



Christ Church

Conservation Area Appraisal
Adopted April 2016

This Conservation Area Appraisal was prepared by Sefton Council in 2015 and amended following public consultation between January and March 2016 and was adopted by Sefton Council on 27th April 2016

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PREFACE

LEGISLATIVE BACKGROUND

Since the 1967 Civic Amenities Act local authorities have been empowered to designate Conservation Areas. The current Planning (Listed Buildings and Conservation Areas) Act of 1990 defines Conservation Areas as:-

"areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance".

Such areas are diverse. They may be large or small; residential or commercial; civic or industrial; old or relatively modern. They may represent social ideals or civic pride. They may be specifically designed or speculatively produced; modest or grand. They may contain Listed Buildings of architectural or historic interest or may simply have local historic association. However, common to all will be an identifiable environmental quality which should be protected from unsympathetic redevelopment or alteration.

Sefton Council has declared 25 Conservation Areas throughout the Borough reflecting the variety of building styles and environments within its borders.

POLICY FRAMEWORK

The content of the Planning (Listed Buildings and Conservation Areas) Act 1990 is supported by the National Planning Policy Framework (NPPF) and Historic England 'Good Practice Guidance'.

The principles within the NPPF and the 'Good Practice Guidance' are further supported by Sefton Council's Heritage policies contained within its Local Plan.

This legislation and policy framework enables the authority to exercise greater control over development within Conservation Areas and, where appropriate, this may be supplemented by the use of 'Article 4 Directions' to remove permitted development rights. In this way, minor changes, which may be cumulatively detrimental, can be more closely controlled.

Local Authorities have a duty to review, from time to time, their areas to ensure that places of special architectural or historic interest are being protected. The boundaries of existing Conservation Areas may be revised, new areas may be designated and those areas which have been eroded to the extent that their special character has been lost, may be de-designated.

HOW STATUS AFFECTS PLANNING DECISIONS

Whilst the Council recognises that, for Conservation Areas to remain 'live' and responsive to a changing society, changes must and will occur, it nevertheless undertakes to ensure that all changes preserve or enhance the character and appearance of its Conservation Areas and do not result in any serious loss of character or features.

Planning legislation supports the local authority in this by increasing its powers of control over development. It does this in the following ways:

- Buildings and structures may not be demolished without Planning Permission.
- Trees are protected and all work to them requires consent from the Council.
- New development is expected to reflect the quality of design and construction of the surrounding area and should make a positive contribution to the area's character.

Local planning authorities may, if necessary, exercise even greater control by removing the basic permitted development rights of householders.

Under section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Council has a legal obligation to ensure that "special attention shall be paid to the desirability of preserving or enhancing the character or appearance" of the area when deciding planning applications.

NEED FOR AN APPRAISAL

The first step to protecting the inherent qualities of a Conservation Area is having a thorough understanding of its character. This should then underpin local policies for the area's protection. Such a definition requires a thorough appraisal of the area to assess the contribution of each element (e.g. buildings, boundaries, trees, surfaces, etc.) to the area's overall character.

Whilst this appraisal aims to identify the essential elements which give this Conservation Area its character, it is not intended as a detailed evaluation of each building and feature. Therefore any buildings, features and details may still have importance even though not specifically referred to in the document and any omissions do not indicate lack of merit or interest.

1.0 INTRODUCTION

1.1 Background

The Conservation Area Appraisal for Christ Church Conservation Area was prepared by Donald Insall Associates Ltd on behalf of Sefton Metropolitan Borough Council and was adopted in 2005. Its purpose was to clarify the designation of the Conservation Area, which protects and enhances the character of the area around Christ Church, Waterloo Road (shown on Plan 03). Designation as a Conservation Area provides the Local Planning Authority with additional powers to protect and enhance the area's special characteristics. This document provides a review and update of the adopted Appraisal, in light of changing Government policy, and any alterations required that have occurred since 2005, and reflects good practice. It is a statutory requirement for local authorities to publish up to date proposals for the conservation and enhancement of Conservation Areas. The Conservation Area was placed on Historic England's National 'Heritage at Risk' Register in 2014 and one of the contributing factors was a lack of an up-to-date Conservation Area Appraisal.

1.2 Scope and Structure of the Study

The scope of this Conservation Area Appraisal is based on the guidelines published by English Heritage and represents a factual and objective analysis. In accordance with the guidelines, the following framework has been used as the basis for this analysis:-

- Location and population
- Origins and development of the settlement
- Prevailing former uses and their influence on plan form or building type
- Archaeological significance
- Setting of the Conservation Area and its relationship with the surrounding landscape
- Character and relationship of spaces
- Contribution made by green spaces, trees, hedges, etc.
- Architectural and historic qualities of buildings
- Contribution made by key unlisted buildings
- Prevalent and traditional building materials
- Local details
- Extent of loss, intrusion or damage
- Existence of any neutral areas

The document has been structured to encompass these areas of study and concludes with recommendations for amendments to the Conservation Area boundary.

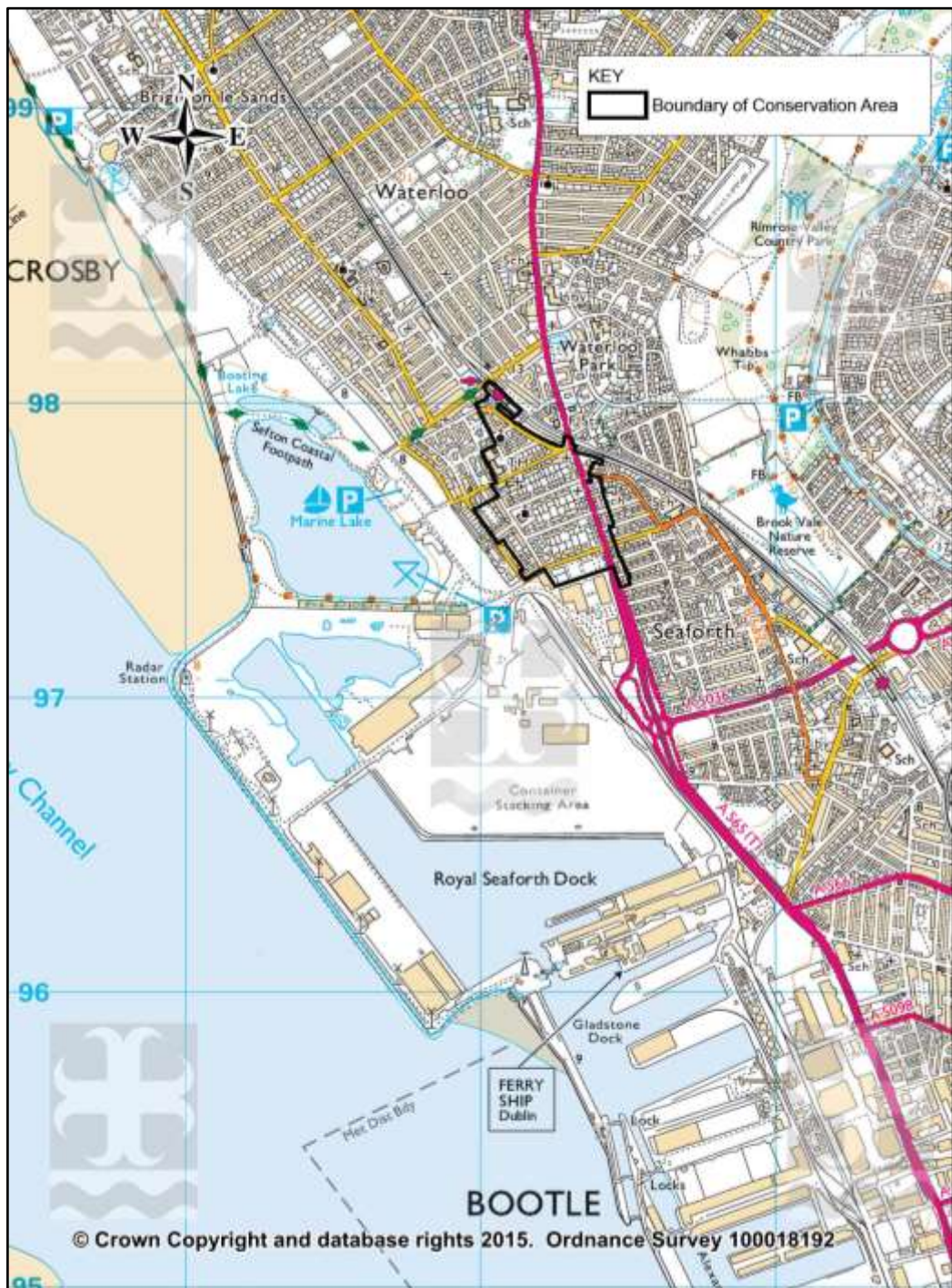
It is the aim of this appraisal to identify and examine those elements which individually and collectively define the essential character of the area.

2.0 Location and Context

2.1 Location

The Christ Church Conservation Area is located on the east bank of the Mersey estuary approximately 5½ miles north of Liverpool, between Crosby and Bootle.

PLAN 01 – TO SHOW LOCATION OF CHRIST CHURCH CONSERVATION AREA



2.2 Topography and Geology

Christ Church is situated on former sand dunes and marshland which previously constituted the shores of the Mersey. Given its position alongside a major river, it is not surprising that the landform of the area is predominantly flat, and is approximately only 10m above sea level.

The area sits on an underlying bed of Keuper sandstone and Keuper Marl, which was laid down in the Triassic period.

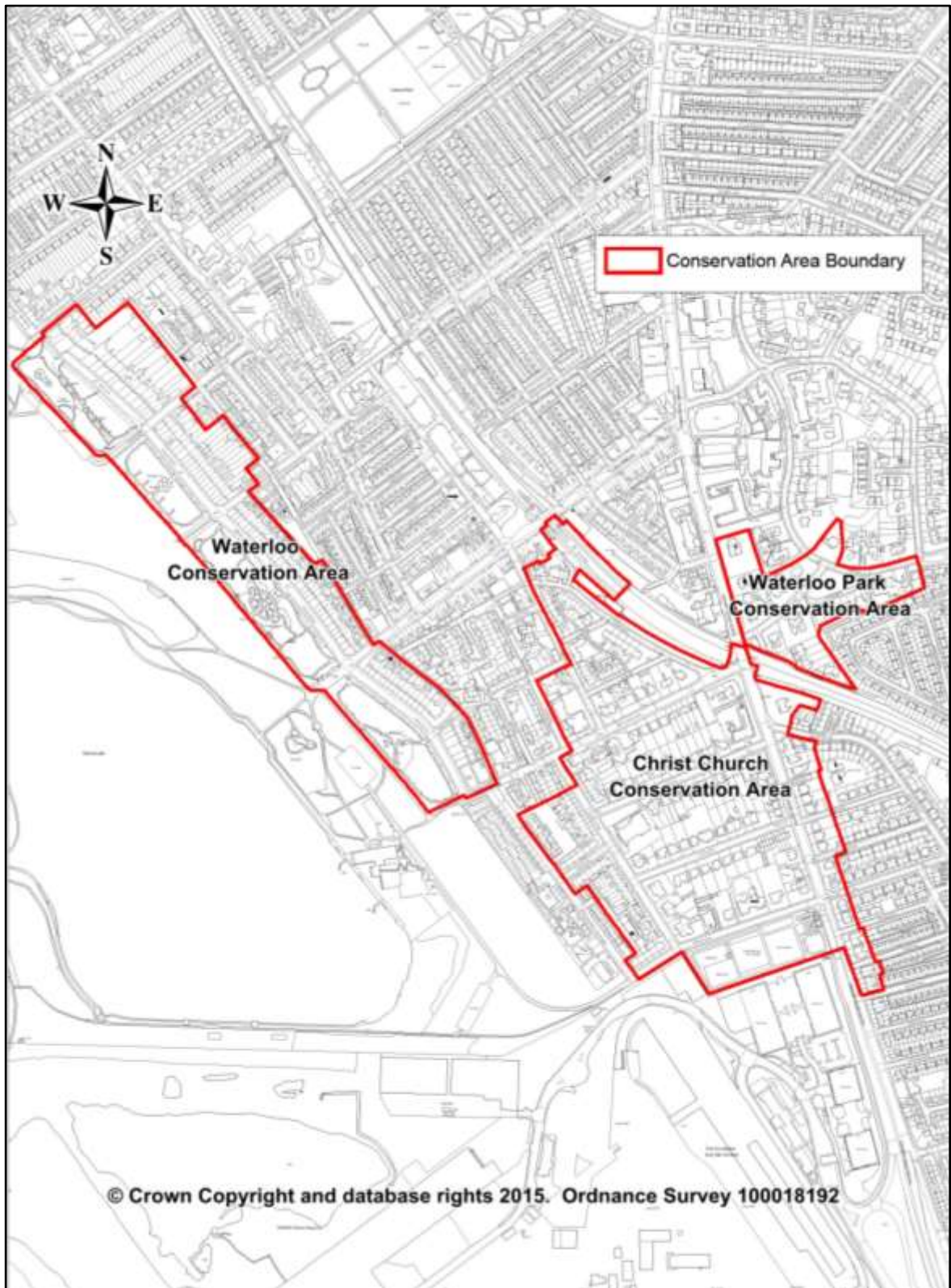
2.3 Uses

The Christ Church area is almost exclusively residential, though there are a few shops clustered on Great Georges Road, with offices and a clinic located within the former Town Hall complex, Police Station and churches.

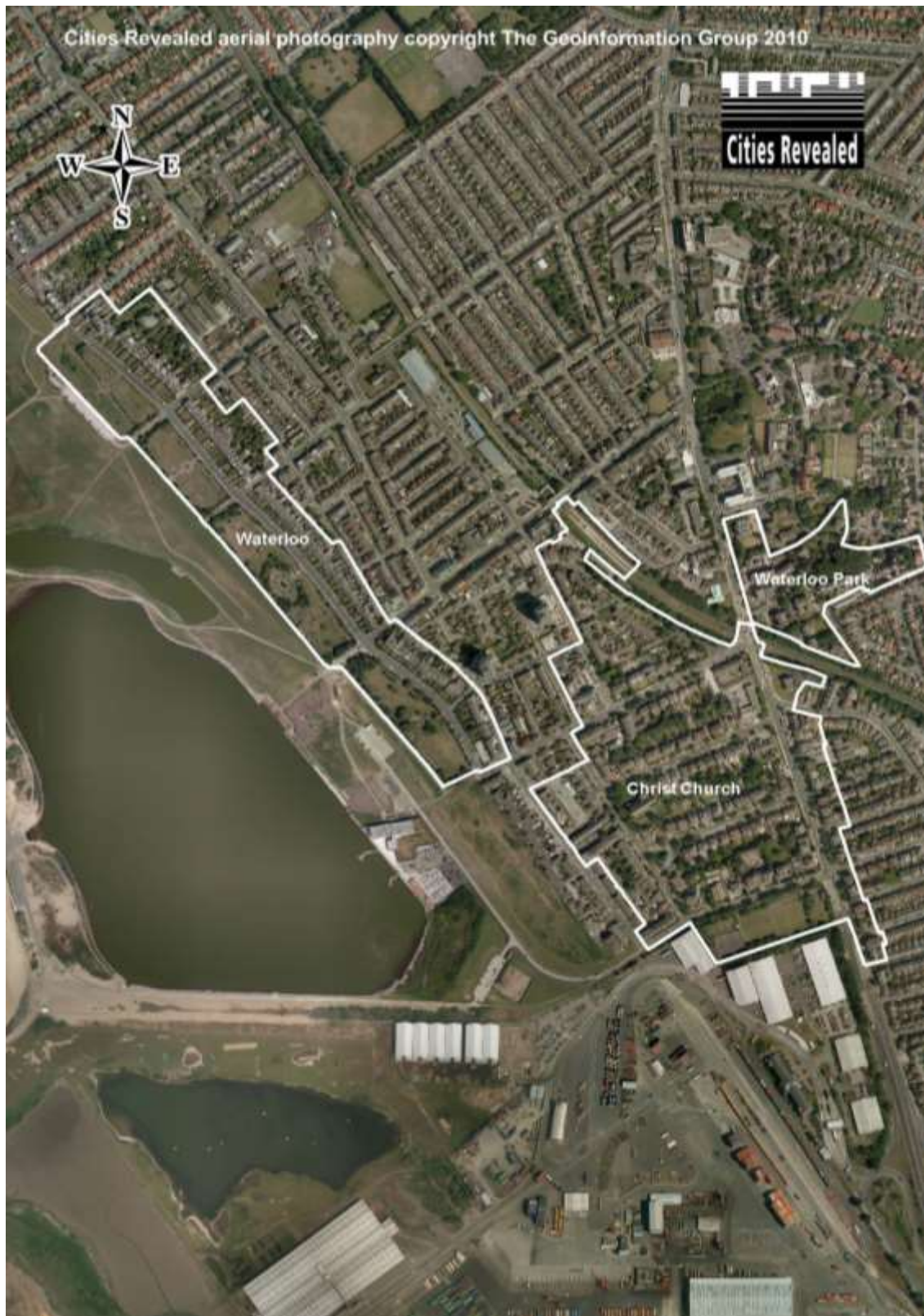
2.4 Conservation Context

(See plans 2 and 3)

The Christ Church Conservation Area is situated between the Waterloo Conservation Area, to the north-west, and the Waterloo Park Conservation Area to the north east. Waterloo Conservation Areas dates from the early 19th century and represents the catalyst for the subsequent 'villa' development of Waterloo Park (from 1858) and Christ Church (c.1860's)



PLAN 02 –CONSERVATION AREA CONTEXT OF CHRIST CHURCH CONSERVATION AREA

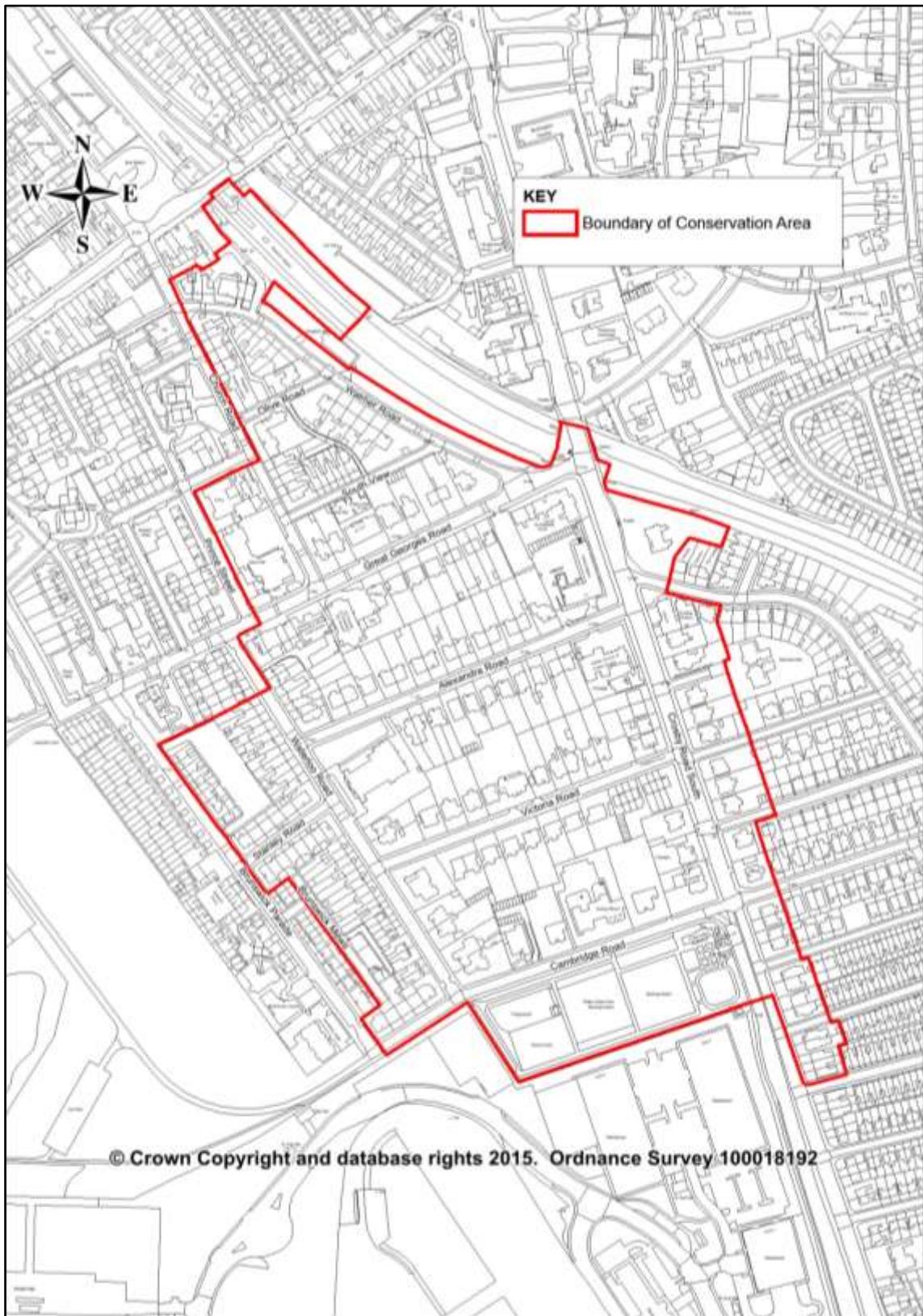


PLAN 03 - AERIAL PHOTOGRAPH SHOWING CONSERVATION AREA CONTEXT

2.5 Study Area Boundary

(See Plan 04)

The Conservation Area boundary is approximately diamond-shaped and focuses on the former Parish Church of Christ Church on Waterloo Road. To the north-east, it touches the Waterloo Park Conservation Area; to the south it abuts the Port of Liverpool boundary. The area studied for this appraisal did not extend beyond the defined boundary greatly but did consider those properties and features which abut the boundary. The current review of the Conservation Area and its surrounding area may result in suggested changes to the Conservation Area boundary being put forward for consideration.



PLAN 04 – SHOWING BOUNDARY OF THE CONSERVATION AREA

3.0 Historic Development

(see Plan 05 at the end of the section for the relative ages of buildings and features)

3.1 Early History and Origins

Whilst the Christ Church Conservation Area is almost exclusively a 19th century development, the surrounding areas of Crosby and Litherland date back to Viking times, as evidenced by their place names.

There is little evidence of primitive settlement in the area and it has been suggested that, as most of Lancashire was covered by dense forest, the area would have been too inhospitable. Remnants of ancient trees have been found on Merseyside confirming the existence of the forest.

The Roman presence on Merseyside appears to have made no use of the Mersey coastline, instead moving north from Chester to Preston and Lancaster via Wigan. It seems likely that south-west Lancashire was still thick wood and marshland at that time.

However, to the Vikings, arriving from the Isle of Man and Ireland during the 9th century, the forest and marshes were no deterrent and the relatively unpopulated coast of Lancashire was rapidly settled.

'Croseybi' and 'Liderlant' are recorded in the Domesday Survey of 1086 and Crosby was granted to a Norman knight (William Fitznigel) at about this time. However, the lands surrounding Crosby and Litherland soon passed to the Molyneux family (c.1100) with whom they largely remained until the 18th century.

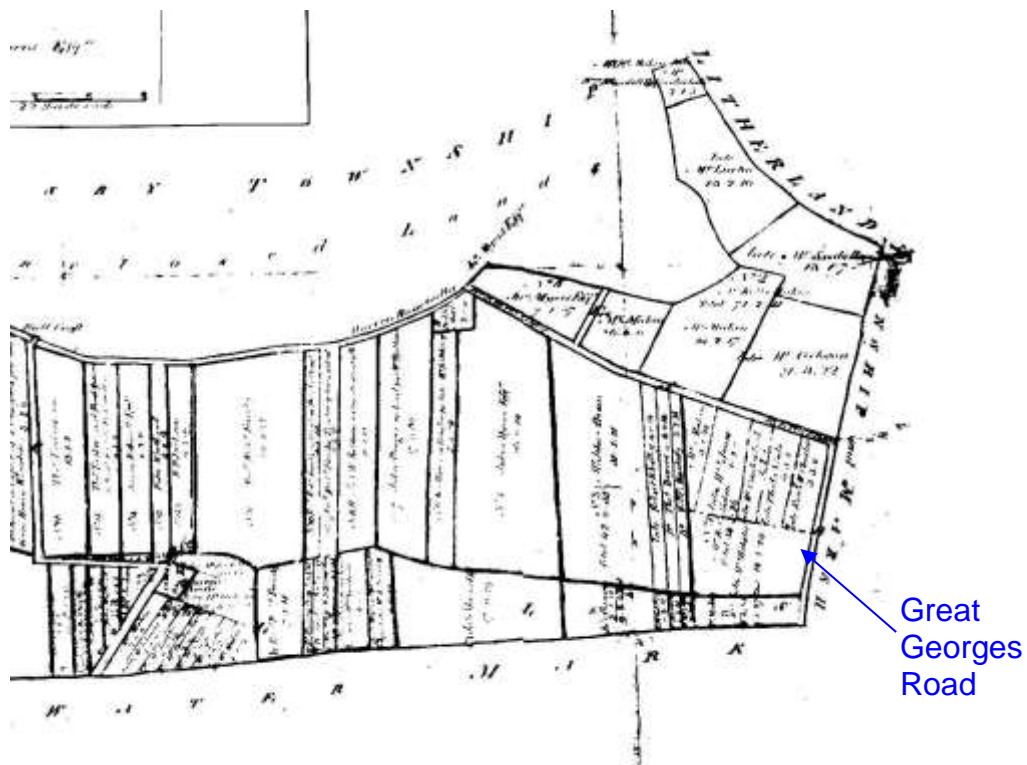
3.2 Development. (See Plan 05 and the historic maps)

The Christ Church area sits astride the boundary of the two historic Townships of Great Crosby and Litherland; what is now Great Georges Road appears to have been the dividing line (see map of 1816).



*Pottery plaque dating from 1716 showing rabbits and cattle on the shore.
(Photograph courtesy of Information Services Department, Sefton Libraries)*

The Molyneux Estate Map of 1769 and the Enclosure Award Map of 1816 show the land as Litherland and Great Crosby Marshes respectively and, although Great Georges Road and Crosby Road are in place, the area is undeveloped marsh and pastureland. This is confirmed by the Apportionment which accompanies the Estate Map and identifies the main landholders as Mr. Tatlock and Mr. Philip Syers. From this it seems likely that the land fronting the river was used primarily for keeping rabbits, which were an important element of the rural economy at that time, as well as for grazing cattle.



Extract of Enclosure Map of 1816 showing division of land Ref: (AE 7/6 Lancashire Record Office) from Sefton Libraries publication "The Birth of Waterloo" by James R Lewis

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*. The name of the area seems to have derived from this by common usage.



*The beach c.1910, with Christ Church tower and the Royal Hotel visible.
(Photograph courtesy of Information Services Department, Sefton Libraries)*

By 1845 Marine Crescent (north of Great Georges Road) had been mostly developed together with part of Bath Street and Marine Terrace, but development within the Christ Church area had only just begun. 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 by William Potter, a merchant, as the gatehouse and attached coach house and first stage of a grand estate, which was never realised. It is claimed that the design of the buildings is founded on that of the farm called La Haye Sainte on the battlefield of Waterloo in Belgium. 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-1840's, 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.



Potters Barn c.1918



The original Christ Church c.1860

Photographs courtesy of Information Services Department, Sefton Libraries.

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. The increases in population clearly illustrate this change: 699 (1841), 859 (1851), 1317 (1861) to 2810 (1871).

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.



*Great Georges Rd and Walmer Rd
(early 20th century)
Photo source: Crosby, Seaforth and
Waterloo by Tom heath*



*The Town Hall c1860
Photograph courtesy of Information
Services Department, Sefton Libraries*

In common with the wider Liverpool area Waterloo has historical connections with the American Civil War due to the shipbuilding industry. It is thought that number 9 Waterloo Road was a private school to which Jefferson Davis the president of the Confederate state and Cmmr James Dunwoody-Bulloch sent their sons between 1868 and 1872. The continued growth of the area is demonstrated by the number of churches and civic buildings which were constructed by the end of the 19th century:

- Congregational Chapel, Church Road (demolished) 1866
- St. Andrews, Great Georges Road (demolished) 1876
- St. Thomas RC Church, Great Georges Road 1877
- Welsh Presbyterian Church, Crosby Road South 1882
- Police Station, Church Road 1876
- Extension to the Town Hall, Prince Street 1893.

Furthermore, Christ Church itself was demolished and rebuilt to a design by Austin and Paley in 1899. The library formerly on Church Road was built in 1908.



St. Andrew's Presbyterian Church c.1900

Waterloo Library (early 20th century)

(Photographs courtesy of Information Services Department, Sefton Libraries)

By 1908, development was completed by the construction of five houses on Crosby Road South (four on the west side, one on the east).

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.



The Five Lamps at the junction of Crosby Rd South and Great Georges Road (early 1900's)
(Photograph courtesy of Information Services Department, Sefton Libraries)

Late 20th century development has caused further loss (e.g. St. Andrews Church was demolished in 1988 and replaced by flats). Also Numbers 2

Victoria Road and 17 Waterloo Road were demolished and planning permission for new build granted prior to the date of designation.

3.3 Historic Uses and their Influence

The development of the area as a resort was clearly influential, as demonstrated above, to the subsequent development of the area. That it was an attractive area clearly encouraged those of sufficient wealth to relocate.

The coming of the railway in 1848-1852 further increased its attractiveness as an accessible suburb and promoted its continued growth.

Today the most visible (though not instantly accessible) reminder of the areas former use is in the street pattern, which clearly follows the former field and allotment boundaries shown on the maps of 1769, 1816 and 1848.

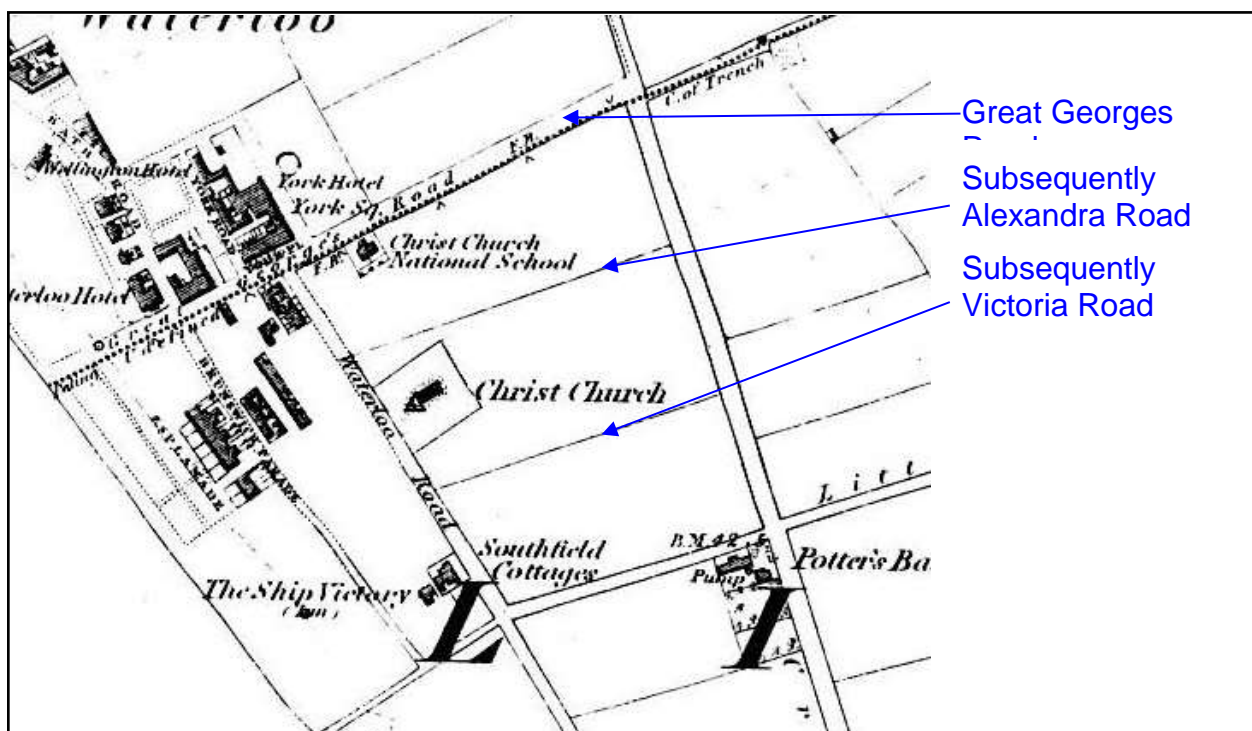
Extract of 1769 Molyneux Estate Map showing plot boundaries and roads



Crosby Road

Little Lane (later
Cambridge
Road)

(Map Ref: Lancashire Archives DDM 14/43 Litherland and Linacre 1769)



Extract of 1848 Ordnance Survey Map showing boundaries and roads (Map courtesy of Information Services Department, Sefton Libraries)

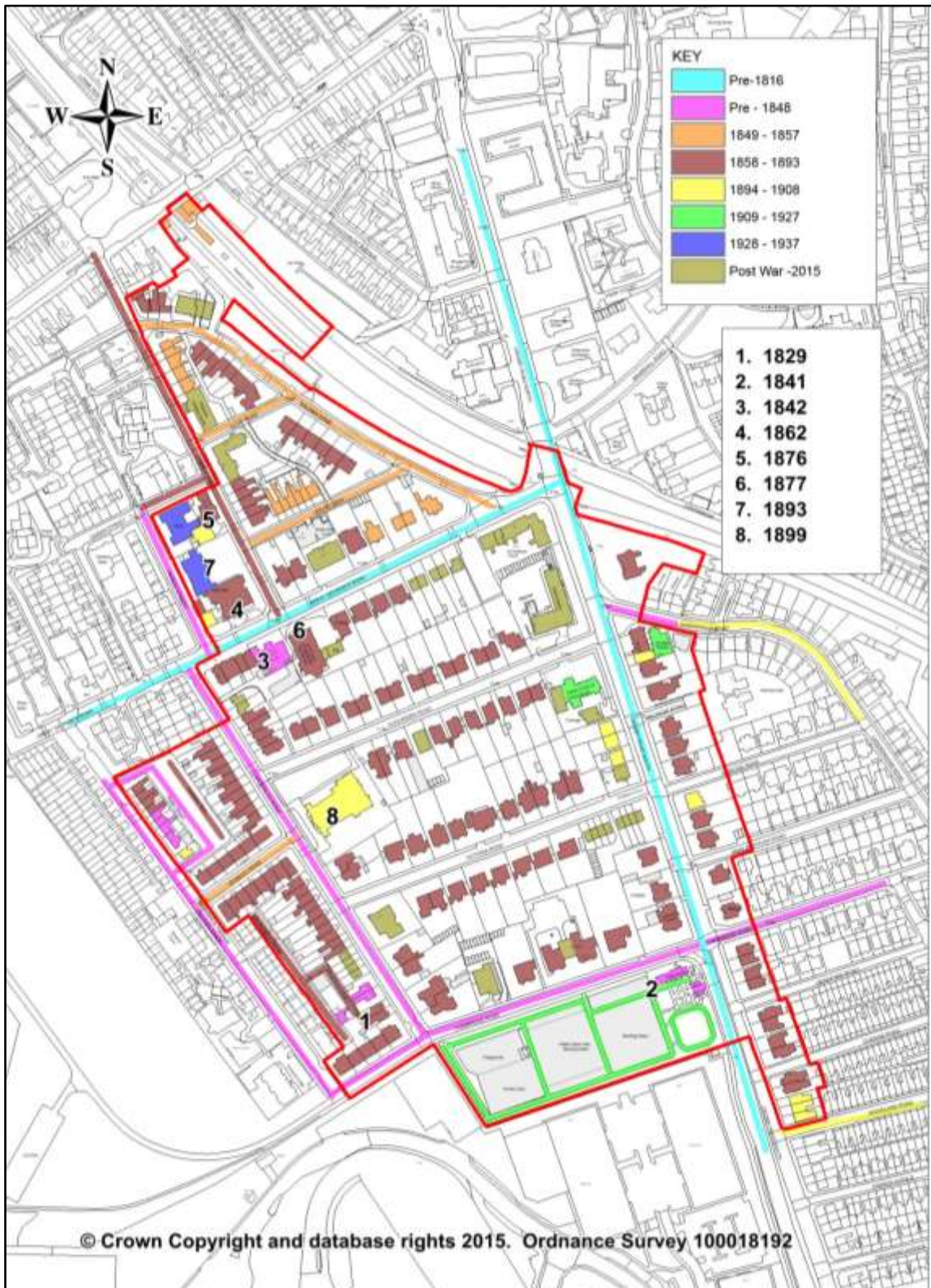
3.4 Archaeology

The *Merseyside Sites and Monuments Record* notes a number of sites of interest in and around the Christ Church Conservation Area.

Plant remains dating from the Bronze Age have been found at Church Road and Murat Street and Neolithic remains at Mount Pleasant.

The lack of finds, however, should not be interpreted as lack of potential but rather lack of investigation.

Other recorded sites date from the 18th and 19th centuries and include Christ Church, the former 'Ship Victory Inn' and Waterloo Station.



PLAN 05: RELATIVE AGE OF BUILDINGS

4.0 Landscape and Vistas

(see Plan 08 at end of section for locations of views)

4.1 Setting and relationship with surrounding area

The Christ Church Conservation Area straddles the main Crosby to Liverpool Road (A565). The main vehicular approaches from the north and south are along this road, which is wide, straight and extremely busy, and visually divides the Conservation Area in two.



CR1: Crosby Road South looking north



CR4: Crosby Road South looking south

However, the scale of the properties which line Crosby Road South is not disproportionate to the width of the road, and, despite some modern development which has slightly eroded the western side, this approach is still redolent of Victorian grandeur.

For those arriving on foot along this route, though, the traffic unfortunately overwhelms and subsumes the historic interest and character.

The railway is set in a cutting and, for those arriving by train, the Conservation Area is only obliquely accessible, though properties on Walmer Road are visible from the station platform. On leaving the station, the main approach into the Conservation Area is along Church Road.



CH1: Church Road looking south from South Road

CH2: Church Road looking south from the junction with Queen Street

To the west, Christ Church Conservation Area is bordered by modern development. The approach along Brunswick Parade is stark. The road is wide and the scale of the properties (both modern and historic) is disproportionate.



BRP1: Brunswick Parade looking north

BRP2: Brunswick Parade looking south from Water Street

The western view along Olive Road is dominated by two tower blocks and is particularly unsympathetic to the character of the Conservation Area. The view to the north along Prince Street is similarly compromised.



OL1: View west along Olive Road



PR1: View north along Prince Street

To the south lies the industrial development which accompanies and serves Seaforth docks, but its impact is partially visually softened by the greenery of Potters Barn Recreation Ground. The modern warehouse buildings lie outside the Conservation Area boundary but due to their size, along with the stark grey palette, overall massing and close proximity to the southern boundary have a negative impact on the area, particularly on the setting of Cambridge Road. Adjacent to the boundary of Potters Barn recreation ground and between the dock warehouses is a gap, which is used for fly tipping. This is an unsightly area, which detracts from the appearance of the Conservation Area.

To the east Victorian development continues along the side roads which join Crosby Road South (such as Sandringham Road). However, the grain is much denser with either terraced or semi-detached properties interspersed with 20th century houses.



CR5: Sandringham Road from Crosby Road South

4.2 Character and relationship of spaces

Christ Church Conservation Area is, due to its proximity to the Mersey estuary, situated on an area of flat land, revealing itself almost instantaneously.

The area is linear in character, defined by straight, wide roads lined with large houses.



CR: View along Waterloo Rd from Cambridge Rd



WAT3: Waterloo Rd from Alexandra Rd



VI1: Victoria Road



CA2: Cambridge Road

A hierarchy of routes exists (see Plan 05), with the main streets primarily running north-south (Crosby Road South, Waterloo Road, Brunswick Parade, Church Road: Great Georges Road is the exception) and secondary routes primarily running east-west (Alexandra Road, Victoria Road, Cambridge Road: Walmer Road is the exception). Much shorter tertiary routes (Olive Road, South View, Stanley Road) link the primary and secondary routes.

The larger grander properties are mostly contained by Great Georges Road, Crosby Road South, Cambridge Road and Waterloo Road, whilst the denser and more modest terraced developments generally sit outside this zone.

4.3 Views and Vistas within the Conservation Area

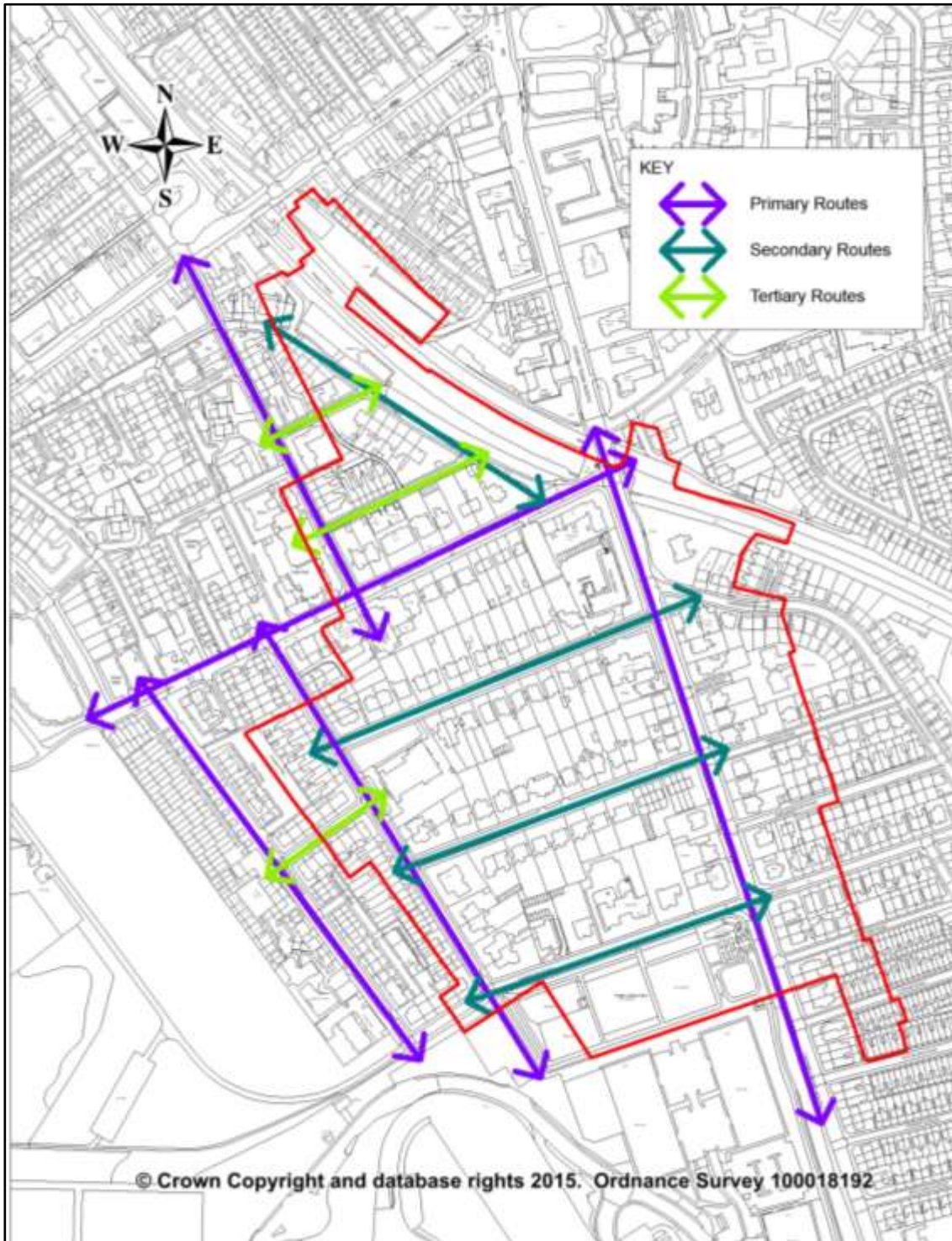
Within the Conservation Area there are a number of defining views. The most significant is that of Christ Church itself as seen along Stanley Road.



BRP3. View of Christ Church as seen along Stanley Road.

This view not only captures the intimacy which characterises the tertiary routes but also the dominance of the Church itself.

Intimacy is also encapsulated in the views along Walmer Road and South View and contrasts with the grandeur of, for example, Victoria and Alexandra Roads.



PLAN 06 – HIERARCHY OF ROUTES



SO1: South View seen from Church Road



WAL1: Walmer Road from Great Georges Road



V12 Victoria Road looking towards Crosby Road South



AL1: View of Alexandra Rd across the grounds of Christ Church

4.4 Green spaces and planting

4.4.1 Green spaces

The Christ Church area contains three significant green spaces:

1. The largest and most positive is the Potters Barn Recreation Ground. The land was acquired by the Waterloo-with-Seaforth UDC in 1903 and is now owned by Peel Ports and leased to Sefton Council. A designated recreational green space, the footpath layout remains much as it was designed and as it appears on the Ordnance Survey Map of 1908.

Today it not only continues to provide an appropriate setting to the Potters Barn, but also acts as a buffer between the historic Christ Church area and the industrial dockland beyond.



2. The second most notable green space is the area around Christ Church itself. The grass and mature trees complement the building and contribute greenery to the street scene as a whole. It is protected by a specific Tree Preservation Order.



3. The strip of greenery on Walmer Road acts as a buffer zone between the houses and the railway line and also helps to conceal the modern building situated there. This planting, together with the slight curve of the road, give Walmer Road a slightly calmer and slower feel, in contrast with the other much straighter roads within the area. The green space is protected by a specific Tree Preservation Order.





4. The final notable area of greenspace is the area within the curtilage of 1-3 Crosby Road South. The grass and mature trees presents a pleasant setting for the Victorian villa. The line of mature trees along the boundary with the railway complements the building and streetscene as a whole.

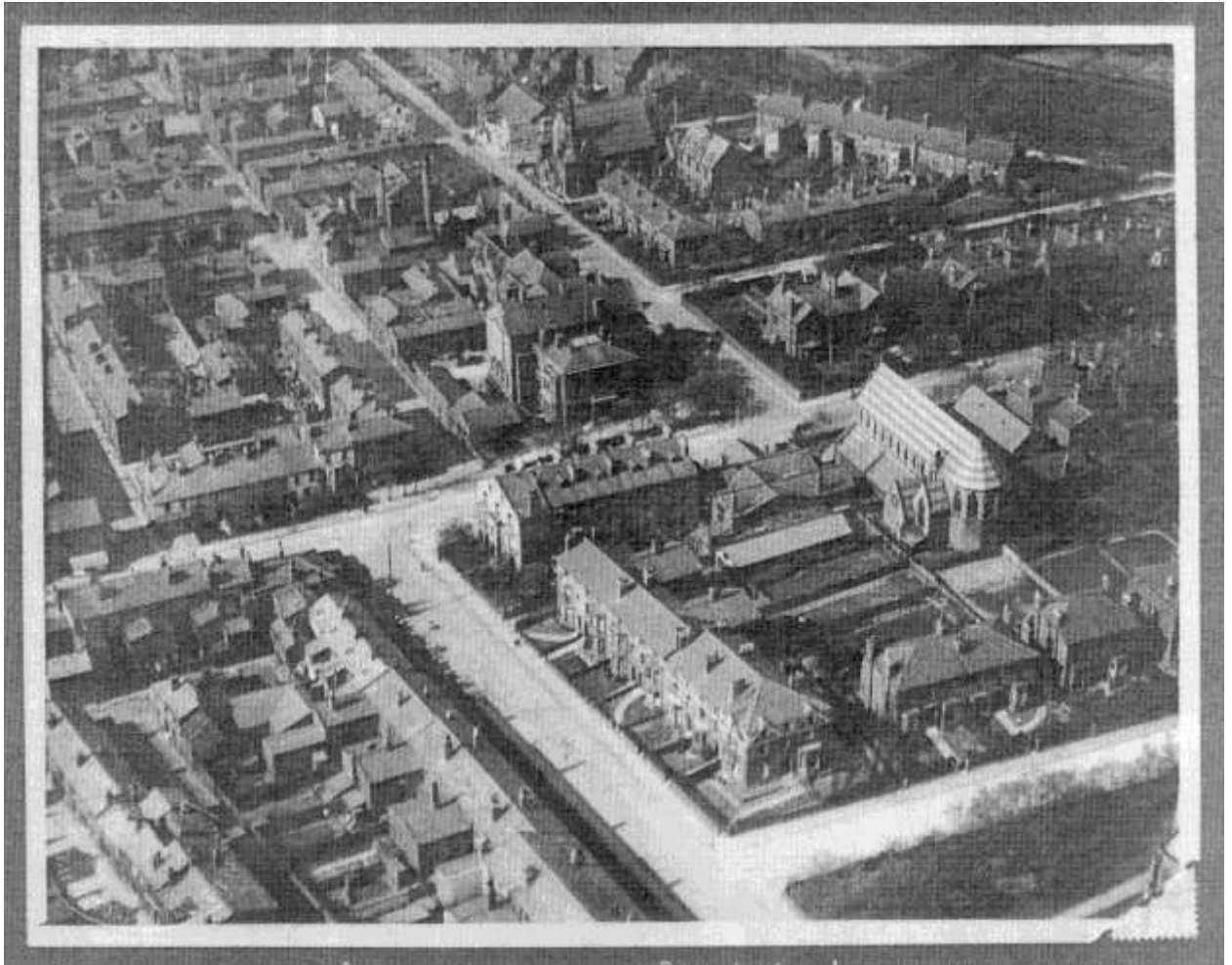


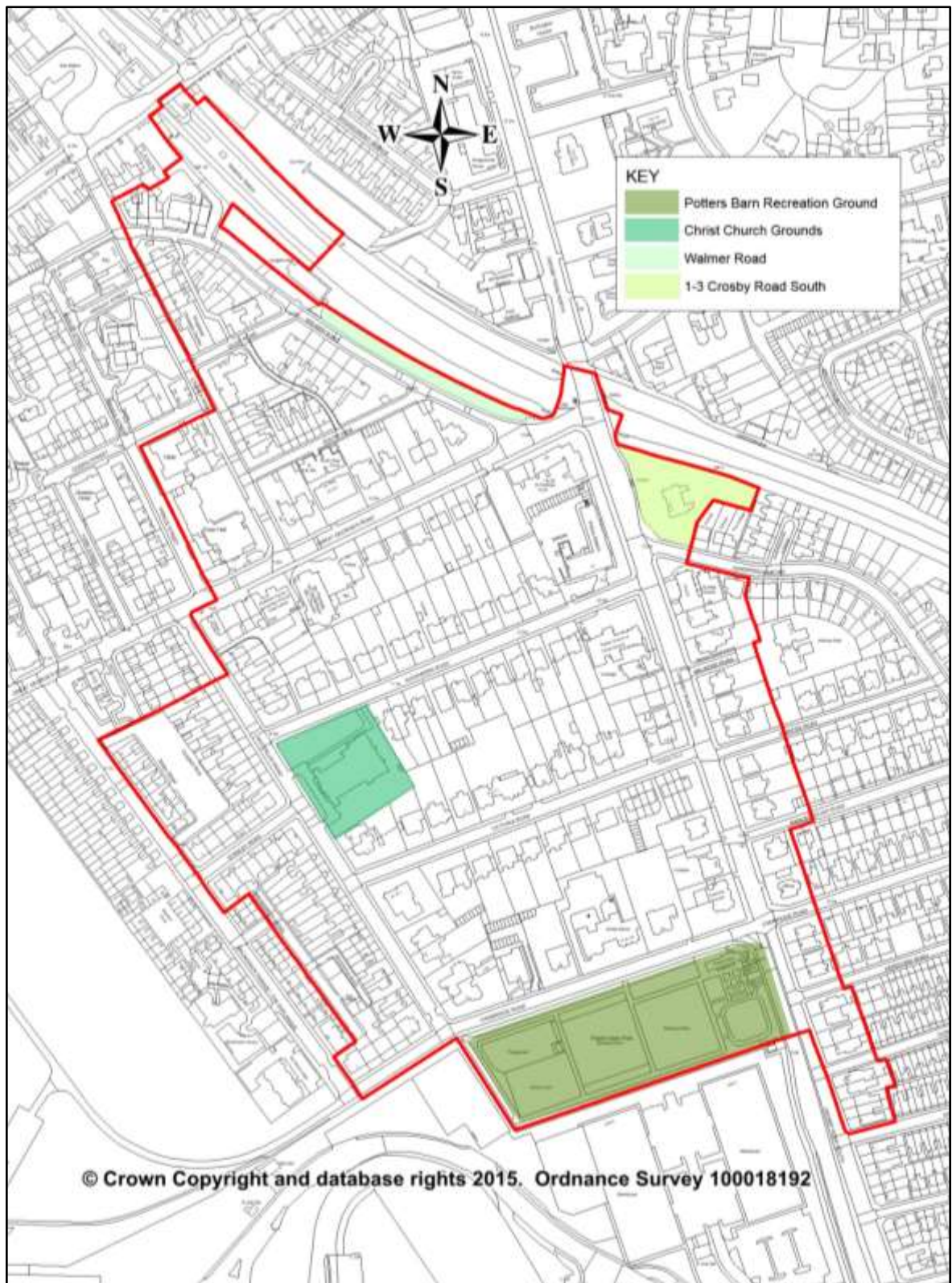
4.4.2 Planting

Elsewhere throughout the Christ Church Conservation Area mature trees and planting in the front gardens of houses contribute positively to the area, but do not dominate the buildings.

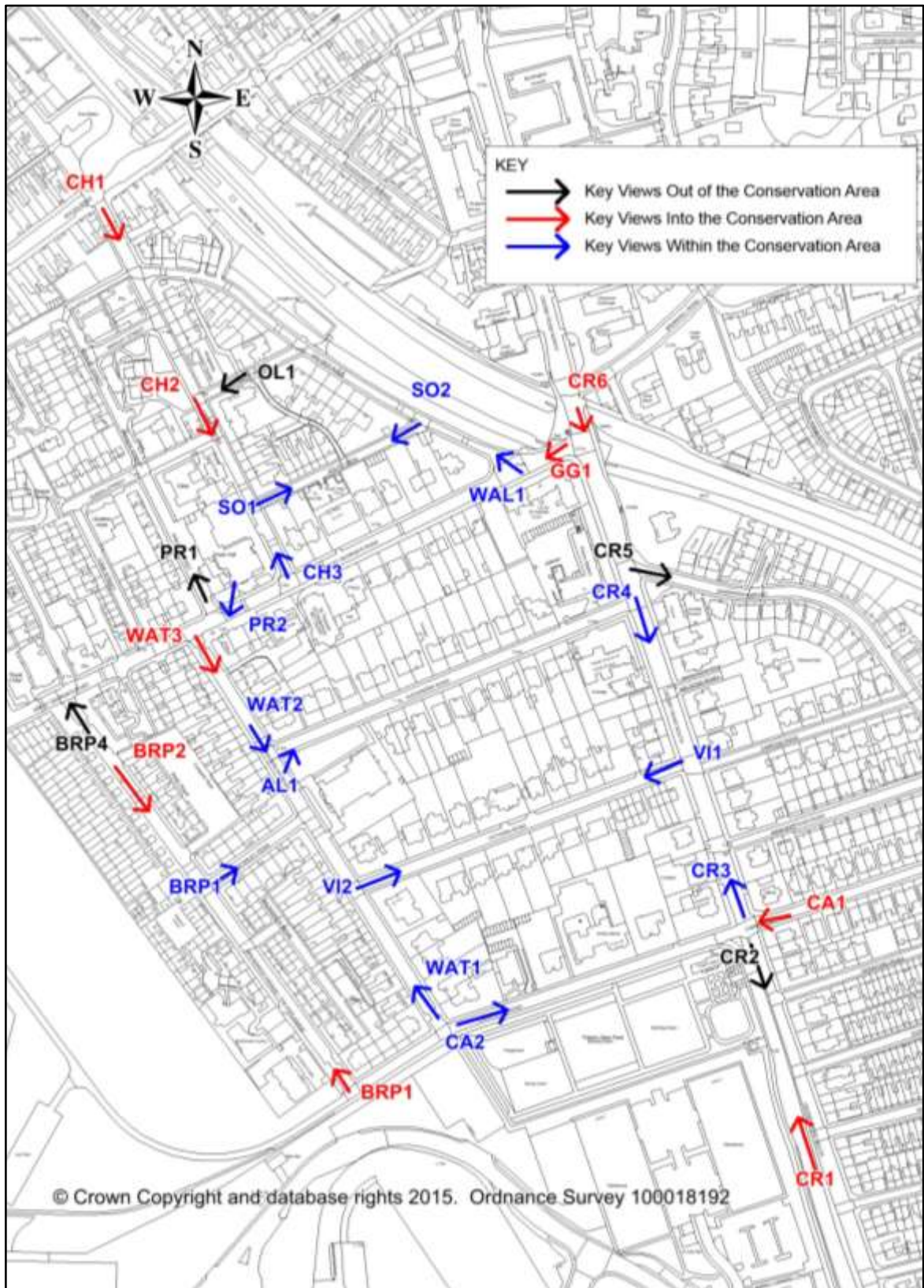
Given the width of most of the roads, it is surprising to find they are not tree-lined. An aerial photograph from 1926 seems to suggest that the area was never conceived in this way. However, where trees have been planted within the pavement (eg outside 56a-d Waterloo Road), this makes a positive contribution to the area.

Aerial view of the Christ Church area dated 1926: looking along Waterloo Road towards Great Georges Road and the Town Hall. Photograph courtesy of Information Services Department, Sefton Libraries





PLAN 07 – GREEN SPACES



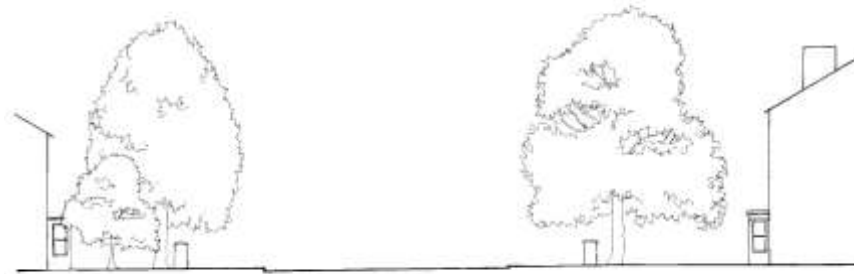
PLAN 08 - SHOWING LOCATION OF KEY VIEWS

5.0 Townscape and Focal Buildings

5.1 Townscape

5.1.1 Grain

The grain and density of the Christ Church Conservation Area is predominantly defined by generous plots (2-3 x longer than their width) containing large semi- or detached houses. The spaces between properties contribute to a sense of openness, as do the widths of the streets (which are generally considerable).



Section No 1 - Crosby Road South

1: Section through Crosby Road South



Section No 2 - Waterloo Road

2: Section through Waterloo Road



Section No 3 - Stanley Road

3: Section through Stanley Road

Comparative example sections indicating the street widths in relation to typical building heights

Around the periphery, the grain is much denser. Plots are much narrower, containing terraced houses. Smaller front gardens mean that houses have a much closer relationship to the street and, whilst the streets remain wide in most locations, the sense of openness is reduced.

Back alleys are not a common feature, although two run behind the Walmer Road properties.

5.1.2 Scale

Scale varies throughout the area from modest 2-storey cottages to grand 3-storey semi- and detached houses. There is a strong relationship between the scale of the properties and the widths of the streets and, generally, houses are not disproportionate. However, the smaller, older 2-storey cottages on Brunswick Parade, for example, appear dwarfed by the grandness of the street.

5.1.3 Rhythm

The Conservation Area contains a variety of rhythms determined by building size and type, and the size of spaces in between. Some of these are illustrated diagrammatically below.

The west side of Waterloo Road, for example, has a fast rhythm interrupted only by Stanley Road:



Towards the south, the rhythm disintegrates. The east side, in contrast, is much slower with larger semi-detached properties designed to read as single villas and large spaces in between:



The pace is slowed further by Christ Church itself and the punctuation of Alexandra and Victoria Roads.

A fairly steady rhythm is achieved along Alexandra Road by the semi-detached properties and spaces approximately 1/3 of their width:



Along Crosby Road South, the rhythm is again faster. Although properties are detached they are separated only by narrow spaces:



However, their triplet grouping is punctuated by the spaces created by Melrose Road, Kinross Road and Marlborough Road.

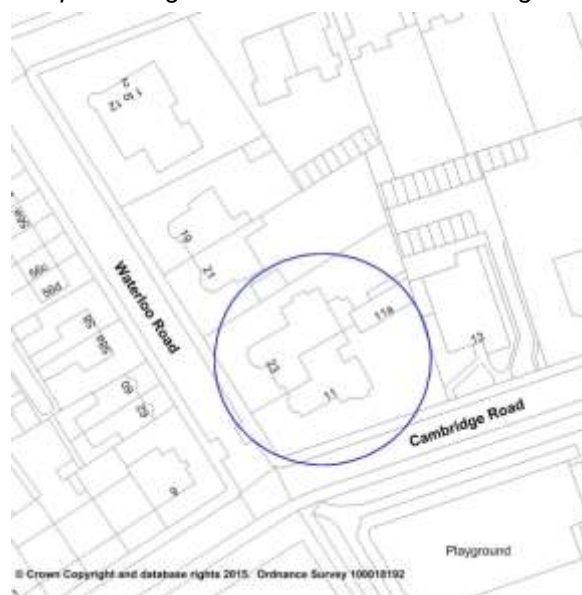
These examples demonstrate the dynamic of the area. Where properties have been linked (examples are found in Victoria, Cambridge and Alexandra Roads) not only is the sense of spaciousness lost, but also the rhythm is compromised.

5.1.4 Repetition and Diversity

House designs are often repeated within the same road, though no road contains only a single design. Sometimes variation is subtle, achieved through a change of material or fenestration (e.g. by employing paired windows at first floor level rather than single windows).

The corner buildings at the junctions of Victoria and Cambridge Roads with Waterloo Road are of particular interest. Although semi-detached properties, they have been designed to read as single detached villas. The houses at the corner of Cambridge and Waterloo Roads have a fine tower detail.

Map showing 23 Waterloo Rd/11 Cambridge Road





Elevation of 11 Cambridge Road and its other half... 23 Waterloo Road

5.1.5 Roofscape

Roofs are generally pitched throughout the Conservation Area. Most of the larger detached properties have hipped roofs and present unbroken eaves to the street. The larger terraced houses often have gables breaking the eaves.

5.1.6 Condition

The majority of the buildings within the Conservation Area appear to be occupied and therefore dereliction is not prevalent. However, the Potters Barn is currently unused and is registered as a 'Building at Risk'. Works are currently being secured to make the building safe, wind and watertight to arrest further deterioration. It is likely that the smaller properties are in single family occupancy and these are generally well-maintained. Larger properties are generally in multiple occupancy, either as flats or nursing homes. Both uses have resulted in some alterations and condition is variable. Number 9, Cambridge Road (at the junction with Waterloo Road) has been refurbished since this appraisal was adopted in 2005.

5.1.7 Building Groups

(see Plan 09 for locations of the key building groups)

Due to the linear nature of the area, buildings are not easily read as groups. However, there are five distinct situations where buildings act collectively:-

1. Town Hall

The Town Hall complex (which includes the Grade II listed Town Hall, the Town Hall extension along Prince Street, Prince Street Clinic, the former Police Station and the remaining parts of the former Carnegie Library on Church Road), together with St. Thomas RC Church and the former Christ Church School, form a cluster of civic buildings on Great Georges Road. The scale of the church and the Town Hall complement each other, though the

former school is dwarfed. When viewed from Church Road, the complex includes the former library and police station.



Town Hall



*RC Church of St Thomas
and Christ Church School*



The Former Library



Former Police Station

2. Stanley Road

The houses on both sides of Stanley Road form a pleasant street scene. This is of particular interest as these houses flank an important view of Christ Church (see Section 4.0) and provide a pleasant and interesting row of properties.



3. 12-32 Waterloo Road

The patterned brickwork of these houses sets them apart from others within the area, providing a distinctive feature to the street scene



1937 Waterloo Road: Crosby Charter celebrations
Photograph courtesy of Information Services Dept,
Sefton Libraries



Waterloo Road today

4. 16-26 Walmer Road

The quality, regularity and rhythm of these properties combine with their set-back position to form a strong frontage to the street.



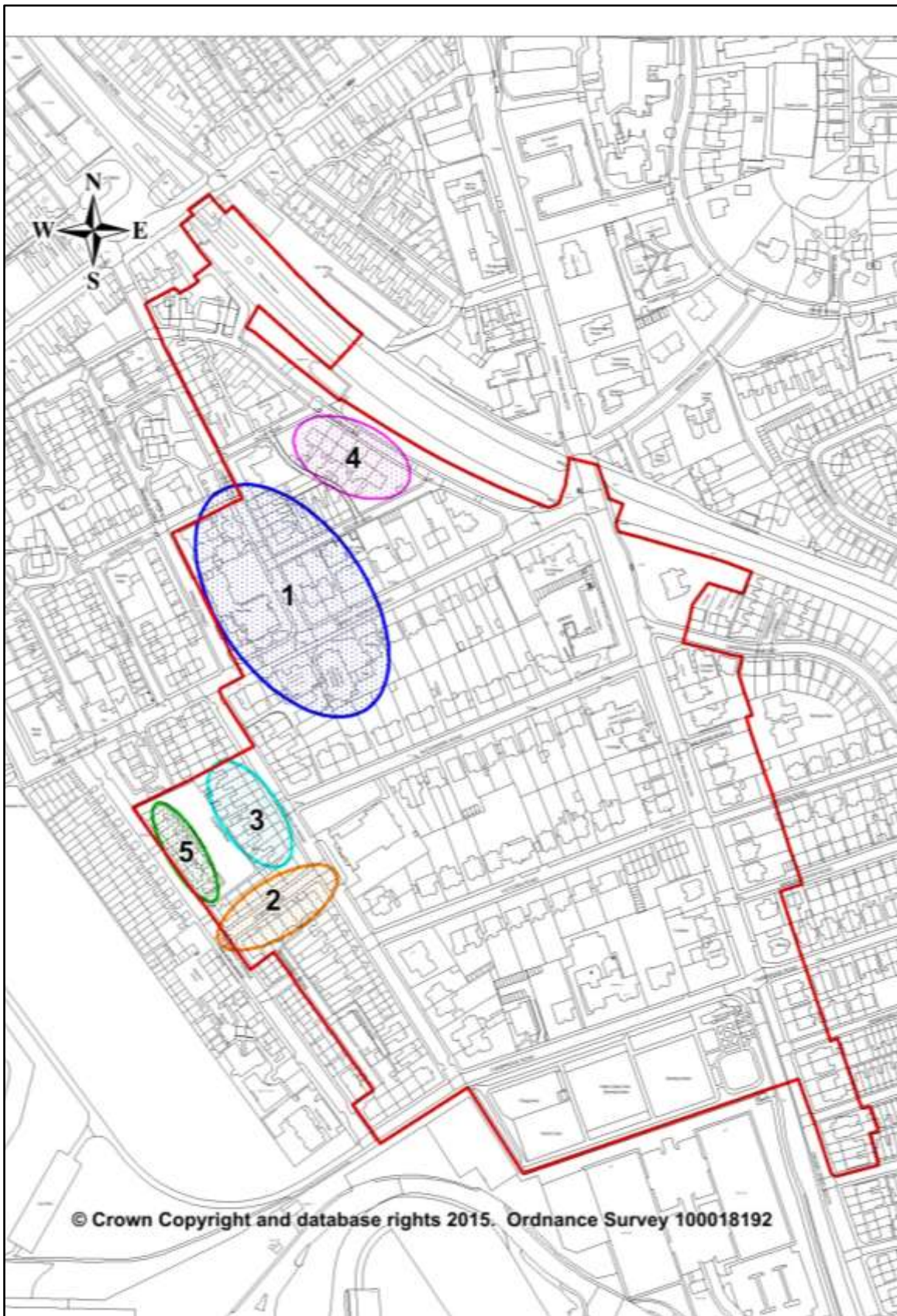
5. 6-13 Brunswick Parade

Although severely compromised, these smaller-scale older cottages are particularly distinctive as they are disproportionate to the grand width of the street.



6. 1-9 Cambridge Road





PLAN 09 – KEY BUILDING GROUPS

5.2 Focal Buildings and Features

(see Plan 10 at the end of the section for the locations of focal buildings)

Within the area there are a number of focal buildings and features which form distinctive landmarks. These may be categorised as primary or secondary.

Primary

1. Parish Church of Christ Church

Designed by H. J. Austin (of Austin and Paley), following a competition won by Birkett and Langham. Christ Church was built in 1899 to replace an earlier church. This red sandstone church is the largest building in the Conservation Area. Its tower is visible for some considerable distance around the area. Its presence is evident throughout the area, but most notably from Stanley Road, where the houses either side frame the view perfectly.



View between houses on Victoria Road



View of the tower as seen from Church Rd



View of the tower from Coopers Row



View of Christ Church along Stanley Road



Tower from Coopers Row

The Christ Church Tower is reputed to have been used as a landmark by ships entering the Mersey. The Church was listed in 1952 and is grade II*. The church is currently used for various activities through the Friends of Christ Church.

Pevsner describes it as "an outstanding design. Red stone, with a mighty N tower with strongly displayed higher stair-turret. The features of the church not all Perpendicular, but with free tracery details". He notes that, internally, the "most surprising and prominent member is a tremendous inner buttress for the tower treated in a way Lutyens would have done later". Although the building is in a good condition generally, there is deterioration to the tower caused by the salty sea air and wind has taken its toll on the majestic pink sandstone tower. As a result, the Grade II* listed church has been added to Historic England's Heritage at Risk register, and the Churches Conservation Trust (CCT) has launched a nationwide public appeal to save the historic landmark.

Since 1998, the 19th century church in Waterloo Road has been in the care of the CCT. Working with The Friends of Old Christ Church, they are breathing new life into the building, which is now used as a venue for regular events, fairs, festivals and markets.

2. Potters Barn

Although a small scale building, the location of the Potters Barn (at the junction of Cambridge Road and Crosby Road South) gives it landmark status. It is a particularly useful reference point for those travelling the length of Crosby Road South, though the buildings are most visible for those heading south. It is the focus of views from Cambridge Road, although the highways paraphernalia and electricity sub-station seriously impair this view.



Potters Barn was listed grade II in 1973 and previously used by a Friend's group but now is largely vacant. It is owned by Peel Ports and leased to the Council. It is currently in a poor condition, although the openings have been made secure, there are issues with the condition of part of the general fabric, which are currently being addressed. It is an identified 'Building at Risk'.

3. Welsh Presbyterian Church

The Welsh Presbyterian Church is distinctive in its contrast to the neighbouring houses. Its position, at the junction of Crosby Road South and Sandringham Road, is exposed when approached from the north due

to the acute angle at which Sandringham Road is set. The building has planning permission for conversion into flats and these works are underway at the writing of this report. The photos below were taken prior to the work commencing.



4. 1-3 Crosby Road South

This pair of semi-detached houses sits adjacent to the Welsh Presbyterian Church, but on the opposite corner of the Sandringham Road junction. They, too, present a distinct contrast to the other houses which line Crosby Road South. They have pedimented gables to wings which are pulled forward and 3-storeys expressed by attic windows and dormers. Without front garden shrubbery to obscure views, these properties are very exposed and constitute a dominant feature. The setting of this building is important as is the large plot and area of greenspace it sits within. These two properties are in a poor state of repair and lack of maintenance which is considered to have a negative impact on the amenity of the area.



5. Five Lamps War Memorial

Situated on an apron of paving at the junction of Crosby Road South and Great Georges Road, the War Memorial is located on the site of the 'Five

Lamps'. This was a local landmark and subsequently a tram station for the electric tram link to the Overhead Railway.

The sandstone and bronze monument is a prominent feature on Crosby Road South. Despite the clutter of traffic lights which have been added at this busy junction, and the later 'Five Lamps' which were subsequently re-arranged around the memorial, the sculpture stands out against the sky on its slender plinth. The memorial and lamps are listed grade II.



*The original Five Lamps late 19th Century
Photograph courtesy of Information Services,
Sefton Libraries*



*The War Memorial with new Five Lamps around it (c1926)
Photograph courtesy of Information Services, Sefton
Libraries*



The War Memorial today

..

Secondary

6. 37 Great Georges Road

Turning from Crosby Road South into Great Georges Road, this house is a prominent feature. Set in a corner plot, its side elevation to Walmer Road

is as carefully considered as its frontage on to Great Georges Road. The introduction of a modern boundary with timber fence somewhat detracts from its setting.



37 Great Georges Road



7. RC Church of St Thomas

The size of this church and its vast roofscape make it a notable landmark on the approach from both Great Georges Road and Church Road. It terminates the view from the latter.



8. Town Hall

The original front portion of the Town Hall in many respects resembles the larger houses of the area. However, the use of stone, the portico and arrangement of steps, and the much larger scale of the rear extension all contribute to the buildings distinct landmark qualities. It was listed grade II in 1973. There is some evidence of external fabric deterioration, which has arisen due to lack of regular maintenance.



9. 13a Brunswick Parade

This 1900's house, although small, provides a very distinct contrast to the other historic properties on Brunswick Parade. Half-timbered and gabled, with a tiled roof, in its appearance it is reminiscent of park gatehouses.



5.3 Boundaries and Surfaces

5.3.1 Boundaries

Front boundaries within the Conservation Area are typically formed by walls, both brick and stone.

Original brick walls are frequently decorated by recessed panels and some with an exposed arris detail. Copings are generally of stone (plain saddle-back design) or terracotta.



Stone gate piers are also a prominent feature. However, many boundaries have been removed to provide off-road parking spaces or rebuilt in unsympathetic materials or form.

Rear boundaries (where these are visible) are high brick walls. Many of those which face back alleys have been replaced with roller shutters, garage doors or unsympathetic new bricks.



Brick walls to the back alley between Olive Road and Walmer Road



Rear walls along alley from Brunswick Mews



Mixture of materials for rear walls along the alley from South View

5.3.2 Surfaces

Surfaces throughout the Conservation Area are almost exclusively modern. Tarmac is used for road surfaces and concrete slabs and kerbs for paving, with brick pavements for speed humps.

The exceptions to this are Brunswick Mews and the back alley linking South View and Olive Road, where original granite setts and Yorkstone paving have been retained. The occurrence of original materials makes a positive contribution towards the special character and appearance of the Conservation Area and these should be retained.



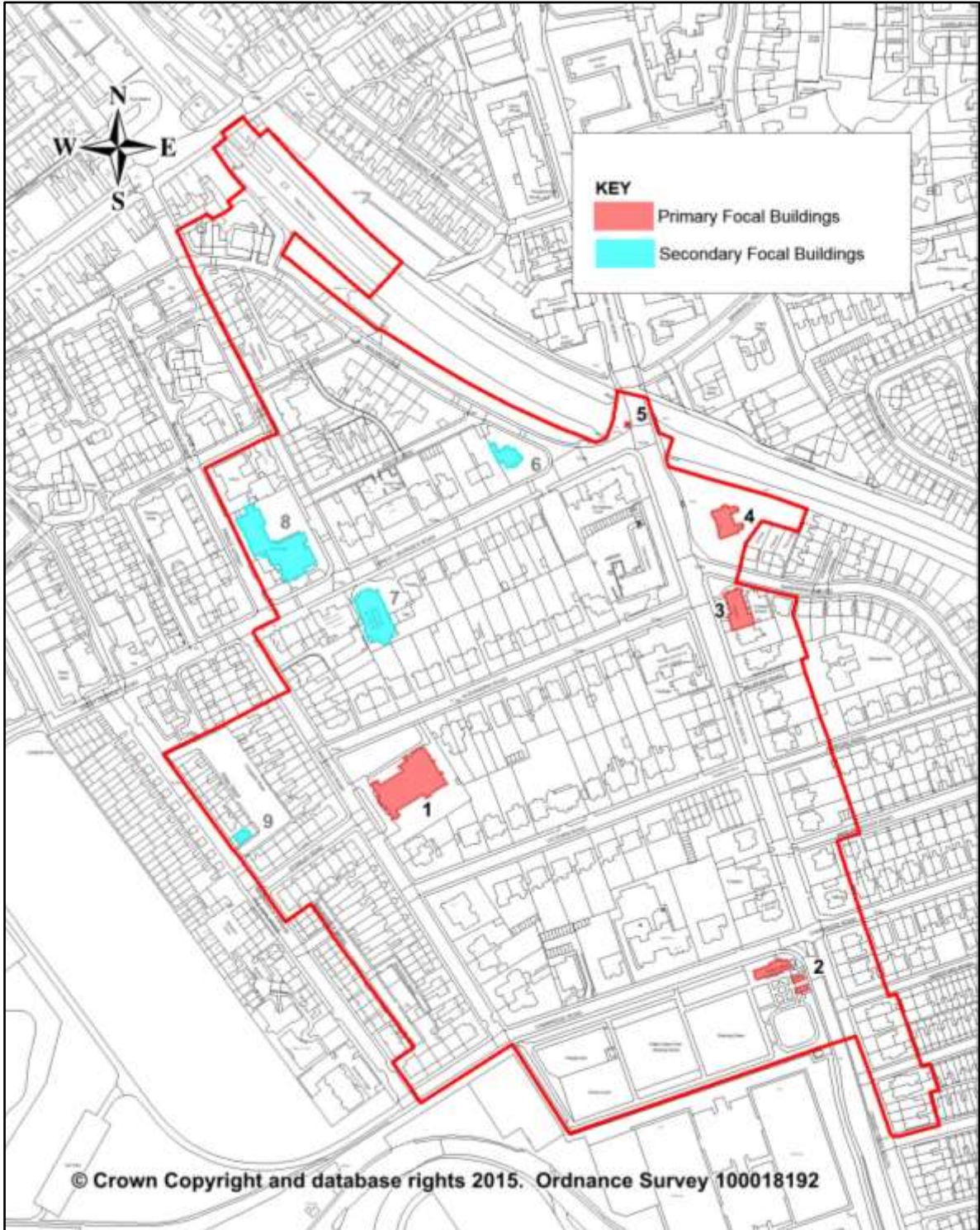
Surface of Waterloo Road



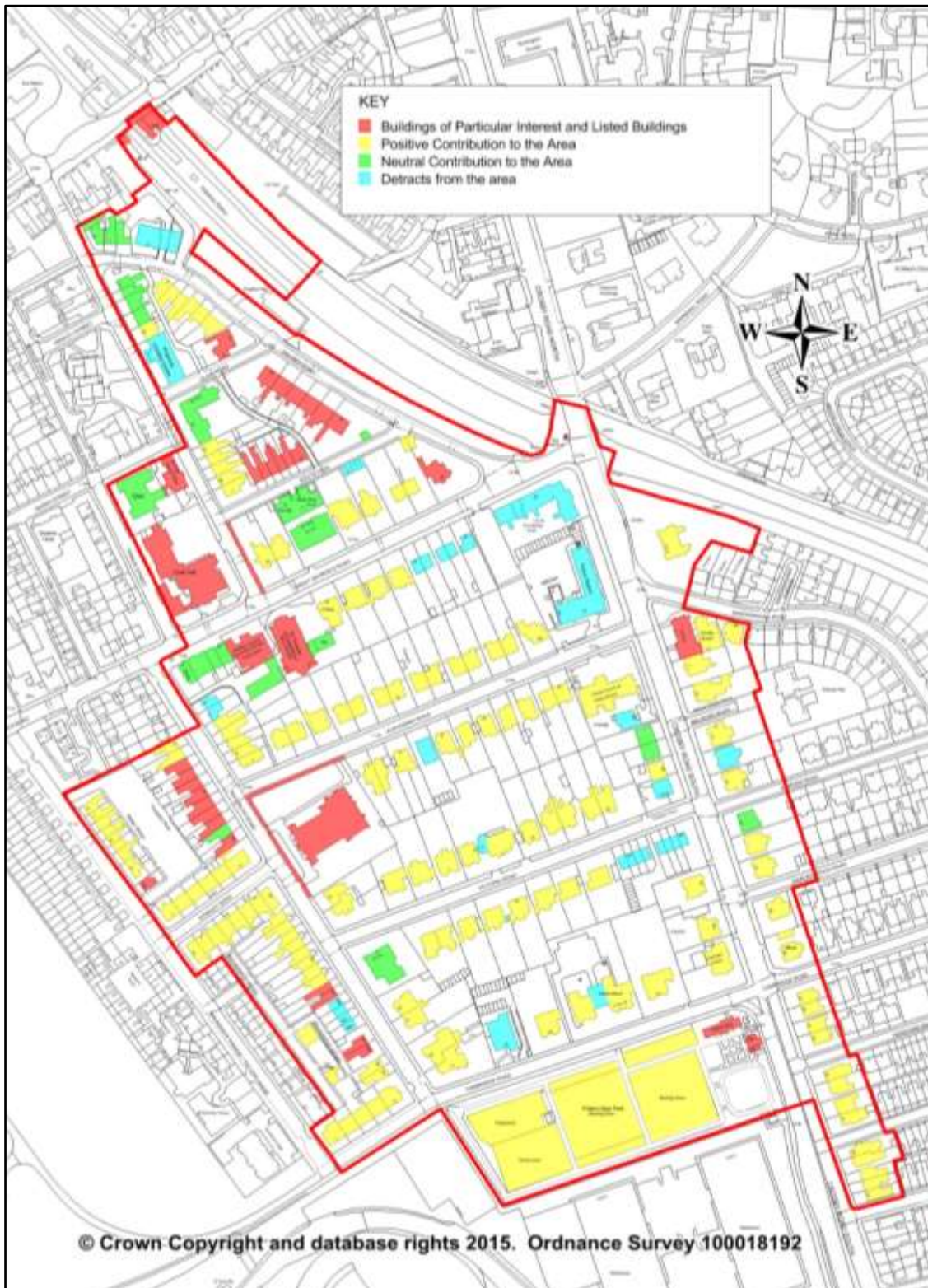
Cobbled surface to the back alley between South View and Olive Road



Cobbles in Brunswick Mews



PLAN 10 – SHOWING FOCAL BUILDINGS



PLAN 11 CONTRIBUTION OF BUILDINGS

6.0 Architecture Materials and Details

6.1 Prominent styles

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.



Typical Italianate features found throughout the Christ Church Conservation Area

The Welsh Presbyterian Church and the Roman Catholic St. Thomas Church are of a more Gothic style, whilst Christ Church is described as Perpendicular.



6.2 Leading architects

The houses throughout the area are speculatively built and generally resemble Victorian suburban housing typical of many cities throughout the country. Further research would be required to establish by and for whom they were built.

However, there are, within the Conservation Area, a number of buildings by known architects:-

1. Parish Church of Christ Church (listed grade II*)
By H J Austin of Austin & Paley (1899).

Hubert James Austin was born in 1841 and began his architectural career working with his older half-brother. In 1864 he joined Gilbert Scott's office and, four years later, went into partnership with Edward Graham Paley (1823 -1895). Their practice flourished and acquired a national reputation for their work on primarily ecclesiastical buildings, such as Lancaster Roman Catholic Cathedral (1857-9) and Sts. Matthew and James in Mossley Hill, Liverpool (1870-75). In 1877, Edward's son, Henry Anderson Paley, joined the practice and, after gaining experience in London, became a partner in 1886. Their competition entry for Liverpool's Anglican Cathedral was shortlisted.

2. St. Thomas Roman Catholic Church
By Edmund Kirby (1877).

A renowned architect, whose work is well-represented throughout the region. His churches are found in many towns such as Northwich, Stockport and Chester. The practice was also responsible for a number of fine large country houses. It subsequently developed to form one of the largest commercial architectural practices of the area and is still practising today.

3. Town Hall (listed grade II)

By surveyor F S Spencer Yates (1862, extended 1893).

No details of his career have been readily available. Further research is therefore required.

4. Five Lamps War Memorial

Sculpted by F W Doyle-Jones (1920's).

Francis William Doyle-Jones was born in 1873 in Hartlepool and studied sculpture in London. He worked predominantly in bronze and granite and produced sculptures and public monuments for sites across England, Scotland and Ireland. He died in London in 1938.

The 'Five Lamps War Memorial' was commissioned to commemorate World War I casualties. Although still known by this local landmark name, the lamps which surround the memorial are not the original five lamps.

6.3 Materials

(see also Gazetteer of Buildings at Appendix D)

Throughout the Conservation Area a varied palette of construction materials has been used. However, brick is the dominant material and is used almost exclusively for the houses. There is, though, considerable variety in the type and colour of brick used, from pale yellow calcium silicate to hard red pressed bricks. Bricks are also used decoratively both two-dimensionally (eg dark and light patterning of the Waterloo Road terraced houses; polychromatic arched window heads to houses on Crosby Road South) and three-dimensionally (eg corbelled eaves detail on Cambridge Road).



*Patterned brickwork for window head
On Crosby Road South*



*Corbelled brickwork eaves
detail on Cambridge Road*



*Patterned brickwork for houses on
Waterloo Road*

Sandstone, both red and buff, are also used throughout the area primarily for the churches, Town Hall and Potters Barn. However, a number of houses have buff sandstone frontages (for example, 21 Cambridge Road) and matching boundary walls).



*Red sandstone for Christ
Church*



*Buff sandstone for
21 Cambridge Road*



*Red sandstone for Potters
Barn*



*Buff sandstone
for St Thomas Church*

A number of houses are stuccoed and painted. These tend to be the older properties such as 6-13 Brunswick Parade and Ennis Cottage (58/58a Waterloo Road)



14 Walmer Road



Ennis Cottage



13 Brunswick Parade

Roofs would originally have been of slate. Today, however, whilst some houses have retained their slates a considerable number have unsympathetic concrete or clay tiles.

6.4 Typical features and Details

(see also Gazetteer of Buildings at Appendix D)

In the same way that a diverse palette of materials has been used, so too have a range of features:-

Bay windows (see below):

Canted bays at ground floor level only represent the most common use of the feature. However, there are examples of square bays, and two-storey bays form a major element of the terraced houses on Cambridge Road.

Sliding-sash windows (portrait proportions):

Although many houses have had their windows replaced, original timber sliding sash windows (typical of the period) are to be found in the Conservation Area and where properties have retained this original feature, they make a significant positive contribution to the overall character of the area.



Single-storey canted bay



Single-storey square bay



Two-storey canted bays



Two-storey square bay

Double eaves brackets, which are a feature of the Italianate style, are common throughout the Conservation Area.



A variety of double eaves brackets found throughout the Christ Church Conservation Area

Fascia boards:

Where gables are incorporated into the design of the houses, decorative fascia boards sometimes form a feature, but generally these tend to be plain.



Examples of decorative and plain fascia boards





Projecting porches and door surrounds:

Whilst not found in all parts of the Conservation Area, projecting porches are found on some of the grander detached properties such as those in Cambridge Road and Crosby Road South. They are generally formed by two columns supporting a decorated stone canopy. However, a number of properties on Crosby Road South have simple pitched, slated canopies.

A greater number of properties have substantial, ornate door surrounds.



Examples of projecting porches



Examples of decorative door surrounds



Examples of door surrounds

Chimneys:

Chimneys are a common feature throughout the Conservation Area. Although they are not particularly tall, ornate or elegant and are primarily utilitarian, chimneys and their pots make a significant contribution to the skyline.



The contribution which chimneys make to the character of the area



Gate Piers:

Sandstone gate piers are a typical feature throughout the Conservation Area. Their size and design vary with the grandeur and scale of the property to which they relate. It has become common practice for the piers to be painted. Their contribution to the rhythm and dynamic of the street scene is significant, even where the related property has been lost or replaced by new development.



Examples of the variety of gate pier designs within the Conservation Area

Decorative Ridge Tiles:

These are not a prominent feature across the Conservation Area. However, a group of properties on Crosby Road South, which still retain their slate roofs, have decorative terracotta ridge tiles, as do the terraced houses on Cambridge Road.



7.0 Character Assessment

In general terms the character of the Christ Church Conservation Area may be defined by large properties in generous grounds. However, such a definition neglects the subtle variations which are apparent in the north and west of the area. It is, however, possible to sub-divide the area into character zones and provide more specific character definitions.

[These zones may correlate with development chronology, but more specific research is required to confirm this, as map evidence reveals the majority of properties within the area to have been constructed between 1849 and 1893].

7.1 Character Zones

(see Plan 12 at the end of the section)

Zone 1

By far the largest zone consists of large, 2-3 storey (basements, where they exist, are concealed) detached or semi-detached properties positioned towards the front of substantial plots. Houses are generally loosely Italianate ('Victorian Suburb Italianate') in style, often with bay windows at ground floor level; hipped roofs with unbroken eaves to the main frontage; projecting porches or door-surrounds; decorative window surrounds; quoins; and medium-tall chimneys.



Examples of Italianate style houses within Zone 1

A special feature of this zone is the semi-detached houses on corner plots which have been designed to read as single villas from each road (see section 5.1.4). No specific reference to these properties has been found with regard to their design, and further research is therefore required. Whilst this approach to design is not uncommon in the 19th century (and examples are to be found in pattern books of that time), these types of property usually occur in more planned developments.



2 Victoria Road



Stanley Road/Waterloo Road



1-3 Crosby Road North/Sandringham Road



Cambridge Road/Waterloo Road

Corner properties:

Front gardens have ample room for planting, and trees and mature shrubs contribute positively to the character of the zone.

Zone 2

Along Crosby Road South, the larger detached properties give way to pairs of semi-detached properties. The strong, continuous eaves line, which is a feature of the detached properties further along Crosby Road South, is broken by gablets in this zone.

Whilst the frontages of the pairs of semi's are of a similar size to the detached houses and the spaces between the houses are also similar, the rhythm of the street is altered by the broken eaves line and the gablets. The triplet arrangement (see Section 5.1.3) is also lost.



No.s 27 – 51 Crosby Road South

Zone 3

The third character type is defined by large 2-3 storey (plus visible semi-basements) terraced houses, mostly in narrow plots with narrow frontages (1-9 Cambridge Road being the exception). Projecting bays often extend over more than one floor; eaves are broken with gables or dormers; gables are presented to the main frontage. Front gardens are much smaller, limiting the opportunity for planting, and therefore privet hedges are more common than mature trees and shrubs.

Zones of this character are found to the west of Waterloo Road (between Cambridge and Stanley Roads); to the east of Waterloo Road at its junction with Great George Street; and to the west of Walmer Road, north of Olive Road.



*No's 1-9 Cambridge Road
Road*



No's 8-12 Walmer Road



No's 3-13 Waterloo



No's 36-50 Waterloo Road

Zone 4

The fourth character type is defined by smaller 2 storey terraced properties, mostly in small, narrow plots (though 16-26 Walmer Road are in more generous plots and 1-11 Stanley Road have wider frontages). Houses are generally more modest (particularly the older 9-13 Brunswick Parade), with bay windows only at ground floor level. Eaves lines are unbroken; windows and doors generally lack decorative surrounds (though there are exceptions).

Generally the houses in this zone have a closer relationship with the street and front gardens are smaller (see Section 5.1.1), limiting the opportunity for planting (16 -26 Walmer Road excepted). In consequence, the character of this zone is generally much more intimate, although Brunswick Parade is the exception.



Examples of the smaller scale properties and more intimate character of Zone 4

Although Zones 3 and 4 both contain terraced properties, the differences in their scale and complexity of design give these zones distinctly different characters.

A notable exclusion from zones 3 and 4 is no.14 Walmer Road. This detached property was built between 1848 and 1857, before the other terraced houses along the road, and it is more closely related to no.s 31-37 Great Georges Road (which also appear on the map of 1857) than its immediate neighbours.

Zone 5

As identified in Section 5.1.6, this cluster of civic buildings forms an important townscape feature. Given that the remainder of the Conservation Area consists of houses, this zone has a very different character. The scale of the main buildings (Town Hall and Church of St. Thomas) is considerably larger than the neighbouring buildings. Their low boundary walls give these two buildings and the former school a much more open and visible relationship with the street. The former Police Station rises hard on the 'back of pavement' line.

The relationship of the Zone 5 buildings to the street makes them visually more accessible and the character of the zone is therefore much more 'public'.



The more accessible public buildings of Zone 5

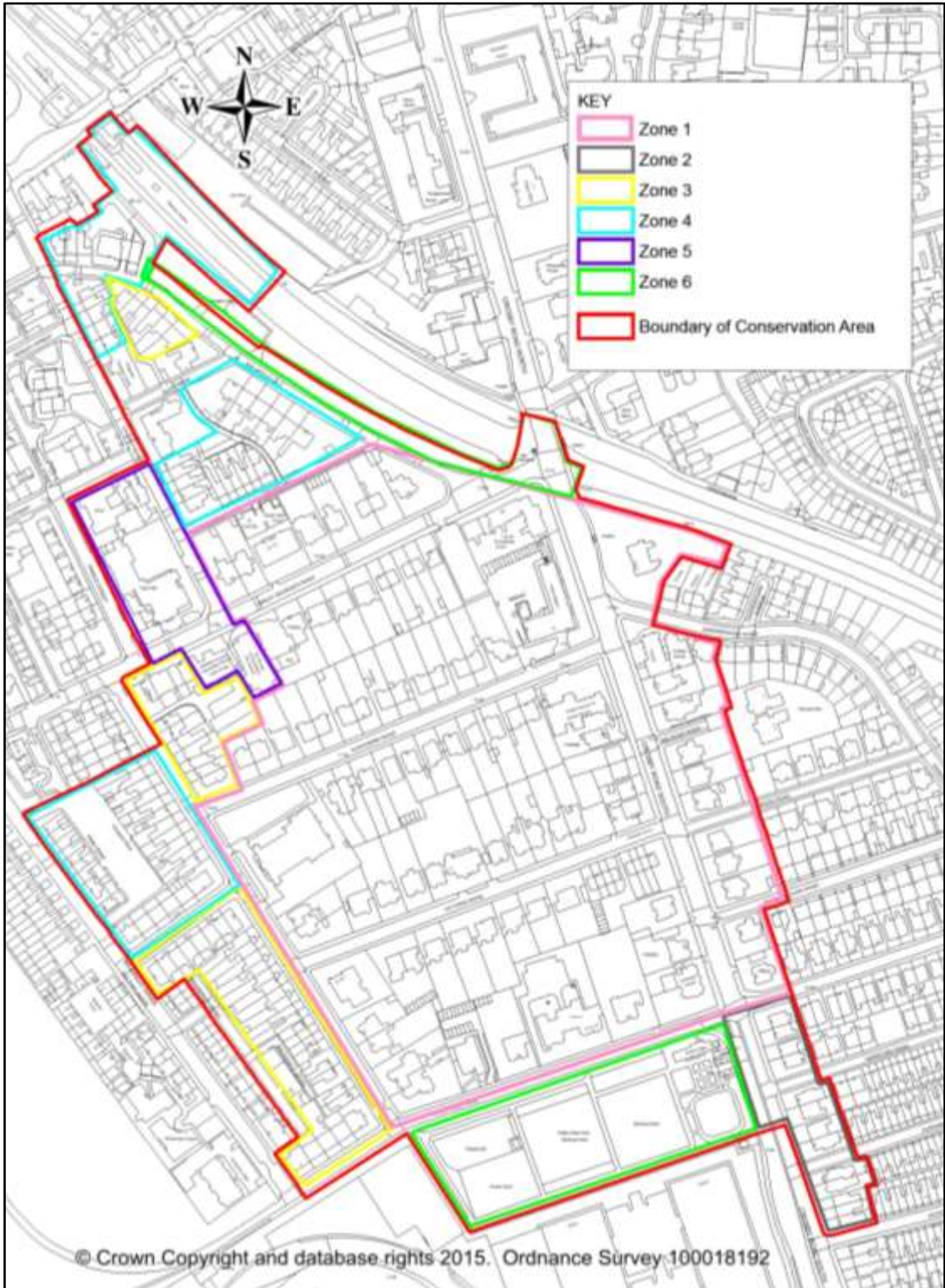
Zone 6

Finally, the green spaces of Potters Barn and Walmer Road represent a sixth character zone, where greenery dominates. Both are enclosed by dense shrub planting and small trees, although at Potters Barn the space opens out to flat grassed recreation areas (see also Section 4.4.1).





Zone 6 Greenery of Potters Barn Recreation Ground and Walmer Road



PLAN 12: CHARACTER ZONES

8.0 Negative Factors and Opportunities for Enhancement

8.1 Overview

The Christ Church Conservation Area contains many fine buildings and much historic interest which, together, contribute to its special character and justify its designation.

However, there are a number of issues which impact on the character of the area, which fall broadly into the following categories:-

- Poor quality later 20th century development
- Unsympathetic extensions
- Alterations to historic detailing and materials
- Development pressures and loss

8.2 Poor quality later 20th century development

New residential developments which have been constructed within the Conservation Area post 1960's cannot be assessed as having preserved or enhanced its historic character. Examples are evident in many of the streets, including Victoria Road, Great Georges Road, Waterloo Road and Crosby Road South.

Houses are generally of a much smaller scale and therefore look incongruous in the street scene. Flat developments, whilst often of an appropriate scale, fill their plots and lack the design quality, detailing or materials of the historic buildings. Where brick has been used as the main construction material, this is generally in a colour alien to the area. Such developments have eroded the character of the area.

Other buildings are of an inappropriate scale and form.





Examples of inappropriate development found within the Conservation Area

8.3 Unsympathetic Extensions

There are a number of examples throughout the Conservation Area of extensions which have been used to link historic buildings. This destroys the spacious qualities of the area, presenting a continuous frontage (like terraced properties) where there should be depth of views between buildings. Such 'links' are also detrimental to the rhythm of the street (see Section 5.1.3).





Examples of detrimental 'linking' and inappropriate extensions found within the Conservation Area

8.4 Alterations to historic detailing and materials

Unfortunately many of the historic properties have suffered from external alterations.

Roofs: Original slate roofs have been replaced in many instances by clay or concrete tiles. Although roofs are not always completely visible, they nevertheless contribute to long views and, given the width of many of the streets within the area, they are often seen. Where properties form a run (either as a terrace or a group of the same design), the alteration of one roof seriously detracts from the quality of the street scene.



The contrast of texture and colour between a traditional slate roof and a modern tiled roof.

Satellite dishes: The installation of satellite dishes is not unachievable within Conservation Areas, as long as they are positioned sympathetically and are kept as small as possible. There are, however, many instances throughout the area of poorly positioned and very visible satellite dishes. Their visibility is often increased because they are seen against the sky.



Examples of inappropriately located satellite dishes

Dormers: Whilst dormers are a traditional feature of the designs of a number of the properties within the Conservation Area, there are examples of recently inserted unsympathetic dormers. Such alterations have a detrimental effect not only to the individual house, but also to the streetscene. Eaves may be broken and rooflines altered. The effect is particularly detrimental where this occurs to one of a pair of semi-detached properties or to one of a number of the same design.



Examples of unsympathetic dormers inserted into front elevations

Painting of brickwork: Although the majority of the properties within the Conservation Area are constructed from brick, a number are stuccoed and painted. These tend to be the older, smaller properties and the contrast they bring to the streetscene is wholly positive. Where different colours are used for each house, though, uniformity and continuity are lost.

More disturbing, however, are the examples which are found throughout the area of brick houses which have been painted. On a practical level, this action is potentially damaging to the brickwork, trapping moisture within the fabric. Aesthetically, it is detrimental to the streetscene where individual houses within a terrace are painted and the character is altered.



Examples of brick terraced houses which have been painted

Windows and doors: Houses of the period of those found within the Christ Church Conservation Area would typically have had timber sliding-sash windows. Whilst the earliest properties are likely to have had multiple small-panes with glazing bars, the majority (dating from mid-late 19th century) would have had four panes (two over two). A number of houses have retained these.





Examples of traditional sliding-sash windows found in the Conservation Area

However, a significant percentage of the houses within the area have had their windows replaced either with uPVC or timber casement windows. This is particularly damaging to the character of not only the individual properties but also to the streetscene. The fineness of the traditional framing and glazing bars is unobtrusive, yet reinforces the vertical emphasis of the facades. Thus, the introduction of thicker framing members, removal of glazing bars, reconfiguration of the window, etc. all have a detrimental effect on the appearance of the property and destroy the uniformity and commonality which makes the area more than a collection of individual houses.

There are many examples throughout the area of poor quality replacement windows which not only differ from those of the neighbouring properties but also differ from others within the same façade.



Examples of inappropriate replacement windows

Though less common than replacement windows, replacement front doors are also detrimental to the character of the area. Where uPVC is used, replacement doors are particularly obtrusive and lack the quality of design and detail found in timber originals (eg to attempt to replicate the recessed panels of traditional doors, mouldings are applied). However, they tend to appear only on the smaller properties, as the larger doors required for the grander houses are not a standard item.



Examples of uPVC doors



Examples of traditional timber doors

Loss of boundaries: As identified in Section 5.3, front boundary walls are an important feature of the streetscene within the Conservation Area. They contribute to the rhythm of the street and clearly define public and private space. Their loss is, therefore, detrimental and particularly damaging where this has occurred in conjunction with the hard-surfacing of front gardens for car-parking.



Examples of properties where boundaries have been removed

Replaced boundaries: As with the removal of boundary walls, their replacement with inappropriate materials has had an equally damaging effect on the streetscene, destroying continuity and uniformity. It is particularly

detrimental when it occurs in a terrace or one of a pair of semi-detached houses.



Examples of inappropriate replacement front boundary walls

Traffic and traffic humps: As with most historic environments, the volume and speed of traffic has a detrimental effect on the quality of the area. Crosby Road South is a major arterial road and carries a significant volume of traffic, together with the attendant signage, traffic lights, and other highways paraphernalia. The straightness and width of Brunswick Parade and Waterloo Road also encourage vehicles to travel at speed. This problem has been recognised as detrimental and traffic calming measures have been introduced. However, the red brick pavior speed humps (also found in Great Georges Road, Walmer Road and Church Road) are visually intrusive and also detract from the quality of the area.

8.5 Development Pressures and Loss

Within the Christ Church Conservation Area there are no vacant sites. However, development pressure is clearly evident in the level of building activity, with a number of properties being (or having recently been) converted to apartments and one substantial new build apartment block. Such pressure requires careful management if it is not to result in loss. That is, not simply the loss of individual properties, but also, and more commonly, the loss of details and elements, such as windows, gate piers, front boundaries, slated roofs, etc. No. 13 Crosby Road South (below) is in a poor condition.



Examples of current building activity and loss of traditional buildings with new build

The development of land owned by Peel Ports to the west of Potters Barn fronting Cambridge Road has a detrimental impact on the character and appearance of the Conservation Area due to the large scale warehouse type buildings, which are metal clad industrial buildings set back only some short distance from the highway and bounded by galvanised palisade fencing. Some form of natural green screening would be beneficial along this section of Cambridge Road to obscure and screen the large warehouses from view. This would greatly improve views along Cambridge Road and secure landscaping improvements to the western extremity of the Conservation Area.

There is a small strip of land between the boundary fences of Potters Barn and Peel Holdings where litter accumulates and fly tipping occurs. This has a negative impact on the appearance of the Conservation area and would benefit from regular litter picking and made inaccessible to the public to reduce



the potential for fly tipping.



Examples of palisade fencing and fly tipping along Cambridge Road

8.6 Opportunities for Enhancement

To counteract the negative factors which are detracting from the character of Christ Church Conservation Area, a number of measures might be considered and introduced:-

1. Guidance Leaflet

Whilst development pressures are clearly evident, their impact on the area is not as great as the seemingly small alterations which individual householders have made to their houses and which, collectively, have seriously compromised the areas character. It is likely that these alterations are due to a lack of awareness and appreciation of the value of the area and of those elements which contribute to its character.

The production of a guidance leaflet (such as those produced for other Conservation Areas within Sefton), which describes the character of the area and those components which contribute to it, together with detailed notes on the use of materials will help to raise awareness and provide clear direction for householders and developers.

2. Heritage Trails

As part of the established partnership between Historic England and Sefton Council regarding Heritage at Risk Areas we are developing an 'outreach type project' with the ultimate aim of producing a suite of 'Heritage Trails' for the Sefton Borough, including one for the Waterloo area. The project would be funded mostly by Historic England, with a small cash contribution from the local authority. The project would also involve local community groups, the local authority and various Historic England teams. The project would include collecting historic information and undertaking research to be provided by the local community, along with a collection of images of key buildings places and sites provided by the local community.

3. Article 4 Directions

It would appear that most of the alterations noted above were carried out prior to the area being designated as a Conservation Area. However, following the distribution of a guidance leaflet, the incidence of inappropriate alterations should be monitored. It might then prove necessary to consider the use of Article 4 Directions to remove permitted development rights and provide greater control.

4. Trees

Although there is no evidence to suggest that the streets within the Conservation Area were ever intended to be tree-lined, the contribution which planting makes to the character of the area is nevertheless considerable. Where trees have been planted within the pavement zone, they make a substantially positive contribution. The planting of further trees within pavements might therefore be considered. This would be particularly effective along:

- i. Crosby Road South - additional trees on either side of the road would help to soften the harshness of the road, deaden the noise, visually unite the eastern properties to the remainder of the area and would help to signify the 'specialness' of this part of the road.
- ii. Brunswick Parade - trees planted on either side of the road here would help to reduce its stark qualities.
- iii. Waterloo Road - a few trees already exist outside numbers 56a-d. They make a very positive contribution to the streetscene and further planting would supplement this.
- iv. Cambridge Road - a screen of trees planted adjacent to the boundary with Peel Holdings land would help soften and minimise the impact of the large warehouse buildings abutting the Conservation Area boundary.

It might be possible to combine the planting of trees with traffic calming measures (see below).

5. Traffic Calming

Whilst it is seldom possible or appropriate to completely remove the intrusion of vehicles, the impact which traffic has on a Conservation Area needs to be minimised. The existing traffic calming measures along Great Georges Road, Church Road,

Brunswick Parade and Waterloo Road are partially effective in reducing the speed of traffic, but are visually detrimental.



Examples of the impact of existing traffic calming measures



Consideration should be given to:-

- i. managing traffic speed in other ways, such as the introduction of 'pinch points' or 'rumble strips'.
- ii. improving the appearance of the existing speed humps by the use of other more appropriate materials (such as grey granite setts).
- iii. supplementing the existing humps with more or other forms of speed control.
- iv. investigating and implementing appropriate traffic calming to reduce the impact of 'through traffic'.

It might be possible to combine traffic calming measures with increased pavement widths and tree planting. It is important that early dialogue and consultation between Conservation and Highways is undertaken to ensure that appropriate quality materials are chosen and ensure the implementation of consistent styles of street lighting which complement the historic character of the area.

6. Coopers Row

The use of this vacant land requires consideration and positive action is required to enhance its appearance. Although flat and illuminated, it is

nevertheless a patch of waste ground and a cause of concern for residents.

7. Potters Barn

This vacant building has been recorded as a 'Building at Risk'. Its importance as a focal building within the Conservation Area, together with its intrinsic historic value, requires that a scheme of repair be implemented and a new use be found for it as soon as possible to prevent its further deterioration.

Consideration should also be given to relocating the electricity sub-station which currently obscures the east elevation. However, the site is owned by Peel Ports and leased to the Council and does not allow the opportunity to apply for Heritage Lottery Funding despite monies available for match funding.



8. Town Hall Complex and car park to the rear

The Town Hall civic complex, which includes the Grade II listed Town Hall, the Town Hall extension along Prince Street, the Prince Street Clinic, the former Police Station on Church Road and the remaining parts of the former Carnegie Library also on Church Road make an important contribution to the character of the Conservation Area. These buildings are suffering from a lack of maintenance and repair, varying levels of usage and require a programme of repairs to be implemented. The buildings

should also be targeted for re-use and enhancement to prevent further deterioration through lack of use.

The introduction of some planting would help to soften the impact of this hard space, complement the planting at the front of the Town Hall and would improve the setting of the Listed Building. Removal of any redundant signage or poles is recommended to reduce clutter and enhance the appearance of the Conservation Area.



Town Hall car park and planting adjacent to the front entrance

9. Lampposts

The design of some of the lampposts within the Conservation Area is acceptable. However, they are currently painted green. It would greatly improve the quality and appearance of this street furniture if they were to be repainted black. Consideration should also be given to consistency of design, with a single style only being used throughout the area. (Crosby Road South may be an exception due to statutory highways requirements). In some parts of the Conservation Area, particularly along Victoria Road, new galvanised lampposts have been located adjacent to the existing, which are still in situ. These are unpainted grey aluminium and appear to be the low energy type lighting, which give a bright, almost white light. Again, the concern is the inconsistency in design with a mix of styles, colour, height and illumination. New and unsuitably designed lampposts have a detrimental impact on the Conservation Area, and they reinforce the inconsistencies and range of styles present.



Examples of acceptable style lampposts



Examples of poorer quality lampposts



Conservation type lampposts on Waterloo Road New lighting columns on Victoria Road



Replacement lighting columns on Victoria Road adjacent to existing

10. Pavement and road surfaces

The area currently uses tarmac and concrete road and pavement surfaces respectively. A patchwork of colours exists throughout the area, where broken flags have been replaced and utilities works to the roads have been undertaken. To signify and express the special quality and status of the Conservation Area, consideration should be given to improving the quality of the public realm surfaces. A comprehensive scheme would also help to unify the area.



These opportunities for enhancement should be viewed as part of a long-term strategy for consolidating the quality and character of the Christ Church Conservation Area and should be prioritised accordingly.

9.0 Recommended Amendments to Conservation Area Boundary

9.1 Designated Boundary

The boundary as drawn for designation has generally been drawn tightly, and accurately reflects the clearly legible character zones. A number of minor amendments were made following adoption of the Christchurch Conservation Area Appraisal in June 2005.

9.2 Revisions/Amendments to the Conservation Area Boundary

Further to recent survey work it was considered that the current boundary of Christchurch Conservation Area (as per amended in 2005) has been drawn tightly and accurately reflects the character of the area. At present, no further amendments are recommended.

9.3 General

In general there appear to be some small anomalies where the boundary is set either at back of pavement line or kerb line. It is recommended that, in all situations where the boundary runs in front of buildings, it should be consistently drawn at kerb line. This will help to protect any historic paving and kerbs, and thereby protect the setting of the buildings and their boundaries. Furthermore, it would enable any future enhancement schemes to address the public realm works in a meaningful way. The only exception to this recommendation is Brunswick Mews.