



# Hesketh Road

Conservation Area Appraisal &  
Management Plan  
Adopted xxx 2023

This conservation area appraisal was prepared by Sefton Council in November 2021.



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## Hesketh Road Conservation Area Appraisal & Management Plan

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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 supported by the National Planning Policy Framework (NPPF), the National Planning Policy Guidance (NPPG) and Historic England 'Advice Note 1'. The principles within the NPPF, the NPPG and 'Advice Note 1' are further supported by Sefton Council's Heritage policies contained within its Local Plan. This legislation and policy framework enables the authority to exercise greater control over development within Conservation Areas and, where appropriate, this may be supplemented by the use of 'Article 4 Directions' to remove permitted development rights. In this way, minor changes, which may be cumulatively detrimental, can be more closely controlled.

Historic England have also produced a suite of documents that expand on the NPPF and provide further advice on all different aspects of the historic environment, particularly "Guidance on the Management of Conservation Areas", "Conservation Area Appraisals", "Streets for All" and "Valuing Places". Local Authorities have a duty to review, from time to time, their areas to ensure that places of special architectural or historic interest are being protected. The boundaries of existing Conservation Areas may be revised, new areas may be designated and those areas which have been eroded to the extent that their special character has been lost, may be de-designated.

#### **NPPF**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

#### **NPPG**

<https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#designated-heritage-assets>

Historic England 'Advice Note 1'

<https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/heag-268-conservation-area-appraisal-designation-management/>

### **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 by increasing its control over developments, in addition to normal permitted developments. It does this in the following ways:

- Buildings and structures may not be demolished without Planning Permission.
- Trees of a minimum 75mm diameter trunk at 1.5 metres above ground) are protected and all work to them requires consent from the Council.
- New development is expected to reflect the quality of design and construction of the surrounding area and should make a positive contribution to the area's character.

Local planning authorities may, if necessary, exercise even greater control by removing the basic permitted development rights of householders. Under section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Council has a legal obligation to ensure that "special attention shall be paid to the desirability of preserving or enhancing the character or appearance" of the area when deciding planning applications.

### **Need for an appraisal**

The first step to protecting the inherent qualities of a Conservation Area is having a thorough understanding of its character. This should then underpin local policies for the area's protection. Such a definition requires a thorough appraisal of the area to assess the contribution of each element (e.g., buildings, boundaries, trees, surfaces, etc.) to the area's overall character. Whilst this appraisal aims to identify the essential elements which give this Conservation Area its character, it is not intended as a detailed evaluation of each building and feature. Therefore, any buildings, features and details may still have importance even though not specifically referred to in the document and any omissions do not indicate lack of merit or interest.

Conservation Area designation may result in implications for property owners through increased statutory controls which carefully manage development, however designation can also enhance economic and social wellbeing and provide a sense of continuity. The most effective conservation work can act as a catalyst for further regeneration and improvements to the public realm. Conservation Area Appraisals allow the public to offer comment on the observations and recommendations made within and the justification of designation as a whole.

## **1.0 Introduction**

### **1.1 Background**

This appraisal has been prepared by the Planning Department from Economic Growth and Housing of Sefton Metropolitan Borough Council. The purpose of the Appraisal is to clarify the designation of Hesketh Road Conservation Area. This designation gives the Local Planning Authority additional powers and control with which to protect and enhance the areas characteristics.

### **1.2 Scope and Structure of the Study**

The scope of this appraisal is based on '*Guidance on conservation area appraisals*', a document published by Historic England. In accordance with the guidelines, the following framework has been used as the basis for this analysis:

- Location and context
- Historic development
- Landscapes and vistas
- Townscape and focal buildings
- Architecture materials and details
- Negative factors and opportunities for enhancement
- Management Plan
- Recommended amendments to the conservation area boundaries

The appraisal has been structured in accordance with this document, focusing on specific areas that have been highlighted within the document. Along with written documentation, visual material has also been included, encompassing plans (both historical and current) and photographs. The appraisal concludes with a management plan and recommendations for amendments to the Conservation Area boundary. It is the aim of this appraisal to identify and examine those elements which individually and collectively define the essential character of the area.

## 2.0 Location and Context

### 2.1 Location

Hesketh Road Conservation Area is located in the North of Sefton, approximately a mile North of Southport town centre. The North side of Hesketh Road backs onto Hesketh Golf Course. It covers an area of 5.4 hectares.



*Plan 1- Location of Conservation Area in relation to Southport Town Centre.*



*Plan 2- Location of Conservation Area in relation to Hesketh Golf Course.*

### 2.2 Topography and Geology

Hesketh Road is situated on former sand dunes and marshland which previously constituted the shores of the Irish sea. Giving its position it is not surprising that the landform of the area is predominantly flat and is approximately 10 meters above sea level.

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

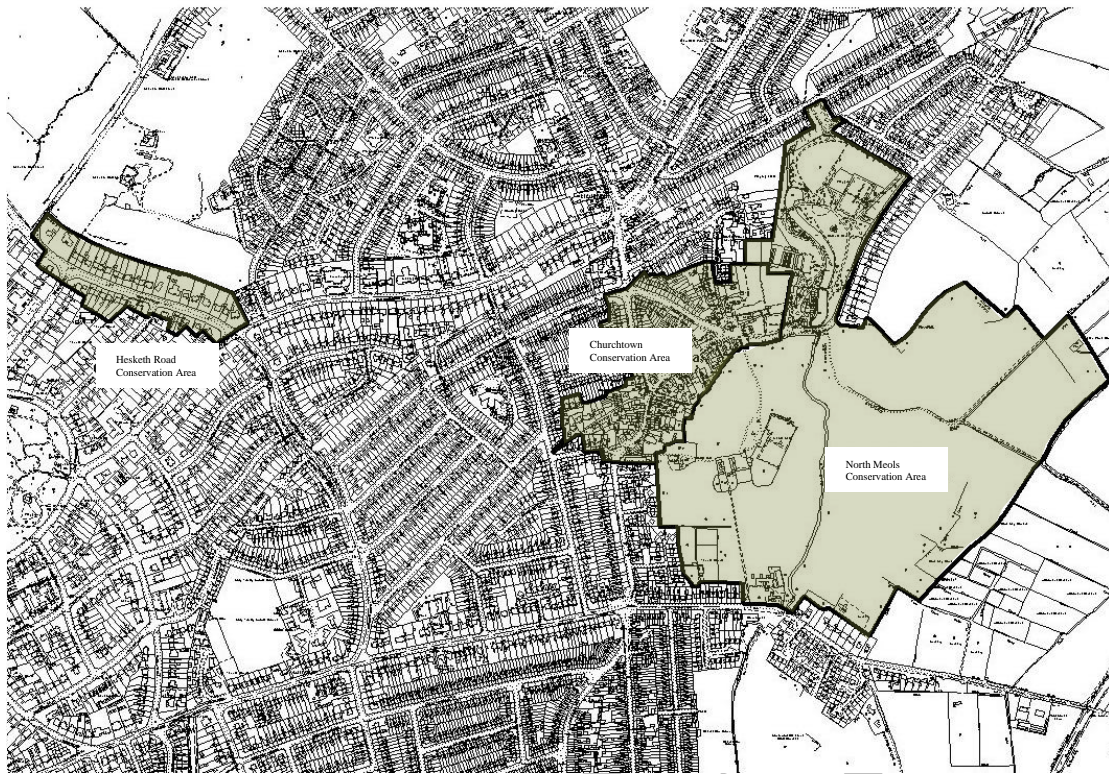
### 2.3 Uses

Hesketh Road Conservation Area is primarily residential. It is composed of 37 detached and semi-detached buildings, all of which form residential dwelling.

### 2.4 Conservation Context

Hesketh Road Conservation Area is situated approximately a mile and a half West of North Meols Conservation Area, and just over a mile West of Churchtown Conservation Area. Therefore, this is the only Conservation Area in the close vicinity, highlighting the uniqueness and distinctiveness of the area.





*Plan 3- Conservation context of Conservation Area.*

## **2.5 Study Area Boundary**

The Conservation Area Boundary is approximately roughly rectangular shaped. To the North the Conservation Area is adjacent to Hesketh Golf Course. To the West the boundary is where Hesketh Road meets Fleetwood Road and to the East the boundary is where Hesketh Road meets Cambridge Road. The South side of the Conservation Area is adjacent to houses on Argyle and Brocklebank Road. The majority of the buildings within Hesketh Road Conservation Area are addressed and physically on Hesketh Road itself, with the exception of 27 Brocklebank Road, 24 and 27 Argyle Road which are on the corner of the intersect road.

The area studied for this appraisal extended on the Conservation Area adjacent boundaries and took into account any external views into the area.



Plan 4 - Conservation Area Boundary.

## 3.0 Historic Development

### 3.1 Early History and Origins

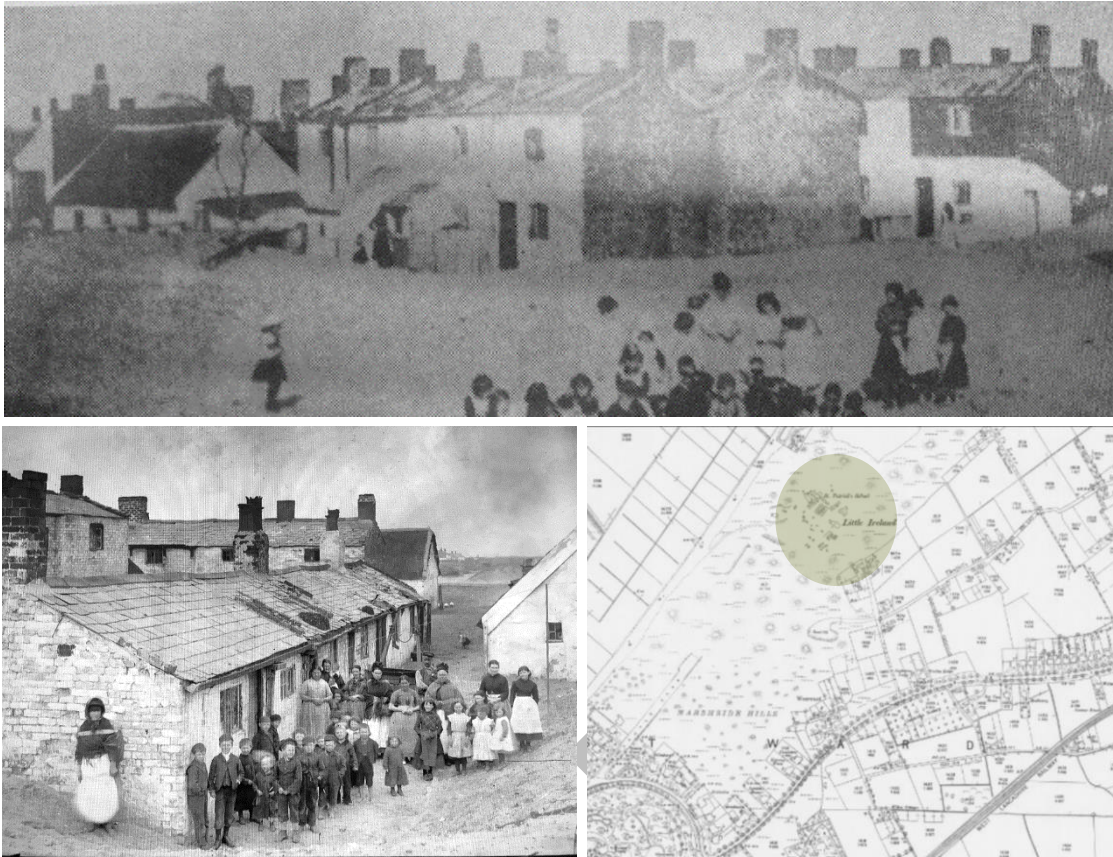
Before any types of developments in the area, the land to the North of Southport belonged to the Hesketh family. It consisted of the original village of Churchtown and the cottages of scattered fishing and farming communities set in a sea of largely unproductive sand dunes. Historical plans pre-dating the building of the houses show that most of the area was previously marshland, known then as '*Marshside Hills*'.

The area around what today is Hesketh Road was originally known as Westward situated in '*Marshside Hills*'. It consisted of mainly fisherman's dwelling similar to those still found around Marshside. The population in 1841 was approximately of 8,000. In 1851 one of the occupants was listed in the census as Richard Rimmer, a badger (shrimp wholesaler). This huddle of cottages was an older development than Marshside itself.

Isolated in the wilderness of the '*Marshside Hills*', well removed from the town, the *Little Ireland* community had sprung up in the 1840's. Such settlements were a common feature on the fringes of our 19th century towns and cities. Living conditions for the population were the poorest in the district which large numbers crowded into unsanitary conditions. There were twelve to fourteen people living in a cottage designed for four or at the most six should have been. Every child in *Little Ireland*, with hardly an exception, was sicken with whooping cough, most of these children died of this disease and several more were not expected to recover. Only three or four of the houses at *Little Ireland* were provided with privies and this with lock and key attached to the door.

*Little Ireland* was mentioned in the Southport directory of 1876 as consisting of 47 households and a school. Most of the residents were descendants of families driven out of Ireland by the potato famine of the 1840's, who had originally arrived looking for work in the local cockle-picking industry on Marshside. They had settled at the top end of Fleetwood Road on what is now Hesketh golf course. The school that was referred in the OS map of 1894 was a small cottage used for the handful of children - and apparently called 'St. Patrick's School'. The inhabitants of this squalid collection of houses, who were mainly of Irish descent, gained their living as charwomen (a woman whose job is to clean and tidy an office or a private house), cockles (man who collects cockles), donkey drivers and rag and bone gatherers. Over 100 people lived there, amidst a cluster of pig farms, hen cotes, and stables. *Little Ireland* gained itself unsavoury reputation as a rural slum, infamous for drinking and fighting. The address figures prominently in accounts of court cases. Serious assaults and woundings were regular occurrences.

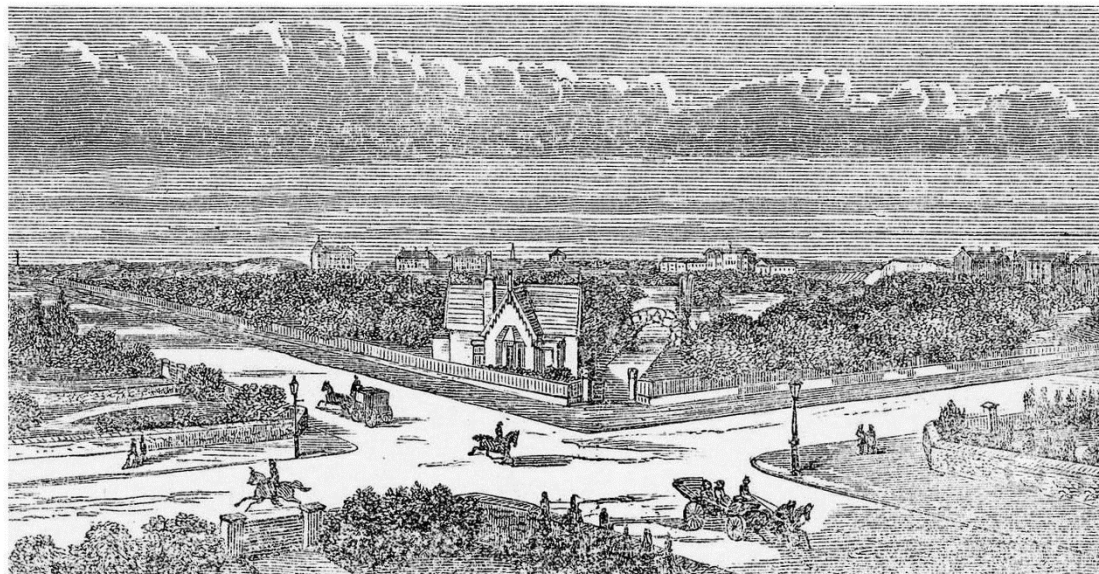
St. Marie-on-the-Sands was built in 1875, in the town centre, the settlers of *Little Ireland* walked on Sundays all the way there for Mass, and back again. It was the memory of this inconvenience which eventually caused the benefactor to ask the local priest to build a small church in the Marshside area for the people who had settled there, and he agreed to endow it, so long as it was under the patronage of 'St. Patrick'. Fr Thomas Leigh, the parish priest, said: 'It was a very poor area and a hard life. They had nothing, really, and they weren't welcomed by some of the locals. So much so, that when they came to build their own church the foundations were vandalised each night - had quick lime poured in them and so on - and they had to bring police 17 miles from Liverpool to guard the site so the church could be built.'



Photographs of the 1890's of the Little Ireland community. OS Map 1894 (Full map in Historic Plans Appendix). Little Ireland area circled in green.

In 1865, the local authority wanted to buy 30 acres of Hesketh's sand-hills for a park for the Second Improvement Act. The Southport Improvement Act of 1876 consisted of an Act to enable the Mayor, Aldermen, and Burgesses of the Borough of Southport to construct new streets and other works. The area known as 'Happy Valley' was a popular venue for outings. It was situated about half a mile beyond the limit of the town's northwards development of the end of Lord Street, owned by the Hesketh family. Whilst Charles Hesketh showed himself to be assured businessman, he insisted on donating land to the town. Historians still describe this as a generous philanthropic gesture. As a condition of the gift, he insisted that the authority made a wide cross shape pavement and a road around the park. Additionally, the road had to be connected to the town still distant sewage system. A thousand tons of topsoil were imported for the creation of a most attractive park. The effect on the surrounding district was immediate. The plots around the park were quickly taken and filled with large villas. The previously worthless sand-hills had been transformed into Hesketh Park, the town's most prestigious high-class residential suburb.

Hesketh Park is one of the largest parks in Southport, a public Victorian park that still preserves its character and style. It was designed by Edward Kemp in an oval shape, with a total cost of £12,000. It officially opened in 1868, some changes were made in the 20<sup>th</sup> Century and in 2007. It was restored as part of a major refurbishment and restoration scheme. It was designated as a grade II\* Park and Garden of Historic Interest for being; an early example of municipal park; the park design is essentially unchanged from its original layout; the park was laid out by the leading designer Edward Kemp, possibly to the design of Joseph Paxton for whom he has previously worked; the park retained many original structures (some listed as the Fernley astronomical observatory and the conservatory, both grade II Listed Building) and has many mature trees.



Drawing of Hesketh Park, in the corner the lodge can be seen which is still on site.

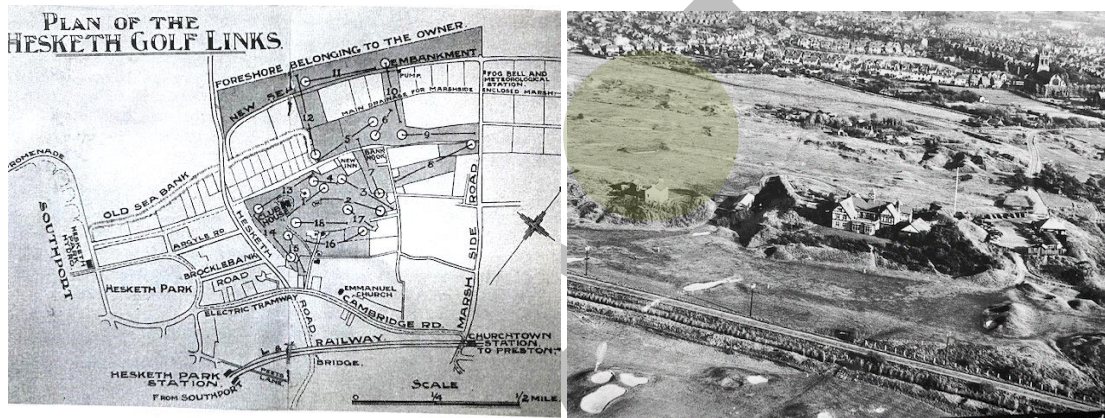
Golf was first played in Southport by Southport Golf Club on these *Marshside Links* from 1885. Hesketh Golf Club (previously Southport Golf Club) was Southport's first founded club four years before the more famous now Royal Birkdale. Southport and Ainsdale club were established in 1907. Hillside Golf Club started in 1912 and the Southport Municipal golf Links were added in 1913. All six clubs are still in existence today. The course was situated on the Hesketh Estate Marshside Hills, to the North of the affluent Hesketh Park area. It had been leased from Edward Fleetwood Hesketh who had succeeded his father Charles as Lord of the Manor. The original course consisted of 12 holes, designed by James Ogilvie Fairlie Morris. The sea walls, the crest of which now provides a public footpath through the course had not been built and much of the course was vulnerable to flooding by high spring tides.

At the annual meeting in 1891, members were told that 'in consequence of alterations on the links the club had been reluctantly compelled to seek ground elsewhere'. In 1901, the club secured a new fourteen-year lease and was busily involved in improvements to the course. Charles Hesketh Bibby Fleetwood-Hesketh laid out a course, which included the ground of the original links. He successfully invited the Southport Golf Club to return to its roots and adopt the title of the Hesketh Golf Club. The nature of the alterations to the course are not specified, as there was much vacant building land still available in this area. The suburban contemporary townscape was far from developed at the time as it can be seen in the 1894 map. A probable reason lies in the proximity of *Little Ireland*, an area which a Mayor of Southport had earlier described as '...the main dark spot on the face of the town'.

With the Golf Club flourishing, membership being over 200, and following the club removal to Moss Lane the corporation had condemned most of the property at *Little Ireland* under the Public Health Act. Mrs. Hesketh chose to evict most of the tenants and demolished the properties rather than face the cost of upgrading them. Given the nature of the inhabitants this was a turbulent exercise. Eventually all but half a dozen of the '...more respectable families' had been cleared, and the '... blot on the landscape', which had cast its shadow over both the golf course and the mansions nearby Hesketh Park, had been diminished. Mrs. Hesketh gave a further boost to middle class residential development in the area by erecting the Emmanuel Church (grade II listed building), close to the site of *Little Ireland*, in Cambridge Road.

*Little Ireland* was described as ‘...a low squalid looking place destitute of all sanitary arrangements’. They were an unfortunate small community who were unable to integrate with other local people. With the development of the Hesketh Park area and the Golf Club it became a socially unacceptable neighbour and the little Irishmen were evicted. Works started in 1901 and the surrounds and site of *Little Ireland*, which was nestled among the tall dunes, were incorporated into the new course. The former St. Patrick’s Catholic School became the greenkeeper’s cottage (measuring some 200 yards square), and the few remaining cottages and buildings were used for the professionals, the caddie master, a caddie’s shelter, and a bicycle shed for members. Cycling was a popular form of transport for the middle class. Remnants of some of these buildings can still be seen today behind the Golf Club. The remains of the track which formed the spine of Little Ireland is still visible, particularly in a dry summer. It runs across the first, seventeenth and eighteenth fairways (Golf plan from 1902).

The Irish Catholic community is still here, and it has thrived. One of those Irishmen who found work in Southport went on to America and made his fortune. In 1912 this mysterious benefactor sent back money to build a church, dedicated to St Patrick on Marshside Road.



Plan of the Hesketh Golf Links with adjoining roads 1902. First mention of Hesketh Road Photograph of 1938 of Hesketh Golf. The area where Little Ireland used to be is highlighted, the greenkeeper’s cottage (former St. Patricks School) is still in existence today.



Greenkeeper’s cottage today (formerly St. Patricks School) and former cottage use currently as storage.

Hesketh Road first appeared in *Seed's Directory of Southport* in 1908, which suggested that it was built in either the same year or possibly the previous one. Hesketh Road was named after the influential Hesketh family, who were instrumental in establishing Southport as one of the fastest growing resorts in the second half of the 19<sup>th</sup> Century. The population in 191 topped to 51,000. During this time, Southport became an obvious choice for many important figures to live, and this is true in the case of Hesketh Road. Increased prosperity enabled people to build grand, sometimes extravagant houses which survive today all over Southport.

Hesketh Road grew rapidly after 1908 with over 30 residences listed in 1925. Among the first were two civil engineers, a manufacture, a land agent, a bank cashier and a local architect. Hesketh Road although relatively modern in historic terms, consists of impressive Villa style houses set in attractive surroundings. It is a wide, tree lined avenue enclosed by large Edwardian villas laid out with in spacious grounds. The houses were developed in tandem with the Hesketh Golf Club situated on the land northerly adjacent to the Conservation Area. Properties situated on the Northeast side of Hesketh Road enjoyed an uninterrupted open aspect overlooking the golf course and possess unusually grand rare elevations that are designed to capture views of the golf course through large bay windows. It also has the significance of the visit by Sir Winston Churchill, one of the most important names of British political history and the link with early aviation history of which Southport. He stayed in *Rosefield Hall*, former *Hermans Hill*, in 1909.

Hesketh Golf Club provided an example of the beneficial effect of golf course on Villa development in the area. The link between golf a middle-class residential development was early established in Southport: 'As each golf course is completed the lots around became automatically the sites of villas' (Southport Visitor 8 May 1906). The intention was evident, construction of large detached and semi-detached dwellings within large grounds. Each of the houses in Hesketh Road had a gate at the bottom of the garden giving access to the course.

It seems however that not all the residents were golf enthusiasts. In December 1909 the Southport Visitor published a photograph taken from the course showing two of these gardens. One of them contained a notice stating that 'No balls will be returned', whilst in the neighbouring garden a board proclaimed that 'golfers are allowed to enter this garden'.

In 1910 the Hesketh Park Aerodrome in Hesketh Road was established. It was handy for the owners of the new mansions over Hesketh Road to go for a fly before breakfast. The Southport Corporation built a hangar and airfield on what is now the Municipal Golf Links. It soon moved to land adjacent to Hesketh Golf Club before moving again to the beach. During the First World War aircraft produced at the nearby Vulcan Motor Works were test flown from this site. In May 1917 a canvas hangar was erected near the site. It then became 11 Aircraft Acceptance Park in 1918. And was subsequently taken over by the Royal Naval Air Service in the original hangar demolished, being replaced with two Bowstring hangars. Then it became an aircraft storage unit, part of 13 (Training) Group. It was later 11 Aircraft Acceptance Park (Southport), intended to be used for acceptance trials for the Royal Air Force. During the Second World War the site was used by Martin Hearn Ltd (which became 7 Aircraft Assembly Unit) for Anson and Mosquito maintenance and Spitfire repair with a side opening hangar for this work. Aircraft repaired at Hearn's Liverpool factory were brought to this site for reassembly. Aircraft arriving at the site were also dismantled and packed by 1 Packed Aircraft Transit Pool. After the Second World War one of the First World War hangars was demolished and the Second World War hangar was used as a bus depot. Recreational flying resumed in 1946 until the site closed in 1965. The hangars were demolished in 1966 and replaced by houses. The hangers were a landmark in Southport, for some time and today it is still

possible to see remains of the apron running along what is Hesketh Road, which itself was originally the taxi track to the beach landing area.



*Photograph of the hangars and an airplane at the beach in the 1950's. Location of the former hangars at Hesketh Rd. is highlighted on the map.*



*Photograph of the hangars in 1965 used to damp old cars. Remains of the apron are still visible today on site.*

Southport Golf Links opened in 1913, it was designed by the world leading course architect, Harry Colt. Originally the course was composed of 9 holes, today it contains 18 holes after the extension in the 1930's. The land is to the South of Hesketh Road in front of Hesketh Golf Club.

The sandhills of the golf course are protected as a Site of Scientific Interest and is the habitat of the now rare sand lizard.





*The golf course aerial view 1950's. On the foreground are the gardens of the Hesketh Road villas.*

### **3.2 Development**

Hesketh Road itself was developed largely in the early 1900's. The houses of Hesketh Road were all built around 1900-1910 and designed in the 'Arts & Crafts' and 'Old English' domestic revival styles with deliberately picturesque settings, characterised by robust brick boundary walls embellished with stone and terracotta copings, hedge lines and tree set in large extensively landscaped front and rear gardens and accessed via sweeping, curved driveways marked by grand brick and stone gate piers. The later houses developed on site presented the new 'Art Nouveau' style. Historical plans show that the buildings were developed in two distinct stages- firstly the North side of Hesketh Road (the side that backs on to the Golf course), the majority of these houses were developed around 1900 to 1910, whilst the houses on the South side and the few remaining plots on the North side were built after 1911, with exception of 15-17 Hesketh Road and 23-25 Hesketh Road in the South part which were constructed in 1908-1909.

It is understood that the earlier houses that were built adjacent to the Golf Course each had a gate at the bottom of the garden giving access to the Golf Course and most of them still preserve this privilege. There is still a physical connection between the Golf course and Hesketh Road, a public path which connects the two locations. Although not in use today it still preserves the historic link.



From left to right. Connection from Hesketh Road to the golf course; three examples of access to the golf course from the properties.

The remaining plots in the area were developed much later. Historic plans show that 27 Argyle Road (on the corner of Hesketh Road and Argyle Road) was developed after 1927, and 12 Hesketh Road was originally built in the first stage of development, but then demolished and rebuilt in the 1980's to a block of purpose built residential flats. A similar situation occurred with 7 and 9 Hesketh Road which presented some cottages from before 1890's which were demolished and replaced after 1927. The houses also contained various ancillary buildings within the grounds, as well as areas of formal and informal landscaping.



Historic maps from left to right, first row from 1894 and 1911, second row from 1928 and 1947. Hesketh Road conservation area mark in green. (Complete maps in Historic Map Appendix)



Plan 5- Relative ages of buildings inside the Conservation Area.

### 3.3 Archaeology

Over the years more land has been gained from the Irish Sea, meaning the coastline has changed drastically. The *Marshside Hills* area was isolated for centuries because of its constant flooding and its uninhabitable space. Resulting in no settlements in the area until the 17<sup>th</sup> Century. The flood of 1720 affected the surrounding area, with North Meols being the most affected part.

There is no record of archaeological interest in the area held by the Merseyside Archaeological Service Historic Environment Record. It should be noted however, that the lack of findings generally indicates lack of investigation, as opposed to a lack of archaeological/historical interest.

DRAFT

## 4.0 Landscape and Vistas

### 4.1 Setting and relationship with surrounding area

The Hesketh Road Conservation Area is situated just off the main Southport to Preston Road (A565 Cambridge Road). This is the main road into Southport from the North and continues southbound to Liverpool.

The Northern boundary of the Conservation Area is adjacent to Hesketh Golf Course. The rear of all properties on the north side of Hesketh Road can be viewed from the golf course. Although the golf course is not a part of the Conservation Area itself, it is affected by any development there and vice versa. Many of the houses still preserve a gate that connects to the golf course. These buildings are heavily exposed to the icy weather conditions during the winter months from the North.



From left to right views 1, 2, 3 and 4 from golf course.

The Southern boundary contains mainly residential housing. Argyle Road and Brocklebank Road both lead into the Southern boundary, there are some key views when entering the Conservation Area by either of these routes. The houses in these streets are of similar age to the ones in Hesketh Road, however, on Argyle Road in particular the character and pattern of the housing is disturbed by blocks of modern purpose-built flats.



From left to right views 5 (from Argyle Road), 6 (from the tennis club) and 7 (from Brocklebank Road).

The Western boundary meets the junction of Hesketh Road and Fleetwood Road. Continuing in a westerly direction on Hesketh Road leads to Marine Drive (the coastal road), another significant view in the area. The houses further down Hesketh Road out of the Conservation Area are mainly bungalows, built in the 1970's.



From left to right view 8 (from Hesketh Road), 9 (from Fleetwood Road) and 10 (opposite Fleetwood Road)

The eastern boundary joins Cambridge Road (A565), as stated previously this is a very busy route for vehicular traffic. Cambridge Road also contains some grand houses, but as with Argyle Road this is broken with the interruption of blocks of flats. There is a grade II Listed Building on the south side of Cambridge Road (28 Cambridge Road), just a short way along from the junction with Hesketh Road. It consists of a detached house constructed in 1907 by John Huges in Art Nouveau style. This architectural style is constantly repeated with the houses inside Hesketh Conservation Area.



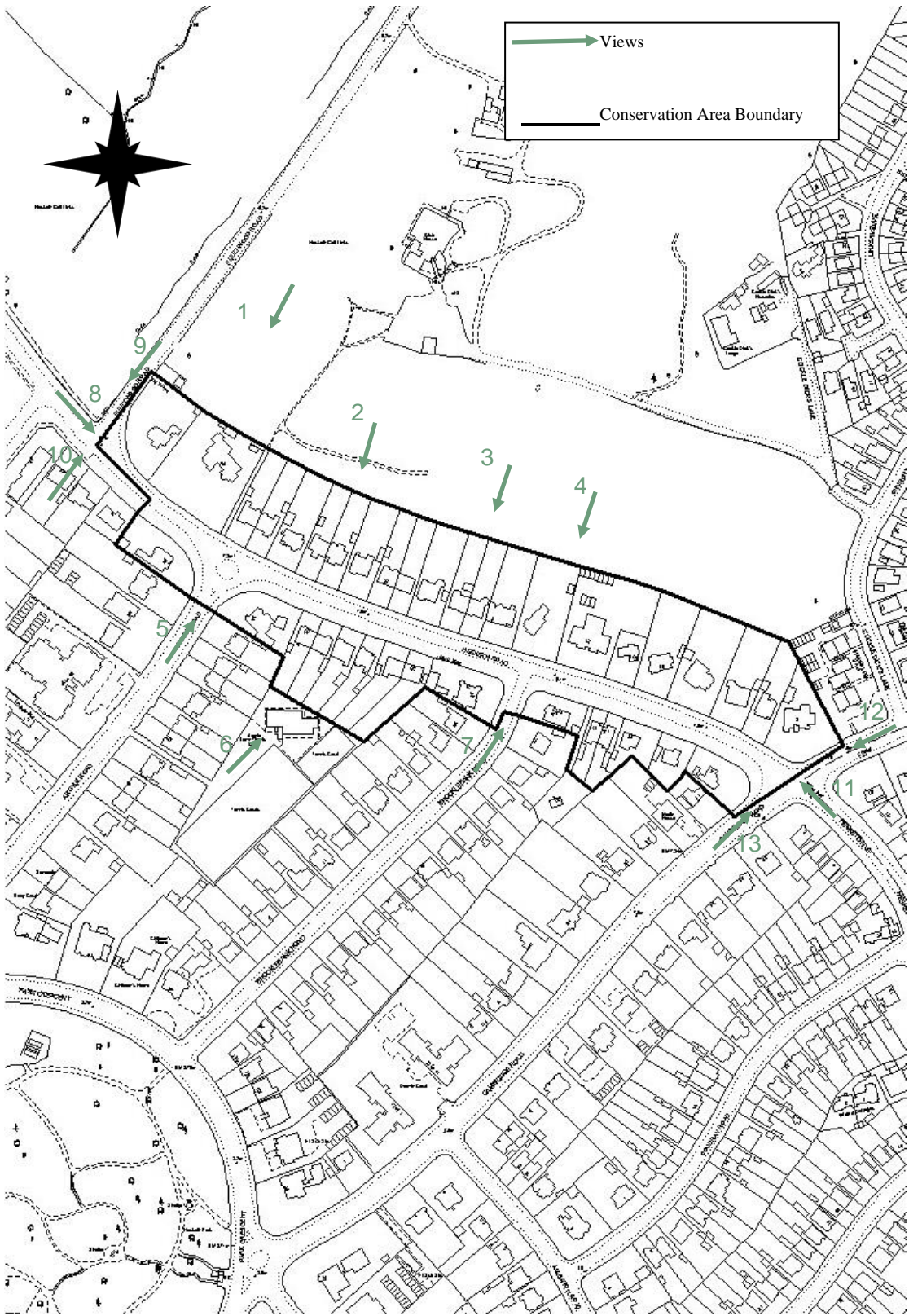
*From left to right view 11 (from Hesketh Drive) and 12 (from Cambridge Road North) and 13 (from Cambridge Road South).*

Due to its location between two extremely busy roads in Southport (the coastal road and Cambridge Road), Hesketh Road is subjected to much traffic especially during peak times when drivers use it as a short cut in order to avoid the heavy traffic.

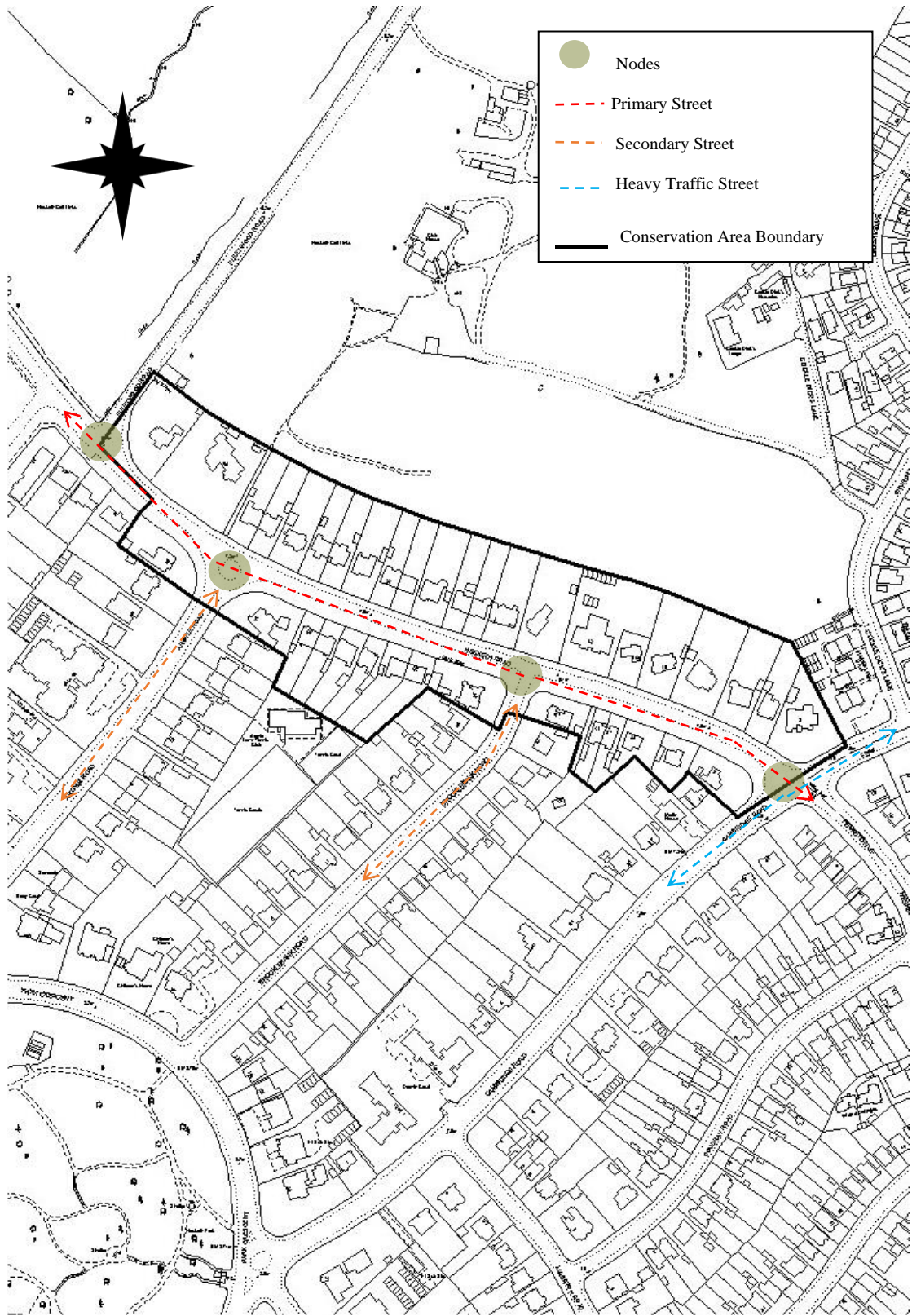
Regular bus services along Argyle Road provide links to Southport Town Centre. The Town Centre is only 1,300m from Hesketh Road and is within a reasonable walking distance.

The following two maps shows the studied views from the limits of the Conservation Area regarding the northern, southern, western and eastern boundaries and the traffic survey.

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Plan 6 - Views from the boundary limits of the Conservation Area.

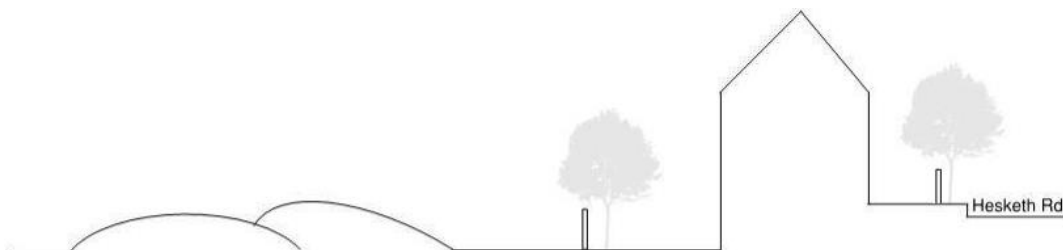


Plan 7- Traffic flow inside the Conservation Area.



## 4.2 Character and Relationship of Spaces

Hesketh Road Conservation Area is located on relatively flat land. The golf course adjacent to it reveals remnants of the former sand dunes, as in places it is still raised. The back gardens of the properties which are adjacent to the golf course are at a slightly lower level than Hesketh Road. However, the Conservation Area itself is a flat developed land, including the adjoining roads.



*Section of levels of the back-garden properties adjoining the golf course. (Drawing not to scale)*

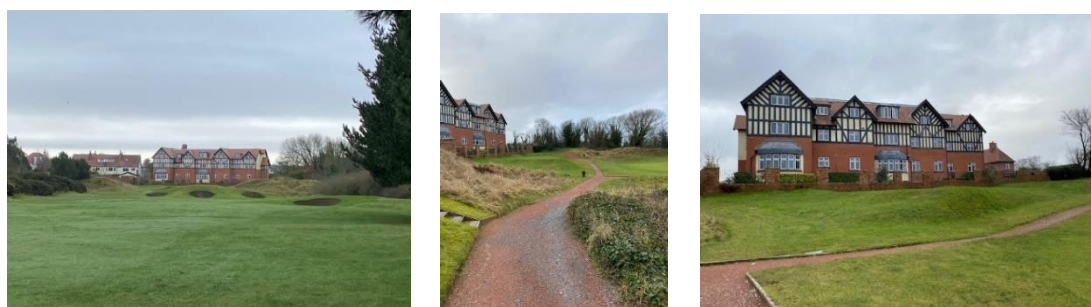
Because of how it was developed and its settings, Hesketh Road Conservation Area still possesses an important relationship with Hesketh Golf Club. Although the houses of Hesketh Road were constructed later, it also still maintains a connection with Hesketh Park which was the first development of the area and the one that encouraged future developments such as Hesketh Golf Club.

## 4.3 Views and vistas within the Conservation Area

Within the Conservation Area there are numerous key views. These consist of views into the Conservation Area from the Northern and Southern boundaries, also looking in from the junctions with Argyle Road and Brocklebank Road. The views of the rear of some of the houses in the area can be seen from the golf course, as well as when approaching from Fleetwood Road.

When looking into the Conservation Area from these viewpoints an immense sense of character is attained. The area is clearly defined through the pattern and style of the housing. Each of the key views illustrates this character.

One of the most important key views is the one from the golf course, through the footpath at the back of the properties of Hesketh Road, which demonstrates its relationship with the green space of the course. The site presents a great view of the back of Rosefield Hall, the only Non-designated Heritage Asset inside the Conservation Area.



*Key views from the golf course and the footpath.*

The view from Argyle Road with its green roundabout frames No. 36-38 Hesketh Road, which is one of the earliest buildings from 1909 of the Conservation Area and Rosefield

Hall from 1908, both are of extreme importance and provide a positive contribution to the Conservation Area.



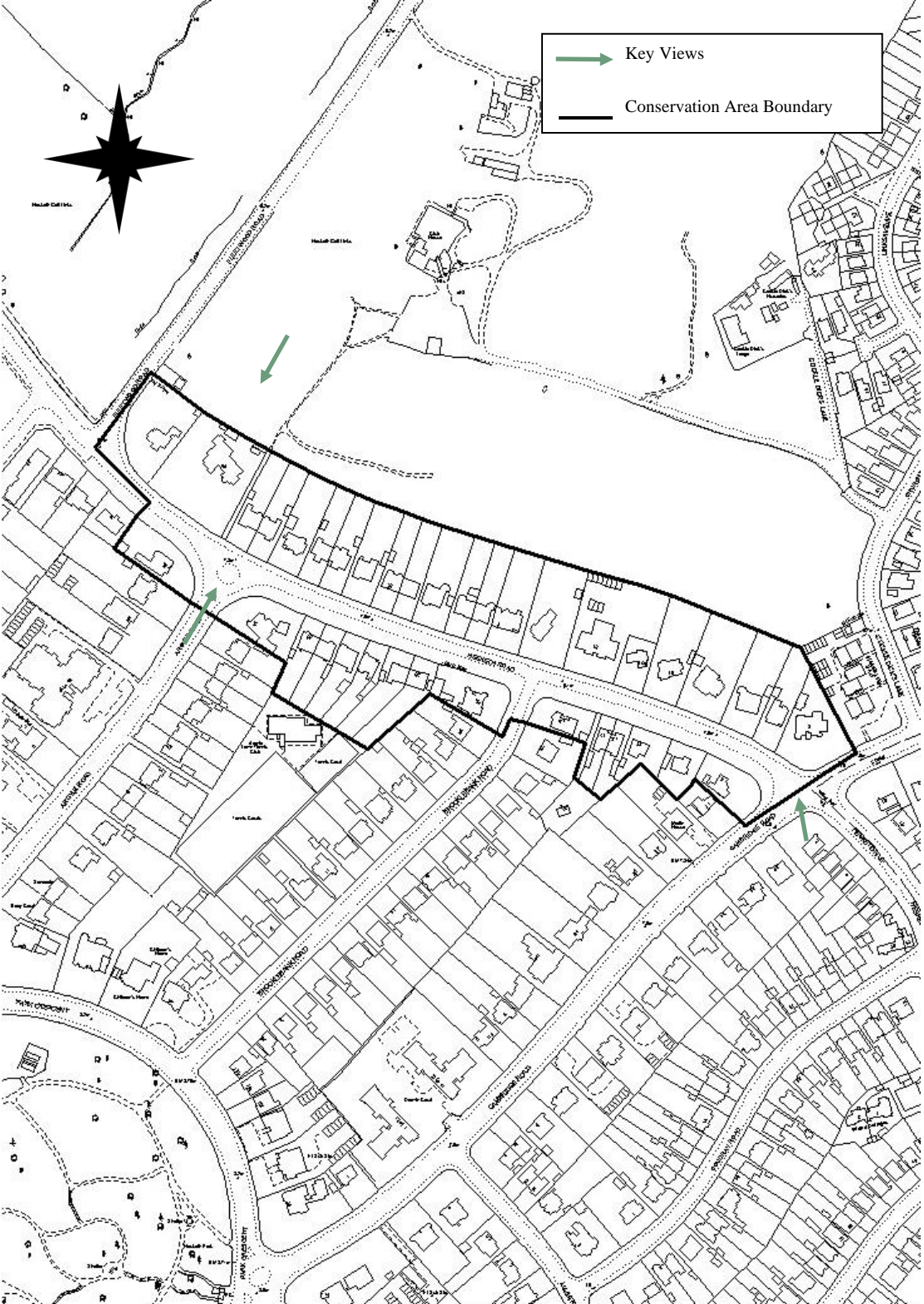
*Key views from Argyle Road.*

The view from the corner of Hesketh Drive and Cambridge Road shows the defined pattern of the Conservation Area, the consistency of height, style and colour pallet.



*Key views from the corner of Cambridge Road and Hesketh Drive.*

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Plan 8- Key views to the inside of the Conservation Area.

#### 4.4 Green Spaces and Planting

The Conservation Area has no specific green spaces. At the junction with Argyle Road there is a roundabout, which constitutes the only ‘green space’ in the area. The roundabout has various plants on it and because it is the only piece of green space in the vicinity, it stands out and contributes to one of the key views.

The pavements on Hesketh Road are wide with regular tree planting along it, therefore creating a ‘boulevard’ effect. There are 50 trees planted inside the Conservation Area. The width of the street to the south of Hesketh Road is much prominent that the one from the north.

All of the properties inside the Conservation Area present a front garden, usually with a lot of vegetation. This is a positive contribution to the Conservation Area, especially when native hedges are added to the back of the boundary wall creating a green boundary.



*From left to right; Argyle Road roundabout; trees along Hesketh Road; a boundary wall with hedges.*

The trees and shrubs help soften the buildings, and their set back from the road provides a verdant character to the Conservation Area. This is reinforced by glimpses of trees in the rear gardens, which can be seen through the gaps between the buildings and which provide an added layer of mature landscaping.

With Conservation Area there is not a large amount of green space itself. However, Hesketh Park, Southport Golf Links and Hesketh Golf Club are all large green areas nearby that complement Hesketh Road Conservation Area.



Plan 9- Green spaces and planting inside and outside the Conservation Area.

## 5.0 Townscape and Focal Buildings

### 5.1 Townscape

#### 5.1.1 Grain

The grain and density of the Hesketh Road Conservation Area is predominantly defined by generous plots containing large semi-detached or detached houses. Approximately 45% are detached properties, 45% semi-detached properties, with the remaining 10% having previously been detached houses and subsequently now converted into multiple apartment dwellings. The spaces between properties contributes to a sense of openness, as does the width of Hesketh Road. Buildings generally fill only about 1/3 to 1/4 of their plots. This sense of spaciousness is critical to the character of the Conservation Area, especially the front gardens which adds vegetation to the area.

There are 37 plots in total inside the Conservation Area. The following is a study of the diverse type of plots and how the buildings are implanted:

#### -Type 1

26 properties, 70% of the Conservation Area, present long plots. They have small front gardens and big back gardens with semi-detached or detached properties which occupy between 1/3 to 1/4 of the land. The plot of 12 Hesketh Road was larger, but the original villa was demolished and the plot was subdivided.

#### -Type 2

7 properties, almost 20% of the conservation area, present corner plots. These are the intersections between Argyle Road, Brocklebank Road, Fleetwood Road and Cambridge Road with Hesketh Road. They present a front garden but little to no back garden. They are detached houses which occupy almost 50% of the plot.

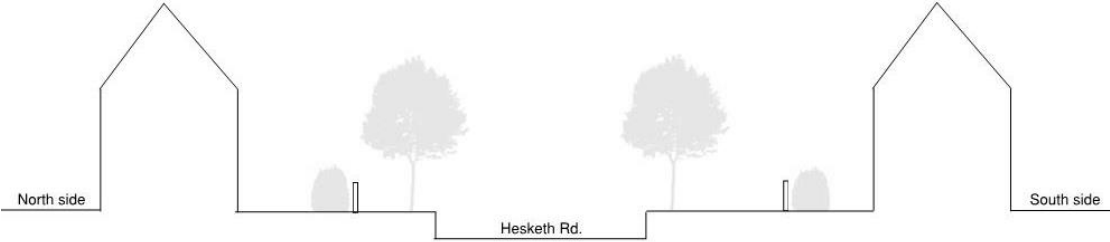
#### -Type 3

Only 3 properties present small plots with small front and back garden. These are detached houses which occupied almost 1/2 of the plot. The plot of 10A Hesketh Road is one of these cases, which is the plot that was subdivided from the land of 12 Hesketh Road.

#### -Type 4

Rosefield Hall is the only villa that has a big plot with a prominent front garden but limited rear garden. The building covers almost 50% of the plot. The plot of 12 Hesketh Road was of this type before being subdivided.

The boulevard effect mentioned before is a positive contribution. The street width is not the same on the North and South side of Hesketh Road, although asymmetric, it creates an atmosphere of space with the smaller plots on the South side of the street.



*Section of North and South sides of Hesketh Road (Drawing not to scale)*

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Plan 10- Grain and density of plots inside the Conservation Area.



### **5.1.2 Scale**

Building heights are consistent of between 2 to 3 storeys. This gives a great sense of character and alignment to the area. Separation between buildings is not consistent but provides a sense of spaciousness that enhances the quality of the area.

The layout of the buildings is consistent, with the exception of the modern flats at 12 Hesketh Road and the historic mansion Rosefield Hall at 40 Hesketh Road. The size of the mansion was used to define hierarchy, constructed by a prestigious family of the era.

The scale of buildings is important to the character of Hesketh Road Conservation Area. Generally, buildings are not over-dominant. The consistent height of buildings is particularly important to the views across the area from the golf course and Cambridge Road.

### **5.1.3 Rhythm**

Some areas of Hesketh Road present a rhythm of properties with similar scale of layout, going from a semi-detached house to a detached house to another semi-detached and so on. These can be seen to the north side of the road from No. 38 Hesketh Road to No. 16 Hesketh Road which is interrupted by houses positioned on an offset angle towards the road or larger layout of the villas. But in general, there is a consistency on the architectural style and materials of these properties, with a few exceptions of more modern buildings.

The shared palettes of materials and architectural features common to each property, together with spacious landscapes grounds and spatial relationship of building line to street, provide a strong sense of unity within the Conservation Area. Whilst the richness of detailing unique to each property adds variety and captures the eye. These are qualities that give Hesketh Road Conservation Area its special character and appearance and unique sense of place.

### **5.1.4 Repetition, Diversity and Building Groups**

There is not much repetition of house design within Hesketh Road Conservation Areas. It is clear, that individuality was an important part of the original concept of the area, giving it an air of exclusivity. Although, as mentioned before, because most of the villas were constructed in the same era and architectural style, the materials, the colour palette and some architectural features are constantly repeated such as exposed timber framed on the front façade or decorated windows.

Diversity of house design also enhances the character of the area, as well as the repetition of the architecture style and materiality. Each building is unique however, some features are repeated maintaining the same aesthetic for most of the Conservation Area.

The only repeated house design is Nos. 27 and 29 Hesketh Road both constructed by Norman Jones in 1919. Originally the buildings were equal, but because of alterations and extensions they do not look alike anymore. The porch design has changed in No. 29 Hesketh Road and No. 27 has added two dormers that disrupt the roof design.



*No. 27 and No. 29 Hesketh Road*

There are 14 semi-detached properties inside the Conservation Area. A pair of 5 were constructed as traditional mirroring buildings. The majority had been altered over time so today they do not look exactly equal to the sibling, but they can still be read as one, as identified at No. 15-17, 23-25 and 31-33 Hesketh Road.



*From left to right, No. 15-17 Hesketh Road, No. 23-25 Hesketh Road and No. 31-33 Hesketh Road.*

### **5.1.5 Roofscape**

Most properties present a pitched roof design, a small amount have hipped roof and only one property presents a mono pitched roof. All the buildings use clay tiles as their roof cover material, this is a positive contribution to the Conservation Area and should be preserved this way. Most roofs are of red colour, a small amount present grey tiles and some buildings have a mix of both.

A small number of properties present rooflights, these are not historic but are done within the conservation standards in a sympathetic way and are not causing harm to the Conservation Area. Many roofs present interruptions as vents, sun tunnels or antennas, these are a negative contribution for the buildings and the area and should be avoided. A small quantity of properties present dormer windows, most of them are modern additions, some poorly constructed which lowers the quality and character of the buildings. New dormer windows are not generally accepted on principal elevations. Any new dormer windows should be well-proportioned and kept to non-prominent elevations and any new cladding must match roofing materials. Most of the chimneys are plain, some present decorations but these are subtle and do not catch the eyes attention. Most of the chimneys conserve the original pots. Some properties are in need of roof maintenance, they show biological growth such as mosses, lichens and small plants.



From left to right, example of rooflights and antenna, example of dormers, example of decorative chimney with some biological growth.

### 5.1.6 Conditions

All the properties within the Conservation Area are occupied. The area consists solely of residential buildings which mostly are well maintained. There seems to be no problem with vandalism. Most of the properties are in good condition, front gardens seem to be regularly maintained. A minor number present a fairer condition usually needing some maintenance because of loss of render, corrosion, blocked water goods and biological growth amongst other problems.

## 5.2 Focal Buildings and Features

### (1) Rosefield Hall

The most notable building within the Conservation Area is number 40 Hesketh Road, named *Rosefield Hall*. It possesses local protection as a Non-designated Heritage Asset because of its historic and architectural values. This is the largest building in the Conservation Area, it is a Tudor style Edwardian detached mansion built in 1908 by E.W. Johnson. It is set within large grounds of 0.3 hectares. It is the largest property situated within Hesketh Road Conservation Area and is strategically positioned almost on the axis of Argyle Road and its junction with Hesketh Road. It is highly visible from the western approach to the Conservation Area.

It was originally named *Hermon's Hill* when it was first occupied by Baron de Forest, a baron of the Austrian Empire who stood as a Liberal candidate for Southport in 1910 general elections. *Rosefield Hall* has significance to the history of Southport through its association with important feature figures in the development of the town including Baron de Forest, the town's liberal member of the parliament and George Rose. Winston Churchill was a guest of Baron de Forest in 1909 and stayed on *Hermon's Hill*. Churchill was in Southport to give a series of talk of free trade and support the Baron de Forest who attempted to become Prime Minister in 1910.

The property was designed as a rumbling mock Tudor mansion and is built from red Accrington brick with extensive half timbering at upper floor level. In 1928 a conservatory was added at the rear of the property by Packer + Crampton. In 1929 *Hermons Hill* was bought by Mr George Rose, who was also the founder of the Garrick Theatre on Lord Street, Southport. He renamed the property *Rosefield Hall* and made numerous changes to the building interior and exterior, preserving its original character. He added the rose mouldings around the bargeboards of the porch. The house was rich in ornate moulding inside with interesting features such as fireplaces and decorative ceilings. As you enter the porch you were faced with a niche with a shell arch and Ionic pilasters. In 1933 it was extended by George E. Tonge, a leading architect in the area,

later additions were included in 1934.

Early during the World War II, *Rosefield Hall* was taken over as a children's hospital for communicable diseases. Later, towards the end of the war, it was sold to a Mr. and Mrs. Jacobs of Scarisbrick New Road.

Unfortunately, some interior features were lost when the property was converted into flats in the 1980's and further internal features have been lost due to vandalism when the property had been vacant. However, the exterior of the property is largely as original design with exception of the new additions as the garage, it is this external appearance that makes a very positive contribution to the character of the Conservation Area.

Although the building today is used for flats, the property retains its dignity and grandeur. It is an excellent example of mock Tudor (Tudor revival) architecture in Southport. Before 2006 the building was vacant and in a rather dilapidated state of repair, but it has been restored and brought back into use. Little of its original features survived in the inside, it has been added and extended in numerous occasions throughout the course of its life. *Rosefield Hall*, previously *Hermon Hills*, was the first building constructed within the Conservation Area, and the precedent for all further buildings constructed through Hesketh Road.

*Rosefield Hall* makes a positive contribution to the Hesketh Road streetscape and it is the largest detached property and occupies the largest and widest plot within the Conservation Area. The property is set within spacious grounds with broad spacing between the neighbours' buildings to the Northwest and Southeast. The spacing between *Rosefield Hall* and the neighbouring properties is significantly greater than that between other properties along Hesketh Road. This property also has a lower ratio of building footprint to site area than most neighbouring properties. These factors combined to assert a greater prominence to *Rosefield Hall* than to another property in the Hesketh Road Conservation Area and consequently, due to its size, location and setting the property assumed the role of a prominent and important local landmark which pronounces a strong sense of arrival into the Conservation Area from the western and northern approaches.

*Rosefield Hall* is a key building in the Hesketh Road Conservation Area. The existing prominence of this property, as a result of the lower side density and broad spacing, should be maintained to affirm the landmark status and sense of arrival denoted by this property.



Photos and drawing of Rosefield Hall.

## (2) 28 Hesketh Road

Another important building in the Conservation Area, but less grand, is the property at No.28 Hesketh Road, which is characteristic of the style of architecture of the street (Art Nouveau). It was constructed in 1909 by A. H. Jackson. It includes a strong gable fronted steep pitch roof, which sweeps right down to cover the porch (feature repeated in No. 30

Hesketh Road), which is supported by short Tuscan style columns on a high plinth. The west side front includes stone mullion windows at ground floor level with an oriel window at first floor level and small wooden casement at attic level. On the East side a two-storey bay includes brick pilasters at ground level and narrows slit vent in the projecting gable. The roofline is further distinguished by four tall stacks. The building is clearly deliberately designed to suggest an evolutionary growth with the linking elements being the small pane leaded lights consistent throughout the varied fenestration. Some additions took place in 1911 and two windows were added on the sides in 1952.

No. 28 Hesketh Road retains its sweeping drive and large front garden and boundary walls contributing positively to the street scene. It is this street frontage features as well as the overall design and style of the building that Conservation Area designation would try to preserve.



*Photos of No. 28 Hesketh Road*

### **(3) 2 Hesketh Road**

No. 2 Hesketh Road, known as Strathmore, stands out because of its scale, style and important location on the corner of Hesketh Road and Cambridge Road Constructed by Fred W. Dixon, a local architect at the early 1900's in Art Nouveau style. The white structure is an important addition to the Conservation Area and marks the beginning of the area at the East boundary.



*Photos of No. 2 Hesketh Road*

No. 2 and 28 Hesketh Road are considered secondary focal buildings, while 40 Hesketh Road is considered the primally focal building inside Hesketh Road Conservation Area. The following map shows the location of the focal buildings.



Plan 11- Focal buildings inside the Conservation Area.

## 6.0 Architecture Materials and Details

### 6.1 Prominent Styles

Most of the buildings on Hesketh Road were constructed during the early 1900's, this was the beginnings of modern architecture. The houses are designed with deliberately picturesque settings, characterised by strong brick boundary walls with stone copings, hedge lines and trees set in large front and rear gardens. The houses are individually designed with asymmetrical steep pitched roofs, often sweeping down to first floor level, generally with a strong emphasis on gables fronting the street and boldly articulated porches. This is the most complete group of late Victorian / Edwardian properties in the area. Two prominent styles can be seen in Hesketh Road Conservation Area, these are the Art & Craft movement (1880-1920) and the British Art Nouveau style (1890-1914). The Arts and Crafts movement emerged from the attempt to reform design and decoration in mid-19<sup>th</sup> century Britain. It was a reaction against a perceived decline in standards that the reformers associated with machinery and factory production. Early Arts & Crafts style was characterised for its well-proportioned solid forms, wide porches, steep roof, pointed window arches, brick fireplaces and wooden fittings. But the movement did not develop into one particular building style but could be seen in a multitude of strains such as Queen Anne, Eastlake, Tudor Revival, Stick Style, Spanish Colonial Revival, and Gothic Revival being the most prominent. Rosefield Hall (40 Hesketh Road), previously mentioned, falls in this category as Tudor Revival in the Art & Craft movement, as well as No. 42 Hesketh Road and No. 21 Hesketh Road.



*From left to right, No 42 Hesketh Road, No 40 Hesketh Road, No 21 Hesketh Road*

The Art & Craft movement is the root of Modern Style (British Art Nouveau style). Art Nouveau could be said to be the first 20<sup>th</sup> century modern style. It was the first style to stop looking backwards in history for ideas, taking inspiration instead from what it saw around it, particularly the natural world. Within the style itself there are two distinct looks: curvy lines and the more austere. There are clear examples of Art Nouveau in Hesketh Road Conservation Area, as No. 2 Hesketh Road previously mentioned or Nos. 11 and 24 Argyle Road.



*From left to right, No. 2 Hesketh Road, No. 11 Hesketh Road, No. 24 Argyle Road*

Where the Arts & Crafts emphasised simplicity and saw the machine as deeply problematic, Art Nouveau often embraced complexity and new technology, sometimes to the point of disguising the truth of materials for visual effect. Both the Arts & Crafts and Art Nouveau placed an emphasis on nature and claimed the Gothic style as an inspiration; both spanned the complete breadth of the various branches of the arts, with an emphasis on the decorative arts, architecture and their power to physically reshape the entire human environment; and visually, both styles made use of a rural, homely aesthetic using rough-hewn stone and wood.

It is difficult to fully categorise many designers as belonging to the Arts & Crafts movement or working in the Art Nouveau styles. Because of the natural evolution of Arts and Crafts to Modern Style, lines can be blurred, with many designers, artists and craftsmen working in both styles simultaneously, straddling this boundary, which remains rather unclear. Therefore, some hybrids buildings between both styles can be found, such as No. 22 Hesketh Road and No. 6 Hesketh Road. Usually these buildings present more abstract forms of the Art Nouveau style and show its asymmetric presence, however their connection to the past and the Art and Craft movement is still relevant today by architectural features such as jutting gables with half-timber, pitched roofs, Tudor arches, Tudor bay windows or medieval windows surrounds.



*From left to right, No. 22 Hesketh Road and No. 6 Hesketh Road*

There are two properties that are more contemporary additions, they do not work with the more historic houses and disrupt the character and appearance of the Conservation Area. These are No. 12 Hesketh Road and No. 10a Hesketh Road.



*From left to right, No. 12 Hesketh Road, No. 10a Hesketh Road*





Plan 12- Architecture styles of the buildings inside the Conservation Area.

## 6.2 Leading Architects

Little information is readily available about the architects of the early buildings in Hesketh Road, however further research would help to enlighten the understanding of the area and should well-known architects be found to have designed any houses this may add to the architectural significance of the conservation areas.

E. W. Johnson, the architect that constructed *Hermon's Hill* (Rosefield Hall, 40 Hesketh Road) in 1908, was responsible for other important buildings in the area. Such as, the Albany building in 341 Lord St. constructed in 1884, the former Preston Bank/ Midland Bank (now HSBC) in 331 Lord St. constructed in 1889 and the Scarisbrick mausoleum in St. John's churchyard in the 1900. All of them Listed Buildings. He also constructed 20-22 Hesketh Road in 1907.

George E. Tonge, who was in charge of partial extensions at Rosefield Hall in 1933, was another prominent architect of the area. Responsible for many theatres and cinemas, as the Garrick theatre or the Grand Cinema in Southport between others.

Fred W. Dixon was another local architect well know at the time. He constructed *Strathmore* (2 Hesketh Road). His work is primarily in Oldham but from 1896 Dixon lived in (and travelled to Oldham from) Southport. He became prominent in the town's politics, serving as Mayor and Justice of the Peace in the borough.

Although they weren't well known, some houses on Hesketh Road were constructed by the same architects. These are the cases of, No. 42 Hesketh Road (1911), 30-32 Hesketh Road (1909), 27 Hesketh Road (1919), 29 Hesketh Road (1919) constructed by Norman Jones, sometimes accompanied by his father Henry. The architect J. E. Sanders was responsible for No. 36-38 Hesketh Road (1909), 24-26 Hesketh Road (1907) and 23-25 Hesketh Road (1909). No 28 Hesketh Road (1909) and 31-33 Hesketh Road (1918) were designed by architect A. H. Jackson.

## 6.3 Materials

Whilst the houses display rich individuality, they are constructed from a limited palette of materials, including red Accrington brick, roughcast sandstone and clay tiles. The palette of materials and colour is consistent throughout the Conservation Area. A high percentage of the houses have mixed wall finishes usually, combining brick with render or a pebbledash finish. Some properties present sections with half timbering and only one property has cladding. The render colour is balanced between white, cream and yellow, while the pebbledash is a little bit darker, mostly in greys or brown colours.

What is consistent in every property is the smooth pressed red brickwork to ground floor levels. Some are higher than others, but it is repeated in every property and gives a consistent aesthetic to the Conservation Area.



From left to right, Nos. 36, 32, 24 and 22 Hesketh Road showing the brick base at ground floor levels.



Plan 13- Wall finishes of the buildings inside the Conservation Area.

## 6.4 Typical Features and Details

The houses are all individually designed but share a variety of common architectural features that are expressed subtly for each property. These include asymmetrical steeply pitched roofs, often sweeping down to ground floor level, tall chimney stacks, a strong emphasis on gables fronting the street, boldly articulated porches and obvious window hierarchy expressed by wide canted bays, oriel windows, stone-mullioned tripartite windows and round and oval picturesque windows with small panes of glass and leaded lights. Elizabethan revival, gothic and Tudor elements are incorporated into the designs, particularly stone windows and half-timbering, these historical references giving the buildings an impression of greater age than their early 20<sup>th</sup> century origin.

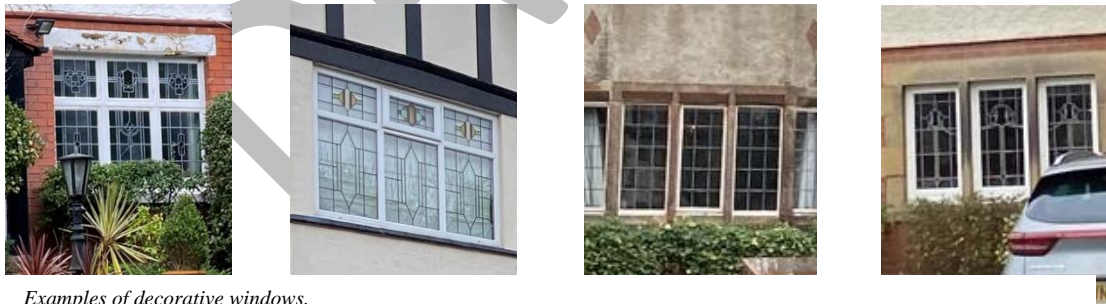
There are several features and architectural details that are repeated through the Conservation Area. These are positive contributions to the character of the area and need to be respected and preserved. Some of these architectural features are;

### -Decorative Windows

Most of the properties present decorative windows. The majority have stained glass from the Art Nouveau style or leaded Georgian lights, or a mix of both. They are a positive contribution to the Conservation Area and strengthen the character of the street.

Most windows are timber in casement framed painted white. Some properties present inappropriate uPVC or aluminium windows. Imitation leaded lights, aluminium and uPVC windows should not be used as they completely change the original character of the historic buildings and cause harm to the Conservation Area.

There are a number of types and styles of original windows in the area. They should be retained where possible. If all or part of any window needs to be replaced it should match the original style. Additional windows should be restricted to the non-prominent elevations and also complement existing designs.



*Examples of decorative windows.*

### -Art & Crafts elements

Some of the properties, especially those in the Art & Crafts style, present historic architectural features in Tudor, Elizabethan or Gothic styles. These are the cases of; the window surroundings, that add interest to the building; the Tudor arch above windows and doors, which is a positive attribute to the historic buildings; the jetting gables with half-timber framing, that strengthens the connection with its historic past.



*Examples of jutting gables and timber-framing.*



*Examples of windows surroundings and Tudor arch.*

### -Abstract Composition

The Art Nouveau present more abstract forms that can be viewed inside Hesketh Road Conservation Area. The cylinder form is constantly repeated in the purer Art Nouveau style buildings of the street. Sometimes in a pure form or in a more abstract way.



*Examples of cylinder forms.*

### -Gate Piers

Gate piers are a typical feature throughout the Conservation Area. Their size and design vary to some extent with the grandeur and scale of the property to which they relate. Some of the gate posts are rendered. Their contribution to the dynamic and character of the street scene is significant. Some of the gate piers are constructed from red brick, but most have at least sandstone copings. The majority of houses within the Conservation Area have retained their original gate piers, although very few have original or appropriate gates between them.



Examples of gate piers.

-Porches and Doors

Porches are an important original feature to houses in Hesketh Road. Most porches correspond with the style of the house and project from the front of the building, some of them project to the side. They are present in the houses constructed in the early stage of development, most of the porches are constructed in finely craft oak. Main entrances are of equal importance presenting some captivating traditional doors.



Examples of porches.

-‘Southport Paviers’

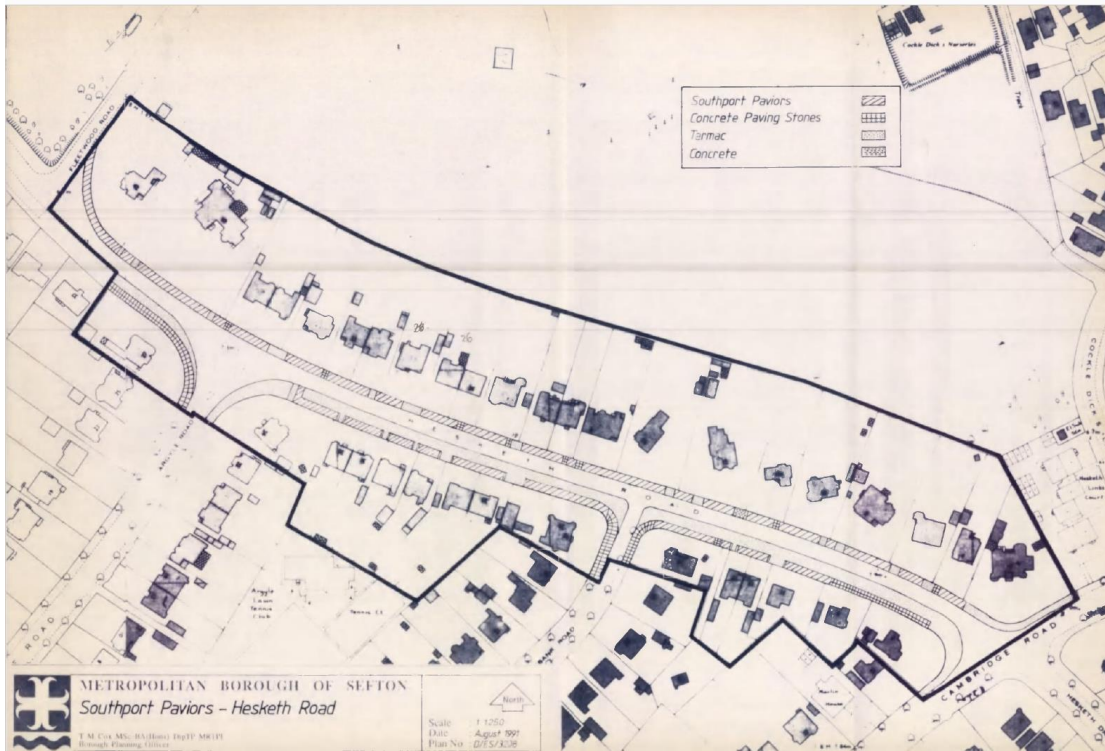
Hesketh Road currently is partly paved with Southport paviers, the distinctive purple brindle tiles which once covered large areas of Southport. These tiles are no longer manufactured except to special order. The existing paviers should be retained in situ. They add a distinctive character to the pavement and the area and should be preserved. The paviers are a mixture of blue, red and off purple in colour, wearing to brown and buff tones. The makers’ mark of the Welsh brickworks where they were made add to their local interest. These paviers are no longer in production and are a dwindling resource and therefore important to retain.



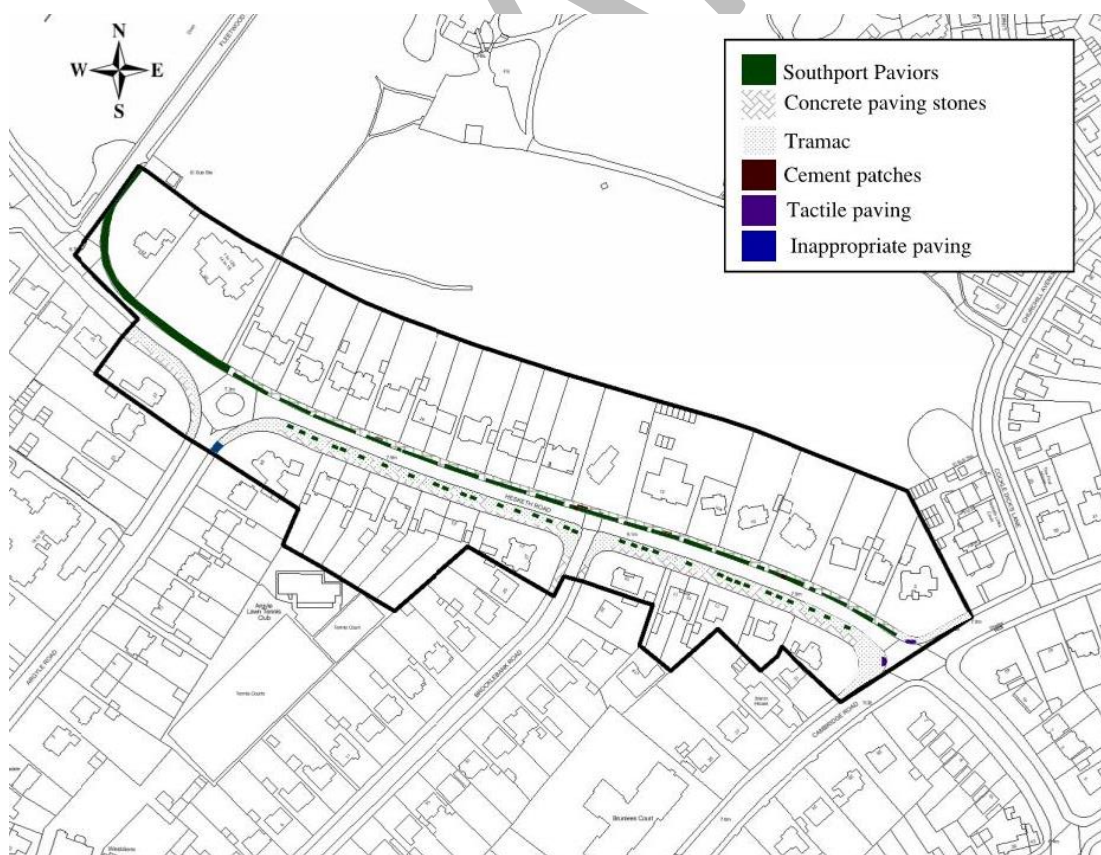
Southport paviers survivors in Hesketh Road, the most colourful section is in the kerb drive of No. 40 Hesketh Road

The sections where the paviers are still visible are on small areas where there is less pedestrian circulation or on tree pits. It is clear that with the construction of the curved driveways of the properties a majority of tiles were lost. Comparing the pavement study

from 1991 and the new one from 2021, it is visible that a huge percentage of tiles have been lost.



Pavement study 1991



Plan 14- Type of Pavement Inside the Conservation Area.



Plan 15- Character Assessment of the Conservation Area and its surroundings.



## **7.0 Negative Factors and Opportunities for Enhancement**

### **7.1 Overview**

The Hesketh Road Conservation Area is considered to present an attractive combination of architectural and townscape interest with local historical interest of sufficient importance to justify efforts to preserve and enhance the character and appearance of the area. The architectural, townscape and historical significance contribute to its special character and justifies its designation.

However, there are a number of issues which impact in the character of an area and these falls broadly into the following categories:

- Poor quality later 20<sup>th</sup> century developments
- Unsympathetic extensions
- Alterations to historic detailing and materials
- Development pressures and loss

### **7.2 Poor quality later 20<sup>th</sup> century developments**

The majority of the houses constructed inside Hesketh Road Conservation Area are from before World War II. There are just a few developments that were constructed after it, two of them not contributing positively to the historic area. These are the cases of Nos.12 Hesketh Road and 10a Hesketh Road which were constructed after the demolition of the original villa of that plot. The plot was subdivided to fit the two properties.

The flat apartments at 12 Hesketh Road tries to bring back some of the repeated architectural features. However, the mass and size are too prominent for the area, the building has a negative impact and stand out from the adjacent historic properties. The footprint takes almost the entire width of the plot, which is greatly larger than the one of the individual villas. The materials are poor imitations of the historic materials which fail to provide an understanding choice.

The other building, No.10a Hesketh Road is a different case, a small individual dwelling. The house respects the constant height and mass of the area, the style is not sympathetic with the area. However, because of the location in the plot and the prominent vegetation on the front boundary wall it does not cause as much of an impact as No. 12 Hesketh Road.

Both are causing harm to the character of the area. They look incongruous in the street scene, breaking existing rhythms. Fall below the benchmark of the quality of building that would preserve and enhance the setting of the Conservation Area. But the developments were constructed before the designation of the Conservation Area in October 1991. It is likely that this kind of developments would not be repeated, as the area is now protected.



From left to right No. 12 Hesketh Road and No. 10 Hesketh Road

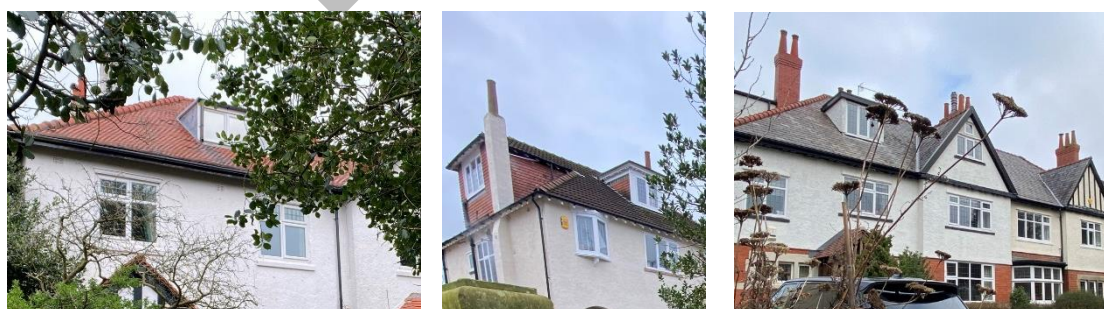
### 7.3 Unsympathetic extensions

The houses inside Hesketh Conservation Area have always contained various ancillary buildings within the grounds, as well as areas of formal and informal landscaping. There have been some unsympathetic extensions carried out in the last and previous century. Most of them had been to the rear of the properties which has not directly affected the street view nor the aesthetic of the area. The usually prominent vegetation at the boundaries helps to disguise these contemporary constructions. Most of them not keeping with the original style of the houses and of poor-quality materials. Some of these extensions are used as garages to the side of the property not respecting the original architectural style which make them look like additions which do not belong with the setting of the street.



Examples of unsympathetic flat roof extensions.

Poorly constructed roof extensions, as dormers, had made its way into the properties causing harm not only to the historic building, but as well to the character of the Conservation Area.



Examples of unsympathetic dormers.

### 7.4 Alterations to historic detailing and materials

Unfortunately, many of the historic properties have suffered from alterations to their detailing and materials that are important to their contribution to the appearance of the Conservation Area:

*Roofs:* Most of the buildings use clay tiles as their roof cover material, this is a positive contribution to the Conservation Area and should be preserved this way. Most roofs are of red colour, a small amount present grey tiles and some buildings have a mix of both.

The replacement by concrete tiles or pantiles should be avoided. This practice is detrimental to the visual character of the area as a whole but also may cause structural problems to the fabric of the individual building as the mass of such tiles is generally greater than that of the covering being replaced. Roofs play a critical role in the character of the conservation areas, particularly in the longer 'streetscape' views, visually linking similar building types. In the case of semi-detached houses, the alteration of one roof seriously detracts from overall appearance of the block.

*Satellite dishes:* The installation of satellite dishes is not unachievable within conservation areas, as long as they are positioned sympathetically in a side or rear elevation 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. The least obtrusive dishes tend to be those positioned on the rear or sides of houses (clearly out of public view) and those constructed from a dark grey semi-transparent material.

*Rooflights:* The addition of rooflights into the roofs of existing buildings can also adversely affect their character. When they are on street-facing slopes and when large numbers are used, particularly in a haphazard arrangement, they can detract from the streetscape. Rooflights are particularly obtrusive when they are not of the 'conservation' type and when they are not positioned flush with the roof covering. Additional rooflights to the front of the property will cause an impact on the street scene altering the rhythm and aesthetics of the area.

*Dormers:* Poorly constructed roof extensions, as dormers, had made its way into the properties causing harm not only to the historic building, but as well to the character of the Conservation Area. New dormer windows are not generally accepted on principal elevations. Any new dormer window should be well-proportioned and kept to non-prominent elevations and any new cladding must match roofing materials. Dormers to the front of the property will cause an impact on the street scene altering the rhythm and aesthetics of the area.

*Windows and doors:* A big percentage of the houses within the conservation area have had their windows replaced either with uPVC or metal. This is particularly damaging to the character of not only the individual properties but also to the street scene. Thus, the introduction of thicker framing members (almost always necessary with uPVC), removal of glazing bars, reconfiguration of the window, etc. all have a detrimental effect on the appearance of the property and the overall visual quality of the area. 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.

Also important to the character of the area are the leaded lights. These are a traditional feature of the Art & Craft movement as the stained-glass details are a feature of the Art Nouveau style. However, these leaded panels are gradually being replaced with plain glass and double-glazed units or poor-quality leaded lights imitation.

Though less common than replacement windows, replacement front doors are also detrimental to the character of the area. Where uPVC is used, replacement doors are particularly obtrusive and lack the quality of design and detail found in timber originals.

*Changes to colours / finishes:* The choice of the colour / finish of windows is also important. The use of unpainted/stained timber to windows is not an authentic historic method and does not complement the historic buildings materials or architectural style. Most of the properties present white, off-white windows. UPVC / aluminium windows have a different finish that do not go with the historic properties. If uPVC windows are installed this should be ‘Conservation Style’, high grade quality uPVC, slim profile, butt-jointed/mortice and tenon appearance welds (rather than mitred diagonal joints) and white off ‘timber-effect’ foil finish, spacer bar colours should match that of the window colour. Timber frame windows should always be repaired when possible, rather than being replaced.

The palette of materials and colour is consistent throughout the Conservation Area and it should remain that way. A high percentage of the houses have mixed wall finishes usually, combining brick with render or a pebbledash finish. The render colour is balanced between white, cream and yellow, while the pebbledash is a little bit darker, mostly in greys or brown colours.

*Replaced / altered boundaries:* The removal of boundary walls and their replacement with inappropriate materials or style has a damaging effect on the street scene, destroying the continuity and rhythm of the road. The walls and gate piers are an important part of the character of a building and are often lost simply because it is apparently easier to build an entirely new wall than repair the existing feature. Modern walls and gate piers are often of a different scale and architectural character to the original, potentially changing the perception of the building beyond. Modern gates and fencing can also detract from the appearance of the building and visual character of the street scene as a whole. Most boundary walls in the Conservation Area retain the original design and it should be kept that way in order to preserve its character.

*Loss of gardens and landscaping:* Where houses have been subdivided into or replaced with blocks of flats, the desire for car parking often overrides that of attractive landscaping. This is particularly detrimental where a strip of planting is not allowed for around the plot boundary. Most of the properties retain the front garden, the vegetation is a positive contribution to the Conservation Area.

*Poor quality, modern paving, street furniture and street signage:* The pavement style in the Conservation Area is varied, going from unsympathetic tarmac to historic ‘Southport Paviers’. The use of unsympathetic materials adversely affects the high quality of the area and is a poor example to residents. Traditional ‘Southport Paviers’ should be retained when possible.

The area present modern road name signs, traffic signs and lamp posts that do not go with the character of the area.



*Modern paving, street furniture and street signage.*

## 7.5 Development pressure and loss

The map from 1928 shows the buildings lost within the Conservation Area since its 'completion' at the beginning of the 20<sup>th</sup> century. The building at No. 12 was the greatest loss, there is no accessible information about the former villa. However, the map shows that it was set with in a large plot with high quality landscaping and a pond, mirrored with that opposite to.



OS1928 Map

Perhaps causing the greatest blight to the character of the Conservation Area has been infill development within the formally spacious grounds of the older villas through the loss of their landscaped grounds (as the case of Nos.12 and 10a). This has resulted in the removal of the older dwellings compromising the setting of the other buildings. Within the Conservation Area there are no vacant sites or derelict buildings in an irreparable condition. It is therefore unlikely that this form of development will reoccur in the near future, however, it should be noted that it is completely unacceptable to lose a building because of its condition and that steps should always be taken (e.g., urgent works) to ensure its repair or preservation prior to any building reaching a condition in which it becomes uneconomical to repair it.

## 7.6 Opportunities for enhancement

To counteract the negative factors which are detracting from the character of Hesketh Road Conservation Area there are a number of measures that might be considered and introduced:

### *Guidance Leaflet*

As well as the development pressures that are clearly evident, the impact on the area of small alterations which individual householders have made to their houses and which, collectively, have compromised the areas character, is also of importance. 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. An advisory leaflet already exists for the area which includes the background to the area and guidance notes. It is advised that residents are made fully aware of the leaflet and if possible, the opportunity should be taken to update it to include any more specific recent threats.

### *Streetscape Elements*

A long-term programme should reconsider replacement of modern lampposts and traffic signs, together with improvements to the quality of paving and kerbs, replacing concrete

or nonmatching units wherever possible. It is of extreme importance to preserve the areas with 'Southport Paviers', any damaged tile should be replaced like for like.

#### *s215 Notices*

Where the poor condition and appearance of a building or piece of land are detrimental to the surrounding areas or neighbourhood, a s215 notice should be issued by the Council.

#### *Article 4 Directions*

It is generally the case that guidance available to residents within the advisory leaflet is not adequate to completely prevent all detrimental alterations. To prevent further negative change, it is therefore recommended that article 4 directions be used. The priorities for article 4 directions should be for protection to windows and doors, roof coverings, chimneys, porches and front boundary walls. It is suggested that as these matters are important to the majority of buildings within the conservation areas therefore article 4 directions are applied to all buildings to avoid confusion and uncertainty.

### **7.7 Further protection of key unlisted buildings**

It is recommended as part of this report that any buildings identified as being critical to the character of the conservation areas are protected further from alteration as any detrimental changes would have a significant effect not only on the buildings themselves but on their wider setting. There are no listed buildings inside the Conservation Area. Three buildings were identified as 'critical' to the area's character: 40 Hesketh Road, 28 Hesketh Road and 2 Hesketh Road. Only No.40. Hesketh Road is designated as a Non-designated Heritage Asset. However, Nos. 28 and 2 does not have any source of protection. It may be felt to be appropriate to put these buildings forward for local protection, particularly where their exteriors appear to be in good condition. It is suggested that further article 4 directions to the individual buildings could be used to restrict any foreseeable changes to specific building elements that might adversely affect their character.

## 8 Management Plan

### 8.1 Introduction

The Management Plan naturally follows on from the Conservation Area Appraisal. The Appraisals identify the essential elements of the conservation areas in order to provide a thorough understanding of their character. The Management Plan is the key tool for outlining the way in which the Council will seek to preserve and enhance the Conservation Area and how it will monitor this.

Good management and maintenance are crucial to the long-term care of heritage sites, this means having the right skills and procedures in place to ensure that they are looked after in an appropriate manner. Poor management and maintenance put heritage at risk, and can lead to higher repair, restoration and refurbishment costs in the future.

The Conservation Area encompasses the majority of Hesketh Road. Its distinctiveness and attractiveness come from the well-preserved houses of a particular architectural style and its surroundings which contributes to its sense of place. The way the Conservation Area is managed therefore is critical to the health of the designated site and its surroundings.

The purpose of the Management Plan is to make sure that Hesketh Road Conservation Area achieves its key aim and maintains its objectives by setting out specific management issues that need to be addressed in the area. The key aim is to sustain and enhance the distinctiveness of the area by conserving its historic buildings and features. The Management Plan will identify the steps that should potentially be taken for the benefit of the Conservation Area.

The Management Plan will set out a strategic framework for management actions in order to help co-ordinate the activities of all involved, be that public or private bodies. The Plan works hand in hand with the Local Plan for the area which sets out planning policies to guide development. The successful implementation of the Management Plan and achievement of its objectives will depend to a large extent upon participation and partnership from both the public and the Council itself particularly its respective departments that operate in this area.

Geographically, the Plan will cover the entirety of Hesketh Road Conservation Area and potentially its surroundings.

The aims of the Management Plan and its objectives are intrinsically linked to existing and proposed Planning Policy. These policy documents and frameworks should not be read in isolation but provide a complementary suite of documents to guide development and provide solutions to manage and improve the area.

#### **National Policy and Guidance**

The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the government's planning policies and how these are expected to be applied through the planning process. It contains a large raft of policies which are relevant to Hesketh Road Conservation Area, specifically that within Chapter 16 'Conserving and Enhancing the Historic Environment'.

Specific guidance on the NPPF is laid out in various formats particularly within the documents of Conserving and enhancing the historic environment. Historic England have also produced a suite of documents that expand on and provide further advice on all different aspects of the historic environment.

### Sefton Local Plan

The Local Plan was adopted in April 2017 and supplements National policy and guidance. The Local Plan sets out how new development will be managed in the period from 2015 to 2030 and encourages sustainable development and economic growth, as well as the protection of the historic environment through its specific policies. This is specifically laid out in Chapter 10 ‘Design and Environmental Quality’ and Chapter 11 ‘Natural and Heritage Assets’.

### Sefton 2030 vision

The Sefton 2030 vision was adopted in 2016 and sets out a vision for the future of the borough and to understand and focus on what is important for the borough and its communities. This will provide a foundation in order to stimulate growth, prosperity, set new expectation levels and to help focus on what is important for Sefton.

## 8.2 Negative Factors Highlighted within the Conservation Area Appraisal

The Conservation Area Appraisals highlight specifically and in detail perceived negative factors that adversely affect the character of the Conservation Area (for full information see Chapter 7). To summarise they include:

- Poor quality later 20<sup>th</sup> Century developments
- Unsympathetic extensions
- Alterations to historic detailing and materials
- Development pressure and loss

The Conservation Area appraisal also set out opportunities for enhancement and this has been expanded and divided under the following headings:

- Guidance leaflets
- Article 4 directions
- Streetscape elements
- s215 Notices

## 8.3 Management Action Table

The following action plan summarises those issues within the appraisal that requires Action, when it needs to be done, by whom and what resources are attributed to it.

Issue	Action	Resources	Lead & Partners	Frequency
<b>Development Management</b>				
New Development/Extensions/Alterations	<ul style="list-style-type: none"> <li>● Determine planning applications in line with planning policies</li> <li>● Formulation and adoption of Design SPD</li> <li>● Update guidance leaflet for local residents as necessary</li> <li>● Consider the introduction of Article 4 Directions</li> </ul>	Withing existing budgets	Planning services	Ongoing
Pavement	<ul style="list-style-type: none"> <li>● Determine planning applications in line with planning policies</li> </ul>		Planning services and highways/Enforcement	Ongoing



	<ul style="list-style-type: none"> <li>●Protection of areas with ‘Southport Pavions’</li> <li>●Pro-active surveys and monitoring</li> </ul>	Withing existing budgets		
Houses in Multiple Occupation	<ul style="list-style-type: none"> <li>●HMO should be avoided if possible, to preserve the original use of single private dwelling</li> <li>●Enforcing of unauthorised works</li> </ul>	Withing existing budgets	Planning services and housing standards team	Ongoing
Unauthorised Developments	<ul style="list-style-type: none"> <li>●Enforcement Protocol adopted highlighting priorities for action</li> <li>●Proactive surveys and monitoring</li> <li>●Enforcement action taken if necessary</li> </ul>	Withing existing budgets	Planning services and local groups	Ongoing
<b>Public Realm</b>				
Public Realm Strategy	<ul style="list-style-type: none"> <li>●Provide a public realm audit for the Conservation Area. The audit should identify historic details to be conserved and the range of existing and appropriate new materials for undertaken works. It should identify opportunities for reducing street clutter and themes and colours schemes for street furniture. It should present a guideline for new signs and painted lines</li> <li>●Priorities set for future public real projects and funding opportunities explored</li> <li>●Promote closer co-operation between highway engineers, planners, urban designers, landscape architects and conservation staff in order to produce and maintain a high-quality public realm</li> </ul>	Withing existing budget	Regeneration, planning services and highways	Ongoing
<b>General</b>				
Untidy Buildings	<ul style="list-style-type: none"> <li>●Enforcement protocol adopted (s215)</li> <li>●Use of planning powers to ensure that buildings are suitable repaired and maintained</li> </ul>	Withing existing budgets	Planning services	Ongoing
Monitor Condition	<ul style="list-style-type: none"> <li>●Undertake annual survey of the Conservation Area for the national Heritage at Risk register</li> </ul>	Withing existing budgets	Planning services	Annually
Maintenance of Buildings	<ul style="list-style-type: none"> <li>●Regular repairs and maintenance of buildings. A maintenance guidance for owners have been produced by Sefton Council Conservation Team</li> <li>●Hedges and boundary treatments should be maintained and repaired regularly</li> </ul>		Owners	Ongoing

Environmental Impact	<ul style="list-style-type: none"> <li>• If energy efficiency improvements are desired an energy efficiency guidance for historic properties has been produced by Sefton Council Conservation Team</li> </ul>		Owners	Ongoing
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#### 8.4 Monitoring and Review

Clear and measurable historic environment objectives and targets are likely to deliver more effective outcomes. Monitoring these outcomes can have the beneficial effects of:

- Improving future plans and strategies.
- Identifying where Article 4 directions may be needed.
- Highlighting where supplementary planning documents may be required.
- Highlighting where development outside of planning control, such as highways, may compromise strategic objectives and solutions are required.

Possible indicators include changes in the appearance and ‘health’ of the historic environment. Heritage at Risk information is an effective means of assessing whether protection policies are achieving success. It allows local planning authorities to use trend data to assess whether their historic environment policies are helping to reduce the number of designated heritage assets under threat.

The Conservation Area will be monitored and reviewed through the following processes:

- Photographic surveys: A detailed photographic survey of all buildings and open spaces within the proposed conservation area has been carried out as part of this review of the Management Plan. This record will form the basis for monitoring further change.
- Observation: Officers from Planning Services will visit the conservation area on a regular basis.
- Street Audit and reporting undertaken by civic society community annually.
- Heritage at Risk surveys: every year.

Monitoring indicators: The implementation and impact of the management strategy will be reviewed against the following indicators:

- Progress in the prevention of inappropriate small-scale change and progression to good maintenance and adoption of traditional repair techniques.
- Progression and implementation of the proposed enhancement opportunities.
- The design quality of new development.

The Management Plan will be reviewed cyclically with appropriate updating and revision as required.

## **9 Recommended Amendments to Conservation Area Boundary**

### **9.1 Designated boundaries**

The boundaries as drawn for designation have generally been drawn tightly and reflect the extent of the area within which the special character of Hesketh Road predominates. There are, however, a number of amendments which are recommended for consideration. (Plan 17)

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*Plan 16- Recommended amendments to Conservation Area boundary.*

## 9.2 Amendments

Proposed additional inclusion within the Conservation Area:

It is proposed to include part of the Hesketh Golf Course within the Conservation Area. This is due to the reasons stated below;

-Views from the Golf Course:

The Conservation Area Appraisal identifies the views from the golf course to the villas to the North of Hesketh Road as being imperative to the Conservation Area (4.3 Views and vistas within the Conservation Area). Through the footpath in the golf course the back of the properties of Hesketh Road can be appreciated and its relationship with the green spaces. The site presents a great view of the back of Rosefield Hall, the only Non-designated Heritage Asset inside the Conservation Area. There is a historic correlation between the golf course and the back of the villas which were intended to have open views to the golf course. This is an important view to the Conservation Area and the villas to the North of Hesketh Road and needs to be protected from future development.



*Key views from the golf course and the footpath.*

-Hesketh Golf Clubhouse:

Situated on a tall sand dune, the clubhouse stands prominent above the course. This building which dominates the South Bank of the Ribble estuary, was described as being of a manor house proportion. Its black Timbers contrasted sharply with a white plaster of the mock Tudor façade; whilst the bright red tiles of the steeply pitch roof and tall central clock tower crapped a truly striking landmark.

This building, with accommodation for 400 members, was opened along with the course on the 1st of October 1902, by William McInroy, Laird of Lude, a Scot who had married into the Hesketh family. It is constructed in the Art & Crafts style as are other several houses in Hesketh Road Conservation Area. It has a historic link with those villas that were constructed after the opening of the Golf Course. Still preserves many of its original architectural features. It corresponds directly with Rosefield Hall view that deserves some kind of protection.

The clubhouse is designated as a Non-designated Heritage Asset.



Clubhouse photos and drawing.

*-Remains of Little Ireland:*

As mentioned over in Conservation Area Appraisal (3.1 ‘Early History and Origins’), *Little Ireland* was a small community from 1840’s that was evicted when Hesketh Golf Club was developed. Two buildings still survive from those days, St. Patrick School and a small cottage, the former which is today the house of the greenskeeper. Although these buildings have been altered several times over the years, they still preserve the original build and they serve an important link to the past. The historic correlation with *Little Ireland* is still on site through the remaining cottages and the plateau on the golf course where the settlement was located.

These buildings do not possess any source of protections, it is considered appropriate to provide them with the status of Non-designated Heritage Assets and include them in the Conservation Area.



Remains of St. Patrick’s School and a cottage, today the greenskeeper’s house. The plateau that can be seen on the course is the former location of the settlement of Little Ireland.

### 9.3 Other areas assessed but not recommended for inclusion

Cambridge Road:

The street presents a mix of houses of different eras, including some modern developments. There are still some early houses from 1900-1910 and some later houses from 1911-1926 with the same style of houses than Hesketh Road Conservation Area, a mix of Art and Crafts and Art Nouveau styles.

28 Cambridge Road is designated as a grade II Listed Building. Is a detached house constructed in 1907, by John Hughes. Painted roughcast render on brick, red tiled roof with swept oversailing eaves. In the same Art Nouveau style than many houses inside Hesketh Road Conservation Area.

A few houses are late Victorian style, grand manor houses, in close proximity to Hesketh Park. These are found to the southeast side of the street. Most of them had been converted into flats already, losing the front garden to bring space to the parking area. Most boundary walls and piers are still original. The most preserved ones could be considered for designation as Non-designated Heritage Assets or for local listing.

The road has not been included inside the Conservation Area as it presents several modern developments and the majority of historic dwellings are constructed in Victorian style, rather than the Art & Crafts that characterised Hesketh Road Conservation Area.



*From left to right; No.28, No.27, No.18 and No. 14 (Holy Bank) Cambridge Road.*

Brocklebank Road:

This is the most consistent of the streets surrounding the Conservation Area. Most of the dwellings are later houses from 1911-1926, with the same architectural styles as the ones inside Hesketh Road Conservation Area.

Only two houses are modern dwellings, however they are keeping with the character and scale of the rest of the properties of the area.

The road has not been included inside the Conservation Area as it presents modern developments and the majority of historic dwellings are not part of the first stage of the development. As the Conservation Area only extends through Hesketh Road and is named after it, extending it to other roads may decrease the significance of the origins of the Hesketh Road Conservation Area.



*From left to right; No. 1, No. 9 and No.13 Brocklebank Road.*

#### Argyle Road:

The street presents a mix of dwellings of different styles and eras. There are still some houses from the early stage (1900-1910) and the later stage (1911-1926) that keep with the style and character of the Conservation Area.

No. 4 Argyle Road presents a similar design as the property at No. 28 Hesketh Road which is characteristic of the style of architecture of the Conservation Area (Art Nouveau). The strong gable fronted steep pitch roof, which sweeps right down to cover the porch, is repeated several times within the Conservation Area. The dwelling is considered a positive contribution for the character of the Conservation Area, but is located outside, it is suggested to provide it with some sort of protection as local heritage or Non-designated Heritage Asset. It presents a direct relationship with the houses inside the Hesketh Conservation Area.

There are some modern flats that are not sympathetic with the surrounding area. Additionally, No. 21 Argyle Road is a vacant plot in poor conditions which is causing a negative impact to the area. Although this is the road with more houses constructed in the early stage, they are not as high quality as the ones in Hesketh Road and most of them have been altered. As the Conservation Area only extends through Hesketh Road and is named after it, extending it to other roads may decrease the significance of the origins of the Hesketh Road Conservation Area.



*From left to right; No. 20, Nos. 16, No. 6-8 and No.4 Argyle Road.*





Plan 17- Other areas assessed but not recommended for inclusion.

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**B. Historic Maps**

This appendix contains the following maps:

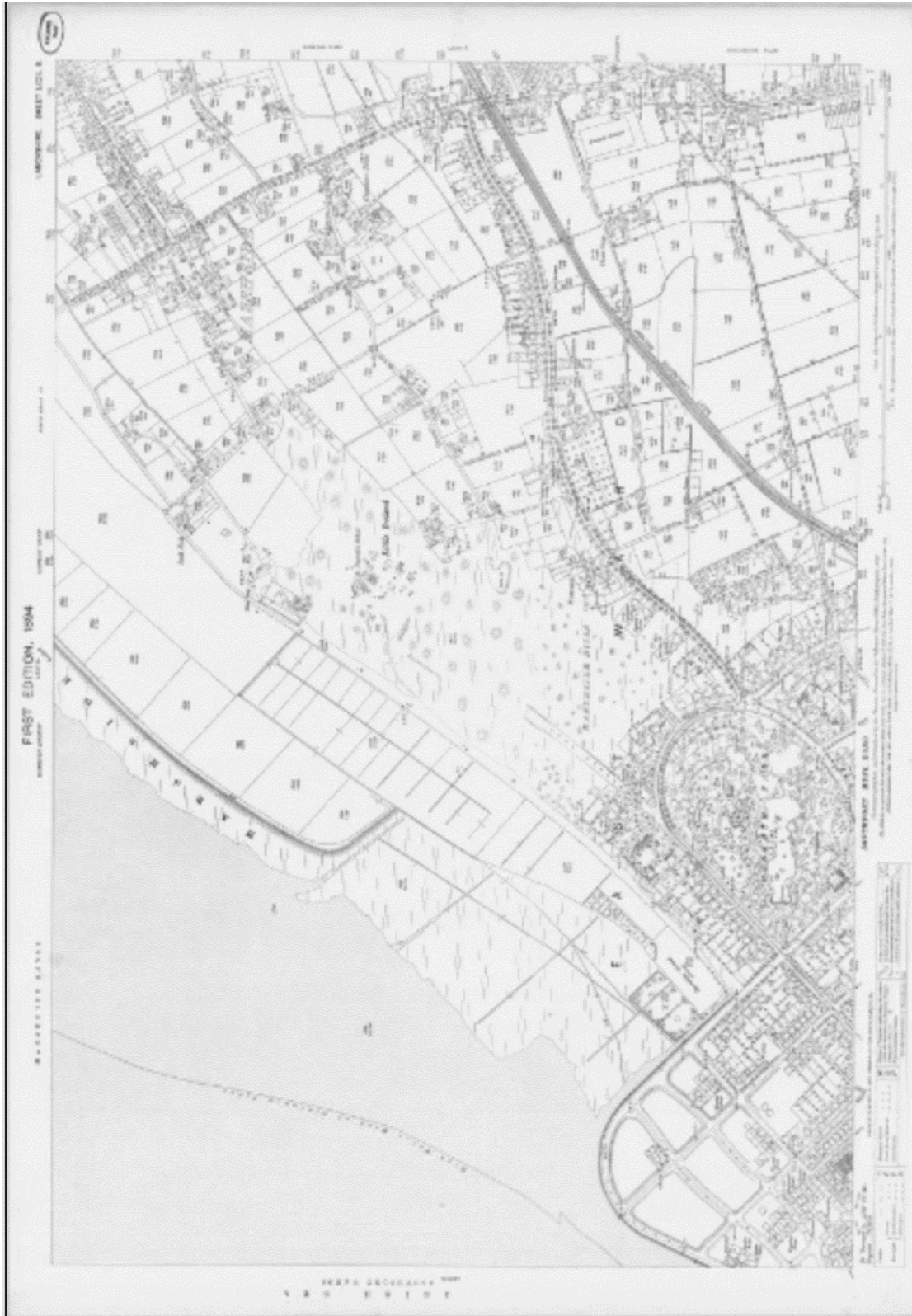
Ordnance Survey Map 1894

Ordnance Survey Map 1911

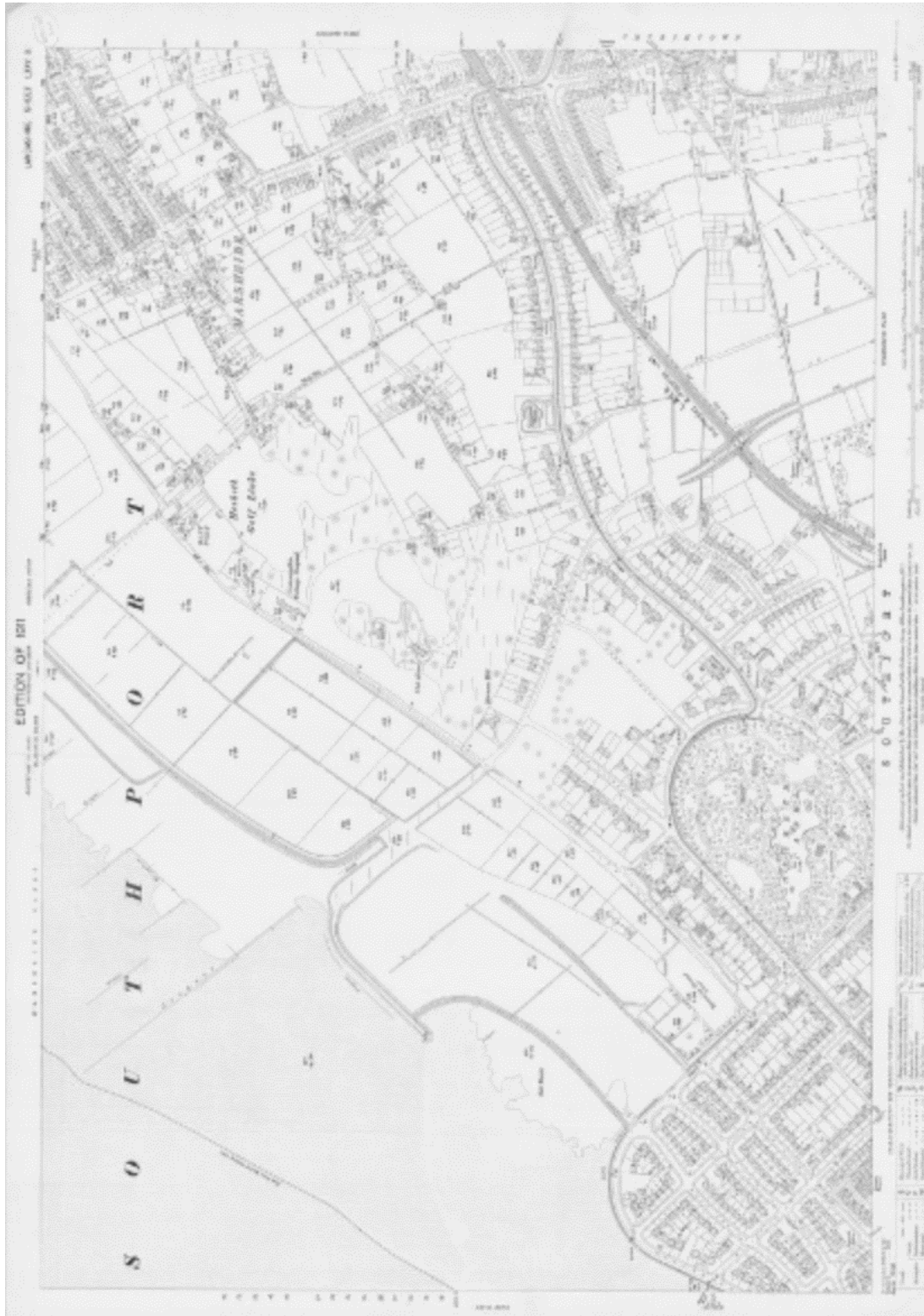
Ordnance Survey Map 1928

Ordnance Survey Map 1947

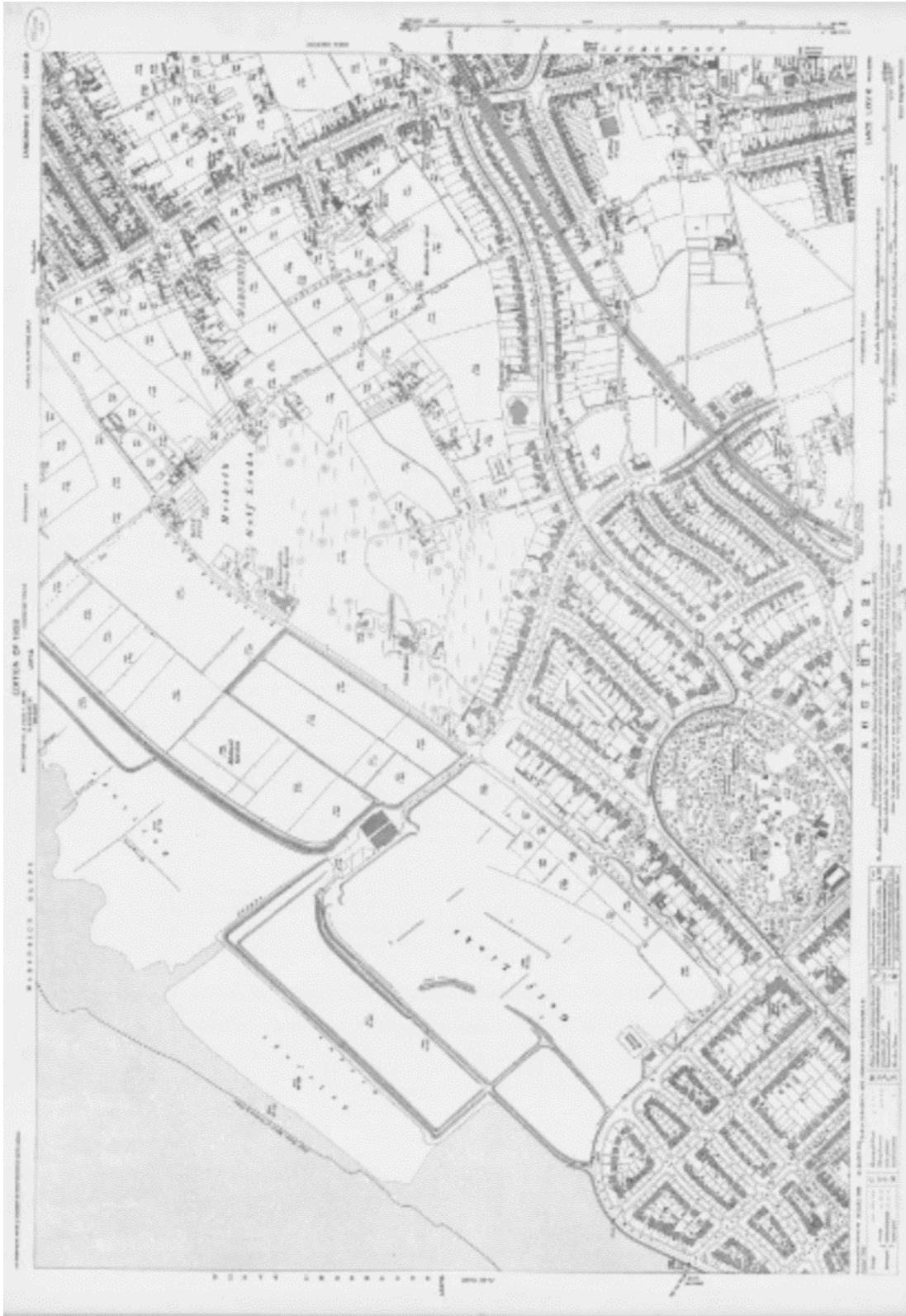
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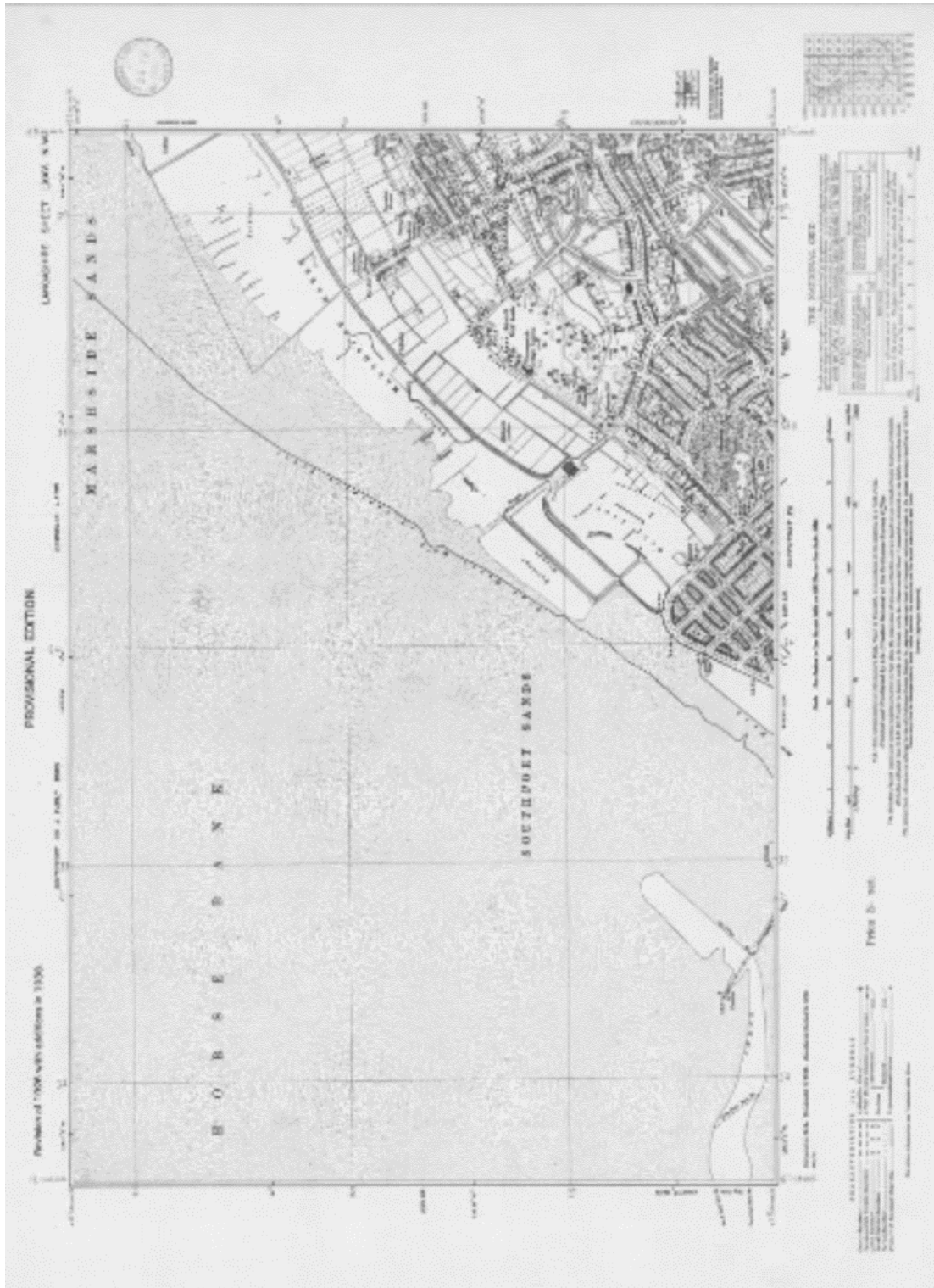
Ordnance Survey Map 1894 (Lancashire LXXV.6) reproduced from National Library of Scotland



*Ordnance Survey Map 1911 (Lancashire LXXV.6) reproduced from National Library of Scotland*



*Ordnance Survey Map 1928 (Lancashire LXXV.6) reproduced from National Library of Scotland*



Ordnance Survey Map 1947 (Lancashire LXXV.6) reproduced from National Library of Scotland



## C. Glossary

**Architectural features:** A prominent or characteristic part of a building. Examples of architectural features are windows, columns, awnings, marquee and fascia.

**Conservation:** The process of managing change to a heritage asset in its setting in ways that will best sustain its heritage values, while recognising opportunities to reveal or reinforce those values for present and future generations.

**Conservation area:** An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

**Cruck frame:** A cruck or crook frame is *a curved timber, one of a pair, which support the roof of a building*, historically used in England and Wales.

**Detrimental:** Tending to cause harm.

**Fabric:** The material substance of which places are formed, including geology, archaeological deposits, structures and buildings, construction materials, decorative details and finishes and planted or managed flora.

**Gable:** The triangular upper part of a wall at the end of a ridged roof.

**Glazing bars:** A bar or rigid supporting strip between adjacent panes of glass.

**Harm:** Change for the worse, here primarily referring to the effect of inappropriate interventions on the heritage interest of a heritage asset.

**Heritage:** All inherited resources which people value for reasons beyond mere utility.

**Heritage asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.

**Historic environment:** All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and deliberately planted or managed flora.

**Impact:** May refer to Visual Impact, an impact upon visual aspects of the setting of a heritage asset, or to Physical Impact, a direct impact upon the physical remains of the asset.

**Listed Building:** A listed 'building' can be any man-made three-dimensional structure which is on 'The national list' – it might be anything from a pump to a cathedral. A building is listed when it is of special architectural or historic interest considered to be of national importance and therefore worth protecting.

**Listed Building Consent (LBC):** Mechanism by which planning authorities ensure that any changes to listed buildings are appropriate and sympathetic to their character. It helps to protect what is a rare and unique resource.

**Maintenance:** Routine work regularly necessary to keep the fabric of a place, including its setting, in good order.

**Moat:** a deep, wide ditch surrounding a castle, fort, or town, typically filled with water and intended as a defence against attack.

**Non-designated Heritage Asset:** buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets.

**Permitted development:** Permitted development rights allow the improvement or extension of homes without the need to apply for planning permission, where that would be out of proportion with the impact of the works carried out. Permitted Development rights do not apply to listed buildings, nor do they apply to development within the curtilage of a listed building.

**Planning permission:** Formal permission from a local authority for the erection or alteration of buildings or similar development.

**Plinth:** The lower square slab at the base of a column / the base course of a building,

or projecting base of a wall.

**Ploughlands:** A measure of land used in the northern and eastern counties of England after the Norman conquest, based on the area able to be ploughed in a year by a team of eight oxen.

**Repair:** Work beyond the scope of maintenance, to remedy defects caused by decay, damage or use, including minor adaptation to achieve a sustainable outcome, but not involving restoration or alteration.

**Restoration:** To return a place to a known earlier state, on the basis of compelling evidence, without conjecture or the introduction of new material.

**Reversible:** Capable of being removed so that the previous state is restored without loss of historic fabric.

**Scheduled Monument:** An archaeological site which has been scheduled for protection. It is an offence to undertake works within a scheduled area without Scheduled Monument Consent.

**Scheduled Monument Consent (SMC):** Must be made to the Secretary of State for Culture, Media and Sport before any work can be carried out which might affect a monument either above or below ground level. Some change may also require planning permission, which should be obtained from the Local Planning Authority.

**Setting:** The immediate and extended environment that is part of – and contributes to – the significance and distinctive character of a heritage assets, and through which a heritage asset is understood, seen, experienced and enjoyed.

**Significance:** The value of a heritage asset to past, present and future generations because of the sum of its embodied heritage interests. Those interests may be archaeological, architectural, historic or others. Significance also derives from its setting.

**Survey:** Fieldwork for individual building or archaeological sites which look for physical evidence to support proposals to the heritage asset.

**Sustainable:** Capable of meeting present needs without compromising ability to meet future needs.

**Vernacular:** Rural vernacular or traditional architecture is the construction of small plain buildings in the countryside where the dominant influence in siting materials, form and design is the local ‘folk tradition’. Such vernacular buildings will have been typical, i.e., of a common type in any given locality and will lack individualistic and ‘educated’ design features that characterised international fashions in formal architecture during the same period.