

Historic Townscape Characterisation Assessment

Layton, Blackpool



AHP Architectural
History
Practice

August 2009

CONTENTS

List of illustrations

EXECUTIVE SUMMARY

1. INTRODUCTION

- 1.1 Background
- 1.2 The Brief
- 1.3 Authors
- 1.4 Acknowledgements
- 1.5 Location of study area

2. METHODOLOGY

- 2.1 Assessment
 - 2.1.1 Research
 - 2.1.2 Fieldwork
 - 2.1.3 Knowledge Gaps
- 2.2 Limitations
- 2.3 Consultation and Community Involvement

3. PLANNING AND REGENERATION CONTEXT

- 3.1 The Blackpool Local Plan
- 3.2 Heritage assets and regeneration

4. HISTORIC DEVELOPMENT OF THE TOWN CENTRE

- 4.1 Location and brief description
- 4.2 Historic development: Context
 - 4.2.1 An overview of the development of Blackpool
 - 4.2.2 The historic development of Layton

5. TOWN CENTRE: CHARACTERISATION ASSESSMENT

- 5.1 Character and appearance
- 5.2 Spatial attributes, views and open spaces
- 5.3 Historic and current uses
- 5.4 Materials and construction
 - 5.4.1 Structure and roofing
 - 5.4.2 Doors and windows
 - 5.4.3 Shopfronts and fascias
 - 5.4.4 Signs and details
 - 5.4.5 Boundaries
 - 5.4.6 Roads and footways
 - 5.4.7 Street furniture
- 5.5 Architectural character

- 5.6 Degree of completeness
- 5.7 Archaeological potential

6. SIGNIFICANCE

6.1 Assessing significance

6.2 Summary of significance of Layton

6.2.1 Character summary and designation status of area

6.2.2 North residential

Benson Road

Bispham Road

Brooklyn Avenue

Delaware Road

Depot Road and Layton Station

Highbury Avenue and Eastwood Avenue

Lynwood Avenue

Melrose Avenue

Meyler Avenue

Norwood Avenue

Oregon Avenue

Plymouth Road, St Walburga's Road and Brendon Walk

Poulton Road

Wembley Avenue

6.2.3 South residential

Alder Grove

Croydon Road, Garrick Grove and Gisburn Grove

Drummond Avenue and Broughton Avenue

Grange Road

Grenfell Avenue

Huntley Avenue and William Street

Kingscote Drive

Larbreck Avenue

Lyncroft Crescent

Onslow Road

Rathlyn Avenue

Wilford Street and Jackson Street

6.2.4 Commercial

Granby Avenue and Annesley Avenue

Jewish Cemetery

Layton Cemetery

Layton Road

Talbot Road / Layton Square

Westcliffe Drive

6.2.5 West residential

Cameron Avenue, Whittaker Avenue, Cumbrian Avenue, Campbell Avenue and Caledonian Avenue

Devonshire Road

Douglas Avenue and Ramsey Avenue

Mather Street
North Avenue, Peel Avenue and Foxdale Avenue
Rossall Road, Healey Street, Laburnum Street, Cypress Grove and
Stirling Road
Talbot Road
6.2.6 Layton Road

7. RECOMMENDATIONS

- 7.1. Local list
- 7.2. Development control to commercial and public buildings
- 7.3. Development control to residential buildings
- 7.4. Conservation area proposals

BIBLIOGRAPHY

APPENDICES

APPENDIX 1: Historic maps

APPENDIX 2: Characterisation maps (to be added)

APPENDIX 3: Potential conservation area boundary

EXECUTIVE SUMMARY

Medieval Great Layton and the surrounding small settlements such as Hoohill and Little Layton developed and spread westward to amalgamate with the coastal town of Blackpool, which itself was spreading eastward, from the early 20th-century. Located approximately 1.5 miles east inland and easily accessible from Blackpool, Layton has retained its own identity and community. The boundary of the area covered by this report roughly covers an area bounded by the railway line to the north, St Walburga's Road to the east, Rathlyn Road to the south and Devonshire Road to the east, with a one-block-wide linear area to the south as far as Newton Drive with Layton Road at the spine. For the purpose of this survey the area has been divided into five sub-character areas defined by age, housing types and building use: the north residential area comprises mainly higher-quality semi-detached interwar housing with front gardens; the south residential area mainly has late 19th and early 20th-century terraces laid out in a ladder, comprising two-up two-down red brick cottages built up to the back of the footway; the commercial area is focused on Westcliffe Drive and includes the main and Jewish cemeteries; the west residential area flanks Talbot Road and has a less rigid street layout and a variety of housing qualities and designs; and Layton Road contains a variety of traditional late 18th-century properties mixed with typical interwar properties. As a whole, the area contains several significant late 19th-century and interwar public buildings.

Layton, as it is defined today, incorporates the settlements of Hoohill, Whinney Heys and Queenstown, but has its roots as a sparsely populated rural manorial holding from the 11th century until 1851. Encouraged by the opening of a main cemetery for Blackpool in 1873 and followed by the extension of the tramway in 1903, Layton developed as a suburban residential area for Blackpool's workers. To serve the grids of terraces and semi-detached houses mainly built between the early and mid 20th-century Layton's commercial centre developed on Westcliffe Drive, a spinal route through the area continuing north from Layton Road and Talbot Road. Great Layton, at the south end of Layton Road, was superseded as the focus of the community. The area's character is partly defined by buildings of Accrington red brick, the most prominent building material, although details such as a darker red brick and buff terracotta faience add interest to the area.

Alongside the residential development, Layton has a number of good public buildings, including two significant churches, a branch library, a primary school, and a railway station. The tram was discontinued in 1936 but the former tram stop has been retained and converted into public toilets. Many of these buildings were designed by the Borough Surveyor J. C. Robinson and are good, if typical, examples of his work. The cemetery is a significant historic landscape feature and an important open space and contains the only listed building in Layton. No part of the area is a conservation area, but despite the absence of additional statutory controls in the area the buildings, townscape and street layout retain significantly positive qualities,

identity and integrity. There are few areas of neutral townscape quality, and fewer buildings have a negative impact. The character of Westcliffe Drive and Talbot Road has been eroded by poorly-designed shopfronts, low quality public realm design and the accumulative impact of minor alterations to houses, but major modifications to buildings are limited and streets such as Lynwood and Norbury Avenues retain a coherent quality. Also contributing to the area's positive townscape merit are the open spatial character of the streets and the generous provision of recreation areas, including three bowling greens, which is in direct contrast to Blackpool town centre. The residential terraces between Talbot Road and Stirling Court have lower townscape merit.

The whole area was assessed for townscape and heritage merit as part of the study and 16 potential buildings chosen for a potential Local List. There is only one listed building in the area, the cemetery chapel of 1873, listed Grade II. None of the area is currently a conservation area but areas of particular historic or architectural interest (such as the cemetery, Westcliffe Drive, and the residential streets to the east of the latter which are built on a strict grid pattern) have the potential to be designated in order to manage development in a way that would preserve the distinctive architectural and historic character of the area. There are few buildings that have a negative impact on the townscape; these mainly comprise post-war infill or rebuilds, such as The Windmill pub.

List of illustrations

Cover photo: Westcliffe Drive

Fig.1: Location of study area (to be added)

Fig. 2: Detail of the 1838 Tithe map of Layton with Warbreck, showing the older settlement of Great Layton (Blackpool Library)

Fig. 3: Detail from the 1847 David & Charles map of Lancashire, showing the section between the village of Layton and the railway line to the north (JRULM)

Fig. 4: Detail of the 1892 OS map (1:2500, surveyed 1891) showing the area of Layton north of Talbot Road (Blackpool Library)

Fig. 5: Detail of the 1893 OS map (surveyed 1891; 1:2500) showing Layton village (Blackpool Library)

Fig. 6: Bispham (now Layton) Station in the early 20th-century; the station house and adjacent single-storey buildings are still extant (courtesy Ted Lightbown).

Fig. 7: Looking north along Westcliffe Drive from Layton Square, with the tram terminus on the left, c.1915 (courtesy Ted Lightbown)

Fig. 8: Detail of the 1912 OS map (1:2500, revised in 1909-10) showing the Queenstown area south of Talbot Road (Blackpool Local Studies)

Fig. 9: Detail of 1912 OS map (1:2500, revised 1909-10) showing fields to the east of Layton Road (Blackpool Local Studies)

Fig. 10: Detail of 1938 OS map (1:2500, revised 1938) showing the same area (Blackpool Local Studies)

Fig. 11: Drummond Avenue from the east, probably shortly after construction and dated c.1915 (courtesy Ted Lightbown). Compare with Figs 84 & 85.

Fig. 12: Detail of 1932 OS map (1:2500, revised 1930-1) showing the higher-quality semis to the north of Layton Square (Blackpool Local Studies)

Fig. 13: Highbury Avenue in c.1929 (courtesy Ted Lightbown)

Fig. 14: Detail of the 1938 OS map (rev. 1938; 1:2500) showing Layton Road snaking through the centre of interwar housing (Blackpool Library)

Fig. 15: The historic Mill Inn at Hoo Hill, c.1875 (courtesy Ted Lightbown)

Fig. 16: Layton sub-character areas (to be added)

Fig. 17: Broughton Avenue

Fig. 18: View west along Grange Road towards the cemetery chapel and Salem church

- Fig. 19: View west down Benson Road towards the Tower
- Fig. 20: Looking west towards Stirling Court along Campbell Avenue
- Fig. 21: View north along Kingscote Drive
- Fig. 22: View east from Broughton Avenue over Kingscote Park
- Fig. 23: View east through the cemetery, with avenues of trees and the chapel spire in the distance
- Fig. 24: Looking east down Poulton Road
- Fig. 25: Layton Institute bowling green
- Fig. 26: Looking north along Poulton Road from the roundabout
- Fig. 27: The north side of Rathlyn Avenue, interrupted only by a small gable
- Fig. 28: Nos 2-4 Annesley Avenue
- Fig. 29: Buff faience to the Granby Avenue entrance to Layton Institute
- Fig. 30: No 239 Layton Road
- Fig. 31: Grange Road, retained chimney stacks and pots
- Fig. 32: The fretwork cupola to the library
- Fig. 33: Different styles of bay windows on Grenfell Avenue
- Fig. 34: Original windows and glazing Nos 22-24 North Road
- Fig. 35: Original glazing to doors and windows on Grange Road
- Fig. 36: Pictorial glazing to the first floor corner of No 189 Devonshire Road
- Fig. 37: Timber canopies to Nos 12-14 Grange Road
- Fig. 38: Intrusive signage to Nos 37-51 Westcliffe Drive
- Fig. 39: Street-name sign and other attractive signage at the corner of Drummond Avenue
- Fig. 40: Part of a historic shop front on Layton Road, possibly part of the original Co-op store
- Fig. 41: No. 1 Layton Road, a positive shopfront design
- Fig. 42: Retained pilasters and cornice to shopfront at No. 163 Layton Road
- Fig. 43: Individual ceramic lettering to street-name sign
- Fig. 44: Pointing street signs at the junction of Ramsey Avenue and North Avenue

- Fig. 45: Modern street-name sign to Wembley Avenue
- Fig. 46: Intrusive signage on Westcliffe Drive
- Fig. 47: Pediment detail to the Queen's Hotel
- Fig. 48: Terracotta decoration to terraces on Talbot Road
- Fig. 49: Carved gatepost to St Mark's Church
- Fig. 50: Retained brick front boundary walls and gatepiers, with attractive hedges on Grange Road.
- Fig. 51: Inscribed names to gatepiers on Lynwood Avenue
- Fig. 52: Boundary wall and hedge to Layton Cemetery, on Annesley Avenue.
- Fig. 53: Boundary treatments to the Mansfield Road edge of the cemetery
- Fig. 54: Nos 460-470 Talbot Road have their front boundary walls removed
- Fig. 55: Extant cobble wall at the south-west end of Layton Road
- Fig. 56: Setts below tarmac on Alder Grove
- Fig. 57: Setted surface to the rear of Whittaker Avenue
- Fig. 58: Central island pedestrian area on Westcliffe Drive
- Fig. 59: New street furniture as part of improvements on Westcliffe Drive
- Fig. 60: Modern bus-stop shelter on Benson Road
- Fig. 61: Typical two-up two-down cottages on Rathlyn Avenue
- Fig. 62: Four of 'The seven styles of non-Tudorbethan semi' as defined by Finn Jensen (image from Jensen, p.107)
- Fig. 63: A typical range of semi-detached houses on Grange Road
- Fig. 64: Interwar parade of shops on Westcliffe Drive
- Fig. 65: St George's Church, Plymouth Road
- Fig. 66: The former tram shelter in Layton Square
- Fig. 67: Late 20th-century houses on Devonshire Road
- Fig. 68: Nos 2-31 Onslow Road in c.1915 (courtesy of Ted Lightbown)
- Fig. 69: Nos 2-31 today
- Fig. 70: The Windmill pub

- Fig. 71: No 62 Westcliffe Drive
- Fig. 72: Looking north-west along Benson Road
- Fig. 73: Looking north along Bispham Road
- Fig. 74: Looking west along Brooklyn Avenue
- Fig. 75: Looking north down Delaware Road
- Fig. 76: Looking along Depot Road to Crossley's Bridge
- Fig. 77: Looking east down Highbury Avenue
- Fig. 78: The backs of Nos 1-31 Eastwood Avenue, with Layton School in the background
- Fig. 79: The south side of Lynwood Avenue, from the east
- Fig. 80: Looking north along Melrose Avenue
- Fig. 81: Nos 31-55 Meyler Avenue
- Fig. 82: South side of Norwood Avenue, from the west
- Fig. 83: Oregon Avenue, looking west from Delaware Road
- Fig. 84: Looking north-west along Plymouth Road towards the Warbreck water tower
- Fig. 85: Looking south along Brendon Walk
- Fig. 86: Looking north-west down Poulton Road
- Fig. 87: Looking south from Poulton Road along Wembley Avenue
- Fig. 88: Looking west down Alder Grove
- Fig. 89: Gisburn Grove from the east
- Fig. 90: Drummond Avenue looking west
- Fig. 91: Broughton Avenue looking east
- Fig. 92: The north side of Grange Road, from the east
- Fig. 93: North side of Grenfell Avenue, looking east
- Fig. 94: Huntley Street, looking east
- Fig. 95: Backs of terraces between William Street and Grenfell Avenue
- Fig. 96: The west end of Broughton Avenue
- Fig. 97: St Mark's Vicarage on Kingscote Drive

- Fig. 98: Nos 189-201 Kingscote Drive
- Fig. 99: Larbreck Avenue, looking east
- Fig. 100: Nos 6-20 Lyncroft Crescent
- Fig. 101: Nos 77 101 Onslow Road, on the north side
- Fig. 102: North side of Rathlyn Avenue, from the west
- Fig. 103: Looking north along Wilford Street
- Fig. 104: Looking south down Jackson Street
- Fig. 105: Houses on Granby Avenue with boundaries removed and altered
- Fig. 106: Nos 6-26 Annesley Avenue
- Fig. 107: The Jewish Cemetery looking towards the rear of Annesley Avenue
- Fig. 108: Looking north through the cemetery; Warbreck Water Tower is in the distance
- Fig. 109: The south entrance to the cemetery, showing the original railings, wall and gates, and the Grade II cemetery chapel in the background
- Fig. 110: Nos 41-51a Layton Road
- Fig. 111: Layton Bowling Green, pavilion and benches
- Fig. 112: No. 2 Layton Road
- Fig. 113: Layton Library on the south-east side of Talbot Road
- Fig. 114: Looking north up Westcliffe Drive from outside the Institute
- Fig. 115: No 21 Westcliffe Drive
- Fig. 116: Nos 2-28 from the south
- Fig. 117: The north end of Cameron Avenue
- Fig. 118: No. 7 Cumbrian Avenue
- Fig. 119: Looking north down Campbell Avenue
- Fig. 120: Semi-detached houses on the east side of Devonshire Road
- Fig. 121: A range of good quality houses on Ramsey Avenue, Nos 35-49
- Fig. 122: Looking west down Douglas Avenue
- Fig. 123: Looking south-west along Mather Street

Fig. 124: Looking north up North Avenue

Fig. 125: Looking west along Laburnum Street

Fig. 126: Post-war infill on Talbot Road

Fig. 127: View from the north end of Devonshire Road towards Stirling Court and late 20th-century development on Talbot Road, both outside of the survey area

Fig. 128: Nos 273-281 Talbot Road

Fig. 129: Nos 42-74 Layton Road from the south

Fig. 130: Nos 112-118 Layton Road

Fig. 131: Nos 128-136 Layton Road

Fig. 132: Nos 158-160 Layton Road

Fig. 133: Cobble wall at the south-west end of Layton Road, with an interwar bungalow behind

Fig. 134: The Old No 4 inn; the original building is to the left of the photograph

Fig. 135: Nos 249-251 Layton Road with a partial cobble-stone boundary wall to the right

Fig. 136: Nos 239 and 241 Layton Road

Fig. 137: Old Farm Garage

Fig. 138: Nos 89-103 Layton Road

In Appendix 2

Fig. 139: Detail of Yates' map of 1786 showing Great Layton inland from Blackpool

Fig. 140: Detail of the 1838 Tithe map showing the area north of Talbot Road and St Walburga's Road to the south-east (Blackpool Library)

Fig. 141: Detail of the 1838 Tithe map showing the earlier settlement of Great Layton (Blackpool Library)

Fig. 142: Drawing showing a perspective view of Layton Village in 1845 (courtesy Old Farm Garage)

Fig. 143: Detail of 1847 OS map (1:10560) showing the north Layton area (Blackpool Library)

Fig. 144: Detail of Harding's town plan of 1877, showing the Layton area (Blackpool Library)

Fig. 145: Detail of 1892 OS map (surveyed 1891, 1:2500), north of Layton Square (Blackpool Library)

Fig. 146: Detail of 1892 OS map (surveyed 1891, 1:2500), south-west of Layton Square (Blackpool Library)

Fig. 147: Detail of 1892 OS map (1:2500) showing Layton village (Blackpool Library)

Fig. 148: Detail of 1912 OS maps (revised 1909-10, 1:2500), north of Layton Square (Blackpool Library)

Fig. 149: Detail of 1912 OS map (revised 1910, 1:2500), south-west of Layton Square (Blackpool Library)

Fig. 150: Detail of 1912 OS map (revised 1909-12; 1:2500), showing Layton Village spreading north along Layton Road (Blackpool Library)

Fig. 151: Detail of 1938 OS map (revised 1938, 1:2500), north of Layton Square (Blackpool Library)

Fig. 152: Detail of 1938 OS map (revised 1938, 1:2500), south-west of Layton Square (Blackpool Library)

Fig. 153: Detail of 1938 OS map (1:2500) showing how housing development engulfed the historic Layton settlement (Blackpool Library)

Note: all images AHP unless otherwise stated

JRULM – John Rylands University Library Manchester (map collection)

1.0 INTRODUCTION

1.1 Background

The Architectural History Practice Limited [AHP] was commissioned in March 2009 by Blackpool Council (The Council) to prepare a characterisation assessment of part of Layton in the context of future planning and regeneration.

1.2 The Brief

The brief for this project was issued by The Council in July 2008. The Brief explains the reasons for the assessment, the outputs, the local and national context, a summary of matters to be covered by the characterisation assessment, and resources available from The Council. The project has also been undertaken with reference to guidance from English Heritage on urban characterisation, including on the assessment of historic significance in areas of low demand housing.

1.3 Authors

This characterisation assessment was prepared by Samantha Barnes BA MA, Associate of AHP, with support from Marion Barter, BA MA IHBC, Director of AHP, and Clare Hartwell, BA MA, Director of AHP.

1.4 Acknowledgements

AHP is grateful for assistance and advice offered during this project, in particular from Carl Carrington of Blackpool Council; Ted Lightbown, local historian; Tony Sharkey and the librarians at Blackpool Library and John Rylands University Library, Manchester (JRULM).

1.5 Location of study area

Layton is an inland suburb of Blackpool, located to the east of the town centre, roughly bounded by the railway line to the north, St Walburga's Road to the east, Newton Drive to the south, and Devonshire Road to the west. The area covered by this survey is bounded by Kingscote Drive to the east, with a linear area to the south with Layton Road at the spine, terminating at Newton Drive, and Mansfield Road (following the boundary of Layton cemetery), Devonshire Road and Bispham Road to the west. Part of the Queenstown area is included within the boundary. The NGR for the centre of the area is SD322374.

Fig.1: Location of study area (to be added)

(Reproduced from the Ordnance Survey with the permission of the Controller of Her Majesty's Stationary Office. Crown copyright. All rights reserved. Blackpool Borough Council License Number 100019178, 2008)

2.0 METHODOLOGY

2.1 Assessment

The work was undertaken as an intensive assessment of the whole area. The project was divided into an initial research phase and a detailed fieldwork phase, which included photography, GIS mapping and an assessment of potential Local List buildings.

2.1.1 Research

Secondary research was carried out at the Local History Library at Blackpool Library. This consisted of a detailed review of historic maps and trade directories, a general review of works on the history of Blackpool, its architecture and housing, and its development through to the twentieth century. Relevant websites on the history of the area were reviewed, including the collection of historic photographs available at <http://www.blackpoolimagegallery.org.uk/>. Photographs in the Local History Library collections was also consulted, supplemented by images in Ted Lightbown's publications and reproduced with his consent from his personal collection. See the *Bibliography* for full details.

2.1.2 Fieldwork

Layton was physically assessed on foot in April and May 2009. The fieldwork took place after the research had been undertaken and took into account its findings. Where public buildings were of interest and accessible (i.e. churches and banks) the principal interiors were assessed; however, generally the assessment is based on what could be seen from the public highway and frontages.

2.1.3 Knowledge Gaps

There are a number of additional lines of research which might produce additional historical information on the history and development of Layton such as rate books, insurance and drainage records. However, whilst further research may provide greater detail and depth to an understanding of how the area developed, it is not considered that this will significantly alter the overall findings of this assessment.

2.2 Limitations

AHP were commissioned to assess the architectural and historic character of the buildings of Layton as part of a characterisation assessment, including the heritage significance of the area. This study has not assessed other important factors which may be relevant to a decision on the future of the area's buildings. Relevant factors which AHP has not assessed include the physical condition of the buildings, their internal or external facilities, thermal performance, repair costs and viability, market value, potential for adaptation, environmental consequences of demolition and rebuilding, and quality in relation to current standards or any other factors that are not directly related to their heritage value.

2.3 Consultation and Community Involvement

This draft report will be subject to community consultation, including with the Heritage Forum and may also be available on Blackpool's Council's website. Following initial consultation, the report may be amended to take account of any new information that emerges and of the views of local people, particularly in relation to significance.

3.0 PLANNING AND REGENERATION CONTEXT

3.1. The Blackpool Local Plan

The Local Plan was adopted in June 2006. The Local Plan map shows the following:

- Westcliffe Drive, south of Granby Avenue to Drummond Avenue off Layton Road, is a District Centre.
- The area around the junction of Foxdale Avenue, Mather Street and Talbot Road is designated a Local Centre.
- The bowling greens to the west of Layton Road are protected public open space.
- The two cemeteries are defined as 'Open Land Meeting Community and Recreational Needs'.
- Mansfield Drive and Layton Road are local distributor routes, and Westcliffe Drive a primary distributor route.

3.2. Heritage assets and regeneration

The protection of the historic environment is a Government priority, enshrined in planning legislation and guidance, such as PPG15 *Planning and the Historic Environment*. The level of protection depends on the value attached to the historic building or asset and Planning Policy Statement 1, *Delivering Sustainable Development* states that 'a high level of protection should be given to the most valued townscapes and landscapes...'; this encompasses designated heritage assets such as listed buildings, scheduled ancient monuments and conservation areas. There is also now recognition that local heritage merits attention, that people care about the historic environment (*Power of Place*, p.4) and the community should be consulted on masterplans and regeneration proposals. However, it is also recognised in national planning policy that not all aspects of the historic environment can be retained; PPG15 notes that 'the historic environment is all-pervasive, and it cannot in practice be preserved unchanged' (para 1.3). It is therefore important to understand the relative value of the historic environment before making decisions about the future of an area (*Power of Place* p.5).

The Government recognises that heritage assets can play an important role in the success of sustainable urban regeneration, helping to create distinctive places with a strong identity. English Heritage, the government's advisor on the historic environment promotes the re-use of historic buildings in regeneration; their published guidance includes *Regeneration and the Historic Environment*, *Low Demand Housing and the Historic Environment*, both issued in 2005 and *Regeneration in Historic Coastal Towns*, 2007. English Heritage guidance on townscape and heritage characterisation developed from a methodology used by EH in Anfield, Liverpool in advance of housing market renewal. In autumn 2008, CABE and English Heritage jointly issued guidance on townscape appraisals in housing market renewal areas, emphasising the importance of understanding and assessing an area before decisions are made on its future regeneration.

The contribution that historic buildings can make to sustainable development was investigated by a 2004 House of Commons Select Committee, which reported that 'it is simply better in sustainability terms to use and recycle old buildings than to demolish them and build new ones.' *Heritage Works*, a good practice document produced jointly by RICS, English Heritage, British Property Federation and Drivers Jonas in 2006 advises that 'there is a strong economic case for regenerating historic buildings', but also notes that 'critical to the success of regeneration is finding a viable economic use that can support initial refurbishment, provide the owner or developer with a reasonable return...and which generates sufficient income to ensure (the) long-term maintenance...'. Viability, as well as heritage value is therefore a critical factor in determining the future of an area.

4.0 HISTORIC DEVELOPMENT OF LAYTON

4.1. Location and brief description

The historic manor of Layton comprised mainly farmsteads and smallholdings, owned by various wealthy families from the 11th to the 19th century, and was independent of the then small coastal town of Blackpool. Located approximately 1.5 miles east inland from the centre of Blackpool, today Layton has amalgamated into the seaside resort, but retains its own identity and community. The boundary of the area covered by this report is shown on Fig. 1, and roughly covers an area bounded by the railway line to the north, St Walburga's Road to the east, Rathlyn Road to the south, but including the length of Layton Road, and Devonshire Road to the east. It is principally a residential area, with grids of terraces developed in the early 20th-century and higher-quality houses in the interwar period for Blackpool's workers, and also has its own commercial centre on Westcliffe Drive, including churches, a library and its own railway station at the north of the area. Layton's character differs from the townscape character of inner Blackpool in its lower density spatial character of the streets and the generous provision of open spaces and recreation areas, including three bowling greens and the cemeteries.

4.2. Historic development: Context

4.2.1. The historic development of Layton

Layton, as it is defined today, incorporates the historic settlements of Hoohill, Whinney Heys and Queenstown, defining a sparsely-populated rural area. This developed into a thriving urban suburb to Blackpool, with its own facilities and transport system. With Warbreck, Layton today designates the township in which Blackpool is situated, Layton-with-Warbreck.

The manor of Layton was mentioned in the Domesday Book (1087), and was held by the Butlers, barons of Warrington, from the mid 12th-century. The 19th century historian William Thornber notes that the village enjoyed the privileges of a weekly market and annual fair, obtained by Robert Botiller (Butler) in 1257. Cattle and small-wares were probably the principal merchandise. In 1543 the manor was sold to John Browne of London, who in 1550 sold it to Thomas Fleetwood, together with Blackpool, Bispham and Marton. In the late 16th-century the Fleetwoods began to create freeholds in the manor and much land was bought up by local farmers. They also sold off large parts of the estate, including in 1592 Layton Hall and its demesne which were sold to Edward Rigby. The Tudor hall was the oldest property in the area until 1750 when it was rebuilt; it was later demolished. The Fleetwoods continued to hold the manor until 1733 when Margaret Fleetwood married Roger Hesketh; the Heskeths then became lords of the manor. Sir Peter Hesketh Fleetwood, the builder of the town of that name, sold the manorial rights in Layton to Thomas Clifton in 1841, who already owned the Layton Hall estate. Manorial Layton was finally eclipsed in 1851 when the Layton-cum-Warbreck Board of Health was founded.

The medieval village of Great Layton was located to the south of the defined survey area, on Layton Road. The 1838 Tithe map shows in detail the buildings in the area (Fig.2), including Layton Manor and, although not named, the Number 4 inn at the junction with Newton Drive. The varying width of the road is noticeable, a feature that survives today. Long narrow fields run to the east of the road, with smaller plots to the west, some with houses.

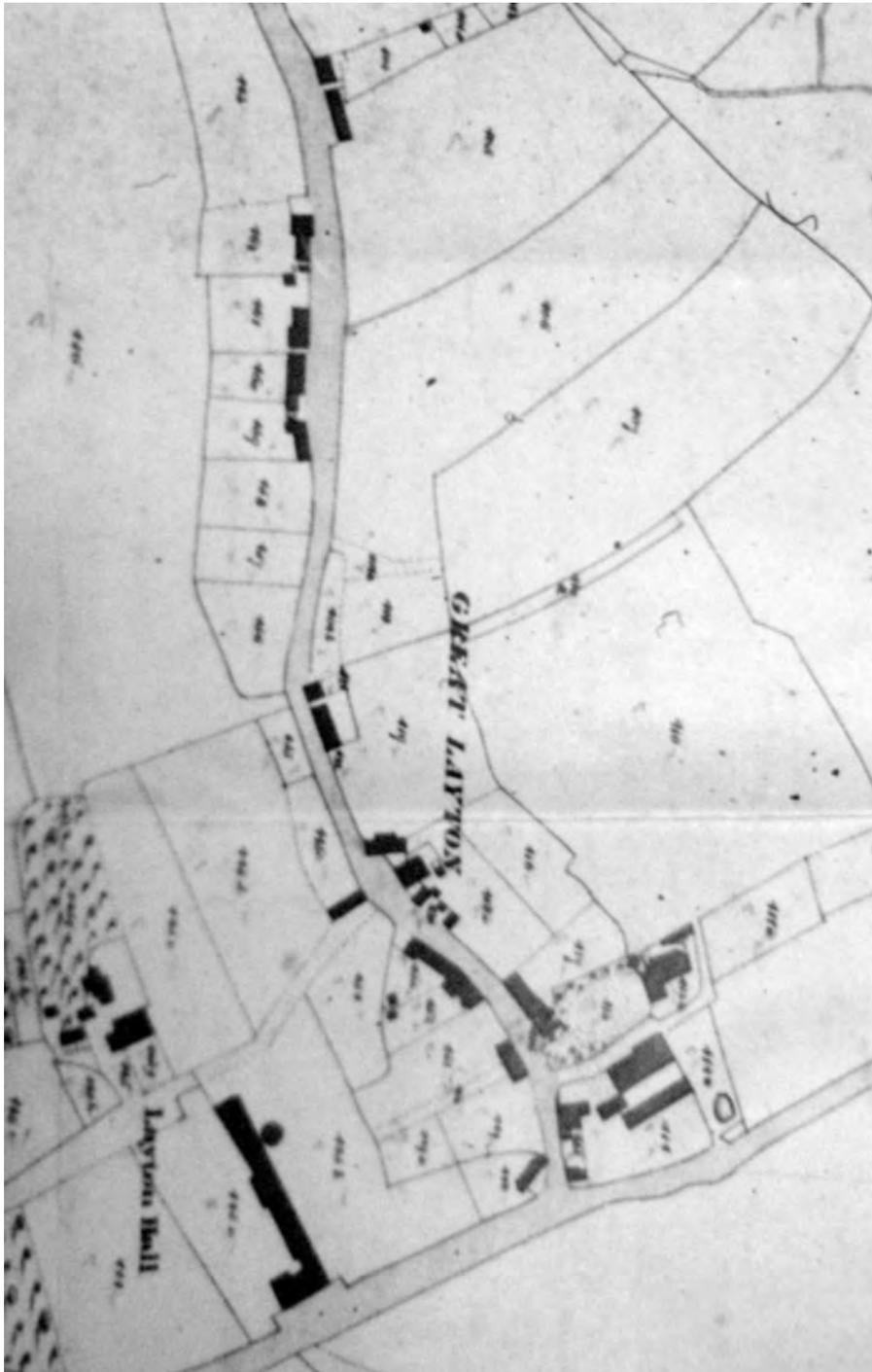


Fig. 2: Detail of the 1838 Tithe map of Layton with Warbreck, showing the older settlement of Great Layton (Blackpool Library)

Further detailed mapping from 1847 shows a north-south road connecting Layton village to 'Mill Inn' to the north, with a road to the west halfway along leading to Blackpool (Fig. 3). It is clear from this map and the 1847 1st edition OS (1:10560) that there was little settlement or development in the area north of this junction, where Layton was a defined settlement. The 1847 OS also shows Hoohill windmill, located opposite the Inn (Fig. 123), and it is also shown as a circle on the 1892 OS (Fig. 4).



Fig. 3: Detail from the 1847 David & Charles map of Lancashire, showing the section between the village of Layton and the railway line to the north (JRULM)

The 1892 OS (1:2500) shows a very similar scene, with large or relevant buildings named, such as the Mill Inn (named the Mill Wheel in 1882), Layton Villa, Hoohill Farm and, notably, a signal box and railway line at the north of the area (Fig. 4). The two easterly roads are Poulton Road and St Walburga's Road, the latter leading to Little Layton, where a further settlement was centred. South of the junction with Talbot Road there was little development, although two streets had been laid out in Queenstown in the 1880s; this was a notorious poor area with its own Mission, today it is the site of the Stirling Road flats, outside the survey area.

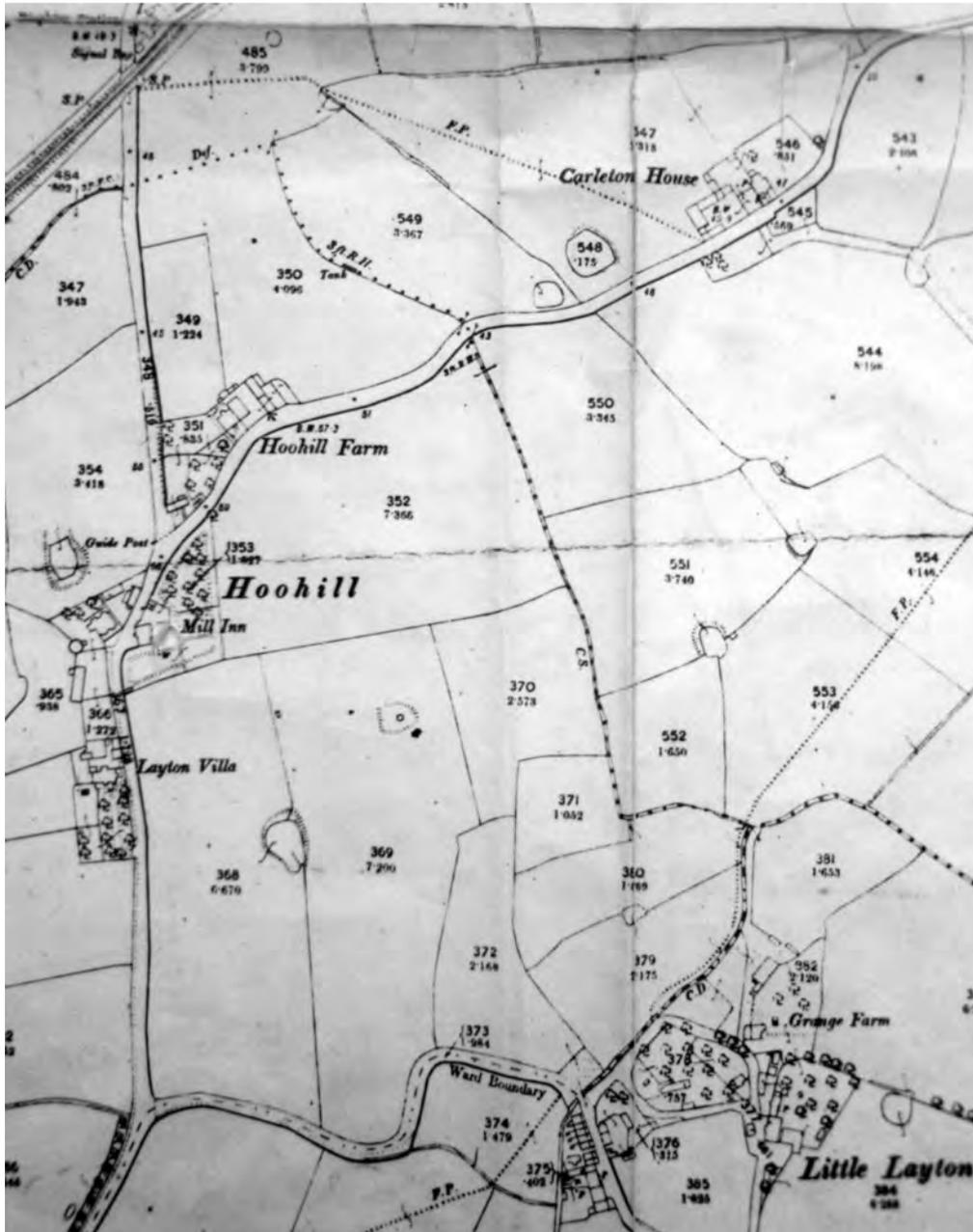


Fig. 4: Detail of the 1892 OS map (1:2500, surveyed 1891) showing the area of Layton north of Talbot Road (Blackpool Library)

The earlier settlement of Layton village, to the south, was the only true residential settlement (Fig. 5). The 1893 OS shows a clear distinction between larger houses with gardens, such as Layton Hall and Layton Lodge, and densely-built terraces close to the road. Between the two areas was a farm with barns, originally owned by the Elston family, characterising the agricultural area to the north which remained until the first decade of the 20th century. A track near the farm, now Camden Road, defined the northern boundary of Layton village.

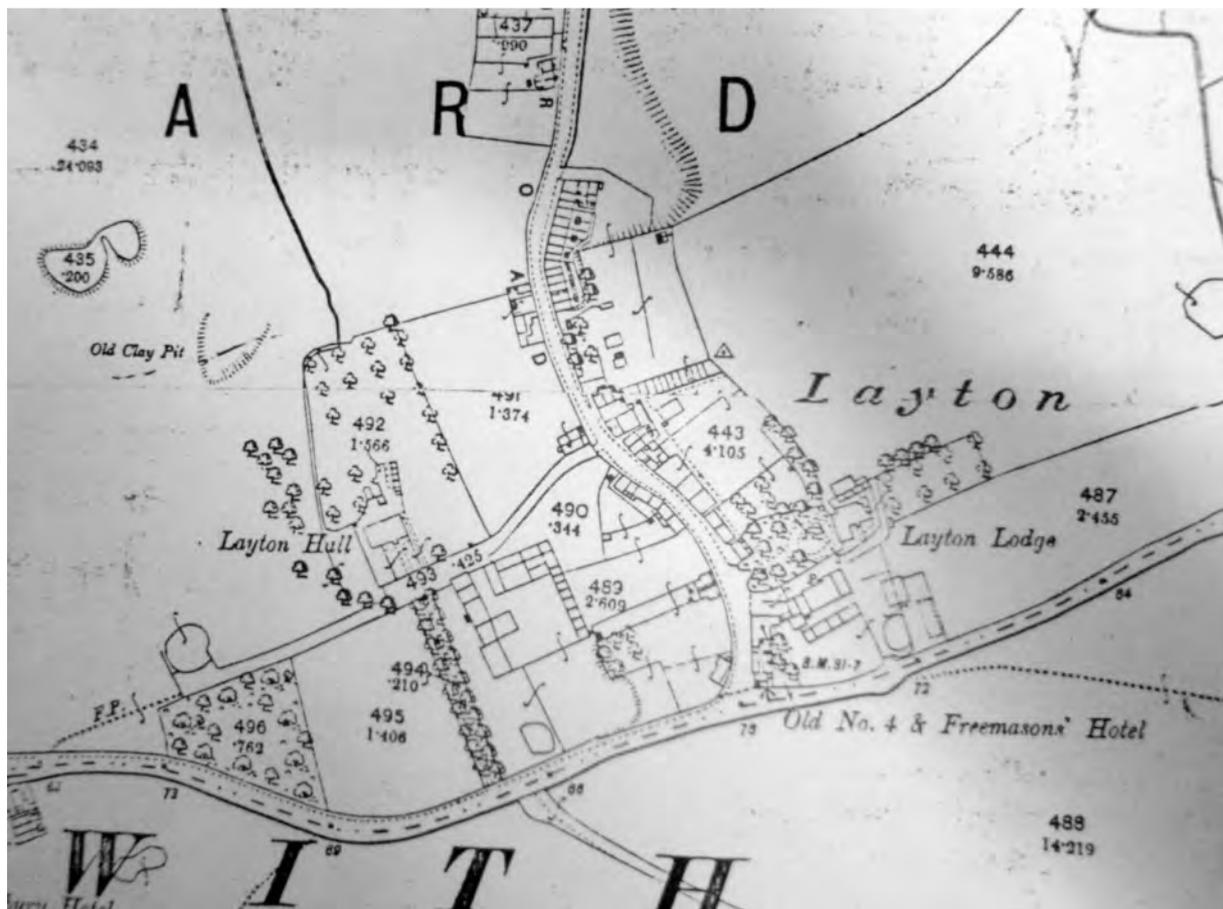


Fig. 5: Detail of the 1893 OS map (surveyed 1891; 1:2500) showing Layton village (Blackpool Library)

First shown on Harding's town plan of 1877, Layton Cemetery opened in 1873 after the closure of the graveyard at St John Evangelist in Blackpool (Fig. 144). The influx of tourism into Blackpool also led to a rise in the permanent residential population, and a proportionate rise in deaths. St John's graveyard could not cope with the demand for burial space, so a new cemetery was built outside of the town centre. In turn this bought a tram line to Layton, which attracted residential development in the area, aimed at Blackpool's workers. The cemetery was located on the north side of Talbot Road, then New Road, a vital communications link to Blackpool. When it opened the cemetery had three chapels, for Roman Catholics, Nonconformists, and Church of England; the latter was designed by Garlick, Park and Sykes. Also shown on the 1877 plan on Talbot Road was the Queen's Hotel, opened in 1864 and having a

bowling green and croquet lawn. The 1880's Slater's trade directories described Layton as being 'poor in appearance', although this referred to Layton village itself where the buildings were generally of cobble construction and would have been in sharp contrast to the new developments in Blackpool. The opening of the Jewish cemetery in 1898 reflected Blackpool's growing Jewish community.

By the 1912 OS map, some residential development had begun to occur to the north of Talbot Road, encouraging the construction of a permanent station at the north end of Bispham Road adjacent to an earlier signal box; it was originally called Bispham Station (Fig.6).



Fig. 6: Bispham (now Layton) Station in the early 20th-century; the station house and adjacent single-storey buildings are still extant (courtesy Ted Lightbown).

Housing development took the form of residential avenues to the east of Westcliffe Drive, such as Brooklyn, Highbury and Norwood Avenues. Opposite these streets, Layton Villa was still extant, as was the Mill Inn. Further south along Westcliffe Drive, an island site was developed by inserting a straight street across the historic bend on St Walburga's Road; this was Onslow Road, and the curved section of road later became known as Lyncroft Crescent. Other residential streets which had been developed in the early 20th-century include a grid of short terraces comprising Huntley Avenue, Jackson Street and Wilford Street, all east of Westcliffe Drive. This eastward development already showed signs of obliterating the settlement at Little Layton. Notably, the cemetery had been extended north and a tram line was added in 1902 to link Layton and Blackpool, terminating at Layton Square where there was a shelter (the tramway was discontinued in 1936).



Fig. 7: Looking north along Westcliffe Drive from Layton Square, with the tram terminus on the left, c.1915 (courtesy Ted Lightbown)

South of Talbot Road a further range of dense terraces was developing, in the notorious Queenstown area: Healey, Laburnum and Mather Street and Rossall Road. Also along Talbot Road was a laundry, police station and drill hall, all built since the 1891 Ordnance survey (Fig. 8).



Fig. 8: Detail of the 1912 OS map (1:2500, revised in 1909-10) showing the Queenstown area south of Talbot Road (Blackpool Local Studies)

At the north end of Layton Road, terraces built in the late 19th-century began to spread down Layton Road, although the historic elements of Layton village remained isolated. These terraces formed a new layer in the historic phasing of this earlier area, and contrasted with the larger properties such as Layton Lodge and Layton Mount (Fig. 150).

Following the First World War Layton boomed. This dramatic development can be seen by comparing the 1912, 1932 and 1938 OS maps, especially in the area south-east of Talbot Road (Figs 9 & 10), and in Layton village where Layton Road was swallowed by new development (Fig.153)

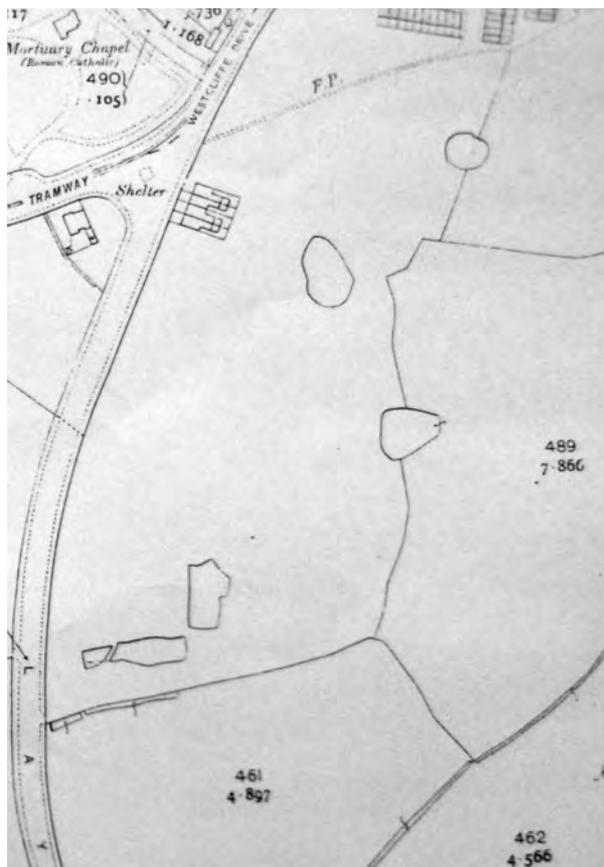


Fig. 9: Detail of 1912 OS map (1:2500, revised 1909-10) showing fields to the east of Layton Road (Blackpool Local Studies)

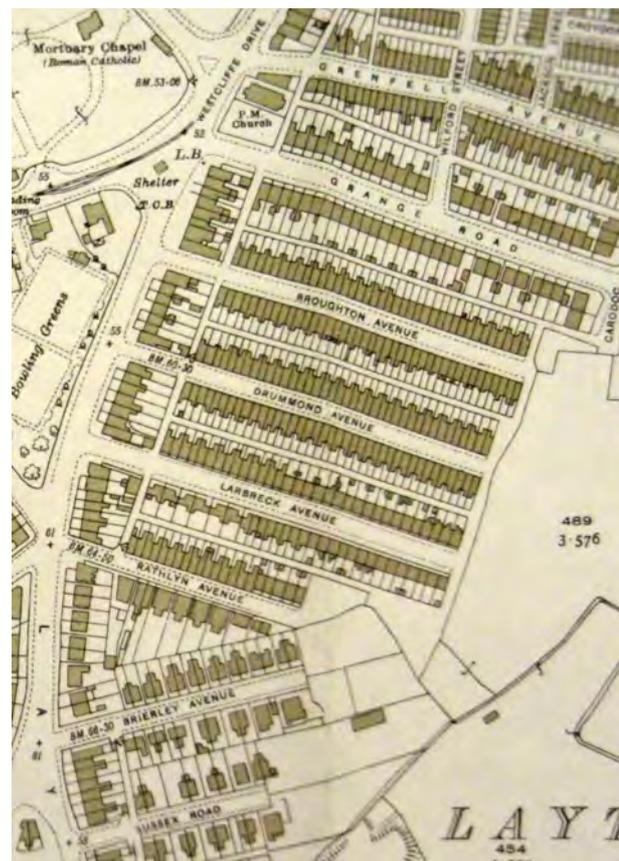


Fig. 10: Detail of 1938 OS map (1:2500, revised 1938) showing the same area (Blackpool Local Studies)

Comprising terraces of two-up two-down houses, these streets were characterised by straight building lines, giving a distinctive linear quality to the streets, with cheap pressed red brick and Welsh slate as the principal building materials (Fig. 11). As the terraces were built up to the back of the footway and rear yards were small, local children were forced to play in the street until recreation grounds were developed in the 1930s. Historic photographs suggest that most of the south-east residential terraces were built before 1915, placing them between 1909 (the survey date of the OS map) and 1915.



Fig. 11: Drummond Avenue from the east, probably shortly after construction and dated c.1915 (courtesy Ted Lightbown). Compare with Figs 84 & 85.

Based on Ordnance Survey revision dates, a grid of streets north-east of Layton Square was also constructed between 1909 and 1930 (Fig. 12). Here the streets were wider and the houses planned on a looser building grain; they were given front and rear gardens and most were of a higher quality aimed at the middle classes. These streets were lined mainly with pairs of red-brick semi-detached houses with architectural details such as arched stone doorways or mock-timbered gables (Fig. 13). Almost every house had a bay window, and the material used for these reflects the quality of the house types (see *Section 5.5. Architectural Character*). Front gardens are bounded by brick and terracotta walls and gate piers. Poulton Road was straightened and widened in 1923, and good-quality semi-detached houses built along its length for middle-class families. These houses are similar to those described above, and are all likely to date from the mid 1920s. Houses and shops on Westcliffe Drive were also constructed, and by the outbreak of World War Two the development of Layton was virtually complete.

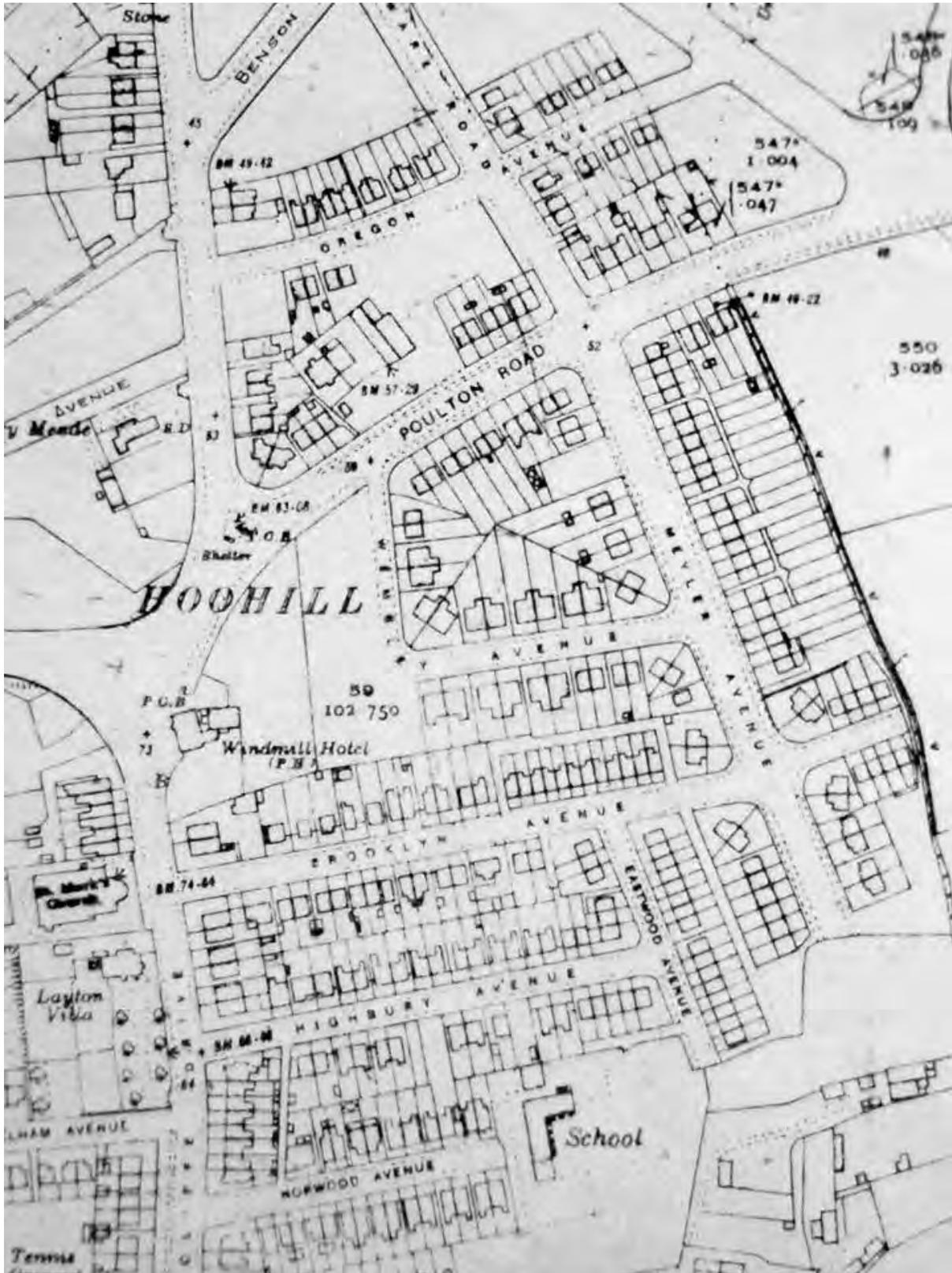


Fig. 12: Detail of 1932 OS map (1:2500, revised 1930-1) showing the higher-quality semis to the north of Layton Square on Brooklyn and Highbury Avenues (Blackpool Local Studies)



Fig. 13: Highbury Avenue in c.1929 (courtesy Ted Lightbown)

By 1938 the growth of these residential streets was merging with the historic settlement of Little Layton, and in the post-war period the village was obliterated by further housing and a by-pass added along a historic field boundary. Development was limited to the east by Layton Flashings, a medieval mere. To the west of the by-pass, Kingscote Drive was formed after 1932 as infill to the east ends of terraced streets such as Drummond Avenue, and comprised high-quality semis, terraces and detached houses. The properties had the advantage of overlooking land that would never be developed as it was prone to flooding; it is now a park.

Layton village was also obliterated in the interwar period and Collingwood Avenue replaced Layton Road as a major thoroughfare. Despite the intense development which occurred in the area, buildings such as the Number 4 inn and a few traditional cottages south of Bailey Court can be identified on the 1938 OS map, alongside the historic road pattern (Fig. 14). Layton Lodge was demolished between 1930 and 1938 as it is not shown on the latter map. The new houses along Layton Road were typical interwar properties, similar to those in the north of the area.



Fig. 14: Detail of the 1938 OS map (rev. 1938; 1:2500) showing Layton Road snaking through the centre of interwar housing (Blackpool Library)

Also shown on the 1932 OS is a primary school, built in 1928 to designs by the borough surveyor J. C. Robinson (Fig. 12). Its original L-shaped form was augmented in 1932 to form a figure of eight, with two internal courtyards with glazed walkways, and it was further extended in 1948. By 1932 the cemetery had also been extended again, with Mansfield Road forming the northern boundary. Layton Villa and the historic Mill Inn, renamed the Windmill Hotel, were extant. St Mark's Church and the school were constructed to cater for the growing population of Layton.



Fig. 15: The historic Mill Inn at Hoo Hill, c.1875 (courtesy Ted Lightbown)

In line with this growth, several new public buildings were built in Layton from the late 1920s, most of which were designed by J. C. Robinson. Located to the north of the Talbot Road junction, these included a new tram stop, on the western apex of Layton Square, with a public library adjacent on Talbot Road. Similar to one built in Fleetwood in 1921, the tram stop was not shown on the 1930 revision to the OS map, although it had opened in 1928. Layton Library was built in 1937 to the same design as one in Bispham, and replaced a reading room on the site. By the early 1930s two bowling greens had been built to the rear of the library, adding to that at the Layton Institute, opened in 1926. A bowling green to the rear of Queen's Hotel on Talbot Road was built over in the interwar period. Further provision of public recreation grounds in Layton included Queenstown recreation ground developed by 1932. These spaces were especially vital for families occupying the terraces in the area. The Number 4 inn was also extended on the Newton Drive side, and Layton Lodge demolished.

Escaping enemy bombing during World War Two, Layton retained its interwar character. Post-war development included the demolition of Layton Villa, replaced by apartments typical of their date, and No. 5 Westcliffe Drive (Layton House), built as a bank. The historic Mill Inn was also demolished in the 1970s and replaced with The Windmill public house; although on the same site, the replacement building's setting at the north end of Westcliffe Drive is notably different to its predecessor, and was again a typical design for the date. As noted previously, the insertion of a by-pass and housing development east of St Walburga's Road impacted on Little Layton as

Layton expanded further as a residential area. Westcliffe Drive was improved in 1963, although its present character derives from recent public-realm improvements. Historic elements at the west end of Talbot Road were also demolished and replaced with poor-quality commercial premises and the tower blocks at Stirling Court (outside the survey area). It is unknown when the Catholic and Non-conformist cemetery chapels were demolished; the earliest gravestones on the buildings' sites date from the early 1970s. Late 20th-century development occurred with the expansion of the library, and considerable extensions to Layton Primary School. There is also some c.1990s housing infill on Devonshire Road and Bispham Road. Despite these post-war developments, Layton retains the character it acquired in the interwar years, with elements of earlier construction along Layton Road, and continues as a separate community to the holiday resort of Blackpool.

5.0 LAYTON: CHARACTERISATION ASSESSMENT

5.1 Character and appearance

Layton is a primarily residential area mainly developed in the early to mid 20th-century, encouraged by the opening of Layton Cemetery in 1873 and the consequent transport links which developed to serve the area. The commercial and public core is centred along Westcliffe Drive and Layton Square, and is an important aspect of the area's community. Layton can be divided into five sub-character areas determined by the historic development and use of buildings; these are shown on Fig. 16 (to be added):

- 1) The *north residential* area covers east-west streets between Westcliffe Road and St Walburga's Road, mainly comprising substantial, good-quality pairs of early 20th-century and interwar semi-detached houses planned on a loose building grain. The historic Hoohill road junction and Layton railway station are also included.
- 2) The *south residential* area also consists of east-west streets, with Layton Road and Westcliffe Drive to the west and Kingscote Drive to the east. However, in contrast these streets were developed with two-up two-down terraces in the early 20th-century on a much tighter building grain. They are characterised by their linear qualities, enhanced by the strong visual impact of red brick as a building material.
- 3) The *commercial area* is focused on Westcliffe Drive and Layton Square and includes the library and two churches. This sub-area also includes the Layton and Jewish Cemeteries and three bowling greens which are important open spaces.
- 4) The *west residential* area comprises mainly interwar semi-detached and terraced houses planned on a grid pattern of streets. The area stretches north from Queenstown to Mansfield Road, with Devonshire Road to the west, and including Talbot Road. There are some late 19th-century terraces to the south-west, in Queenstown.
- 5) *Layton Road* represents the earliest phase of settlement in the Layton area. Stretching from the junction with Collingwood Avenue at the north to Newton Drive at the south, the road was sparsely developed until the late 19th-century, when typical red-brick terraces were added to several existing earlier cobble-built cottages. The street is terminated at the south by the Number 4 inn.

Fig. 16: Layton sub-character areas (to be added)

5.2 Spatial attributes, views and open spaces

Due to the inland position of Layton and its planned use as a residential suburb, open spaces are common and the general layout of the built environment is given a lower-density spatial quality. The importance of open spaces in the area is reflected in Appendix 2, where the significance values of open spaces are assessed.

The defining spatial feature of most late 19th-century terraced streets is their consistent width and linear character, where the terraces are built on a tight grain up to the back of the footway with small rear yards to service streets. This creates a positive homogenous character to streets, enhanced by few alterations to the front of houses (Fig.17).



Fig. 17: Broughton Avenue

Early 20th-century higher-quality houses built for the middle classes on avenues have front gardens; combined with the greater street widths, these streets form attractive wide vistas. On the east side of the area these residential east-west streets form grids or ladders, framing views both east and west between Kingscote Drive and Westcliffe Drive. The spire of the Layton mortuary chapel, the tower of the Salem Methodist Church and St Mark's church are prominent in these westerly views (Fig.18).

Layton Road runs southwards from Layton Square, and the snaking character of the road limits long reaching views north to south. However, views of Blackpool Tower are important along westerly streets.

Blackpool Tower is an important landmark and can be seen from several points, especially in views down Benson Road which has the advantage of being on slightly higher ground (Fig. 19). There are also a number of locations where Warbreck water tower can be seen in long-reaching views to the north.



Fig. 18: View west along Grange Road towards the cemetery chapel and Salem church



Fig. 19: View west down Benson Road towards the Tower

Aside from these attractive landmarks, the tower blocks at Stirling Court are also a prominent feature in the landscape; their poor architectural qualities and location on Layton's skyline detract from the better qualities of interwar residential streets and are especially dominant in the south-west of the area (Fig. 20).



Fig. 20: Looking west towards Stirling Court along Campbell Avenue

There are a large number of open spaces in the area, supplemented by small patches of green at road junctions and ends. Kingscote Park is located on the east side of the prescribed boundary, and the spacious siting of interwar houses on Kingscote Drive and its wide aspect, including wide grass verges, combine to form a sweeping and attractive vista with good views to the east (Figs 21 & 22).



Fig. 21: View north along Kingscote Drive



Fig. 22: View east from Broughton Avenue over Kingscote Park

The park was created from fields and marshland, probably in the later 20th-century after the residential area to the east of St Walburga's Road had been developed. Queenstown Recreation Ground to the south, however, was provided to serve the residential development of this western area in the interwar years.

Layton Cemetery comprises the largest amount of open space in the area but is separated from the surrounding streets by its boundary walls and planting. Short views out include the Salem Methodist Church, and more distant views take in Warbreck water tower. The small scale of memorials in the cemetery allows for attractive views around the site, enhanced by avenues of trees (Fig. 23). Although enclosed by residential development, the cemetery is an important spatial asset to the area.



Fig. 23: View east through the cemetery, with avenues of trees and the chapel spire in the distance

Vistas of tree-lined avenues are common in the area, and are particularly attractive when the trees are in leaf. An example of this is Poulton Road (Fig. 24). These vistas are often enhanced by well-maintained gardens containing a variety of shrubs, trees and garden plants. A few properties have grassed lawns at the front.



Fig. 24: Looking east down Poulton Road

Other important green spaces are the three bowling greens which were provided for recreation in the interwar years and are still in use: two on Layton Road and one behind Layton Institute (a further green and croquet lawn behind the Queen's Hotel on Talbot Road is now a surface car park) (Fig. 25). The retention of these spaces not only adds to the character of the area, but is an ongoing reminder of the facilities provided for residential areas in the 1920s and '30s. They have a strong local and social significance. Other smaller green spaces are notable, particularly at road junctions. The triangular site formed by Cambrian Avenue, Talbot Road and Layton Road has green space adjacent to the footway, and other areas such as the south end of Rathlyn Avenue and east end of Poulton Road contain managed green spaces with trees (Fig. 26).



Fig. 25: Layton Institute bowling green



Fig. 26: Looking north along Poulton Road from the roundabout

Layton Square is a busy junction but can also be counted as an open space; here there are several landmark buildings, and it is well-managed with attractive planting. Layton Primary School also has extensive playing fields next to St Walburga's Road, and although these are not public they contribute to the open spatial quality of the area.

5.3 Historic and current uses

Layton village was historically mainly agricultural, and although Layton's farming character has long gone, there has been a continuity of historic uses with Layton's extant buildings retaining a mix of commercial and residential uses on Layton Road, Talbot Road and Westcliffe Drive. Trade directories from the 1930s demonstrate the types of employment for the residents; most were skilled labourers such as plumbers, foremen and masons, but occupations such as 'amusement caterer' show the relationship Layton's residents had with the holiday trade in Blackpool. The small differences in social scale between the two-up two-down terraces and the semi-detached houses were reflected in occupations, with coal deliverers and poultry dressers mixed with architects, a police constable and a dressmaker in the larger houses.

Individual public buildings have rarely changed their use and most of the commercial premises remain in the same use, with the addition of end-of-terraces on Layton Road which have been converted to shops on the ground floor. The Co-operative store on Westcliffe Drive is shown in a series of 1950s photographs in the collection of Ted Lightbown as being 'self service'. It may have been built as a small Co-op in the early 20th-century and gradually enlarged in later years.

The two historic public houses in Layton are still in use, despite the Mill Inn being rebuilt in the 1970s and Queen's Hotel losing its bowling green to housing development. Surprisingly for such a large residential area these are the only pubs known to ever exist in Layton, supplemented perhaps by the No 3 and No 4 on the outskirts of Layton to the south. The presence of several recreation areas, principally bowling greens, and lack of public houses may indicate that temperance was in the area.

The discontinuation of the tram between Blackpool and Layton in 1936 made the then almost new tram shelter at Layton Square redundant. It is unknown what it was used for during the rest of the 20th-century, but it has now, quite successfully, been converted into public toilets.

The churches, pubs, Institute, cemeteries, school, railway station and library continue in their original uses, and fortunately there seems no sign of underuse for any of these local assets, most of which have local list potential.

5.4. Materials and construction

5.4.1. Elevations and roofing

Red brick is the principal material used for buildings in Layton, although variants on the common pressed brick such as a high-quality dark-red brick and drag-wire brick also feature. Linear terraces were constructed as suburban workers' housing of modest architectural quality and decorative features are few. However, the strong linear quality of the terraces is enhanced by continuous pitched roofs in Welsh slate, with brick chimney stacks and some pots still extant. The rhythm of the terrace frontages is intact which adds a sense of homogeneity (Fig. 27), with openings unaltered although doors and windows have been renewed. Stone lintels to windows and doors are usually painted.



Fig. 27: The north side of Rathlyn Avenue, punctuated by a small gable

On both early 20th-century and interwar houses it is common for the front elevation of a house to be in Accrington pressed red brick or dark-red brick, and the side elevations to be of a much softer common brick (Fig.28). Brick laid in a herringbone pattern features on interwar properties to embellish the front elevation, a feature also seen on the parade of shops on Westcliffe Drive (Fig. 64).



Fig. 28: Nos 2-4 Annesley Avenue

Mock timber framing is used on interwar houses to embellish gables, and buff terracotta faience is used on the Institute (Fig. 29). Red terracotta decoration is sparsely used, although a good example is the terrace at Nos 273-291 Talbot Road.



Fig. 29: Buff faience to the Granby Avenue entrance to Layton Institute

There are few buildings of stone construction in the area, and only a couple of traditional cobble construction; the best example is No. 239 Layton Road which also retains a cobble stone boundary wall (see *Section 5.4.5.*) (Fig.30). Partial sections of cobble construction, now increasingly rare in the area, survive at No. 251 Layton Road and the Old Farm Garage.



Fig. 30: No 239 Layton Road, cobble construction

St Mark's church is built of red sandstone and is the only building faced in this high status material in the area. Rendering is also popular, and is original on some early interwar houses. It is common on Eastwood Avenue, and also several good examples of semi-detached houses with M-shaped gables on Meyler Avenue, Nos 47-55 for example. More standardised terraces on the east side of Meyler Avenue are rendered to the first floor, which is repeated at Nos 2-31 Onslow Road; this range is shown rendered in a 1915 photograph (Figs 68 & 69).

Roofs are usually pitched and generally covered in Welsh slate, although there are some examples of hipped roofs with red terracotta tiles, especially to 1920s and '30s buildings, such as the former tram stop and terraces on Kingscote Drive. In places roofs have been replaced with modern pantiles, but distinctive green pantiles are original to a pavilion at the Layton Road bowling greens. The eastern apse of St Mark's church is covered in lead. There are also several flat-roofed buildings, but these date from the late 20th-century are of no merit (e.g. Layton Carpets and Layton House). As mentioned above, brick chimney stacks are a prominent survivor in the area, and some have the added feature of terracotta pots (Fig. 31). The clock tower of the former tram stop, and a pierced cupola to the library are significant landmark rooftop features (Fig. 32).



Fig. 31: Grange Road, retained chimney stacks and pots



Fig. 32: The fretwork cupola to the library

5.4.2 Doors and windows

Fenestration patterns create rhythms within the streetscene. For example, a terraced house will have one rectangular window to one side of the door, and two identical windows to the upper floor, reflecting the two-up two-down plan. This regular spacing creates a regular repeating pattern, which is created in larger houses by bay windows. The construction quality of houses is often distinguished by the materials used for bay windows. This ranges from stone rectangular full-height bays, to timber ground-floor bow bays, often now replaced with uPVC casements (Fig. 33). Some bay windows are merely shallow brick projections at the ground floor, such as on Larbreck Avenue. Bay windows were usually provided in the room used as the 'parlour', to provide lots of light and also as an architectural statement of status. This space is now usually used as the front or living room, where the bay windows' practical function is still enjoyed today.



Fig. 33: Different styles of bay windows on Grenfell Avenue

Although uPVC has been widely used as a replacement material for windows, there are still many good examples of original or early 20th-century glazing in the area. This usually comprises timber casements with a lower plain or bordered light, with an upper transom light of geometric coloured glass in leadwork. An excellent example can be seen at Nos 22-24 North Road (Fig. 34). These features are often complemented by a panelled timber door with coloured-glass panels.



Fig.34: Original windows and glazing, and doors, at Nos 22-24 North Road

Similar glazing was used in bow bay windows, although fewer examples of these survive. Replacement casements often result in a cruder, appearance to the window. Good examples of original bow-window glazing can be seen on Kingscote Drive and Grange Road, and pictorial coloured and leaded glass also survives in some cases (Figs 35 & 36).



Fig. 35: Original glazing to doors and windows on Grange Road

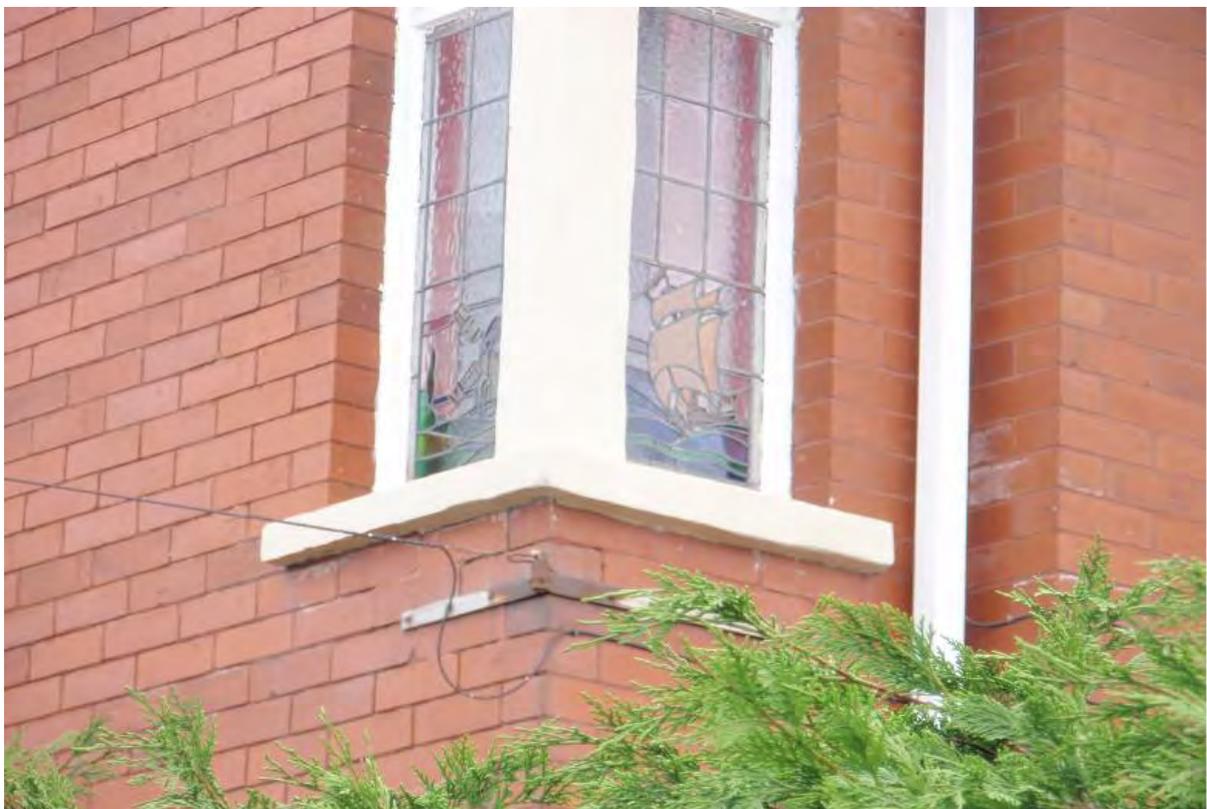


Fig. 36: Pictorial glazing to the first floor corner of No. 189 Devonshire Road

Like windows, historic doors have generally been replaced with modern joinery or uPVC alternatives. However, there are some excellent examples of panelled timber doors which retain original glazing, such as those mentioned above. Door surrounds are an integral part of the frontage, most are semi-circular headed with recessed doors, creating an internal porch. Some owners have moved the door forward, filling in this space, but there are places, again for example on Grange Road, where the added doorway is a positive feature of the property. There are varied treatments to doorways, with stone or brick decorative surrounds, and some have added timber canopies with finials (Fig. 37).



Fig. 37: Timber canopies to Nos 12-14 Grange Road

5.4.3. Shopfronts and fascias

Westcliffe Drive is the principal shopping street in Layton, although there are also commercial premises on Layton Road and Talbot Road. The survival of historic joinery to shop fronts is low and almost all signage is modern and of poor-quality design. An example of this is on the east side of Westcliffe Drive, Nos 37-51, where deep fascias and obtrusive signage detract from positive buildings. These changes, another example being to Nos 47-51 (Bargain Store), are only superficial and the buildings retain positive qualities within the streetscene. Modern galvanised roller shutters are a further intrusion to shopfronts, such as at No. 24 Westcliffe Drive.



Fig. 38: Intrusive signage to Nos 37-51 Westcliffe Drive

Independent shops such as Steve Hope butchers (No. 35 Westcliffe Drive) and especially Clarke's butchers and the Fruit Market on Layton Road have smaller signs augmented by striped Dutch blinds, which are a cheery positive feature. The Merry Cat, No. 39 Layton Road, originally had a hand painted sign to a timber cornice (Fig. 39), but this was replaced during the survey with a flat sign board which unfortunately covered up the timber mouldings. The Co-op on Layton Road retains two timber console brackets flanking the modern fascia (Fig. 40), which may exist from an original Co-op store in this location.



Fig. 39: Street-name sign and historic shop signage at the corner of Drummond Avenue



Fig. 40: Part of a historic shop front on Layton Road, possibly part of the original Co-op store. Two good examples of shopfront design can be seen at No. 1 Layton Road (Ragamuffins) and the RBS Bank at Nos 2-6 Westcliffe Drive. The former retains its timber cornice and pilasters, and the colour scheme, signage and retained corner

entrance are all positive features (Fig. 41). A timber door would enhance it even further. Signs for the RBS bank are minimal, and again the corner entrance with its stone surround has been retained. Along the east side of Layton Road there are further retained shop-front cornices and pilasters. Nos 161-165 are a good example where the original form has been incorporated with modern signage; unfortunately the glazing and stall risers have not been retained (Fig. 42).



Fig. 41: No. 1 Layton Road, a positive shopfront design



Fig.42: Retained pilasters and cornice to shopfront at No. 163 Layton Road

5.4.4. Street signs and architectural details

In common with Blackpool, Layton has many street-name signs which date from a period of re-naming in the 1920s, and may also be contemporary with the construction of some of the streets such as Norwood Avenue. The most attractive signs are composed of individual ceramic lettering held in metal frames of various designs (Fig. 43). Pointing hands are an interesting addition to these signs (Fig. 44), and are a later version of similar late 19th-century signage in the town centre, where they generally direct towards the train stations.

These distinctive interwar signs are common throughout the area, although there are cases where they have been replaced with modern steel signs, at footway level (Fig.45). All directional roadway signs are modern, and footpaths and cycle routes are clearly signposted.



Fig. 43: Individual ceramic lettering to street-name sign



Fig. 44: Pointing street signs at the junction of Ramsey Avenue and North Avenue



Fig. 45: Modern street-name sign to Wembley Avenue

There are few other historic signs in the area, those that are retained are associated with good shopfronts, but most have been replaced with laminated signboards (such as at Layton railway station). In some cases these signs are of a scale not suited to the building, such as the over-large signs on the Yorkshire Bank on Westcliffe Drive (Fig. 46).



Fig. 46: Intrusive signage on Westcliffe Drive

One further historic example is a pediment sign with relief lettering on the Queen's Hotel which advertised its bowling green; this sign is a positive architectural detail, alongside the hotel's timber bracketed eaves (Fig. 47).



Fig. 47: Pediment detail to the Queen's Hotel

Architectural details to residential properties are generally confined to doors and window surrounds. There are few embellishments, although some terraces have bracketed timber eaves or terracotta ridge cresting, and one further good example can be seen at Nos 273-291 Talbot Road where the window and door architraves have red terracotta decorative lintels (Fig. 48).



Fig. 48: Terracotta decoration to terraces on Talbot Road

Public buildings are fairly plain, although good examples of subtle decorative details include carved lettering to the gateposts of St Mark's Church (Fig. 49). The entrance to the 1938 extension to Layton School has an architectural surround with urns flanking raised lettering, 'LAYTON SCHOOL', and art-deco motifs to the door surround. Similarly Layton Library has the name in recessed lettering over the original entrance opening.



Fig. 49: Carved gatepost to St Mark's Church

5.4.5 Boundaries

The survival of garden boundary walls is very high in Layton. In other residential areas of Blackpool it is common for front gardens to have been built on or for walls to be removed to provide off-street parking. In contrast in Layton, red-brick boundary walls, often with evergreen hedges and gatepiers, make a positive contribution to the streetscene in all of the residential areas (Fig. 50). Some gatepiers are inscribed with the historic name of the property, or are embellished with terracotta ball finials.



Fig. 50: Retained brick front boundary walls and gatepiers, with attractive hedges on Grange Road.



Fig. 51: House names to terracotta gatepiers on Lynwood Avenue

Other boundaries, such as the railings to the two cemeteries, are high-quality cast-iron; those to Layton Cemetery have local list potential. The original boundary wall to the cemetery was rebuilt as the site expanded, but it remains a positive feature on Annesley Avenue (Fig. 52). The Mansfield Road boundary is typically interwar, and has concrete 'railings' between brick and concrete piers (Fig. 53). These boundaries are augmented by planting and trees; this is also common in the residential areas and adds a leafy suburban character to the streets.



Fig. 52: Boundary wall and hedge to Layton Cemetery, on Annesley Avenue.



Fig. 53: Boundary treatments to the Mansfield Road edge of the cemetery

At the south-west corner of the area at Queenstown there is a higher element of development. Especially along Talbot Road and Layton Road, front boundary walls have been removed as residential premises have been converted into shops (Fig. 54). Other modern boundaries include galvanised safety barriers at The Windmill pub junction, and steel bollards to footways, for example outside the Queen's Hotel.



Fig. 54: Nos 460-470 Talbot Road have their front boundary walls removed

Exceptionally in Layton there are several surviving sections of cobble-stone wall to building elevations and to boundary walls. This traditional vernacular material has not survived well in Blackpool due to weathering, poor maintenance and vandalism, but there are two good examples in Layton; one to the footway boundary of No. 239 Layton Road, and one at the west side of the Newton Drive/Layton Road junction to the south. From a low boundary wall, the latter is now extensive as it has been added to in the 20th-century; it is a strong surviving element of the historic townscape in Layton and has local list potential (Fig. 55).



Fig. 55: Extant cobble wall at the south-west end of Layton Road

5.4.6 Roads and footways

Modern materials are used throughout the area for surfacing to roads and footways, ranging from asphalt and Tarmacadam, through to modern stone pavements and concrete slabs. There are some areas where historic stone setts are revealed through broken-up asphalt (Fig. 56), and natural stone kerbs are mixed with concrete kerb stones on the residential streets. To the rear of Talbot Carpets on Talbot Road there is a complete section of setted road which historically formed a rear lane to Whittaker Avenue (Fig. 57).

Of note are the recent public realm improvements to the central island along Westcliffe Drive. Here there is a pedestrian zone in the centre of the road, which is laid with a different coloured asphalt and has benches and other street furniture. There is no kerb between the zone and the roadway, providing a continuous level surface (Fig. 58).



Fig. 56: Setts below tarmac on Alder Grove



Fig. 57: Setted surface to the rear of Whittaker Avenue



Fig. 58: Central island pedestrian area on Westcliffe Drive

5.4.7 Street furniture

There is no historic street furniture in Layton; most has been replaced with modern metal, timber or plastic items as part of recent public realm improvements. These include large metal litter bins, timber and steel seating, and tall street lamps with illuminated metal banners pierced with 'Layton' (Fig. 59). This successfully reinforces a sense of local identity.



Fig. 59: New street furniture as part of improvements on Westcliffe Drive

Older street furniture, dating from the 1970s and '80s, is typical of its period; concrete or galvanised lamp standards and concrete or steel bollards are common. The bus network is an important factor in connecting Blackpool Town Centre and its outer suburbs, so modern glass and steel bus-stop shelters are common in the area. Bus stop signs and modern litter bins are usually related to the bus stops (Fig. 60).



Fig. 60: Modern bus-stop shelter on Benson Road

5.5. Architectural character

The architectural character of Layton can be simply defined as residential and commercial, with a scattering of public buildings, and the main and Jewish cemeteries adding to areas of green space. These character areas are laid out in [Fig. 16](#), and described in *Section 5.1*. The 18th-century cottages of cobble construction on Layton Road would historically have typified the area, although these are now very few and except for No. 239 Layton Road have been altered, eroding their external historic character. This early character has also been swept away by extensive development from the late 19th to mid 20th-century. Generally speaking, it is architecture from the interwar years that now characterises Layton.

The two main housing types in Layton are two-up two-down cottages laid out in terraces, and pairs of semi-detached houses or ranges built in a similar style. As described in previous sections, the red-brick terraces built up to the back of the footway are typical of low-cost workers' housing built in the early 20th-century ([Fig. 61](#)). Although no interiors of these cottages have been seen, this housing type usually has two rooms on the ground floor, possibly leading straight into the front room or 'parlour', with a narrow hallway leading to stairs at the rear of the house with two further rooms above. A lean-to at the rear would house the kitchen, with a small yard leading to a back service lane.



Fig. 61: Typical two-up two-down cottages on Rathlyn Avenue

Slightly further up the social scale, larger terraces are similar in design but have front gardens and projecting bay windows, and have a higher build-quality.

The second housing type, the early 20th-century and interwar semi-detached house, has previously been described in terms of its component parts. Ranges of four or six similar properties built as reflected pairs are also common in Layton. Built of good quality materials, these houses have a similar plan to the terraces, but have the advantage of well-lit larger rooms and an integral kitchen. Some have an attached garage (such as those on the west side of Westcliffe Drive) and all have a good-sized front garden. There are many different designs of semi-detached house due to the imaginative efforts of speculative builders who wanted 'no two houses alike'. An obvious notable feature is the bay window, but mock timber or 'Tudorbethan' gables were also common in the early 20th-century and through the interwar years. Other variations on gable styles are shown in Fig. 62 and all of these types can be seen in Layton.



Fig. 62: Four of 'The seven styles of non-Tudorbethan semi' as defined by Finn Jensen (image from Jensen, p.107)



Fig. 63: A typical range of semi-detached houses on Grange Road

Notable detached residential properties are relatively rare, although there are several singular detached houses at the ends of most of the east-west terraces, built as part of the same phase as the street. Other examples of large detached houses include No. 5 Bispham Road which is set within a large garden, and St Mark's Vicarage on Kingscote Drive. These generally date from the early to mid 20th-century. There are no larger 'villa' type houses surviving in Layton. Although the residential properties are generally two-storey, there are some bungalows, particularly in the north and west of the area which reflect the semi-detached house plan and have similar details.

Commercial premises are generally purpose built, and reflect the styles and designs seen in Blackpool town centre, with shops to the ground floor and accommodation above. The commercial areas of Westcliffe Drive, Layton Road and Talbot Road also contain former residential premises converted with shops to the ground floor. Purpose-built interwar parades such as on Westcliffe Drive are a typical stripped down revival style.



Fig. 64: Interwar parade of shops on Westcliffe Drive

There are three churches in Layton, each of a distinct style reflecting the different dates of construction. St Mark's is Layton's Parish Church, built in 1926 in a Romanesque style in red sandstone; it is distinctive in the townscape and would have been more so if a planned square tower on the south elevation had been built. The related Sunday school to the rear is of little architectural merit, in contrast. The Salem Methodist Church was constructed adjacent to the site of an iron chapel and Mission hall and opened in 1939; it is of red-brick construction with white stone dressings and has a blocky corner tower which is a strong townscape feature. In complete contrast, St George's church in Plymouth Road is a typical 1970s construction and has little architectural merit but is a landmark on the road (Fig. 65).



Fig. 65: St George's Church, Plymouth Road

In addition to these ecclesiastical buildings are the two cemetery chapels: the main cemetery chapel by Garlick, Park and Sykes (1873) is idiosyncratically Gothic Revival, while the 1920s Jewish cemetery chapel has restrained architectural qualities.

The range of interwar public buildings in Layton reflects its residential growth over a short period. Layton Institute has elements of Classical Revival detail in the terracotta faience, and the former tram shelter and bowling green pavilions have elements of vernacular architecture in their steep hipped roofs. Layton Primary School and the library are more modernist, with squat front elevations with art-deco style ornamentation.

The range of post-war architecture is limited, and there are no outstanding examples. The housing is typical of its time, usually detached and brick-built or generic versions of the interwar semi complete with Tudorbethan gables (Fig. 67).



Fig. 66: The former tram shelter in Layton Square



Fig. 67: Late 20th-century houses on Devonshire Road

5.6. Degree of completeness

As previously described, Layton developed in the interwar years from several small settlements along historic routes. The early road layout and later 20th-century street layouts have all been retained, despite the widening and improving of Westcliffe Drive and the insertion of a roundabout and by-pass to the east (St Walburga's Road). The architectural character too has been largely preserved and early 20th-century photographs compare well to views of the streets today (Figs 68 & 69).



Fig. 68: Nos 2-31 Onslow Road in c.1915 (courtesy of Ted Lightbown)



Fig. 69: Nos 2-31 Onslow Road today

The overall retention of architectural details such as bay windows, boundary walls and chimneys, and the lack of extensive extensions or alterations, supplemented by mature planting to many front gardens in the north of the area, gives residential Layton its character. It should also be noted that the area is generally very well maintained, although the Queenstown area and parts of Talbot Road have a distinctly run down feel.

Commercial premises have been adapted to suit modern uses, with signage being changed to suit the business and tenant. This has resulted in the loss of detail to shopfronts particularly. Complete losses include the predecessor to the tram stop at Layton Square, as shown in Fig. 7, but luckily the 1930s building remains; and the historic Mill Inn and Layton Villa where both have been replaced with typical 1970s brick buildings. These are blots on an otherwise largely intact historic townscape.



Fig. 70: The Windmill pub



Fig. 71: No 62 Westcliffe Drive

5.7 Archaeological potential

Early mapping suggests that before the early 20th century Layton was mainly farmland, with a pattern of fields and few settlements. The remains of any pre-C18 structures along the principal historic routes are unlikely to have survived constant building and rebuilding, and the current state of knowledge suggests that the archaeological potential is low. The site of Layton Hall may be sensitive (although it was built on in the 1970s), and there are records of a 13th-century chantry chapel in Layton. The medieval core of Layton may also retain archaeological evidence. The sites of Hoohill windmill, the Mill Inn and Layton Villa require further research. Further advice on specific sites should be sought from Lancashire County Council in advance of major redevelopment.

6.0 SIGNIFICANCE

6.1 Assessing significance

The relative significance of buildings in the study area has been assessed using a variation of the assessment criteria developed and used in the AHP characterisation assessment of The Welsh Streets, Liverpool in 2007. The key issues that contribute to heritage significance are the historic context and the architectural merit of the buildings. The following factors have been taken into account:

- Buildings surviving from the earliest phases of development (prior to 20th century) and as part of the early 20th suburban development, and surviving in anything like their original form;
- Intrinsic architectural or historic merit, including association with significant event or individual;
- Relationship with other groups of significant buildings or landscapes, which have a designated merit, e.g. conservation areas;
- The relationship between otherwise unremarkable buildings and the wider urban landscape, to create townscape of value in the context of the wider area.

These attributes in some cases overlap. They have been used to determine significance values of buildings and groups of buildings or spaces, according to the following five categories of significance.

- **Protected:** buildings, features or spaces that are protected by way of listing, scheduling or being within a conservation area or registered park. There is only one listed building in the surveyed area: Layton Cemetery Chapel, which is listed Grade II.
- **Local List Potential:** buildings, features or spaces of clear local interest. Although not candidates for listing, they make a positive contribution to the street scene and should be retained unless it can be demonstrated that redevelopment would be of greater benefit to the character of setting of adjoining buildings and spaces or that there are overriding social or economic factors. The majority of potential local list buildings in the Layton area are public buildings including the library, a former tram shelter, two churches and a hotel. 16 separate assets have local list potential.
- **Positive value:** buildings, features or spaces of clear local interest, but of lesser quality than potential Local List buildings, or altered superficially. They make a positive contribution to the street scene and should be retained as part of future regeneration, if practicable. Shops which have been altered at the ground floor but retain good architectural detail or character to the upper floors are an example of this. Most of the red-brick terraces and semi-detached houses are a positive contribution to the streetscape. Maintained public open spaces and

patches of green fall into this category. Extant older buildings which retain some historic detail, such as cobble-construction, are also recognised as of positive merit.

- **Neutral:** buildings, features or spaces which although of little individual merit, for example due to the level of later alterations, combine with other buildings and spaces to create a townscape of value, which could be recreated through careful new development that complements the townscape.
- **Negative value:** buildings, features or spaces which have an adverse impact on any aspect of the significance or heritage value of the townscape or other buildings, and where redevelopment or removal is positively encouraged. There are only a few negative buildings in the surveyed area, which have replaced historic buildings.

6.2. Summary of significance of Layton

6.2.1. Character summary and designation status of the area.

Although having much earlier roots, today Layton is primarily a residential area mainly developed in the early to mid 20th-century, due to the opening of Layton Cemetery in 1873. As such, commercial premises and transport links developed contiguously with the area's community. Layton can be divided into five sub-character areas: north residential, south residential, commercial, west residential, and Layton Road. There are no conservation areas in Layton, and the Layton Cemetery chapel of 1873 is the only listed building, designated Grade II. Several buildings have potential to be included on a local list of buildings of local interest. These are mainly public buildings, with several examples from the interwar period by J.C. Robinson.

The north residential area covers east-west streets between Westcliffe Road and St Walburga's Road (the former not included in this area) mainly comprising substantial, good-quality pairs of early 20th-century and interwar semi-detached houses planned on a loose building grain. The historic Hoohill road junction and Layton railway station are also included in this area.

The south residential area also consists of east-west streets, with Layton Road and Westcliffe Drive to the west and Kingscote Drive to the east; the west side of the latter only is included in the survey area. In contrast the grid of streets was constructed as ranges of two-up two-down terraces in the early 20th-century on a much denser building grain. They are characterised by their linear qualities, enhanced by a strong presence of red brick as a building material. Kingscote Drive was constructed as interwar 'infill' and comprises higher-quality semi-detached and ranges of houses.

The commercial area is focused on Westcliffe Drive and Layton Square, where most of Layton's shops and businesses are based, including the library and two churches. The sub-area also includes the Layton and Jewish Cemeteries and three bowling greens which are important open spaces. Some residential properties at the north ends of Westcliffe Drive and Layton Road are included.

The west residential area comprises mainly interwar semi-detached houses and ranges set within a grid pattern. The area stretches north from Queenstown to Mansfield Road, with Devonshire Road to the west, and including Talbot Road. There are some late 19th-century terraces to the south-west, in Queenstown.

Layton Road stretches from the junction of Collingwood Avenue at the north to Newton Drive in the south and is a spine corridor flanked by residential houses and a few shops on both sides, with small cul-de-sacs on the east side and linking side streets to Collingwood Avenue to the west (the latter are not covered by this survey). Although the built environment here today comprises typical two-storey houses as seen elsewhere in Layton, the historic road layout is much more fluid and there are extant houses which date not only from the last decades of the 19th-century, but also the 18th century.

6.2.2. North residential

This area is defined to the north by the railway line and to the south by the rear properties on Onslow Road, with St Walburga's Road to the east and the backs of properties on Westcliffe Drive the west. The streets are described alphabetically for convenience. Streets of similar character are grouped together, as listed in the *Contents*.

Benson Road

Benson Road runs east-west at the north of the area, curving to the north where Nos 19-31 face a grassed bank to Plymouth Road. Rising at the west end, it has a wide aspect, being a major thoroughfare into Layton, with good views west to Blackpool Tower. The footways are wide, with grassed verges to the kerbs, and houses are set well back from the road with front gardens and low brick boundary walls to the footway. The houses are good-quality brick semis, with double-height rectangular stone bays with gables. The houses have positive qualities, but overall the street is of **neutral** merit as it does not have the uniformity and pleasant suburban character of other residential streets.



Fig. 72: Looking north-west along Benson Road

Bispham Road

Bispham Road, a main thoroughfare, links Benson Road and Westcliffe Drive and rises south uphill to The Windmill pub. The houses are set back from the road and footway, which is broad and has grassed verges, with large front gardens, but overall they have the standard character of interwar housing seen elsewhere in Layton. At the north-east end there are several new-build houses, Nos 13 and 15, with building in progress on a site north of No. 39. Also on the east side, Nos 9-11 are altered interwar bungalows, and No. 5 is a large detached house sited in a large garden at the corner of Cannock Avenue, with trees and planting shielding it from the roadway. On the west side Nos 28-36 are two-storey semis with double-height gabled bays, they are partly rendered and the boundary walls have been altered. Nos 20-26 (east side) and 31-39 (west side) are good groups with retained character. Road and footway surfaces and street furniture is modern and there are galvanised crash barriers to the south. On Hoo Hill Lane 'The Coach House' is shown on the 1912 OS map and was probably in this use to the building formerly on the site of Nos 13 and 15; its historic character has been eroded by poor re-pointing and modern alterations. The street is of **neutral** townscape value.



Fig. 73: Looking north along Bispham Road

Brooklyn Avenue

Brooklyn Avenue is an east-west residential street, continuing east over Meyler Avenue and terminated by a cul-de-sac formed by the back boundary of properties on Benson Walk. There is a service lane at the west end to the backs of properties on Meyler Avenue, and Eastwood Avenue is located (north-south) to the south; at its west junction is a rear garden with no boundary to the footway. Brooklyn Avenue has quite a wide aspect with views west to St Mark's Church. It is characterised by a mix of houses of size, style and age; the detached houses on the north side probably date from the 1910s, while the terrace Nos 24-46 and the south side of the street were probably built in the 1920s. Nos 24-46 (north side) are a rendered terrace with altered fenestration, but retain front gardens with boundary walls, in-keeping with the rest of the street. There are some attractive examples such as Nos 27-29, a red brick detached house with a central entrance bay and ground floor bow windows, the latter a feature common to the semis on this side of the street. Street surfaces are modern with concrete lampposts and timber telegraph poles. Overall the street is **neutral** in value as it does not have the strong linear qualities and unaltered appearance of other streets of its type.



Fig. 74: Looking west along Brooklyn Avenue

Delaware Road

Delaware Road continues north from Meyler Avenue across Poulton Road and is very similar in character to the former. The houses here are of a higher quality than on Meyler Avenue, and comprise pairs of semis of different styles, all with large front gardens bounded to the footway by brick walls. For example Nos 1-7 are a two-storey range of dark-red brick, with double-height stone rectangular bay windows, Nos 9-15 have the same character but are semis and rendered, and Nos 23-33 have wider bays and are of hard red brick construction. Nos 18-20 have M-shaped gables, and Nos 22-24 have conventional two-storey bays. The street is of **positive** townscape value for its wide avenue-like aspect, higher quality housing, and individual retained details.



Fig. 75: Looking north down Delaware Road

Depot Road and Layton Station

Depot Road is a short one-way road running parallel to the railway line at the northern tip of the area. A grassed bank rises to the north to a timber fence to the railway platforms and to the south are houses on Benson and Delaware Roads. The station platforms, signage, footbridge and surfaces are modern. Layton Station House, and to the east Crossley's Bridge, both have local list potential. The road itself and the modern station facilities have **neutral** townscape value.



Fig. 76: Looking along Depot Road to Crossley's Bridge

Highbury Avenue and Eastwood Avenue

Highbury Avenue is a wide residential east-west street characterised by a variety of semi-detached and terraced houses of different styles, ages and sizes. For example Nos 1-13 (odd) on the south side are part of the same build, red brick with ground floor stone bow bays and bracketed timber eaves, but the central pair have twin gables to the roofline, Nos 23 and 25 are detached modern houses, and Nos 31-39 is a rendered post-war terrace, staggered as it drops downhill at the east end of the street. All of the properties have short front gardens with boundary walls to the back of the footway. The view to the east is terminated by Eastwood Avenue, a cul-de-sac of roughly the same date as Highbury Avenue with ranges of terraces as Nos 31-39 Highbury Avenue on each side; those to the west are shorter and raised above the footway. The street is terminated to the south by original and modern parts of Layton Primary School. The backs of Nos 1-31 (odd) are defined by various timber fences to sloping back gardens. Highbury Avenue has good linear qualities, and the houses retain most of their architectural detail so is of **positive** value. Eastwood Avenue is of less merit and character, with later alterations, and is of **neutral** value.



Fig. 77: Looking east down Highbury Avenue



Fig. 78: The backs of Nos 1-31 Eastwood Avenue, with Layton School in the background

Lynwood Avenue

Lynwood Avenue is an east-west cul-de-sac with a wide aspect, with terraces on the south side and substantial good-quality semi-detached houses on the north side. Layton Primary School (which has local list potential) is situated at the north east end, with playgrounds bounded to the footway by steel and wrought-iron railings and cherry trees. The terrace (Nos 2-62 odd) is divided in half by a service road and the houses are characterised by different detailing: Nos 56-62 are red brick with rectangular ground floor bays; Nos 26-54 are rendered to the first floor and have ground floor bow windows. All have short front gardens with brick boundary walls to the back of the footway, some augmented by hedges, and the roofline is characterised by extant chimney stacks and pots. On the north side the pairs of semis are slightly raised from street level, of brick construction with ground floor stone bow bays and semi-circular-headed doorways. Nos 7-11 have stone and brick details to the doorways, and each house has a good-sized front garden with brick boundary walls to the back of the footway with gatepiers with terracotta finials. The street has strong linear qualities and the houses retain much of their original detail, although windows have generally been replaced; the street is of **positive** value. No. 28 retains its original timber casements with leaded coloured lights.



Fig. 79: The south side of Lynwood Avenue, from the east

Melrose Avenue

Melrose Avenue is a north-south cul-de-sac between Layton Primary School and Onslow Road, and has a narrow aspect, widening at the north end where there are four pairs of interwar semi-detached houses. Views to the north are terminated by modern extensions to the school and bounded by a galvanised fence. The rest of the street is composed of standard red-brick terraces built up to the back of the footway, with Welsh slate roofs and brick stacks with terracotta pots (Nos 1-24 both sides). The semis are of two different styles; some have hipped roofs with stone and timber full-height rectangular bay windows, and some (Nos 23-25 odd) are larger in scale with full height stone bays. They have good-sized front gardens with low, brick boundary walls to the back of the footway. The street is crossed by a service road to the back of Onslow Road and a further service road which on the east side leads to Melrose Court, a late 20th-century development of detached houses, with adjacent garages, and on the west side leads to Lynwood Avenue and the school. Most street surfaces are modern, but there are some natural stone kerbs. The terrace has good linear qualities and apart from replacement windows is little altered; overall the street is **positive** in value. Melrose Court and the adjacent garages and workshops are **neutral** in value but are hidden behind the terraces.



Fig. 80: Looking north along Melrose Avenue

Meyler Avenue

Running north-south between Poulton Road and Layton Primary School with views of the latter's playing fields, this street has a very wide aspect characterised by different types of housing set well back from the road and footway. The footway is separated from the road by a grassed verge, common on these wide north-south avenues. On the east side Nos 3-43 comprise four blocks of two-storey terraces, red brick, rendered and painted to the first floor, with ground floor timber canted bay windows, hipped terracotta-tile roofs and good-sized front gardens bounded to the footway by red-brick walls with tall timber gate piers. They are of a good quality but have less merit than similar terraces on the east-west streets. Nos 45-55 (east side) and 2-28 (west side) are pairs of two-storey semis, rendered, with Welsh slate roofs and paired, M-shaped gables to the front elevation, and good sized gardens. They are attractive examples of typical interwar semis. Nos 30-40 (west side) is a terrace the same as Nos 1-31 Eastwood Avenue. Nos 4-18 (west side) comprises pairs of semis, of a standard early interwar styles, generally red brick with bow bays to the ground floor and good sized gardens. Despite the mixed character of the housing, the wide aspect and relatively unaltered properties gives this street **positive** merit.



Fig. 81: Nos 31-55 Meyler Avenue

Norwood Avenue

A short cul-de-sac of substantial red-brick pairs of semi detached houses, terminated at the east end by a boundary wall to Layton Primary School. Most of the houses have ground floor stone bow bays, and some (Nos 6-12, for example) are characterised by gables to the street elevation. All have good sized front gardens with brick boundary walls and gatepiers, augmented by hedges or planting. No 1 is detached but probably of the same build and has an attractive garden. No 4 is a bungalow raised high above street level and is dated 1910. It is rendered with a central gabled porch. The houses on the avenue have good architectural qualities and this is an attractive suburban street; it is **positive** in value.



Fig. 82: South side of Norwood Avenue, from the west

Oregon Avenue

Oregon Avenue runs east-west between Plymouth Road and Bispham Road, and is a cul-de-sac at the west end. It comprises standard interwar semi-detached houses rendered with hipped roofs and shallow paired rectangular bays of different styles. The houses are of a lower quality than in the north-south streets in this area, and the street is **neutral** in value.



Fig. 83: Oregon Avenue, looking west from Delaware Road

Plymouth Road, St Walburga's Road and Brendon Walk

Plymouth Road follows the line of a field boundary shown on the 1893 OS map, and was developed in the interwar years. The insertion of a roundabout at the junction with Poulton Road and St Walburga's Road is post-war. These are streets of mixed character, being primarily a dual carriageway and therefore main traffic thoroughfare. Despite this the residential houses, particularly on Plymouth Road, are of a good build-quality and were built in the mid 1930s. Nos 19-33, set below road level, are brick built, two-storey semis with double height gabled bay windows. Boundary walls to the footway have generally been rebuilt, but the houses have large front gardens, generally modified with drives leading down to original garages. Nos 37-43 and No. 16 have been converted from residential to commercial use. There are views north to Warbreck water tower. At the north end is Crossley's Bridge, which has local list potential. At the junction to Carleton Avenue is St George's United Reformed Church, a standard design for its type and of no more than neutral merit. The street is of overall of **neutral** merit.

St Walburga's Road has the character of a thoroughfare, with a wide carriageway and grassed verges to either side. On the west side are Layton Primary School's playing fields, an important open space, although not public. St Walburga's Road is **neutral** in character. Brendon Walk lies to the west of St Walburga's Road, protected by a

grassed and planted reservation. The houses on Brendon Walk are postwar and have generally been poorly maintained or altered with boundaries removed, and do not relate to the quality of other streets in the area; the street is of **neutral** value.



Fig. 84: Looking north-west along Plymouth Road towards the Warbreck water tower



Fig. 85: Looking south along Brendon Walk

Poulton Road

One of the early historic routes leading east from Hoohill, Poulton Road was straightened and widened in 1923 and consequently its residential properties postdate this. It is crossed by the junction of Delaware Road and Meyler Avenue, has a wide aspect and is a main thoroughfare and bus route leading to the Plymouth Road roundabout to the east, where there is a small open area of grass and trees. The westerly junction is with Bispham Road and Westcliffe Drive. The footways are broad with grassed verges and the street is lined with trees, giving it the character of an avenue. The houses are of good quality construction, and on the north side comprise interwar pairs of semis of brick construction with different style double-height bays; e.g. stone bows with gables, canted with parapets, and on the south side lower quality semis with small ground-floor bay windows. Although a busy road, the quality of the housing, especially on the north side, combined with a tree lined avenue and its historic background, gives this street **positive** townscape value.



Fig. 86: Looking north-west down Poulton Road

Wembley Avenue

Wembley Avenue is a street which forms a right-angle between Poulton Road and Meyler Avenue, and is unusual in Layton as being almost entirely composed of bungalows. The street aspect is wide, and the properties have small front gardens with boundary walls to the back of the footway. The bungalows bridge a range of

dates and styles, from interwar to late 20th-century, and although there is a standard scale, the range of designs and building materials provides an incoherent streetscene. Street and footway surfaces and lampposts and other street furniture are modern; the street is **neutral** in townscape value.



Fig. 87: Looking south from Poulton Road along Wembley Avenue

6.2.3. South residential

This area is characterised by a well-defined ladder of terraces between Rathlyn Avenue in the south and Onslow Road in the north and includes these streets. The streets run east-west between Layton Road and Kingscote Drive; the latter is also included. The streets are described alphabetically for convenience. Streets of similar character are grouped together, as listed in the *Contents*.

Alder Grove

Alder Grove is a short east-west street located at the east edge of the area, with a relatively wide aspect with views to the west terminated by the island sited properties on Lyncroft Crescent, and to the east by a medical centre on Kingscote Drive. The street comprises standard red-brick terraces with short front gardens with boundary walls. All of the properties have ground floor bow timber windows, mostly replaced with uPVC. A service lane runs along the backs of properties on Kingscote Drive to

the east. The street is homogenous and retains a suburban character and has **positive** value.



Fig. 88: Looking west down Alder Grove

Croydon Road, Garrick Grove and Gisburn Grove

This grid of streets is formed from sites to the east of the north-south Wilford and Jackson Streets, bounded to the east by Kingscote Drive. Garrick and Gisburn Grove are relatively wide short streets running east-west, with blocks of red brick terraces with short front gardens and boundary walls. Croydon Road runs north-south and comprises a short terrace of typical two-up-two-down houses built up to the back of the footway, with the side elevations of end houses on the two east-west streets to the east. These streets have a quiet suburban character and together with their completeness have **positive** townscape value.



Fig. 89: Gisburn Grove from the east

Drummond Avenue and Broughton Avenue

These two streets are the same in character and form, having quite a wide aspect sloping downhill at the east end, and comprising rows of red-brick two-up-two-down terraced houses built up to the back of the footway. The character is again enhanced by a continuous building line, and retained brick stacks provide a homogenous roofline. At the east end of Drummond Avenue is crossed by a service street; Nos 79-81 and 80-82 are pairs of semi-detached houses, and at the west end there are small garage-sized properties in commercial use. No 80 Broughton Avenue is a detached late 20th-century bungalow. The houses on both streets generally have replacement windows but no extensions or excessive alterations. Street surfaces are modern, although there are some natural stone kerbs in places. The linear aspect of the streets and lack of alterations give them both **positive** townscape value.



Fig. 90: Drummond Avenue looking west



Fig. 91: Broughton Avenue looking east

Grange Road

This street has a wide aspect, with the landmark features of Layton cemetery chapel and the Salem Methodist church at the west end, sloping down at the east to long views across Kingscote Drive (the area boundary). The north side is intersected halfway by Wilford Street. Grange Road has very strong **positive** townscape qualities. The street comprises ranges and terraces of two-storey red brick houses, with pitched Welsh slate roofs and intact brick chimney stacks. The houses have good sized front gardens with brick boundary walls to the footway, and many have retained gate piers with terracotta ball-finials. The houses have recessed doorways, and different bay-window treatments; for example, on the north side, Nos 1-29 have stone canted ground floor bays and Nos 31-52 have double height stone bow bays with timber bays to the first floor. On the south side the different styles continue, with Nos 42-48 being a pair of semi-detached houses with mock-timbered gables above stone bow bays, and there are various other different doorway treatments, Nos 12-14 being a good example. No 43 retains some coloured leaded glass in original timber casements, but generally windows have been replaced.



Fig. 92: The north side of Grange Road, from the east

Grenfell Avenue

Grenfell Avenue is characterised by blocks of terraces, divided on the north side by a series of intersecting streets and service lanes. The west end, before Wilford Street, Nos 5-31 and 2-34, is narrow and comprises red-brick two-up-two-down terraces built up to the back of the footway, in common with other east-west streets. Nos 5-11 are a semi-detached house flanked by detached properties, of a higher quality with bow windows to the ground floor and front gardens. Across Wilford Street the street widens, bends slightly to the south, and slopes gently downhill, terminated by pairs of semis on the east side of Kingscote Drive (outside of the survey area). Here the houses are the same as Nos 5-11, or have stone double-height bays, with brick boundary walls to the back of the footway. Most of the gardens are maintained and attractively planted. There are good views west to the cemetery chapel, and this street has **positive** townscape value.



Fig. 93: North side of Grenfell Avenue, looking east

Huntley Avenue and William Street

Two short streets with a service lane at the west end and views to the east terminated by houses on north-south Wilford Street. Both streets have two-storey red brick two-up two-down terraces on both sides, built up the back of the footway. Little alteration, apart from replacement windows, retained chimney stacks and the linear qualities of the streets give them **positive** value. Service lanes to the backs of the

terraces are of less positive quality, but are an important part of the historic grid layout of the area.



Fig. 94: Huntley Street, looking east



Fig. 95: Backs of terraces between William Street and Grenfell Avenue

Kingscote Drive

Kingscote Drive is laid out as high-quality infill to the ends of the east-west terraced streets between Rathlyn Avenue and Onslow Road. The houses overlook Kingscote Park, historically a medieval mere liable to flooding. This survey takes in the west side of the street only. The houses are mainly semi-detached or ranges of red-brick substantial housing, raised above street level with large front gardens sloping down to the footway; the 'infill' process means that they have small rear gardens, although their side elevations to the east-west streets are a positive aspect. The east-west streets generally slope down at the west end to Kingscote Drive, and this is a peculiar aspect of the street (Fig. 96). The street has some good intact examples of interwar housing and is **positive** in value.



Fig. 96: The west end of Broughton Avenue

The buildings on Kingscote Drive vary in their detailing; for example Nos 139-149 have no bay windows and are plainer than Nos 151-161 which have double height bays. No 151 is a particularly good example and retains many of its original features including a timber front gate and front door; the garden is also attractive and well maintained. The next block to the north is the site of St Mark's Vicarage, presumably a required later addition for the church. It is a very positive building, red brick with double-height stone and brick bow windows, a steep terracotta-tile pitched roofs, original boundary walls, and octagonal windows to a canted corner contained

pictorial coloured glass, within a large well-maintained garden. Unfortunately it has lost its original joinery.



Fig. 97: St Mark's Vicarage on Kingscote Drive

No 181 and No 56 Grange Road are a pair of semi-detached houses which retain their original timber double-height bow windows and doors complete with their glazing, although the window joinery is in poor repair. The houses also have their original brick boundary walls which are attractively augmented by hedges. Across Grange Road the houses are more standardised with full-height rectangular stone bay windows and hipped terracotta-tile roofs. The wide aspect of the street is retained by the open space to the west and good-sized front gardens. Street surfaces are modern, with aluminium lampposts. The footways are broad, with grassed verges. Parking is on-street (Nos 164-178 on the west side of the street – outside of the survey area – were constructed with driveways).



Fig. 98: Nos 189-201 Kingscote Drive

Larbreck Avenue

The street has quite a wide aspect with views each way to green spaces. At the east end it is crossed by a service street, separating Nos 66-68 and 57-61 from the rest of the street. No. 1a, on the south side, is a detached house with a double-height stone bay window and higher-quality details than the rest of the street. It is a residential street, although the garage to the rear of No. 51a Layton Road is a monumental masons' premises. The street is characterised by red brick two-storey properties, and a homogenous character formed by unaltered building lines on both sides; it is of **positive** value.

On the north side Nos 2-64 are a terrace (Nos 2-64), having slightly projecting ground floor windows, some with stone mullions and decorated heads. The south side is less homogenous and comprises a terrace (Nos 13-55) and several pairs of semi-detached houses (Nos 1-11). The semis have ground floor bays, many of which are altered; Nos 57-61 and 66-68 have ground floor bow bays, and No 61 retains original joinery and coloured glass to the front door. The properties have short front gardens, some with hedges, and the retention of chimney stacks and front boundary walls enhances the character of the street, although there is less planting in front gardens which creates a more barren feel. Street and footway surfaces are modern although there are natural stone kerbs in places.



Fig. 99: Larbreck Avenue, looking east

Lyncroft Crescent

A short intermediate street with a wide aspect between blocks of terraces, which curves around an island site of properties on this street and Onslow Road. Nos 1-19 are of a different style to other terraces in the area, being red-brick with gables and built up to the back of the footway, but they have been altered and have lost a sense of homogeneity. At the west end is a club and No 19 is a hairdressers on the ground floor. Nos 6-20 are a more common type in the area, and Nos 22 and 24 are red-brick bungalows, probably of an early 20th-century date. Overall the street is **neutral** in value; it functions as a thoroughfare rather than being residential and lacks the distinctive character of the surrounding streets.



Fig. 100: Nos 6-20 Lyncroft Crescent

Onslow Road

Onslow Road is the street furthest north and links Tennyson Road with Westcliffe Drive, and continues further east (outside of the survey area). North-south streets join Onslow Road at a bend central on the street. It has a relatively wide aspect with terraces on both sides. The terraces are generally red brick, with small front gardens and brick boundary walls to the back of the footway, some augmented by hedges. Nos 1-31 are rendered to the first floor and have timber bow windows to the ground floor; Nos 33-87 have rectangular brick ground floor bays containing paired doorways; Nos 8-26 (on the south side) and the remaining terraces are standard two-up-two-down terraces with no embellishment. Nos 89-91 are dated 1899 and Nos 1-31 are shown in a historic photograph from c.1915. There is a small grassed area at the apex of an island site where the road splits to form Lyncroft Crescent. Most windows have been replaced and all street surfaces are modern. The street is **positive** in value.



Fig. 101: Nos 77 101 Onslow Road, on the north side

Rathlyn Avenue

Rathlyn Avenue is a wide residential street, sloping downhill at the east end, and lined with three housing types of red-brick construction: pairs of semi-detached houses, higher-quality terraces with bay windows, and standard workers' terraced houses. The latter are located on the north side of the street (Nos 2-32), built over two storeys with Welsh slate roofs and brick stacks with terracotta pots. These houses are built up to the back of the footway. The remaining terraces and semis vary in style, determined by their window treatment: Nos 34-46 have ground floor bow-bays, originally with timber casements but now generally replaced with uPVC, and paired recessed semi-circular-headed doorways; Nos 48-62 have double height canted bays, also originally timber and generally replaced; Nos 64-72 have stone-mullioned windows with stone lintels. On the south side are pairs of red-brick semi-detached houses each with a paired central entrance and ground floor stone bow windows (Nos 3-23), with mid-20th century properties at the east end (Nos 30-37). The houses have short front gardens with retained red-brick boundary walls to the back of the footway, in some cases enhanced by hedges.

Although there are several different styles of houses on the street, they are homogenous in scale and materials, and none have been substantially altered. The

survival of chimney stacks, boundary walls, gate piers and front gardens enhances the character. At the south-east end there is a patch of green, planted with trees, and the outlook is over a large grassy park. These elements create a street of **positive** merit.



Fig. 102: North side of Rathlyn Avenue, from the west

Wilford Street and Jackson Street

These north-south streets are part of the grid forming short east-west streets either side, e.g. Huntley Avenue. Wilford Street is important in the grid layout at the north of this character area, but is not a major thoroughfare, and is mainly composed of the side elevations of end properties on the east-west streets, except for the range Nos 2-46 which is a red-brick two-storey terrace built up to the back of the footway, and common in the area. Jackson Street comprises three long ranges of two-up two-down terraces as on Wilford Street. Some of the Wilford Street properties are rendered, but both streets retain their linear qualities and fenestration pattern; the streets are **positive**. All street surfaces are modern, with concrete lampposts, although there are a few natural stone kerbs.



Fig. 103: Looking north along Wilford Street



Fig. 104: Looking south down Jackson Street

6.2.4. Commercial

The commercial heart of Layton is centred on Westcliffe Drive, which is also historically and currently a transport centre. This sub-character area covers a roughly triangular area including the two cemeteries and three bowling greens. Talbot Road also contains some commercial premises but this is covered in *Section 2.2.5*, which is a further residential area. The streets are described alphabetically for convenience. Streets of similar character are grouped together, as listed in the *Contents*.

Granby Avenue and Annesley Avenue

These two streets create a triangular site to the west of Westcliffe Drive, upon which the Layton Institute and its bowling green and the Jewish Cemetery are located. Granby Avenue is a typical residential street comprising several pairs of semi-detached houses, of very little merit as they are largely altered with front boundaries removed to create off-street parking; it is **neutral** in value. Layton Institute has local list potential, and the bowling green is an important recreational space.



Fig. 105: Houses on Granby Avenue with boundaries removed and altered

Annesley Avenue is a residential street linking Mansfield Road and Westcliffe Drive, but in this survey only Nos 2-40 (east side) and 1-25 (west side) are covered. The street has a serpentine layout and is quite wide, although traffic calming measures have been added at the south end. Nos 1-25 and 30-36 are semi-detached houses with long rear gardens backing onto the cemetery; they are similar to those on Granby Avenue and therefore **neutral**. The range Nos 6-26 is of **positive** value as the houses have consistent features, such as ground-floor canted bay windows and chimney stacks, and also mostly retain their original boundary walls and front gardens. There is a service road to the rear of the terrace, and the houses face the east boundary of Layton Cemetery. Nos 2-4 are a pair of later interwar semis, with a dark red brick used to face and decorate double-height bays and the front elevation. The boundary wall has been removed, but this is still an attractive house and positive in merit. Despite the neutral aspects and alterations to properties at the north end, overall the street is **positive** in terms of townscape value.



Fig. 106: Nos 6-26 Annesley Avenue

Jewish Cemetery

Located on the west side of Westcliffe Drive, the Jewish Cemetery was established in 1898. It is bounded on all sides by hedging and walls, with the backs of Nos 6-26 Annesley Avenue to the north. Although it is much smaller than the main cemetery, it is an important open space in the Layton. It retains its original boundary walls and railings (which were moved back in the 1960s when Westcliffe Drive was widened), includes several interesting memorials, and a brick ohel (chapel) which has local list potential. The cemetery is significant for religious and social history reasons and is a **positive** townscape feature.



Fig. 107: The Jewish Cemetery looking towards the rear of Annesley Avenue

Layton Cemetery

Now encompassing 30 acres, Layton Cemetery opened in 1873 and was one of the reasons for the growth of residential Layton prompting the installation of a tramline from Blackpool; it remains the principal burial ground for Blackpool but is also important as one of the largest open 'green' spaces in the district (see *Section 4.2.1* for the history and development of the cemetery).



Fig. 108: Looking north through the cemetery; Warbreck Water Tower is in the distance

The cemetery is bounded by brick walls and planting on all sides, with the backs of houses on Annesley Terrace to the east, and partially North Avenue to the west. The principal entrance is to the south, facing Layton Library, and retains its original stone gatepiers and pedestrian gates; these have local list potential. A lodge, shown on early OS maps, has been demolished, and nearby there is now an early interwar stone building used as an office, and a further 20th-century stone structure which may have been designed as WCs but is no longer in use. A late 20th-century structure on the east side is used as a groundkeeper's building. The north entrance, to Mansfield Road, has cast-iron gates of typical interwar design contemporary with the cemetery extension, and is bounded by brick walls with piers capped with moulded concrete, between which are concrete railings. Layton's only **listed** building, the cemetery chapel, 1873 by Garlick, Park and Sykes and listed Grade II, lies within the confines of the cemetery. Two further chapels for Nonconformists and Roman Catholics have been demolished.



Fig. 109: The south entrance to the cemetery, showing the original railings, wall and gates, and the Grade II cemetery chapel in the background

Several notable individuals are buried in the cemetery, including Dick Barlow, an England Test Cricketer; Samuel Laycock, a local dialect poet; Alfred Tysoe, a British athlete who won two gold medals at the 1900 Olympics; John Bickerstaffe, a former lord mayor of Blackpool and founder of the Blackpool Tower Company and John Grime, founder of the Blackpool Gazette. Barlow and Bickerstaffe's memorials, along with a war memorial in the centre of the cemetery have local list potential for their local significance, although there are numerous other memorials which are finely executed. The cemetery is significant for its local and personal family history connections, and also as a large open space important to Blackpool's community. The chapel spire is a landmark feature, and the cemetery has very strong **positive** townscape value.

Layton Road

The historic route into medieval Layton village, this stretch of Layton Road covers Nos 1-87 on the east side and Nos 2-14 on the west side as far as the junction with Collingwood Avenue (the rest of the road is analysed under *Section 6.2.6*). It is a street of **positive** townscape value. Modern interventions such as deep fascia boards and signage to shops have an unwanted impact on the buildings but are essentially superficial. Buildings such as these have a high neutral value, which could be

remedied with sympathetic sign and shopfront design. The east side comprises parades of terraces, among which, Nos 1-21 is a two-storey parade given over to commercial premises on the ground floor, there is no boundary to the back of the footway; the Co-op at Nos 15-21 has a modern shopfront and fascias, although timber cornice brackets have been retained. Some of the properties have timber oriel bays to the first floor. Nos 23-39 are also commercial and additionally goods are displayed on the pavement. Recorded on a datestone as built in 1914, Nos 41-51a 'Green Mount', is a symmetrical terrace of two-storey red brick houses with central and end gables. The houses have good-sized front gardens with intact front boundary walls and ground floor stone bow windows, with replacement or uPVC casements. Each house is named on a stone adjacent to the front door. The end properties (Nos 41 and 51) are in commercial use on the ground floor and the boundary walls have been removed.



Fig. 110: Nos 41-51a Layton Road

The residential houses at Nos 53-65 comprise a red brick terrace with ground-floor stone bow windows and a bracketed timber eaves cornice. The houses have good sized front gardens with steps up from the footway, with original red-brick boundary walls and gate piers extant. The windows have generally been altered, and the houses have added modern porches. There is a GR pillar box to the corner with Larbreck Road.

The west side of Layton Road is largely taken up by two bowling greens located on a triangular site at the junction with Talbot Road and Westcliffe Drive. The greens are surrounded by laurel hedging and modern galvanised fencing, but are important as an undeveloped space in the area. There are several pavilions to the greens, of different dates; that on the west side is probably interwar and has a steep green panOtile hipped roof. There are also several attractive cast-iron and timber benches around the greens. The space is attractively planted with shrubs and flowering plants and is well-maintained. Footpath surfaces are modern. The importance of the greens to the people of Layton is shown through their constant use, and they have a strong **positive** place in the townscape and community.



Fig. 111: Layton Bowling Green, pavilion and benches

There are a couple of other green spaces on this side of the island site, giving this section of Layton Road a pleasing character. Also of interest on the west side is No. 2 Layton Road, a rendered bungalow with very tall brick chimneys and original joinery and glazing. Although not a significant building type or having good architectural qualities, it has a strong character and almost landmark quality at this junction with Cumbrian Avenue.



Fig. 112: No. 2 Layton Road

Talbot Road / Layton Square

Only the section of Talbot Road from Layton Square to the west boundary of the cemetery is covered in this sub area (the remainder being in *west residential*), but it contains two potential local list buildings: Layton Library and the former tram stop, theoretically in Layton Square and now public WCs. Also on this south side of the road is a pair of new-build houses, although having some over-scaled ‘Tudorbethan’ details is of little value. The north side of Talbot Road is defined by the original south boundary of Layton Cemetery, described separately. There is a bus stop outside the library, and the square is an important community centre for Layton; this stretch of Talbot Road is **positive** in townscape value.



Fig. 113: Layton Library on the south-east side of Talbot Road

Westcliffe Drive

Westcliffe Drive runs north-south from The Windmill pub to Layton Square where it divides to Layton Road and Talbot Road. Historically the street was a main route from the north to the medieval Layton village; it was widened and made into a two-way road in 1963 and now forms the commercial heart of Layton. It is characterised by a mix of residential and commercial buildings, with residential streets feeding on from the east and west. As outlined below, although the separate residential and commercial elements of Westcliffe Drive are of different townscape values, the historic importance of the street and location of several potential local list buildings makes it overall of **positive** merit.

The Windmill replaced the Mill Inn, a historic inn located at a prominent crossroads leading to Layton village; the inn was demolished in the 1970s and replaced with the current pub, of neutral value. South of this the street comprises terraced ranges and semi-detached houses mostly of interwar date, most of which are positive in character, being of a high quality red-brick construction with bay windows related to the avenues to the west of the street (e.g. Highbury Avenue), with good sized front gardens and boundary walls to the footway, some augmented by hedges and planting. Some retain their original joinery (e.g. Nos 63-77). On the west side St Mark's church has local list potential (its attached Sunday School is of neutral value).

Adjacent to the church is the site of Layton Villa, which was demolished in the 1970s and replaced with apartments typical of this date and neutral in value.



Fig. 114: Looking north up Westcliffe Drive from outside the Institute

South of Granby Avenue, a residential side street, Westcliffe Drive is divided by a central island, re-designed as a seating area and pedestrian zone, with planting and bicycle parking. This area is defined by different coloured asphalt, but there is no change in level between the road and island. The street has broad footways with a tight building grain of parades of two-storey shops on both sides. All surfaces are modern, including tactile concrete crossing points. On the east side the parade Nos 5-29 comprises shops to the ground floor with bow bays to the first floor, some with original joinery. No 21 appears to have been altered to form a bank-type building, in use by the Midland Bank in 1958, although it is currently vacant. Shopfronts and fascias are modern. Layton House, formerly also a bank, is a late 20th-century flat roof red-brick block which is out of character with the two-storey red-brick terrace to the north. This side of the road is of a high neutral character as poorly-designed signage and shop fronts negate the buildings; this is superficial and could be remedied. The interwar Salem Methodist church is a local landmark, and has local list potential. Its attached late 20th-century hall is neutral in value.



Fig. 115: No 21 Westcliffe Drive

On the west side Nos 2-28 form a two-storey parade of shops, built in two phases in the 1930s of dark-red brick on the site of the parks' department's nurseries. The shop units are divided by brick pilasters with circular heads, but most now have modern shopfronts and signage. The RBS on the corner (Nos 2-6) has sympathetic signage and retains its ground floor. The range is positive in value. Also of note on the west side of the street is the Jewish Cemetery, an important open space, with its chapel and railings have local list potential. Further north is the Layton Institute and related bowling green; the building is practically in its original form and is has strong potential for a local list. At the south end the street is terminated by Layton Square and the 1930s tram shelter, also with local list potential.



Fig. 116: Nos 2-28 from the south

6.2.5. West residential

The west residential area comprises mainly interwar semi-detached houses and ranges set within a grid pattern. The area stretches north from Queenstown to Mansfield Road, with Devonshire Road to the west, and includes a long stretch of Talbot Road. There are some late 19th-century terraces to the south-west, in Queenstown. The streets are described alphabetically for convenience. Streets of similar character are grouped together, as listed in the *Contents*.

Cameron Avenue, Whittaker Avenue, Cumbrian Avenue, Campbell Avenue and Caledonian Avenue

These streets are similar to that seen in the *North Residential* area and are short residential streets with spaciouly-sited interwar houses.

Cameron Avenue runs north-south between Talbot Road and Layton Road; Nos 1-27 are a typical red-brick workers' terrace, built up to the back of the footway. Nos 4-14 have short front gardens with intact boundary walls and ground floor timber canted bay windows. South of this range is the boundary to Layton Road bowling greens, comprising galvanised steel fencing and planted with shrubbery and trees. Opposite this the properties are a mix of interwar bungalows and red-brick terraces, with varying qualities of merit. Also running north-south and terminated by Caledonian

Avenue, Whittaker Avenue is as 1-27 Cameron Avenue on both sides of a narrower street; Nos 28-32 have short front gardens and bay windows.



Fig. 117: The north end of Cameron Avenue

Cumbrian, Campbell and Caledonian Avenues are probably from the same building phase, run east west between Cameron Avenue and Mather Street, and contain a variety of interwar houses, from the types described above to semi-detached bungalows with stone or timber bow windows. However, these properties are noticeably larger in scale and built on a looser building grain; this is noticeable particularly on Campbell Avenue where double height stone bow bay windows and neat front gardens provide a distinctive suburban character.



Fig. 118: No. 7 Cumbrian Avenue



Fig. 119: Looking north down Campbell Avenue

These streets are overall **positive** in townscape value as they form a strong street pattern combined with typical interwar housing types, many of which have a strong presence on the streetscene. Unfortunately, otherwise positive views over the Queenstown recreation ground are ruined by views of the Stirling Court tower blocks.

Devonshire Road

Devonshire Road is very similar to Poulton Road, to the north, in terms of layout, housing types and high-quality design and build. Located at the west boundary of the surveyed Layton area, it is a wide residential street which is also main thoroughfare. The houses are generally two-storey red brick terraces, with central chimney stacks and double-height rectangular stone bays with gables to the front elevations. They have good sized front gardens with boundary walls to the back of the footway. The footways are wide with grass verges to the kerb. There are variations in style, including several new-build detached properties on the west side (Nos 180-186) which are of a lower quality and neutral in value.



Fig. 120: Semi-detached houses on the east side of Devonshire Road

Of interest is an interwar electricity substation between Nos 186 and 188, brick-built with a hipped slate roof and Dutch-type gable to the front elevation. Nos 188-189 are an earlier 20th-century property with two-storey brick bow bays; it is an unusual survivor. Some properties also retain original coloured leaded glass windows (e.g. No 189). Despite being a busy main road the buildings retain much of their architectural quality and detail and overall a sense of coherence. There are good views north to the Warbreck water tower, although views to the south are spoilt by the Stirling Court flats. The street is **positive** in terms of townscape value, and some of the houses retain a high level of original detail.

Douglas Avenue and Ramsey Avenue

Two east-west streets, Douglas Avenue bending slightly in the centre, and Ramsey Avenue being crossed by Peel Avenue and Foxdale Avenue. Both of the streets are characterised by ranges of standard interwar houses with some semis. Some are of a higher quality with double height rectangular stone bays, but generally are of red or dark-red brick construction with shallow ground floor timber bow bay-windows. In contrast to e.g. Devonshire Road, the scale is smaller and the houses have smaller front gardens. However, most retain their original detailing, including recessed doorways, although windows and doors have been replaced, and front boundary walls. Further west along Ramsey Avenue the houses are more individual, including some terraces of the dark-red brick common in Layton. On the boundary wall to Nos 40a and 51 Ramsey Avenue, a pair of 1970s bungalows, is an interesting street sign which is probably contemporary to the streets' development (Fig. 44). The streets are both **positive** in terms of townscape value as they retain most of their original character, although some houses of a lower-quality construction are neutral, e.g. Nos 7-17 Ramsey Avenue and the 1970s bungalows at the junction with North Avenue.



Fig. 121: A range of good-quality houses on Ramsey Avenue, Nos 35-49



Fig. 122: Looking west down Douglas Avenue

Mather Street

Mather Street runs north-south between Talbot Road and the junction of Collingwood Avenue. It is a typical residential street, lined on both sides with interwar terraces with ground floor bay windows. The build quality here is lower, and all of the houses have replacement windows and are rendered. Most retain their front gardens and boundary walls although some have been removed to provide off-street parking. At the south end the street is characterised by the end elevations of houses on Caledonian, Campbell and Cumbrian Avenue, which face Queenstown recreational ground and the Stirling Court flats. Mather Street is an important connecting route, but lacks the character of other residential streets in the area; overall it is **neutral** in value.



Fig. 123: Looking south-west along Mather Street

North Avenue, Peel Avenue and Foxdale Avenue

These three streets run north from Talbot Road, although Peel Avenue is now only accessible from the north. In common with interwar development in Layton, these streets are mainly composed of short terraces and semi-detached houses, of brick construction with short front gardens, distinguished by different bay-window treatments. Most are of a lower quality of construction, with ground floor timber bays, now generally replaced with uPVC.

Peel Avenue and North Avenue were built on the site of the Queen's Hotel bowling green in the interwar period. On North Avenue some properties are of a higher quality, with double height stone or timber bays. Nos 1-15 (east side) are red brick semis with stone ground floor bays and form a coherent group. On the west side Nos 22-24, built in the late 1930s, retain their original coloured window glazing. No 33 (and 40a and 51 Ramsey Avenue) are 1970s bungalows with little merit. Peel Avenue is very similar with lower-quality construction and shallow timber rectangular bay windows, although the houses on the west side have a looser building grain. The street slopes downhill to the north, along which there are views to the Burton's biscuit factory. Queen's Hotel is located on Talbot Road at the north junction with Peel Avenue, and has local list potential. Foxdale Avenue has a wide aspect and connects with Mather Avenue at its south end, and contains houses of a lower construction quality; however, they have good sized front gardens and most retain their front boundary walls. Nos 38-44 are of dark-red brick with full height stone rectangular bay windows. These streets have a more urban residential feel, and the lower build quality and general non-uniform appearance after alterations gives them **neutral** merit. There are however, some good positive highlights.



Fig. 124: Looking north up North Avenue

Rossall Road, Healey Street, Laburnum Street, Cypress Grove and Stirling Road

These streets were probably constructed in the early 20th-century, and comprise rows of red-brick two-up two-down terraces on a grid layout built on a tight building grain. Rossall Road runs north-south between the east-west streets, and mainly consists of the end elevations of the terraces on these streets. Within the defined area only Nos 1-27 Healey Street are included, and it continues and curves south to Laycock Gate. Laburnum Street is the only 'complete' east-west street, Cypress Grove being a south-facing row only. Similarly Stirling Road is one row facing south, but the construction quality here is higher. The first four streets listed above are standard terraces, and retain their original character and street layout being built up to the back of the footway and intersected by service lanes to small rear yards; these are typical of cheaply-built workers' housing. In contrast Stirling Road is of a higher quality, with front and rear gardens and a gabled roofline. There are views along Stirling Road to Blackpool Tower, although the whole area is overshadowed by the Stirling Court tower blocks. The Stirling Court estate has a detrimental impact on the townscape of the area and although the terraces here are similar to and predate those in the south residential area east of Layton Road, the streets are no more than **neutral** in townscape value.



Fig. 125: Looking west along Laburnum Street

Talbot Road

Within Blackpool town centre Talbot Road is one of the principal routes into the town, and within Layton it reaches its eastern point at Layton Square. The character of the street in Layton is different to that in Blackpool, but retains its character as a transport route; it is of **neutral** quality with some positive aspects. The east end of the street on both sides is made up of ranges of terraces, generally of an interwar date. On the north side Nos 207-217 are residential semi-detached properties, of a good size with attractive front gardens and boundary walls to grassed verges on a broad footway. No 219 has a datestone of 1924. Adjacent to this is a former Drill Hall, with a plaque to the front elevation stating 'Duke of Lancaster's Own Imperial Yeomanry Blackpool Troop'. Of red-brick construction over two storeys, it has been altered with uPVC windows and added ground floor bay windows, but retains an attractive castellated parapet. It is bounded to the footway by a low brick wall and hedges. East of this are a range of commercial buildings and a large surface car park, added in the late 20th-century; No 227 is a former garage probably of interwar date but has been altered.



Fig. 126: Post-war infill on Talbot Road

Further east Nos 247-257 and 259-269 are two-storey brick parades with shops to the ground floor. The ranges are gabled to the roofline, with attractive herringbone

decoration in dark-red brick. Poorly designed shopfronts and signs detract from the qualities of the buildings.

The far west end of Talbot Road is outside of the survey area, but the late 20th-century development here has an impact on views north along Devonshire Road. The buildings here are negative in terms of impact on townscape quality.



Fig. 127: View from the north end of Devonshire Road towards Stirling Court and late 20th-century development on Talbot Road, both outside of the survey area

On the north side the series Nos 273-291 are pre-war. Two substantial-size red brick terraces divided by North Avenue, these houses have good-sized front gardens and boundary walls to the back of the footway, and terracotta decoration to canted ground floor bay windows, first-floor window architraves and door surrounds. No 287 also retains its original timber sashes.



Fig. 128: Nos 273-281 Talbot Road

Next door to these terraces is the Queen's Hotel, originally built in 1864 and later extended; it has local list potential.

On the south side several terraces of residential properties have been converted into shop use at the ground floor, with boundary walls removed and inserted modern shopfronts, security shutters and signage, e.g. Nos 460-470. Further west the terraces return to residential use but are generally altered with boundary walls removed and altered fenestration. Talbot Carpets, to the east of No 438, is a late 20th-century flat roofed red brick buildings, replacing a 19th-century laundry which was destroyed by fire.

Overall this section of Talbot Road is **neutral** in townscape value, with strong positive highlights in the library, tram shelter, boundary to the cemetery (and views into the cemetery), and the terrace Nos 273-291. The late 20th-century buildings, e.g. Talbot Carpets are negative.

6.2.6. Layton Road

The Layton Road sub-character area is defined by the historic road layout stretching from No. 89 Layton Road to Newton Drive, Nos 1-88 having been covered in 6.2.4. *Commercial*. The buildings are a mix of typical interwar properties, 19th-century terraces, and much earlier cobble-stone cottages. There are also a number of commercial premises and the No 4 inn at the south end. Overall it has a high **neutral** character, enhanced by the surviving historic road layout and several characteristic buildings and features of positive merit, and groups of higher-quality houses; these are noted in the following analysis but otherwise the buildings are neutral. The following description aims to give an overall idea of the character of the area by selecting different types of properties in order from south the north, dealing with the west side first and then the east.

Nos 18-40 on the west side are standard red-brick terraces with hipped Welsh slate roofs, small front gardens and canted stone bay windows to the ground floor. Most have been altered with Nos 38-40 having commercial premises on the ground floor, resulting in the front boundary wall being rebuilt to provide off-street parking. Of higher neutral merit is the range Nos 42-74, probably built contemporary to No 42 which has a datestone 'Ashton Villa 1897'. The range is of red-brick construction with Welsh slate roofs and brick stacks and timber eaves cornices. Each property has a stone rectangular bay window to the ground floor. The houses have short front gardens and unfortunately most boundary walls have been removed for off-street parking; the properties benefit from good-sized back gardens served by a service lane.



Fig. 129: Nos 42-74 Layton Road from the south

Nos 90-98 comprise pairs of semi-detached houses built in a darker red brick with terracotta-tile roofs and a projecting bay to the ground floor. The houses retain their original boundary walls, attractively augmented with hedges and planting, and garages to the rear of the property served by a drive to the side. Nos 104-118 are two ranges of rendered terraces with painted stone quoins to the corners and between windows, and Welsh slate roofs and brick stacks. Bow bay windows to the ground floor have generally been replaced with uPVC casements. The houses have good sized front gardens with all original brick boundary walls and gate piers retained. Nos 110 and 112 have large gardens to the corner with Moorfield Avenue, and No. 112 has four large beech trees in the garden which positively add to the character of the street.



Fig.130: Nos 112-118 Layton Road

Nos 122-126 are a two-storey flat-roofed 1970s commercial block, attached to mid 20th-century detached houses on Layton Road and Waterfoot Avenue. It has a negative impact and is unsympathetic to the context and surrounding buildings.

Nos 130-136 are attractive interwar semi-detached houses of **positive** value, with retained front boundary walls to short front gardens, stone bow bay windows and rendered front elevations with stone quoins to the corners. No. 128 is a bungalow in the same design.

Nos 150-160 present a different character to the surrounding interwar houses, with the pair Nos 158-160 probably built in the 1890s and Nos 150-156 added later. The terrace is of red brick construction with a Welsh slate roof and brick stacks. The houses have tall windows with stone lintels, and short front yards with brick boundary walls and gatepiers to the back of the footway. The pair Nos 158-160 have a central passageway to the rear, and corbelled cills to the first floor windows with a simple wrought-iron railing. The range is of **positive** value.



Fig. 131: Nos 128-136 Layton Road



Fig. 132: Nos 158-160 Layton Road

At the west corner with Newton Drive is an extensive stretch of cobble-stone wall relating to the historic village of Great Layton. OS mapping and a historic photograph in Ted Lightbown's collection shows a property, Pepper Hill, on this corner which was demolished in c.1900. The wall was retained but has doubled in height due to later additions. It is a rare local feature and has local list potential.



Fig. 133: Cobble wall at the south-west end of Layton Road, with an interwar bungalow behind

On the east side of Layton Road there are more historic properties, starting at the south end with the No 4 inn. The building is identifiable on the 1838 Tithe map, although in a much smaller form. These coaching inns are thought to have been strung out along the main road at convenient places for picking up and dropping off parcels; the No 3 is to the west in Raikes. The present building is still in pub use, although it was extended and remodelled in the early 20th-century. It is marked on OS maps as the 'Old No. 4 and Freemason's Hotel'. The building has a strong Edwardian character, and a positive presence at the road junction; it has local list potential.



Fig. 134: The Old No 4 inn; the original building is to the left of the photograph

Nos 269-77 are a **positive** terrace of red-brick houses, with double-height canted stone bay windows and attractive stone and brick doorcases, approached by sloping front gardens with brick boundary walls and hedges. The road here rises slightly to the south bending to the west. Nos 265-267 are two semi-detached bungalows, the style of which is continued in the bungalows on Hillside Close. This cul-de-sac is raised above Layton Road and has strong **positive** suburban townscape value. Further north along Layton Road there is a cobble-stone wall to the back of the footway which has an added upper section of 1970s concrete blockwork. From here the buildings are **positive** in merit, and probably date from the last decades of the 19th-century, identified on the 1893 OS map. This terrace, Nos 245-251, follows the curve of the historic road and is built up to the back of the footway. Probably built in two phases, the houses are two-storeys high, rendered with large slate tiles to the roofs. No 251 is particularly attractive and has a re-instated timber panelled door and timber casements.



Fig. 135: Nos 249-251 Layton Road with a partial cobble-stone boundary wall to the right

Nos 239 and 243 are probably the oldest remaining properties in the whole Layton area. No. 243 was built as a farmhouse by the owner of Bailey's Hotel in Blackpool (now the Metropole) and was originally of cobble-construction. It has been altered externally and now is of an undetermined character verging on positive. No. 239 is shown on the 1893 OS map as three cottages, and can also be identified on earlier maps and was probably related to the neighbouring farm building. Of cobble construction the group is now one property, set at right angles to the road and the owner has done much to preserve its original qualities including a cobble boundary wall; it has local list potential. The road here again rises slightly, following a winding route to the south.



Fig. 136: Nos 239 and 241 Layton Road

In complete contrast, Nos 223-225 are also of **positive** merit although of an interwar date. Of dark red brick construction, the design of the semi-detached property is repeated in several pairs of houses in Bailey Court, a crescent of houses raised slightly from Layton Road. The houses are asymmetrical have well-maintained good sized front gardens with boundary walls extant. Nos 193-221 are two phases of terraces which bend with the road to the south; they are built up to the back of the footway and rendered. They have been substantially altered and are of **neutral** quality although probably the earliest 19th-century residence on Layton Road; No 195 has a datestone 'JP 1873'. Nos 167-189 are **positive**, and of the same design as Nos 269-277.

Nos 161-165 and 143-153 are two red-brick ranges with commercial properties to the ground floor, with attractive timber cornices and stone pilasters to the shopfronts, and bay windows to the first floor. They are set back from the footway with no boundary, except for a few concrete bollards at the junction with Counce Street. There is a GR red pillar post-box at the south-east corner. Although the shop front surrounds have been retained, obtrusive modern signage and other alterations make this group of no more than neutral value.

The Old Farm Garage was historically part of a larger farm complex, part of the early Great Layton settlement. Constructed of a mix of cobble and brick, with an exposed timber roof internally, it has been much altered but retains some **positive** value. There is a large stone gatepost on a track to the north of the building but it is unknown what this related to.



Fig. 137: Old Farm Garage

Further north the properties are interwar red-brick terraces with canted stone bay windows to the ground floor, short front gardens and boundary walls to the back of the footway. Most have been altered and therefore the buildings are of neutral value. Nos 103-113 are marked with a datestone 'Sunnybank Terrace 1922'. Nos 89-101 are similar but have **positive** value as they are of a higher constructional quality and retain more architectural detail although all windows have been replaced.



Fig. 138: Nos 89-103 Layton Road

7.0 RECOMMENDATIONS

The significance of the area is set out in *Section 6.2*. Recommendations are based on heritage value, as assessed in earlier sections of this report and do not take detailed account of other factors such as economic viability or sustainability.

7.1. Local list

To protect buildings of positive significance, a local list containing the potential buildings identified in this report could be maintained, covered by relevant policy and guidance in the Local Development Framework. 16 assets have local list potential in Layton.

7.2. Development control to commercial and public buildings

Although no part of Layton is within a conservation area, the character of the built environment is attractive with many positive townscape features. However, many signs and shopfronts have been insensitively designed, and cumulatively these impact on the quality of the streetscene. Layton's positive qualities, especially on Westcliffe Drive, the commercial heart of the district, could be protected and enhanced by better control over shopfront and sign design. The recent public realm works to the central island on Westcliffe Drive generally enhances the street scene.

7.3. Development control to residential buildings

The grids and networks of Layton's terraced streets, laid out between the early and mid 20th-century, are an important part of its character and gives it a suburban feel. This is enhanced by the different housing design types and qualities, almost all of which retain positive qualities due to lack of alterations, extensions or other significant works. These are qualities which should be preserved where practical, especially front boundary walls and gatepiers which make a very positive contribution to the townscape. The retention and restoration of cobble boundary walls should be encouraged as they are rare survivors of this local vernacular feature and relate to the early settlement at Great Layton. Advice may be needed on appropriate repair techniques. The retention of door and window joinery and original glazing (or on their sympathetic replacement regarding proportions and materials), chimney stacks, bay windows and recessed doorways should also be encouraged. There are some areas where historic street surfaces are extant below modern asphalt, and if uncovered and properly maintained would form an attractive element of the streetscene. As the residential areas are not currently in a designated conservation area, retention of these features and the control of satellite dishes and uPVC windows may be difficult to control.

7.4. Conservation area proposals

The positive qualities of the Layton area have been set out in the descriptions in *Section 6*; there are few streets which are neutral in character, and very few negative buildings, these being mainly located at the west end of Talbot Road. Although the houses and terraces on the residential streets are of typical designs, the retention of

the street pattern, architectural detail and the social history of the suburb developed for Blackpool's workers, give the area special interest. Together with several important buildings with local list potential on Westcliffe Drive and the cemetery for local history interest, this justifies the consideration of part of the area for conservation area designation. As mapped in Appendix 3, a potential conservation area could cover the two sub-areas *South Residential* and *Commercial*, bounded to the north by the back of houses on Norwood Avenue, to the east along the centre of Kingscote Drive, to the south by the southern survey-area boundary, and to the west to include the Layton Square bowling greens, library and tram stop, and then defined by the boundary of the main cemetery, including the Institute bowling green, Jewish cemetery and running along the west area-boundary re-joining to the north to the south of The Windmill.

BIBLIOGRAPHY

Brunskill, R.W., *Houses*, 1982

Eyre, K. *Seven golden miles*, 1975 (2nd ed)

Hartley, S. & Mitchell, L., *Lancashire Historic Town Survey Programme: Blackpool historic town assessment*, Egerton Lea Consultancy, Lancashire County Council and English Heritage, 2005

Hartwell, C. & N. Pevsner, *The buildings of England: North Lancashire*, 2009.

Jensen, F., *The English semi-detached house*, 2007.

Lightbown, T., *Blackpool: a pictorial history*, 1994

Moore, N., *Blackpool and District then and now: the chronology of a holiday resort* 2007

Pevsner, N. & Hartwell, C. *The buildings of England: North Lancashire*, 2009

Thornber, W. *The history of Blackpool and its neighbourhood*, Blackpool & Fylde Historical Society, 1985 (originally published 1837)

Walton, J. K., *Blackpool*, Edinburgh UP, 1998

Wood, A.W. & T. Lightbown, *Blackpool in old picture postcards*, Vol. 1, (4th ed.), 1990 and Vol. 2, 1990.

Trade directories

Pigot's & Co's directory of Lancashire: 1828-9

Slater's directory of Lancashire: 1869, 1879, 1882, 1885, 1895,

Barrett's directory of Lancashire: 1892, 1901, 1924

Cook's directory of Lancashire: 1900

Websites

<http://www.blackpoolimagegallery.org.uk/> (Picture Blackpool; last accessed 04/11/08)

<http://www.blackpool.gov.uk/Services/M-R/PlanningConservationAreasandListedBuildings/Home.htm> (Blackpool Council, conservation areas and listed buildings; last accessed 05/11/08)

http://www.visitblackpool.com/resources/files/125_2_Blackpool_History.pdf (Visit Blackpool - Blackpool History; last accessed 05/11/08)

Historic maps

David & Charles map of Lancashire, c.1847 (JRULM map collections)

Ordnance Survey, 1st edition, 1847 (surveyed 1844), 1:10560 (Blackpool Local Studies)

Ordnance Survey, 1894 (surveyed 1891), 1:10560 (JRULM map collections)

"Plan of Blackpool, Southshore [sic], & the township of Layton with Warbreck, in the county of Lancaster, laid down from actual survey made in the year 1877", made by Joseph Harding, Civil Engineer (Blackpool Local Studies)

Ordnance Survey, 1892 (surveyed 1891), 1:2500 (Blackpool Local Studies)

Ordnance Survey, 1912 (revised 1909-10), 1:2500 (Blackpool Local Studies)

Ordnance Survey, 1932 (revised 1930-1), 1:2500 (Blackpool Local Studies)

Ordnance Survey, 1938 (revised 1938), 1:2500 (Blackpool Local Studies)

APPENDIX 1: Historic maps



Fig. 139: Detail of Yates' map of 1786 showing Great Layton inland from Blackpool

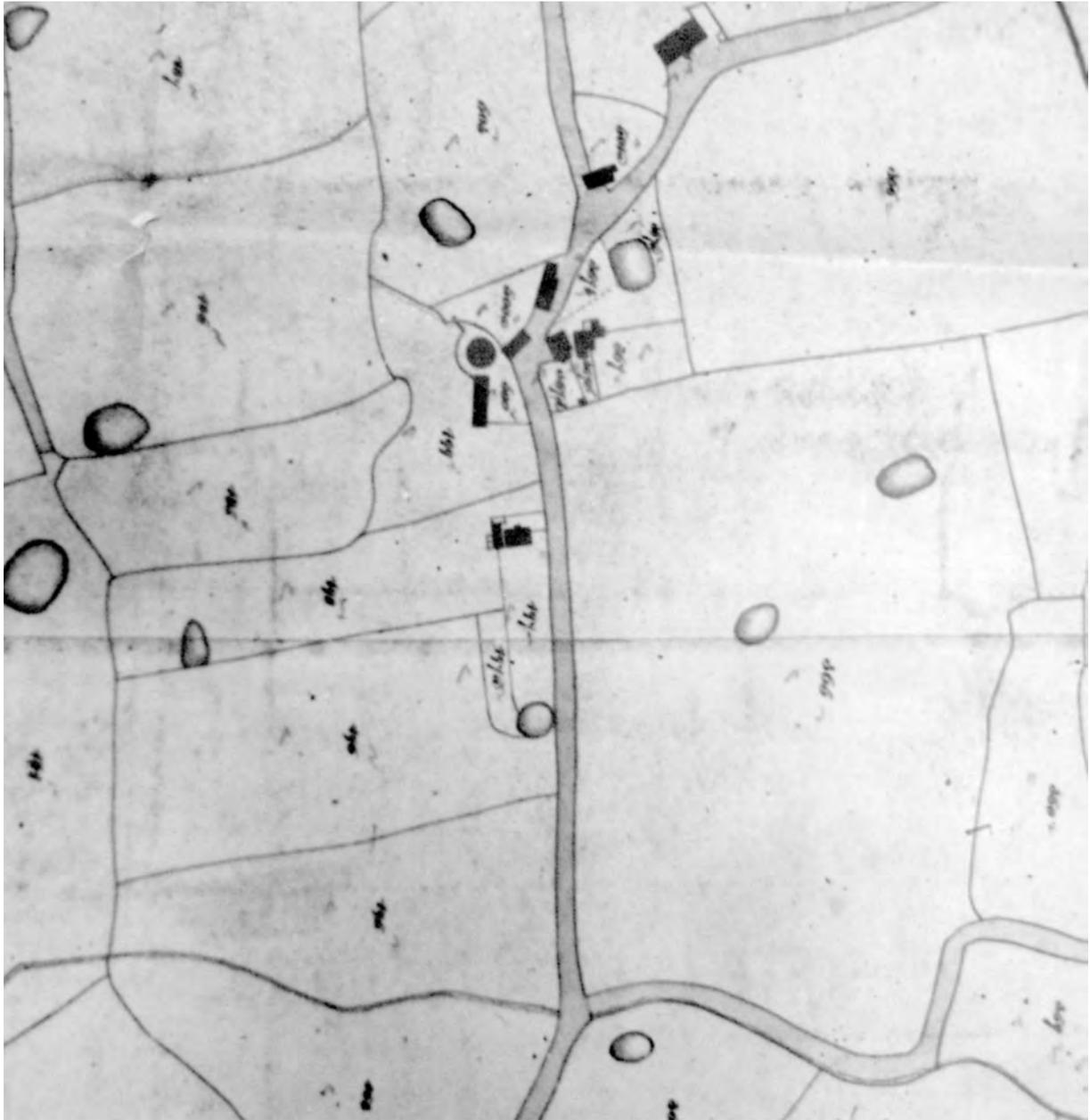


Fig. 140: Detail of the 1838 Tithe map showing the area north of Talbot Road and St Walburga's Road to the south-east (Blackpool Library)

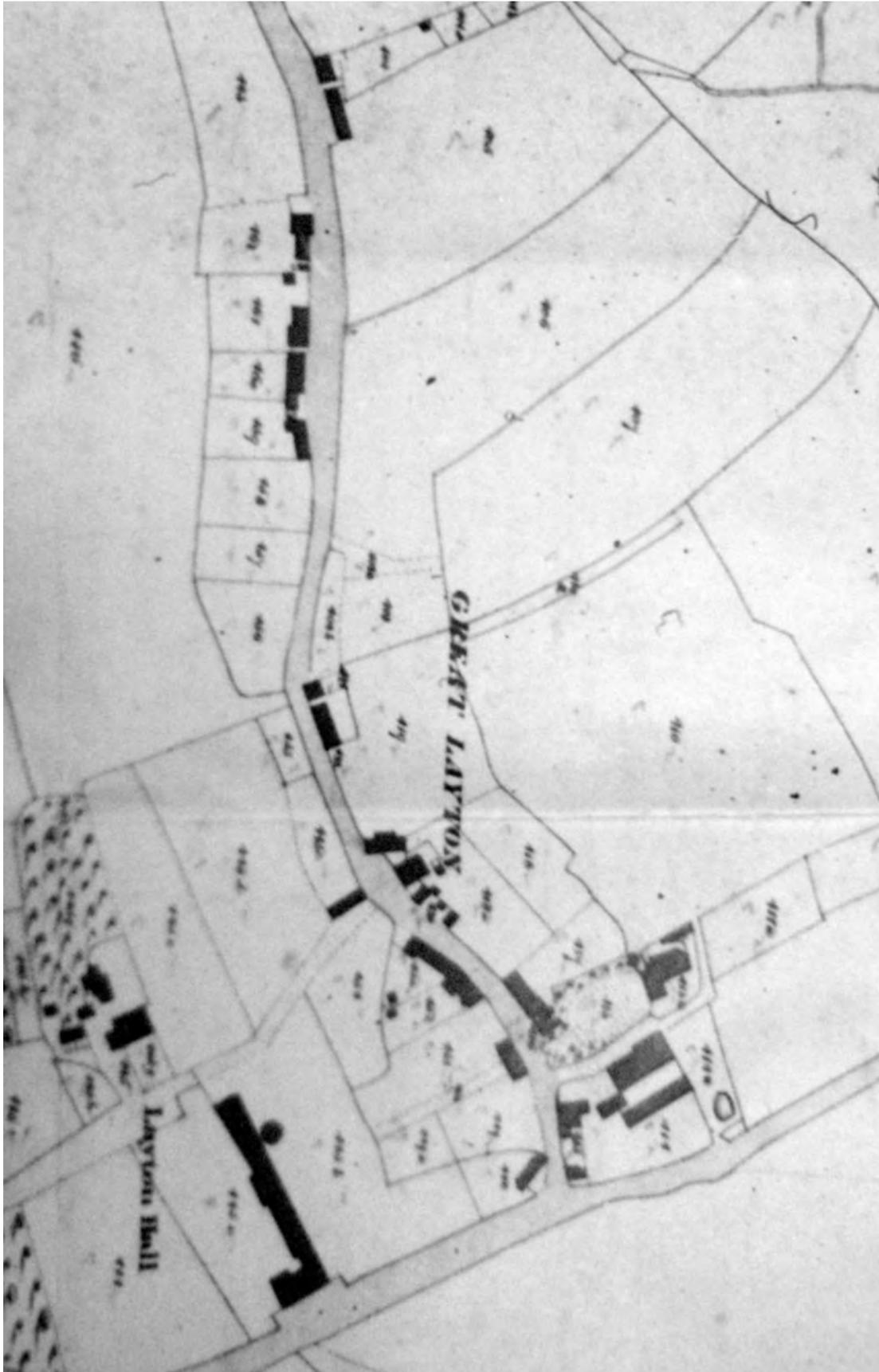


Fig. 141: Detail of the 1838 Tithe map showing the earlier settlement of Great Layton (Blackpool Library)

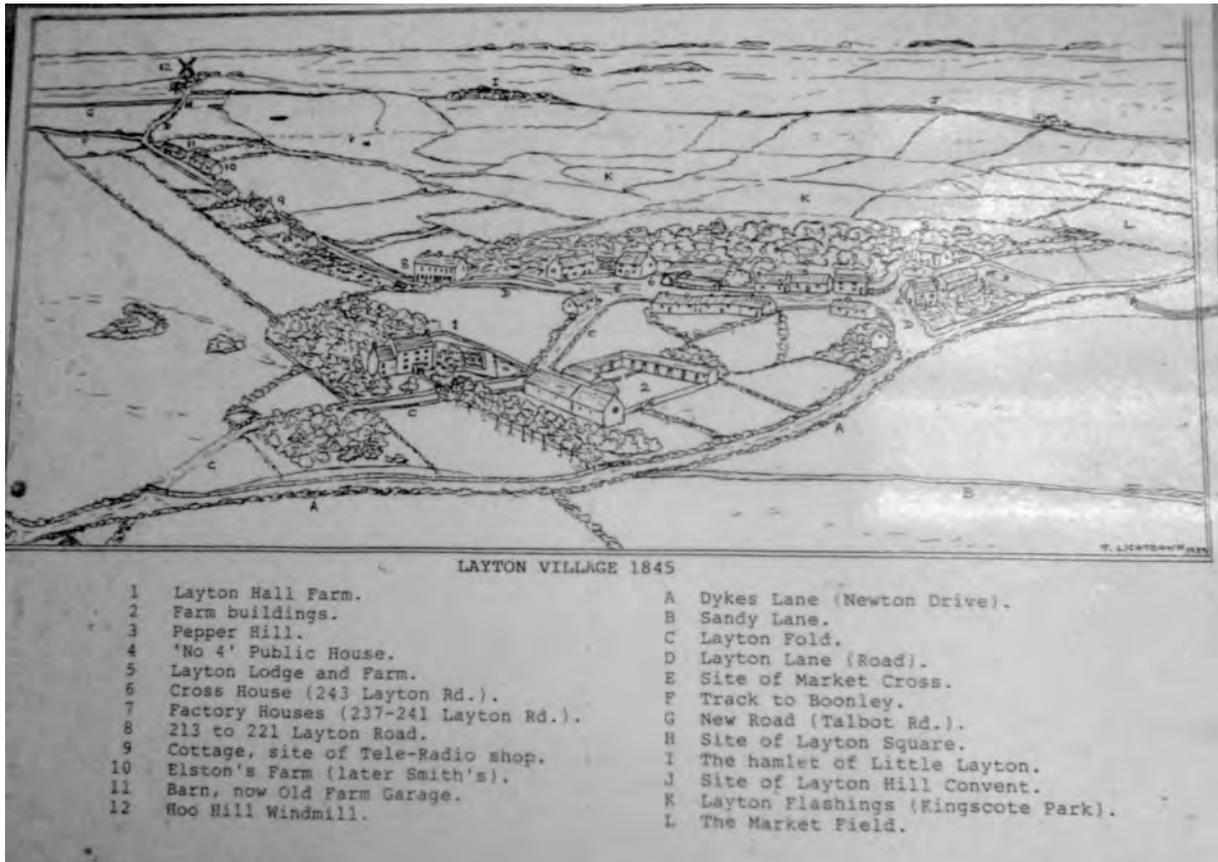


Fig. 142: Drawing showing a perspective view of Layton Village in 1845 (courtesy Old Farm Garage)



Fig. 143: Detail of 1847 OS map (1:10560) showing the north Layton area (Blackpool Library)

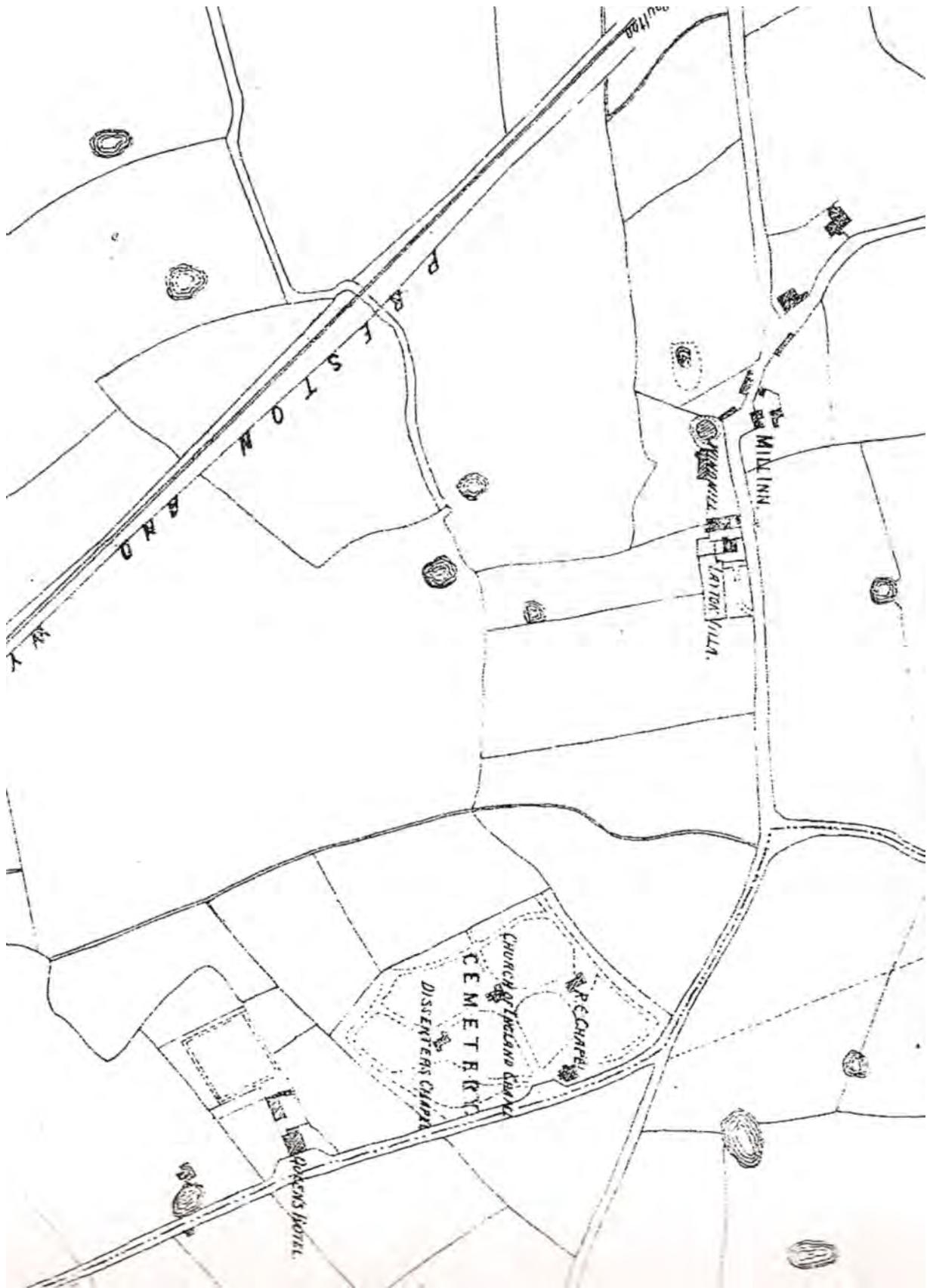


Fig. 144: Detail of Harding's town plan of 1877, showing the north Layton area (Blackpool Library)

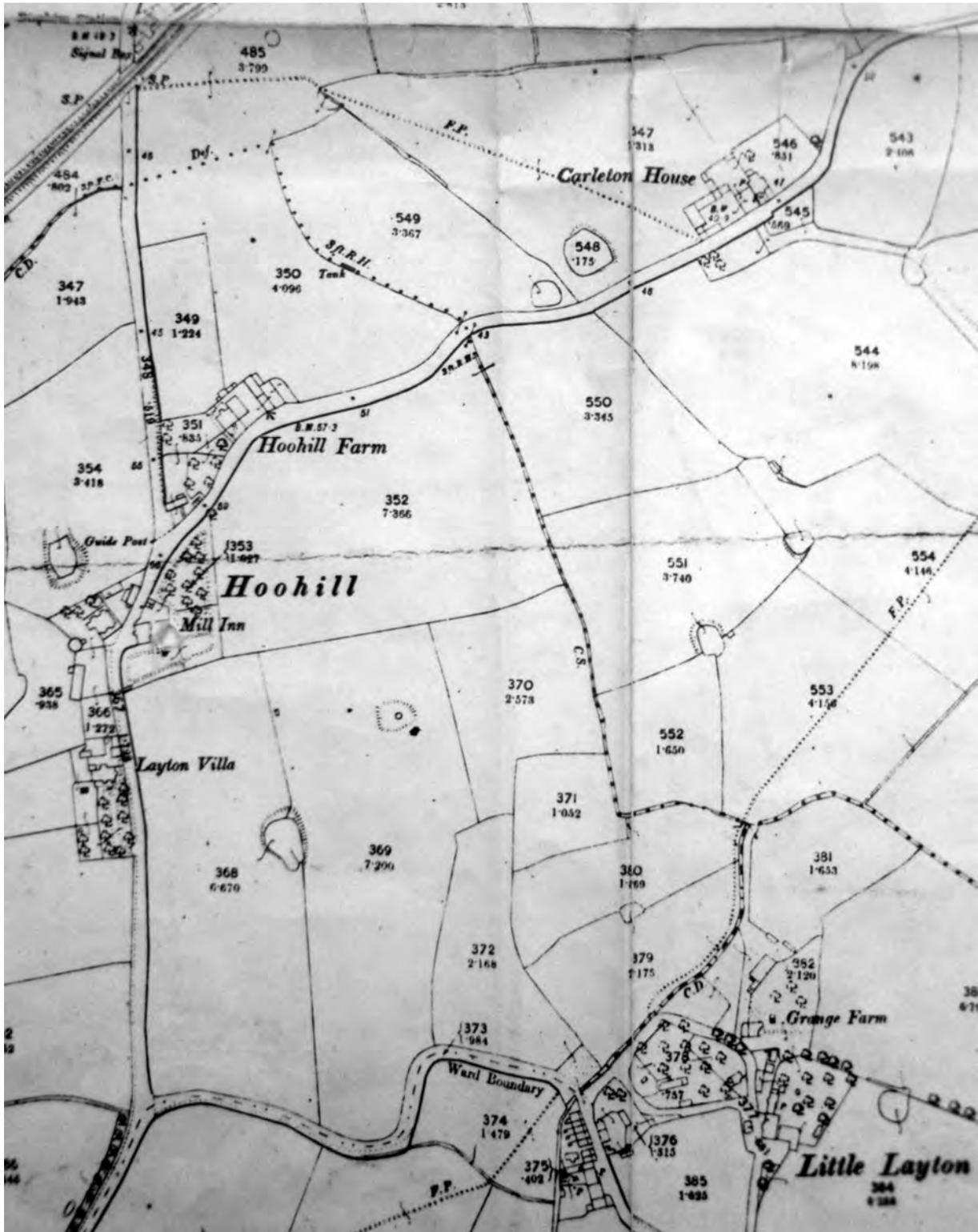


Fig. 145: Detail of 1892 OS map (surveyed 1891, 1:2500), north of Layton Square (Blackpool Library)

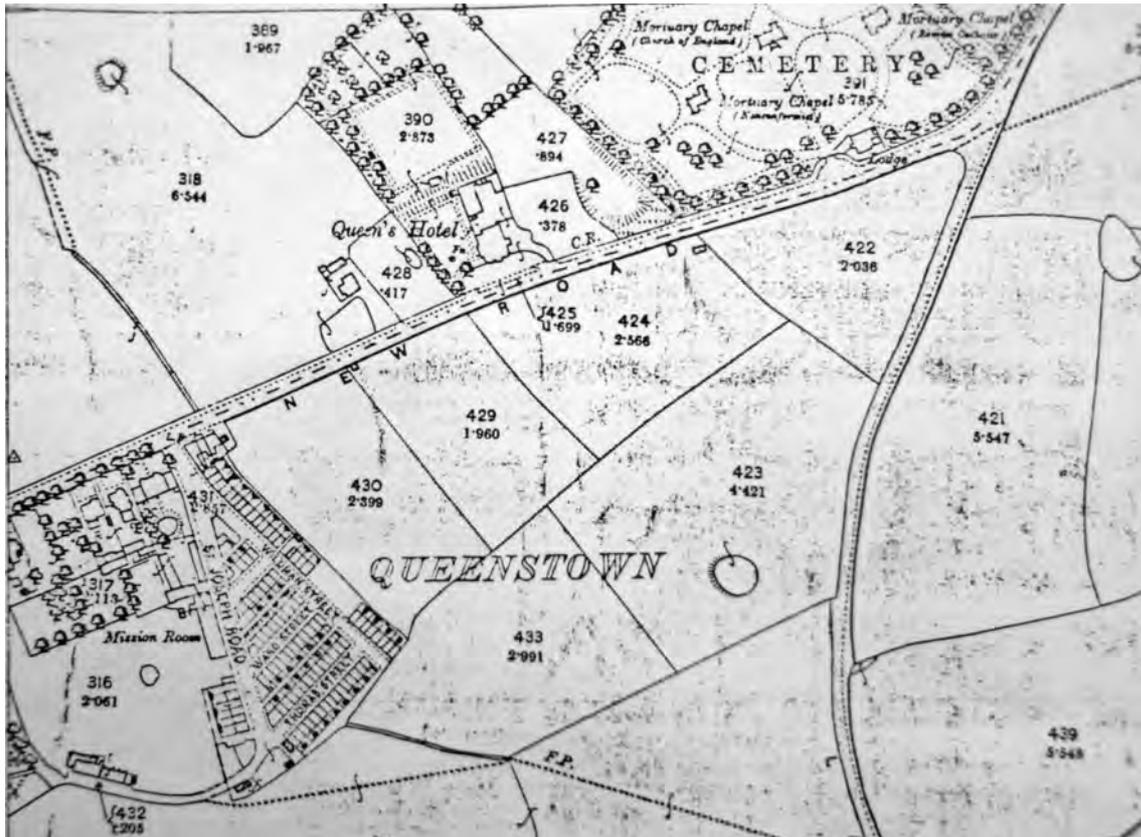


Fig. 146: Detail of 1892 OS map (surveyed 1891, 1:2500), south-west of Layton Square (Blackpool Library)

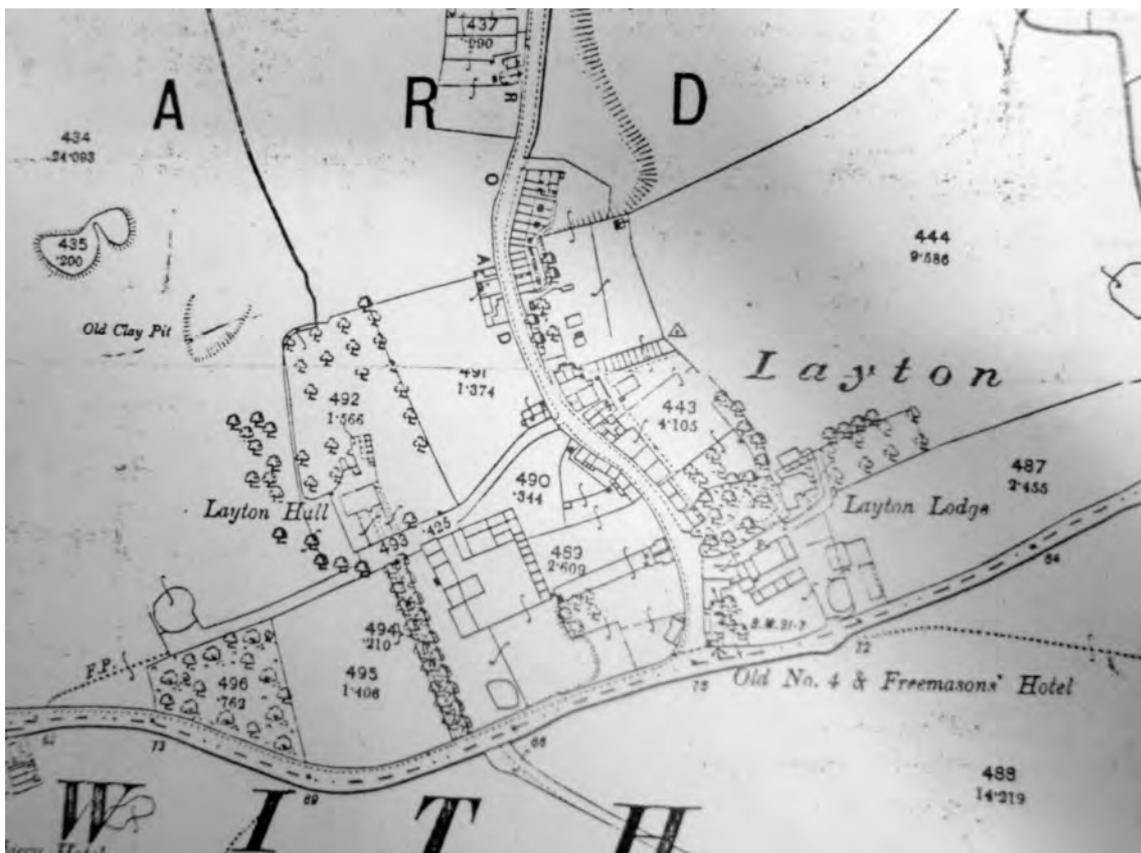


Fig. 147: Detail of 1892 OS map (1:2500) showing Layton village (Blackpool Library)

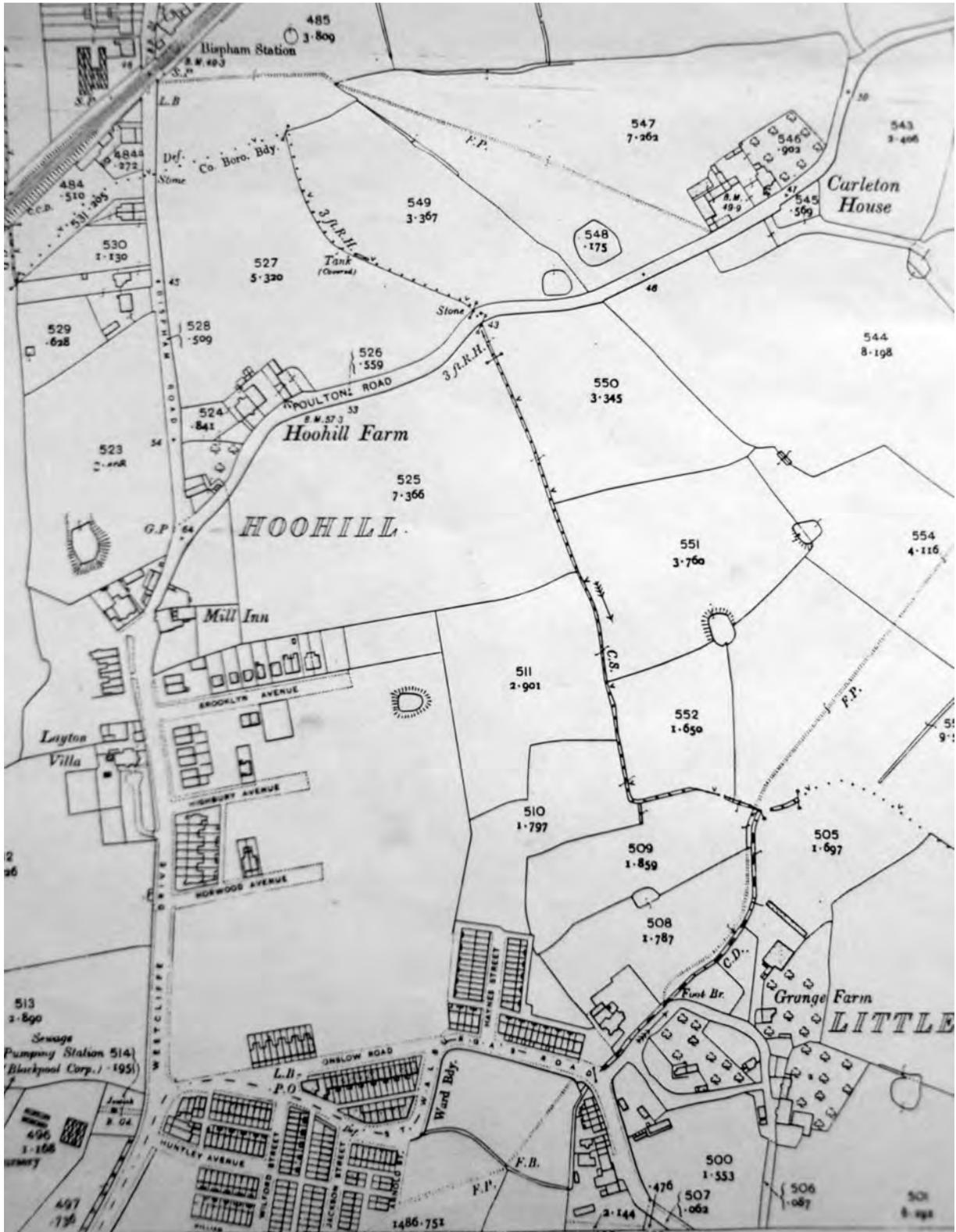


Fig. 148: Detail of 1912 OS maps (revised 1909-10, 1:2500), north of Layton Square (Blackpool Library)

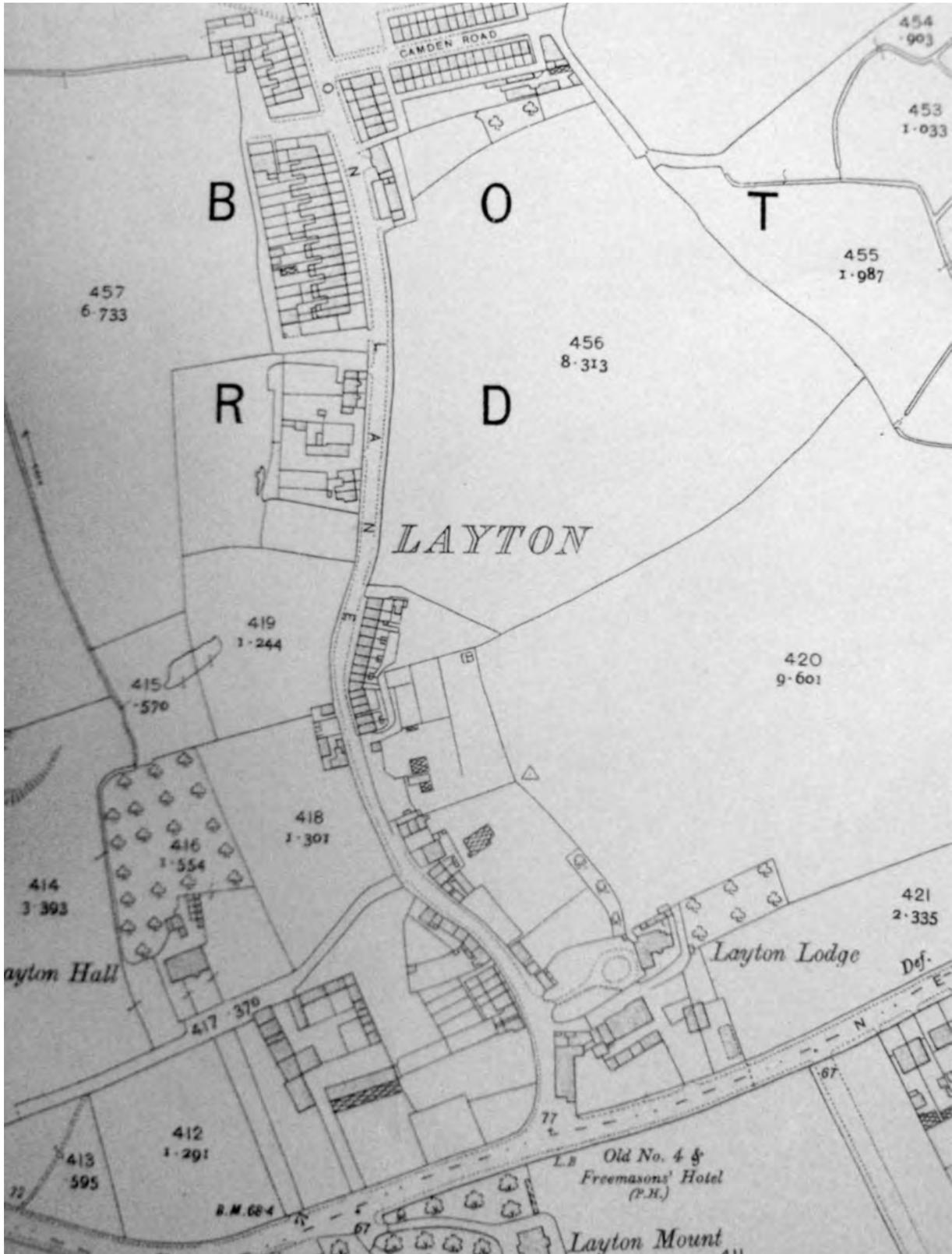


Fig. 150: Detail of 1912 OS map (revised 1909-12; 1:2500), showing Layton Village spreading north along Layton Road (Blackpool Library)



Fig. 151: Detail of 1938 OS map (revised 1938, 1:2500), north of Layton Square (Blackpool Library)

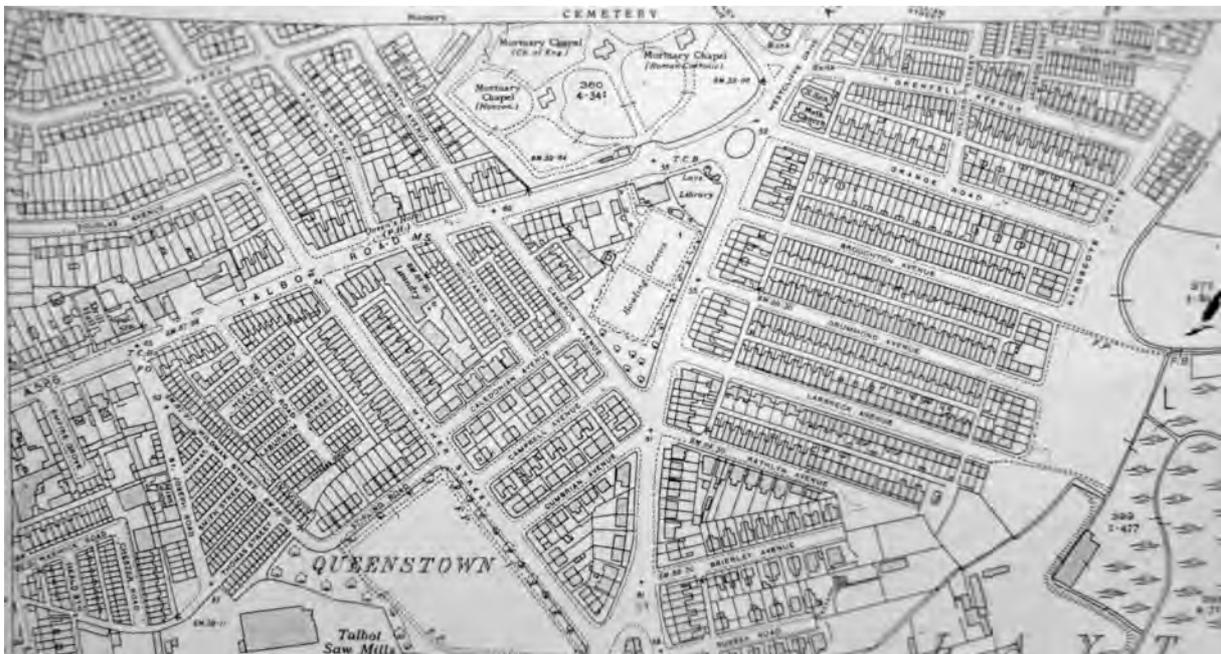


Fig. 152: Detail of 1938 OS map (revised 1938, 1:2500), south-west of Layton Square (Blackpool Library)



Fig. 153: Detail of 1938 OS map (1:2500) showing how housing development engulfed the historic Layton settlement (Blackpool Library)

APPENDIX 2: Characterisation maps

To be added

APPENDIX 3: Potential conservation area boundary

To be added

The Architectural History Practice Limited

29 Mount Pleasant Villas
London
N4 4HH

Telephone 01483 208633
Fax 01483 208684

mail@architecturalhistory.co.uk

www.architecturalhistory.co.uk