industrial plant (Pollard and Pevsner, 2006).



Figure 89 The Bootle Dock System, on the Ordnance Survey 25" map of Lancs. 1893 Moving north - Canada Dock, Brocklebank Dock, Langton Dock, Alexandra Dock and Hornby Dock (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Alexandra (1882-present)

Designed and built by G.F. Lyster between 1874-82. At 17.8 ha (44 acres) it was the largest to that date. Before Seaforth was built Alexandra Dock was one of Liverpool's grain terminals. Its large cold store dealt in imported frozen meat. Now it is a scrap metal recycling depot (Pollard and Pevsner, 2006).

Hornby (1883)

Another G.F Lyster design 1880-3, with concrete quay walls. Hornby was mainly used by the timber trade, and had a sloping quay. The dock is privately owned today, and has been filled in to provide land for the Powergen coal terminal. Ships, berthing

mainly at South Gladstone No 1 dock, import low-sulphur coal for power station (Pollard and Pevsner, 2006).

Gladstone (1913/1927 - present)

Gladstone was the first dock built in the 20th century - the massive 19.8 ha (49 acre) dock was the culmination of the Lysters' building programmes. The enormous graving (now wet) dock was begun in 1910, the river entrance (i.e. lock) and two branch docks were completed in 1927. The impressive three-storey concrete transit sheds have been demolished. However, the river entrance is still the principal entrance to the dock system (Pollard and Pevsner, 2006).

Royal Seaforth Container Terminal and Dock

Building for the Royal Seaforth Dock began in the 1960s, although planning permission had been gained some 60 years before. The dock opened in 1972 at a cost of £54m, having a very irregular octagonal basin in a 127 ha site. The port has ten specialised berths for container, grain and timber products - these berths can receive ships of up to 70,000 tons. In 1984, Seaforth became Britain's first fully active Freeport - a place where imported goods can be stored and processed free of Customs duty, VAT and EU taxes. Furthermore, businesses are attracted to the Freeport through its 4.5 ha of secure space and direct access to Europe by road, rail and sea.

Today, Seaforth deals with a large amount of the Port of Liverpool's total work. Each year the dock deals with:

- around 500,000 containers
- 1,236,000 tonnes of oil
- over 2.5 million tonnes of grain and animal feed
- 452,000 tonnes of wood per year
- 25% of all container traffic between UK and USA

The dock is still growing and developing. There are new container services, animal feed stores and warehouses. It is also part of the Atlantic Gateway initiative. This aims to improve communications, business and quality of life for residents and businesses in the north of Liverpool.

Part of the original dock construction has been infilled (construction and demolition debris) to create freshwater and brackish water lagoons. This c.30 ha site now forms the Seaforth Nature Reserve. The reserve is a major roosting site for waders and seabirds; large numbers of ducks in winter; nationally important for spring passage Little Gulls.¹⁶⁰

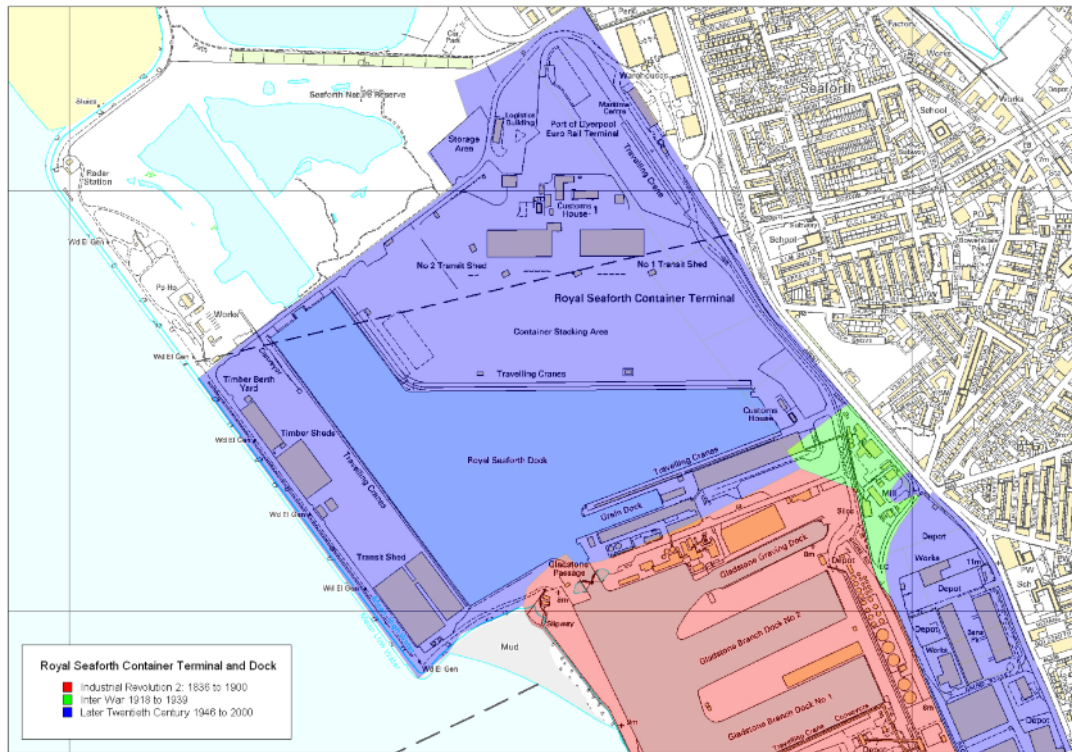


Figure 90 The Royal Seaforth Container Terminal and Dock (Current 2003 mapping) Also shown are the Gladstone Docks and the Seaforth Nature Reserve (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

⁶⁰ www.lancswt.org.uk/Our%20Reserves/seaforth.htm Accessed 4 March 2010

9.5.4 Industrial

The Industrial Sub Type represents 33.81% (267.20 ha) of the Industrial Broad Type in Sefton. The type encompass a number of different kinds of sites, including those labelled as 'Industrial Estates' or 'Works' on current mapping. Sites were also characterised as these types where they could be recognised as industrial but where a more specific use was not recorded on mapping and could not be otherwise ascertained. This accounts for the high representation of general industrial works in Sefton district. Industrial works sites can consist of a single building, whilst estates tend to represent larger areas with groups of buildings that appear to encompass several separate businesses.

There is a firm association between industrial works, commercial business parks and distribution centres, and these often have a similar impact on the landscape – many of these sites include purpose-built medium to large sheds which often form large estates. These are concentrated into several distinct industrial and commercial zones in Sefton, particularly in the area surrounding Bootle, Aintree and Maghull.

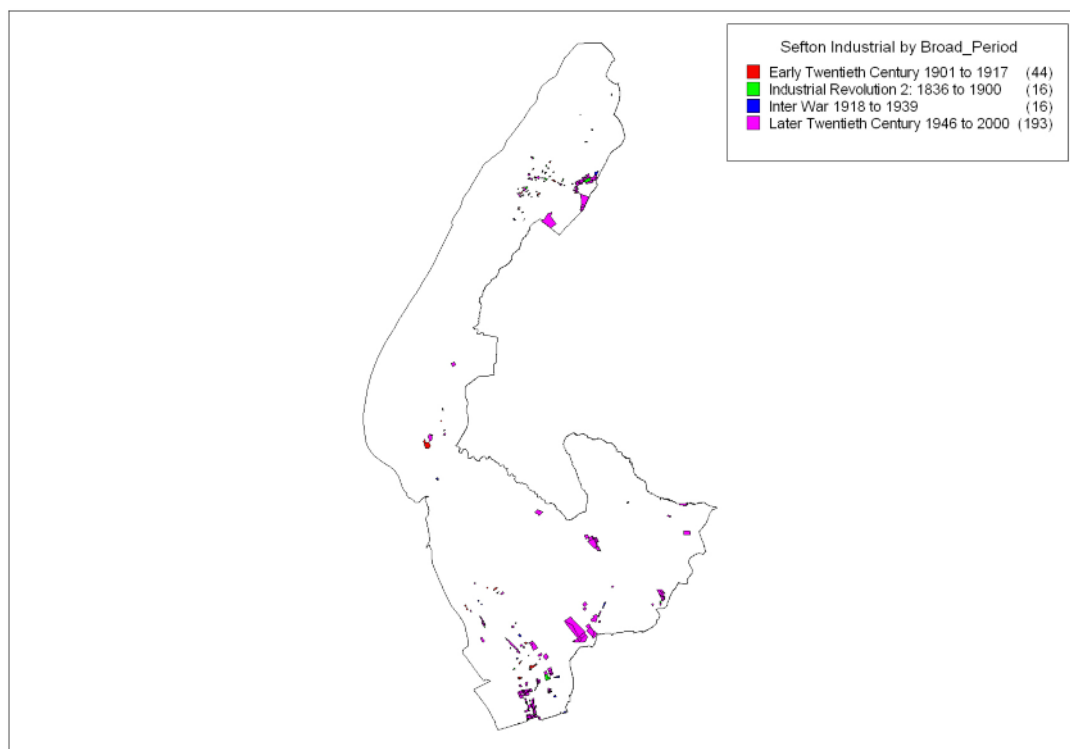


Figure 91 Current (2003) Industrial in Sefton by Broad Period of origin
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Other industries included in Industrial Sub Type include food manufactories, sawmills and brickworks. Also included are outlying agri-business buildings - large-scale poultry houses, meat processing plants and animal shelters built in the later 20th century.

Typical of the district, the number of records with the above industries recorded as a previous Sub Type is significantly higher than for those present as Current. This is partly a reflection of the level of information about the nature of industrial sites that is available on Current mapping but also reflects a decline in these industries.

Not recorded by the MHCP project were the many small-scale industrial works established as Sefton (particularly Bootle) developed in the 18th and 19th centuries. Although integral parts of the historic urban landscape, these were often not identified on contemporary mapping and were generally too small to warrant individual records in the MHCP database. However, where buildings of a likely industrial character were observed on 19th century mapping, this was noted in the summary sections of records for those areas for addition to the Merseyside Historic Environment Record.

Industrial by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	16	10.79	4.04
Early Twentieth Century 1901 to 1917	44	19.22	7.19
Inter War 1918 to 1939	16	7.75	2.90
Later Twentieth Century 1946 to 2000	193	229.44	85.87
Total	269	267.20	100%

Table 33 Current (2003) Industrial in Sefton by Broad Period of origin

The majority of the Industrial Sub Type belongs to the Later Twentieth Century (85.9% - 229.44 ha), followed by Early Twentieth Century (7.2% - 19.22 ha) and Industrial Revolution 2 (just over 4% - 10.79 ha) survivals. Late 19th and early 20th century Industrial sites tend to be small (an average size of 0.5 ha). Combined, the two periods contribute 11.23% (30.01 ha) of the Sefton Industrial total. Late 19th and early 20th century Industrial buildings and structures are concentrated in four separate areas - Southport (as later 'infill' buildings and structures in early and mid-19th residential areas, or as ribbon development along established transport routes), Formby (on the outskirts of the residential area), Brighton le sands and Great Crosby

(as ribbon development) and Bootle (as ribbon development or directly related to the Dock and Port Industry). Further small Industrial sites are dispersed throughout the Sefton district, particularly on the fringes of urban centres.

Few Inter War sites were recorded, the majority of these located in the southwest of the district (as ribbon development), although a few are located on the urban fringes of Southport (once again as ribbon development).

Later 20th Century sites tend to be larger in both scale and operation, often forming part of a much larger Industrial Park. These are found in the north of the district; in Southport as ribbon development and/or expansion of established industrial centres, in Bootle and Litherland as modern (individually small-scale but forming large cluster) industrial buildings on land formerly dock and port and residential areas, and new industrial complexes (Industrial Parks) at Netherton, Maghull (Sefton Lane) and Waddicar.

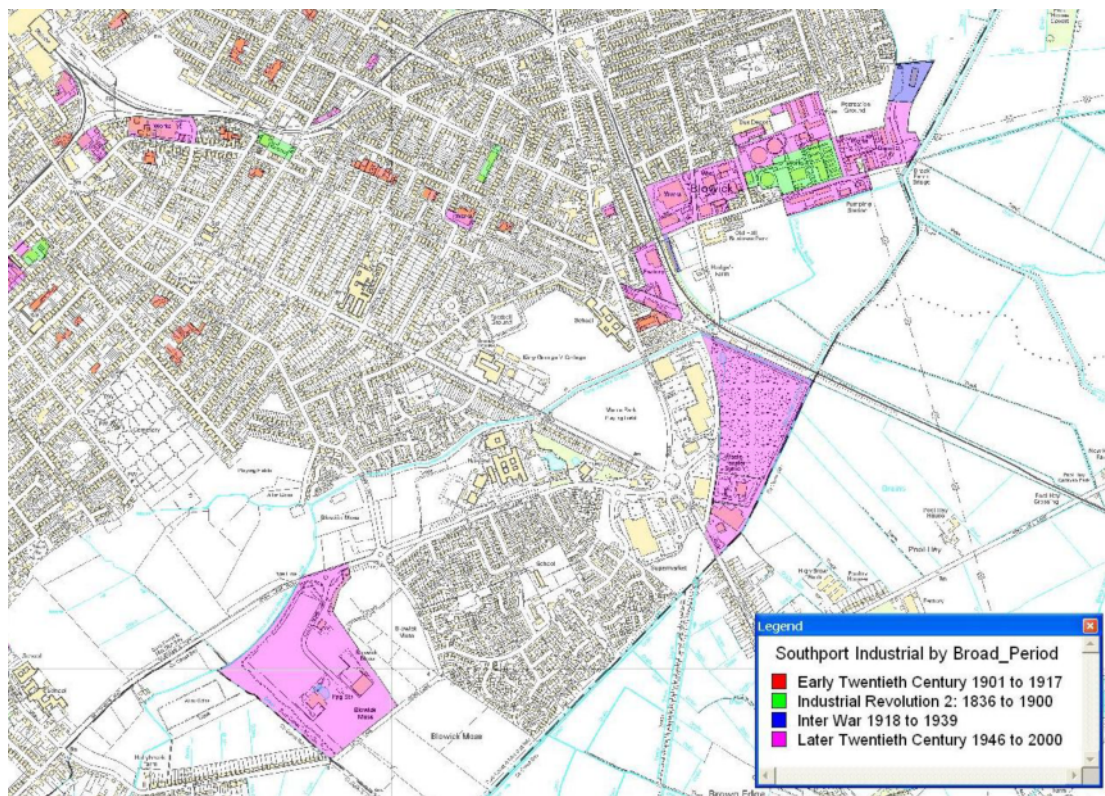


Figure 92 Southport Industrial Sub Type - as small-scale infill and ribbon development (late 19th to early 20th century) and large-scale expansion industries or industrial complexes (later 20th century)

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In the north of the district (Southport) large-scale, later 20th century Industrial buildings are found on the outskirts of Southport, sited on the district border. These include the Blowick Moss Pumping Station, the Meols Park Waste Transfer Station and the Blowick Industrial complex (expansion of an industrial area established in the mid to late 19th century).

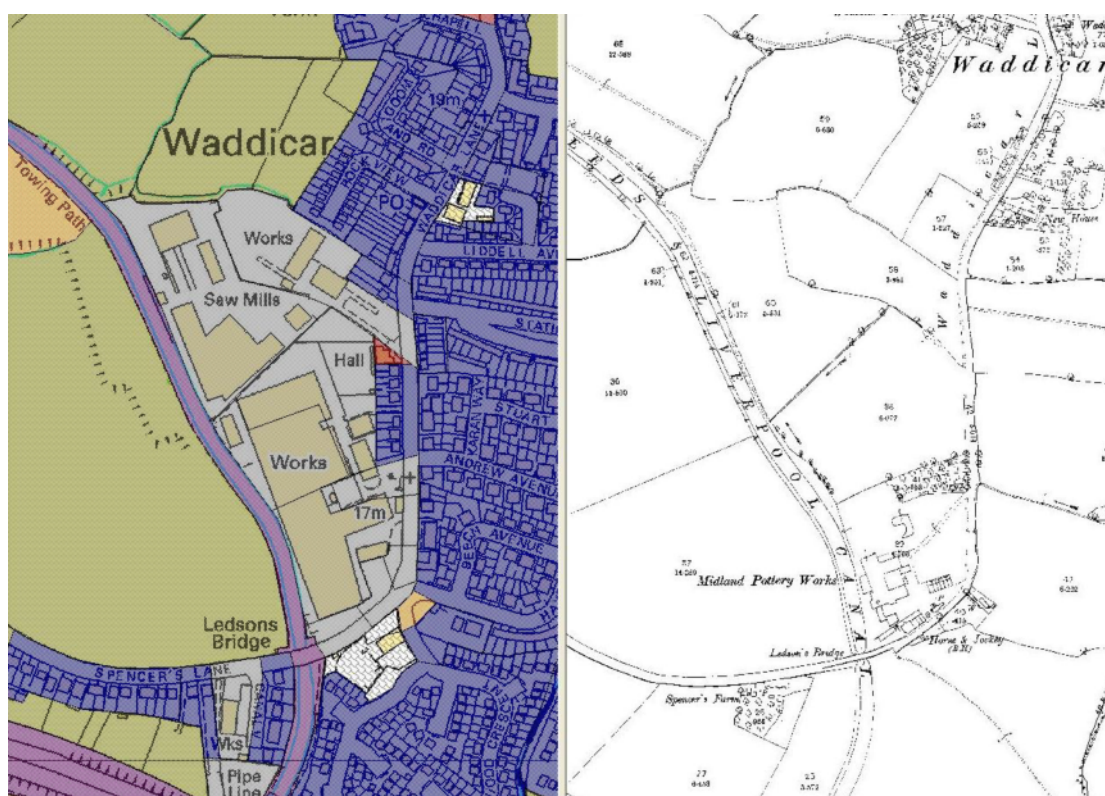


Figure 93 Modern Industrial complex at Waddicar (Current 2003 mapping) founded on the site of a former cabinet works (1939 - not depicted) and, much earlier, the Midland Pottery Works (depicted on the Ordnance Survey 25" map of Lancs.1893)
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The majority of the southern 'new' industrial sites lie in close proximity to established communication routes (rail and road). Modern Industrial sites in Bootle are generally small-scale, but form large complexes (or agglomerations) along the river-front, replacing earlier industries and residential developments. Many are associated, either directly or indirectly, with the Seaforth Container Terminal and Dock system. The Litherland sites are, for the most part, replacement sites of previously industrial nature. The large-scale industrial complex at Netherton was constructed on the site of a golf course, sports ground and allotment gardens (Ordnance Survey 25" map of Lancashire 1939), while the site at Sefton Lane (Maghull) on land formerly small

regular fields. The modern Industrial site at Waddicar, running alongside the Leeds and Liverpool Canal, replaced a former Cabinet Works (from the Ordnance Survey 25" map of Lancashire 1939) and, much earlier, the Midland Pottery Works (founded sometime in the period 1850 to 1893).

9.5.5 Iron Industry / Foundries

No large scale metal trade MHCP types in operation were identified as within Sefton district. However, foundries (iron and steel) would have formed an important (integral) part of the industrial make-up of Sefton, notably in the industrial heartlands of Bootle and Litherland.

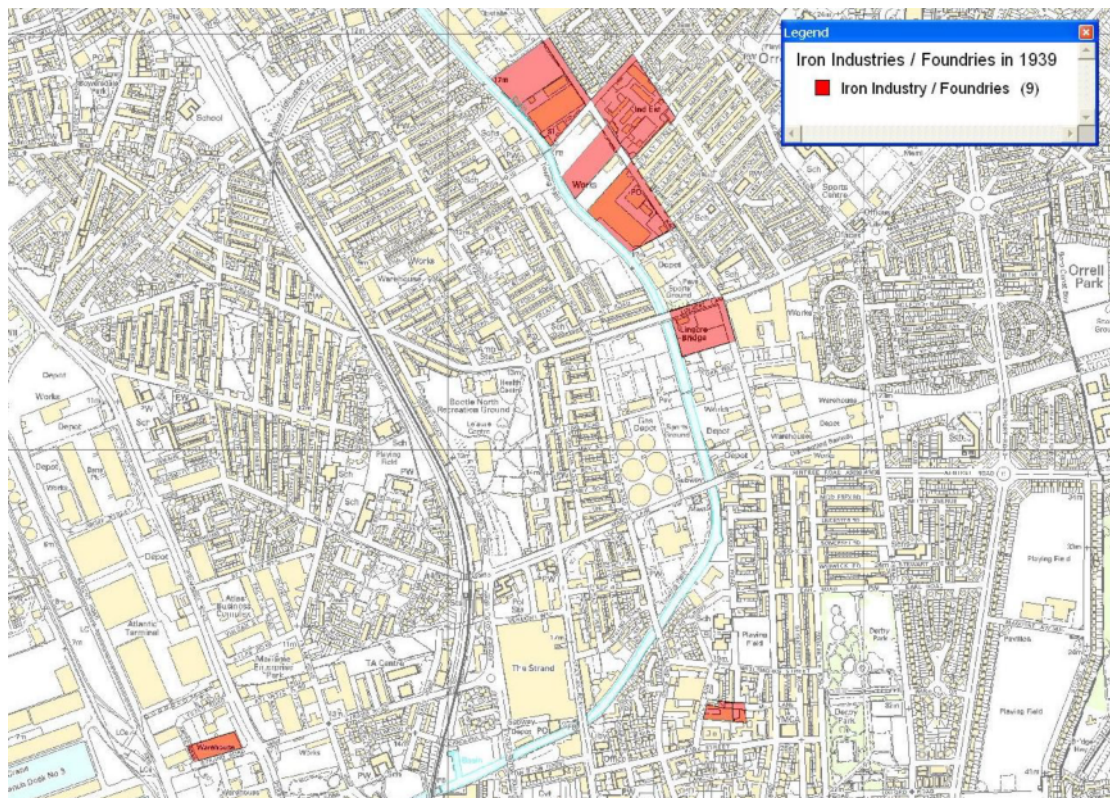


Figure 94 Former Iron Industry Sites in Sefton (1939, Bootle).
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However, there are some metal trades and foundries currently active in the borough of Sefton that have not been recorded during the MHCP. These may not have been specifically named on Current mapping, or may form part of wider industrial complexes or estates. For instance, the iron casting firm of Bruce and Hyslop located on Well Lane, Bootle is not depicted as such on current mapping (although industrial buildings are). Because of this, the MHCP recorded the site as an 'Industrial' Sub Type, yet the buildings are depicted as a foundry on the Ordnance Survey 25" map of 1927 (and accordingly entered as 'Iron Industry / Foundries' Sub Type in the MHCP for the 1939 Epoch). The foundry, still in use today, appears to have been constructed

in the period 1899 to 1908 (it first appears on the Ordnance Survey 25" map of 1908). At the end of the 19th century, it was the site of the Bootle Pumping Works (Liverpool Water Works). Bruce and Hyslop have been supplying specialised engineering services to individuals, contractors and public authorities since 1863.⁶¹

The MHCP Sub Types 'Manufacturing' and 'Industrial' probably include further examples of metal trade sites. Sefton (in the area of Bootle) had a record of high-technology manufacturing, producing steam engines and ironwork from the early nineteenth century, and increasingly-sophisticated cables in the first era of telecommunications.



Figure 95 The site of Bruce and Hyslop Iron Foundry and Casting Works, Well Lane, Bootle. Recorded by the MHCP as 'Industrial' (current mapping) as the nature of the industry here was not clear. On the Ordnance Survey 25" map of Lancs. 1927, the foundry is clearly marked - the original early 20th century building layout appears the same (although much reduced) and the building still functions as a foundry (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

⁶¹ www.bruceandhyslop.com Accessed 9 March 2010

A range of other heavy metal foundries and factories (predominantly lead, tin, copper and brass) are included in Iron Industry/ Foundries Sub Type. Many past metalworking sites were located near the waterfront, often in direct association with ship building and heavy engineering.

In the past, iron foundries appear to have been located near sources of water (used in the industrial process) and on communications routes. In the case of Orrell, the largest block of foundries and heavy metal working factories were located adjacent to the Leeds and Liverpool Canal.



Figure 96 Former iron foundries and heavy metalworking industry in Orrell, as depicted on the Ordnance Survey 25" map of Lancs.

The foundries were sited next to the Leeds and Liverpool canal for both water (for the casting process and as coolant) and transport. Today the area is home to Manufacturing and Industrial Sub Types, a sports ground and rough land (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.5.6 Manufacturing Industry

The Manufacturing Industry Sub Type accounts for just over 7% (57.97 ha) of the Industry Broad Type in Sefton. Current manufacturing industry is concentrated in three main areas: the first on the outskirts of Southport; the second in the southwest part of the district (in Bootle); and the third immediately east of Sefton Retail Park. The majority of sites are located in Bootle, situated alongside the Leeds to Liverpool Canal. Smaller, quite isolated manufacturing industries are dotted throughout the district.

Typical of the district, the number of records with the above industries recorded as previous types is significantly higher than for those present as Current. This is partly a reflection of the level of information about the nature of industrial sites that is available on Current mapping but also may reflect the removal (wartime destruction) and decline in these industries. In earlier centuries, Sefton had a thriving pottery industry and was active in shipbuilding, none of which survive today.

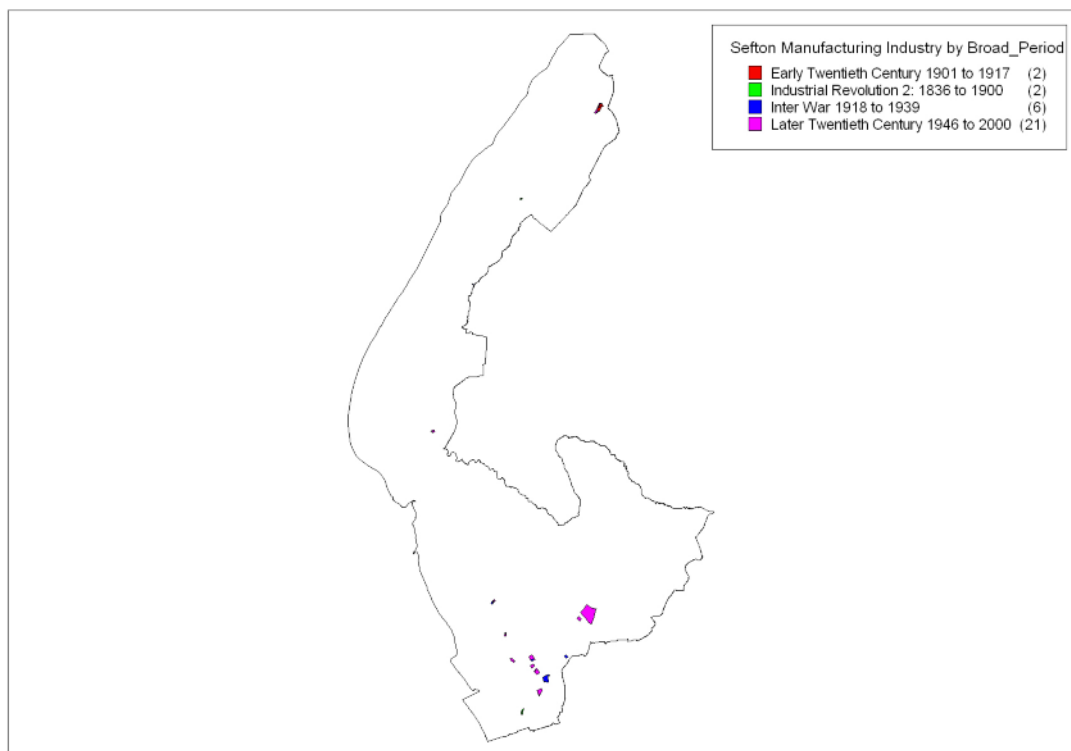


Figure 97 Current (2003) Manufacturing Industry in Sefton by Broad Period of origin
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Many small-scale industrial works were established as Sefton developed in the 18th and 19th centuries. These were often not identified on contemporary mapping and were generally too small to warrant individual records in the MHCP database. However, where buildings of a likely industrial character were observed on 19th century mapping, this was noted in the summary sections of records for those areas and can be added to the Merseyside Historic Environment Record

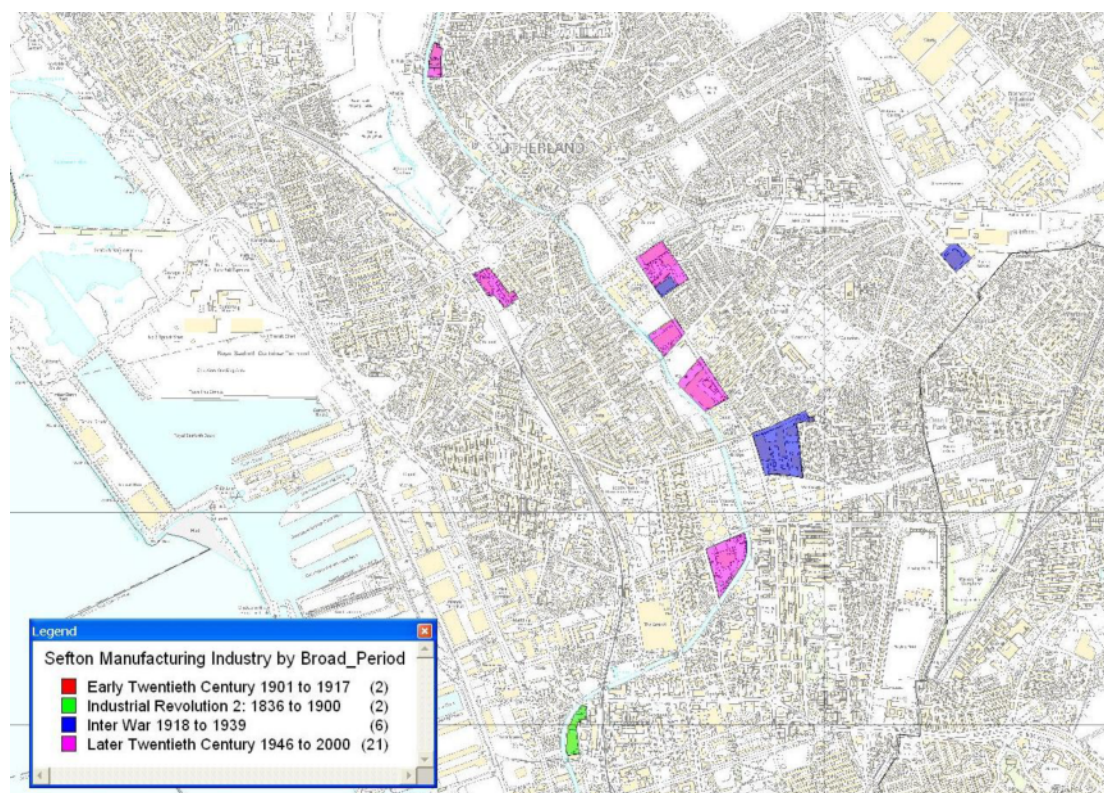


Figure 98 Manufacturing Industries in Bootle and Litherland by Broad Period of origin
From the mapping, post-1945 industries appear as a ribbon development (the Leeds and Liverpool canal), although the canal is largely redundant. Later 20th century industries have re-used the footprint of earlier industries (and residential areas), many of which were destroyed in the Second World War and subsequent redevelopment (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

The Manufacturing Industry character type is predominantly late 20th century in origin (78.04% - 45.24 ha), the largest area immediately east of the Sefton Retail Park (26.85 ha) which borders on to the main Liverpool to Wigan railway line. However, one of the earliest and best known manufacturing industries established in Sefton was the Vulcan Motor Works, located on Rufford Road in Crossens.

Manufacturing Industry by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	2	1.41	2.43
Early Twentieth Century 1901 to 1917	2	3.72	6.42
Inter War 1918 to 1939	6	7.60	13.11
Later Twentieth Century 1946 to 2000	21	45.24	78.04
Total	31	57.97	100%

Table 34 Current (2003) Manufacturing Industry in Sefton by Broad Period of origin

Around 1901 Thomas Hampson, Joseph Hampson and Edward Hope (financier) floated a small company with premises in the Old Drill Hall, Yellow House Lane, Southport. By January 1902 the first production car was built and displayed at the Liverpool Cycle and Motor Show in February. This was a 4 hp single-cylinder voiturette with a Renault like bonnet. The engine was transversely mounted in a tubular frame and drove the rear wheels. It was priced at 130 guineas (£136 10 shillings). This vehicle was also displayed at the Automobile Show at the Agricultural Hall in May 1901.⁶²

The January 1903 editions of "Automobile Journal" noted, under "new companies registered", that the Vulcan Motor & Engineering Company of Hawesside Street, Southport had been reformed as the Vulcan Motor Manufacturing & Engineering Company Ltd. with capital of £10,000 in £1 shares.⁶³

A new company was formed called the Vulcan Motor & Engineering Company (1906) Ltd. and more land was acquired at Rufford Road, Crossens, around three miles north of Southport and a new building erected. Once completed, the new factory employed 700 men producing about 20 cars a week.⁶⁴

⁶² www.britishmm.co.uk/history.asp?id=937 Accessed 9 March 2010

⁶³ Ibid

⁶⁴ Ibid

The new Crossens works was in full production by 1908, while Hawesside Street concentrated on coachwork, painting, trimming and finishing. In June 1908 a fire at Hawesside Street in the paint shop destroyed six completed cars and fifty-one bodies causing £4,000 worth of damage. The Crossens plant was again extended in 1911 and 1913 due to increased production. By now most production was centered at Crossens and Hawesside Street was used for testing and repairs.⁶⁵

During the Great War Vulcan, like most other motor manufacturers, turned to war-work making limbers and aircraft frames. Contracts included De Havilland DH4, DH9 and DH9A. Around 600 ABC Dragonfly radial aero-engines were also produced during 1919. Other war work included mine-firing mechanisms and depth charge pistols for the Admiralty.⁶⁶

After the First World War, the company continued to work on passenger cars up until 1927. After this, the company concentrated on commercial vehicles, especially low-loading chassis for municipal vehicles. The company went into receivership in 1931. The Receiver kept the company going until 1937 when Tilling-Stevens of Maidstone in Kent acquired the manufacturing rights (vehicle manufacture being transferred to Kent). The Brockhouse Engineering Group bought the Crossens premises in 1938, manufacturing tractors in the Inter War period and motorcycles and scooters from 1948 to 1955. The Crossens premises were slightly enlarged in the post-1945 period, and the main manufactory is still used for engineering today. The site at Yellow House Lane can still be found in Southport, but the Hawesside Street site is now occupied by a Telephone Exchange.⁶⁷

⁶⁵ www.britishmm.co.uk/history.asp?id=937 Accessed 9 March 2010

⁶⁶ www.britishmm.co.uk/history.asp?id=937 Accessed 9 March 2010

⁶⁷ www.britishmm.co.uk/history.asp?id=937 Accessed 9 March 2010



Figure 99 The Vulcan Motor Works site, depicted on current mapping and the Ordnance Survey 25" map of Lancs. 1927. The general size and layout of the industrial building has not changed from the Inter War period
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9.5.7 Municipal Depot

This character type represents almost 1.3% (9.92 ha) of the Industrial Broad Type in Sefton. Almost all date to the later 20th century, with three exceptions dating to the Inter War (1918 to 1939) period. The majority of municipal depot sites are located in the southwest of the district, in the industrial heartlands of Bootle and Litherland. Many 'depot' sites depicted on the modern mapping have been included within the 'Industrial' Sub Type. Furthermore, it was difficult to ascertain if many of the depot sites depicted the district, were truly 'municipal' in nature or function.

The Inter War sites include a former tramway depot in Blowick, Southport, a relatively unchanged former UDC depot site in Litherland (depicted on the Ordnance Survey 25" map of 1927) and a corporation yard (and public house) in Linacre Bridge, Bootle. Both the Litherland and Bootle sites were sited next to the Leeds and Liverpool Canal, as are later depot sites dating to the post-1945 period. The later 20th century depots are new-builds, replacing former industrial and residential buildings along the canal line.

Municipal Depot by Broad Period	Number of polygons	Area (Hectares)	Percentage
Inter War 1918 to 1939	3	2.64	26.61
Later Twentieth Century 1946 to 2000	10	7.28	73.39
Total	13	9.92	100

Table 35 Current (2003) Municipal Depots in Sefton by Broad Period of origin

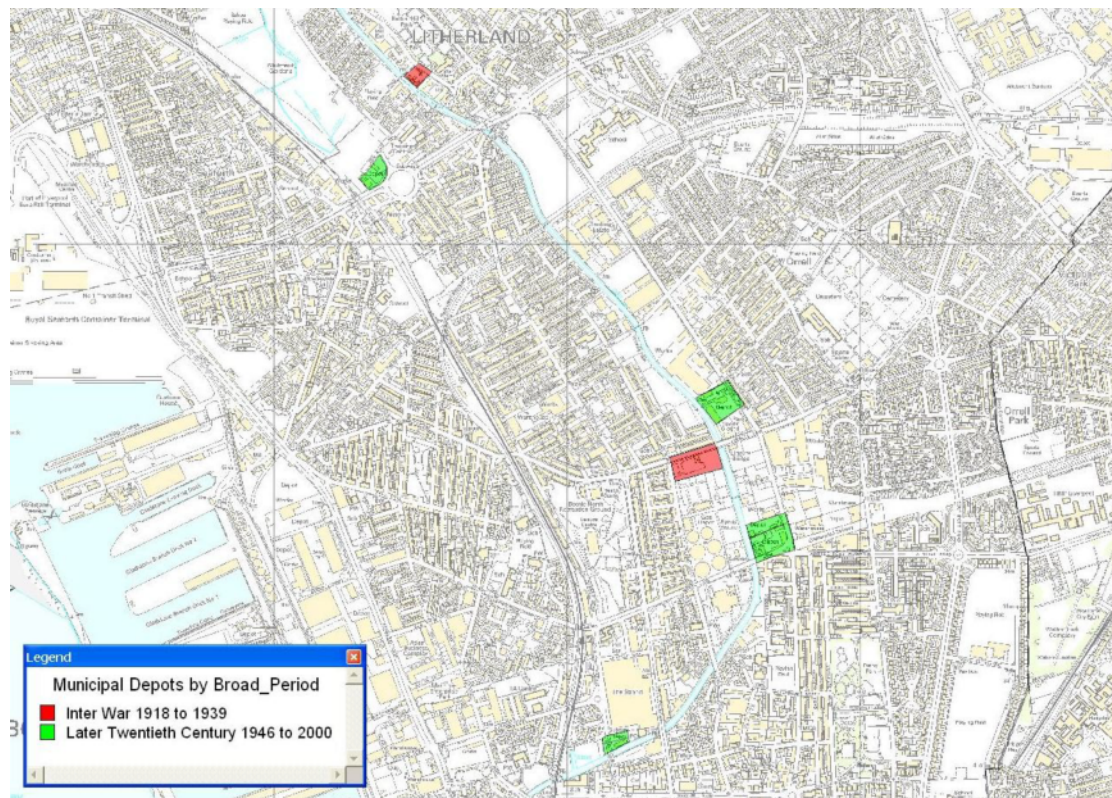


Figure 100 Municipal Depots in Litherland and Bootle by Broad Period of origin. The depots are found either side of the Leeds and Liverpool Canal (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

9.5.8 Municipal Works

This character type represents almost 1.94% (15.35 ha) of the Industrial Broad Type in Sefton, and includes features such as electricity substations, telephone exchanges, gas works, refuse processing plants and sewage or water treatment works. Over half of the municipal works date to the early Twentieth Century (7.99 ha - 52.05%).

Municipal works are found in the extreme north, southwest and southeast of the district.

Municipal Works by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	1	0.93	6.06
Early Twentieth century 1901 to 1917	1	7.99	52.05
Inter War 1918 to 1939	2	1.73	11.27
Later Twentieth Century 1946 to 2000	1	4.70	30.62
Total	5	15.35	100

Table 36 Current (2003) Municipal Works in Sefton by Broad Period of origin

Historically the first industrial utilities were the gas and sewage works. These were developed in the 19th century by the corporation, boards or private firms. Late 19th century gas holder stations are characteristic features of well-preserved Victorian urban and industrial landscapes. Sewage works were contributing factors to the health and sanitation reforms of the late 19th century. Other industrial utility types such as gas holders and telephone exchanges tend to be on a smaller scale and have a more urban distribution. No large power stations were identified.

The earliest Municipal Works site is a refuse destructor and corporation yard, sited immediately south of the Leeds and Liverpool Canal in Linacre, Bootle. The buildings, although much altered, once formed part of a larger municipal works and industrial area, incorporating a Gas Works to the north and electricity works to the immediate south.

Pump houses, water treatment and sewage processing sites are generally on a medium to large scale, and predominantly occur in valley bottom or coastal locations. The impact of such sites on the earlier agricultural landscape is significant. The largest (12.7 ha) is a waste and sewage water treatment works in Marshside, Southport - the larger (7.99 ha) part of the complex dates to the early 20th century, with an extension in the later 20th century. One Inter War pumping station can be found at Melling (Melling Pumping Station).

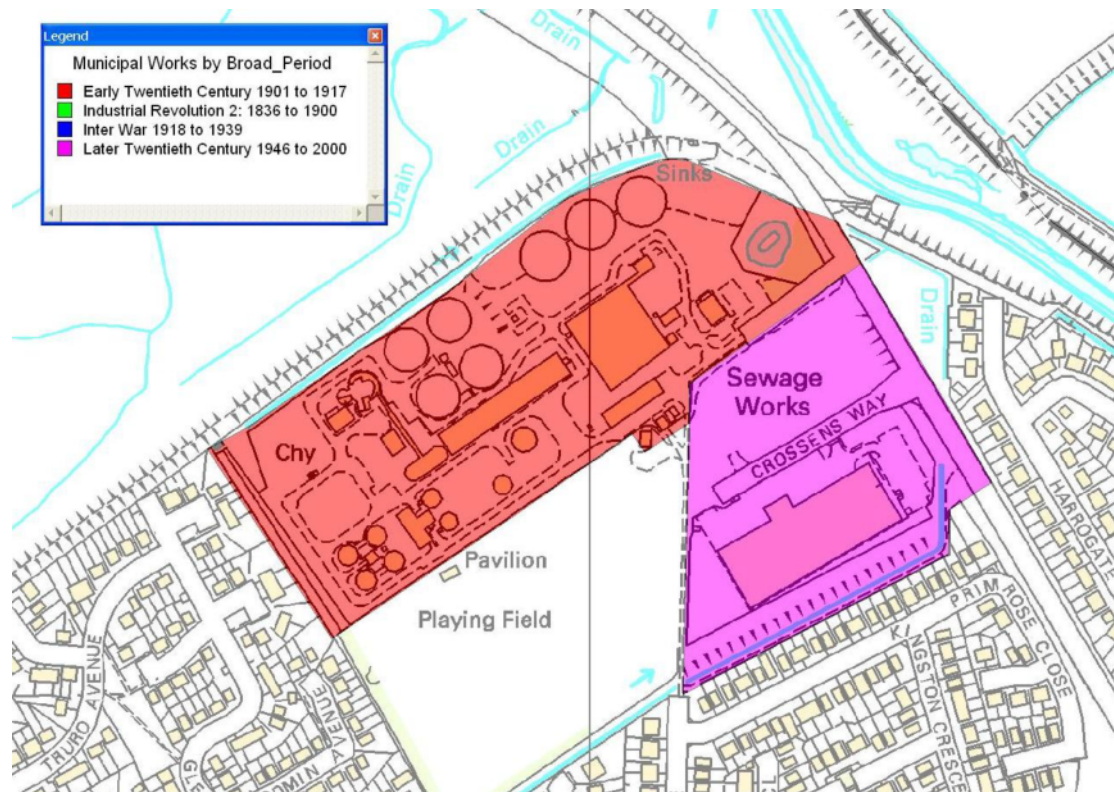


Figure 101 Sewage Works in Marshside, Southport. The treatment works were first constructed along the coast in the early 20th century, with a post-1945 extension to the south (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

9.5.9 Nursery

Within Sefton, 68.79 ha of land are covered by the Nursery Sub Type, representing around 8.70% of the current Industrial Broad character. The Sub Type has been included within the industrial category - the Sub Type being predominantly industrial (horticultural) in nature. However, the Sub Type also contains Ornamental and Recreational (forming green spaces alongside allotments), Woodland and Commercial elements. The Sub Type incorporates a range of horticultural activities, including industrial and market vegetable plots, garden centres, some orchards and commercial tree growing.

Nurseries are found in two areas of the district, with noticeable concentrations in Churchtown (north) and Lydiate / Maghull (south). Further, more isolated, plots can be found in Woodvale, Ince Blundell, Thornton (Windells Green) and Melling. The vast majority (98.72% - 67.91 ha) of Nursery sites date to the later 20th century, with only three dating to before 1939. The pre-1939 sites are found only in the north of the district, two in Southport and a single nursery in Churchtown.

Nursery by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	2	0.49	0.71
Inter War 1918 to 1939	1	0.38	0.55
Later Twentieth Century 1946 to 2000	19	67.91	98.72
Total	22	68.79	100%

Table 37 Current (2003) Nurseries in Sefton by Broad Period of origin

Two sites date to the later 19th century - both are located in the residential sector of Southport. These have not been altered since construction (they are depicted on the Ordnance Survey 25" map of Lancs. 1893) and, much like other industrial sites in the town, were probably constructed as infill plots in the gardens of large terraced and terraced-villa houses. They probably acted as small-scale nurseries supplying flowers and vegetables to serve the local (Southport) market. Other small-scale infill nurseries

were constructed, but these were subsequently converted into industrial (other forms) or civil sites, or reverted back into residential gardens.

The largest nursery sites belong to the post-1945 period, and incorporate woodland, horticultural and commercial market plots. The largest single site is a 34.1 ha block of commercial 'nursery' woodland to the east of Churchtown. Here, the land has recently been converted from field system (mainly small regular and small semi-regular fields) into commercial woodland.

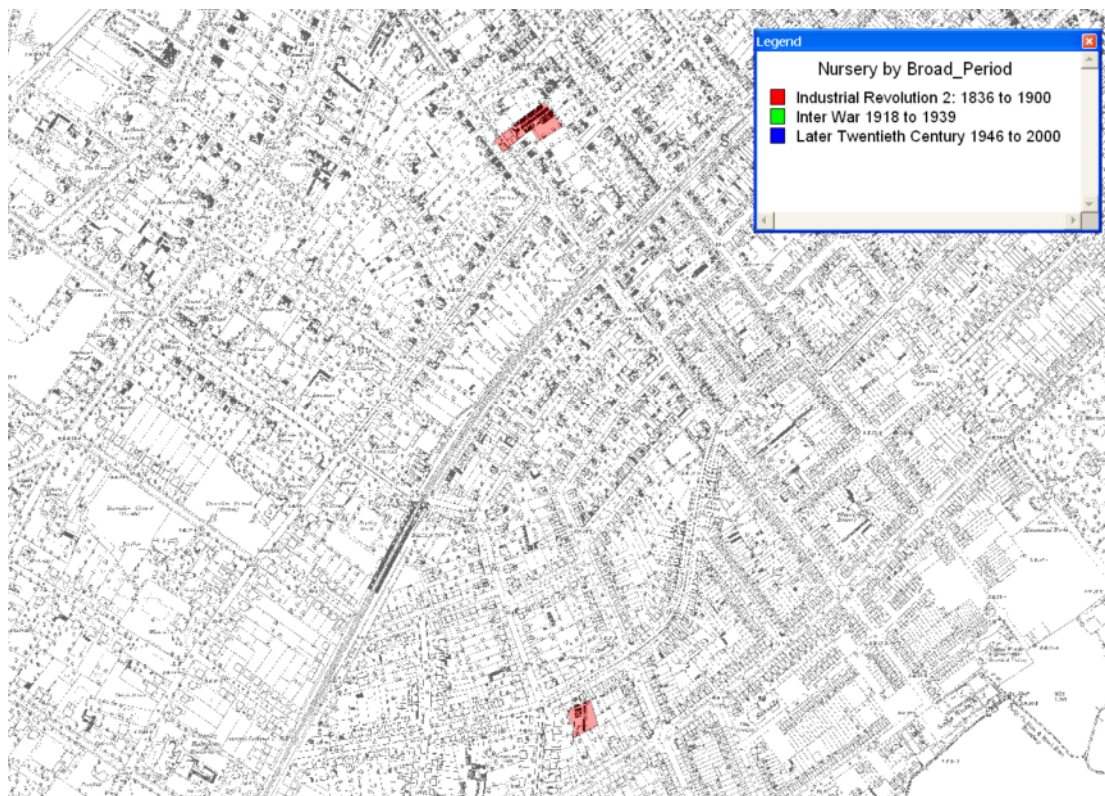


Figure 102 19th century Nursery sites in Southport, depicted on the Ordnance Survey 25" map of Lancs 1893

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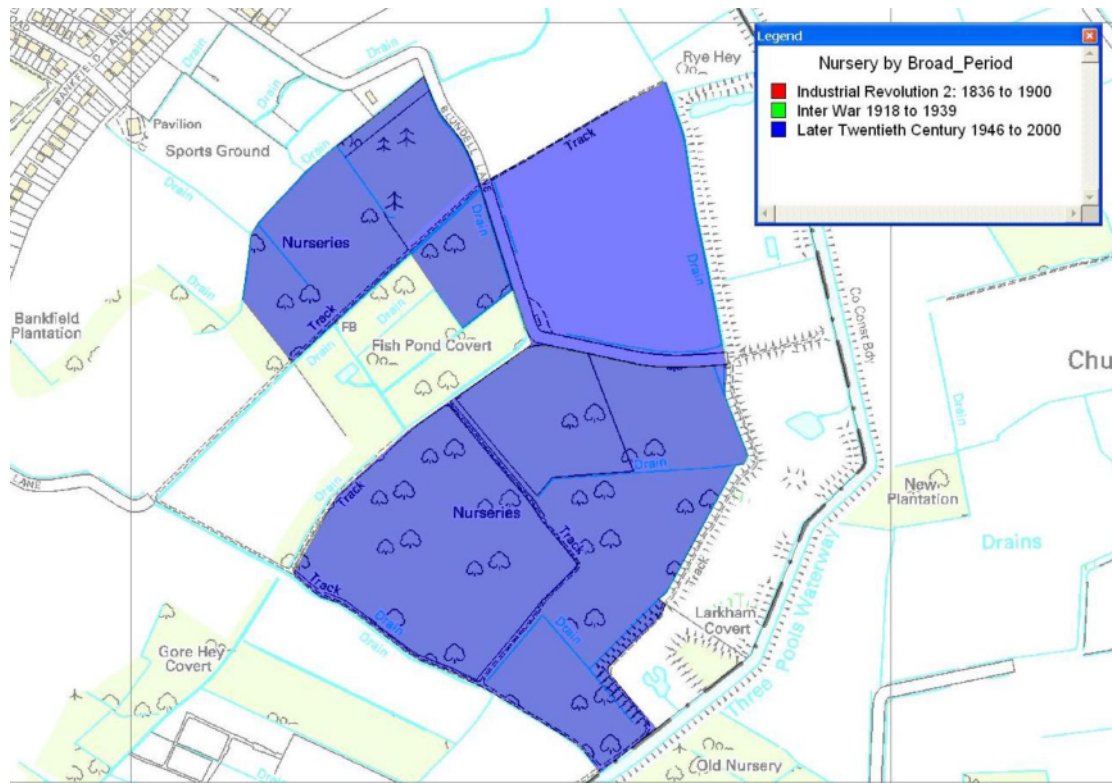


Figure 103 Woodland Nursery in Churchtown
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In the south of the district, and immediately north of Lydiate and Maghull, modern nurseries are more horticultural and/agricultural in nature, utilising the fertile soils of the Settled Farmlands Area highlighted in the Character Assessment of Sefton (2003, 26).

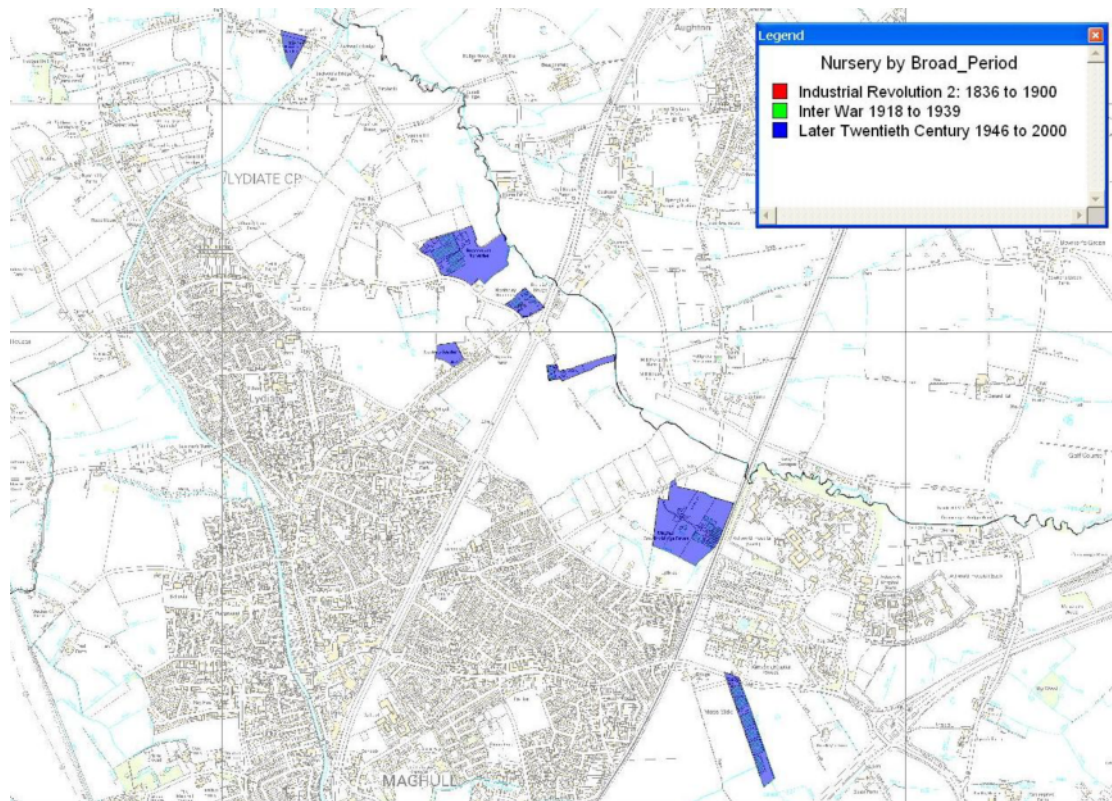


Figure 104 Modern nurseries to the north of Lydiate and Maghull
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

9.5.10 Warehousing

Industrial warehousing accounts for 6.08% (48.06 ha) of the current Industrial Broad Type in Sefton. Only those sites that were depicted as 'distinct' warehouses were recorded - the character is closely, often directly, associated with other Industrial Sub Types, in as much many industrial activities require storage facilities (particularly engineering industries). Where warehouses were depicted on the modern mapping, yet found to be associated with other industrial buildings (such as 'Works'), the site was recorded using either the 'Manufacturing Industry' or 'Industrial' Sub Type. Furthermore, many surviving warehouses have recently been converted into residential, commercial or civil buildings. As such, although still recognisable (from the ground) as warehousing, the MHCP has recorded them according to their current use.

Warehousing is found in three areas of the district - modern warehouses located on the urban fringe of Southport, to the southeast as large modern warehousing in Netherton, and a mixture of old and modern warehouse buildings on the Bootle coast (in association with Dock and Port Related Industry). The large majority of warehousing dates to the later 20th century, at 86.7% - 41.67 Ha. The earliest surviving blocks of warehousing lie in the Dock and Port area of Bootle and Litherland. These are (generally) small-scale buildings, initially set up to serve the Dock and Port Industry.

The surviving group of mid to late 19th and early 20th century warehouses are only a small fraction of what there once were. Many were lost through wartime bombing or post-war development. Of the remaining few, many have been altered or converted into other uses (particularly as multiple-occupancy residential buildings). In the docklands area, however, a few early buildings have been recently converted into warehouses (notably the Grade II Listed Castree Brothers Warehouse - formerly a foundry). Purpose-built later 20th century warehouses are (generally) larger in scale than their 19th and early 20th century counterparts, often as replacement or 'infill' buildings on the site of former industrial and residential sites (lost through wartime damage and subsequent post-war redevelopment).

Away from the Dock and Port area, large majority of warehousing dates to the post-1945 period - often as large-scale industrial warehousing units on urban fringes, located alongside major communication routes.

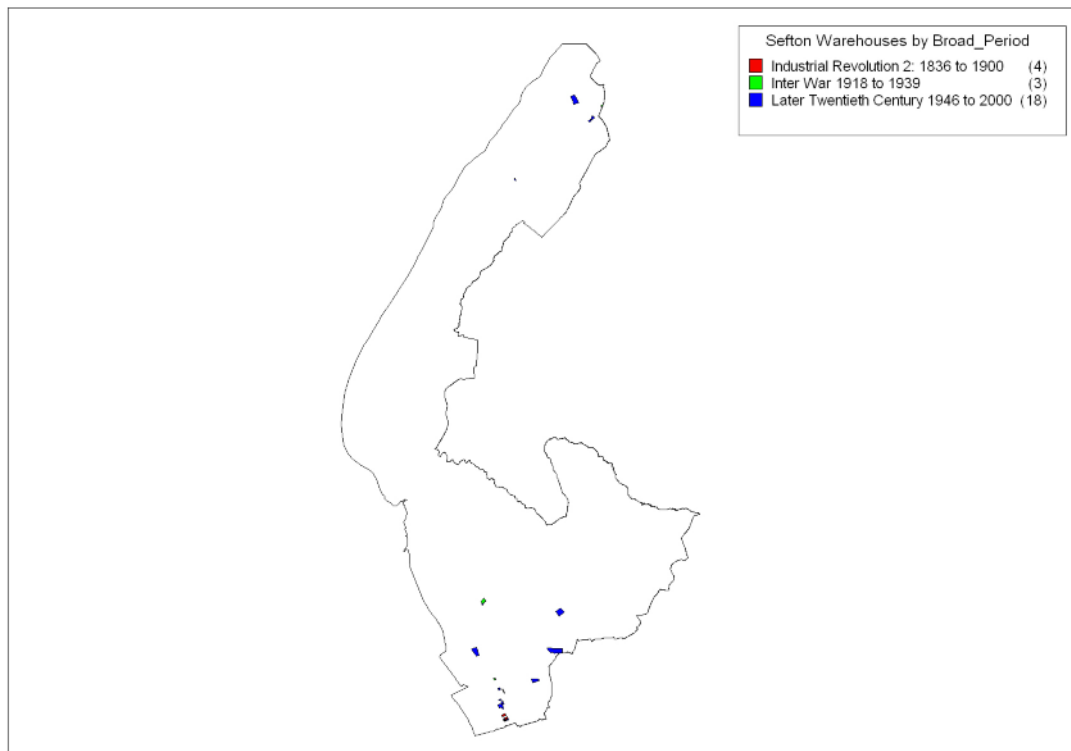


Figure 105 Current (2003) Warehousing in Sefton by Broad Period of origin
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Warehousing by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	4	3.46	7.20
Inter War 1918 to 1939	3	2.93	6.10
Later Twentieth Century 1946 to 2000	18	41.67	86.70
Total	25	48.06	100%

Table 38 Current (2003) Warehousing in Sefton by Broad Period of origin

At first, warehousing was directly associated with communications - alongside the Leeds and Liverpool Canal and, later, along the River Mersey (as Dock and Port Industry). All dock systems need buildings where goods can be stored. This material

can either have arrived by sea and needs to be moved to its final destination or it is waiting to be shipped out to somewhere else. The expansion of the Liverpool docks system into meant that even more warehouses were required because the increase in dock traffic led to more goods coming in and out of the port. During the later 19th and early 20th centuries, warehousing was established alongside arterial transport routes leading away from the city centre (into south-western Bootle).

Of all the building types present in Liverpool, warehouses are perhaps the most emblematic of the city's history, for these buildings handled the trade that brought prosperity to the region. Once numbering hundreds but now much fewer in number, they range from the well known - the monumental warehouses around Albert Dock - to the small and often overlooked buildings encountered throughout the central area and in other parts of the city. The surviving warehouses are of great historical significance and collectively they give a special character to Liverpool (English Heritage 2004, Giles and Hawkins).

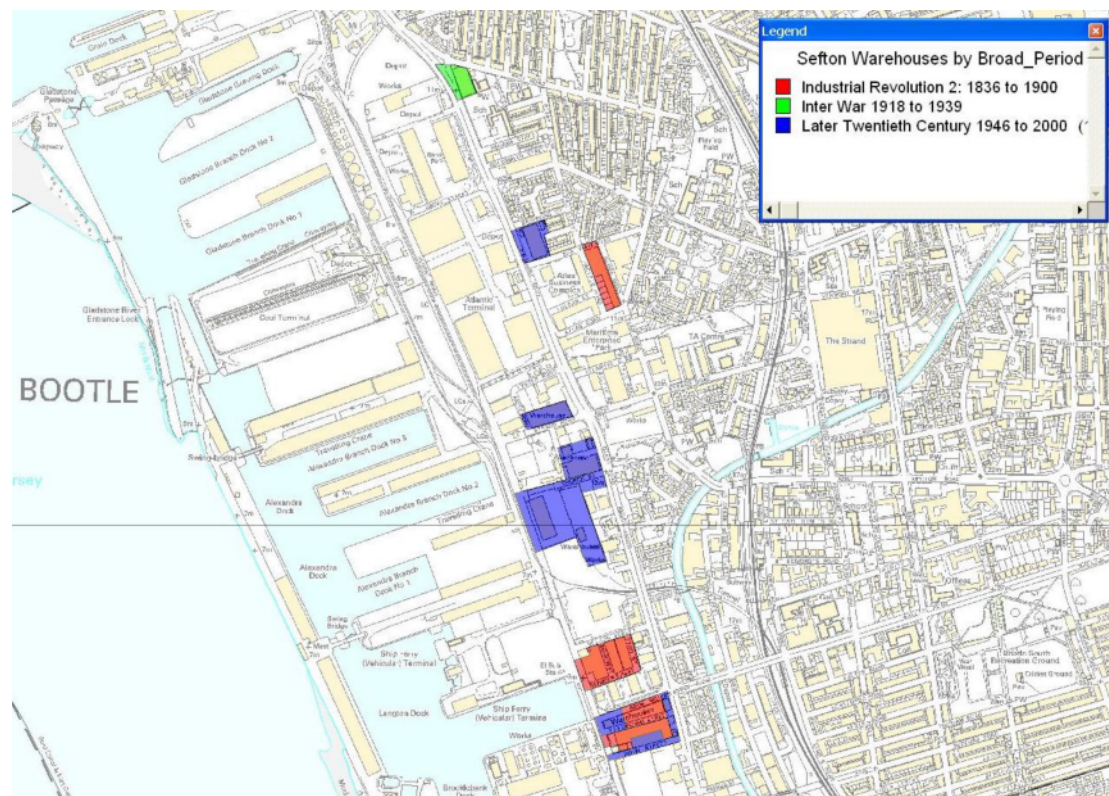


Figure 106 Current (2003) Warehouses in Bootle by Broad Period of origin
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With the expansion of the Liverpool docklands, there was a corollary expansion of warehousing into the Bootle area. Although fewer in number, and perhaps not as expansive as their Liverpool counterparts, the surviving Bootle warehouses have just as much historical significance and historical value. Unfortunately, the Bootle warehouses have not received the same attention as their southern neighbours - in-depth studies of the surviving fabric are few and far between.

9.6 Civil Broad Type

Within Sefton there are 787.71 ha of land which contains the Civil Broad Type. This represents around 5.10% of the total Sefton area. Nine principal MHCP Sub Types were identified for detailed analysis on the basis of their presence in the landscape or their historical significance:

- Cemetery
- Colleges/University Area
- Crematorium
- Cultural
- Hospitals
- Institution
- Places of Worship
- Police Station
- Schools

Civil Sub Type	Number of Polygons	Area (Hectares)	Percentage
Cemetery	17	49.09	6.23
Colleges/University Area	16	97.34	12.36
Crematorium	1	10.73	1.36
Cultural	39	13.48	1.71
Hospitals	34	191.19	24.27
Institution	16	9.29	1.18
Places of Worship	168	72.11	9.15
Police Station	12	6.09	0.77
Schools	214	338.39	42.96
Totals	517	787.71	100%

Table 39 Current (2003) Civil Sub Type in Sefton

Civil establishments are evenly dispersed throughout the district, with the largest ones tending to be educational institutions, hospitals and places of worship. The majority of records date to the later twentieth century (1946 to 2000) at 81.35% - 640.81 Ha, followed by Industrial Revolution 2 (1836 to 1900) sites at 9.22% - 72.66 Ha. The

majority of pre-1900 sites are small-scale, comprising places of worship, schools, cultural buildings, cemeteries and hospitals. The majority (by size) of post-1945 sites are schools, followed by places of worship.

Civil by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	107	72.66	9.22
Early Twentieth Century: 1901 to 1917	43	20.80	2.64
Inter War 1918 to 1939	52	51.76	6.57
Later Twentieth Century 1946 to 2000	314	640.81	81.35
Twenty First Century 2001-2050	1	1.68	0.21
Total	517	787.71	100%

Table 40 Current (2003) Civil in Sefton by Broad Period of origin

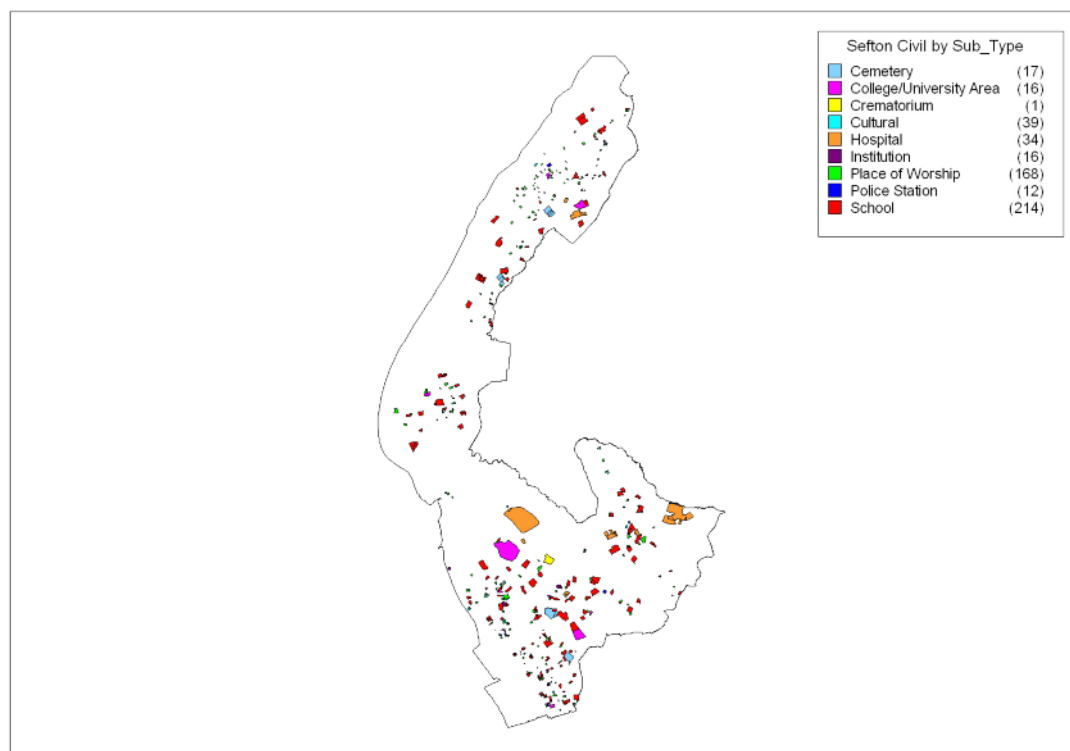


Figure 107 Current (2003) Civil Sub Type in Sefton
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

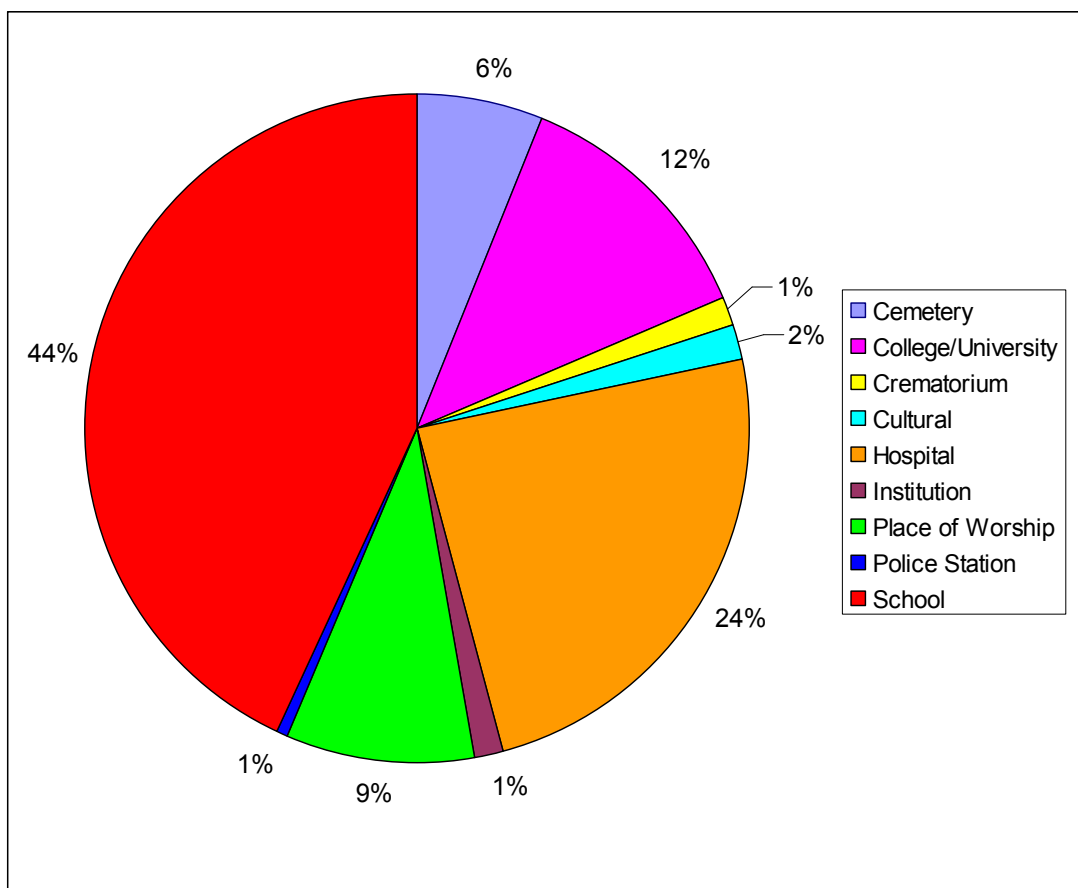


Figure 108 Pie Chart of Current (2003) Civil Sub Type in Sefton (% of land)

Sefton Civil Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Cemetery	0	22.22	39.27	49.09
College/University	0	1.59	4.78	97.34
Crematorium	0	0	0	10.73
Cultural	0.18	3.64	7.72	13.48
Hospital	0	8.82	49.95	191.19
Institution	0.95	3.72	13.15	9.29
Place of Worship	16.04	50.79	63.99	72.11
Police Station	0.10	0.84	1.41	6.09
School	6.70	29.69	75.19	338.39

Table 41 Sefton Civil Sub Type through time

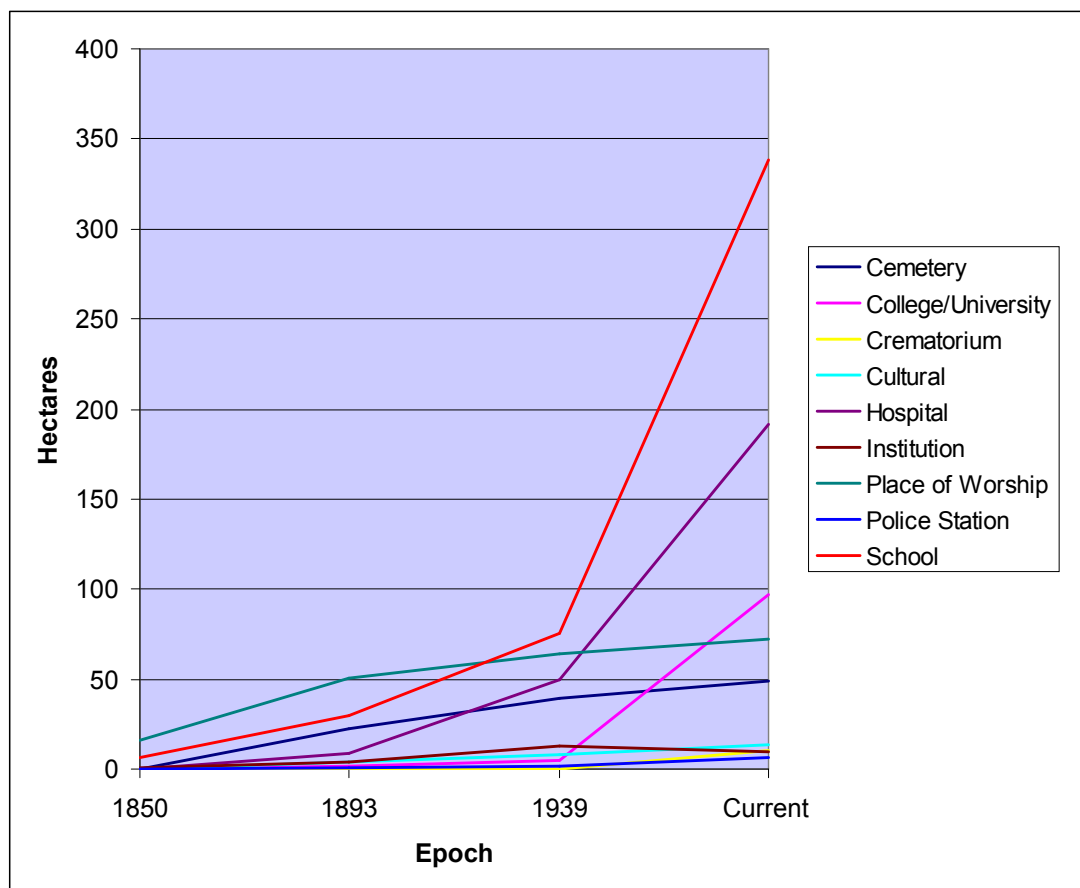


Figure 109 Graphical Representation of Sefton Civil Sub Type through time

9.6.1 Cemetery

Cemeteries are defined as burial grounds that are not associated with an established church or chapel. Thus, burial grounds and graveyards associated with churches, chapels or other places of worship were included in the MHCP records relating to these buildings rather than recorded as separate character areas. Sites may, however, include extensions and or additions to ecclesiastical burial grounds and contemporary mortuary chapels. Cemeteries represent 6.23% (49.09 ha) of the Civil Broad Type in Sefton.

Cemeteries are found at eight locations in the district, three in the north (in Churchtown, Southport and Ainsdale), a small burial ground in Ince Blundell and two in Great Crosby, and two large-scale sites in Litherland and Orrell. No cemeteries before 1836 were recorded. Just over 45% (22.22 ha) of the cemeteries date to the Industrial Revolution 2 (1836 to 1900) period, followed by nearly 25% (12.03 ha) for the Inter War (1918 to 1939) period.

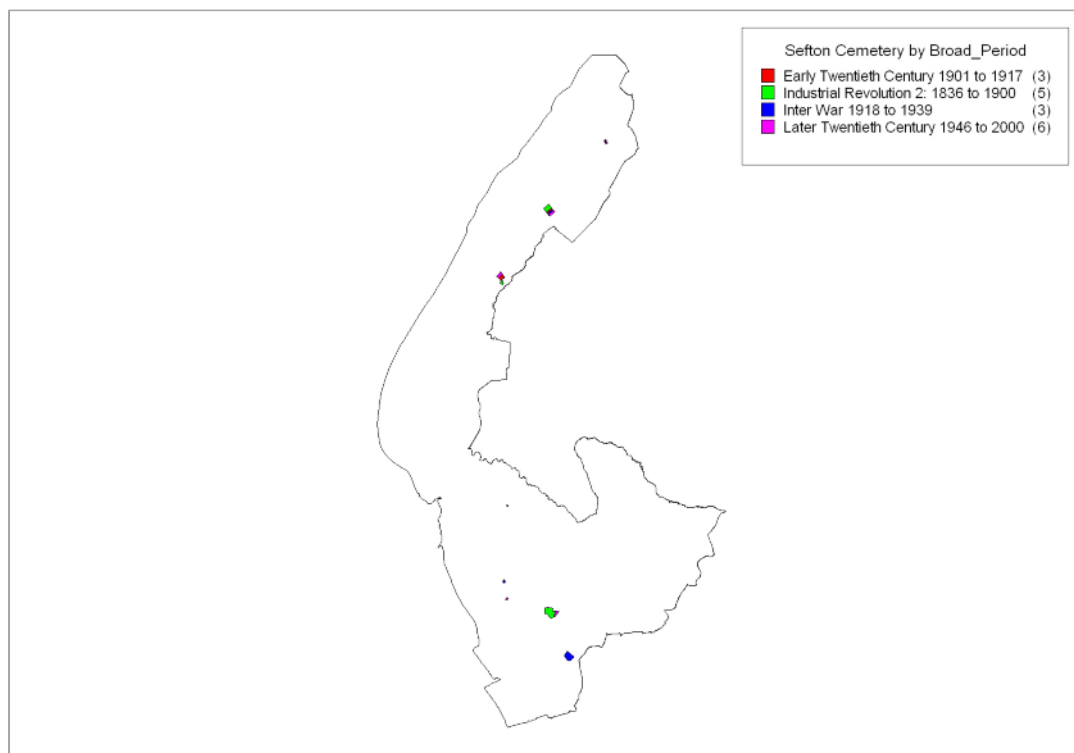


Figure 110 Current (2003) Cemeteries in Sefton by Broad Period of origin
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Cemeteries by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	5	22.22	45.26
Early Twentieth Century: 1901 to 1917	3	5.02	10.23
Inter War 1918 to 1939	3	12.03	24.51
Later Twentieth Century 1946 to 2000	6	9.82	20.00
Total	17	49.09	100%

Table 42 Current Cemeteries in Sefton by Broad Period of origin

Examples:

Duke Street Cemetery, Southport, is the oldest of Sefton Council's cemeteries opened in 1866. The entrance to the cemetery is dominated by the double chapel with tower. The pair of cemetery chapels, with linking cloisters and clock tower was constructed c.1865 for Southport Improvement Commissioners. The chapels were built in coursed sandstone rubble with ashlar dressings, slate roofs with some polychrome fish-scaling. Through the tower archway can be seen a memorial to the lifeboat men of the Eliza Fernley - by FW Johnson (architect) around 1888-90. Constructed in sandstone and polished granite, with marble plaques. The crew of the Eliza Fernley lost their lives on the night of 9th December 1888 (together with the crew of the St Anne's lifeboat) while attempting to rescue the crew of the German barque "Mexico". The tragedy is also commemorated by an obelisk on Southport promenade.⁶⁸

⁶⁸ www.sefton.gov.uk/Default.aspx?page=3947 Accessed 15 March 2010

Beyond this memorial is a further memorial, this time to those who perished in the Second World War. Approximately fifty yards to the left of this memorial are graves and memorial to the First World War.⁶⁹

There is a further chapel in the cemetery and also on the newer part of the cemetery a baby memorial garden opened in the mid 1990s. The former Roman Catholic Chapel (now disused) was built around 1865, in coursed sandstone rubble with ashlar dressings, steeply-pitched slate roof with bands of blue, green and purple slate. Although the older part of the cemetery has large and elaborate memorials in the newer part of the cemetery only lawn type memorials are allowed.⁷⁰

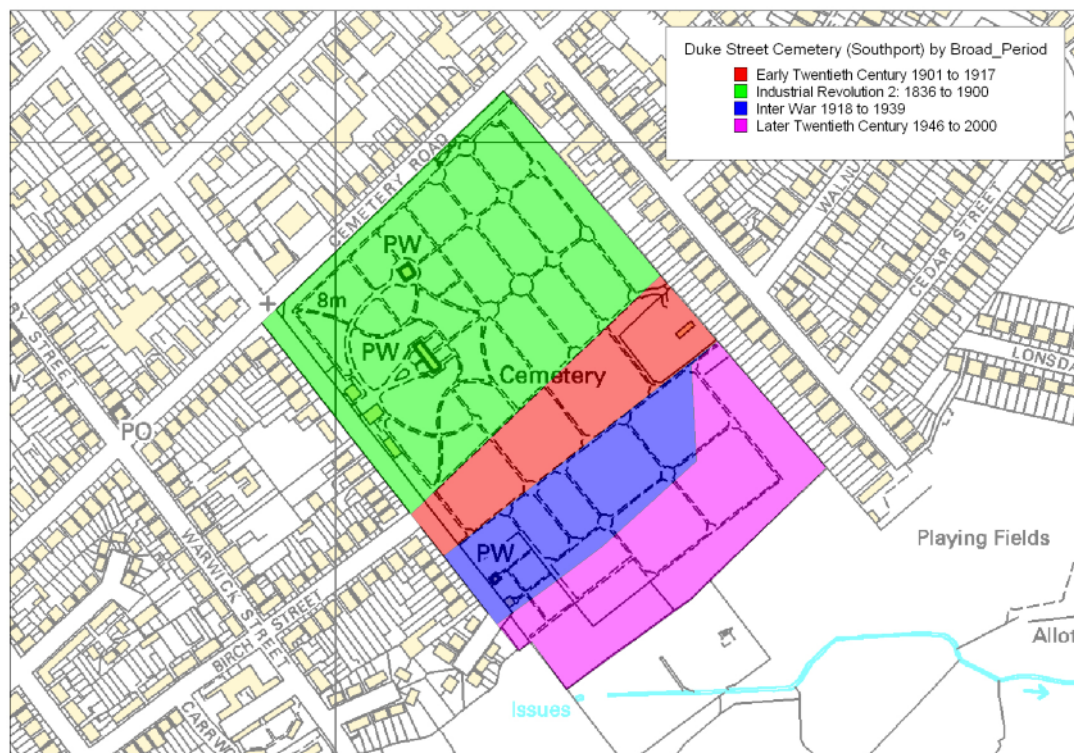


Figure 111 Duke Street Cemetery, Southport.
The green area shows the original extent of the cemetery founded in 1866, with subsequent enlargements (to the southeast) in the early 20th century, Inter War and post-1945 periods (©

⁶⁹ www.sefton.gov.uk/Default.aspx?page=3947 Accessed 15 March 2010

⁷⁰ www.sefton.gov.uk/Default.aspx?page=3947 Accessed 15 March 2010

The cemetery founded in 1866 was incorporated into Southport's northwest to southeast-aligned street grid pattern. The original cemetery was rectangular in shape, covered some 5.79 ha, with avenues and two mortuary chapels. The cemetery was enlarged in the early twentieth century (by 1.70 ha) and in the Inter War period (by 1.76 ha). The cemetery was last enlarged in the post-1945 period by some 2.64 ha (the total cemetery area now covers some 11.79 ha).

In 1859 the Liverpool Catholic Cemeteries Board opened **Ford Cemetery**, about five miles north of the Liverpool City centre. The land was acquired by Father Thomas Newsham to replace the graveyard at St Anthony's Church on Scotland Road (Liverpool). Although opened in 1855, no records of burials exist prior to 1859. By 1989 over 350,000 people had been buried there. The LCCB opened further cemeteries in Ainsdale and Yew Tree. Between 1863 and 1875 equal numbers of Catholics were buried at Ford or a Corporation Cemetery. Thereafter the situation changed rapidly and from 1883 onwards 80% of Catholics were buried at Ford.⁷¹

According to Farrer and Brownbill (1907, 99), "a Roman Catholic cemetery of 21 acres was opened in 1855..." at Ford near Litherland. A printed notice in James Gibson's *Epitaphs...in Liverpool Churches...*, Vol. 9, p 344, refers to "Liverpool Catholic Cemetery, Ford, near Seaforth" as having been established in 1855.⁷²

The crosses serving as the Via Dolorosa in the cemetery were actually blessed by Bishop Goss on Sunday 25 September 1859. The procession and ceremony were reported in the *Liverpool Mercury*, Monday 26 September, p3, col. 4 which states that "...the persons assembled on the ground could not number less than five thousand; and two or three hundred conveyances, including carriages, cabs, omnibuses and a large number of spring carts were stationed outside the ground". The Church of the

⁷¹ www.archive.liverpool.gov.uk Accessed 15 March 2010

⁷² www.archive.liverpool.gov.uk Accessed 15 March 2010

Holy Sepulchre, Ford (**designed by Augustus Welby Pugin**) was consecrated on 8 September 1861 served as a mortuary chapel to the cemetery.⁷³

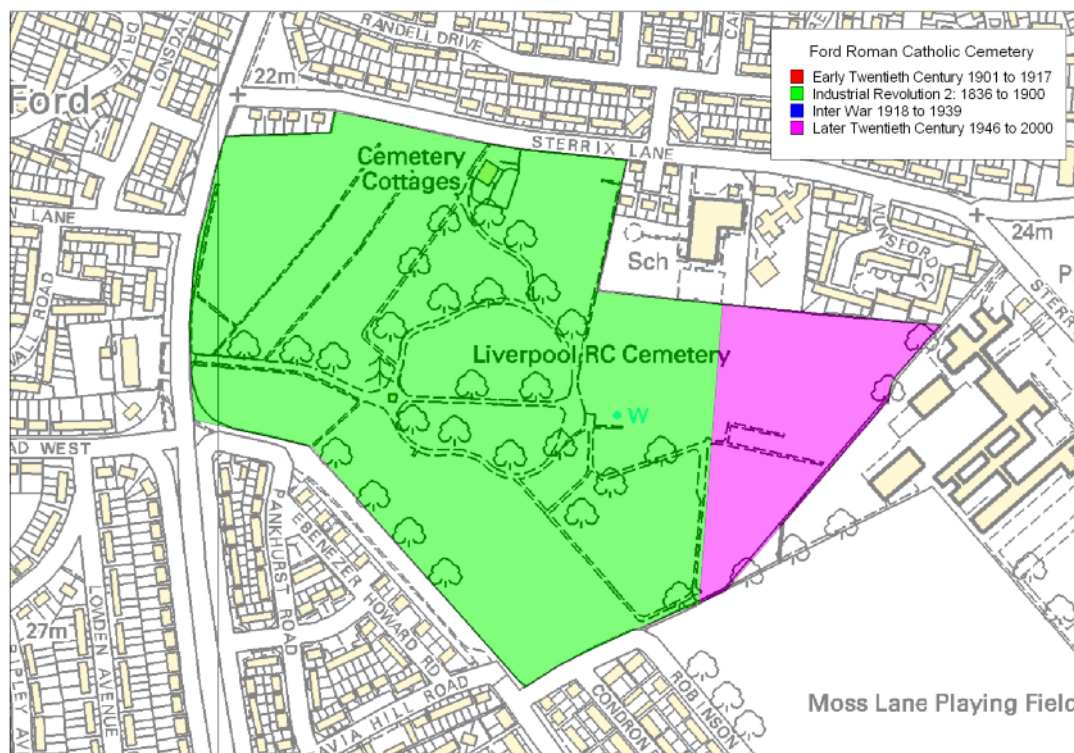


Figure 112 Ford Roman Catholic Cemetery
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Ainsdale Roman Catholic Cemetery was consecrated in August 1884, founded to the south of Liverpool Road. On the Ordnance Survey 25" map of Lancs. 1893, the site is depicted as St Mary's Roman Catholic Cemetery, in association with a nearby presbytery.

In 1903, **Birkdale Cemetery** was constructed to the north of Liverpool Road, adjacent to the earlier Roman Catholic cemetery. When viewed from Liverpool Road the

⁷³ www.archive.liverpool.gov.uk Accessed 15 March 2010

dominating features are the chapel, which was closed in the late 1970s and large elaborate marble memorials. The cemetery is very tranquil as half of its boundary is shared by the Southport and Ainsdale Golf Club (which means very little traffic noise). There is an open view across the golf course towards the sea.⁷⁴

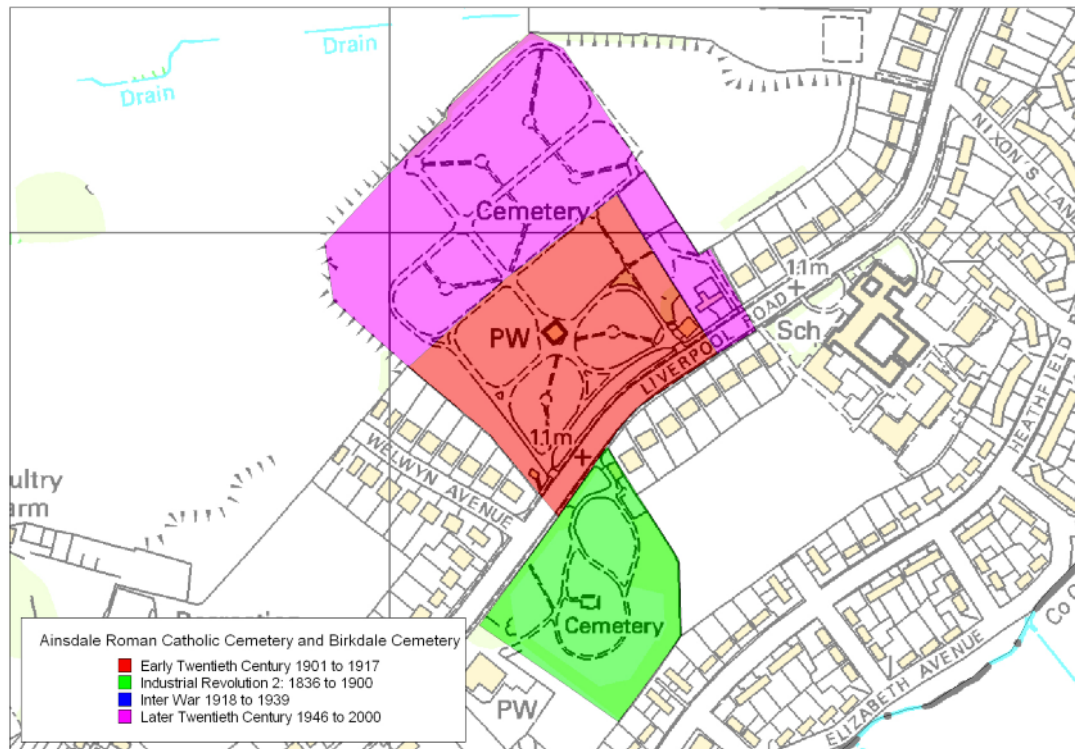


Figure 113 Ainsdale Roman Catholic Cemetery (green) founded in 1884 and Birkdale Cemetery (red) founded in 1903. A post-1946 extension to Birkdale Cemetery is shown in pink (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Situated in 10.72 ha (26.5 acres) of ground, **Bootle Cemetery** was opened in 1913 (although constructed in the early 20th century, the MHCP recorded this site as an Inter War site, as it is first depicted on the Ordnance Survey 25" map of Lancs. 1939). The cemetery chapel was closed in the late 1980s but remains the dominant feature.

⁷⁴ www.sefton.gov.uk/default.aspx?page=3946 Accessed 15 March 2010

Other features include a babies' memorial garden near the Lydiate Lane entrance, graves of military war dead, two large memorials marking the graves of civilian victims of the blitz and an area with memorial marking the final interment place of the bodies exhumed from St Mary's Church Bootle.⁷⁵

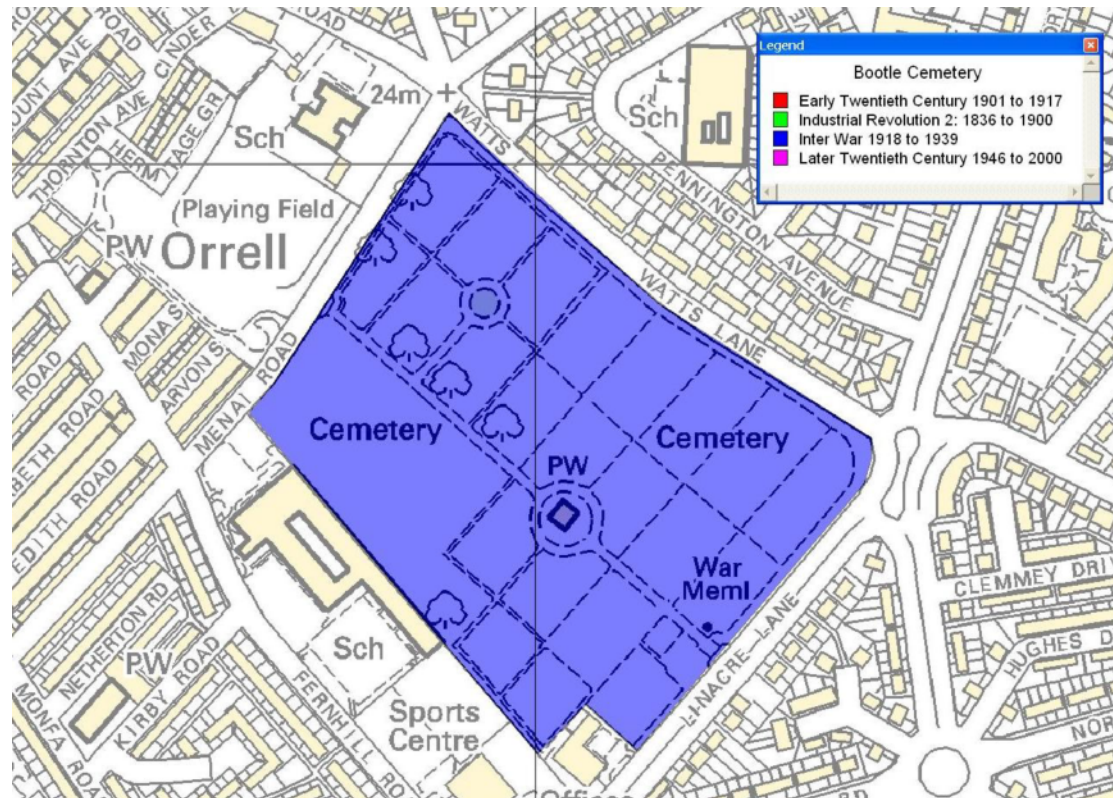


Figure 114 Bootle Cemetery (Current 2003 mapping).
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

⁷⁵ www.sefton.gov.uk/default.aspx?page=3944 Accessed 15 March 2010

9.6.2 College / University Area

College and University buildings account for about 12.36% (97.34 ha) of the Civil Broad Type in Sefton. The character type is dominated by sites founded in the later 20th century (approximately 96% - 93.07 ha), the largest being a specialist educational development on the site of Little Crosby Hall (see Section 9.3.8 - Residential - Private Estate Houses). A single pre-1900 site was recorded in Formby (St Peter's Roman Catholic College), which was later extended in the Inter War period - St Peter's Roman Catholic College (founded as St Peter's School for Foreign Missions) was begun in 1884 and is associated with the Mill Hill College founded by the late Cardinal Vaughan.⁷⁶

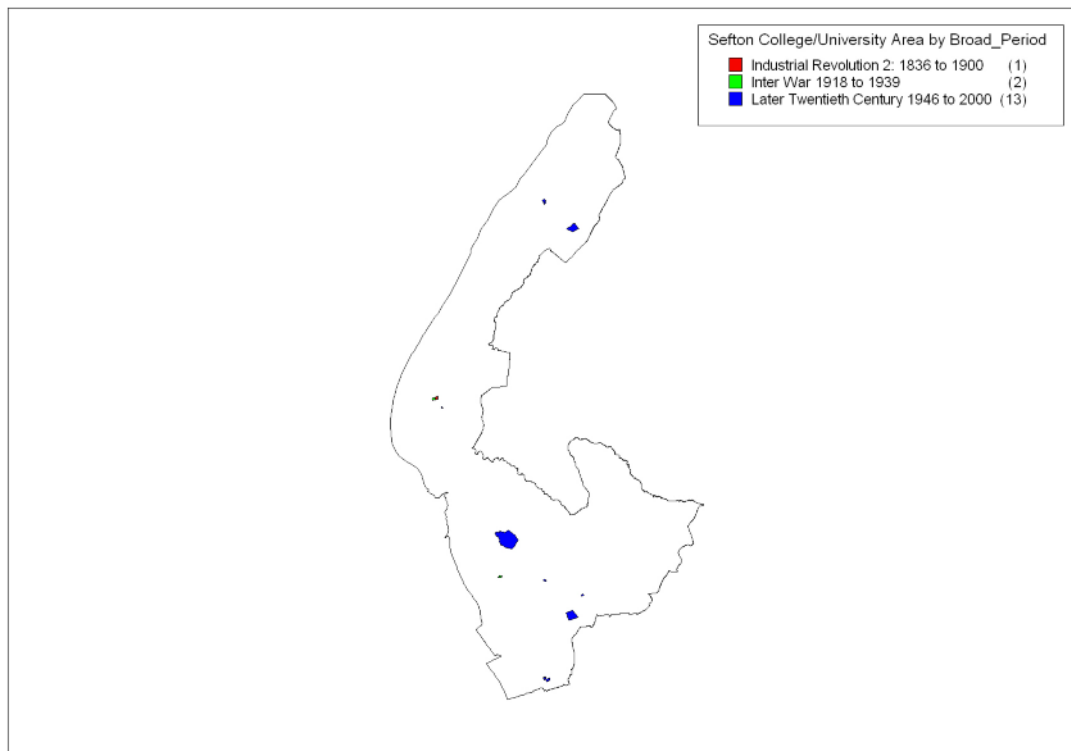


Figure 115 Current (2003) College/University Area in Sefton by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

⁷⁶ www.british-history.ac.uk/report.aspx?compid=41288 Date accessed: 29 April 2010.

College/University Area by Broad Period	Number of Polygons	Area (Hectares)	Percentage of Broad Period Total
Industrial Revolution 2: 1836 to 1900	1	1.59	1.63
Inter War 1918 to 1939	2	2.68	2.75
Later Twentieth Century 1946 to 2000	13	93.07	95.61
Total	16	97.34	100%

Table 43 Current (2003) College/University Area in Sefton by Broad Period of origin

9.6.3 Crematorium

A single crematorium site was recorded in the district of Sefton (Thornton Garden of Rest) representing 1.36% (10.73 ha) of the Civil Broad Type.

Opened in 1963 the crematorium is a typical sixties design. It houses a book of remembrance room, waiting room and public conveniences. The chapel will seat approximately eighty people. The cremated remains can be laid to rest on the memorial garden or can be interred in a family or cremated remains grave.⁷⁷

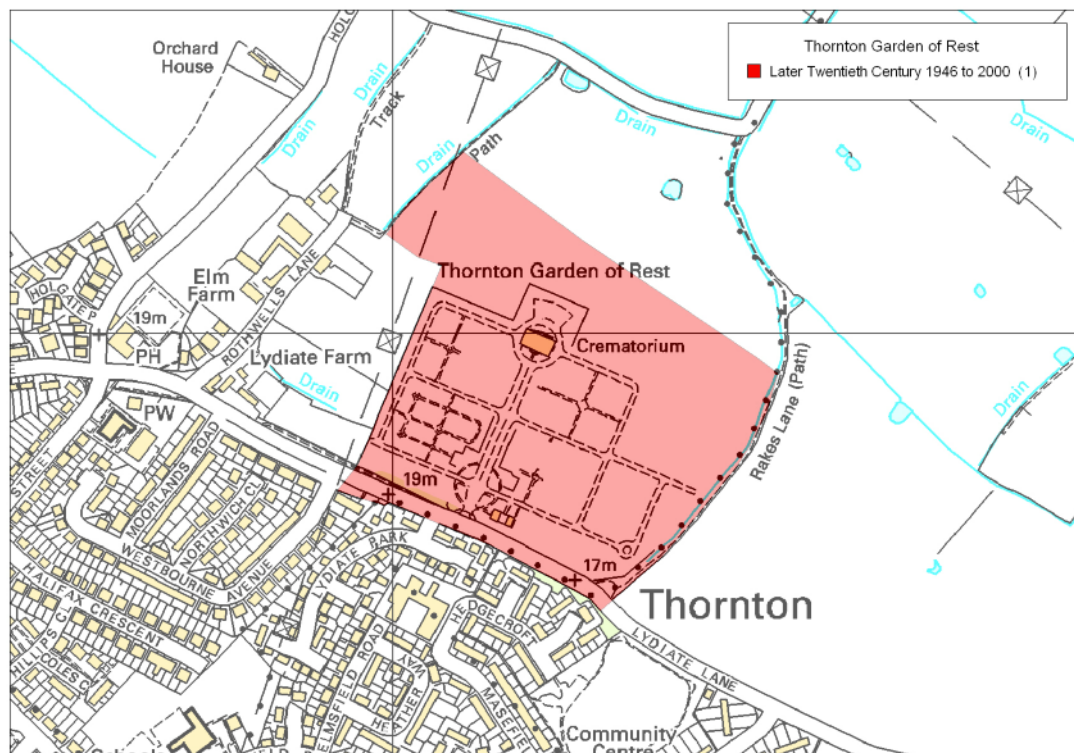


Figure 116 Thornton Garden of Rest
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

⁷⁷ www.sefton.gov.uk/default.aspx?page=5061 Accessed 15 March 2010

9.6.4 Cultural

The Cultural Sub Type contains all buildings of cultural, municipal or civic nature, including; council offices (unless included in the commercial office Sub Type), community centres, public halls, libraries, museums, theatres and public baths.

By the nature of their functions, cultural buildings are predominantly to be found in urban or commercial centres. There is a great deal of overlap between the Cultural Sub Type and other Civil and Commercial Sub Types. In some instances, cultural buildings have been incorporated into the Commercial Core Sub Type (not receiving a separate Cultural characterisation) - this is particularly true for Commercial Cores dating to the Industrial Revolution 2 (1836 to 1900) period and earlier. The higher-status types of civic buildings such as town halls are often grand and ornate buildings of architectural significance. Civic institutions of less high status such as libraries may also be representative of the design movements of their time. Civic and municipal institutions may form complexes of contemporary buildings set in formal grounds or gardens.

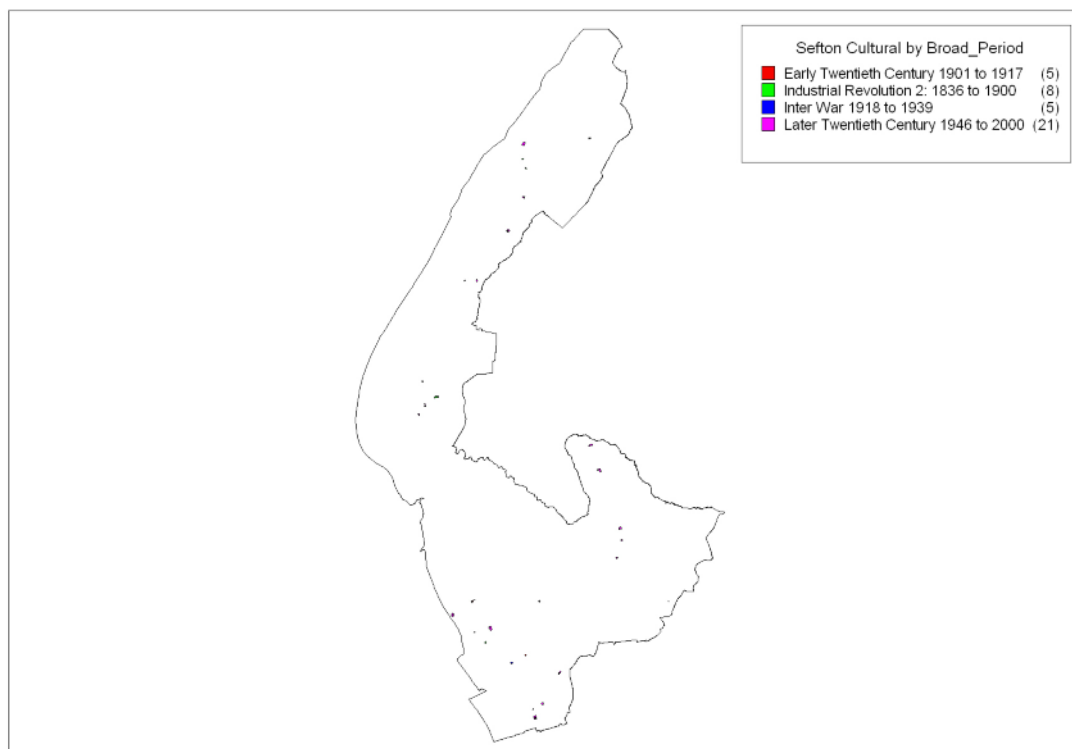


Figure 117 Current (2003) Cultural in Sefton by Broad Period of origin
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Cultural buildings account for about 1.7% (13.48 ha) of the Civil Broad Type in Sefton, the main concentration of such buildings are in the commercial (and residential) cores of Bootle, Litherland and Crosby (Waterloo), and to a certain extent, Formby and Southport. Many of the buildings in the commercial cores date to pre-1900, occupying areas within, and directly associated with, commercial activity (all Commercial Sub Types). Cultural buildings are generally large public buildings covering the arts (museums, concert halls, theatres and monumental sculptures) and civic duties (halls and council offices). Examples:

Crosby Town Hall on Georges Road is a Grade II Listed Building. Built in 1862 by F.S. Spencer Yates (enlarged to the rear in 1893) and constructed in sandstone rubble with freestone dressings, and a hipped slate roof. In Italianate Style, it has a square plan with wing to right and extension to the rear. The building is found in close association with other Civil buildings, within the Crosby commercial core.



Figure 118 Crosby Town Hall, depicted on the Ordnance Survey 25" map of Lancs 1927 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Bootle Town Hall on Oriel Road is found in close association with other Civil (notably public swimming baths, theatre and college) and Commercial buildings. The MHCP has, erroneously, recorded the town hall as belonging to the later 20th century. The

building is Grade II Listed and was constructed in 1882 (the designer was J. Johnson). Built in rock-faced stone with ashlar dressings and a slate roof.⁷⁸

Southport Town Hall was recorded within of the Southport Commercial Core (dating to the Industrial Revolution 2 period), and did not receive a separate Civil (Cultural) character. Listed as Grade II, the town hall was built in 1852-3 by Thomas Withnell, and is constructed in white painted stucco in a Palladian style. It is rectangular in plan, aligned parallel to Lord Street (plus later additions to the rear) and forms a group with Southport Arts Centre (to the right) and the Pavilion in the Municipal Garden (to the front). The Grade II Listed Southport Arts Centre was constructed as a public assembly hall and theatre in 1871-4 by Maxwell and Tuke. Built in sandstone ashlar with slate roofs, in a French Renaissance style.⁷⁹

Cultural by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	8	2.23	16.54
Early Twentieth Century 1901 to 1917	5	0.99	7.34
Inter War 1918 to 1939	5	0.76	5.64
Later Twentieth Century 1946 to 2000	21	9.50	70.48
Total	39	13.48	100%

Table 44 Current (2003) Cultural in Sefton by Broad Period of origin

Early 20th century and Inter War buildings are found near to historic cores - notably Bootle and Southport. For example, the Southport Theatre Convention Centre consists of a large traditional theatre, a beautiful domed ballroom, a brand new 4 star

⁷⁸ www.lbonline.english-heritage.org.uk Accessed 22 March 2010

⁷⁹ www.lbonline.english-heritage.org.uk Accessed 22 March 2010

hotel and Conference and Exhibition Centre, and a variety of modern function suites. The 1930 hall is a flat-roofed brick building on classical lines (by Archer and Gooch), presenting a rendered frontage with pairs of columns to the promenade. The rear of the building which faces the sea/estuary is in Art Deco style and is at a lower level. Although built in the 1930s the MHCP has recorded the building as dating to the later 20th century due to the extensive alterations and additions.⁸⁰



Figure 119 Southport Theatre Convention Centre on the 2003 mapping, on land formerly Recreational and Ornamental Land (Public Park) on the Ordnance Survey 25" map of 1912 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The largest group (by date) are post-1945 buildings, occupying nearly 71% (9.50 ha) of the Civil total. Modern, cultural buildings are found on the outskirts of historic cores and in the 'new town' developments of Maghull and Lydiate. Buildings of this period

⁸⁰ www.theatrestrust.org.uk/resources/theatres/show/1915-floral-hall-southport Accessed 22 March 2010

are found evenly dispersed throughout the district. These dispersed buildings are generally small in size and have a wide range of functions, including local libraries, community halls and local establishments.

9.6.5 Hospital

The Hospital Sub Type represents around 24.27% (191.19 ha) of the total area of the Civil MHCP type in Liverpool. The category includes sheltered housing and retirement homes, hospitals, and larger scale clinics and surgeries.

In the second half of the 19th century, it was recognised that increasing urbanisation was bringing new health risks associated with poor living conditions. Social reforms to counteract this were put in place, and this led to the establishment of numerous hospitals and medical facilities. Three different kinds of hospitals existed in the past. Some of the earliest hospitals were run as charities and were known as voluntary hospitals. Hospitals were also set up by Poor Law authorities. In the 20th century public health authorities began to run hospitals.

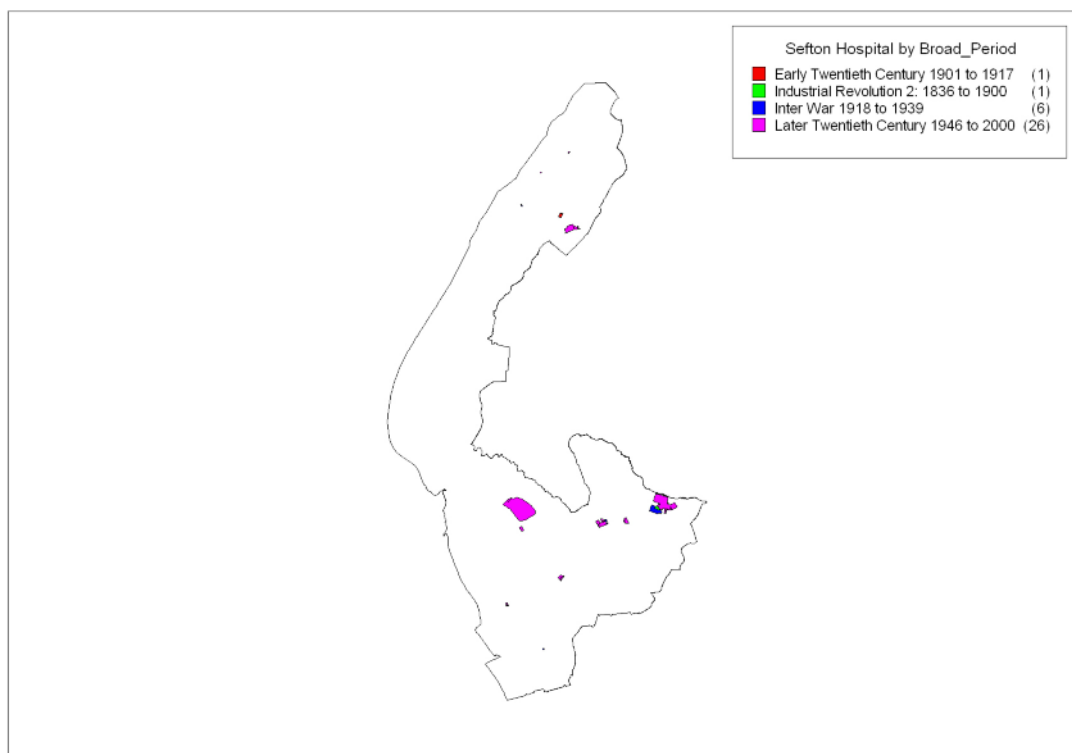


Figure 120 Current (2003) Hospital in Sefton by Broad Period of origin
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Hospital by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	1	2.56	1.34
Early Twentieth Century: 1901 to 1917	1	1.90	0.99
Inter War 1918 to 1939	6	13.99	7.32
Later Twentieth Century 1946 to 2000	26	172.74	90.35
Total	34	191.19	100%

Table 45 Current (2003) Hospital in Sefton by Broad Period of origin

The majority of extant hospitals (90.35% - 172.74 ha) date to the later Twentieth Century, followed by Inter War (7.32% - 13.99 ha) and pre-1900 building stock (1.34% - 2.56 ha). Hardly any buildings date to the early Twentieth century (1901 to 1917) period, which appears surprising. Perhaps the survival of this phase of building is particularly low; many hospitals of this date were located within the city centre and were lost due to bomb-damage or post-war redevelopment. Furthermore, many Victorian and Edwardian hospitals have been substantially altered, or even rebuilt, on the same site.

Examples:

One of the largest and earliest hospitals in Sefton district is **Ashworth Hospital**, Maghull. There has been a hospital on the Maghull site since 1872 when, on the death of Thomas Harrison, Moss Side House, built as a private home in the 1830s by the Merchant Harrison family, was sold to the Liverpool Select Vestry - and its life as a hospital began.⁸¹

⁸¹ www.merseycare.nhs.uk/services/clinical/high_secure/History_of_Ashworth_Hospital.asp
Accessed 5 March 2010

Moss Side's first role was as a convalescent home for children from the Liverpool workhouses but by 1878 plans were already being prepared to turn it into accommodation for 60 men and 120 women of "the epileptic harmless lunatic type" and although it did house the occasional tuberculosis patient and epileptic it was not until 30 years later that plans for a new 300-patient hospital were finalised.⁸²

After numerous delays, work on the new hospital buildings eventually began in 1911 at an estimated cost of £46,000. In July 1914 the whole estate, which included a large country house, two farms and a large but unfinished hospital, was sold to the Lunacy Board of Control for £64,000.⁸³

The Lunacy Board of Control intended to use the hospital as a State Institution, but a greater need interrupted this work and the hospital was hastily adapted to receive soldiers requiring treatment for nervous disorders during the First World War. It was renamed the Military Red Cross Hospital, Moss Side, and on 7 December 1914 received 20 shell-shocked patients - the first of 3,500 to be treated there during and after the war. All nurses were members of the Red Cross and wore that organisation's uniform but, in July 1915 all the male staff were enlisted into the Royal Army Medical Corps. As the war continued more men were urgently needed at the front so in 1918 the hospital was urged to use women to the fullest possible extent to release men for the war effort. To ease the staff crisis, and for its therapeutic value, some patients were allowed to work on the hospital farm.⁸⁴

Moss Side, along with its sister institutions of Broadmoor, Rampton in England and Carstairs in Scotland, became hospitals in July 1948 with the creation of the National

⁸² www.merseycare.nhs.uk/services/clinical/high_secure/History_of_Ashworth_Hospital.asp
Accessed 5 March 2010

⁸³ Ibid

⁸⁴ Ibid

Health Service but the four hospitals continued to be managed by the Board of Control until 1959 when the Mental Health Act of that year dissolved it.⁸⁵

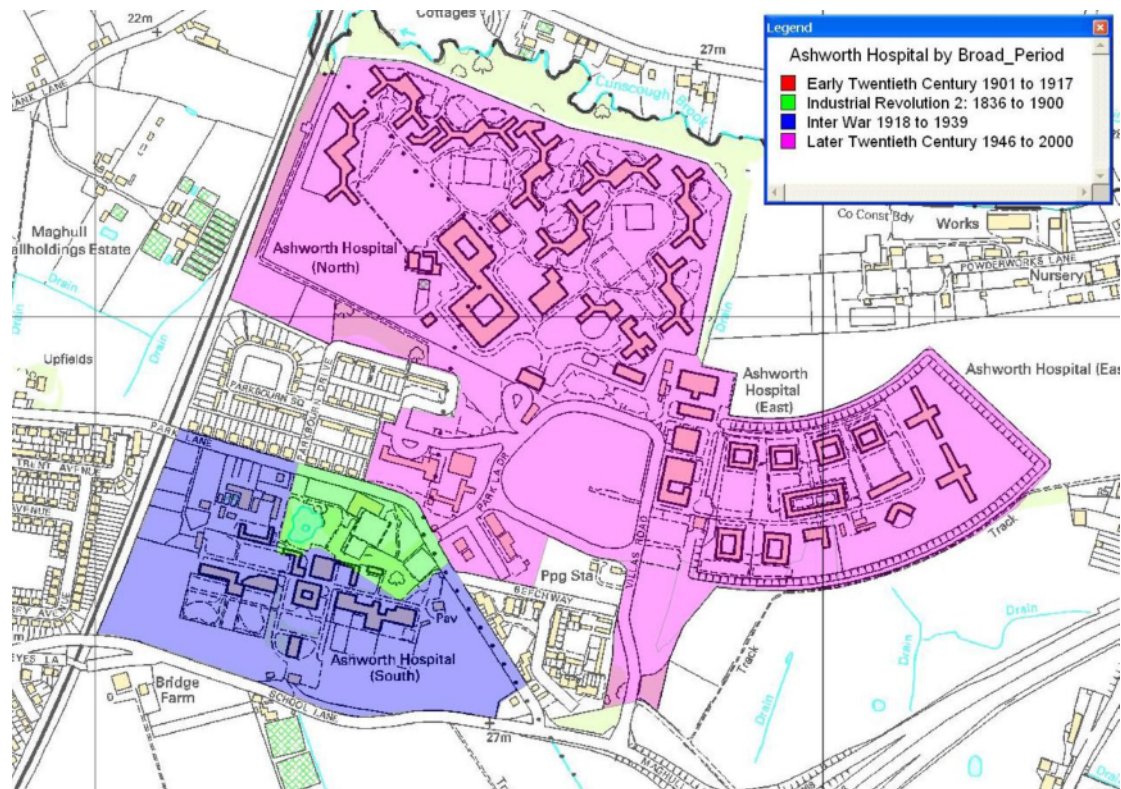


Figure 121 Ashworth Hospital, Maghull.

The original site of the Moss Side Convalescent Home is depicted in green, with later Inter War enlargement in blue. The expansion of the hospital in the post-war period is depicted in pink (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The Mental Health Act of 1959 brought in far more sweeping changes. Abolishing the statutory distinctions between mental illness and mental deficiency, it outlined for the first time the role of what would become known as the special hospital for people who, in the opinion of the Minister, required treatment under conditions of special security on account of their dangerous, violent or criminal propensities.¹

By the early 1970s Broadmoor Hospital was overcrowded and plans were agreed for a fourth special hospital. Probably because there was so much vacant land on the

⁸⁵ www.merseycare.nhs.uk/services/clinical/high_secure/History_of_Ashworth_Hospital.asp
Accessed 5 March 2010

Moss Side site it was decided the fourth hospital would be built on 50 acres of land adjacent to Moss Side, to be known as Park Lane.⁸⁶

In 1974 the first two Park Lane Hospital wards were opened and 10 years later the new hospital was complete. It quickly became a showcase of innovative modern practice and it was justly proud of the small single story wards, extensive educational and recreational facilities and pleasant surroundings.⁸⁷

The 1983 Mental Health Act saw a review of the 1959 Act and some changes were made. These changes gave patients more rights in relation to access to Mental Health Review Tribunals, which now consider all cases at least every three years. In 1989 the Special Hospital Service Authority (SHSA) took charge of Moss Side, Park Lane, Broadmoor and Rampton Hospitals and a year later the previously separate Moss Side and Park Lane Hospitals were merged into one. The name Ashworth Hospital was the result of a ballot for a new name among patients and staff.⁸⁸

In June 1995 there were further changes to the management of high security psychiatric services in England and Wales, designed to integrate the country's special hospitals more closely with mainstream mental health services while maintaining the protection of the public, staff and the patients.⁸⁹

⁸⁶ www.merseycare.nhs.uk/services/clinical/high_secure/History_of_Ashworth_Hospital.asp Accessed 5 March 2010

⁸⁷ www.merseycare.nhs.uk/services/clinical/high_secure/History_of_Ashworth_Hospital.asp Accessed 5 March 2010

⁸⁸ www.merseycare.nhs.uk/services/clinical/high_secure/History_of_Ashworth_Hospital.asp Accessed 5 March 2010

⁸⁹ www.merseycare.nhs.uk/services/clinical/high_secure/History_of_Ashworth_Hospital.asp Accessed 5 March 2010

The SHSA was replaced by the High Security Psychiatric Services Commissioning Board within the NHS Executive. This new board assumed responsibility for commissioning services provided by the special hospitals.⁹⁰

As part of these changes, Ashworth Hospital became an Authority in its own right in April 1996 as did Rampton and Broadmoor hospitals. In the words of the then Minister of Health this change to authority status "(gave) greater responsibility to the people who work in each hospital so that they are able to develop the organisation in ways that meet the needs of their patients and respond quickly on day-to-day matters affecting patients and staff."

In December 1999 the government published its strategy for developing mental health services outlining its commitment to integrating mental health services into the wider NHS and Ashworth Hospital Authority began exploring possible partnerships with regional mental health services, as did Broadmoor and Rampton Hospitals. On 1st April 2002 Ashworth Hospital became part of Mersey Care NHS Trust.⁹¹

Ince Blundell Nursing Home - Built from 1720, Ince Blundell Hall was the home of the Blundells of Ince, who became the Weld-Blundells until 1959. It is now a nursing home run by the Canonesses of Saint Augustine.

Ince Blundell Hall and Estate was purchased by the Augustinian Canonesses of the Mercy of Jesus following a request from the Archdiocese of Liverpool for the Community, as a Nursing Order, to establish a centre for the care of clergy who needed nursing support throughout their retirement. The original concept was developed by the Augustinian Community and was extended so that their services, as a Nursing Order, would also be available to non-clergy. The Governing Document of the charity is the principal Trust Deed dated 24 May 1967. (For the full record of the house and associated parkland see Residential - Private Estate).

⁹⁰ www.merseycare.nhs.uk/services/clinical/high_secure/History_of_Ashworth_Hospital.asp Accessed 5 March 2010

⁹¹ Ibid

The Maghull Homes was established in 1888, mainly through the efforts of Dr William Alexander and the benefactions of Mr Cox, a wealthy resident of Liverpool. It was set up to provide a service for people for epilepsy. It was originally known as the Maghull Homes for Epileptics - a home whose chief object was the employment of adult epileptics, both males and females. In 1888, the number of inmates was around 130. The method of housing the inmates employed in this institution differed from that of other colonies in that there were two large houses, one containing men and the other women, instead of the usual villa residences.

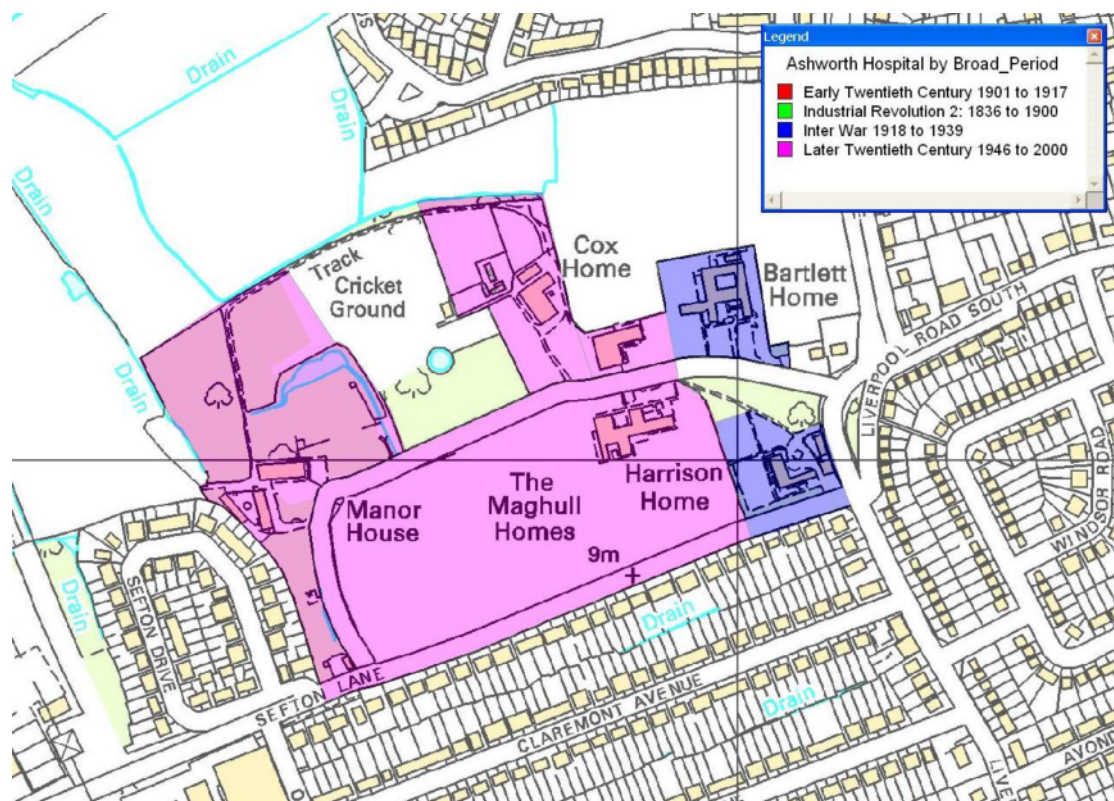


Figure 122 The Maghull Homes (now Parkhaven Trust) in Maghull on the 2003 mapping (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The principal building was the old manor house (built in 1780, but on the site of a much earlier moated manor house). The manor house is a Grade II Listed Building, constructed in brick with stone dressings and a slate roof, standing two-storeys high

with basement and attic.⁹² An earlier farmhouse (early 17th century) forms part of the residential nursing home complex. Further houses were added to the Homes complex, including Henry Cox House, built in 1894 for seventy-two men.

In 1914, the establishment was taken over by the War Office for the treatment of "soldiers suffering from nervous shock". After the Second World War, the complex became the Maghull Homes and in February, 1998 it changed its name to Parkhaven Trust. Now Parkhaven Trust provides short and long term care for older people in homes set in our extensive gardens. It also has community homes for people with learning and physical disabilities and a range of day opportunities.

The former Promenade Convalescent Hospital in Southport has recently been converted into a multiple-dwelling residential sites and commercial centre (from the MHCP). The building (much altered) was constructed in 1852-53 as a convalescent hospital and sea-bathing infirmary by Thomas Withnell for the Southport Strangers' Charity. The building was extended in 1862, the front range altered in 1881-83 by Paul and Bonella (in German Gothic Revival style) and there were further alterations in the 20th century.

⁹² www.lbonline.english-heritage.org.uk Accessed 5th March 2010

9.6.6 Institution

Institution contains buildings that could not be assigned a definitive category. As such, it contains a range of buildings of differing origins and usage including; ambulance and fire stations, courts and some civic buildings and local government offices not attributed to Cultural or Commercial (Office) Sub Types. The Institution Sub Type accounts for 1.18% (9.29 ha) of the current Civil Broad type in Sefton. Many very small institutional buildings were not recorded, being part of the predominant Commercial (Office or Core) status. As with Civil (Cultural) buildings, there is a great deal of overlap between the Institution Sub Type and the Commercial (Core) and Commercial (Office) Sub Types.

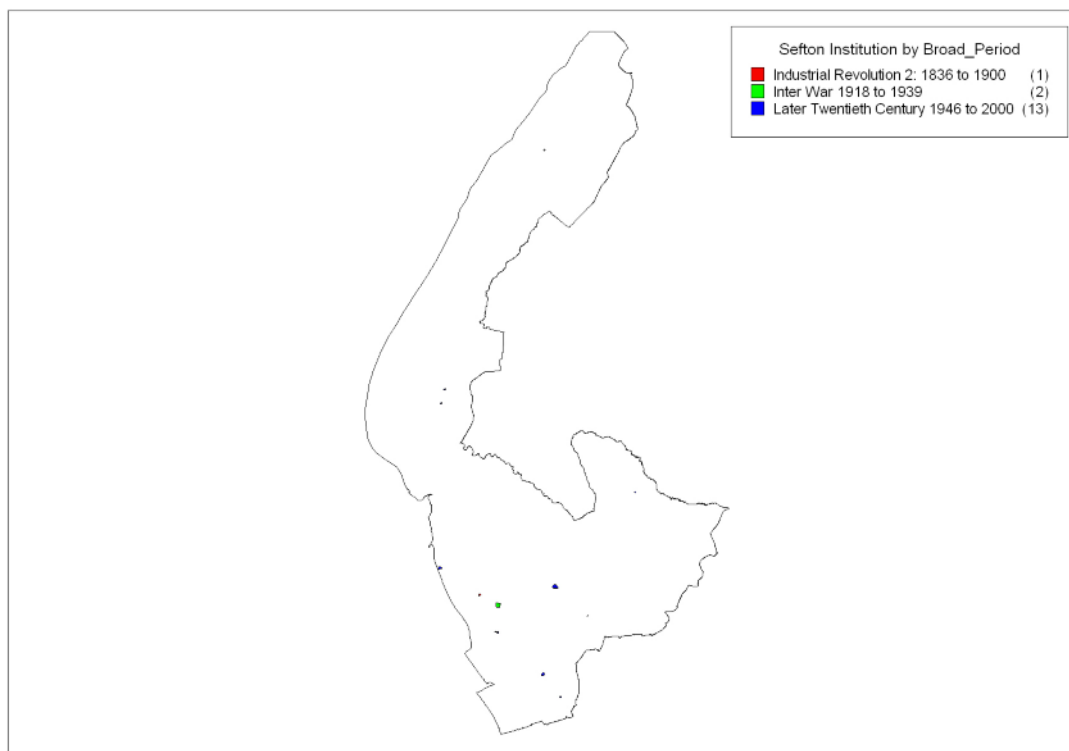


Figure 123 Current (2003) Institution in Sefton by Broad Period of origin
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The majority of institutional buildings occur in the south-west of the district, primarily in Crosby, Litherland and Bootle. The earliest building (dating to the Industrial Revolution 2 period) is a public library in Great Crosby (depicted as a Local Board Offices on the Ordnance Survey 25" map of Lancashire, 1893). One of the largest buildings is Nazareth House in Crosby, originally a large villa house but now used as a Children's Home. The majority (around 65.5% - 6.08 ha) of the buildings date to the

post-1945 period, the largest being a fire station at Buckley Hill (on land formerly small, semi-regular fields and detached housing).

Institution by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	1	0.37	3.98
Inter War 1918 to 1939	2	2.84	30.57
Later Twentieth Century 1946 to 2000	13	6.08	65.45
Total	16	9.29	100%

Table 46 Current (2003) Institution in Sefton by Broad Period of origin

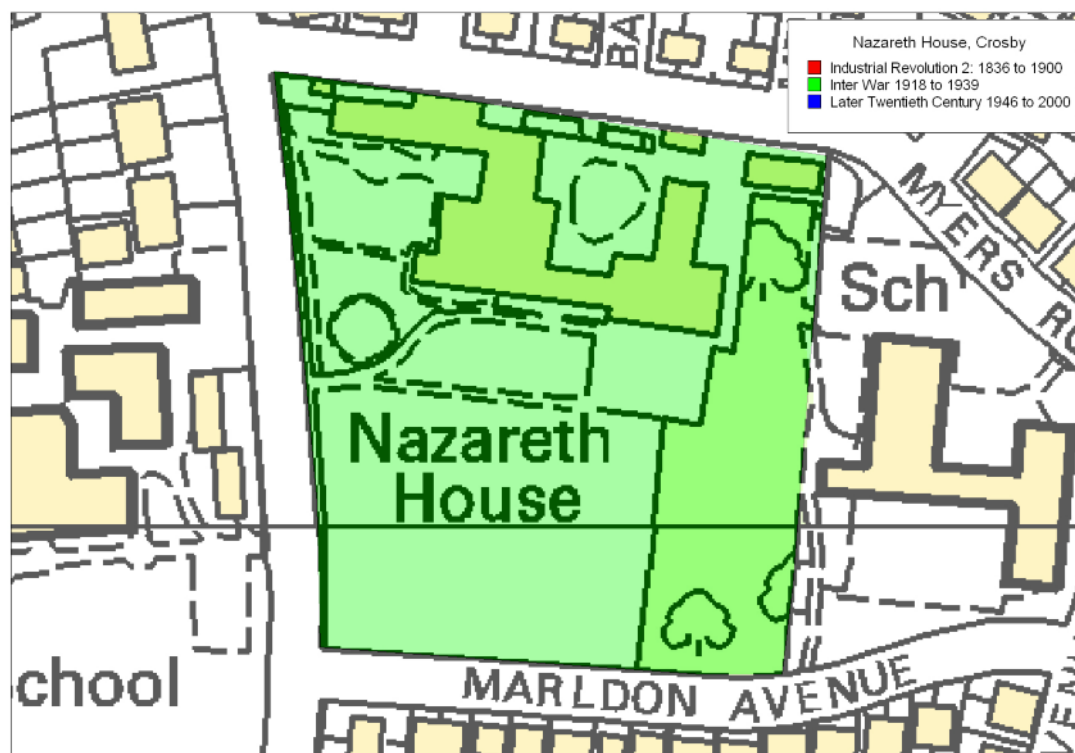


Figure 124 Nazareth House, Crosby on 2003 mapping
Grade II Listed Building, a villa house built in the early to mid 19th century, but now much altered. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.6.7 Place of Worship

Places of Worship (and other religious buildings) represent 9.15% (72.11 ha) of Civil Broad Type in Sefton. The first category represents churches and chapels of all denominations, as well as meeting houses, Kingdom Halls, mosques and synagogues. Small religious houses, including Non-conformist chapels of the 19th century, were either recorded individually (where they were visible) or as attributes of residential areas. Examples of the Religious (non-worship) type included Salvation Army Halls, convents (sometimes with attached nursing homes) and church halls. Sunday Schools were more-often-than-not, recorded as educational rather than religious institutions.

The overwhelming majority of sites of worship in the City are Christian churches and chapels. The majority of religious sites date to the Industrial Revolution 2 Period (1836 to 1900) at 39.44% (28.44 ha), followed by later Twentieth Century (1946 to 2000) at 34.04% (28.15 ha). Early 20th century and Inter War sites accounted for 9.1% (6.56 ha) and 12.41% (8.95 ha) respectively.

Place of Worship by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	70	28.44	39.44
Early Twentieth Century: 1901 to 1917	22	6.56	9.10
Inter War 1918 to 1939	21	8.95	12.41
Later Twentieth Century 1946 to 2000	55	28.15	39.04
Total	168	72.11	100%

Table 47 Current (2003) Place of Worship in Sefton by Broad Period of origin

Many of the borough's medium to large sized churches, were built in the 19th century as part of urban and suburban expansion, forming an integral part of the built and social environment. Many of these were high status, ornate buildings of architectural significance. Within the immediate environment of many churches and chapels were associated features such as lych gates, graveyards, halls and presbyteries, all of which may themselves be of historical interest or architectural merit. Graveyards may

contain unusual grave markers or fine sculpture. However, some chapels, particularly those built in the second half of the 19th and the early 20th century, occupied relatively small plots and did not have associated burial grounds or buildings.

Whilst many religious buildings are protected through listing, others are vulnerable to demolition but still form an important element of the urban landscape and should be sympathetically reused where they are no longer used for their original purpose. It is not unusual for urban chapels or churches to be reused as warehouses or for other commercial purposes or, more recently, as apartments; those in more rural settings may be particularly suitable for residential conversion.

Churches continued to be built in the 20th century, with about forty-three built between the 1900 and the 1939, and a further fifty-five dating to the second half of the 20th century, including both character areas and the smaller sites recorded as attributes of residential areas. Many of the churches built in the post-war period are associated with the development of large scale housing estates and social housing.

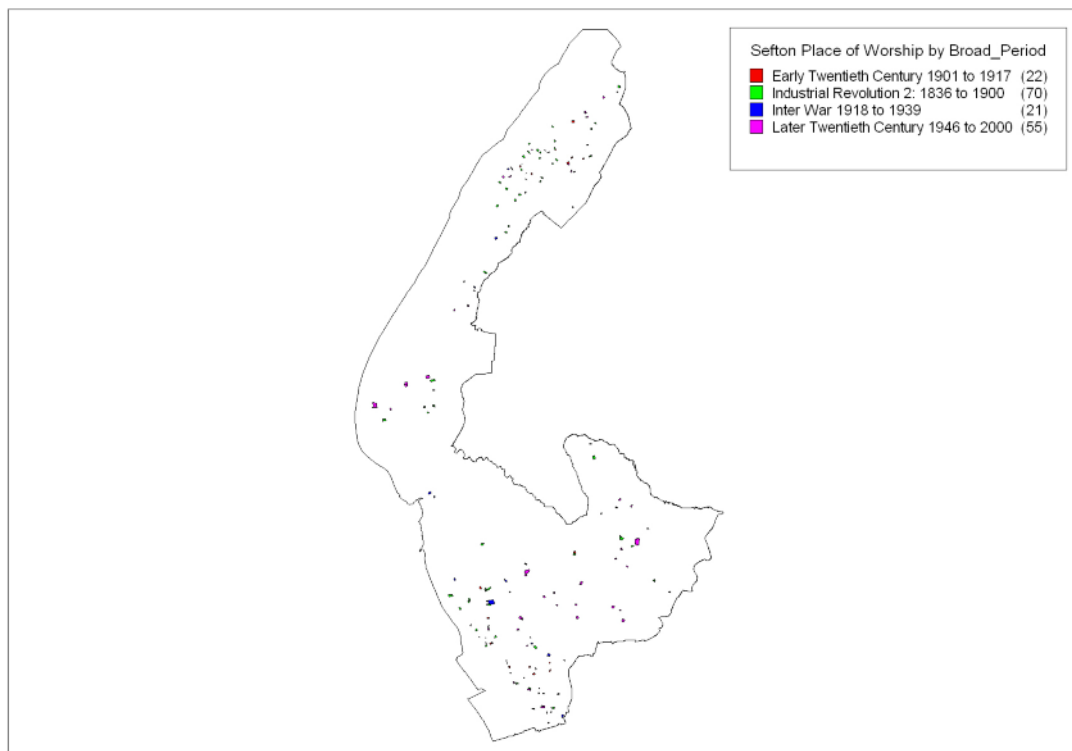


Figure 125 Current Place of Worship in Sefton by Broad Period of origin
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Examples of Sefton Churches

The project acknowledges that the following descriptions and text was sourced, and reproduced, here almost entirely from the Listed Buildings Online database as accessed in 2009 (www.lbonline.english-heritage.org.uk) which has been superseded by The National Heritage List for England (English Heritage).

Medieval Churches

A single extant medieval church was recorded by the MHCP, although assigned a later epoch. The MHCP also recorded a ruined chapel (as Rough Land).

Church of St Helen, Sefton - west tower and east bay of north chapel built in the early 14th century. West bay of north chapel is 15th century. The church has a single vessel nave and chancel, north and south aisles, south porch and east vestry all dating to c.1535-40. The west tower has diagonal buttresses, cornice and parapet with gargoyles. The north and south chapels have Perpendicular tracery. Grade I Listed Building (recorded by the MHCP as belong to the Industrial Revolution 2 period because of the later alterations).

St Katharine's Chapel, Lydiate. Ruined chapel, Late C 15 or early C16. For John or Lawrence Ireland. Constructed in stone, with a five-bay nave, south porch and west tower. Diagonal buttresses and remains of cornice to nave. Three-light Perpendicular south windows with transoms, tracery remaining to central windows, between weathered buttresses. Grade II* Listed and Scheduled Monument.

18th Century Places of Worship

Two churches and a former convent were identified as having origins dating to the 18th century;

Church of St Cuthbert, Churchtown, dates to c.1730-39, although it was altered c.1830, restored and partly rebuilt in 1908-9 by Isaac Taylor. The church was recorded by the MHCP as dating to the Industrial revolution 2 (1836 to 1900) period because of the rebuild. The Church is a Grade II Listed Building, constructed in a Georgian style in coursed dressed sandstone and ashlar with a slate roof.

Church of St Peter, Formby dates to 1746, with a chancel of 1873 and later vestry. Constructed in brick with stone dressings, chancel of stone and slate roof. Grade II Listed Building.

Former Convent of Our Lady, School Lane, Formby. Built as Catholic chapel, 1688, used as barn 1688-1796, then chapel until 1864, then became cottages and in 1930, a convent. Roughcast with slate roofs.

Former Church of St Benet and attached Chapel House, Chapel Lane, Netherton. Catholic church and priest's house, now workshop and private house. 1793. Brick with stone dressings, slate roof to house, stone slate roof to church. House of two storeys and three bays faces street, chapel to rear of 2 bays. House has windows with wedge lintels, those to ground floor sashed with glazing bars, those to 1st floor have casements, with central blind window. Grade II* Listed Building - this is an important example of an early Catholic church and is one of the best preserved examples in the north-west. Recorded by the MHCP as a Residential (Detached Housing) Sub Type.

Early to mid 19th Century Places of Worship

Church of St Luke, Crosby - 1853-4 by A and G. Holme (Pevsner); recently severely damaged by fire and substantially rebuilt at rear and internally in 20th century style. Built in coursed sandstone rubble, with freestone dressings and a metal sheet roof.

Church of St Luke, Formby - 1852-3 by W. Culshaw. Rock-faced stone with ashlar dressings and slate roof.

Church of the Holy Family (adjoining the service wing of Ince Blundell Hall), Ince Blundell. Chapel serving as parish church. 1858. By J.J. Scoles, interior decoration probably by Crace. Brick with stone dressings, slate roof. West facade of 2 storeys. Grade II* Listed Building.

Church of St Thomas, Lydiate - 1839-41 with chancel of 1913. Probably by S. Holmes and Sons. Stone with slate roof, east part of dressed stone with ashlar bands and dressings.

Church of St Thomas, Melling. 1835 with chancel of 1873. By J.W. Casson. Stone with stone slate roof, east has concrete tile roof.

Church of Holy Trinity, Manchester Road, Southport, is the third to have been built on this site since 1837. The present church dates to 1895-1913, designed by Huon Matear of Liverpool and built by Messrs. Woods of Bolton in a free perpendicular style. Constructed in glazed red brick, with Portland stone and sandstone dressings, and a slate roof. Grade II* Listed Building.

Later 19th to early 20th Century Places of Worship

Christ Church, Breeze Hill, Bootle. 1866. By Slater and Carpenter. Red stone with yellow stone banding, slate roof. Nave with aisles; west tower with porch; chancel with north vestry and south chapel.

Linacre Methodist Mission, Linacre Road, Litherland. Date in cartouche 1904. Red brick and yellow terracotta with slate roof. Two storeys, 1st bay is canted under hipped roof, other 5 bays form symmetrical composition. The mission was founded in the late 19th century and the present chapel replaces one built only a few years earlier, which was probably on the site of the children's chapel.

Church of St Philip, Litherland. 1861-3. By H. Gee. Rock-faced stone with ashlar dressings and slate roof. Nave with north-west tower transepts, short chancel and south vestry. Cornices and coped gables with fleur-de-lys finials.

Church of St Nicholas, Crosby. 1873-4, by T.D. Barry & Sons, with 1894 addition to west-end by W.D. Caroe. Built in a Decorated style, in thin yellow sandstone rubble with freestone dressings, slate roofs and copper-clad fleche.

Church of St Mary the Virgin, Crosby. 1877-86, by W.G. Habershon; nave extended 1907. Constructed in Gothic style, with Early English features. Coursed rock-faced red sandstone with yellow sandstone dressings, blue slate roofs with green slate bands.

Presbytery to the Roman Catholic Church of St Mary (and attached convent), Little Crosby. Probably all early 18th century, enlarged and/or remodelled in mid-19th century (and altered in the 20th century): the presbytery, dated 1850 on the porch, has a datestone of 1719 on its rear wing, and the convent, dated 1859 on the former porch, has remains of 18th century windows at the rear. Both the presbytery and convent were built in a Tudor style in brick, the presbytery stuccoed and the convent

of red brick with sandstone dressings; graduated slate roof to presbytery, stone slate roof to convent.

Church of St John, Crosby. 1864-5, by Culshaw (Pevsner); slightly altered. Coursed sandstone rubble with sandstone dressings, fishscale slate roof with bands of purple slate. Early English, with lancet windows throughout.

Christ Church, Waterloo Road, Crosby. Grade II* Listed. Church, now disused and subject to vandalism. 1891-9, by H.J. Austin of Austin and Paley. Snecked red sandstone, with green slate roofs. In Perpendicular style. Church of Emmanuel, Southport. 1895-8, by Preston and Vaughan. Red brick in Flemish bond with red sandstone dressings, slate roofs. Perpendicular style.

Church of St James, Southport (Birkdale). 1856-7, probably enlarged. By A. Rimmer. Coursed rock-faced red sandstone rubble, steeply-pitched slate roofs.

Church of St John, Crossens. 1883-5, by J.W. Cannon of Leeds. Rock-faced yellow sandstone with red sandstone dressings, slate roofs with red ridge tiles. Gothic style.

Church of St John, Southport (Birkdale). Church. 1890 enlarged 1903-9. By Paley and Austin. Common brick in English garden wall bond (5 plus one courses), with dressings of glazed red brick, red terracotta and some timber-framing; bellcote-spire clad with green slates. Arts-and-Crafts style, with Perpendicular details.

Church of St Luke, Southport. Church. 1878-80, by Mellor and Sutton. Red brick with some blue brick dressings, slate roofs. Severe Early English style.

Church of St Peter, Southport (Birkdale). Church. 1870-71, porch tower added 1886-87, transepts and vestries added and chancel rebuilt 1907. By T.D. Barry and Sons. Coursed sandstone rubble, slate roof in blue and purple bands. Decorated style.

Church of St Philip and St Paul, Southport. 1884-7, by R.F. Tolson. Rock-faced yellow sandstone, slate roofs. Constructed in 13th century style.

Roman Catholic Church of St Theresa of Avila, with attached Presbytery, Everton Road, Southport (Birkdale). 1897 (dated 1897 on foundation stone in west gable of church) by Sinnott, Sinnott and Powell; slightly altered. Red brick with dressings of red sandstone and some buff terracotta, slate roofs. Early English style.

Presbytery to Roman Catholic Church of St Joseph, Southport (Birkdale). Probably c.1865-7. Red brick in English garden wall bond with blue brick bands, hipped slate roof. Rectangular plan plus a porch-bay to the right.

Inter War and Post-1945 Places of Worship

Inter War and post-war religious sites are found throughout the district, but many are found in direct association with large Inter War housing estates. Following the Second World War, many large-scale religious/educational institutions were founded (as Roman Catholic schools with attached convents or presbyteries) on the outskirts of modern housing estates (Maghull, Thornton and Litherland).

9.6.8 Police Station

The MHCP identified twelve separate police stations on the current mapping, representing around 0.77% (6.09 ha) of the Civil Broad Type in Sefton. They are found throughout the district, the older buildings located within historic settlement cores. More recent police stations are located within post-1945 housing estates. The majority of police stations (96.06% - 5.85 ha) date to the later twentieth century (1946 to 2000).

Police Station by Broad Period	Number of Polygons	Area (Hectares)	Percentage Total
Inter War 1918 to 1939	1	0.24	3.94
Later Twentieth Century 1946 to 2000	11	5.85	96.06
Total	12	6.09	100%

Table 48 Current (2003) Police Station in Sefton by Broad Period of origin

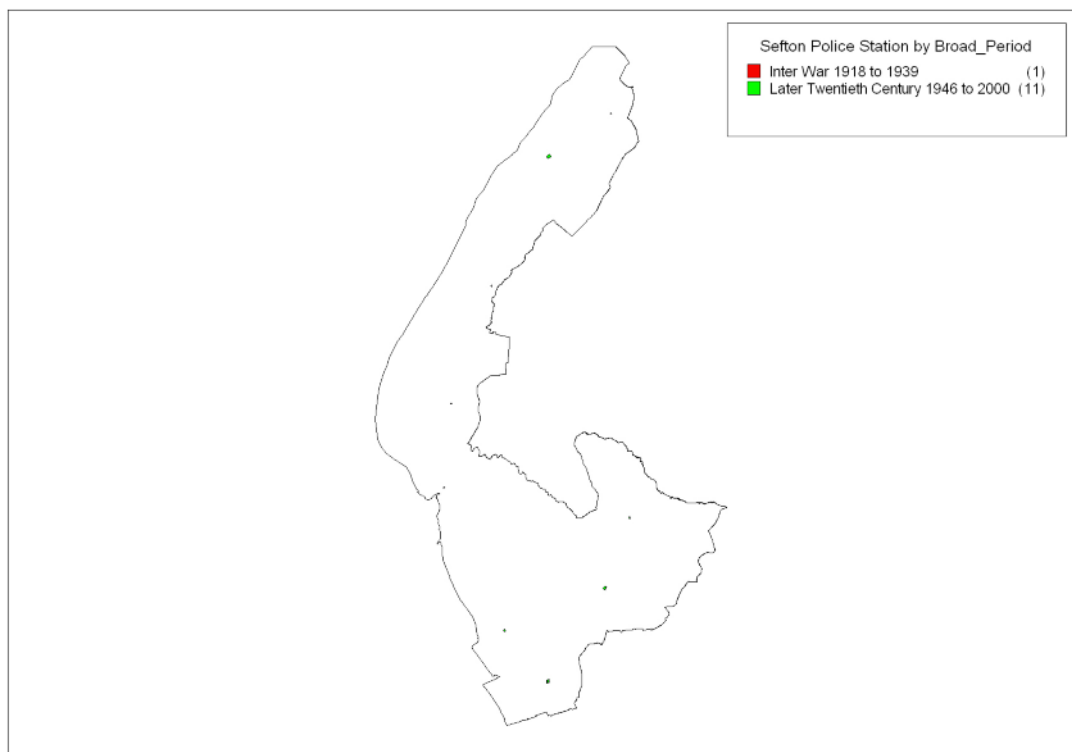


Figure 126 Current (2003) Police Station in Sefton by Broad Period of origin
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.6.9 Schools

Educational houses are an integral part of many historic urban landscapes, and schools represent the greatest area of Civil land use in Sefton. This is a product both of the large amounts of land taken up by outside space associated with some schools, and the large number of individual sites. Schools cover approximately 338 ha, nearly 43% of the total area of Civil Broad Type in Sefton. Schools can easily be identified on current and historic mapping as they are usually named. In total 214 polygons were recorded for the MHCP schools Sub Type. There are currently 122 schools listed within the Sefton Local Authority area (omitting private or privately funded schools). The listed schools comprise: Nursery (4), Infant (3), Primary (72), Junior (2), Secondary (22), Secondary and VI Form (14) and Special (5) schools.⁹³

Education houses have been a part of the vernacular environment since the post-medieval period. Early examples were often founded by religious or charitable societies. In the mid- to late 19th century social welfare reforms led to an organised national system of education.

The Second Reform Act of 1867 and Forster's Education Act of 1870 caused elementary schools to be built in areas where educational facilities were not provided. Contemporary colleges and institutions were also founded, with the intention of improving the skills of the labour force.

Schools associated with later 19th and early 20th century terraced houses tend to be small. Larger schools, often with extensive playing fields, were built in the 20th century. Extensive phases of school and college building activity occurred in both the Inter War and post-war periods; many were built in association with suburban housing developments. The majority of modern schools are purpose built installations on land formerly open fields.

⁹³ www.sefton.gov.uk/default.aspx?page=1771

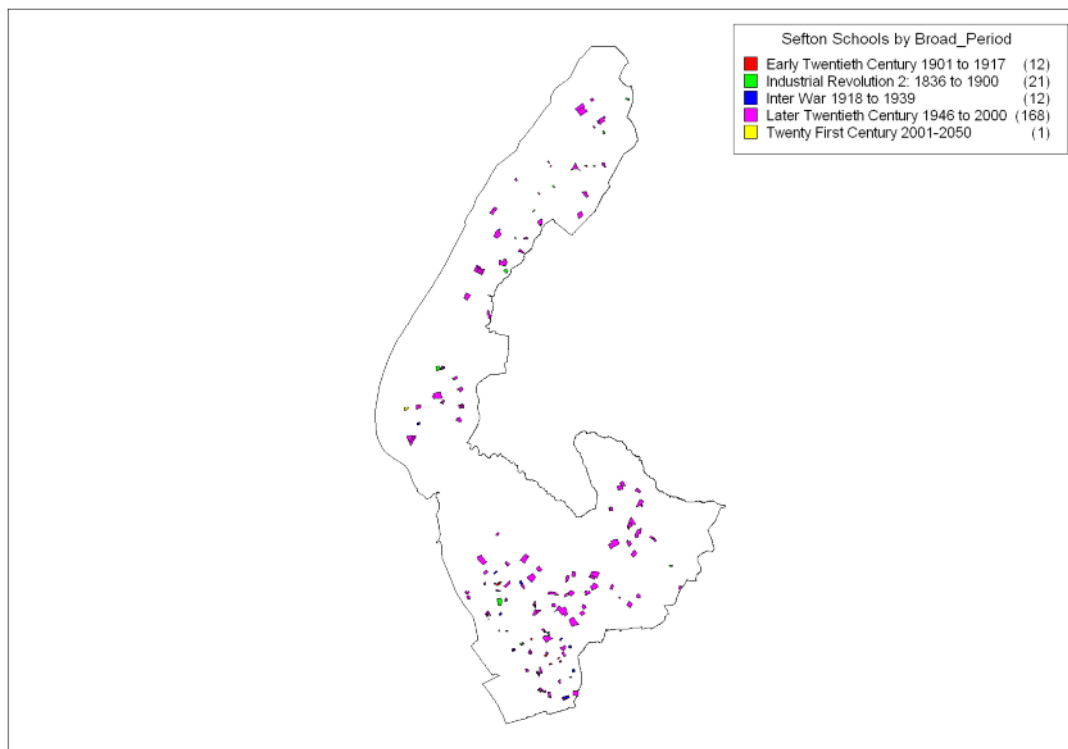


Figure 127 Current (2003) Schools in Sefton by Broad Period of origin
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

In general, the distribution of schools runs parallel to residential development in the district (see Residential Broad Type). Twenty-one schools (polygons) were identified with pre-1900 origins, making up just over 4.5% of the total; the majority of these are located in the historic cores of Southport, Crosby and Bootle. The majority of early twentieth century (1901 to 1917) schools are found in Bootle and Crosby. 3.04% of the schools date to the Inter War period (1918 to 1939), with many of these located in the urban fringes of Bootle, often within large Inter War housing estates. Around 90% (approximately 305 ha) of the schools in Sefton district date to the second half of the 20th century or the early 21st century, with most of these located on the urban fringes of the major towns.

Schools by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	21	15.25	4.51
Early Twentieth Century: 1901 to 1917	12	6.32	1.87
Inter War 1918 to 1939	12	10.27	3.04
Later Twentieth Century 1946 to 2000	168	304.86	90.08
Twenty First Century 2001 to 2050	1	1.68	0.50
Total	214	338.39	100%

Table 49 Current (2003) Schools in Sefton by Broad Period of origin

A Selection of Sefton Schools

One of the earliest schools in Sefton is the **Merchant Taylors School**, Liverpool Road, Crosby. The Merchant Taylors' School for Boys was established in 1620 by John Harrison, a member of the Merchant Taylors' Company, and was the sixth school built by the London-based company.

The school continued to be run under the auspices of the Merchant Taylors' Company until 1910. The original location of the Boys' School can be found in the current Girls' School library and this part of MTGS is the oldest school building in Sefton approaching an impressive 400 years old. The Boys moved down the road to its current landmark Victorian building in 1878 leaving way for the creation of the Girls' School on its old site ten years later.⁹⁴

⁹⁴ www.merchanttaylors.com Accessed 10 March 2010

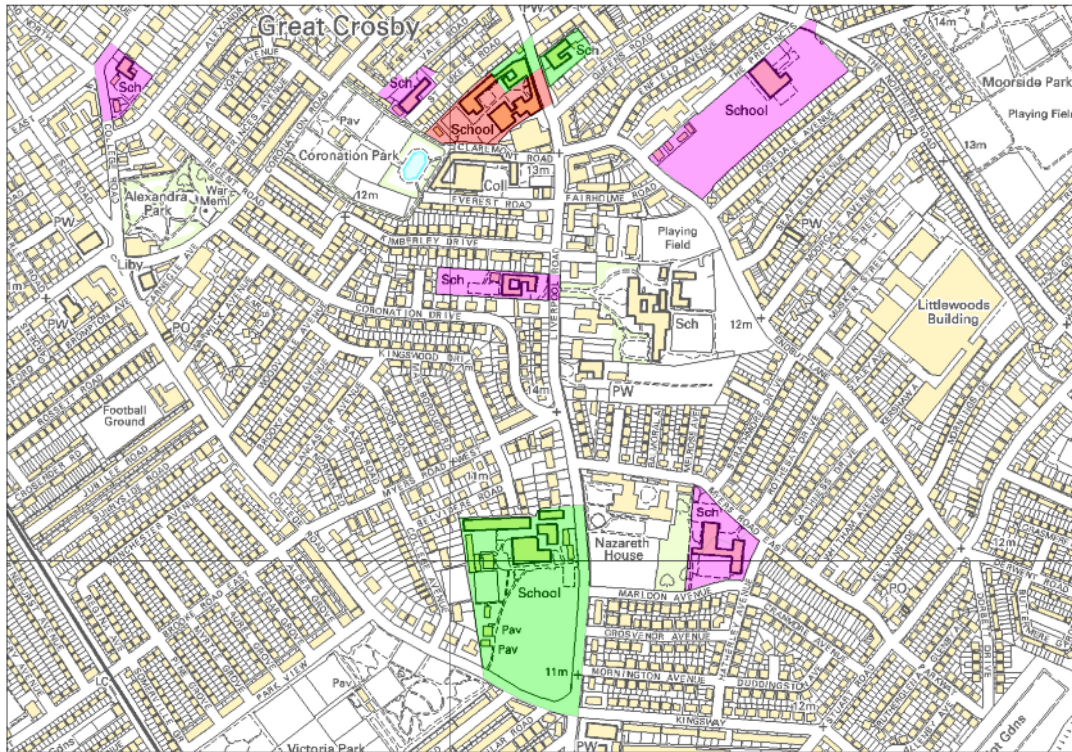


Figure 128 Current (2003) Crosby Schools, including the Merchant Taylors School for Boys (green - south) and Girls (green - north)
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The 1878 Boys school was built by Lockwood and Mawson in red brick in English Bond with sandstone and terracotta dressings, graduated green slate roofs with bands of blue slate fishscaling. The style is Gothic, with an elongated U-shape plan, with the main range centred on a lead roofed tower and long receding wings. The building is Grade II Listed.⁹⁵

The Merchant Taylors' School for Girls came about in 1888, having inherited the buildings from the boys' school that had moved 'up the road' in 1874. The then governing body was dilatory in providing for the 'new' school and it was due to the insistence of James Fenning, the Master of the Merchant Taylors' Company, that the

⁹⁵ www.lbonline.english-heritage.org.uk Accessed 10th March 2010

girls' school was started. At the School's opening all of the female staff were graduates, a fact that is very impressive considering that at the time only four universities were granting degrees to women! In June 1888 twelve pupils attended the school, by the 1920s this figure had grown to 300 and now has more than doubled to around 600. The continuing increase in pupil numbers enabled the purchase in 1911 of the adjoining house, 'The Mulberries' which doubled the existing space and still adds to the charm of the school. The jewel of the buildings, the now Grade II* Listed 1620s building (currently housing the library), has always dominated the surrounding area and new buildings.⁹⁶

The original school was built in large coursed squared sandstone blocks with some freestone dressings and a stone slate roof. Cruciform in plan, formed by a main range with projected two-storey porch to the front and projected stair turret to the rear.⁹⁷

St Mary's College is an independent Catholic day school for boys and girls, comprising an early years department (age 4 and under), preparatory school (age 4-11) and secondary school (age 11-18). It was formerly a direct grant grammar school for boys, founded and controlled by the Christian Brothers order. The college was established as a boys' school in 1919 by the Irish Congregation of Christian Brothers, an order founded by Blessed Edmund Rice in the early nineteenth century. Christian Brothers' schools in England such as St. Mary's were intended to ensure that Catholics in an overwhelmingly Protestant country did not lose the beliefs and morals into which they were born.⁹⁸

The college became a direct grant grammar school in 1946 as a result of the Education Act 1944. When direct grants were abolished by the 1974-9 Labour

⁹⁶ www.merchanttaylors.com Accessed 10th March 2010

⁹⁷ www.lbonline.english-heritage.org.uk Accessed 10th March 2010

⁹⁸ www.stmarys.ac Accessed 10th March 2010

Government the college became an independent school. It began teaching girls in the sixth form in 1983 and became fully co-educational in 1989.⁹⁹

Though the college is committed to Edmund Rice's charism it is now administered by laypersons and ceased to be one of the Christian Brothers' schools in January 2006 on becoming an independent charity (St Mary's College Crosby Trust Limited) that "exists to educate children and welcomes families from all faiths."¹⁰⁰

The college originally comprised a mansion, Claremont House, on Liverpool Road, Crosby and the neighbouring property, Everest House, until the purpose-built school was built on Everest Road in 1930. Science blocks were added over the years and an assembly hall in 1978. Claremont House is now occupied by the early years department. The Mount preparatory school is located a short distance away in Blundellsands.¹⁰¹

Maricourt Catholic High School was founded by the Sisters of Mercy on 12 September 1957 under the title of Mater Misericordiae High School with Sister Mary Magdalen as the first head, a position she held for 32 years. It opened in the convent parlour with only 16 eleven year old girls, but they moved to the first small section of the school in January 1958. This was formally blessed by Cardinal Heenan on 8 March. Because of the interest taken in it by the Bootle Education Committee, it rapidly grew in building and numbers and became a voluntary aided Grammar School in September 1964, maintained by the Bootle Authority. The Government, however, favoured Comprehensive education and so, in November 1967, the then Archbishop of Liverpool, Dr Andrew Beck, approached the Sisters to see if they would take over a nearby Catholic Secondary Modern School named St Paul's and annex it to their building as a Co-educational Comprehensive. This they agreed to do and, in September 1968, the first Co-educational Comprehensive School in the Archdiocese

⁹⁹ www.stmarys.ac Accessed 10 March 2010

¹⁰⁰ *ibid*

¹⁰¹ *Ibid*

opened under the new title of Maricourt Comprehensive with Sister Mary Magdalen still as Headmistress. Sister Mary Magdalen retired at Christmas 1989 and was followed by Sister Mary Teresa who led the school from 1989 to 2007. The school is now the largest Catholic High School in the Metropolitan Borough of Sefton.¹⁰²

King George V College (KGV) is a sixth form college in Southport. It was previously a grammar school for boys. KGV was first formed as Southport Municipal Secondary School for Boys in September 1920. In 1926 new buildings were built at the college's current site in Scarisbrick New Road, and on 16 October 1926, was reopened as King George V School by Lord Derby, becoming King George V Grammar School. In September 1979, the school was renamed to King George V College, and in 1982 the school section ceased to exist.¹⁰³

¹⁰² www.maricourt.net/custom/index.aspx Accessed 10 March 2010

¹⁰³ www.kgv.ac.uk Accessed 10 March 2010

9.7 Commercial Broad Type

Commercial buildings range from small corner shops to huge department stores, business and retail parks- both within and outside the urban cores. Warehouses are dealt with in the Industrial Broad Type.

Most commercial buildings post-date 1840. Many building types - offices, pubs, shopping arcades, department stores, and hotels - are largely nineteenth-century creations. Victorian and Edwardian commercial buildings have transformed our townscapes and gave many English town centres their distinctive character. Shops and pubs can also play a particular role in enlivening residential districts too.

There are currently 351.11 ha of land assigned to the Commercial Broad Type, representing around 2.27% of the Sefton total. Many of the commercial MHCP types share characteristics such as the scale of buildings and sites and the types of locations in which they are generally to be found, and can be grouped together. Commercial activity is dominated by the Commercial Retail (51.74% - 181.66 ha) sector, followed by Office (19.06% - 66.93 ha), Retail Park (12.05% - 42.29 ha) and Business Parks (11.04% - 38.75 ha). A large part of these Sub Types are contained within the central business districts of Southport, Formby and Bootle. The Commercial Core (as a separate entity) constitutes less than 6% of the overall Commercial Broad Type in Sefton, and is concentrated within or near historic cores.

The oldest offices and retail buildings are concentrated in Southport, with a few others scattered around the district, located in historic cores - the earliest commercial centres (from the MHCP) are located at Churchtown, Southport, Ainsdale, Formby, Hightown, Great Crosby, Waterloo, Maghull and Bootle. Although the historic core of Bootle can be traced from the mapping, and that pockets of pre-1900 commercial buildings still exist, much of the commercial heart (the historic core) of Bootle has been removed (or altered) through bomb damage or post-war development.

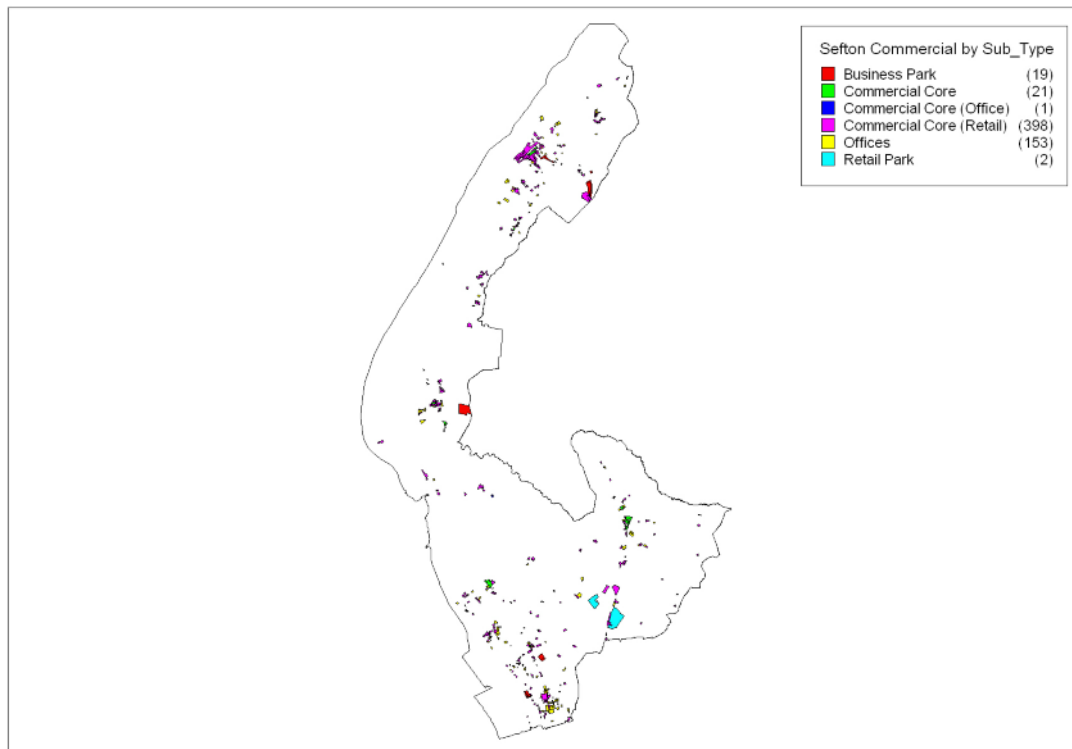


Figure 129 Current (2003) Commercial by Sub Type in Sefton
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Modern (post-1945) commercial buildings are found throughout the district, but there are noticeable concentrations of retail units and shops in Churchtown, Southport, Formby, Litherland and Bootle. Here, modern commercial premises have replaced former commercial and residential plots. Business and Retail Parks tend to be found on the outskirts of urban areas, located along current communication routes - for example at Blowick, Formby, Aintree and Maghull.

Commercial Sub Type	Number of Polygons	Area (Hectares)	Percentage
Business Park	19	38.75	11.04
Commercial Core	21	21.00	5.98
Commercial Core (Office)	1	0.48	0.14
Commercial Core (Retail)	398	181.66	51.74
Offices	153	66.93	19.06
Retail Park	2	42.29	12.05
Totals	594	351.11	100%

Table 50 Current (2003) Commercial Sub Type in Sefton

The vast majority of the commercial Broad Type dates to the Later 20th century - approximately 71% (250.07 ha) belonging to this period. Later 20th century developments tend to be medium to large in size (on average 0.67 ha). Earlier, pre-1900, commercial sites are comparatively small (0.51 ha).

Commercial by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	110	56.46	16.08
Early Twentieth Century 1901 to 1917	37	15.61	4.45
Inter War 1918 to 1939	57	17.32	4.93
Later Twentieth Century 1946 to 2000	376	250.07	71.22
Twenty-First Century 1001 to 2050	14	11.66	3.32
Totals	594	351.11	100%

Table 51 Current (2003) Commercial in Sefton by Broad Period of origin

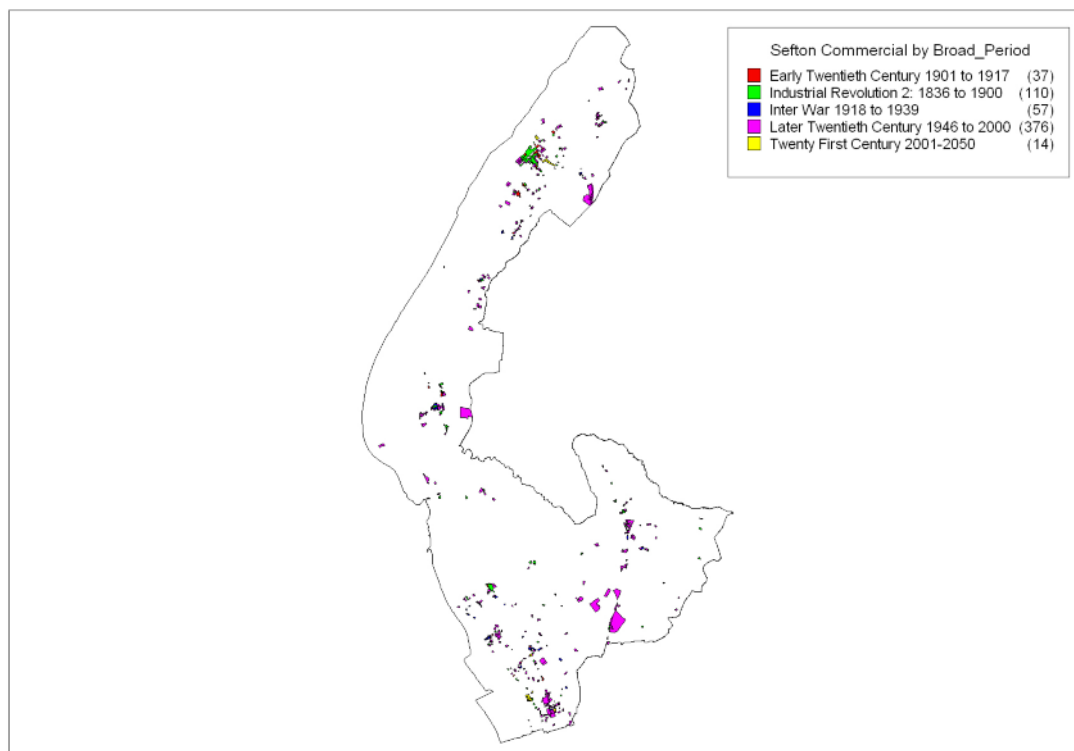


Figure 130 Current (2003) Commercial in Sefton by Broad Period of origin.
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 Number 100019088. English Heritage)

9.7.1 Business Park

Business Parks and distribution centres represent 11.04% (38.75 ha) of the Commercial Broad Type in Sefton. Physically they are closely linked with industrial areas, and are purely a Later 20th (and 21st century) creation. Business Parks generally comprise medium to large-scale buildings, sheds or warehouses with associated yards, bays and car parks. It was possible to identify distribution centres, warehousing and other storage facilities by noticing the presence of lorry bays and cargo container yards on aerial photographs.

One of the largest (16.41 ha) is Formby Business Park; built in the Later 20th century on land formerly small, regular fields. The modern site is closely associated a major communications route (the A565 Formby Bypass) and contains two large supermarket stores, smaller retail stores, warehousing and a electricity sub-station.

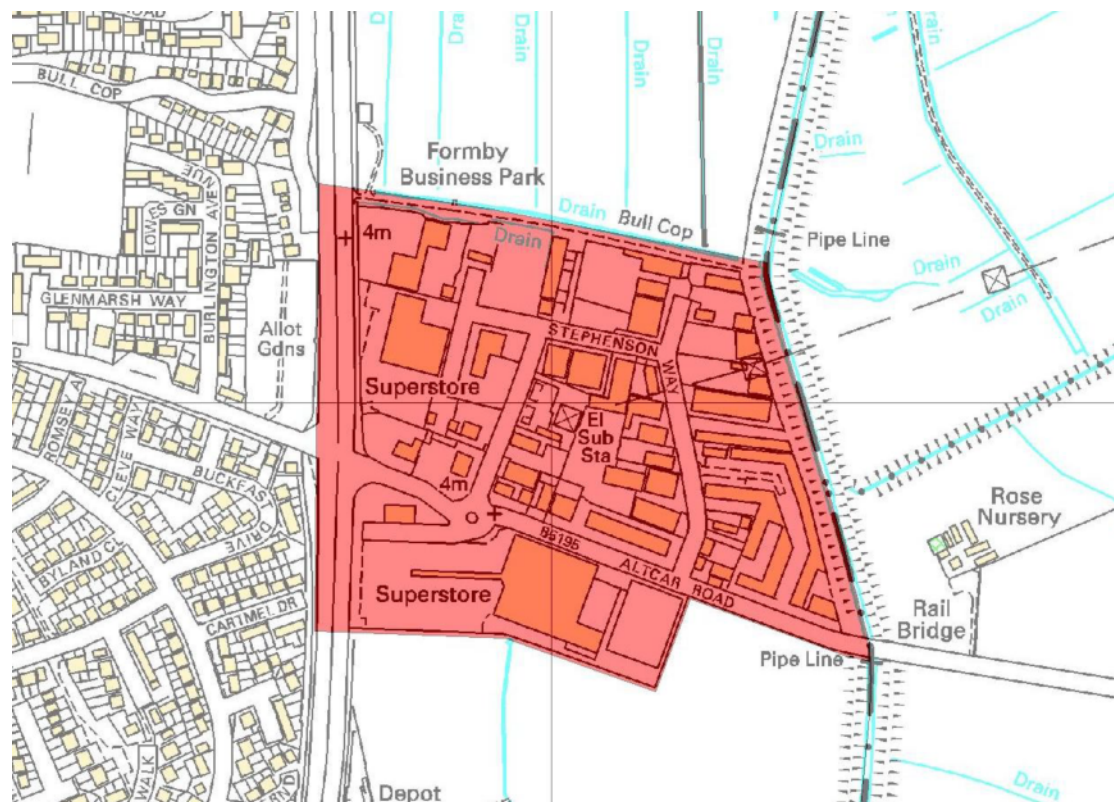


Figure 131 Formby Business Park
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9.7.2 Commercial Core

The Commercial Core Sub Type represents just under 6% (21 ha) of the Commercial Broad Type in Sefton. The category comprises commercial establishments at the heart of the social landscape, forming the commercial core of urban centres. There is also a great deal of overlap with - Commercial Core (Retail) and Commercial Core (Office) Sub Types. The three Commercial Core Sub Types could be combined to provide a 'general' view of commercial activity within urban cores.

Typically such areas comprise streets containing a mix of buildings originating in different periods (dating from at least the mid-19th century onwards), with markets, shopping precincts, a variety of retail outlets, and businesses including banks, post offices and public houses.

Ten separate Commercial Cores were identified, corresponding to the established historic settlement cores - the earliest examples, dating to the Industrial Revolution 2 (1836 to 1900) period, are at Southport, Formby, Great Crosby and Maghull. Although some of these cores have much earlier (pre-1836) origins, the MHCP has given all cores a Industrial Revolution 2 (1836 to 1900) default setting.

Bootle has been omitted from this list, possibly the result of the loss or absorption of the commercial (historic) core over time (particularly following the destruction caused by The Blitz), to be replaced by other MHCP Commercial Sub Types, such as Commercial Core (Retail), Commercial Core (Office) and Offices, and Broad Types such as Residential (Modern Housing Development) and Industrial (Industrial and Manufacturing Industry). Also omitted are the Commercial Cores of Crossens, Churchtown, Ainsdale, Freshfield, Seaforth and Litherland - these having been recorded using other Commercial Sub Types, or that their commercial cores were either too small and/or fragmented, and could not be reliably identified from the mapping.

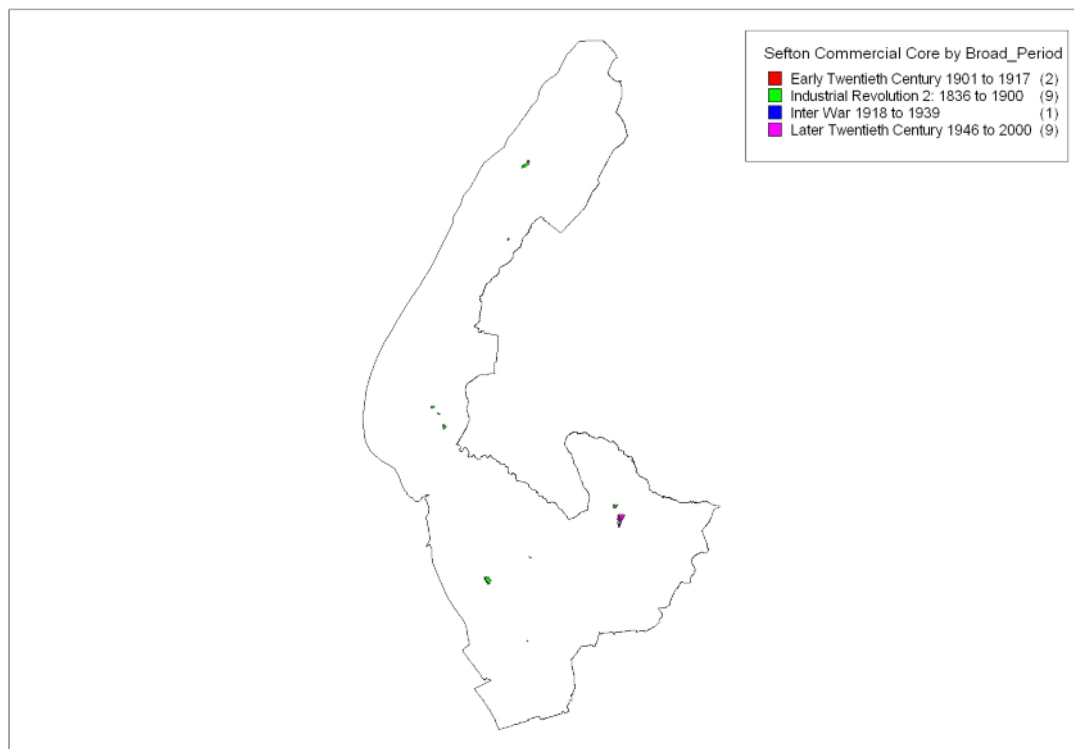


Figure 132 Current (2003) Commercial Core in Sefton by Broad Period of origin
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The most recent commercial cores are located adjacent to well established historic / commercial cores, as expansions (as at Maghull). Many of the sites were established on or near well-established communication routes (particularly railway lines and roadways).

Many commercial urban cores still retain substantial elements of the Georgian and Victorian high street, which contribute greatly to historic character. Buildings of the 19th and early 20th centuries were often ornately decorated; the surviving Georgian Victorian buildings in Southport are a good example. The degree of survival of historic features is difficult to assess from modern mapping, however, as the extent of modernisation and shop-front alteration cannot be seen.

9.7.3 Commercial Core (Office)

9.7.4 Offices

A single example of the Commercial Core (Office) Sub Type was recorded by the MHCP, with the vast majority of records (153) being assigned the more generalist 'Offices' Sub Type. The Commercial Core (Office) and Office sub types, when combined, make up just over 19.2% (67.41 ha) of the Commercial Broad Type in Sefton. Both and Sub Types include buildings of a civil, commercial or privately owned / operated nature (no distinction between office use could be made). Combined, both Sub Types comprise buildings within the urban core of Bootle, and the historic cores of Southport, Ainsdale, Formby, Crosby and Maghull. A number of office blocks and buildings were also recorded, found scattered throughout the district.

Both Sub Types contain a range of public and private offices, with the majority (95.9% - 64.18 ha) dating to the Later 20th century. For the few pre-1939 records, although the form of some of the buildings may have changed over time, their function has remained essentially the same. The majority of Later 20th Century records are either 'new-builds' (on site previously open fields or rough land) or 'replacements' on the site of former commercial, industrial or residential character. This is particularly true for building in Bootle Town Centre - built on the site of former commercial, industrial and residential buildings that were destroyed during the Second World War.

Offices by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	2	0.26	0.39
Early Twentieth Century 1901 to 1917	1	0.72	1.08
Inter War 1918 to 1939	5	0.70	1.05
Later Twentieth Century 1946 to 2000	144	64.18	95.89
Twenty First Century 2001 to 2050	1	1.07	1.59
Total	153	66.93	100%

Table 52 Current (2003) Offices & Commercial Core (Office) in Sefton by Broad Period of origin

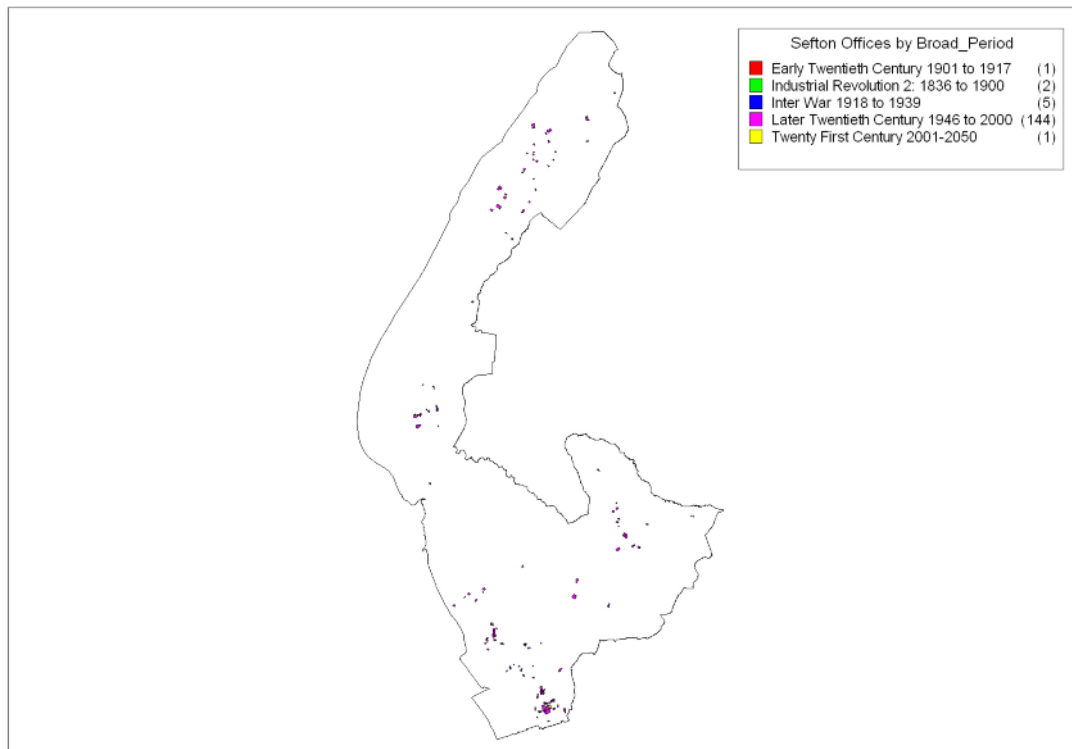


Figure 133 Current (2003) Commercial Core (Office) and Offices in Sefton by Broad Period of origin

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9.7.5 Commercial Core (Retail)

The Commercial Core (Retail) sub type comprises 51.74% (188.66 ha) of the Commercial Broad Type in Sefton. Retail activity is evenly distributed through the district, yet there is some clustering of retail outlets within urban cores or on the immediate urban fringes.

Just over 57% (103.79 ha) of all Commercial Core (Retail) sites date to the Late 20th century, with the majority of these polygons located in the commercial centres of Bootle and Southport. Many large-scale Late 20th century sites are located along major communications routes (such as at Aintree and Maghull) or on the urban fringes (Blowick Moss).

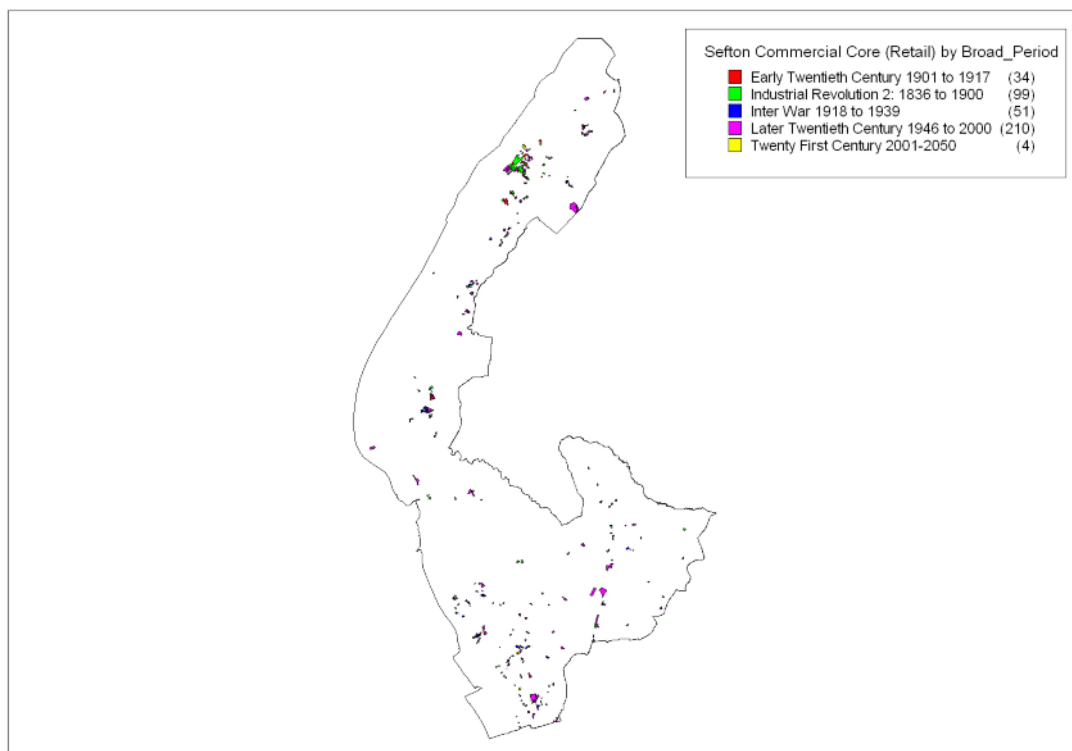


Figure 134 Current (2003) Commercial Core (Retail) in Sefton by Broad Period of origin
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Pre-1900 sites comprise nearly 25% of the Commercial Core (Retail) Sub Type in Sefton. They are generally small sites (often single buildings, such as shops and

public houses) found throughout the district, although a large block can be found the north of the district (Southport). Smaller blocks are found within urban and historic cores - located near, and often adjacent to, established communication routes (Thornton and Crosby). Early Commercial Retail sites are rare in the southwest of the district, with only a few examples surviving in Bootle. Many pre-1900 Commercial Retail blocks were destroyed during the Blitz, or removed through post-war planning. Early 20th century establishments are often found adjacent to pre-1900 sites, particularly in Southport. Interwar sites are often found within 1930s to 40s housing estates, such as Litherland, Great Crosby and Maghull.

Commercial Core (Retail) by Broad Period	Number of polygons	Area (Hectares)	Percentage of Sub Type
Industrial Revolution 2: 1836 to 1900	99	44.72	24.62
Early Twentieth Century 1901 to 1917	34	13.94	7.67
Inter War 1918 to 1939	51	16.50	9.08
Later Twentieth Century 1946 to 2000	210	103.79	57.13
Twenty First Century 2001 to 2050	4	2.71	1.49
Total	398	181.66	100

Table 53 Current (2003) Commercial Core (Retail) in Sefton by Broad Period of origin

Southport is recognised as a leading British seaside resort, famous for the acclaimed Lord Street Conservation Area - a tree-lined canopied boulevard renowned for its quality of shopping. The resort also features excellent recreational, ornamental and civic facilities. The growth of Southport as a seaside town resort is well documented. Perhaps the first commercial venture in Southport was the construction of the Southport Hotel (and sheltered bathing area) in 1798. Further commercial buildings were constructed in the early 19th century (including the Union Hotel in 1805), and by 1825 other amenities had been added, including a billiard hall, theatre, post-office and bathing facilities (Sefton Borough Council, 2005).

However, it was not until the mid- to late-19th century that the commercial heart of Southport was established. The National Census of 1851 shows that of the 727 buildings in the area, 85 were lodging houses whilst further visitors were accommodated in 5 hotels and inns. In 1855, during the Whit Week holiday, it is

recorded that nearly 40,000 people descended on Southport to enjoy the sun and the beach. The growth of the town as a tourist resort was further enhanced by the opening of the Lancashire to Yorkshire Railway, with a terminal on Chapel Street. Further commercial, recreational and residential developments in 1860 (Southport Pier) and 1865 (Hesketh Park) reinforced Southport's reputation as an affluent holiday resort. Furthermore, during the later 19th century the town was an important educational centre - in 1867 it is recorded that 40% of the 3000 houses in Southport were private schools looking for day-pupils. By 1874 Southport had gained a 'Winter Gardens', a 'Glaciarium' and the Prince Of Wales Hotel (Sefton Borough Council, 2005).

Further recreational and ornamental developments occurred during the late 19th to later 20th century. As Southport did not suffer wartime damage or post-war redevelopment, the Commercial Core (Retail) character established in the 19th century has remained largely intact and protected through national and local statutory designation (Sefton Borough Council, 2005).

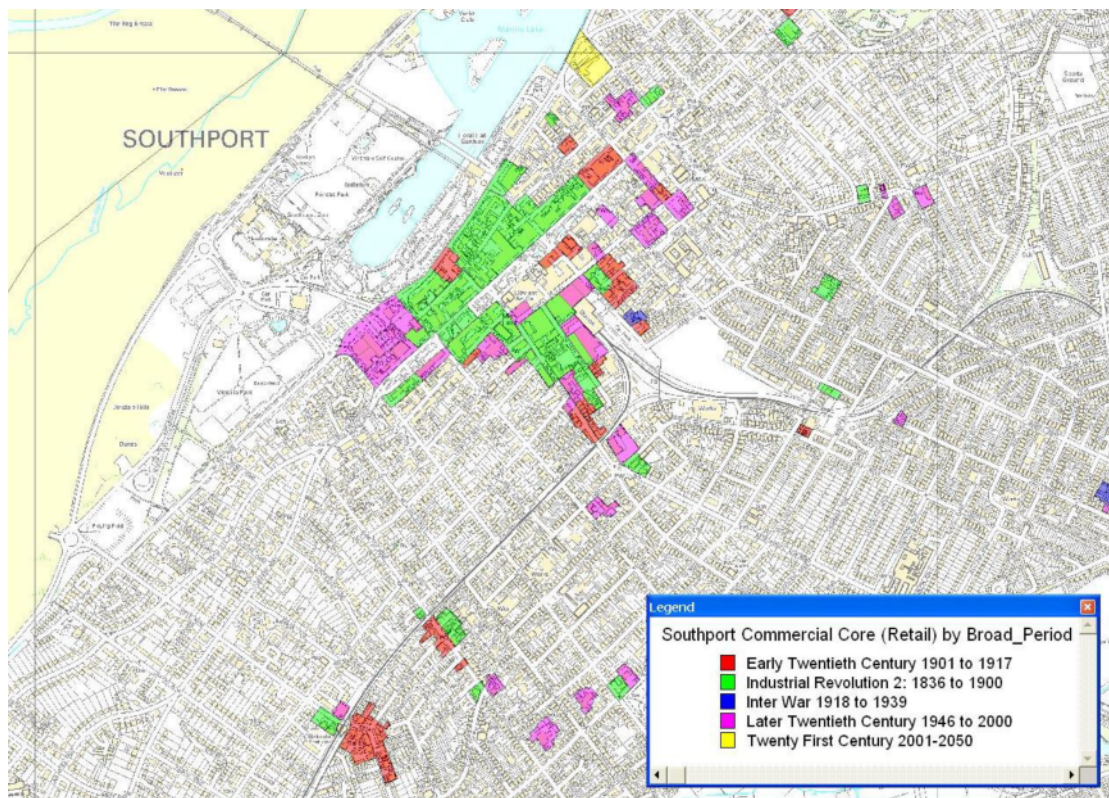


Figure 135 Current (2003) Southport Commercial Core (Retail) by Broad Period of origin
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More recently, large Commercial Retail outlets have been established in the southwest of the district - many built upon land formerly of an industrial or residential nature. The largest of these is The New Strand Shopping Centre in Bootle. Built and opened in the 1960s, it was part of a larger Bootle town redevelopment that happened during this period, which was also complemented by the establishment of the Girobank Headquarters in Netherton. The centre was constructed on land formerly terraced housing that had been either damaged or destroyed during the Second World War. The shopping centre was extended during 1997-1998, with additional retail outlets, car parks and improved transport infrastructure.

Figure 136 The New Strand Shopping Centre, Bootle on 2003 mapping.
Also the area (as Terraced Housing) as depicted on the Ordnance Survey 25" map of Lancs. 1893
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

9.7.6 Retail Park

Retail Parks make up nearly 12.1% (42.29 ha) of the current Commercial Broad Type in the Sefton MHCP Study Area. Only two Retail Parks were identified by the MHCP, both of them located in the southwest of the district (at Aintree). They are purely later 20th century construction and are located along modern communication lines.

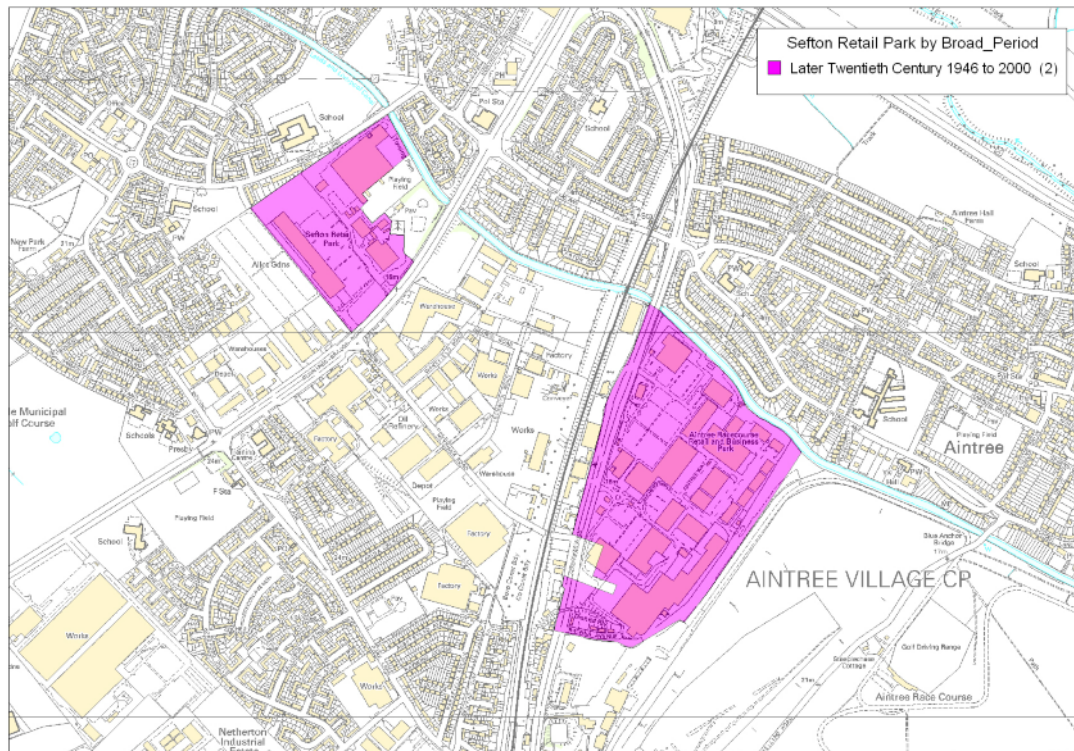


Figure 137 Current (2003) Retail Parks in Sefton by Broad Period of origin
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9.8 Communication Broad Type

Within Sefton, the Communications Broad Type covers 407.86 ha of land, representing roughly 2.64% of the total area. Four principal groups of MCHP types relating to different aspects of the transport network were identified for detailed analysis on the basis of their presence in the landscape or their historic significance:

Airfield - modern and disused, associated runway and buildings

Canals - actual waterway, associated furniture, basins & locks

Rail - railway line, train station, freight terminal, train depot

Roads - communication system including historic routes, modern arterial and major roads, motorways.

Sefton contains a number of communication features that were established before 1850, but not all were recorded by the MHCP. These include important turnpike roads that have lead to urban and industrial development. The main 19th century railways have generally survived as linear features although the nature of their usage has changed in the 20th century. Disused lines have tended to survive as footpaths, cycle paths or walkways within public parks, with only minimal redevelopment taking place. Industrial railways, sidings and colliery tramways do tend to have been lost. The most prominent communications features are the Sefton are Woodvale Airfield, the Leeds and Liverpool Canal, railway lines linking Liverpool to Southport and Wigan, and large dual-carriageway roads and motorways.

Communications Sub Type	Number of Polygons	Area (Hectares)	Percentage
Airfield	5	157.09	38.52
Canal	9	47.82	11.73
Railway	33	98.69	24.19
Roads	56	104.26	25.56
Totals	103	407.86	100%

Table 54 Current (2003) Communication Sub Type in Sefton

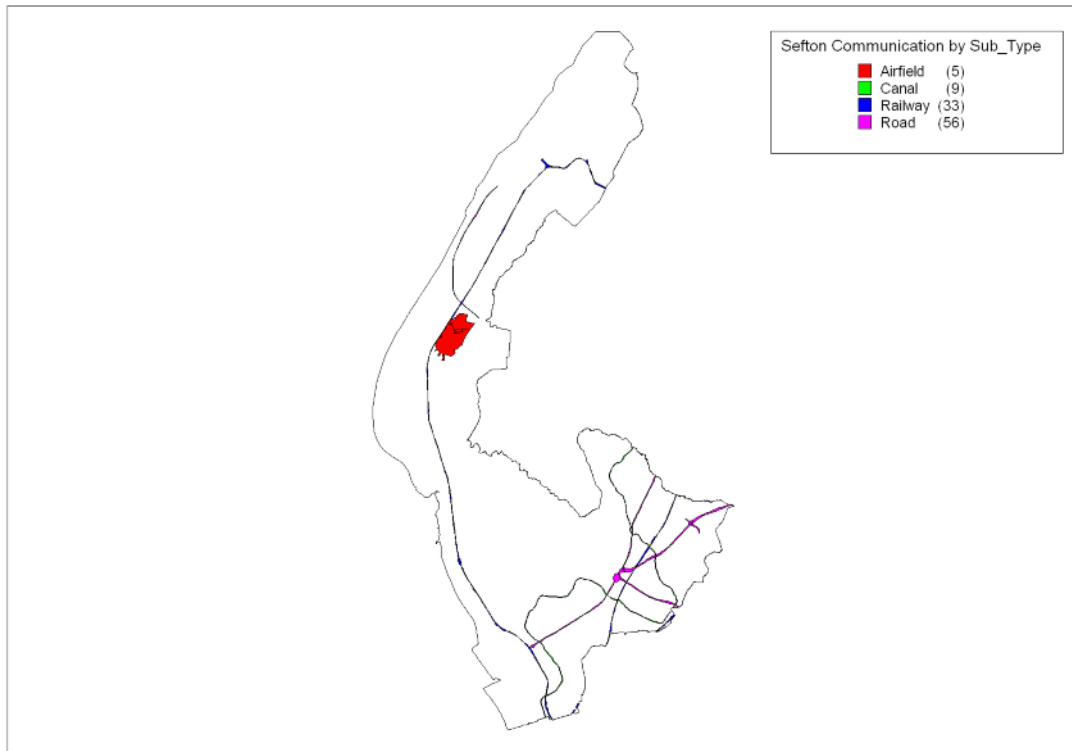


Figure 138 Current (2003) Communication Sub Type in Sefton
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

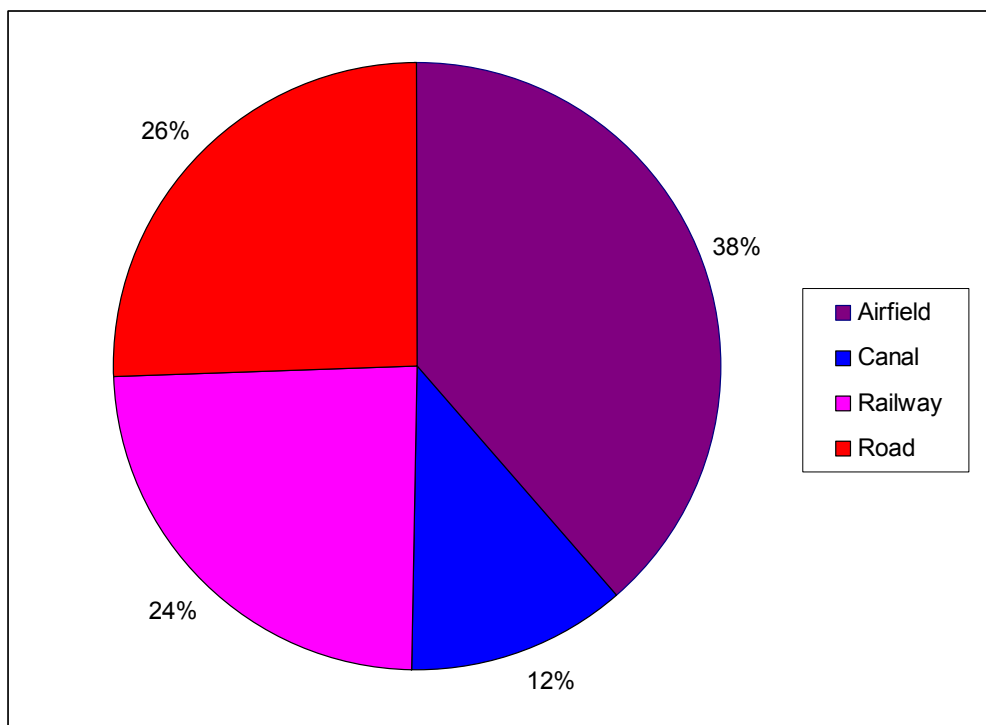


Figure 139 Pie Chart of the Current (2003) Communication Sub Type in Sefton (%of land)

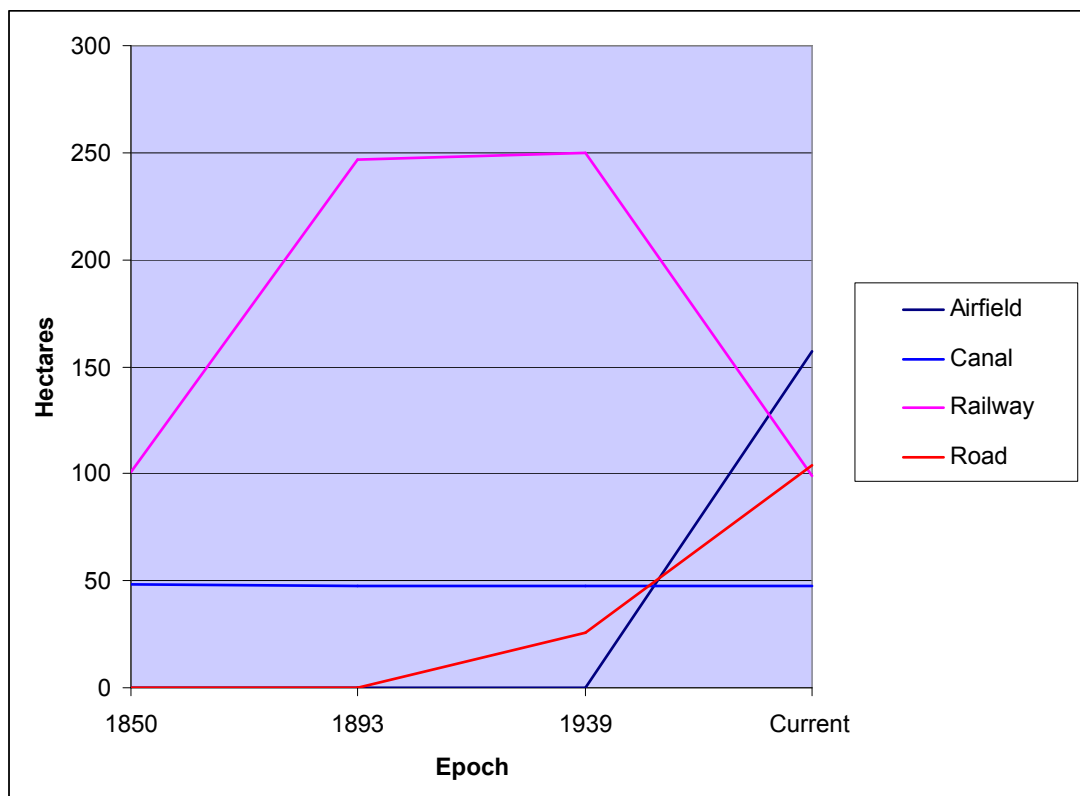


Figure 140 Graphical Representation of Sefton Communication Sub Type through time

Sefton Communication Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Airfield	0	0	0	157.09
Canal	47.99	47.91	47.91	47.82
Railway	100.76	247.03	249.92	98.69
Road	0	0	25.87	104.26
Total	148.75	294.94	323.70	407.86

Table 55 Sefton Communication Sub Type through time

9.8.1 Airfield

This MHCP type represents 38.52% of the Communications Broad Type in Sefton and is made up by one airport – Woodvale Airfield.

Former RAF Woodvale is located about 12 miles North-west of Liverpool, it was designed as a Forward Airfield Night Fighter Station in the early days of the Second World War for the fighter defence of Mersey and Liverpool. Many original buildings remain and one of its original hangars is still in operation today (Halley, 1988). The other hangars are now long gone, two of them replaced with smaller hangars, the others were never rebuilt. The Tower is a Watch Office, type 12096/41, also built in 1941 as the original control tower and it is still in use today. Woodvale acted as a fighter base for squadrons resting from the heat of battle in the south of England whilst they defended Merseyside, rested and re-equipped and returned to the fight further south. There were also a large number of support units working with all three services, calibrating anti-aircraft guns and their radars and towing targets for the Royal Navy (Halley, 1988).

Towards the end of the Second World War Woodvale was transferred to the Royal Navy and after a period of uncertainty Woodvale reopened in 1946 with No 611 (West Lancashire) Squadron reforming there. 611 Squadron conducted THUM (Temperature and Humidity) flights using the aircraft. In 1953 Manchester University Air Squadron moved its flying operations from Barton to Woodvale. 1957 the No 611 Squadron was disbanded and this also was the end of the operational service of the British legend, the Spitfire. The last one to fly in British military markings took off from Woodvale that same year. In 1975 the Manchester University Air Squadron was renamed Manchester and Salford Universities Air Squadron in the April, to accommodate the new status of Salford University. Due to its increasing air traffic at Liverpool John Lennon Airport research was carried out to find a new home for the Merseyside Police Air Support Group and RAF Woodvale was identified as the most suitable location. This marked a new era for the air field and in 2000 the Police force moved their helicopter to a purpose built hangar at Woodvale (Halley, 1988).

The airfield is currently used as a training base for RAF air cadets, the Manchester and Salford University Air Squadron, Liverpool University Air Squadron, No 10 Air

Experience Flight (all flying Grob Tutor aircraft), Merseyside Police and many light civilian aircraft. The site is also home to a two day vintage car rally.

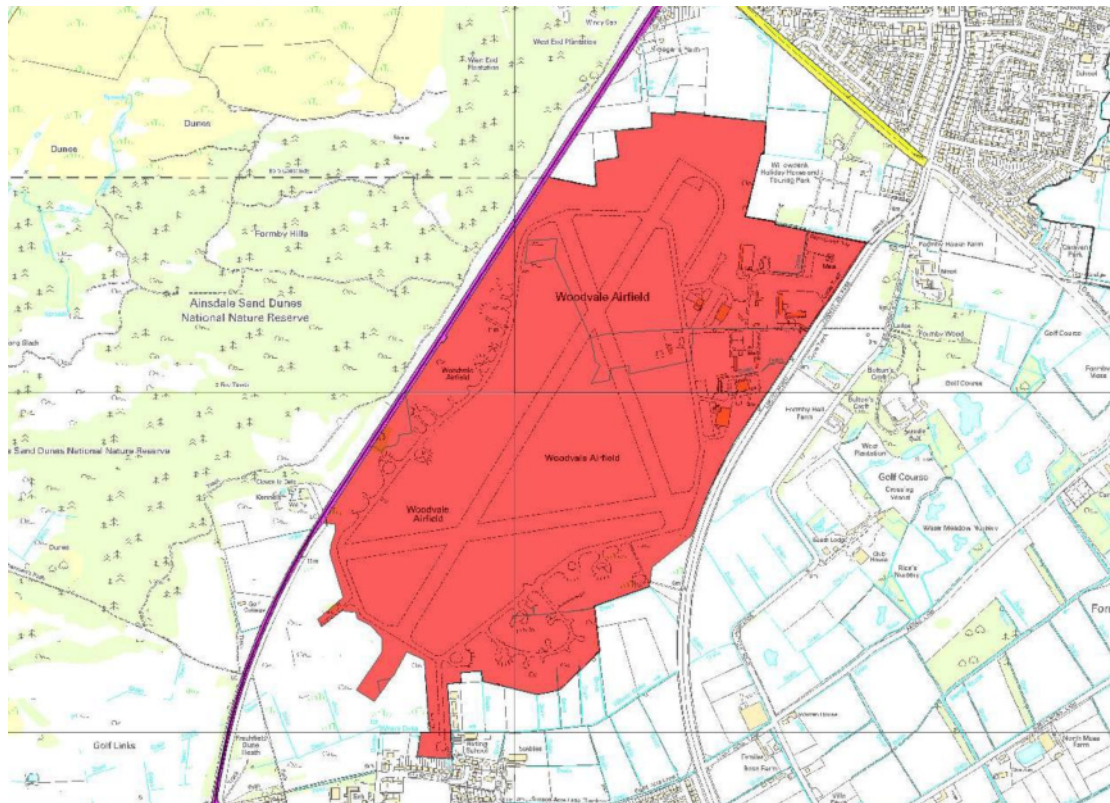


Figure 141 Woodvale Airfield
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.8.2 Canal

Canal represents 11.73% of the Communications Broad Type in Sefton. Two sections of the Leeds and Liverpool Canal can be in the district - the first is a 12.85 km stretch starting at Bedford Street, on the boundary with Liverpool, running roughly northwest towards Litherland, then northeast Buckley Hill. After Buckley Hill, the canal runs southeast towards Aintree Village and then turns northwards to stop at the border with Knowsley district. The Knowsley section of the canal is only some 0.11 km long - the second stretch of the Leeds and Liverpool Canal (some 8.13 km) starts as the canal re-enters Sefton district at Ledson's Bridge. The canal then runs roughly northwest through Maghull, towards Lydiate where it turns northeast to meet the County border near Ormskirk (a total of 20.98 km).

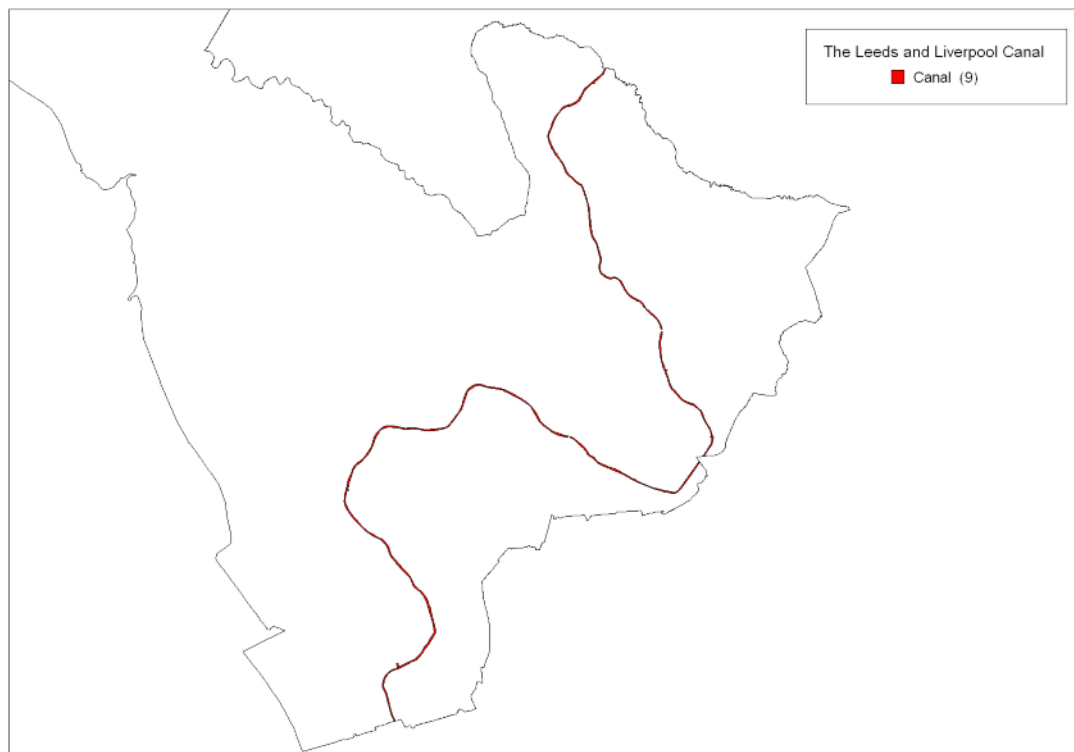


Figure 142 Route of the Leeds and Liverpool Canal in Sefton
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The Leeds and Liverpool Canal - the first of the Trans-Pennine canals to be started and the last to be completed. The length and the complexity of the route meant that the canal took 46 years to build at a cost of five times the original budget.

The canal originated from a proposal in 1765 to construct a canal from Preston to Leeds to carry woollen goods from Leeds and Bradford and limestone from Skipton.¹⁰⁴ Prospective backers in Lancashire argued for the canal to start from Liverpool. The Canal Act passed in 1770 was for a route from Liverpool to Leeds via Parbold, Walton-le-Dale (just south of Preston), Colne and Skipton, with a branch from Burscough towards the River Ribble, a branch from Parbold to Wigan, a great aqueduct at Whalley and a branch from Shipley to Bradford. In 1773, the first part to open was the lock-free section from Skipton to Bingley. In 1774 the canal was opened between Liverpool, Parbold and Gathurst (near Wigan), and from Leeds to Gargrave, including the branch to Bradford. However, at this point all the funds had been spent and work came to a halt. By 1781 enough money was found to complete the branch to Wigan and the branch to Rufford. However, delays caused by the Napoleonic Wars, meant that the canal was finally completed in 1815.¹⁰⁵

The plan to continue the canal as planned from Johnson's Hillock to Parbold was abandoned through lack of money. An arrangement was made to use the section of the Lancaster Canal between Johnson's Hillock and Wigan, and to incorporate that and the Wigan "branch" into the main line of the canal. In 1820 the new branch was opened between Wigan and Bridgewater Canal at Leigh, linking with the rest of the canal system. In 1864 the Leeds and Liverpool Canal took over the southern section of the Lancaster Canal.¹⁰⁶

The engineering of the canal is very different from other Trans-Pennine canals. Most of the locks are concentrated in groups with long level sections between. Tunnels and cuttings are avoided where possible with the canal following the contours round bends and loops. In some sections the distance between points by canal is twice the shortest distance. The earliest locks, between Leeds and Bingley, are often grouped together

¹⁰⁴ www.penninewaterways.co.uk/II/II2.htm Accessed July 2010

¹⁰⁵ Ibid

¹⁰⁶ Ibid

to form staircases of two or three locks. The most spectacular feature of the canal is the five rise lock staircase at Bingley.¹⁰⁷

The canal prospered through the nineteenth century and was used for carrying stone, coal and many other goods. The impact of the railway age was not as great as with other canals but the coming of the lorry finally saw commercial traffic on the Leeds and Liverpool dwindling. The Bradford Canal closed in 1922 but commercial traffic continued along the main canal until 1964. Regular work stopped in 1972 when the movement of coal to Wigan Power Station ceased.¹⁰⁸

Through the later part of the 20th century, the leisure potential of the canal began to be appreciated and boatyards, marinas and boat hire companies have developed along the canal which is now very popular with boaters, partly for its stunning scenery and partly for the long lock-free sections that are ideal for cruising.¹⁰⁹

(The project acknowledges that the previous descriptive text was sourced, and reproduced, here almost entirely from Pennine Waterways web sitewww.penninewaterways.co.uk)

¹⁰⁷ www.penninewaterways.co.uk/II/II2.htm Accessed July 2010

¹⁰⁸ Ibid

¹⁰⁹ Ibid

9.8.3 Railway

Railway Sub Type represents 24.19% of the Communications Broad Type in Sefton. Most of this is made up of railway lines, some dismantled but still visible as landscape features, and some still in use, albeit no longer as part of the national rail network. The current system of railway lines was established in the Industrial Revolution 2 (1836 to 1900) period.



Figure 143 Current (2003) and former (taken from the Ordnance Survey 25" map of 1939) railway lines in Sefton
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Two companies ran passenger railway services between Liverpool and Southport to the north: the **Lancashire and Yorkshire Railway** from the 1850s and the **Cheshire Lines Committee** from the 1880s. The Lancashire and Yorkshire Railway's line between Exchange and Chapel Street stations was eighteen miles (29 km) long and the Cheshire Lines Committee's line between Central and Lord Street stations was thirty-one miles (49.9 km) long. The first headed directly to Southport whereas the second looped around the city centre via Gateacre to the east.

The **Liverpool, Crosby and Southport Railway** received parliamentary authorisation on 2nd July 1847 and opened between Southport and Liverpool Waterloo on 21st July 1848. The line was extended to Liverpool Tithebarn Street which later became Liverpool Exchange station, on 13 May 1850. The original Southport terminus was at Eastbank Street, until that station was closed on the opening of the current Chapel Street station on 22 August 1851. The LC&SR became part of the Lancashire and Yorkshire Railway (LYR), on 14 June 1855. The LYR electrified the line, using the third-rail system, and services started on 5 April 1904. The Lancashire and Yorkshire Railway amalgamated with the London and North Western Railway on 1 January 1922 and in turn was grouped into the London, Midland and Scottish Railway in 1923 (Awdry, 1990).

The **Cheshire Lines Committee's** line ran into difficulties at an early stage. It failed its first inspection in December 1883 so did not open until 1884. Its indirect route and longer journey time meant that this line was not very successful. Low passenger numbers forced the Cheshire Lines Committee's parent companies to save the line from bankruptcy (not being able to pay its debts) in 1888. The Cheshire Lines Committee's service became even slower by comparison when the Lancashire and Yorkshire Railway's line switched to electric operation in 1904. The Cheshire Lines Committee's Southport service was withdrawn in 1952, though trains continued as far as Aintree up until 1960 (Awdry, 1990).

The opening of new railway stations went hand in hand with the development of suburbs (new areas built on the edge of towns and cities) in areas surrounding Liverpool in the 19th and 20th centuries. By the end of the 19th century the Cheshire Lines Committee had helped to develop Liverpool's southern suburbs of Otterspool, Aigburth, Cressington and Garston. Southport on the Lancashire coast to the north of Liverpool also expanded in the same period. Between 1871 and 1891 its population increased rapidly from 18,000 to 46,000. So in June 1901 the Cheshire Lines Committee opened a new station called Seaside at Ainsdale south of Southport. Later, in 1927 and 1929, the Cheshire Lines Committee opened two stations to serve new suburban council estates at Clubmoor and Warbreck (Awdry, 1990).

Railway companies actually encouraged people to move to outlying areas in order to increase their passenger numbers and profits. As early as the 1850s a small company later taken over by the Lancashire and Yorkshire Railway, promoted residential

development along its line between Aintree and Burscough Junction. It did this by giving free first class season tickets to people who built houses with an annual rateable value of £50 or more (the rate today would be about £3200). The Lancashire and Yorkshire Railway continued to publicise the advantages of living in the areas alongside its Southport and Ormskirk lines into the 20th century (Awdry, 1990).

The **Liverpool and Bury Railway** was formed in 1845 and opened on 28 November 1848. The line ran from Bury via Bolton and Kirkby to Kirkdale, where it shared lines with the Liverpool, Ormskirk and Preston Railway into Liverpool Exchange. In 1846 it merged with the Manchester & Leeds Railway the line was eventually finished after the merger to form the Lancashire and Yorkshire Railway. The line eventually formed part of the Lancashire and Yorkshire Railway, 59.5 km Liverpool to Manchester route via a junction with the Manchester and Southport Railway at Wigan. From 1858 it was connected to the Skelmersdale Branch and the St. Helens Railway at Rainford Junction (Marshall, 1969; Marshall, 1970).

The Manchester to Southport Line is a railway line currently operated by Northern Rail. Starting at the city centre stations of Manchester Piccadilly and Manchester Victoria, it runs in a north-westerly direction through the suburbs and centres of the Salford and Wigan. It then proceeds in the same direction through the small rural villages of West Lancashire, before ending at the coastal resort town of Southport. The line opened as the Manchester and Southport Railway in on 9 April 1855. It merged with the Lancashire and Yorkshire Railway in January 1885. The line eventually formed part of the Lancashire and Yorkshire Railway, 59.5 km Liverpool to Manchester route via a junction with the Liverpool and Bury Railway at Wigan.

Disused Lines

The **North Liverpool Extension Line** was built by the Cheshire Lines Committee (CLC), branching from the Committee's Liverpool to Manchester line at Hunts Cross and skirting the edge of Liverpool before finally arriving at the Walton Triangle, a junction where one line continued north to Aintree and another turned west towards the River Mersey. It opened between 1879 and 1880. The Aintree branch was extended to Southport in 1884 (Awdry, 1990).

The line which ran from Aintree Central to Southport Lord Street was designed to give access to the lucrative holiday market at Southport as an alternative to the L&Y route.

From the beginning the line was served by trains from Liverpool Central and from Manchester the former following a circuitous route that could not hope to compete with the direct Liverpool Exchange to Southport Chapel Street Route. The Southport and Cheshire Lines Extension Railway never really delivered the traffic levels that the CLC had hoped for. During the Second World War the line did see intensive use for a period during 1940 when the former L&Y Southport to Liverpool line was damaged by enemy bombing close to Liverpool Exchange Station (Awdry, 1990).

The CLC became part of British Railways in 1948 and shortly afterwards the platforms at Southport Lord Street were extended so that longer trains could be accommodated. However within a couple of years the line was to close. It was decided that long distance trains could be diverted to use Southport Chapel Street and that the Southport and Cheshire Lines Extension Railway could close in its entirety. Southport Lord Street closed to passenger services on 7th January 1952 and to goods six months later (Awdry, 1990).

The route closed in stages. In 1960 the line closed to passengers between Aintree and Gateacre. In 1972 passenger trains to Gateacre were withdrawn. Freight trains, however, continued to use the line until 1979. The line has not been used since, and since being bought by West Lancashire Borough Council in 1988, the trackbed now forms part of National Cycle Network Route 62, the Trans Pennine Trail. From Woodvale through to Birkdale Hills, the former railway track has been converted into a coast road.

The **North Mersey Branch** is a railway line that connected the Liverpool and Bury Railway at Fazakerley Junction with the Gladstone Dock. It was opened in 1867 by the Lancashire and Yorkshire Railway. From 1896 there was a junction to the Liverpool Overhead Railway between North Mersey Branch Junction and Gladstone Dock.

Aintree Racecourse station opened around 1890 as the only station on the line and saw its last service on 31 March 1962. It only operated on race days at Aintree Racecourse. Gladstone Dock station opened on 7 September 1914, when the section of track from North Mersey Branch Junction was electrified, and closed on 7 July 1924. Two more stations on the line opened on 1 June 1906 with the electrification of the line; these closed on 2 April 1951 (Awdry, 1990).

The section of the line between Sefton Junction and North Mersey Branch Junction still exists, although has no services running and is no longer electrified. The section of line between Gladstone Dock and Seaforth / Litherland Junction (Liverpool, Southport and Crosby Railway) has been removed, and is now a modern residential development.

From 1882 the **West Lancashire Railway** to Preston Fishergate Hill operated from Southport Derby Road (later known as Southport Central) outside Chapel Street Station. In July 1897, both the West Lancashire and the Liverpool, Southport and Preston Junction Railways were absorbed into the Lancashire and Yorkshire Railway (L&Y). The L&Y had a large terminus at Southport Chapel Street and could see no sense in operating two termini at very close proximity. On 1 May 1901 the L&Y completed a remodelling of the approach lines to Southport Central to allow trains to divert onto the Manchester to Southport line and into Southport Chapel Street Station. Southport Central was closed to passengers on the 7 September 1964 and it became a goods depot eventually amalgamating with Chapel Street depot. It survived intact well into the 1970s (Awdry, 1990).

The Preston line was closed to passengers on 7 September 1964, although a small section to Hesketh Park station was used for freight until 1967. This line had its electric local services to Crossens and its through steam services withdrawn on consecutive days immediately before the official closure date—the only such route to suffer that fate during the Beeching-era closures (Awdry, 1990).

Post-war re-routing of the railway lines in central Southport allowed land to become free for development. The original route of the Southport to Wigan line was changed, with the line moved northwards to join the Southport to Preston line (now defunct) at Talbot Junction. As a consequence, a strip of land became available between the main Southport Station and Hodges Farm Junction - this is now occupied by modern housing and industrial units. Following the demise of the Southport to Preston line, the former goods shed at Talbot Junction has been demolished and replaced by a school.

(The project acknowledges that the previous descriptive text was sourced, and reproduced here from, Awdry, C. 1990 *Encyclopedia of British Railway Companies*)

9.8.4 Road

Roads and motorways make up around 25.56% (104.26 ha) of the Communications Broad Type in Sefton. Only road-related features which were on a sufficiently large scale were recorded. These included all motorways and larger sections of dual carriageway, major road junctions and intersections, and some large scale public transport interchanges. All of the areas of these types that were recorded have a character originating in the Inter War or Later 20th century.

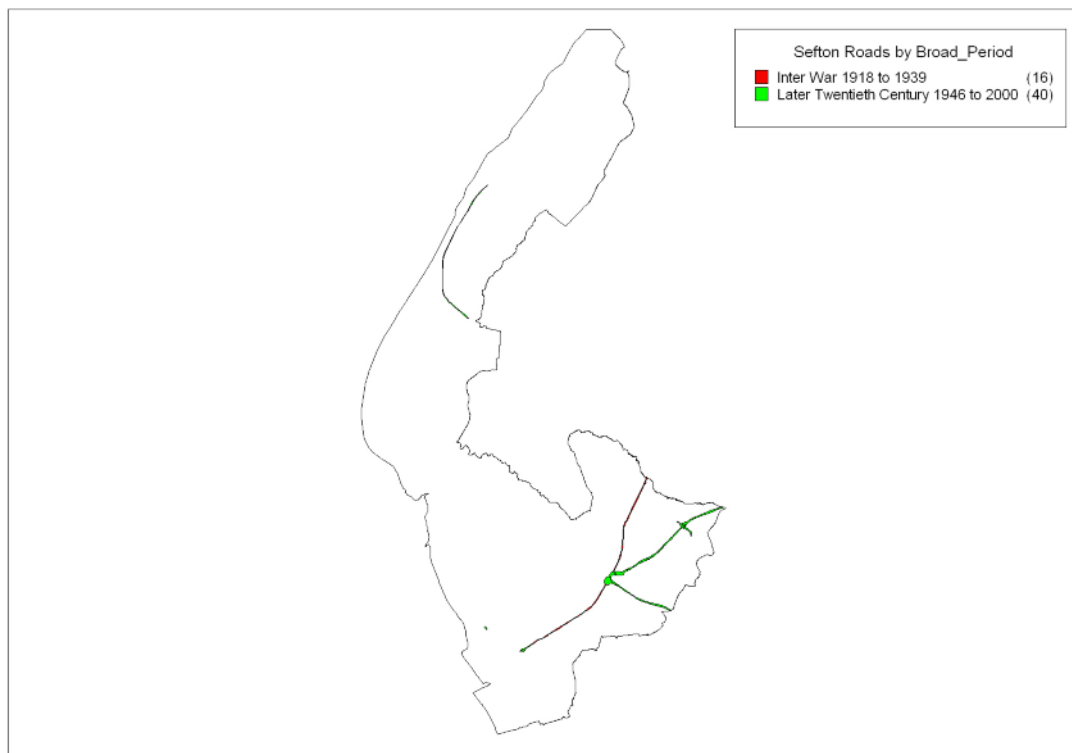


Figure 144 Current (2003) Roads and motorways in Sefton by Broad Period of origin
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The **A5036** is a road in Merseyside, England, which comprises two separate sections separated by a gap of 1.6 miles (2.6 km). The northern section is a short, 4-mile (6.4 km) section of trunk road, travelling from Seaforth through Litherland before terminating at the Switch Island junction in Netherton. It is an important artery for road freight between the docks and the motorway network. The other section of the A5036 route runs from Bootle docks, via the waterfront of central Liverpool to Brunswick railway station in Dingle. A former part of the A5036 between Bootle and Seaforth is

now part of the internal roadway system of the docks, accounting for part of the gap between the two sections of route.

The **A59** begins in the centre of Liverpool at the mouth of the Birkenhead Tunnel, and heads north out of the city, first as Scotland Road in Vauxhall, then Kirkdale Road, Walton Road and County Road, then as Rice Lane and to Walton Vale.

Scotland Road was created in the 1770s as a turnpike road to Preston via Walton and Burscough. It became part of a stagecoach route to Scotland, hence its name. It was partly widened in 1803 and streets of working-class housing laid out either side as Liverpool expanded.

It passes Aintree Racecourse as Warbreck Moor and Ormskirk Road (forming the boundary between Aintree and Netherton, before reaching the Switch Island junction, which is a large semi roundabout semi traffic light controlled junction, where the A5036, the M57, the M58 and the A59 all meet.

From the Switch Island junction the A59 travels through Maghull and Lydiate, into Lancashire through Aughton and thence to Ormskirk.

The **M57 Motorway**, also known as the Liverpool Outer Ring Road, was designed as a bypass road for Liverpool. In total, the motorway is 14 miles (23 km) long and links various towns east of the city, as well as the M62 and M58 motorways.

Starting at the Tarbock Interchange in Tarbock, at the end of the A5300, the motorway heads north to the east of Huyton and west of Prescot and crosses the Liverpool and Manchester Railway. It then runs across the north east of Huyton before running west of Knowsley Village. After meeting the A580 at a split junction (numbered 4 and 5), it continues north-west between Fazakerley and Kirkby, passes under the Kirkby and Ormskirk branches of the Merseyrail Northern Line before ending on Switch Island near Aintree. The motorway provides one of the main access routes to Aintree Racecourse.

The M57 was planned to be a complete bypass of Liverpool, meeting each of the main roads out of the city. The M57 was built in stages - the first two opened were:

Junctions 1 to 4 were opened in 1974 as phase 2.

Junctions 4 to 7 were opened in 1972 as phase 1.

Phase 1 was proceeded with more rapidly as there had been industrial growth in the area, and it was considered important to improve traffic connections as soon as possible. The original plans for the route anticipated an extension south to the A562.

At Switch Island, the junction was constructed to allow an extension of the M57 towards the A565 near Thornton and the end of the M58 has provision for slip roads to that extension to be constructed. Contemporary maps also showed a proposed southern extension, eventually constructed in the 1990s as the A5300, after archaeological investigations. In 2008 plans were granted to extend the M57 from "Switch Island" to Thornton via a single track link road.

At the southern end of the M57 where it meets the M62 (Tarbock Island) and also the A5300 southern extension, a £38 million improvement scheme to create a free-flow link with the M62 eastbound was completed on November 14, 2008. At the same junction a free-flow link from the M62 Westbound to the M57 northbound was completed after archaeological investigations.

The **M58 Motorway** passes through Merseyside and Lancashire, terminating at Greater Manchester. It is 12 miles (19 km) long and provides a link between the M6 motorway and the area north of Liverpool.

Apart from the approaches to its terminal roundabouts, the motorway is three lanes throughout. It starts at Switch Island in Merseyside and passes directly underneath the Merseyrail Northern Line before striking out across open countryside and into Lancashire south of Maghull and Bickerstaffe (a total of 5.55km). It then curves south westerly south of Skelmersdale before reaching the M6 at Orrell, Greater Manchester.

Since 1949 an upgrade of the Wigan to Ormskirk route had been proposed to improve traffic flows, yet with the decision in 1961 to develop Skelmersdale as a new town, the proposals were revised to provide a link to the M6 at one end and Liverpool at the other.

The first part of the road was opened in March 1968 as the Skelmersdale Regional Road between what are now junctions 4 and 5. It was originally a two lane single carriageway road that was upgraded to two lanes with hard shoulders in 1973.

The next stage was to connect this road to the M6 and construction on this part began in 1968 and it was opened to traffic in October 1970 as all purpose dual carriageway. Now junctions 5 to 6, this road was upgraded to dual three lanes with a hard shoulder in 1977. These roads were upgraded to motorway status in 1977.

Construction on the Switch Island to junction 4 section began in 1978 with the road opening between April and September 1980. Junction 2 was not built, and was the end of a proposed motorway to Preston. At Switch Island, the junction has been built to allow an extension of the M57 and the end of M58 has provision for slip roads to the extension to be constructed.

(The project acknowledges that the previous descriptive text was sourced, and possibly reproduced here almost entirely from the following likely sources:
www.ukmotorwayarchive.org by The Motorway Archive Trust and from Lancashire County Council site www.lancashire.gov.uk/environment/historichighways)

9.9 Rough Land Broad Type

The Rough Land Broad Type comprises natural and semi-natural land types, including mosslands, grassland/scrub, moorland, unimproved land and other land (rough land). Much of the Other Land (Rough Land) Sub Type is composed of green space, modern scrub, urban commons and derelict land created from both residential and industrial clearance. In general, rough land as open space can be any area that has no actual building on it but not necessarily vegetated.

The Rough Land Broad Type constitutes around 437.6 ha, approximately 2.8% of the land in Sefton. The majority of the Rough Land Broad Type is made up by Other Land (Rough Land) at around 62% (271.37 ha).

Rough Land Sub Type	Number of polygons	Area (Hectares)	Percentage
Moss (Wetlands)	1	2.35	0.54
Other Land (Rough Land)	154	271.37	62.02
Scrub	33	163.85	37.44
Total	188	437.57	100%

Table 56 Current (2003) Rough Land Sub Type in Sefton

The majority of the Broad Type was created in the post-1945 period (67.8% - 296.60 ha) as the result of demolition and clearance, particularly of past industrial, communications (railway) and residential sites. The next largest block (17.39% - 76.08 ha) dates to pre-1900, and comprises coastland scrub and mosslands (many of which are protected as local and national nature reserves). Rough Land has gradually increased during the period 1850 to 2001 as more-and-more sites have become either derelict or considered open space.

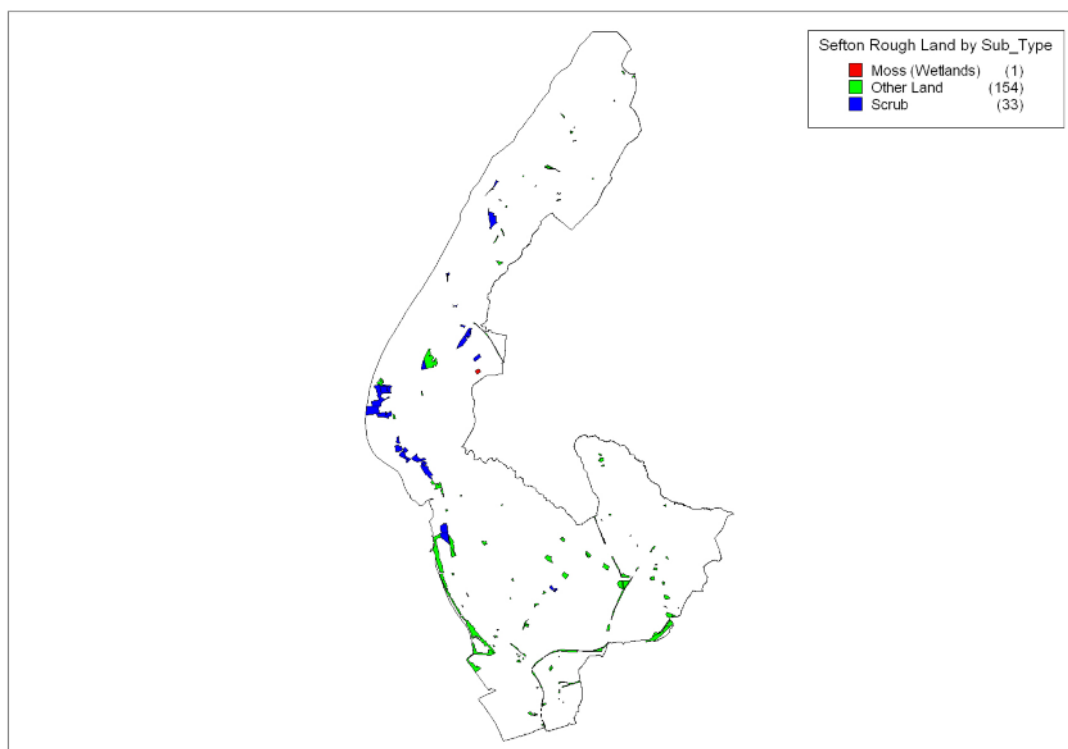


Figure145 Current (2003) Rough Land Sub Type in Sefton
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Rough Land by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	22	76.08	17.39
Early Twentieth Century 1901 to 1917	2	1.02	0.23
Inter War 1918 to 1939	14	63.62	14.54
Later Twentieth Century 1946 to 2000	149	296.60	67.78
Twenty-First Century 2001 to 2050	1	0.25	0.06
Total	188	437.57	100%

Table 57 Current (2003) Rough Land in Sefton by Broad Period of origin

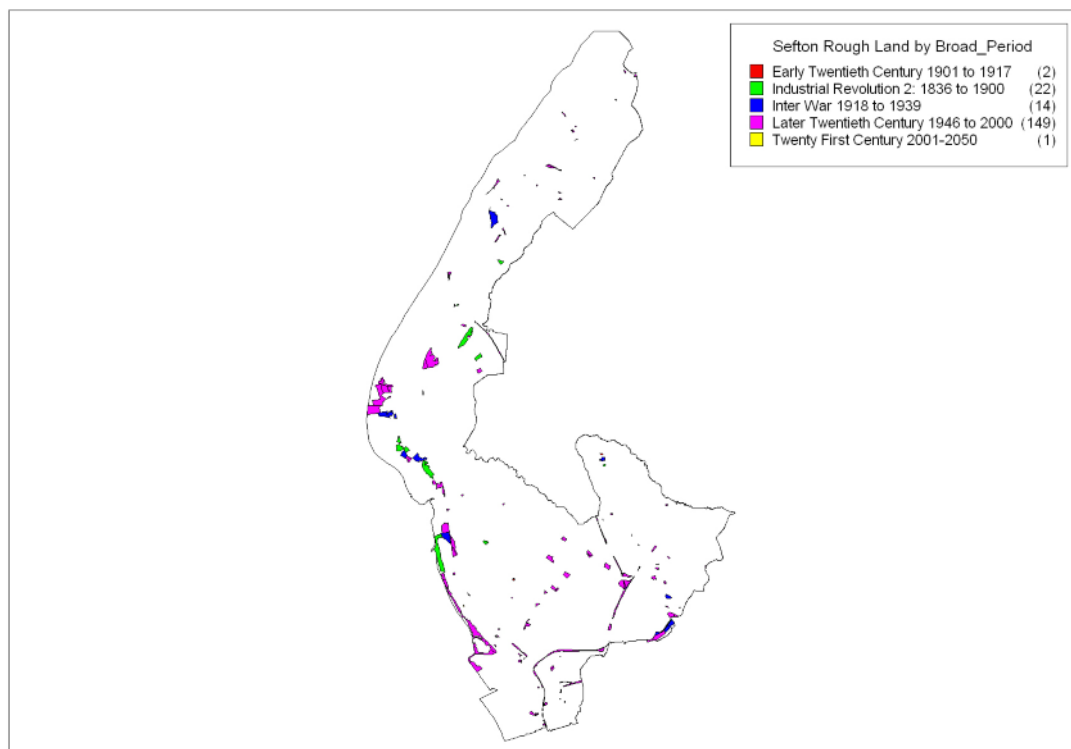


Figure 146 Current (2003) Rough Land in Sefton by Broad Period of origin
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9.9.1 Moss (Wetlands)

Mosslands form 0.54% (2.35 ha) of the current Rough Land Broad Type in Sefton. The MHCP recorded a single area of mossland (wetland), located at South Moss Farm near Formby. However, buried peats (as former wetland or mossland) extend much further along the coastline and inner fenlands of Sefton, with the above-ground character recorded (usually) as small to mediums sized, regular or semi-regular field systems. In some places, peat deposits are over 1 metre deep, (not an above ground character visible to record for MHCP). In areas where peat deposits are thought to exist (Cowell and Innes, 1994), a note was made in the MHCP recording system (via the Additional Attributes section of the database). Historically, the Sefton Mosslands (as a landform) were much larger, extending across the West Lancashire Plain.

The Sefton Mosslands lie on the western edge of a large mossland complex, centred on West Lancashire, whose boundary is defined by the River Alt. The mosslands stretch from the Alt eastwards to Liverpool Bay, north of the estuary of the River Mersey. Topographically, the mosslands are represented by a narrow belt of coastal peat overlain by blown sand, and an inland belt is associated with the channel of the River Alt (Cowell and Innes, 1994). It is characterised by peats, interspersed with a series of earlier coastal environments, such as mud flats, salt marshes and dune systems, which have been controlled by sea-level changes over many millennia. Therefore, the presence of mossland and peatlands is intrinsically linked to other MHCP Broad Types, notably the Coastal and Field System Broad Types.

The coastal mosslands lie on the western edge of the townships of Ince Blundell, Little Crosby and, to a lesser extent, Great Crosby. The modern extent of the town of Great Crosby marks the southern edge of the peat, which amounts to c.250 ha in this belt. The main area of inland peat, c.190 ha, lies in Ince Blundell, largely within the valley of the Alt. This peat also extends along the valley northward, into the historic townships of Thornton and Lunt (Cowell and Innes, 1994).

Much of the landuse within the moss and peatland areas has been conditioned by topography and geomorphology - in the early medieval period settlement appears to have avoided the coastal area (particularly areas of blown sand), being concentrated further to the south in more varied topography. This pattern change little in the later

medieval period when much of the wetland areas were used for grazing livestock. The settlement pattern that was established was essentially one of dispersed farms and hamlets around these wet areas, often on slightly higher ground. This scattered historical pattern changed little during the late post-medieval period - some expansion occurred during the draining of the fens in the early to mid 19th century, yet the main expansion of settlement did not occur until the late 19th to early 20th centuries, with the growth of modern leisure and housing needs (Cowell and Innes, 1994). The mosslands area identified by the Wetlands of Merseyside survey (Cowell and Innes, 1994) corresponds to the Carr Farmlands recorded by the Landscape Character Assessment of Sefton (2003) - generally a flat, low-lying and sparsely populated landscape characterised by wide views to distant skylines. Furthermore, it is interesting to note that buried peat deposits are often found within fields characterised as 'Ancient' by the Lancashire Historic Landscape Character Assessment (2002).

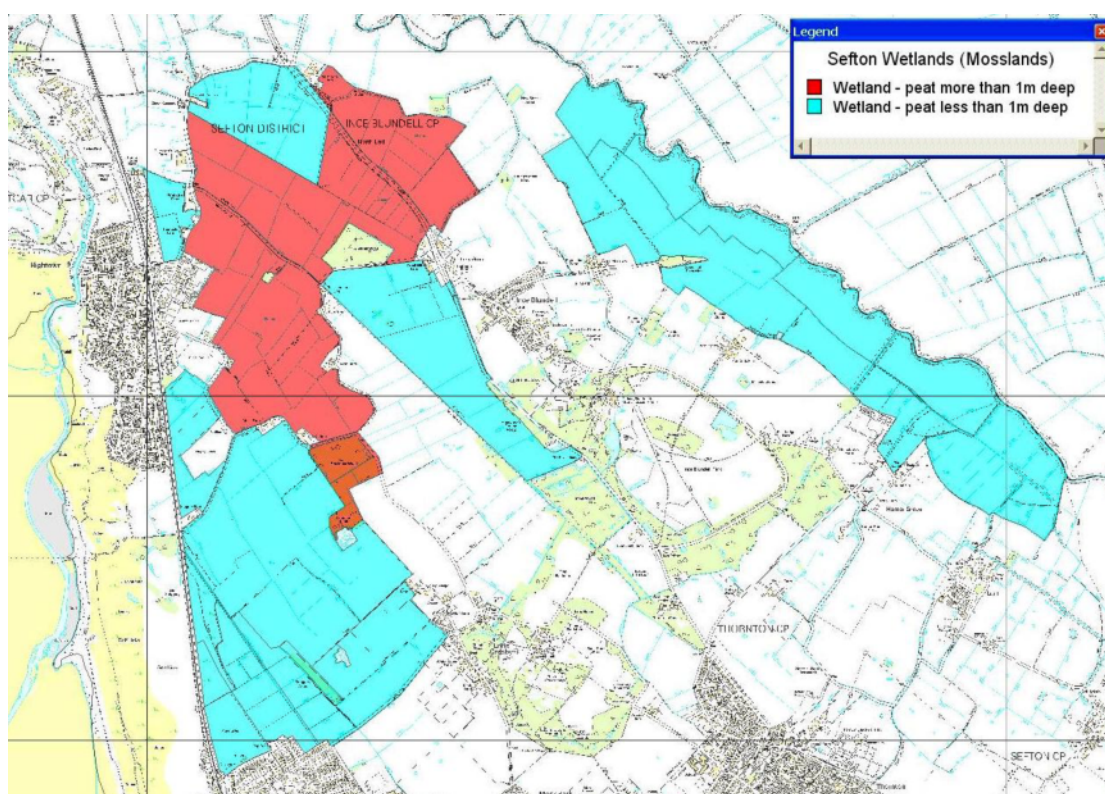


Figure 147 The Central Sefton Wetlands (Mosslands) - areas containing peat deposits (as an indicator of past wetland).

The area has been recorded by the MHCP as (predominantly) field systems; the current landuse in the area. Much of the landscape surrounding, and to the immediate east, of Ince Blundell, has also been characterised as being 'ancient fieldscape' by the Lancashire Historic Characterisation Assessment (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.9.2 Other Land (Rough Land)

The Other Land (Rough Land) Sub Type comprises all land that could not be given a distinct Sub Type, derelict land, urban and semi-rural grasslands, urban commons and small areas of urban green space (the majority of which has been created from former industrial or residential clearance). As such, the Sub Type is generally confined to urban or urban fringes. The MHCP Sub Type constitutes 67.49% (209.06 ha) of the Rough Land Broad Type.

The Sub Type is predominantly a 20th century creation, with 81.27% (220.54 ha) being created post-1945. It occurs throughout the district, with notable concentrations in the south and on the River Mersey foreshore. The majority of sites are rough grassland/scrub sites located on the coast (on land formerly coastal or industrial use) or as green corridors created from former communications routes.

The largest sites include a 37.80 ha band of grassland/scrub running along the Sefton coast between Blundellsands and the Royal Seaforth Container Terminal (formerly coastal sands, grassland and recreational land), a 22.56 ha area of derelict land to the south of Woodvale Airfield, two scrub and grassland patches (totalling 34.09 ha) that used to be part of a golf links course at Old Sniggery (Crosby) and a 6.19 ha area of land that was formerly part of Little Altcar Rifle Range and Military Camp. However, the largest contributor to the Rough Land (Other Land) Sub Type total is former railway lines (removed track way, sidings and associated structures) at just over 87 hectares (approximately 32%).

Rough Land (Other Land) by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	12	32.51	11.98
Early Twentieth Century 1901 to 1917	2	1.02	0.38
Inter War 1918 to 1939	9	17.29	6.37
Later Twentieth Century 1946 to 2000	130	220.30	81.18
Twenty First century 2001 to 2050	1	0.24	0.09
Total	154	271.36	100%

Table 58 Current (2003) Rough Land (Other Land) in Sefton by Broad Period of origin

In some cases, open urban land has remained unused for long enough to have been colonised by vegetation. These 'urban commons' are become informal recreational space. The time scale and process of vegetation development on such sites varies with substrate and locality and may produce distinctive local or regional variants of grassland communities, tall herb assemblages, scrub and woodland. A growing number of ecological investigations have revealed that there exists a complementary and distinctive fauna (Tomlinson, 1997).

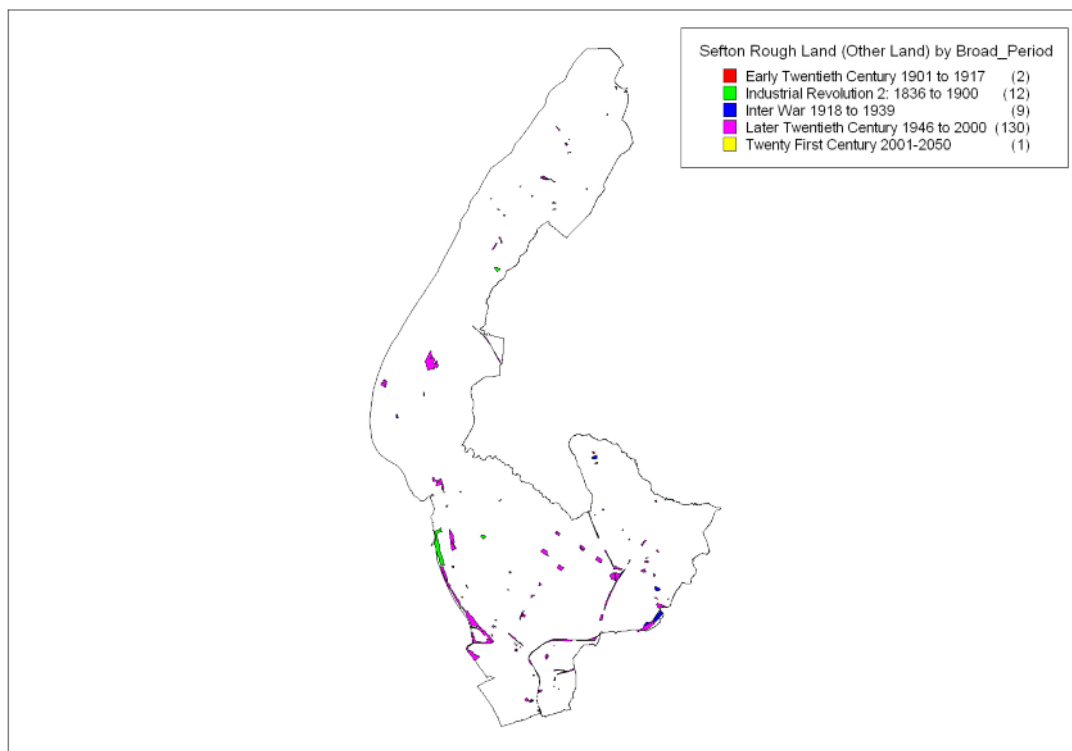


Figure 148 Current (2003) Rough Land (other land) in Sefton by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.9.3 Scrub

Much like Other Land (Rough Land), much of the scrubland within Sefton is of Later Twentieth Century origin. Scrub constitutes 13.54% (41.93 ha) of the Current Rough Land Broad Type, comprising small semi-natural stands of rough woodland, brushwood and rough grassland plots. Much like Rough Land (other Land), the majority of scrub sites were created in the Later Twentieth Century.

Scrub land is notably concentrated in areas to the west, southwest and northeast of Formby. To the west, the scrub is recent development - as regeneration on land formerly plantation woodland and small, semi-regular field systems (used for asparagus growing). Woodland regeneration (as scrubland) here may be intentional - as dune consolidation and habitat creation. To the immediate south-west the scrub development is much older, on land formerly small, semi-regular asparagus fields (immediately west of Asparagus Cottage, Formby). Further south-east is a small patch of scrub dating to the Industrial Revolution 2 (1836 to 1900) period, as part of the military (Defence) establishment at Altcar Training Camp. A small patch of early scrubland can also be found to the immediate west of Formby Hall - possibly as woodland regeneration within the hall estate. Scrub development has also occurred on a former building plot at Freshfield Dune Heath, on the site of a former club house (golf).

Scrub by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	10	43.57	26.59
Inter War 1918 to	5	46.33	28.28
Later Twentieth Century 1946 to 2000	18	73.95	45.13
Total	33	163.85	100%

Table 59 Current (2003) Scrub in Sefton by Broad Period of origin

Moving further north, scrubland development has also occurred on land to the immediate south-west of Birkdale (at Hillside) on land that was formerly dunes. Here again, the scrub may be intentionally planted or, more likely, allowed to develop as dune consolidation. Later Twentieth Century scrub formation has also occurred along

the line of the former Cheshire Lines Railway, near to the site of Palace Station (demolished).

To the south of Formby, only two scrubland sites were recorded - a large parcel of land at Old Sniggery, dating to the Industrial Revolution 2 (1836 to 1900) period (with an adjoining parcel dating to the Later 20th Century - former small regular fields) and a small cluster of scrubby fields at Buckley Hill, dating to the Later 20th century.

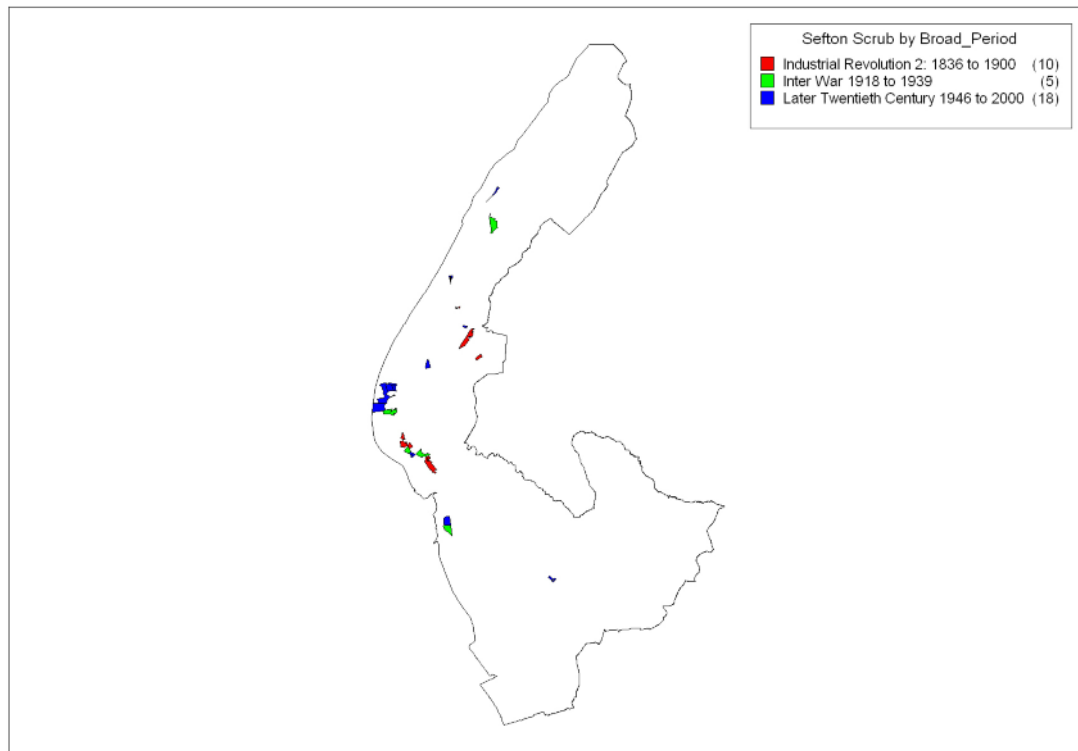


Figure 149 Current (2003) Scrub in Sefton by Broad Period of origin
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9.10 Other Land Broad Type

The Other Land Broad Type forms 0.04% (5.44 ha) of the Sefton total. Two sites on Southport were identified - both comprising car parks. The smallest site (1.61 ha of Sub Type Other) occupies land formerly part of Chapel Street Railway Station (station and sidings) and dates to the 21st century, while the largest site (3.83 ha) has been built upon (Reclaimed Land) Sub Type and dates to the Later 20th century.

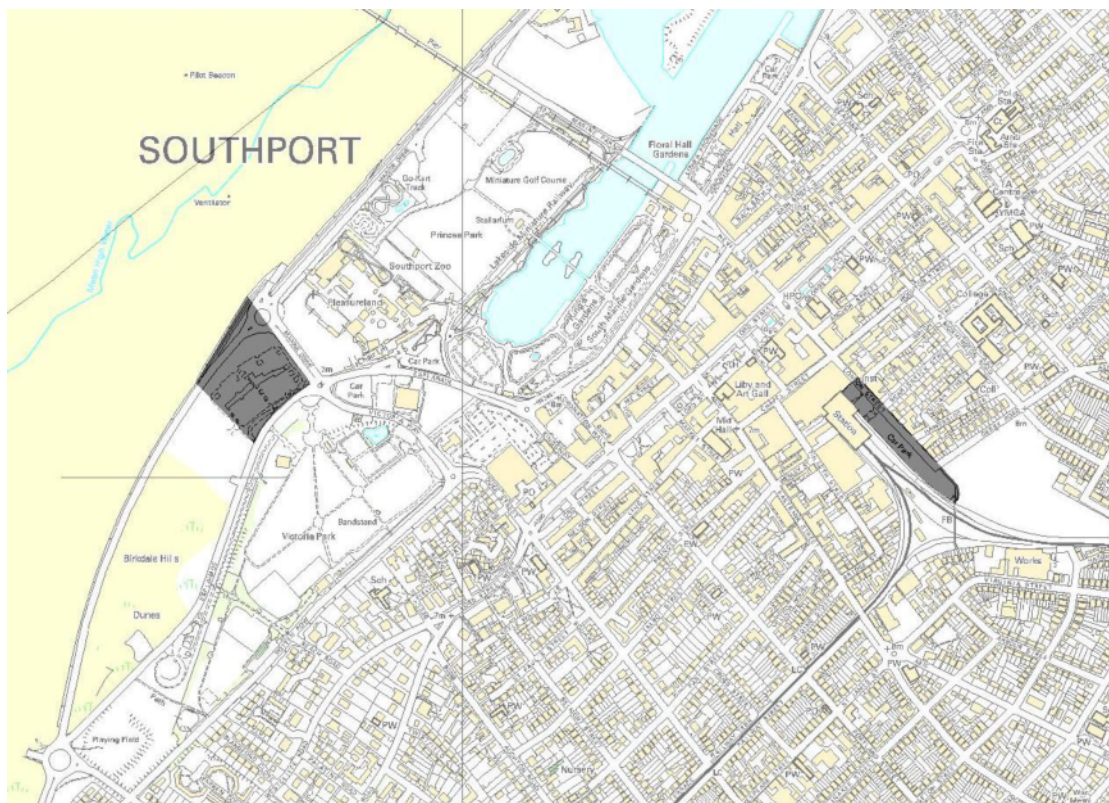


Figure 150 Current (2003) 'Other' Broad Type in Southport (Sefton)
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9.11 Coastal Broad Type

9.11.1 Dunes

9.11.2 Salt Marsh

9.11.3 Sand and Mud Flats

About 12.2% (approximately 1896.52 ha) of the area of Sefton has been classified by the MHCP as coastal. The character type is found in a continuous line along the western shoreline of Sefton, from Seaforth Nature Reserve (Crosby) in the south, to Fiddlers Ferry (near Crossens) in the north. In the recent past, the Sefton coast stretched as far south as Bootle - up to the Gladstone Graving Docks. The Coastal Broad Type comprises sand dunes, salt marsh and sand and mud flats, running alongside small regular and semi-regular open fields and semi-improved neutral grassland (often as set-aside) and residential areas (often as seaside resorts). The Landscape Character Assessment of Sefton (Sefton Borough Council, 2003) classifies the coast as a small, but varied region of intertidal flats, salt marsh, sand dunes and former dune slacks forming the seaward fringe of the adjoining Lancashire Plain. There is evidence that the landscapes of the Sefton Coast are of relatively recent origin, having developed only in the last 4000 years or so. Prior to this, the original coastline lay further inland following a line now marked by the rising ground along the eastern edge of the fen peats and silts of the Alt basin (Sefton Borough Council, 2003, .8).

Continued sea level changes since the last Ice Age have led to some of the older drift being reworked in the form of extensive beaches and adjoining sand dune belt that lie along the Sefton Coast. These dunes, which are of recent origin, are wind blown deposits and form the dominant landscape feature in the vicinity of Formby and Ainsdale (Ibid).

The largest Coast Broad Type is Sand and Mud Flats (40.23% - 763.06 ha), followed closely by sand Dunes (38.45% - 729.22 ha). These are found throughout the district, with the major concentration of Sand Dunes in the northern and central parts of the

district. Salt Marsh is limited to the extreme northern part of the district, with only two polygons making up 21.31% (404.24 ha) of the Coastal Broad Type total.

Coastal Sub Type	Number of polygons	Area (Hectares)	Percentage
Dunes	34	729.22	38.63
Salt Marsh	2	404.24	21.42
Sand and Mud Flats	25	754.23	39.95
Total	61	1887.68	100%

Table 60 Current (2003) Coastal Sub Types in Sefton

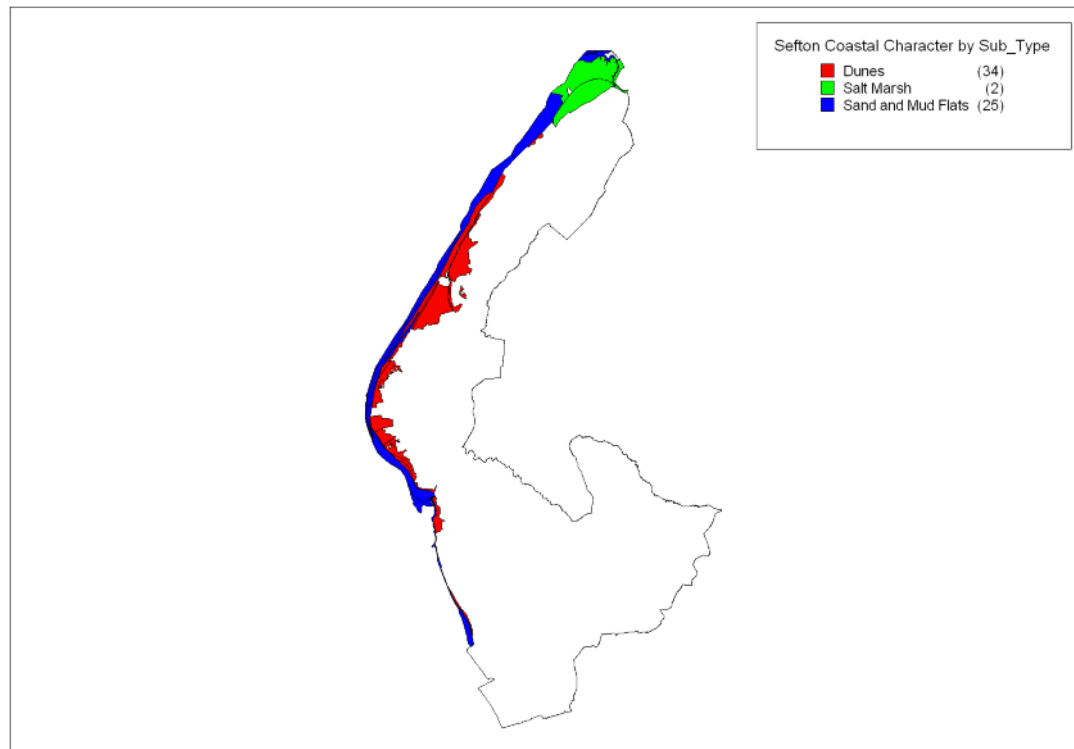


Figure 151 Current (2003) Coast Sub Type in Sefton
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Three estuaries open into Liverpool Bay from the Urban Mersey Basin and a fourth has influence on the Natural Area. The Dee Estuary, which is one of the largest in England, includes large areas of intertidal sand and mud, extensive salt marshes and

the small rocky islands of Hilbre. The Mersey estuary is deeper, with about one third permanently below low tide level, but here too there are extensive intertidal flats and fringing salt marshes. The River Alt is comparatively small but associated with it there is a large expanse of estuarine habitat, with extensive sand flats stretching along the Sefton coast and providing a major source of material for coastal dune formation. Within the Natural Area to the north of Southport there are other mud flats and salt marshes associated with the Ribble estuary (Tomlinson, 1997).

All these estuarine habitats are of major importance as staging posts for migratory birds in Spring and Autumn. In Winter they provide essential feeding and roosting areas for large populations of wading birds and wildfowl. The estuaries sustain significant proportions of the world population of several species and their international importance is recognised in their status as Special Protection Areas (SPA) under the EC Birds Directive. Mud and sand flats which are exposed at low tide are listed as priority habitats for conservation under the EC Habitats Directive (Tomlinson, 1997).

The Sefton Coast is the largest dune area in England. Natural forces, such as winds and tides are the biggest influence to change in the coastal region. At Formby Point the rate of dune erosion is up to 5 m each year, whereas within a few kilometres to the north and south there is rapid growth of the coast. At Formby Point there was extensive coastal erosion during the 18th century up to about 1830. This trend reversed dramatically in the mid-19th century, when Formby Point moved out (accreted) about 300 m. Landowners at the time took advantage of this, advancing the dune front by means of sand trapping fences, the planting of Marram Grass and Corsican Pine plantation woodland. In recent years, although the Altcar and Ainsdale Dunes have been accreting, the sand dune system around Formby Point has experienced continuous erosion throughout the 20th century.¹¹⁰

¹¹⁰ www.sandsoftime.hope.ac.uk/change/growth.htm Accessed April 2010

The evidence suggests that the present phase of erosion was triggered at the end of the 19th century by a significant increase in the frequency and strength of westerly storm force winds and waves. The erosion was further compounded by human interference - sand dredging, spoil dumping and training wall construction in Liverpool Bay.¹ Climate change over the next 50 years or so is expected to have substantial impacts (Landscape Character Assessment of Sefton, 2003,.9-13).

The MHCP has managed to map this coastal change, using the four Epochs (mapping available). The mapping shows a general reduction of the dune system from both natural and human forces through the mid-19th to late-20th centuries.

The 6" Ordnance Survey First Edition map of Lancashire, 1850 depicts an extensive dune system stretching from Crosby in the south, through to Southport in the north. At this time, the coastline around Formby Point was probably at its maximum, with a shoreline of sand and mud flats backed up by extensive dune deposits, all consolidated by pine plantations.

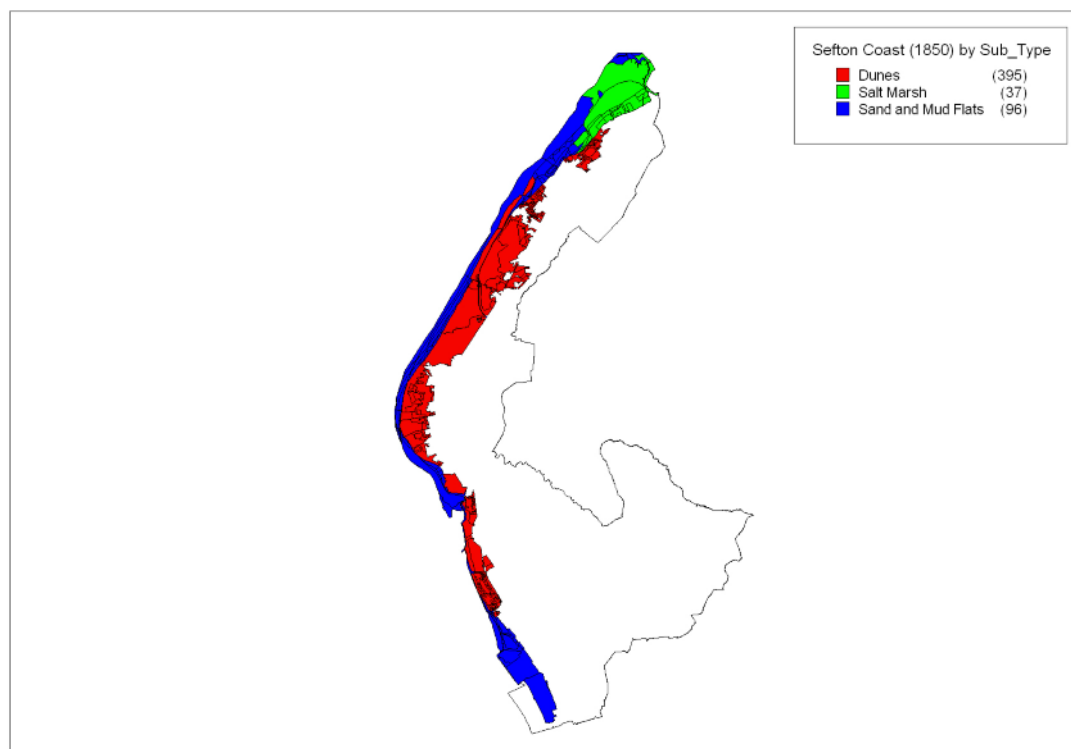


Figure 152 The Sefton Coast in 1850 (by Sub Type)
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However, shortly after the 1850 high-point, the dune system around Formby, Ainsdale and Crosby began to recede - eroded by the sea and wind on the coastal side, and human activity (residential encroachment - notably the growth of Formby and Crosby) on the landward side. The dune system was also further reduced by the Recreational and Ornamental development (links golf courses), Extraction Industries (dredging, spoil dumping) and, to a lesser degree, small-scale agricultural activity.

By 1893, the natural dune system had been significantly reduced around Formby Point, Ainsdale, Birkdale, Southport and Marshside - much of it at the expense of residential and recreational/ornamental development. The dune system had all but disappeared around Crosby. The mapping also shows a corresponding reduction in sand and mud flats around Formby Point and Southport (as reclaimed land). The 25" Ordnance Survey map of 1893 also shows a loss of sand and mud flats near Bootle following the construction of the Docks. In Marshside, there was a corresponding reduction in salt marsh, with land being reclaimed for residential development.

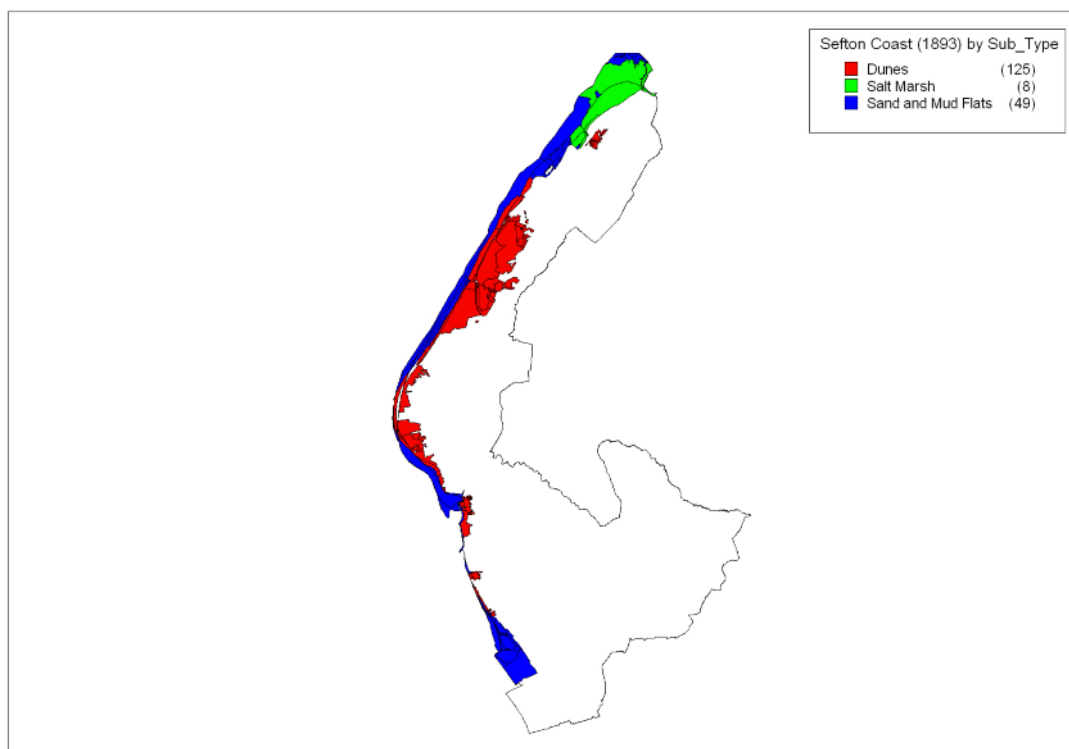


Figure 153 The Sefton Coast in 1893 (by Sub Type)
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

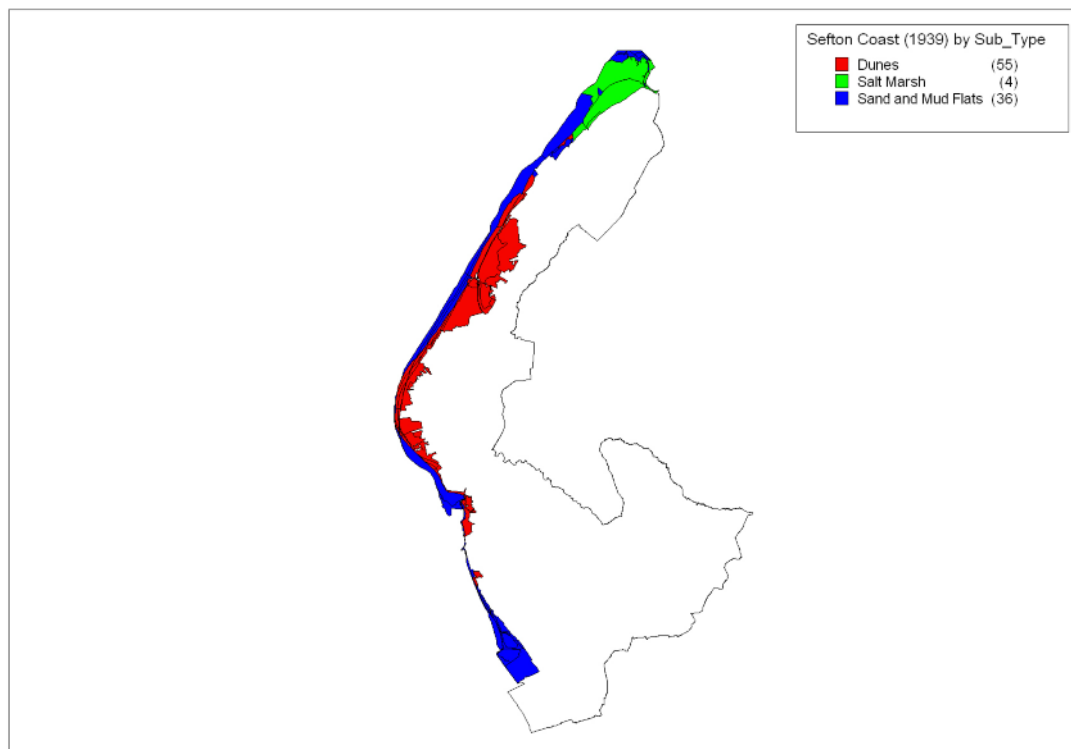


Figure 154 The Sefton Coast in 1939 (by Sub Type)
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The 25" Ordnance Survey map of Lancashire 1939 depicts active erosion of the sand dunes at Formby Point, with the wholesale loss of protective sand and mud flats to the immediate west. The mapping also shows further loss of dune systems, notably around Hesketh Park and Birkdale - the areas having been consumed by residential development or converted into links golf courses.

The current dunes are, although much reduced from the high-point in the 1850s, afforded significant protection, due to their status as Sites of Biological or Geological interest and Sites of International and National Nature Conservation Importance. They are positioned with, or designation as, Coastal Planning Zones, Coastal parks and Local nature Reserves. They contain important natural and semi-natural sites exhibiting a wide ecological diversity. Furthermore, they contain many important geological and archaeological sites, as well as stands of unique plantation forest and amenity parkland.

9.11.4 Water Bodies Broad Type

Twenty-two water bodies were recorded in Sefton, of which fifteen are artificial (man-made lakes and marinas) and seven are natural (ponds and streams) in origin. The MHCP did not include ornamental lakes or ponds cut for Public Parks (such as those in Ince Blundell Park), as these were incorporated within the overall Recreational and Ornamental Broad type. Similarly, a number of artificial water bodies associated with Industrial sites (such as Docks) have been incorporated into that particular MHCP Broad-type. The MHCP only recorded those water bodies over a certain size or those which had a historical dimension. Water bodies constituted 0.48% (74.73 ha) of the Sefton MHCP Study Area. Natural water bodies formed 7.13% (5.33 ha) and artificial water bodies 92.85% (69.39 ha) of the Water Bodies sub type.

Water Bodies Sub Type	Number of Polygons	Area (Hectares)	Percentage
Natural Water Body	7	5.33	7.13
Artificial Water Body	15	69.39	92.85
Total	22	74.73	100

Table 61 Current (2003) Water Bodies Sub Type in Sefton

Water Bodies by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	13	13.14	17.58
Early Twentieth Century 1901 to 1917	1	12.33	16.50
Inter War 1918 to 1939	1	1.96	2.62
Later Twentieth Century 1946 to 2000	7	47.30	63.30
Total	22	74.73	100%

Table 62 Current (2003) Water Bodies in Sefton by Broad Period of origin

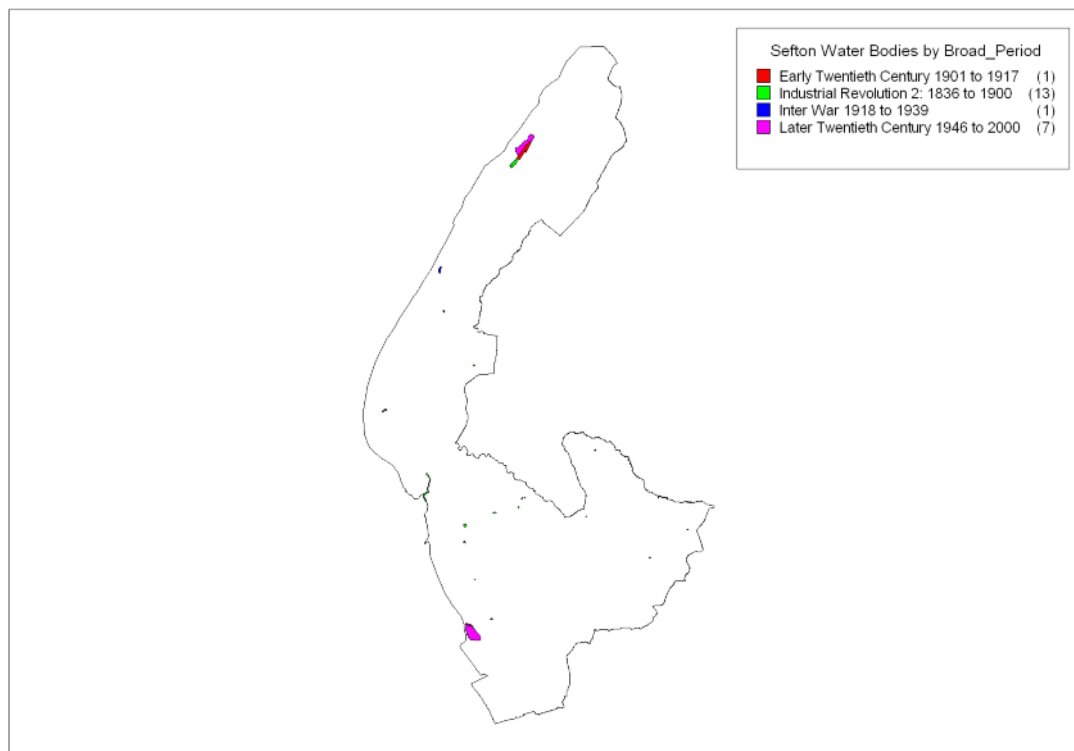


Figure 155 current (2003) Water Bodies in Sefton by Broad Period of origin
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9.12.1 Natural Water Body

Natural Water Body accounts for 7.13% of the Water Bodies Broad Type, the majority of these can be found in the central and south-eastern parts of the district, comprising six small ponds and a single watercourse (the River Alt). The majority of natural water bodies were attributed to Industrial Revolution 2 (1836 to 1900) period. Some of these will have purely natural, and extremely ancient, origins. However, many will have more recent and anthropogenic origins - ponds created through the extraction of marl, sand and gravel.

The lowlands of north-west England are rich in field ponds. Two particularly dense pond concentrations occur in the Natural Area - in Wirral and in the western part of Greater Manchester. The majority of these ponds are former marl pits, excavated to provide material to improve soil fertility. In other places ponds now occur in clay and gravel pits and close to mills where they were created as reservoirs for industrial purposes¹¹¹.

Many ponds have a fringe of swamp, rough grassland, scrub or trees to supplement the aquatic habitat. These marginal and terrestrial habitats are of particular importance in providing cover for birds and amphibia, especially where surrounding land is not congenial to wildlife.

In such circumstances ponds may serve as habitat "stepping stones" assisting local wildlife migrations and increasing the variety of species on farmland and in urban areas. Where such "islands" retain habitats of significance it is important that these should retain their value and one way to assist this is through maintaining, or re-establishing, habitat connections with other sites.¹¹¹

¹¹¹ www.english-nature.org.uk/Science/natural/NA_HAbDetails.asp?Name=Urban+Mersey+Basin&N=26&H=54
Accessed 26 April 2010

9.12.2 Artificial Water Body

Artificial water bodies account for around 92.85% of the Water Bodies Broad Type. The largest water bodies (in geographical size) are the marine lakes at Southport, Ainsdale-on-Sea and Crosby. This is followed by small ponds and pits created by marl and gravel extraction during the Industrial Revolution 2 Period (1836 to 1900).

Southport's seafront was the catalyst for its early development as a seaside resort in the late 19th and early 20th centuries. The fashion for the sea air and health-giving qualities of the water attracted early visitors to the area. In the early 19th century, the sea was known to occasionally wash inland, reaching as far as Lord Street. As a result, there was a reluctance to develop closer to the seafront. Overtime, the success of the resort led to proposals to construct a sea wall - work was begun in 1835 on the first phase which stretched from Coronation Walk to Nevill Street. The development of the seafront saw improvements with gardens and amenities.¹

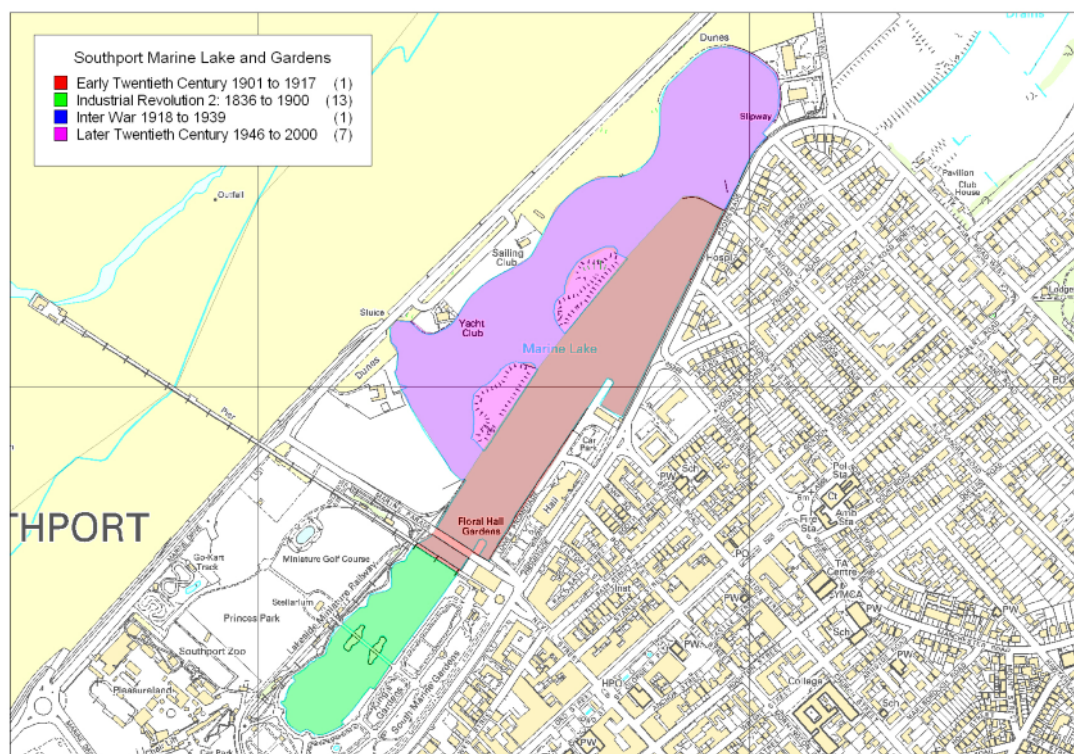


Figure 156 Southport Marine Lakes and Gardens
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Southport Corporation bought the foreshore land rights in 1885 for the sum of £10,085 on the condition that any buildings erected on the seaward side of the Promenade frontage would be used for recreation purposes only. Work began on the construction of the Marine Garden and Marine Lake, which opened on 7 September 1887. The grand opening of the lake and park were accompanied by a procession by torchlight, a fete and a firework display. Soon after construction it was found that the lake water was deteriorating the sand at the edge of the lake, and a concrete revetment was installed to prevent further erosion.¹¹²

The 1893 Ordnance Survey map shows the newly constructed lake with an expanse of sand left between the gardens and the lake. The first portion of the lake to be built was that to the south of the original Southport Pier. Another marine lake and corresponding park 'North Marine Gardens' were opened in 1892. The north and south lakes were joined in 1895. Alongside the work to join the lakes a Marine Drive and Bridge were also constructed.¹¹³

Additional extensions to the northern part of the marine lake were first proposed in 1938, but this was not implemented because of the outbreak of the Second World War. Eventually a new scheme was adopted in 1961, and the lake extension was completed by 1963. A further extension was proposed in 1965 when a private investor asked to purchase the land for commercial development, and in return he would excavate and develop the further expansion of the lake. The lake extension was completed in 1966.¹¹⁴

¹¹²www.sefton.gov.uk/PDF/ER_Historic%20Development%20Web%20Version.pdf marine lake southport history Accessed 26 April 2010

¹¹³ Ibid

¹¹⁴ Ibid

9.13 Defence Broad Type

9.13.1 Other

9.13.2 Camp

9.13.3 Range

The Sefton MHCP Study Area currently contains four sites of Defence (Military) Broad Type - the Altcar Rifle Range, Altcar Training Camp, and Territorial Army Centres in Southport and Bootle. In Sefton, the Defence Broad Type contains three Sub Type characters - Range, Camp and Defence Other. Within Sefton there are 78.95 ha of Defence land, representing about 0.51% of the total area of Sefton. The largest single defensive site is the rifle range at Little Altcar (86.21% - 68.06 ha).

Defence Sub Type	Number of Polygons	Area (Hectares)	Percentage
Other	3	1.29	1.63
Camp	1	9.60	12.16
Range	3	68.06	86.21
Totals	7	78.95	100%

Table 63 Current (2003) Defence Sub Type in Sefton

Altcar has a long history, and is the premiere shooting range in the northwest of England. In 1859 Great Britain was threatened with invasion. Consequently, on 12th May of that year the war office issued a circular letter to the Lord Lieutenants of the Counties permitting the formation of Volunteer Rifle Corps under Act 44. The 5th Lancashire Rifle Volunteer Corps was formed. The unit, along with other units formed at the same time, was faced with the problem of where to practice rifle shooting. Major

Bousfeld arranged for a camp for his corps on Crosby shore, which lasted for one month in August 1860. The shooting practice took place at temporary calico targets.¹¹⁵

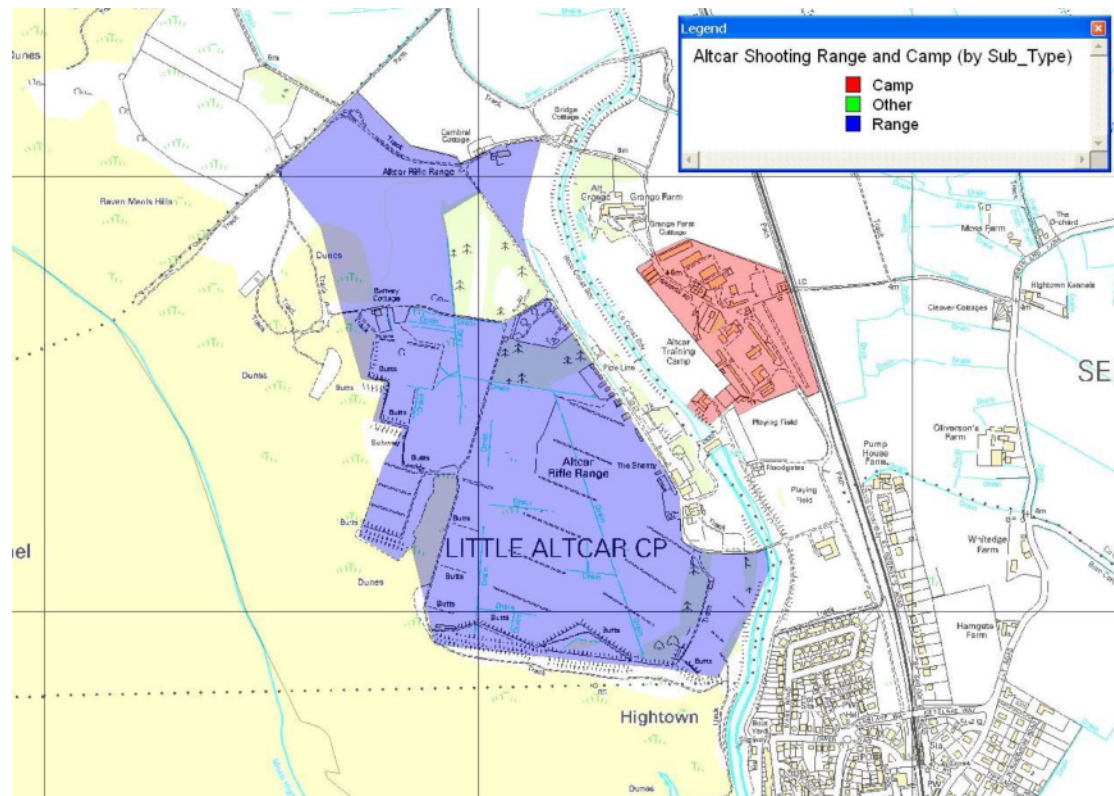


Figure 157 Altcar Shooting Range and Camp on 2003 mapping
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

A committee in Liverpool was formed for the purpose of raising money to clothe and equip a Liverpool Artillery and Rifle Brigade. This plan was abandoned and it was decided to use the unspent money (£800) to provide a rifle range for the use by all Liverpool units. On Saturday 28 July 1860 one target and a firing point at 1100 yards were available. Further targets and firing points quickly followed, by 25 August 25th 1860 there were fifteen targets and by 15 September twenty firing points from 100 to 1100 yards were available.¹¹⁶

¹¹⁵ www.101rifclub.co.uk Accessed 25th March 2010

¹¹⁶ Ibid

During the First World War two hutted camps, 'A' and 'B' camps were built for the Command Musketry School adjacent to the railway. Between the Wars 'B' was used for weekend training by the West Lancashire Territorial Army units, and is currently used by all Liverpool TA Units.¹¹⁷

There are a variety of ranges the most modern of which use electric targets. There is an interesting collection of Clubhouses near the main car park. Several date from the late 19th Century and include colonial-style verandas and stained glass windows. Altcar range today has many things to offer various ranges from 25 yards to 1000 yards. There are many facilities on site there is a modern Range office, which houses an impressive collection of cartridges.¹¹⁸

¹¹⁷ www.101rifleclub.co.uk Accessed 25 March 2010

¹¹⁸ Ibid