

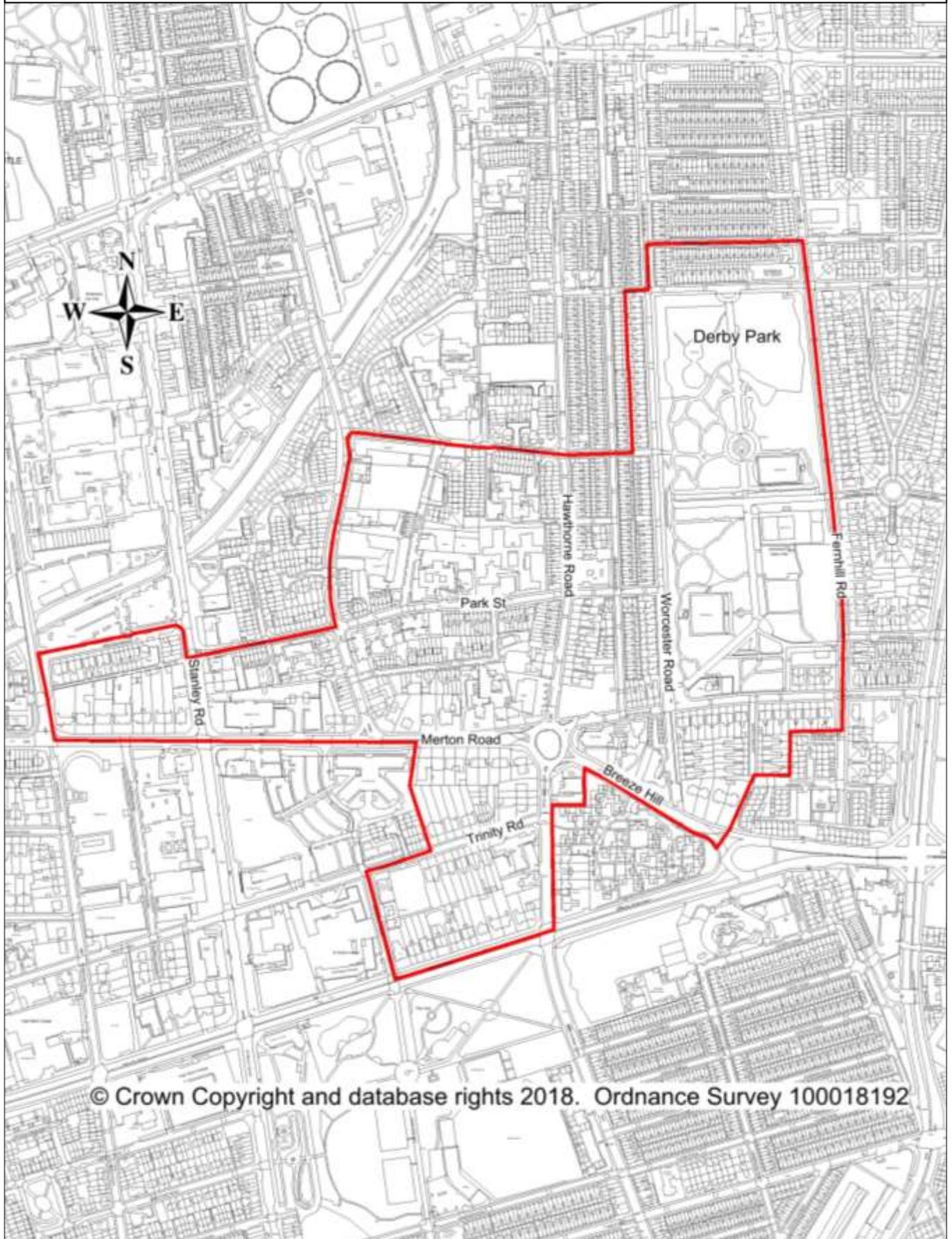


# Derby Park

Conservation Area Appraisal  
Adopted January 2007

This Conservation Area Appraisal was prepared by Donald Insall Associates and amended following public consultation in September 2006.  
It was adopted in January 2007

This Conservation Area Appraisal was prepared by Donald Insall Associates and amended following public consultation in September 2006. It was adopted in January 2007 including the suggested boundary changes shown below. For more information on boundary changes please see Section 9.0



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# DERBY PARK CONSERVATION AREA APPRAISAL

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# DERBY PARK CONSERVATION AREA APPRAISAL

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## PREFACE

### Legislative Background

Since the 1967 Civic Amenities Act local authorities have been empowered to designate as Conservation Areas those areas within their districts which were considered 'special'. The subsequent Planning (Listed Buildings and Conservation Areas) Act of 1990 consolidated those powers and defined 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 exhibited within its borders.

### Policy Framework

The content of the Planning (Listed Buildings and Conservation Areas) Act 1990 is clarified by national Planning Policy Guidance (PPG15) : *Planning and the Historic Environment* and is supported by more recent Regional Planning Guidance for the North West (RPG13), which identifies as a key objective the need to ensure active management of the regions environmental and cultural assets.

The principles of these documents are further supported by Sefton Council's local Heritage Conservation policies contained within its Unitary Development 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, such as window replacement or loft conversions, which may be cumulatively detrimental, can be controlled.

National policy stipulates that local authorities have a duty to review, from time to time, their regions 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 make a positive contribution to the character and appearance of its Conservation Areas and do not result in any serious loss of character or features.

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

1. Buildings and structures may not be demolished without formal consent from the Council (Conservation Area Consent).
2. Trees are protected and all work to them requires consent from the Council.
3. 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.
4. Local planning authorities may, if necessary, exercise even greater control by removing the basic permitted development rights of householders.
5. 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 formulating decisions on 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 and Planning Policy Guidance PPG15 advises that "the definition of an area's special interest should derive from an assessment of the elements that contribute to (and detract from) it".

This should then underpin local policies for the areas protection. Such a definition requires a thorough appraisal of the area to assess the contribution of each element (eg. buildings, boundaries, trees, surfaces, etc.) to the areas overall character. PPG15 notes that "the more clearly the special architectural or historic interest that justifies designation is defined and recorded, the sounder will be the basis for local plan policies and development control decisions".

Whilst an appraisal aims to identify the essential elements which give an 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**

This report has been prepared by Donald Insall Associates Ltd on behalf of Sefton Metropolitan Borough Council. Its purpose is to clarify the designation of the Conservation Area, which will protect and enhance the character of the area around Derby Park (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.

### **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.

### **1.3 Designation**

The Derby Park Conservation Area was formally designated as a Conservation Area by Sefton Metropolitan Borough Council on 27 June 1990.

### **1.4 General Identity**

Although located across the area of the original and ancient Bootle Village, the Derby Park Conservation Area is predominantly characterised by its Victorian terraced and semi-detached houses and its formal, designed Victorian park.

## 1.5 Survey

The survey of the Derby Park area was undertaken over three separate days. This approach allows for the following:-

- opportunity to view, photograph and appreciate the area in differing weather conditions
- revisit to check information gathered and correct any omissions
- correlation of desk-based research with physical fabric

Survey dates: February 9<sup>th</sup> 2005

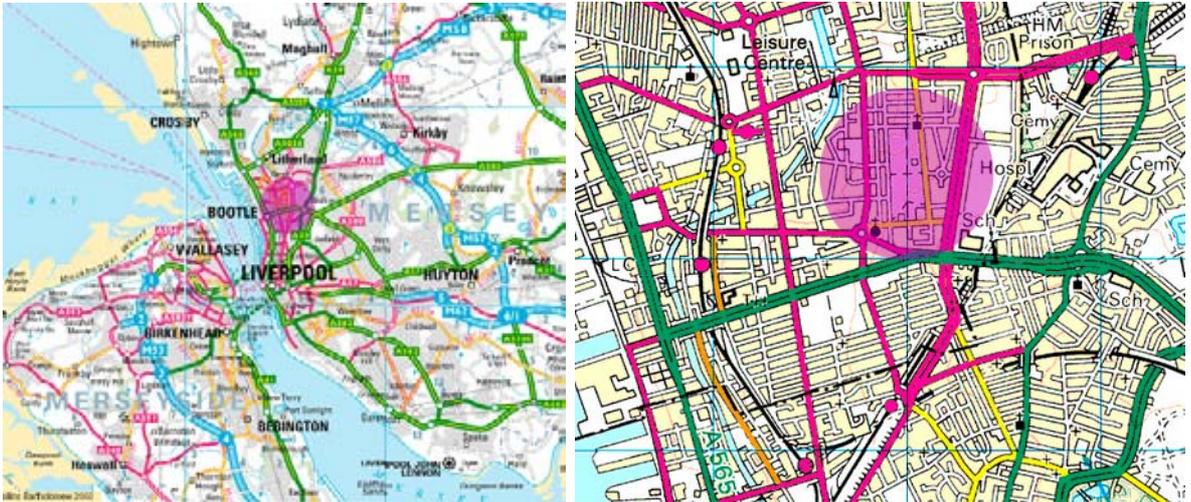
March 10<sup>th</sup> 2005

March 28<sup>th</sup> 2005

## 2.0 LOCATION AND CONTEXT

### 2.1 Location

The Derby Park Conservation Area is located immediately to the east of modern Bootle town centre and lies approximately four miles north of Liverpool. It lies to the southern end of Sefton Metropolitan Borough Council's domain, close to the border with Liverpool City Council.



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#### PLAN 01 - SHOWING LOCATION OF DERBY PARK CONSERVATION AREA

It occupies the area of and retains some of the street pattern of the original, mediaeval Bootle Village and is immediately to the west of the mediaeval Village of Walton-on-the-Hill.

### 2.2 Topography and Geology

Derby Park is situated towards the brow of the hill (which is approximately 45m above sea level). It slopes sharply down to the west (towards the River Mersey) and more gently to the north.

The area sits on an underlying bed of Keuper sandstone and Keuper Marl, which was laid down in the Triassic period, and whose geological faults resulted in a supply of natural spring water.

### 2.3 Uses

The Derby Park area is almost exclusively residential. However, there are a number of small businesses and offices located along Hawthorne Road, and small shops on Litherland Road. Some industry remains in the former tannery situated between Litherland Road and Well Lane

### 2.4 Local Economy

Over the last 60 years, the area has suffered from economic decline due, in part, to the demise of its traditional industrial and manufacturing base. This has, in common with

other similar urban areas in the North West and Merseyside, subsequently led to a diminishing population, which, in turn, has fuelled the spiral of decline.

Today, South Sefton contains some of the most deprived communities of the North West, which demonstrate many acute interrelated socio-economic problems<sup>i</sup>.

## **2.5 General Condition**

Whilst the South Sefton area in general demonstrates its failing economy in the poor condition of its fabric, at Derby Park this is not case. The majority of properties are occupied and many demonstrate the symbols of owner investment (most notably replacement windows). The *South Sefton Regeneration Strategy* identifies the area as "relatively stable"<sup>ii</sup> and designates it as an area of "low risk". However, the study concludes that although major clearance is not necessary, there is a need for refurbishment to improve overall condition and that the public realm would benefit from environmental improvements.

## **2.6 Regeneration Proposals**

Notwithstanding the conclusions of the *South Sefton Regeneration Strategy*, the Derby Park area nevertheless lies within a designated Housing Market Renewal Initiative (HMRI) area and immediately adjacent to the Atlantic Gateway Strategic Investment Area (SIA).

Sefton Metropolitan Borough Council is committed to narrowing the gap between its poorest, most deprived neighbourhoods (seven of which fall "within the 10% most deprived in the country"<sup>iii</sup>) and the rest of the country, and have established Neighbourhood Action Groups across the Borough to facilitate and implement its strategy for regeneration. The Derby Park area falls within the remit of the Bootle East Neighbourhood Action Group.

The *South Sefton Regeneration Strategy* (prepared in May 2003 and formally adopted in June 2003) recommends the following actions:-

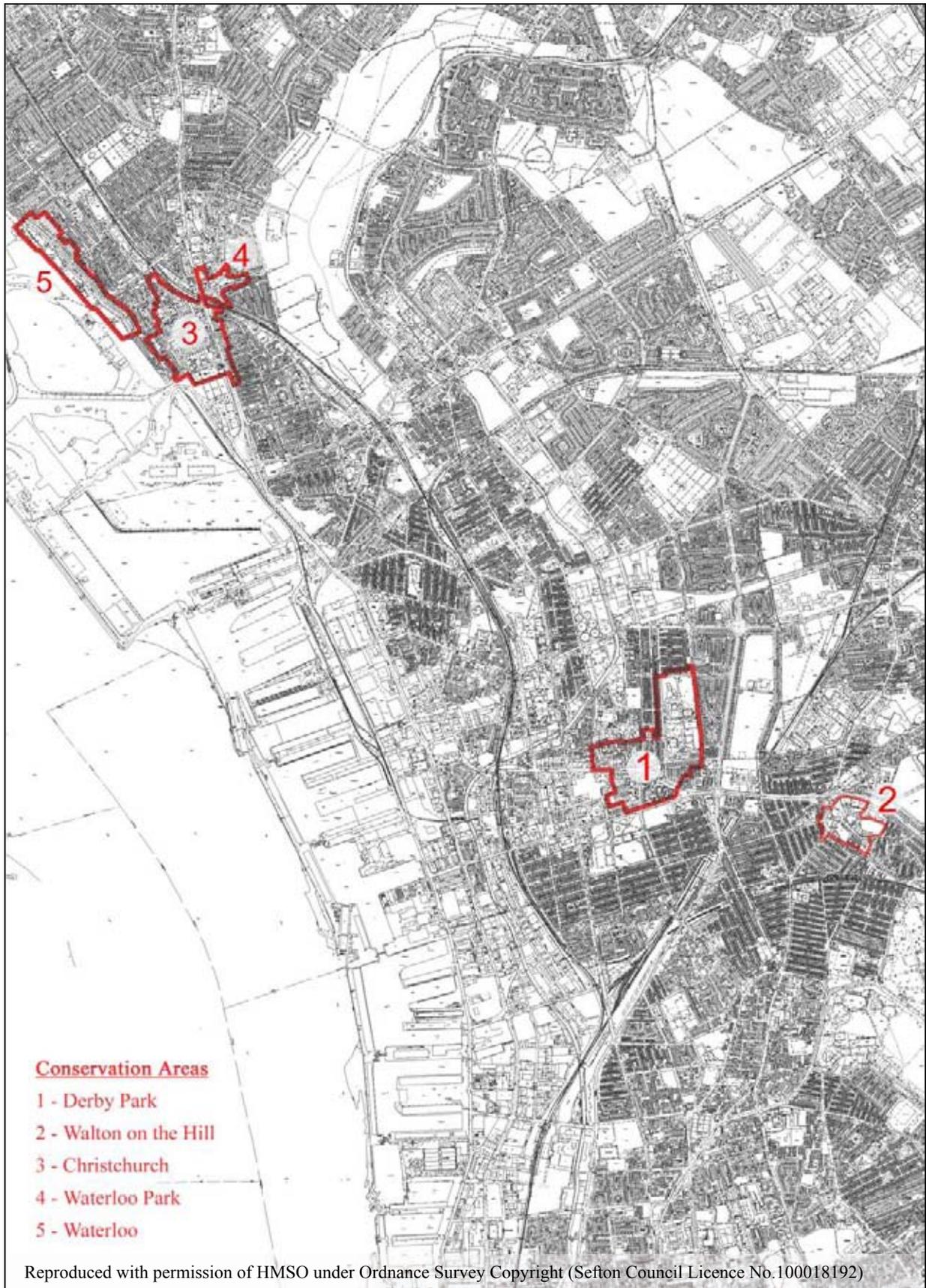
- Introduce neighbourhood management and environmental improvements
- Restore Derby Park and improve security and management
- Introduce traffic calming measures along Hawthorne Road and reduce HGV traffic
- Provide new modern housing at Pine Grove depot
- Improve links to the Leeds & Liverpool Canal and the town centre
- Enhance the Conservation Area as a heritage quarter
- Create a gateway at the junction of Merton Road and Hawthorne Road

The recommendations of the *Strategy* have been absorbed within modifications to the Revised Sefton Unitary Development Plan (June 2005).

## **2.7 Conservation Context**

The Conservation Area is served by an active Community Association. The Derby Park Conservation Area has no immediate conservation context within Sefton. However, it

lies only ½ mile to the west of Walton-on-the-Hill Conservation Area which is within the domain of Liverpool City Council. This is illustrated on Plan 02 below.



PLAN 02 - SHOWING CONSERVATION CONTEXT OF DERBY PARK

**2.8 Study Area Boundary (See Plan 03)**

The Conservation Area boundary has two wings focussed on Christ Church, Breeze Hill. The eastern, rectangular wing is almost totally occupied by Derby Park itself. The western wing is more irregular and, at its western extremity, stretches to Litherland Road.

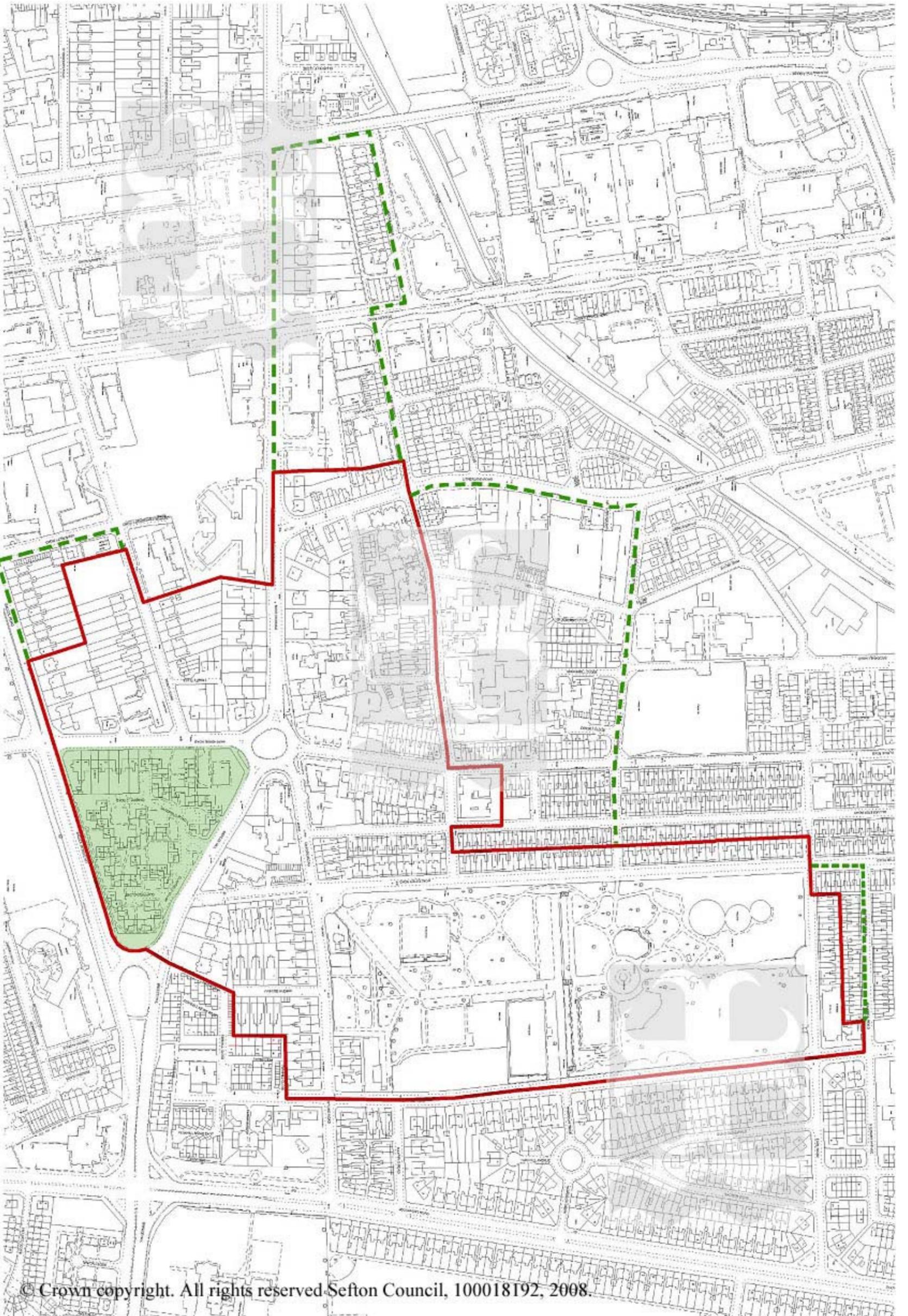
However, since designation in June 1990, subsequent development within the Conservation Area and improved and more detailed guidance on Conservation Area designation has brought the boundary of Derby Park Conservation Area into question. Therefore, the appraisal has extended beyond the current boundary to enable a more informed review and recommendations on boundary amendments.

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<sup>i</sup> GVA Grimley & EDAW: *South Sefton Regeneration Strategy ...* p4

<sup>ii</sup> Ibid : p80

<sup>iii</sup> [www.sefton.gov.uk/page&3476](http://www.sefton.gov.uk/page&3476)



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## DERBY PARK CONSERVATION AREA APPRAISAL

### PLAN 03 - SHOWING CONSERVATION AREA BOUNDARY AND STUDY AREA

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### 3.0 HISTORIC DEVELOPMENT

(see Plan 04 at the end of the section for the relative ages of buildings and features)

#### 3.1 Early History and Origins

Although the Derby Park Conservation Area is almost exclusively a 19<sup>th</sup> century development, the area occupies the location of the original Bootle Village. The 1835 map shows the Village nestling within the area formed by what are now Merton, Litherland and Hawthorne Roads.

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 9<sup>th</sup> century, the forest and marshes were no deterrent and the relatively unpopulated coast of Lancashire was rapidly settled.

It is thought that Bootle may have been first occupied by Northumbrian Anglians returning home, following the Battle of Chester in 613AD. If this is so, then the settlement of Bootle pre-dates those of Crosby, Litherland and Kirkdale.

*Botelai* is recorded in the Domesday Survey of 1086, when it was noted that the Manor was held by four Thanes, although the priest of Walton also held some land. The name *Botelai* is believed to have meant *a house or dwelling place* (though it is not known if this referred to a specific building) and is derived from the Anglo-Saxon word *Botl*.

The Manor of Bootle, unlike other nearby areas, has had varied ownership. Following the Conquest, the land was held by Roger, son of Ravenkil. By 1212 the lands had passed by marriage to Thomas de Beetham of Stockport, whose family continued to hold some part of the land until the 15<sup>th</sup> century. However, following the Battle of Bosworth (1485), the land was granted to the Earl of Derby, but ownership was subsequently successfully contested by the Middleton family (who were related by marriage to the Beethams). The Middletons retained the land until 1566, when it was sold by George Middleton to John Moore.

Colonel John Moore was one of the co-signatories of Charles I's death warrant and the Manor remained with the Moore family until 1724-5, when it was purchased by the 10<sup>th</sup> Earl of Derby for £14000. It remained with the Knowsley estate until the 19<sup>th</sup> century.



Sir Thomas Stanley, 1<sup>st</sup> Earl of Derby (?-1504)



James, 10<sup>th</sup> Earl of Derby (?-1735)

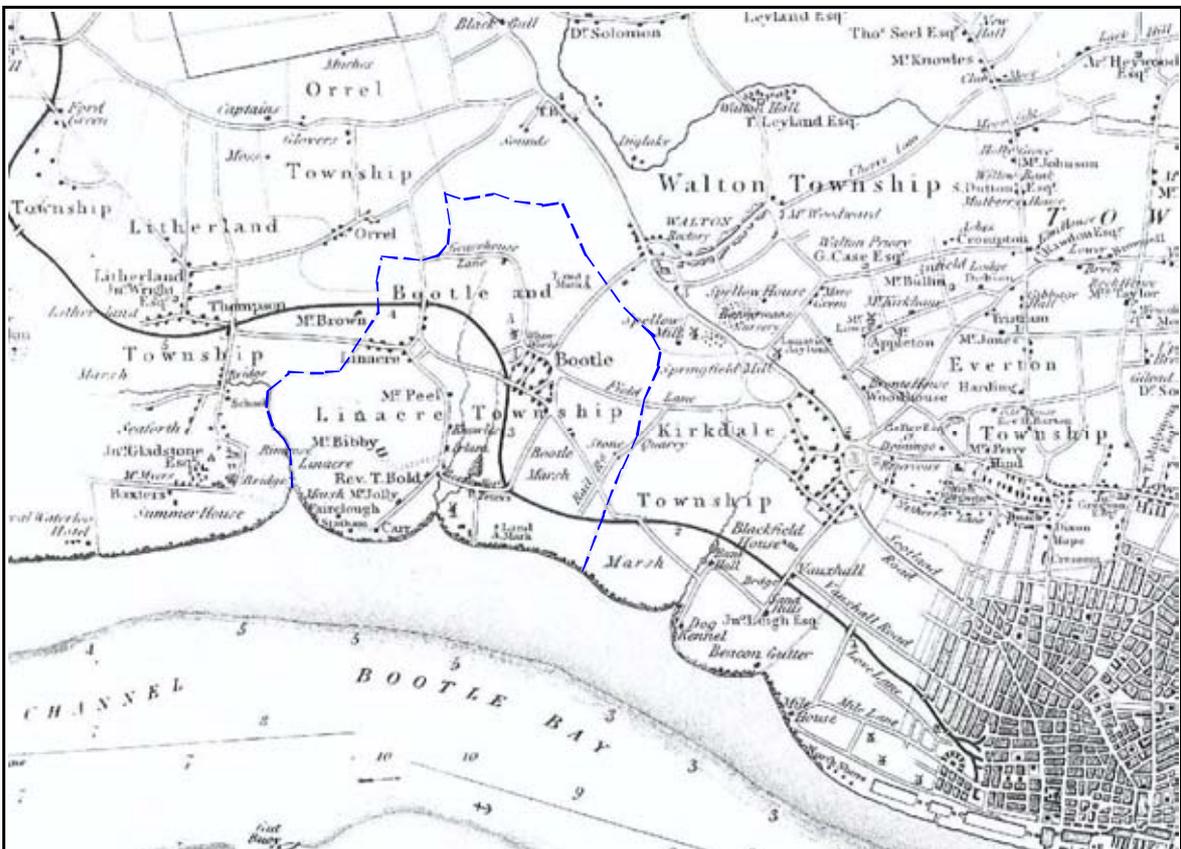


Frederick Arthur, 16<sup>th</sup> Earl of Derby (1841-1908)

### 3.2 Development

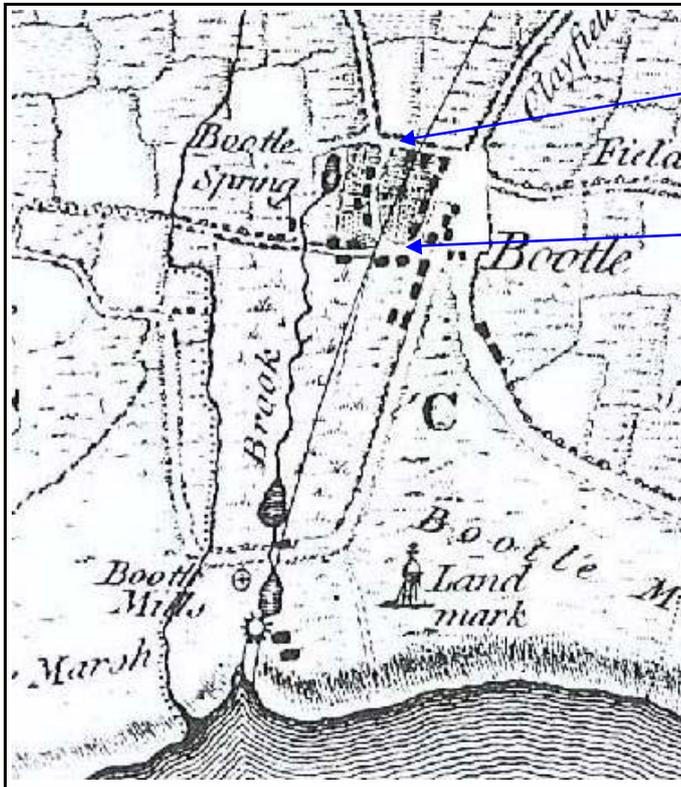
(See Plan 04 and the historic maps at Appendix B)

Boote Village was located at the heart of the historic Township of Boote and Linacre and was bounded by, to the south, Kirkdale Township; to the east, Walton Township; to the north-east, Orrel Township; and to the north, Litherland Township.



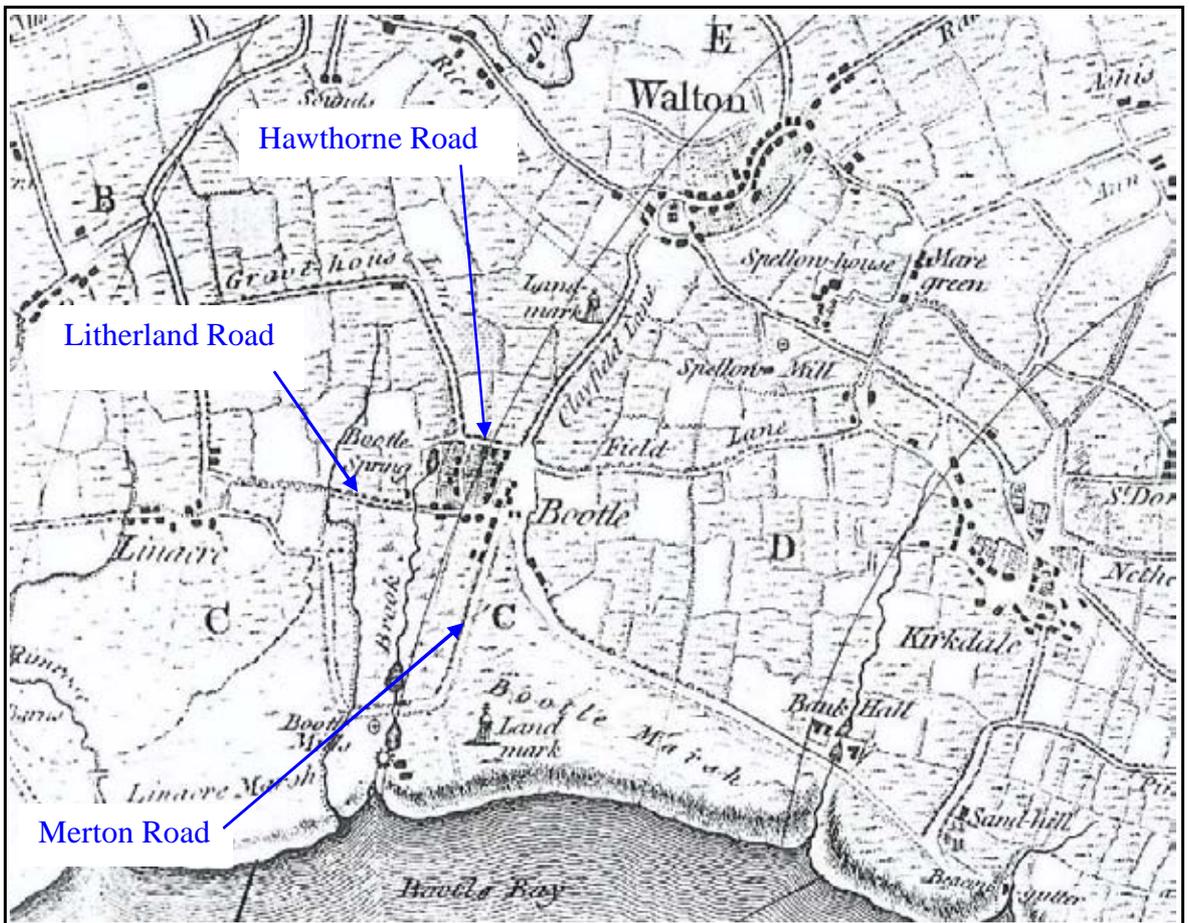
Extract of Map of 1816 showing the Township of Boote and Linacre

The reason for a settlement in this location, at a short distance from rather than adjacent to the coast, seems a little illogical until it is realised that Boote was situated at the source of a freshwater spring. It was this which first attracted settlers to the area and the village grew around the area of what are now Litherland Road and Park Street.



Extract of 1768 Map showing location of Bootle Spring

Early inhabitants of the Village would have worked the land or fished and it would seem this way of life continued uninterrupted (except for an outbreak of plague in 1652) for centuries. Yates & Perry's map of 1768 shows the Village surrounded by fields.

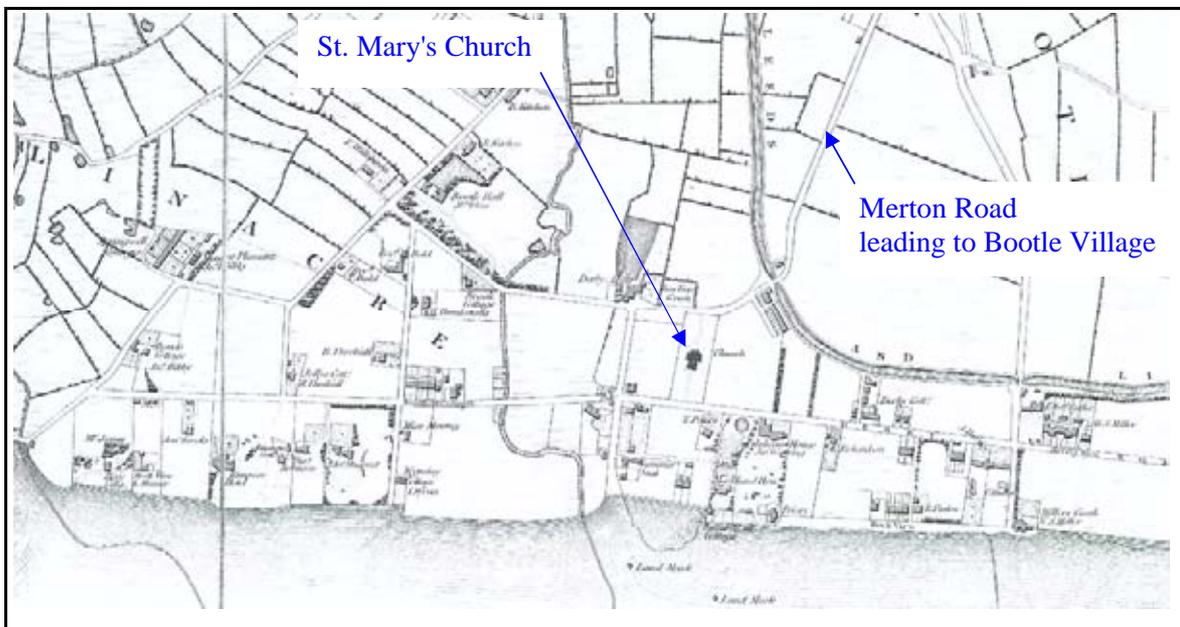


Extract of Yates & Perry's Map of 1768 showing Bootle surrounded by fields

The lanes which were later to become Merton Road, Litherland Road, Hawthorne Road and Breeze Hill are evident on this map and the Village is situated at their junction. Though smaller than neighbouring Walton, and the villages of Kirkdale and Everton, Bootle is nevertheless a settlement of some 26 dwellings.

In 1777, the Leeds & Liverpool Canal was opened. Its impact on Bootle was not immediately evident, although the line of the canal passed the Village less than a quarter of a mile to the north. However, it clearly provided an improved link to Liverpool, which was now only 45 minutes away, and this may have been a factor in the subsequent development of the coast as an early 'tourist attraction'.

The late 18<sup>th</sup> / early 19<sup>th</sup> century witnessed increased interest in healthy pursuits and it soon became fashionable for the wealthy to spend time by the sea. Nearby Waterloo, which had gained a reputation for its sandy beaches, safe waters, marine views and fresh air, became a popular holiday destination and residential area. Its popularity soon began to impact on neighbouring areas, and the Bootle-cum-Linacre coast became increasingly developed. This is demonstrated by Bennison's map of 1835.

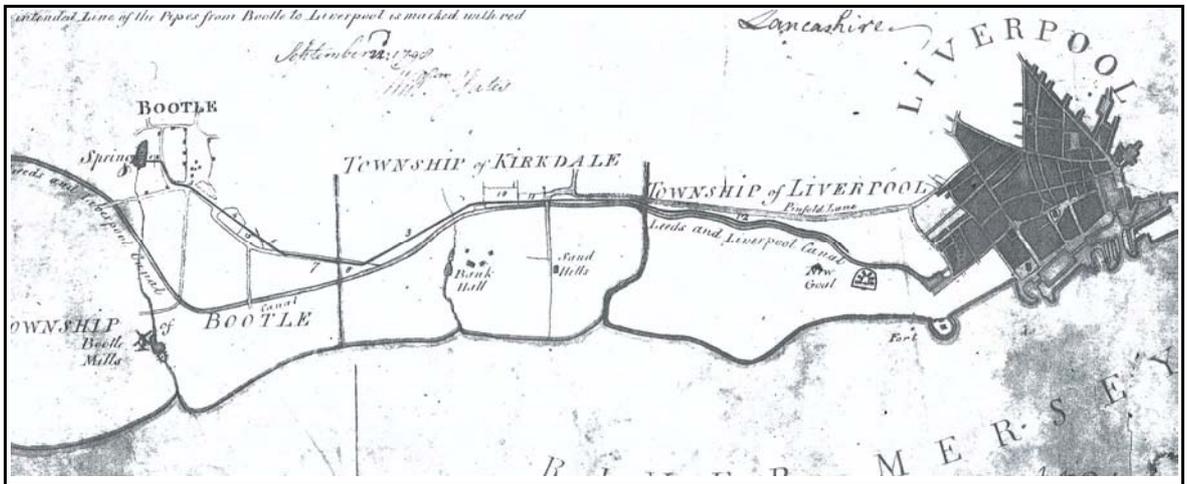


*Extract of Bennison's map of 1835 showing the development of the coastline*

Bootle Village, however, remained as a separate entity from the coastal development until the late 19<sup>th</sup> century. Indeed, it had a stronger relationship with Walton Village to the east, where the nearest church was to be found.

Bootle-cum-Linacre does not appear to have had its own place of worship until 1827, when St. Mary's<sup>1</sup> was consecrated. The location of this church perhaps reflects the influence and wealth of the new coastal community.

In 1799 the Bootle Water Company was formed. It was located between Hawthorne Road and Well Lane at the northern end of the Village. As early as 1709, interest had been shown in obtaining a water supply for Liverpool from Bootle, but not until the 1790's was this pursued. The map of 1798 shows the proposed pipeline. Bootle appears to have continued to control water supply until the 1850's, when the water company was acquired by Liverpool Corporation.



*Plan of 1798 showing the proposed water pipeline linking Bootle Spring to Liverpool*

Bootle Village seems to have remained relatively unaltered even as late as 1851. However, 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 construction of Bootle Village Station close to Merton Road (evident on the map of 1851) reflects the growth in the importance of Bootle. The increases in population clearly illustrate this change - the 1801 census records 537 in Bootle-cum-Linacre; by 1851 this had increased to 4106; and by 1881 it had risen more than sixfold to 27374<sup>2</sup>.

In less than fifty years, Bootle grew from a village to a small town and, in less than eighty years, to an incorporated Borough (in December 1868, it was incorporated by charter as the Borough of Bootle-cum-Linacre). This dramatic transformation was due to the decision which was taken to extend the commercial docks of Liverpool further north. The sandy sea-side coast of Bootle-cum-Linacre was replaced by Brocklebank (1862), Langton (1881), Alexandra (1881) and Hornby (1881) Docks. The dense urban fabric which gradually engulfed the former village was the result.

Whilst Bootle Village had grown around the natural spring, with the construction of the Docks, the heart of Bootle shifted and, unsurprisingly, the administrative centre of the newly emerging town was established at the junctions of Oriel and Balliol Roads, closer to the docks. The Town Hall and Public Offices were opened in 1882.



*Bootle Town Hall constructed in 1882 (photograph undated)*

Between 1851 and 1893 (key Ordnance Survey dates) the areas to the north and west of the former village were rapidly developed primarily with small terraced properties, as was the heart of the village. Langdale Street, Waterworks Street, Gloucester Road and extensions to Park Street and Hawthorne Road date from this time. As with many areas of Liverpool, much of Bootle's terraced housing constructed in the 1860's was built by Welsh builders. One such was William Jones who appears to have been responsible for housing around Hawthorne Road. He subsequently settled in Bootle and later became its Mayor.

To the south, Merton Road was developed with large, generally semi-detached houses in spacious grounds. Trinity, University and Balliol (the latter was realigned) Roads were developed in the same way. The area to the east of the former village remained relatively undeveloped, although the 1893 map identifies Gloucester and Worcester Roads.



*Christ Church viewed along Merton Road (photograph undated but probably c.1890's)*



*Trinity Road (photograph undated but prior to the demolition of Trinity Church)*

The development of the area is also reflected in the construction of buildings other than houses. By 1893, Christ Church (1866) had been built, together with Trinity Presbyterian Church (1887 - on Trinity Road) and the Welsh Congregational Chapel (? - on University Road). Christ Church School had been built at the junction of Park Street and Hawthorne Roads and shops constructed along Litherland Road.



*Christ Church School*



*Litherland Road (photograph undated but probably turn of the century)*

In 1888, under the Local Government Act, Bootle became a County Borough. The continued growth of the town, together with its emerging status, caused the Council to consider its public facilities and, in the 1890's, a public park was constructed on land donated by the 16<sup>th</sup> Earl of Derby. Work on Derby Park commenced in 1893 and the Park opened to the public two years later.



*Derby Park (Oxford Road entrance) in 1902*



*Derby Park bandstand (photograph undated but probably c.1900s)*



*Steps leading to the central terrace (photograph undated but probably turn of the century)*



*Bridge over the lake photographed in 1912*

By 1908 development of the area was largely complete, although St Monica's RC Church and its associated priest's house were constructed in 1936. The houses which occupy the south-east corner of the Park also appear to date from between 1927 and 1939. However, World War II inevitably brought changes. The docks were a prime target for enemy attack and most adjacent areas suffered considerable bomb damage (see Map 14 at Appendix B). This explains the loss of some properties within the Derby Park Conservation Area.

Further loss has been suffered during the late 20<sup>th</sup> century (eg Trinity Presbyterian Church on Trinity Road was demolished in the 1980's and replaced by flats).

### **3.3 Historic Uses and their Influence**

Generally former uses of the area are no longer legible and have not readily influenced the pattern of development. However, their influence is demonstrated in the growth of the Village into a town.

#### **3.3.1 Natural Spring**

Although its original location is no longer evident, the natural spring which emerged in the vicinity of Well Lane was fundamental to the development of a settlement at Bootle.

#### **3.3.2 Waterworks and associated industries**

Around the spring, water dependent industries (such as papermaking, tanning, bleaching, etc) grew up. A waterworks was established following the formation of the Bootle Water Company in 1799 and this appears on the 1816 and subsequent maps (until 1908)

as located between what are now Hawthorne Road and Well Lane.

By 1893 a tannery had been established in its present location between Well Lane and Litherland Road. By 1908, the Waterworks had been replaced by a variety of other works, including Varnish, Ice, Soap and a Foundry.

### 3.3.3 Leisure

The area has a long association with leisure.

1 & 3 Merton Road (the oldest buildings within the area) are believed to have been used by the 10<sup>th</sup> Earl of Derby as a hunting lodge.

The neighbouring coast line developed as a 'seaside resort' and Bootle was itself described as a "pleasant marine village ... much resorted to in the summer season as a sea bathing place"<sup>3</sup>. However, by 1855 Mr Henry Grazebrook noted that its reputation had somewhat changed:

"Bootle, celebrated as a Wholesome Washing Station ... (where) myriads of the unwashed from the purlieu of Liverpool, repair to this spot, and at high water boldly advance into the sea, male and female promiscuously, each supplied with a square of yellow soap"<sup>4</sup>

Not long after this observation, the 'seaside' was swept away by the construction of the docks, which were also to influence the subsequent development of Bootle from 'pleasant marine village' to Victorian town.

### 3.3.4 Quarries

The presence of sandstone quarries located just outside the Conservation Area on the south side of Merton Road and between Breeze Hill and Hawthorne Road was also influential on the area, providing building stone evident in the sandstone boundary walls; cills and lintels; and other details used throughout the area.

## 3.4 **Archaeology**

The *Merseyside Sites and Monuments Record* notes a number of sites of interest in and around the Derby Park Conservation Area. These include the sites of a tannery, the Water Works, inns, and boundary stones. However, none appear to refer to items which relate to the mediaeval village or earlier. This lack of 'finds', though, should not be interpreted as lack of potential but rather lack of investigation.

The Merseyside Archaeological Service is currently preparing a study (*Merseyside Historic Characterisation Project*) which seeks to record and analyse the development of settlements into towns and conurbations across Merseyside. Bootle will be studied in depth as part of this project.

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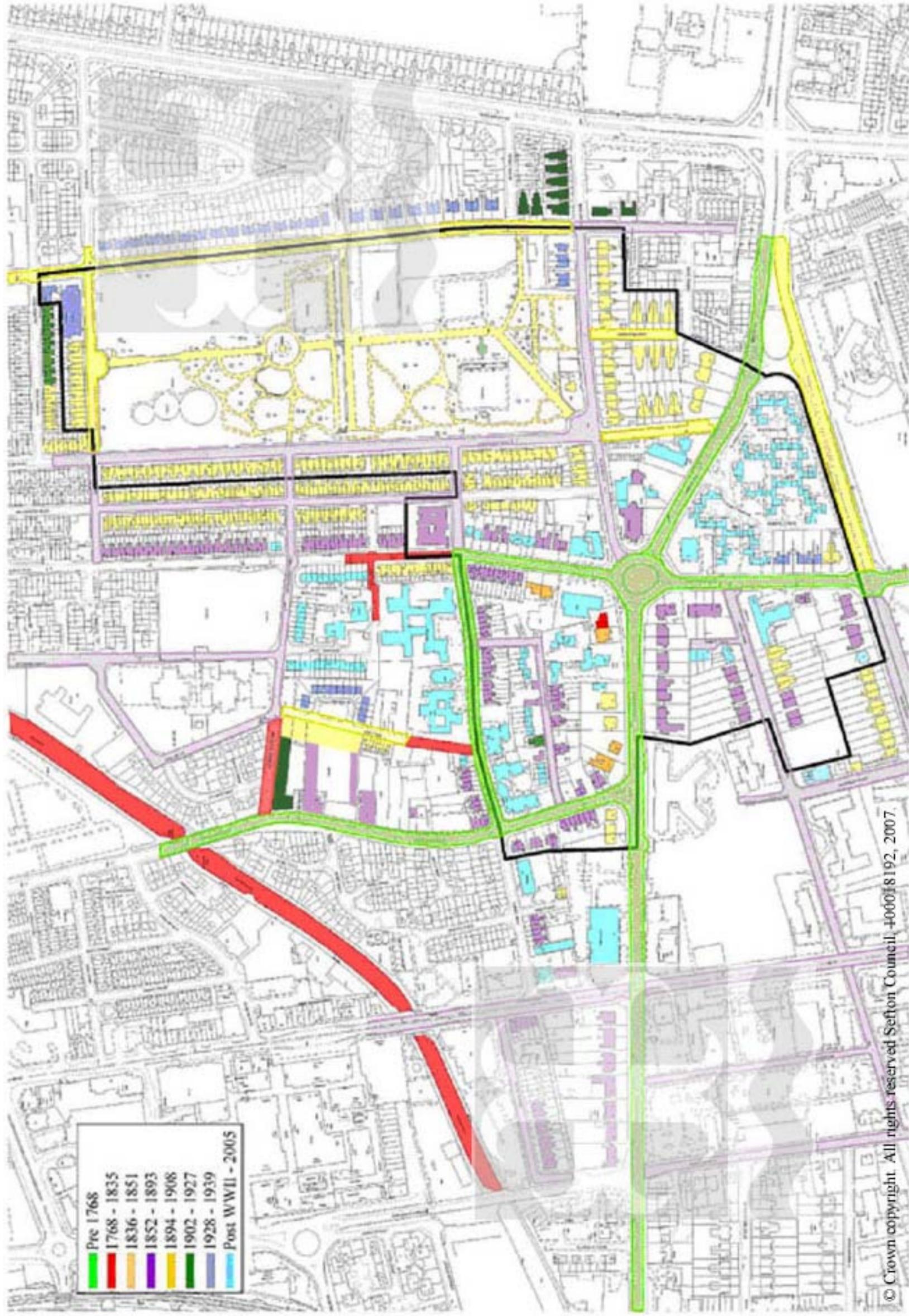
<sup>1</sup> This church was destroyed during the Blitz of 1941.

Freddy O'Connor : *Liverpool – our city • our heritage* p66

<sup>2</sup> Barbara Taylor: *Bootle as it once was - Quiet, rustic place with two coffee houses* (Formby Times 21.01.1981)

<sup>3</sup> VCH : p.32

<sup>4</sup> Mr Henry Grazebrook as recorded by Pat Herrington: *Bootle in Times Past* p.4



DERBY PARK CONSERVATION AREA APPRAISAL

PLAN 04 - SHOWING RELATIVE AGES OF BUILDINGS AND OF ROUTES

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#### 4.0 LANDSCAPE SETTING • VISTAS (see Plan 07 at the end of the section for locations of views)



*Gaz No V.43: Aerial photograph of the Derby Park Conservation Area  
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#### 4.1 Setting and relationship with surrounding area

The southern boundary of the Derby Park Conservation Area is formed by the A5058, one of the main arterial ring roads linking north and south Liverpool. The main vehicular approaches from the east and south are along this road, which is wide and busy. The historic properties which face this road provide an indication of the quality and character of the area which lies behind.



*Gaz no.V.17: View west along Balliol Road*



*Gaz no.V.18: View north along Hawthorne Road*

Whilst the main vehicular approaches from the north, along Stanley Road (A567) and Southport Road (A5038), are outside the Conservation Area, Hawthorne Road (B5110) passes through the centre and is a busy route. Merton Road, from the west, is also heavily trafficked. These main vehicle approaches all converge at the large roundabout in front of Christ Church.



*Gaz no. V.19 : View east up Merton Road*



*Gaz no.V20: Roundabout at junction of five roads*

Given the topography of the area, approaches into the Conservation Area are either up or down, which clearly influences the way in which it is revealed.

Those arriving by train alight at Bootle Oriel Road station. Approaching from Liverpool, the 19<sup>th</sup> century Town Hall is an impressive landmark and conveys something of the civic pride of the 19<sup>th</sup> century town. It also indicates that the focus of the town gravitated westwards from the mediaeval village towards the railway and the Docks.

Walking to the Conservation Area from the station, the approach along Merton Road (a wide, straight road) is dominated by vehicular traffic. Nevertheless, the large Victorian semi-detached properties along the north side are indicative of the former prestige of the area.



*Gaz no. V.21: View west along Merton Road*



*Gaz no. V.22: View east up Trinity Road*

Stanley Road provides the main approach for those arriving by bus and access to the Conservation Area on foot from there is along Merton, Trinity and Balliol Roads. Stanley Road itself is predominantly lined with modern, larger-scale and high-rise buildings; the latter provide an ever-present backdrop to the Conservation Area.



*Gaz no. V.23: View north along Stanley Road*



*Gaz no. V.24: View south along Stanley Road*



*Gaz no.V.09: Tower blocks as backdrop to Derby Park*



*Gaz no.V.04: Tower block seen behind Oxford Avenue*



*Gaz no. V.25: Tower buildings as backdrop to view across land between Well Lane and Litherland Road*

To the east, Derby Park is bordered by mid-20<sup>th</sup> century semi-detached houses. To the south-east, later 20<sup>th</sup> century development dominates the view on the approach from Breeze Hill.



*Gaz no. V.26: View north along Fernhill Road*



*Gaz no. V.05: View west along Earl Road*

The north and west boundaries of the Conservation Area are enclosed by dense terraced housing, similar to that which faces Derby Park, but this disintegrates towards the west giving way to modern housing and more diverse building types.



*Gaz no V.27 : View west along Gloucester road*



*Gaz no V.28 : View north along Litherland Road showing modern housing on west side*

## 4.2 Character and relationship of spaces

Due to its position near the brow of a hill, the Derby Park Conservation Area reveals itself in a variety of ways.

The area has three distinct spatial characters. The first, around Derby Park itself, is defined by its straight, wide roads lined with dense housing. The fall of the hill to the north emphasises the perspective and the length of the park.

The second spatial character within the Conservation Area is formed by the radial routes which converge towards the roundabout in front of Christ Church. Again, these roads are wide and relatively straight, but are lined with much larger semi-detached properties, which are set back from the road. This, together with glimpses through to long rear gardens, encourages a sense of spaciousness.



*Gaz no V.29: View north from Oxford Road*



*Gaz no. V.30 : View north along Worcester Road*



*Gaz no. BUI.12b : Properties on Merton Road demonstrate more spacious qualities*



*Gaz no: . V.42 View of properties on Trinity Road*

The final spatial character is found in the area of the former mediaeval village. Here the roads are much narrower and more arbitrary. Although corners have been aligned and routes straightened over time, the flavour of the mediaeval village is still evident in the road pattern and this is emphasised by the narrow, dense Victorian terraced housing which remains in part (though the area does contain many late 20<sup>th</sup> century buildings).



*Gaz no. BUI.14: View of denser properties on Langdale Street*



*Gaz no BUI.05: View of dense properties on Park Street*

### 4.3 Hierarchy of Routes

A hierarchy of routes exists (see Plan 05), with the majority of the primary streets (Merton Road, Hawthorne Road, Breeze Hill) converging on the roundabout in front of Christ Church. Stanley Road, the major primary north-south route, currently lies outside the Conservation Area boundary.

Secondary and tertiary routes do not conform to any orientational rationale (i.e. they are neither exclusively north-south nor east-west). Secondary routes are Litherland, Worcester and Fernhill Roads running north-south, with Park Street and Oxford and Trinity Roads running east-west. Tertiary routes are Earl Road, Waterworks and Langdale Streets and Merton Grove, running east-west, with Oxford Avenue, University Road and the southern end of Worcester Road running north-south.

Historically, some of the mediaeval street pattern remains, but 19<sup>th</sup> and 20<sup>th</sup> century development has been arbitrarily imposed upon this to such an extent that it is now barely legible.

The larger, grander properties are mostly contained along Merton Road and to the south of it on Trinity, University and Balliol Roads and Breeze Hill, whilst denser development surrounds Derby Park on three sides. The most modest terraced developments sit within the former village area.

### 4.4 Views and vistas within the Conservation Area

Within the Conservation Area there are a number of key views, the most significant of which is that of Christ Church as viewed from Merton Road. This view captures the grandeur of the late 19<sup>th</sup> century development and its determination to impose urban order on the largely rural nature of the former mediaeval village.



*Gaz. no. V.19 : View of Christ Church as seen along Merton Road*

The length and straightness of Merton Road allows Christ Church to dominate the view from as far back as Pembroke Road, defining its landmark status.



*Gaz no. V.31: View of Christ Church from the junction of Merton and St. Albans Roads*

The strength of the Victorian terraces which 'enclose' Derby Park also demonstrate the imposition of order.



*Gaz no. BUI.04 : View south up Worcester Road*



*Gaz no. V.32 : View along Earl Road*

In contrast, the modest intimacy of development within the former village is captured by the properties found in Park and Langdale Streets.



*Gaz no.BUI.05: View east along Park Street*



*Gaz no.BUI.14: properties on Langdale Street*

That Derby Park Conservation Area is situated near the brow of a hill provides opportunity for elevated views. Few, however, have focus. From within Derby Park itself, the terrace permits an elevated view towards St. Monica's Church. This view brings the Church 'into' the park, allowing the grassy slopes to be read as its immediate setting.



*Gaz no. V.33: View across the park towards the Church of St. Monica*



*Gaz no V.34: View west along Waterworks Street towards Derby Park*

Despite the formal layout of the Park, there is some incongruity between the axial layout and the views of the entrances (see below). The grander recessed entrance on Earl Road cannot be appreciated at any distance, whilst the entrance from Oxford Road is set at an angle to the street and can only be appreciated obliquely at a distance. There is, however, one long view of the Worcester Road entrance which is set on axis to Waterworks Street and demonstrates the contrast between the dense housing on either side with the open space of the Park.

Lastly, the view along Hawthorne Road towards 1 & 3 Merton Road, the oldest properties in the Conservation Area, is also significant, although somewhat compromised by streetlights and traffic control paraphernalia.



*Gaz no. V.35 : View of 1 & 3 Merton Road from Hawthorne Road*

#### 4.5 Views out of the Conservation Area



*Gaz no. V.36: View south along Hawthorne Road*



*Gaz no. V.37: View south along University Road*



*Gaz no. V.38: View south at end of Worcester Road*



*Gaz no.V.01: View west along Trinity Road*



*Gaz no.V.13: View west along Waterworks Street*



*Gaz no.V.07: View west along Earl Street*



*Gaz no. V.39: View north along Stanley Road*



*Gaz no. V.40: View north along Hawthorne Road*



*Gaz no. V.41: View east along Oxford Road*

As these photographs demonstrate, the setting of the Conservation Area is dominated by a variety of late 20<sup>th</sup> century development.

#### 4.6 Green spaces and planting

(see Plan 06 at the end of the Section for the location of Green Spaces)

Although Derby Park itself provides the only large and planned green space within the Conservation Area, the contribution which the gardens of the larger properties make to providing greenery should not be underestimated. Whilst these are not generally densely planted, nevertheless, shrubs and mature trees which do feature offer a soft counterpoint to the otherwise hard urban fabric. This is also true of smaller properties which exploit limited front garden space.



The extent and impact of the greenery is particularly well illustrated by the aerial photograph at the start of the section.

The roundabout at the junction of Breeze Hill, Merton and Hawthorne Roads is also a notable green space. Whilst this area is no more than a traffic island, its greenery provides an apron in front of Christ Church which, from the distant view, extends the grounds of the Church and provides an appropriate setting. The grassed area has been carefully raised and surmounts a stone wall. Cars pass almost undetected and therefore do not interrupt the view of the Church. The island was constructed in 1960 to replace a junction controlled by a complicated set of traffic lights and was named *Mark Connolly Island*, in memory of the former Mayor<sup>1</sup>.



Finally, a small grassed area is located in front of the houses of Well Lane Gardens, which have been laid out around the green. This group of houses was built in 1938 and is not unusual for the period, though it is different to the 19<sup>th</sup> and early 20<sup>th</sup> century housing which dominates the area. The green relates exclusively to the housing and therefore has an almost private feel.

#### 4.7 Derby Park

The rapid expansion of Bootle from 'village' to 'town' between the 1830's and the 1880's and the associated increase in Bootle's population created a twofold desire for a public park. Firstly, there was a large resident population with recreational needs. The minutes of the Council meeting of 12 March 1890, where a public park was proposed, explain:

"for many years past the inhabitants of Bootle have felt the great necessity of a public park in the Borough ...The necessity has been accentuated by the abnormal development of the Borough and its rapid transition from an attractive suburb to a thriving and busy town. This development, which still continues - though in a less degree - will in the course of a short time leave but few open spaces, while the need of such spaces will constantly increase. The appropriation by the Dock Board of the entire Bootle foreshore has also deprived the inhabitants of what for generations was an agreeable and wholesome place of resort"<sup>ii</sup>.

Secondly, the developing Victorian town would have been conscious of its status, as reflected by its Incorporation in 1868, the construction of its civic buildings in 1882 and its designation as County Borough in 1888. It would therefore have viewed the provision of a public park a symbol of status, in much the same way as the provision of a "Free Library and Museum, and Public Baths and Gymnasium"<sup>iii</sup>. These facilities had already been provided, as was pointed out at the same meeting.

Although there were those who feared that a public park would attract an 'undesirable element' from Liverpool, the Council, nevertheless, approached Lord Derby, as Lord of the Manor, to donate a portion of land for this purpose:

"Land in the neighbourhood of Breeze Hill ... is considered to be the most suitable in the Borough, as it is dry, airy, and on an elevation"<sup>iv</sup>.

By 1891, Frederick Arthur, the 16<sup>th</sup> Earl of Derby, had agreed to donate approximately 22 acres (c.9ha) of agricultural land to the east of the former village.

In 1893, work commenced on constructing the Park to plans developed by the Borough Surveyor, Mr William Nisbet Blair, and Derby Park was opened to the public in August 1895. Unusually, there does not appear to have been a formal opening ceremony, but this was largely due to an overrun on the project

The Park is approximately rectangular in shape with its long axis running north-south. A terrace was formed approximately half-way along its length to accommodate the changing levels of the hillside.

Two grand carriage entrances exist: the first is set diagonally across the south-west corner of the Park (at the junction of Oxford and Worcester Roads); the second, mid-way along the north side on Earl Road. The latter is recessed by a curved plinth wall and establishes a formal, axial entrance. It is, however, set somewhat incongruously opposite the smaller, less grand terraced houses.

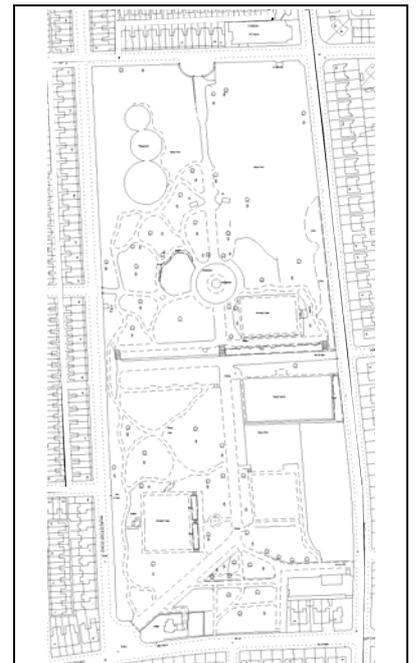
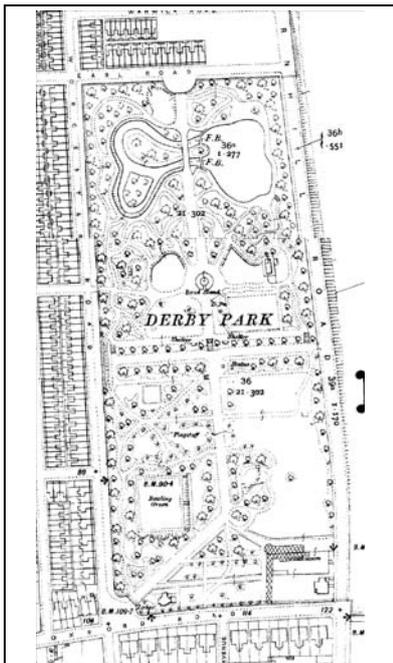


*Gaz no.BOU..01 : South entrance to Derby Park*



*Gaz no.BOU.01: North (Earl Road) entrance*

Entering the Park from the Earl Road entrance, a central level path leads south across a stone bridge, with sunken ground either side. The path and bridge remain from the original layout which included a lake. The lake was filled and grassed over during the 1950's.



Comparison between the current plan and the map of 1908 shows that, other than the loss of the Lake, many of the paths and features of the original Park remain:-

1. Bandstand

The central octagonal bandstand, which lies on axis with the north-south promenade, was built by James Allen & Son of Glasgow.



2. Terrace and Steps

The cross-axis is marked by two east-west promenades: one at the higher terrace level, the other at the lower level. The two paths are linked by three separate flights of stone steps.



3. The Rockery

Between the higher terrace and lower level promenades, a rockery was created which consists of a series of semicircular coursed stone walls set into a rockwork embankment. Two of the semicircles (either side of the central steps) originally contained shelters.



*Derby Park photographed in the late 19<sup>th</sup> century*



*Rockery and original shelters*

4. Poulsom Statue

William Poulsom (1829-1903) was twice elected Mayor of Bootle (1880 and 1881). He and his wife were extremely popular residents of Bootle. Dedicated to the Temperance Movement, they organised concerts and events to promote temperance, which gained a great deal of support in Bootle. This statue (9m high and of Portland Stone) was erected as a memorial to William and Mary Poulsom in 1906



5. Bowling Greens

Two bowling greens were formed as part of the original layout of the Park and these remain today in their original locations: one in the south-west quadrant adjacent to the flagpole; the other in the north-west quadrant immediately adjacent to the east-west lower level promenade.

6. Drinking fountain

A cast-iron structure consisting of a tall column surrounded by four basins, the drinking fountain bears an inscription which indicates that it commemorates the marriage of the Duke and Duchess of York in 1893.



7. Flagstaff

Situated adjacent to the south-west bowling green, the flagstaff bisects a short path which leads directly from the main north-south promenade. It has an octagonal footed stone base which bears an inscription suggesting it was erected in 1923. There is no indication by whom or for what reason it was erected.



8. Lodge

It was originally proposed that the Park would have two entrance lodges<sup>v</sup>. However, this one (designed by Thomas Cox) was the only one built and not until 1899.



#### 4.7.1 **Regeneration Proposals**

The *South Sefton Regeneration Strategy* recognises that Derby Park is a key asset to the area and supports its restoration. Recommendations include improved access, security, management and maintenance. The 'Open Space Framework' acknowledges Derby Park's heritage value and recommends this is fully exploited.

As part of the national *Neighbourhood Renewal Strategy*, Sefton has been awarded financial support from the 'Neighbourhood Renewal Fund'. One of its specific initiatives is the regeneration of Derby Park and, currently, a funding package is being sourced to finance this project.

Furthermore, funding secured through Section 106 Agreements attached to developments within the area, are being used to fund maintenance, landscaping and safety in the south area parks which include Derby Park.

Sefton MBC is currently developing a borough-wide *Parks Strategy* to compliment its *Cultural Strategy*.

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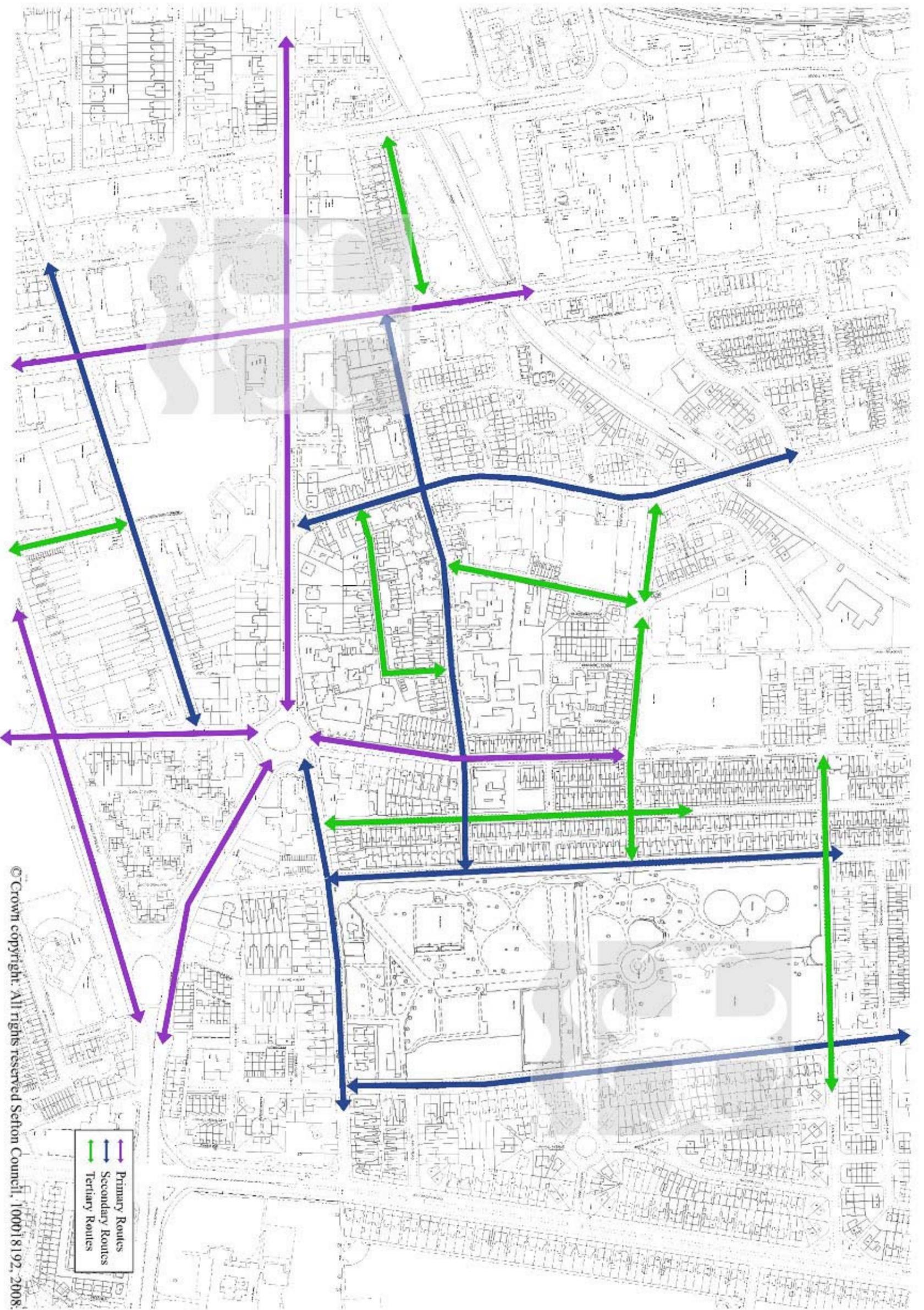
<sup>i</sup> Andrew F Richardson: *Well, I never noticed that!* Part One p.66

<sup>ii</sup> Bootle Council : *Minutes of meeting dated 12 March 1890 - Proposed Public Park* pp276

<sup>iii</sup> Ibid : p277

<sup>iv</sup> Ibid : p278

<sup>v</sup> Council Minutes of the Parks and Baths Committee 14.06.1892



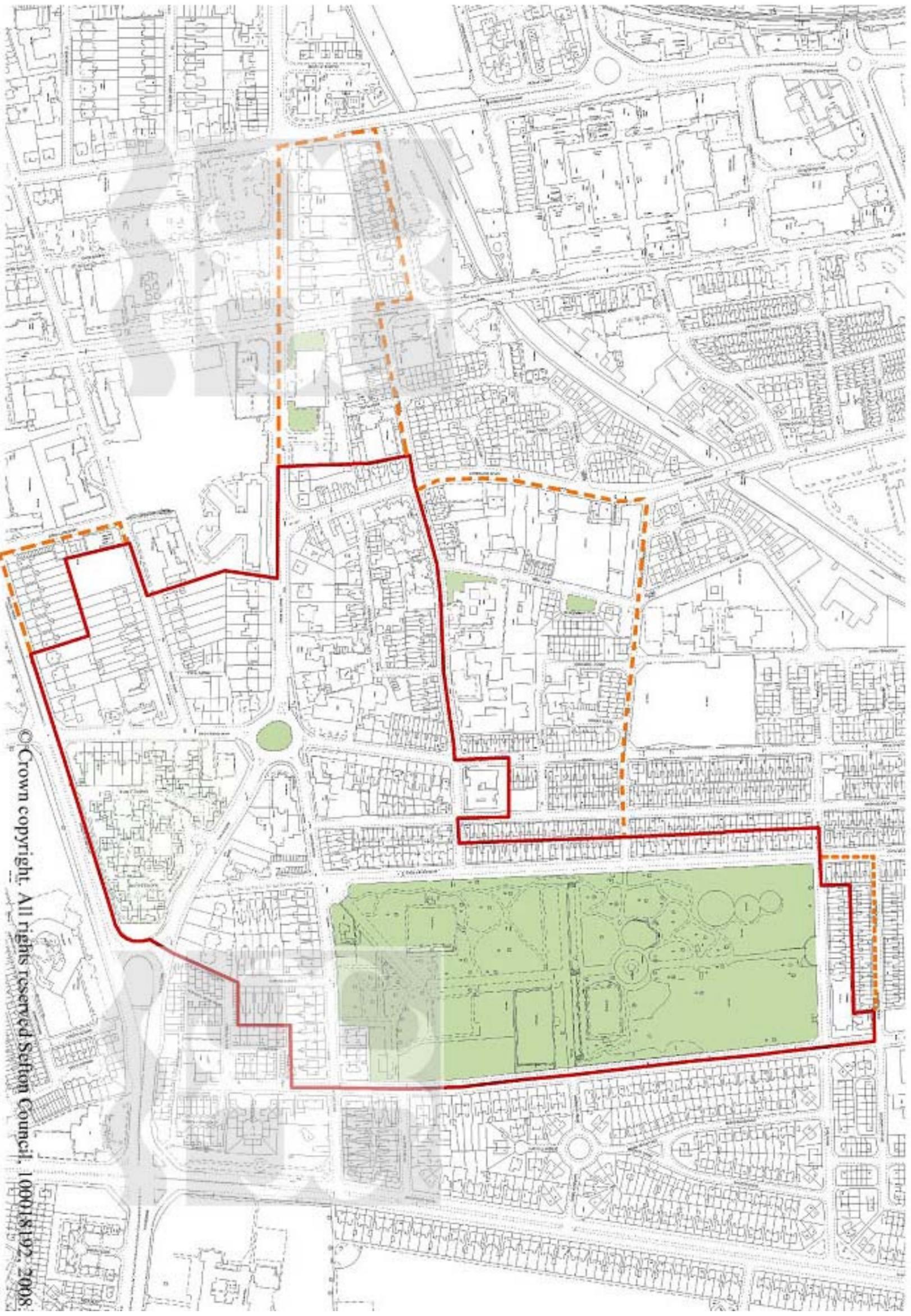
- Primary Routes
- Secondary Routes
- Tertiary Routes

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**DERBY PARK CONSERVATION AREA APPRAISAL**

**PLAN 05 - SHOWING HIERARCHY OF ROUTES**

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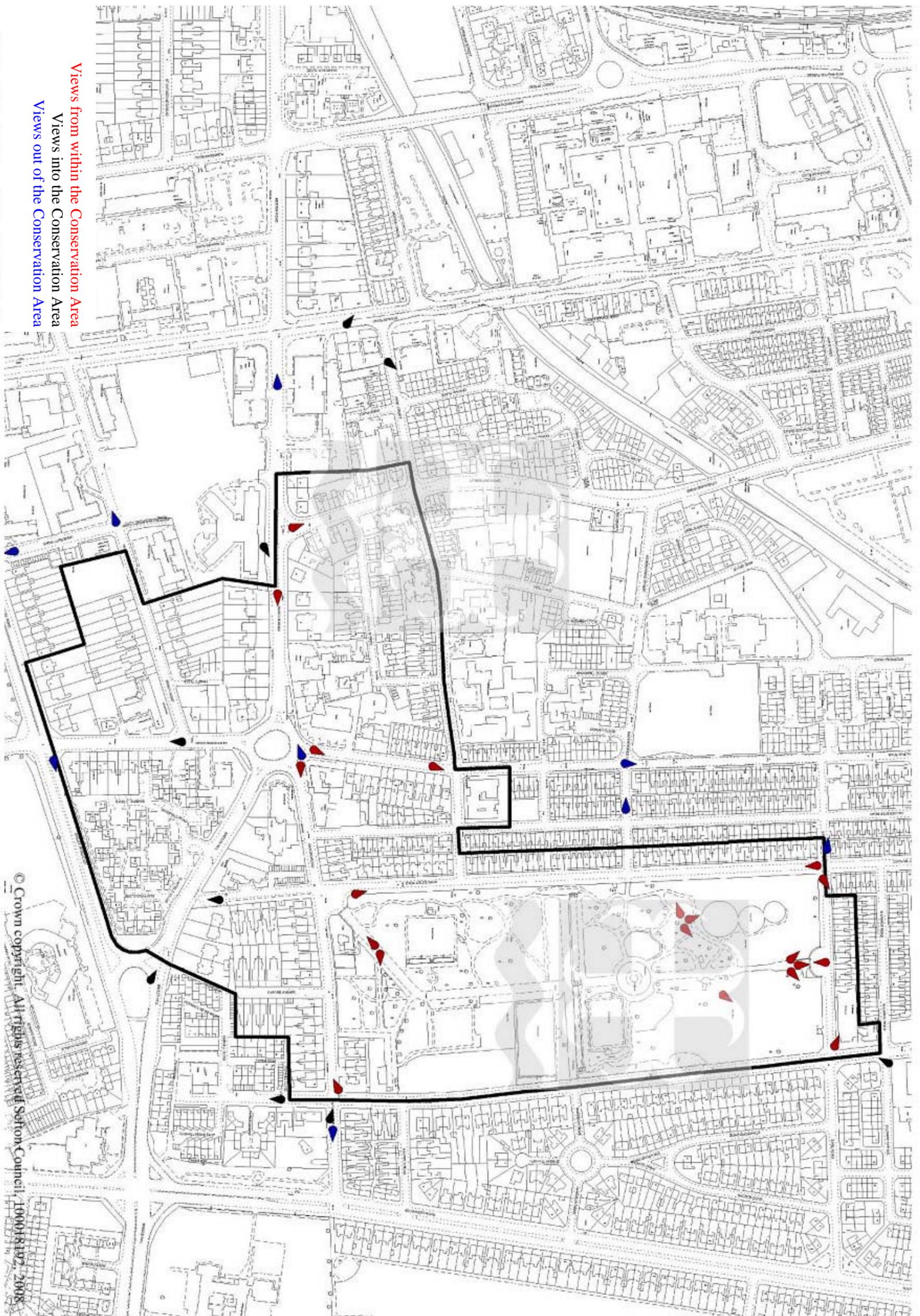


**DERBY PARK CONSERVATION AREA APPRAISAL**

**PLAN 06 - SHOWING GREEN SPACES WITHIN THE CONSERVATION AREA**

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Donald Inshall Associates Ltd., June 2006



Views from within the Conservation Area

Views into the Conservation Area

Views out of the Conservation Area

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## DERBY PARK CONSERVATION AREA APPRAISAL

### PLAN 07 – SHOWING KEY VIEWS OF THE CONSERVATION AREA

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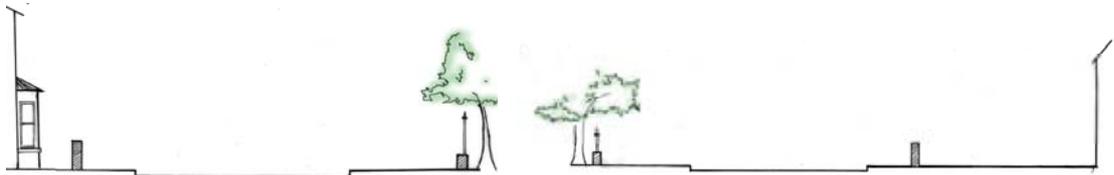
## TOWNSCAPE • FOCAL BUILDINGS

### 5.1 Townscape

#### 5.1.1 Grain

The grain and density of the Derby Park Conservation Area represents a complex mix.

The periphery of the Park is dominated by the dense grain of the Victorian terraced housing on the west and north sides. To the east and south this density decreases slightly, with terraced housing being replaced by semi-detached properties. Nevertheless these are still closely spaced and the overall effect is one of a surrounding wall. This is then juxtaposed with the wide roads and openness of the Park. From within the Park, there is a strong sense of enclosure, though this is diminished by the smaller scale of the 20<sup>th</sup> century properties to the east.



*Comparative section through west side of Worcester Road*

*Comparative section through east side of Fernhill Road*

The properties along Breeze Hill and Merton Road are much more spacious. Although still semi-detached, frontages are much wider; plot ratios are much greater (3-4 x longer than their width); and set-backs from the road are more generous. The spaces between properties contribute to a sense of openness, as do the widths of the streets (which are substantial).



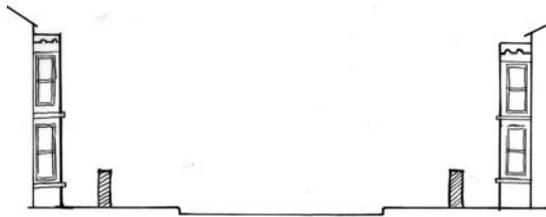
*Indicative section across Merton Road*

On Balliol and Trinity Roads, a number of properties enjoy particularly long narrow plots (with ratios of 6-7 x longer than their width), though, as the majority of the plot is to the rear of the houses, it is only partially perceived from the road.

*Long rear gardens are evident between houses on Trinity Road*



Within the core of the 'mediaeval village', the grain is much denser. Plots are much narrower, containing smaller (2-storey) terraced houses. Smaller front gardens mean that houses have a closer relationship to the streets, which are also generally narrower.



*Indicative section across Gloucester Road*



*Example of back alley behind Merton Grove*

Back alleys were once a common feature of the area, running behind / between rows of terraced houses. However, few of these situations now survive, but examples are to be found (e.g. between the properties which face Worcester Road and Gloucester Road / Merton Road and Merton Grove).

### 5.1.2 Scale

Scale varies throughout the area from modest 2-storey terraced houses to grand 3-storey semi- and detached properties. There is a strong relationship between the scale of the houses and the widths of the streets, and generally, houses are not disproportionate. Furthermore, there is a strong relationship between the scale of the houses and their location within the Conservation Area. Smaller houses are found within the core of what was the mediaeval village, whilst the larger, grander properties are situated along and to the south of Merton Road.

The remaining historic industrial buildings, located between Litherland Road and Well Lane, are multi-storey but are clustered together and are therefore compatible with each other. However, they dominate the adjacent pub (The Laburnum) and are now exposed by cleared land to their south.



*Former tannery and other industrial buildings on Waterworks Street and Well Lane*

### 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 them. Some of these are illustrated diagrammatically below.

The west side of Worcester Road, for example, has a fast rhythm, accelerated by the descent down the hill to the north. It is punctuated only by Park and Waterworks Streets, and a gap created by War damage.



Such a long and continuous rhythm is, however, an exception within the Conservation Area, which is generally much more fragmented and varied.



This may be illustrated by the west side of Litherland Road, between Merton Road and Park Street, which comprises of an offset corner property followed by a short terrace followed by three pairs of semi-detached houses. Set back from the road, the larger properties are separated by irregular spacing. The less orthogonal and rigorous layout at the core of the Conservation Area reflects the more organic street pattern of the mediaeval village.

Rhythms throughout the Conservation Area are also interrupted by modern development which has randomly replaced historic properties.

However, a fairly steady rhythm is achieved along the western portion of Merton Road by the semi-detached properties and spaces of approximately  $\frac{1}{4}$  of their joint width:



These examples demonstrate the dynamic of the area. Where properties are extended to the side or the spaces between buildings are reduced in other ways, not only is the sense of spaciousness lost, but also the rhythm of the street scene is compromised.

#### No.s 1-23 Worcester Road

This group of houses requires special consideration. Whilst their rhythm of :

Bay window – door – window – window – door – Bay window

is regular and consistent, it conceals a staggered plan which is only revealed at roof level where a gablet is located centrally above the paired windows. If the houses were split equally and mirrored about a central axis, as the elevation implies, this room would belong implausibly to both properties. Only because of the local fashion for painting the brickwork facades is the irregularity of the plan expressed.

5.1.4 **Repetition and Diversity**

Given the high proportion of terraced and semi-detached properties within the Conservation Area, the incidence of the repetition of house designs is high. However, subtle variations are often found.

For example, the long terrace on Worcester Road contains the following variations :-



*Worcester Road: Examples of the variations in design*

Some of the properties on Merton Road share the same design features at ground floor level, whilst the upper floors illustrate variation:



*43-45 Merton Road*



*55-57 Merton Road*

For example, whilst both pairs of properties illustrated share the same door-case design, quoins and rusticated brickwork detail, no.s 55-57 have different first floor window surrounds, broken pedimented gablets, and first floor bays.



*1-3 Oxford Avenue*



*58-60 Trinity Road*



*22-24 Oxford Road*

Most repetition occurs within the same street. There are, however, examples of the same design repeated elsewhere. For example, the design of the houses in Oxford Avenue is repeated in Trinity Road and Balliol Road. Furthermore, the design is repeated again in Oxford Road, but this time the plans are swapped to allow the front doors to occur adjacent to the exterior wall.

#### 5.1.5 **Roofscape**

Roofs of the historic properties are generally pitched throughout the Conservation Area, with side gables. The larger terraced houses often have gablets or hipped bays 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, there are properties on Langdale Street, Breeze Hill, and Gloucester Road which are derelict.



*Langdale Road*



*Balliol Road*



*Gloucester Road*



*Waterworks Street*

The former industrial building on Waterworks Street is vacant and in a very poor condition.

There are areas of vacant land between Litherland Street and Well Lane, and on Trinity Road, though the latter may be used as an occasional car park.

### 5.1.7 Building Groups

(see Plan 08 at the end of the section for location of the key building groups)

The majority of the properties within the Conservation Area are terraced. Clearly these work together and each situation should be considered as a group.

However, apart from these, there are four distinct situations where buildings act collectively:-

#### 1. Christ Church



Situated at the junction of five roads, Christ Church is positioned centrally on axis with Merton Road. This allows long views of the Church which unite it to the buildings which flank Merton Road. With the exception of the modern office block, these buildings are complementary: their smaller scale and position relative to the road help to lead the eye towards the dominant spire. Their quality, materials and detailing unify the group in time as well as visually. (The larger scale of the modern office block now competes with the Church for dominance of the view). Closer views visually unite Christ Church to the small-scale poor quality modern buildings (i.e. the nursery, the National Tyres depot and the offices and sheds) which occupy adjacent corners.

#### 2. Former Tannery



This group of former industrial buildings differ considerably to the majority of the

properties within the Conservation Area. They are much bigger in scale and more robust in their design and detailing. They are of considerable historic interest to the area and contribute to the understanding of its development.

### 3. Litherland Road



*Litherland Road at its junction with Merton Road (photograph undated but probably late 19<sup>th</sup> century)*



*Litherland / Merton Road junction today*

The surviving historic properties which form this group provide some sense of 19<sup>th</sup> century Bootle Village. Their contrast to the grander properties on Merton Road reveal the social composition of the area.

### 4. 1 – 23 Worcester Road



This group of terraced houses on Worcester Road demonstrate careful design intent, where houses are paired around a central vertical axis. This gives symmetry and balance to the elevations. However, it belies the staggered plan, where properties alternate between double- and single-frontages (as illustrated by the photographs above).

## 5.2 **Focal Buildings and Features**

(see Plan 09 at the end of the section for the locations of focal buildings and features)

Within the area there are a number of focal buildings and features which form distinctive landmarks. These are as follows:-

### 1. Christ Church, Breeze Hill

Designed by Richard Carpenter and William Slater in 1866, Christ Church was the first church to be built within the area of the original Bootle Village. This predominantly red sandstone church is situated on axis with Merton Road. Its buttressed tower and tall spire make it visible in many directions.



Pevsner's dismissive criticism of an "unimpressive exterior" is flawed. The strength of its position coupled with its size and use of contrasting coloured banding make it an imposing landmark.

### 2. St Monica's RC Church, Fernhill Road

Designed by Francis Xavier Verlade in 1936, the Modernist design of this pale brick Church is very distinctive. Situated at the end of Derby Park, the sloping grassed bank (formerly the lakeside) encourages the Church to be read as part of the Park and this elevation is its most prominent.



*Roman Catholic Church of St. Monica in 1938 and today.*

Pevsner is much more complimentary of this building, classifying it as "epoch-making" because of its unusual design. Its rectilinear form is in stark contrast to the characteristic gables of the surrounding houses. However, it retains the vertical emphasis which is reinforced by the flying buttresses and windows. The latter Pevsner describes as "the distinguishing and indeed unforgettable feature of the church".

### 3. 1-3 Merton Road

Situated at the junction of Hawthorne and Merton Roads, opposite Christ Church,

these two buildings are distinctive landmarks because of their contrasting small scale, their obvious age and their position on a prominent and busy corner. Dating from the 18<sup>th</sup> century, they are believed to have been the hunting lodge of the 10<sup>th</sup> Earl of Derby. No.3 contained the kitchen wing, whilst No.1 provided the accommodation.



#### 4. Park Lodge

Designed by Thomas Cox in 1899, the lodge is situated adjacent to the Oxford Road entrance to Derby Park. It's black and white half-timbered upper floor, together with its small entrance turret make it a distinctive landmark on the approach to and into the Park.



#### 5. Park Gates Oxford Road



*Main entrance to Derby Park in 1902 and today*



Set on a 45° splay to both Oxford and Worcester Roads, this constitutes the principal entrance to Derby Park, although the entrance on Earl Road is, in many ways, the grander. Red sandstone piers demarcate two pedestrian entrances which flank a carriage entrance. The gates date from the mid-20<sup>th</sup> century but, from comparison with 19<sup>th</sup> century photographs, they appear to replicate the originals which were manufactured by Still & Smith of Staffordshire and donated by Lord Derby.

#### 6. Park Gates Earl Road



This entrance to Derby Park is set centrally on the north-south promenade axis. The gates are positioned at the centre of a semi-circular inset created by a sandstone plinth surmounted by railings. As with the Oxford Road entrance, the gates are mid-20<sup>th</sup> century replacements but are of a similar design

#### 7. Park Gates Worcester Road



Although simpler than the Oxford and Earl Road entrances (with only pedestrian access), the red sandstone piers of this entrance are of the same design and scale. Set on axis with Waterworks Street, this entrance provides a focus to the view up this road.

#### 8. Park Gates Fernhill Road

As with the Worcester Road entrance, the access on Fernhill Road is pedestrian only. Again the red sandstone piers are of the same design and scale as the major entrances at the north and south-west of the Park. They are, thus, a major intervention in the regularity of the railings on Fernhill Road and a focal point.



#### 9. Park Bandstand



The bandstand lies on the north-south promenade axis within Derby Park and is also on axis with Waterworks Street. It thus provides a focus both from within and without the Park.

#### 10. Christ Church School

A distinctly different building in scale and composition to the surrounding housing, the former Christ Church School is a landmark along both Hawthorne Road and Park Street. Its long sandstone boundary wall along Gloucester Road provides a contrast to the adjacent modern housing. The former school contributes not only to the street scene, but also to understanding of the history of the area.



*Former Christ Church School today and its interior in 1912*

### 11. Tannery Buildings

Due to their much larger scale and contrasting robust design and detailing, these buildings are prominent feature within the predominantly residential Conservation Area.



## 5.3 Boundaries and Surfaces

### 5.3.1 Boundaries

Historic front boundaries throughout the Conservation Area are typically formed by brick walls with either terracotta or sandstone copings. However, there are also examples of sandstone boundary walls.



*Examples of boundary walls*

Original brick walls are sometimes decorated by recessed panels.

Stone gate piers are also a prominent feature. However, in some instances boundaries have been removed to provide off-road parking spaces or rebuilt in unsympathetic materials or form. There are also instances where gate piers have been relocated to widen openings to allow for car entry.



*Examples of gate pier designs*

The late 20<sup>th</sup> century developments within the Conservation Area demonstrate a variety of boundary types of variable quality and design.

### 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 pavements. There are, however, a few instances where historic surfaces have been retained. For example, granite setts have been retained in the rear alleys behind Merton Grove and Trinity Road; york stone paving exists on the corner of Litherland and Merton Roads.



*Typical concrete and tarmac surfaces (Oxford Road)*



*York stone paving slabs (Merton / Litherland Road junction)*



*Granite setts in rear alley (Trinity Road)*

## 5.4 Streetscape Features

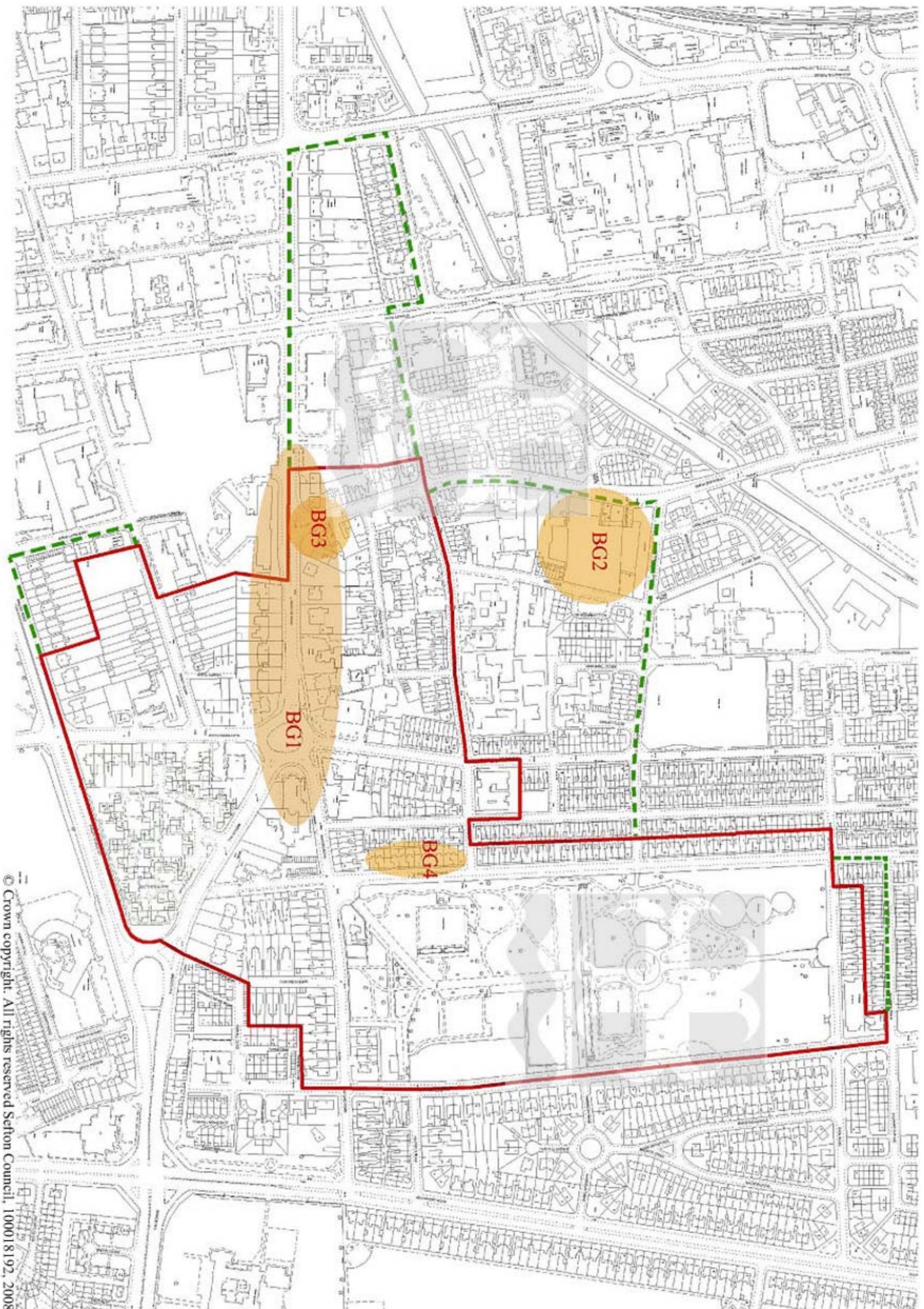
### 5.4.1 Telephone Boxes and Post Boxes

Traditional red telephone and post boxes are to be found in at least two locations within the Conservation Area. These include adjacent to the industrial buildings at the junction of Litherland Road and Laburnum Place and adjacent to the shops at the junction of Litherland and Merton Roads.



These features contribute positively to historic areas and should be retained.

5.4.2 Traditional street signs are retained in many locations throughout the conservation area. These along with other miscellaneous traditional streetscape features such as early service boxes, drainage covers and cellar grids etc. contribute to the interest of the area and should be retained.

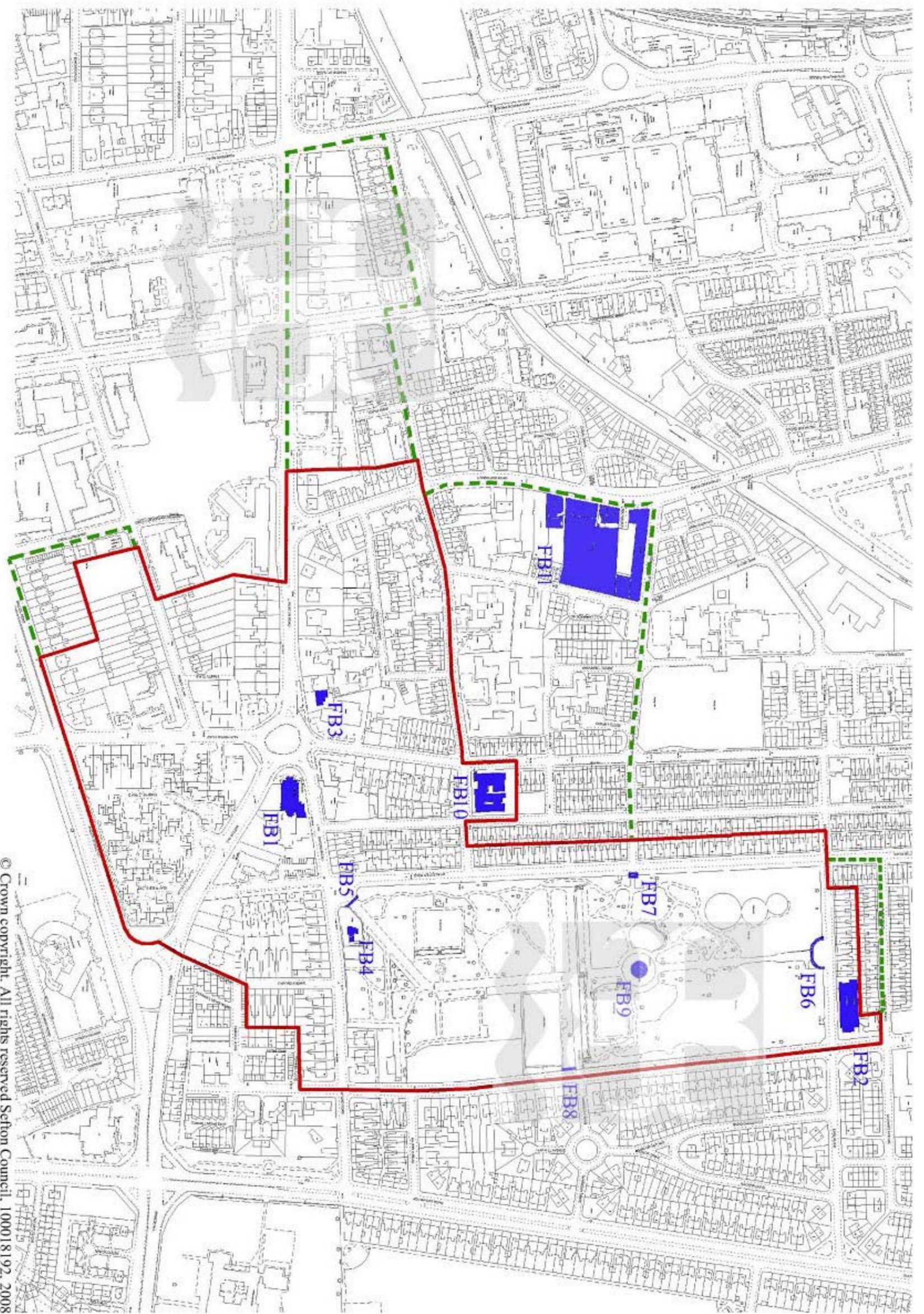


**DERBY PARK CONSERVATION AREA APPRAISAL**

**PLAN 08 - SHOWING KEY BUILDING GROUPS WITHIN THE CONSERVATION AREA**

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Donald Insall Associates Ltd, June 2006



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### DERBY PARK CONSERVATION AREA APPRAISAL

### PLAN 09 - SHOWING FOCAL BUILDINGS WITHIN THE CONSERVATION AREA

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## ARCHITECTURE • MATERIALS • DETAILS

### 6.1 Prominent Styles

Throughout the area the style which predominates is 'Suburban Gothic'. Many of the houses demonstrate features of the style such as gables and gablets; single and two-storey bays; decorative terracotta details; decorative terracotta eaves brackets; and decorative timber fascia boards.



*Typical 'Suburban Gothic' features found throughout the Derby Park Conservation Area*

However, the larger properties on Merton Road display a more 'Italianate' style, with stuccoed or stone window and door surrounds; stone quoins; moulded eaves on decorative brackets; and broken pedimented gables.



*Typical Italianate features found throughout the Derby Park Conservation Area*

The semi-detached properties on Merton Grove have linked verandah-style porches.



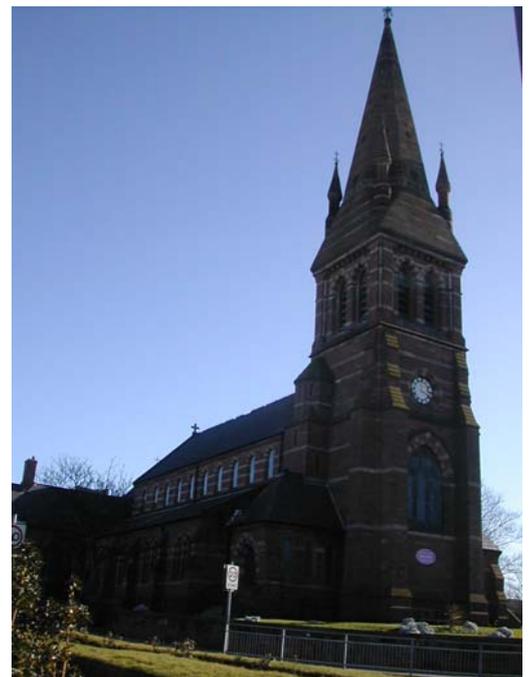
## 6.2 Leading Architects

The houses throughout the area were speculatively built and generally resemble Victorian 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, three buildings by known architects:-

1. Christ Church, Breeze Hill (listed Grade II)  
By Slater and Carpenter (1866)

Richard Cromwell Carpenter (1812-1855) was a friend and admirer of Pugin and promoted the Gothic Revival through the work of his own practice. Of William Ingelow Benjamin Slater (1819-1872) little has been written, but he was firstly Carpenter's pupil and then subsequently his partner. Their London practice became renowned primarily for its ecclesiastical work, both new build and re-ordering of older churches. The practice was of sufficient standing to enable it to enter, in 1888, the competition to design St. John the Divine's Cathedral in New York<sup>1</sup>, although the entry was unsuccessful. Richard Herbert Carpenter (1841-1893), son of Richard Cromwell, continued the practice and partnership with Slater, who, it is now believed contributed more to design than previously thought.



2. Church of St. Monica, Fernhill Road (listed Grade II)  
By F X Verlade (1936)

Francis Xavier Verlade (1897-1960) appears to have been an active church designer across the North West, although little has been written about him. Although his early work appears to have taken inspiration from the Romanesque, his later work (including St Monica's) moved away from the influence of former styles and embraced the work of the International Movement. Pevsner considered Verlade to be an important architect for the region.



*St Monica's RC Church in 1938*



*St Monica's RC Church by F X Verlade (1936)*

3. Derby Park Lodge, Oxford Road (unlisted)  
By Thomas Cox (1899)

No details of his career have been readily available and further research is therefore required. However, it would appear that Cox was not appointed to design the lodge until 1899 – four years after Derby Park opened.

4. Derby Park (registered Grade II)  
By Borough Surveyor William Nesbit Blair (1895)

No details of his career have been readily available and further research is therefore required. How much influence Blair had on the design of the structures and features within the Park is not known.

### **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 by the far the most dominant material and is used almost exclusively for the houses.

**Brick:** The majority of the houses are constructed from hard red pressed bricks, although there are one or two examples of the use of pale yellow calcium silicate bricks and a pale brick is used for St. Monica's Church.



*Pale brick of St. Monica's Church*



*Pale yellow brick in Trinity Road*



*Red pressed brickwork predominates*



*Darker brick found in Merton Grove*

**Terracotta:** Terracotta details are used extensively throughout the Conservation Area in a variety of positions.



**Slate:** Roofs would originally have been of slate. Today, however, whilst some buildings have retained their slates, a considerable number have had new roofs of unsympathetic concrete or clay tiles.



*Examples of traditional slate roofs which have been retained within the Conservation Area*

Stone: Both red and buff sandstone are used throughout the area primarily for boundary walls and gate piers; cills and lintels; and dressings. However, Christ Church itself is constructed from red sandstone with buff sandstone banding.



*Gate pier to Derby Park*

*Boundary wall: Balliol Road*

*Decorated stone lintels: Merton Grove*

*Window surrounds: Merton Road*

#### **6.4 Typical features and details**

(see also Gazetteer of Buildings at Appendix D)

A diverse range of features exist throughout the Conservation Area:-

Bay windows (see below):

Canted bays are common throughout the area. In most situations these are two-storey, though there are single-storey examples (such as those in Park Street). Single-storey square bays are also used: most notably in Worcester Road where they contribute to the composition of these staggered plan houses.

Sliding-sash windows (portrait proportions):

Although a considerable number of houses within the Conservation Area 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.



*Two-storey canted bay with sliding-sash windows: Park Place*



*Single-storey canted bay: Park Street*



*Single-storey square bay: Worcester Road*



*Two-storey bay with original sliding sash windows: Earl Road*

#### Fascia boards:

Where gables are incorporated into the design of the houses, decorative timber fascia boards are often found. However, a number of houses (particularly those on Oxford Avenue and Oxford Road) use decorative terracotta instead of fascia boards.



*Examples of decorative timber fascia boards*



*Examples of terracotta gable details*

#### Eaves details:

Many of the houses within the Conservation Area exhibit decorative details at eaves level. There are examples of both terracotta and painted stucco details and the degree of their intricacy is variable.



*Examples of eaves treatment: some examples are more ornate than others.*

**Door surrounds:**

Ornate door surrounds are found throughout the Conservation Area, but are most notable on the grander Merton Road properties.



*Examples of door surrounds*

**Chimneys:**

Chimneys are a common feature throughout the Conservation Area. Although they are neither particularly tall nor ornate and many have now lost their pots, they nevertheless make a significant contribution to the skyline.



### Gate Piers:

Sandstone gate piers are a typical feature of the Conservation Area. Their size and design vary considerably with the scale and grandeur of the property to which they belong. 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.



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<sup>i</sup> [www.en.wikipedia.org/wiki/Richard\\_Carpenter\\_\(architect\)](http://www.en.wikipedia.org/wiki/Richard_Carpenter_(architect))

## 7.0 CHARACTER ASSESSMENT

In general terms the character of the Derby Park Conservation Area may be defined as a 'Victorian urban landscape'. It has a complete range of housing, including small to large terraced properties, semi-detached houses and villas. It has a focal church and its associated school. It has shops and industrial buildings, together with a planned public park.

The variety of these building types clearly necessitates the sub-division of the area into character zones, to enable more specific character definitions to be drawn.

### 7.1 Character Zones

(see Plan 10 at the end of the section)

#### Zone 1: Village Centre

Although no buildings remain from the mediaeval village, the more organic street pattern which evolved from this time remains at the heart of the Conservation Area. This zone consists of small (mostly terraced) houses and some shops. It is characterised by its denser grain.



#### Zone 2: 'Industrial'

To the north of the early village, this area grew up around the natural spring which provided a plentiful water supply for small industrial processes, such as papermaking, tanning, bleaching, cotton printing and glue making. Today all that remains of these industrial processes are the collection of buildings between Litherland Road, Waterworks Street and Well Lane.

This zone is characterised by buildings which are much larger in scale than the neighbouring housing and more robust in design. The building which fronts Well Lane dates from 1900 (indicated on the building); the frontage to Waterworks Street was constructed sometime between 1902 and 1927 (based on map evidence); and the frontage on to Laburnum Place (including *The Laburnum* public house) dates from between 1852 and 1893 (based on map evidence).



### Zone 3: 'Suburbs'

Along Merton Road, there are larger semi-detached and detached properties:-

The houses on the north side, between Pembroke and Stanley Roads, share common features (such as door and window surrounds) which give them uniformity of character. Although different, the houses on the south side, between Hawthorne and Stanley Roads have stylistic similarities. The houses on the north side of Merton Road, between Hawthorne and Litherland Roads, are detached and some are older, but they also demonstrate similar features, such as window surrounds and string courses.

The semi-detached houses on Breeze Hill are of a comparable size, although stylistically different.

The semi-detached properties on Trinity and Balliol Roads are smaller than those on Merton Road, but they also have large gardens and are set back from the road.

Common throughout the different properties which comprise this zone, is a sense of spaciousness which is consistent with Victorian suburban residential developments.

### Zone 4: Christ Church

This zone is specific to Christ Church. The dominance of the church and its location at the end of a long straight road sets it apart both physically and characteristically from the rest of the area.

Whilst the church has a visual relationship with the adjacent corner properties on Breeze Hill and Oxford Road, these unsympathetic modern buildings are fortunately of a small enough scale to not compete with or dominate the church. However, the poor quality of their design and construction, and their unsympathetic materials do have a negative impact when viewed with the Church.

### Zone 5: Derby Park

Although a substantial public park, the rectilinear shape, the formal layout, the railings and the close relationship to the Victorian housing which fronts it on three sides, gives Derby Park an enclosed, almost private quality. It thus has faint suggestions of a Georgian square.

## **7.2 Contribution of unlisted buildings and structures**

With only four<sup>1</sup> listed buildings within the Derby Park Conservation Area, the character of the area is thus defined and expressed by the numerous unlisted buildings and structures it contains. Of particular note are :-

- Worcester Road terrace:  
This provides a strong backdrop to the Park and emphasises the straightness of the road, particularly when viewed from the junction with Oxford Road.
- The range of houses contained within the area:  
From very small terraces to very large, grand semi-detached, this clearly demonstrates the social mix which the area contained when it was constructed.

- Christ Church School, Park Street:  
Aesthetically, this building contributes to the view along Hawthorne and Gloucester Roads, interrupting the rhythm of the street. Historically, it contributes to the range of building types which help to explain the development of the town.
- Tannery, Well Lane  
The frontage of this industrial building provides a strong contrast to the adjacent small-scale housing. It also contributes to the understanding of the area, demonstrating the mix of activities it contained.
- 9 Merton Road  
This is an imposing villa with an attractive lantern roof feature. The property was home to William Jones “Klondyke Bill” during his time as mayor of Bootle.
- 15 and 17 Merton Road  
Angled to face towards the approach from the west along Merton Road, they are aesthetically attractive and provide a visual pull into Litherland Road (and what was once the Village).
- 21 - 31, Litherland Road  
These three pairs of attractive semi-detached houses, whilst much more modest than the grander semi's elsewhere within the Conservation Area, demonstrate similar decorative features (e.g. window surrounds, decorated fascia boards) and a general sense of spaciousness. They contribute to the range of housing.

### **7.3 Special Interest of the Area**

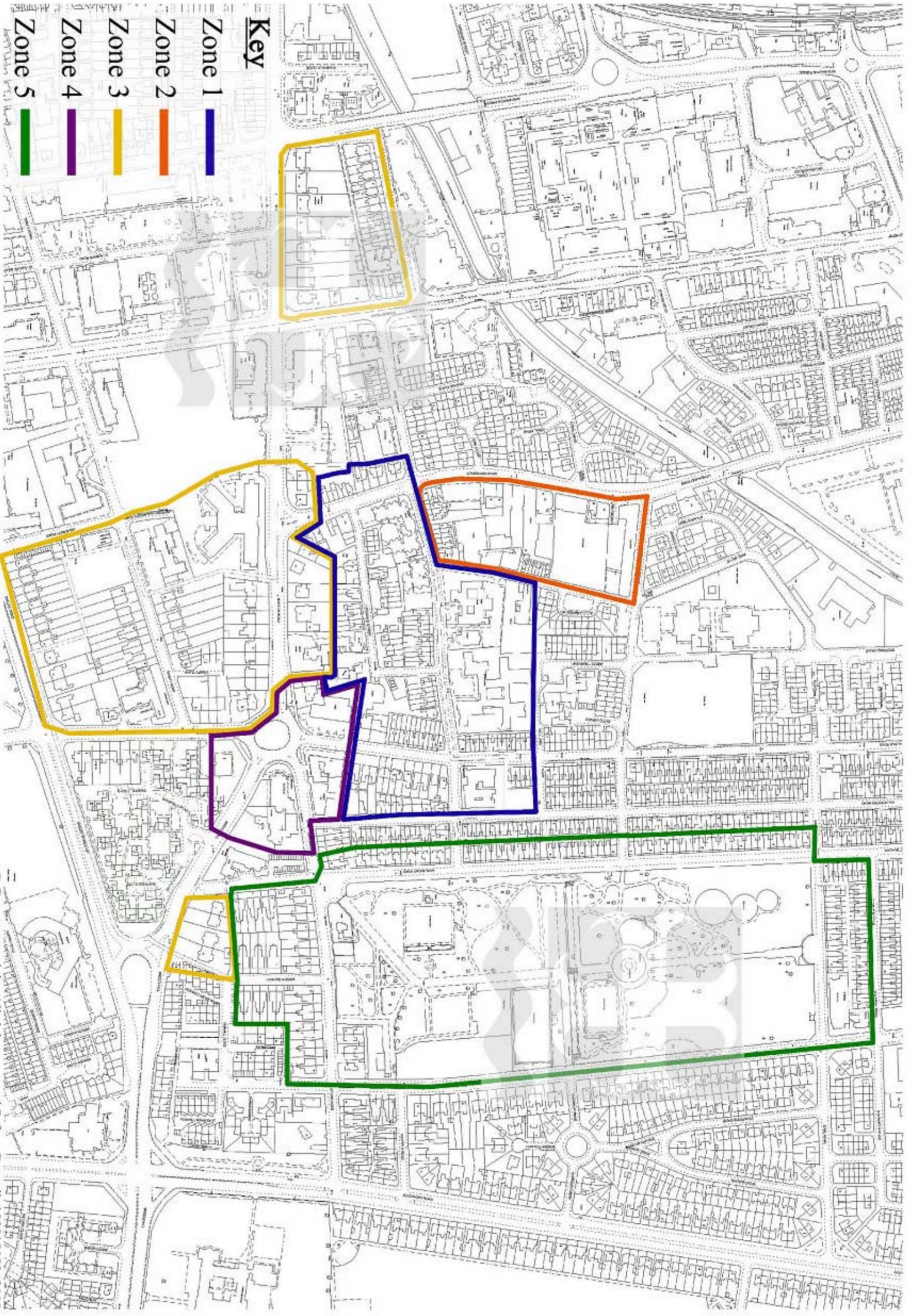
The special interest of the Derby Park Conservation Area lies in its history, representing the unique development of a settlement.

Bootle appears to have remained as a small village until the mid-19<sup>th</sup> century at which time it was overlaid with a Victorian town. Growth and change were rapid and extensive, rather than incremental over time.

The inclusion of a formal planned urban public park is illustrative of the status and size of the town which superseded the Village.

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<sup>i</sup> Christ Church, the Church of St Monica and No.s 1 and 3 Merton Road, which are listed separately.



**DERBY PARK CONSERVATION AREA APPRAISAL**

**PLAN 10 - SHOWING CHARACTER ZONES**

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## 8.0 NEGATIVE FACTORS AND OPPORTUNITIES FOR ENHANCEMENT

### 8.1 Overview

The Derby Park 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 an area and these fall broadly into the following categories:-

Poor quality / inappropriate later 20<sup>th</sup> century development  
Unsympathetic alterations

### 8.2 Poor quality later 20<sup>th</sup> century development

New residential developments which have been constructed within the Conservation Area since the 1960's cannot be assessed as having preserved or enhanced its historic character. Examples are evident in many of the streets, including Breeze Hill, Hawthorne Road, Litherland Road, Merton Road, Park Street and Waterworks Street.

Houses are generally of a much smaller scale and therefore look incongruous in the street scene. Flat developments, whilst often of an appropriate scale, present long unbroken facades and lack the design quality, rhythm, 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.



*Examples of inappropriate housing found within the Conservation Area*

There are also examples of other building types which are of an inappropriate scale and form:-



*Examples of inappropriate development found within the Conservation Area*

### 8.3 Unsympathetic alterations

There are a number of examples throughout the Conservation Area of unsympathetically designed loft conversions and other alterations. These destroy the uniformity of the roofscape and the balance of the building.



*Examples of unsympathetic alterations 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.



*Examples of inappropriate roofing materials compared to the qualities of original natural slate*

**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*

**Painting of brickwork:** The properties within the Conservation Area are almost exclusively constructed from brick.

However, there are an overwhelming number of examples which are to be 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.

It is not clear why this trend has been adopted.



*Examples of houses with painted brickwork facades*

**Windows and doors:** Houses of the period of those found within the Derby Park Conservation Area would typically have had timber sliding-sash windows, of either four panes (two over two) or two panes (one over one). A few houses have retained their original windows, but 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.

Doors have survived better, and there are numerous examples of original timber front doors to be found within the area.



*Examples of unsympathetic replacement windows and doors*

Loss of boundaries: 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. Though not as pervasive as, for example, window replacement, there are nevertheless examples to be found within the Conservation Area.



*Examples of properties where boundaries have been removed*



*Examples of inappropriate replacement boundaries*

Replaced boundaries: As with the removal of boundary walls, their replacement with inappropriate materials and designs has 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.

Traffic: As with most historic environments, the volume and speed of traffic has a detrimental effect on the quality of the area. Merton, Stanley and Balliol Roads, together with Breeze Hill, are major routes through the area, requiring a considerable amount of management (i.e. traffic lights, signs, etc). Inevitably such features are visually intrusive and detract from the quality of the area.

## **8.5 Development Pressures and Loss**

Within the Derby Park Conservation Area there are two vacant sites and a few notable derelict buildings. However, there appears to be little building activity currently within the area.

The evidence of past development pressure is, though, evident in the high number of late 20<sup>th</sup> century buildings, the quality and appropriateness of which is variable. To avoid continued loss of buildings and inappropriate modern intrusion, careful management is required.

Careful management is also required to avoid the loss of not only individual properties, but also, and more commonly, the loss of details and elements, such as windows, gate piers, front boundaries, slated roofs, etc.

## **8.6 Opportunities for enhancement**

To counteract the negative factors which are detracting from the character of the Derby Park 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 revision and redistribution of the existing guidance leaflet, 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. Article 4 Directions**

Following the redistribution of the 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.

### **3. 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. Certain roads are particularly wide and would visually benefit from trees. The planting of trees within the pavement zone on these roads might therefore be considered. This would be particularly effective along:

- i. Merton Road - trees either side of the road would help to reduce the harshness of the road, deaden the noise and would help to signify the 'specialness' of the road (as part of a Conservation Area). It would also help to unite the whole road either side of Stanley Road and minimise the impact of the more modern buildings on the view of Christ Church.
- ii. Breeze Hill - trees planted either side of the road would help to reduce the harshness of the road, deaden the noise and would help to signify the 'specialness' of the road (as part of a Conservation Area). It would also help to minimise the impact of modern houses of Sandfield and Clayfield Roads and conceal their harsh boundary walls.
- iii. Worcester Road and Fernhill Road - given the widths of the pavements which surround the Park, there may be some scope for tree planting. This would help to visually reduce the widths of these two roads and to unite the exterior of the Park with the interior, delineating a 'promenade' (compare with Sefton Park in south Liverpool).

#### 4. Lampposts

Generally, lampposts within the Conservation Area are of a standard design. Consideration should be given to either repainting them all black OR introducing a single style (specifically for use within Conservation Areas) throughout the area.

#### 5. Pavement and road surfaces

The area currently uses tarmac and concrete for road and pavement surfaces. 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.

#### 6. Traffic Management

The width and straightness of both Worcester and Fernhill Roads encourages traffic to travel at speed. Both roads would, therefore, benefit from an appropriate form of traffic calming. This could be designed in conjunction with the tree-planting suggested above.

Some consideration might be given to diverting through traffic away from Merton Road / Breeze Hill by directing vehicles to Balliol Road (an already established major road). However, care must be taken not to totally exclude visitors, which could destroy some of the vitality of the area.

#### 7. Former Christ Church School (YMCA)

This building is currently used as a community facility and has recently benefited from a grant. Further improvements to its appearance would be desirable and enhance its status as a focal building within the conservation area..

#### 8. Vacant land between Well Lane and Litherland Road

This site is currently derelict and unsightly, and detrimental to the character of the Conservation Area. It has, however, been designated by Sefton MBC as an 'opportunity site' within the UDP and it is likely that housing development will be supported. Dialogue with developers is essential to ensure that development of an appropriate quality and design is encouraged and achieved.

#### 9. Former tannery buildings Waterwork Street and Well Lane

These buildings have been identified elsewhere within the Conservation Area Appraisal as being of considerable historic and architectural importance. Every effort should therefore be made to retain these buildings should redevelopment be considered. Conversion rather than demolition is the preferred option.

#### 10. Car Park adjacent to 46 Trinity Road

It is understood that this car park is due for closure in the near future. Redevelopment of this site is to be encouraged and dialogue with developers is essential to ensure that the development is of an appropriate high quality design, in keeping with the existing historic development pattern.

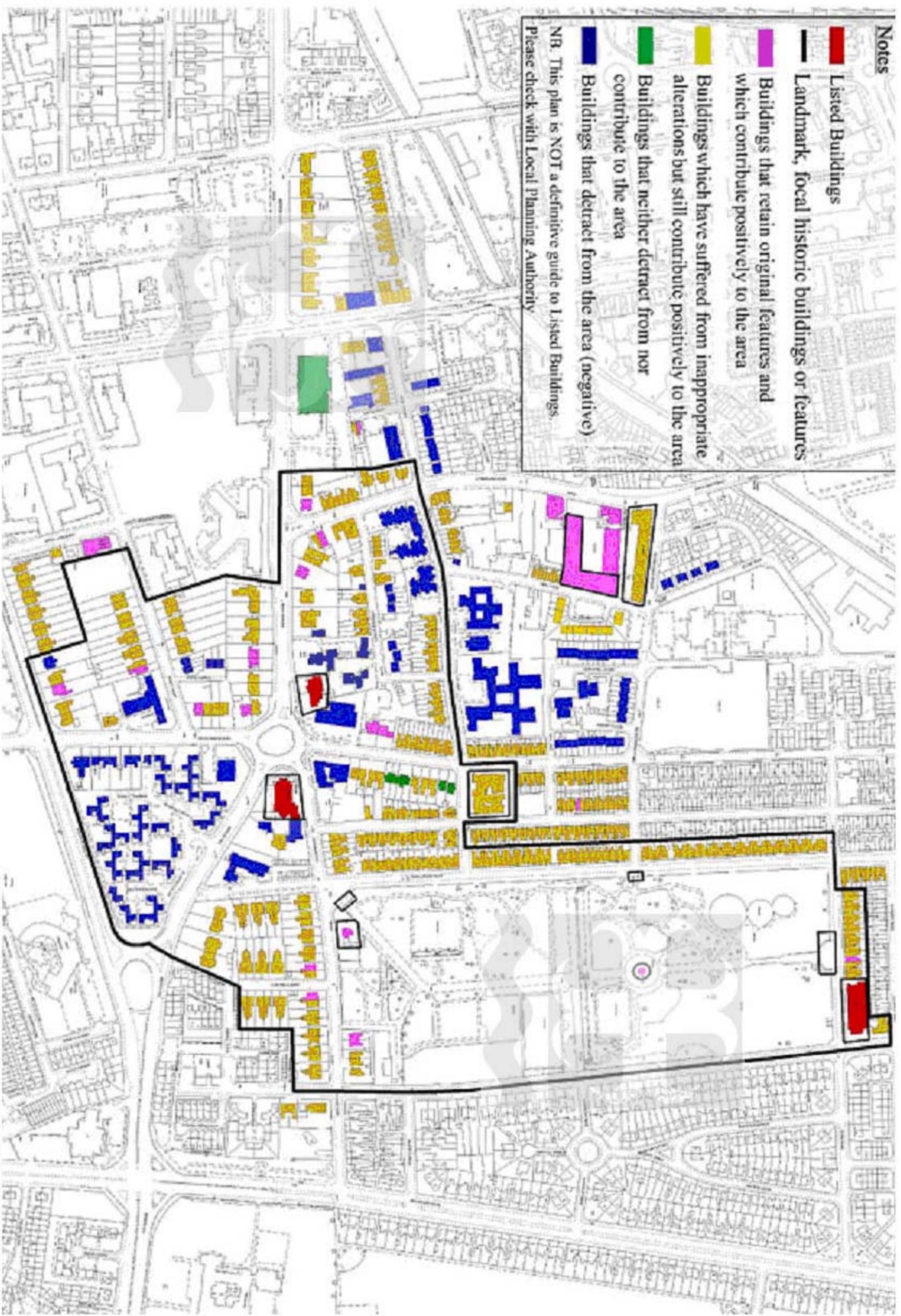
#### 11. Housing Market Renewal Initiative

Whilst the Derby Park Conservation Area falls within a Housing Market Renewal Pathfinder area, opportunities to access funds for the enhancement of the area are likely to be very limited. Furthermore, the Conservation Area is considered to be one of the more stable areas within South Sefton and is therefore not viewed as a priority.

Nevertheless, the HMRI is a long-term strategy programmed to last for 10-15 years and, whilst all monies for the initial period (2006-2010) will be targeted on two existing priority areas, it is possible that future funds may become available towards the end of the programme.

Currently a Neighbourhood Renewal Assessment is being undertaken to identify specific social, economic and environmental problems within the area which must be addressed and, following this, a masterplanning exercise will determine future priorities.

Derby Park may therefore receive some future benefit from this initiative.



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**DERBY PARK CONSERVATION AREA APPRAISAL**

**PLAN 11 - SHOWING CONTRIBUTIONS OF BUILDINGS**

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## **9.0 RECOMMENDED AMENDMENTS TO CONSERVATION AREA BOUNDARIES** (see Plan 12 at the end of the section - designated boundary is shown in red)

### **9.1 Designated Boundary**

The existing boundary as designated has generally been tightly drawn, and to some extent, reflects the different character zones. There are, however, several amendments which are recommended for consideration.

### **9.2 Amendments**

#### **9.2.1 14 – 34 BALLIOL ROAD (See Gaz No Bui.19)**

REASON: This group of houses are of a similar design and quality as others elsewhere within the Conservation Area (eg 54-64 Trinity Road). They are of equal quality and importance as 2-8 Balliol Road, which are already included. Their omission is therefore incongruous and by including them within the Conservation Area, they will enjoy similar protection to their immediate neighbours.

#### **9.2.2 2 UNIVERSITY ROAD (See Gaz No Bui.18)**

REASON: Constructed between 1894 and 1908, this house is of a similar quality to other contemporary properties elsewhere within the Conservation Area. Its omission is therefore incongruous.

#### **9.2.3 PROTESTANT FREE CHURCH TRINITY ROAD (See Gaz No Bui.17)**

REASON: Although of a different period to the neighbouring houses on University and Trinity Roads, this building is unusual, exhibits architectural quality and demonstrates the evolution of the area. Furthermore, it occupies the site of an earlier Welsh Congregational Chapel.

#### **9.2.4 AREA BOUNDED BY MERTON ROAD / PEMBROKE ROAD / MERTONGROVE / PARK STREET**

REASON: Although this area contains a number of unsympathetic modern buildings, it also contains a number of historic properties which would contribute positively to the character and understanding of the area:-

The houses on the north side of Merton Road (between Stanley and Pembroke Roads) are of equal quality to those further along Merton Road which have already been included within the Conservation Area. They would contribute positively to the character of the area and would help to illustrate the development of 'Village-to-Town'.

The semi-detached properties which front Merton Grove are smaller but represent an intermediate development between the grander semi's (such as those on Oxford Avenue or Trinity Road) and the terraced properties. They have an unusual verandah-type porch detail.

The shops which front Stanley Road are also important. They are of a similar quality to those on Litherland Road (already included within the Conservation Area) and demonstrate that the area contained all of the facilities expected of a Victorian Town (ie it was not simply a residential suburb of Liverpool).

The smaller terraced properties on Park Street and the two remaining in Park Place are of

equal quality to others further along Park Street which are already included.

The Magistrates Court at the junction of Merton and Stanley Roads is of a distinctly modern design, but has retained the vertical emphasis which is a predominant feature of the terraced properties within the Conservation Area. The elevations have been subdivided into bays which help to give it the rhythm of a terrace. The use of brick and of decorative details is also sympathetic to the area and the building as a whole is therefore not unworthy of inclusion.

**9.2.5 AREA BOUNDED BY LITHERLAND ROAD, WATERWORKS STREET AND WELL LANE**

**REASON:** This area contains a number of historic properties which represent the more industrial quarter of the Town (and the Village before it). The Tannery building which fronts Well Lane is of a quality no longer found in industrial buildings and uses brick and terracotta detailing which relates to that used on the terraced housing in the area.

The building which forms the frontage on to Waterworks Street is currently in a poor condition. However, it represents an early 20<sup>th</sup> century industrial building where the use of the exposed structural system is unusual. Its architectural significance requires further investigation.

The modest terraced houses on Well Lane represent the humblest dwellings set immediately at 'back-of-pavement' and complete the picture of the social structure of the historic town.

**9.2.6 AREA BOUNDED BY WELL LANE, WATERWORKS STREET AND HAWTHORNE ROAD**

**REASON:** This area includes the site of the original spring - the reason for the existence of the settlement and its subsequent development. Although there may no longer be any 'above ground' remains to indicate the exact location of the spring, the later pumping station or filter beds, the area is, nevertheless, of historic interest.

The area contains a number of terraced houses and shops of equal quality to those already included within the area.

**9.2.7 AREA BOUNDED BY EARL ROAD / WORCESTER ROAD / WARWICK ROAD**

**REASON:** The end of the Worcester Road terrace which fronts on to Derby Park contains similar detailing to and therefore has a relationship with the Earl Road terrace. It completes the residential border to the Park and should be included within the Conservation Area. For practical administrative reasons the whole of the terrace between Warwick and Earl Roads should be included. Furthermore, this terrace and that on Warwick Road demonstrate design differences which would contribute positively to and more fully represent the richness of the variety of housing contained within the area.

**9.2.8 FOR REMOVAL FROM THE CONSERVATION AREA:  
CLAYFIELD CLOSE / SANDFIELD ROAD / 170-184 HAWTHORNE ROAD**

(See Gaz No. Bui.20)

**REASON:** The properties within Clayfield and Sandfield Close are modern houses which do not demonstrate the same characteristics or quality of design found elsewhere within the Conservation Area.

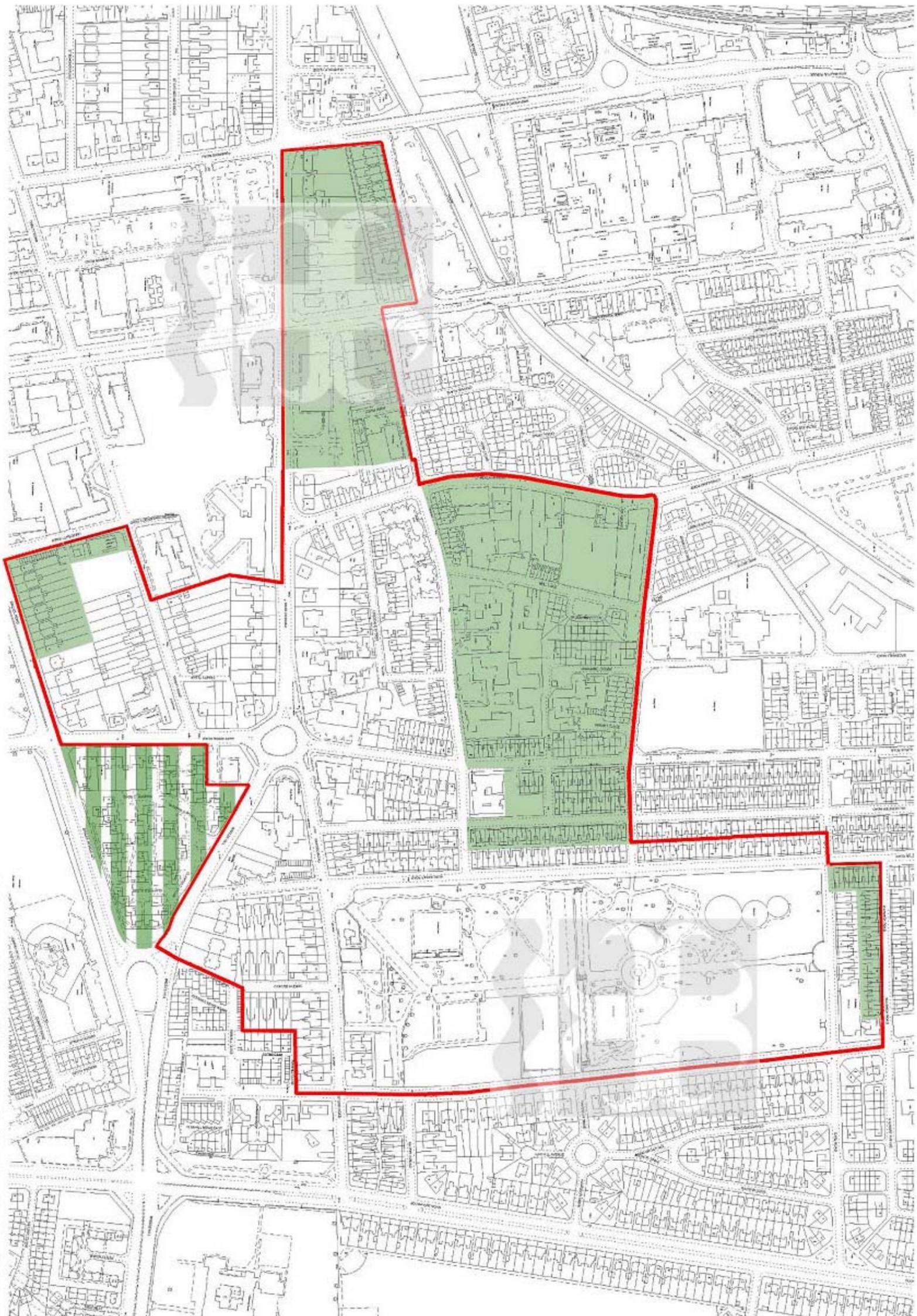
No.s 164-166 Hawthorne Road, whilst historic properties, have been so badly altered

and compromised that they no longer contribute positively to the character of the area and are barely legible as historic houses.

[NB Although a modern and unsympathetic building, no. 178 Hawthorne Road has been retained within the Conservation Area. Because of its relationship to Christ Church, future development of the site needs to be carefully controlled]

### **9.3 General**

In general it is recommended that, in all situations where the boundary runs in front of buildings, it is 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 meaningful way.



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## DERBY PARK CONSERVATION AREA APPRAISAL

### PLAN12 - SHOWING ALTERATIONS TO CONSERVATION AREA BOUNDARY

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Donald Insall Associates Ltd., June 2006