

Characterisation Assessment

Raikes, Blackpool



AHP Architectural
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Practice

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All photographs by AHP unless stated

Note: JRULM - John Rylands University Library, Manchester

EXECUTIVE SUMMARY

Raikes is a suburban area situated east of Blackpool town centre and west of Stanley Park. The boundaries are Leamington Road and Newton Drive (north), Beech Avenue as far as Breck Road (east), Newcastle Road, Palatine Road and the Blackpool and Fylde College Campus and neighbouring streets to the south, and Park Road up to Blenheim Avenue to the west. Raikes developed around two principal 18th century routes into Blackpool from the east and south-east. Initially there were only a few isolated houses and an inn (the Old Number Three), along these routes. Raikes Hall with its landscaped grounds was the largest building in the study area. Most of the surroundings remained open fields during the first three quarters of the 19th century. Some streets on the western edge of the area were laid out in the late 19th century as the town expanded eastwards from the seafront. In 1871 the Raikes estate was sold and the house and its extensive grounds became Blackpool's first large-scale entertainment centre which also offered indoor attractions. However, as the big visitor attractions in the centre developed, Raikes Gardens became less popular, and its sale for housing in 1896-1901 was the key to the development of the area as a fashionable residential suburban district. Streets were laid out over and around the former pleasure grounds, while development of fields and plots in different ownerships intensified as the momentum increased.

This development pattern has resulted in an attractive suburban area with a range of retail, educational and religious facilities. The residential streets are densely developed with small front gardens, giving the area a unified spatial character. The houses exhibit some variation in house size and type but red brick is the dominant facing material. The urban grain and coherence of the street scene is fragmented along the western edges, owing to pressure for development emanating from the centre, but overall Raikes can be described as a good, well-preserved example of a largely early 20th-century suburb with notable religious and educational buildings almost all of which are of good or very good architectural and historical quality.

With the presence of the Synagogue and Reform Synagogue the area can claim to be a centre of Blackpool Jewry, and other major religious groups are well represented. Raikes also has the distinction of possessing two of the oldest buildings extant in the centre of Blackpool, both of late 18th-century date, Raikes Hall and the Old Number Three inn. Although there is relatively little green space within the study area, the Raikes Hall bowling green is significant, and the proximity to Stanley Park opens out vistas on the east side. The square in front of the former Grammar School is an area of high townscape value.

There is a relatively high level of alteration to buildings along the western fringe, where front walls and gate piers have often been removed for parking and houses have been altered and extended. There has also been a limited amount of later 20th century and 21st century infill building, some of it of negative townscape value.

Whitegate Drive as the principal local shopping street has also suffered the usual degradation of shop frontages but with one or two rare examples of historic shopfronts. However, it is notable that the majority of the residential streets, especially those within the former Raikes Pleasure Grounds area and those towards Stanley Park are relatively unspoiled, preserving intact frontage details, gate piers and sometimes even original glazing and doors. The good condition of housing of this type in Raikes demonstrates high standards of maintenance reflecting local pride in the neighbourhood. There is also good preservation of details such as original street name signs.

Each street and group of buildings was assessed for townscape and heritage merit as part of the study. 16 potential buildings were selected for a potential local list; this includes almost all of the religious and educational buildings, and a small selection of the better quality, most unaltered residential properties. Three buildings in the area are statutorily listed, all at Grade II. These are Raikes Hall, the Leamington Road Synagogue and the former Grammar School (now Salvation Army Centre). There are many streets of overall positive townscape value, including most of those at the core of the area. The northern area from the former Grammar School in the west extending east to Beech Avenue, taking in the Old Number Three inn and St Kentigern's church is particularly good quality in townscape and heritage terms and has the potential for designation of a conservation area. Significance has been mapped with all buildings assigned into one of four categories of heritage townscape value (Appendix 2).

1.0 INTRODUCTION

1.1 Background

The Architectural History Practice Limited [AHP] was commissioned in September 2008 by Blackpool Council (The Council) to prepare a characterisation assessment of the Raikes Estate area, one of six study areas. The characterisation study will inform The Council's management of the historic environment in Blackpool and provide an evidence base for strategic planning policy and decision-making. Raikes was selected for this study in view of the high quality of the late 19th-century and inter-war housing, developed on the former Raikes Hall estate.

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 been undertaken with reference to current guidance from English Heritage and CABE on urban characterisation, particularly on the assessment of historic significance in areas of low demand housing.

1.3 Authors

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

1.4 Acknowledgements

AHP is grateful for assistance and advice offered during this project, in particular from Carl Carrington and Chris Crossland of Blackpool Council, Tony Sharkey and the librarians at Blackpool Library, staff at John Rylands University Library, Manchester (JRUL), and Ted Lightbown, local historian. Grateful thanks are also due to Phil of www.rossallbeach.co.uk for use of images from the Fylde Postcard collection.

1.5 Location of study area

Raikes occupies an area east of the town centre and to the west of Stanley Park. The boundaries are Leamington Road and Newton Drive (north), Beech Avenue as far as Breck Road (east), Newcastle Road, Palatine Road and the Blackpool and Fylde College Campus and neighbouring streets (south) and Park Road as far as (but not including) Blenheim Avenue (west). Raikes begins approximately 0.3 miles east of the town centre. The NGR centred on the middle of the study area is SD317359.

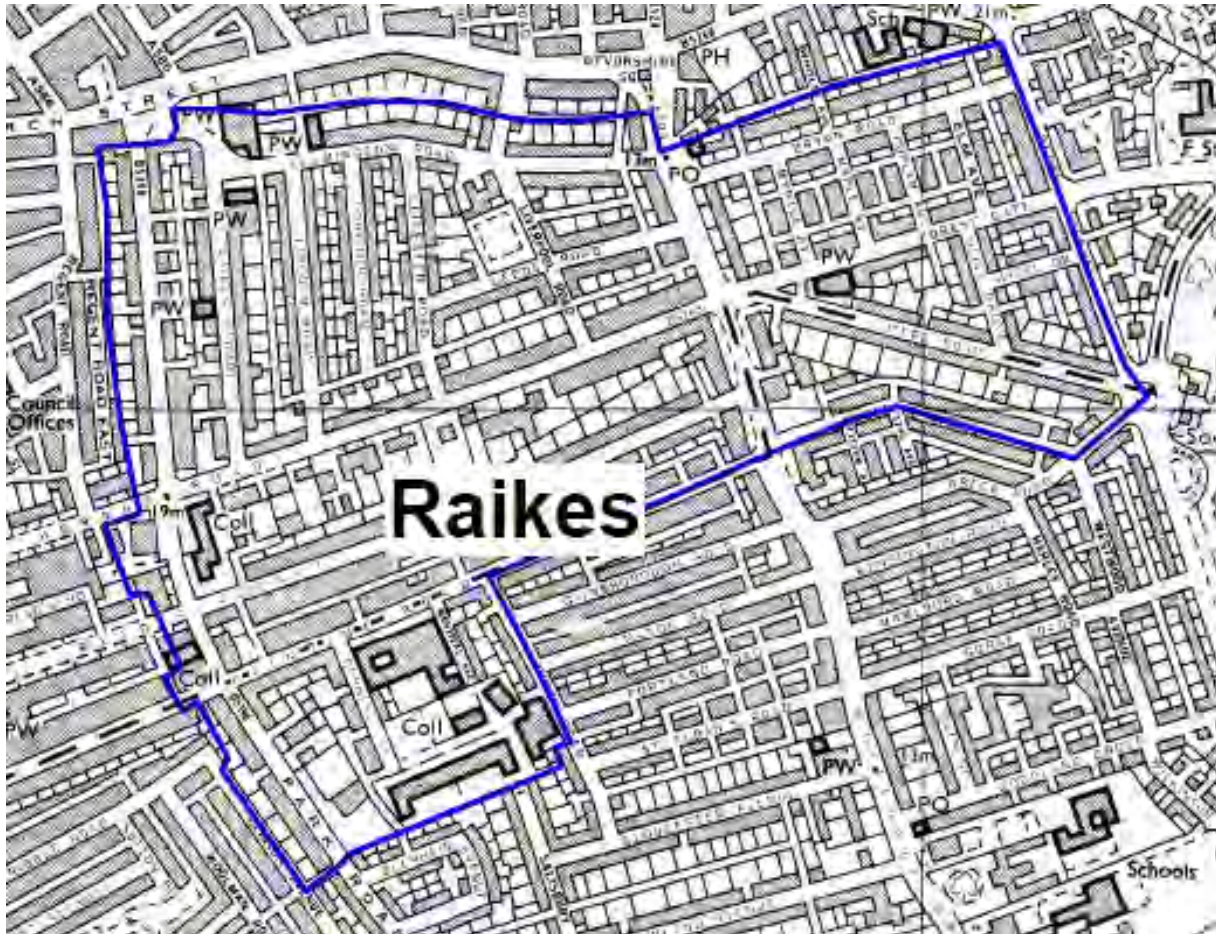


Fig.1: Extent of study area

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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 up to the 1930s. 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 and private online collections such as www.rossallbeach.co.uk were also consulted. Additional historic maps were obtained from the John Rylands University of Manchester Map Collections. See the *Bibliography* for full details.

2.1.2 Fieldwork

Raikes was physically assessed on foot in November 2008. 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. Blackpool & Fylde College) 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 Raikes such as the 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 Raikes 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

Consultation is an important part of the planning and Blackpool Council will consult the local community on the contents of this report, and in relation to any proposals to designate parts of the area as a potential conservation area, as required under the 1990 Planning Act.

3.0 PLANNING AND REGENERATION CONTEXT

3.1 The Blackpool Local Plan

The Blackpool Local Plan was adopted in June 2006. The proposals map shows that the area of Raikes west of Whitegate Drive is within the Defined Inner Area, and the retail area of Whitegate Drive is defined as a District Centre. The Stanley Park conservation area, east of Raikes, overlaps the study area at the east end of Mere Road. The area is largely residential with the exception of Whitegate Drive and there are no significant public open spaces.

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 of the value of the local historic environment which whilst it may not be listed or specially designated, may be of value to the local community. 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. 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.

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, 2005*, *The Heritage of Historic Suburbs, 2007* and *Suburbs and the Historic Environment, 2007*. The latter two documents recognise the significance and attractiveness of mature suburbs and their contribution to local heritage and to the distinctiveness of the urban environment. English Heritage recommends that decisions affecting suburbs should be based on sound information about their historical significance using characterisation studies, as part of the preparation of the Local Development Core Strategy.

4.0 HISTORICAL DEVELOPMENT OF THE RAIKES AREA

4.1. Location and brief description

Raikes occupies an area east of the town centre and immediately west of Stanley Park. The boundaries are Leamington Road and Newton Drive (north), Beech Avenue as far as Breck Road (east), Newcastle Avenue, Palatine Road and the Blackpool and Fylde College Campus and neighbouring streets, (south) and Park Road as far as (but not including) Blenheim Avenue (west). Raikes begins approximately 0.3 miles west of the town centre and covers an area of around 50 hectares. The NGR centred on the middle of the study area is SD317359. Fig. 1 shows the study area.

Raikes is situated on gently undulating terrain, at a height of less than 20 metres above sea level. The land generally rises from the west to a high point approximately in the mid-sections of Hornby and Palatine Roads, before falling towards Whitegate Drive and continuing to fall more gently towards Stanley Park. The underlying geology consists of Permo-Triassic sandstones masked by drift deposits of Aeolian-deposited sand and alluvium. The soil was described in 1838 as being composed of fine sand and gravel (Lancashire Historic Towns Survey, p. 10).

4.2 Historic Development: Context

4.2.1 An overview of the development of Blackpool

Modern Blackpool developed from the medieval manorial holdings of Bispham, to the north, Layton, to the south, and Marton and Carleton to the east, with each being further divided into townships. A settlement pattern of small nucleations in the manors probably changed little from the medieval period to the 18th century. The reclamation of mosslands, on which Blackpool is built, began in the 16th century. Following the reclamation enclosure of the land for farming led to the development of a small farming community with larger farmsteads including Foxhall and Raikes Hall; farming was supplemented by fishing. A few 18th and early 19th-century cottages and farmhouses are almost all that survive of Blackpool before about 1850.

In the early 18th century the manorial land was owned by Alexander Rigby, but as a result of debt the land was dispersed of under an Act of Parliament in 1715 and again in 1731. The result of this was that most of the land surrounding Blackpool was freehold and held in small estates, allowing its development to be piecemeal and unplanned. By the late 1780s there were about 50 houses on the seafront and the population, excluding visitors, in the early 1820s was about 750. The steady growth over the following 50 years was focused along the one mile stretch of coastline, as demand grew from increasing visitor numbers attracted by Blackpool's seaside location. One of the earliest references to Blackpool as a visitor attraction was made by Bishop Pococke in the early 1750s, who recorded that accommodation was available for those who came to bathe. The resort developed initially with middle

class interest, but the early 19th century people on lower incomes were making the journey from Lancashire and Yorkshire textile towns; by the 1830s there were more than a thousand visitors a year. However, unlike Fleetwood and Lytham, Blackpool was not planned as a seaside resort. Expansion and improvement in the early 19th-century was hampered by its remoteness and its layout was constrained by patterns of landholding. The 1838 Tithe map shows that the mile-long stretch of houses on the seafront had evolved into a double row of buildings, with inland development to the south. Between 1841 and 1851 the housing stock grew by 83%, and a number of new streets were laid out in a grid behind the seafront, but this expansion was not governed by planning principles; the priority for new development was to be as close to the foreshore as possible. Between 1841 and 1861 the resident population had risen from 1,378 to 3,506, and although this was still less than at rapidly developing Fleetwood, by the middle of the 19th century Blackpool was considered a significant resort and in 1842 was described as 'the Brighton of Lancashire' (Redding & Taylor, 1842).

The period of greatest 19th century development was the 1860s, with the fields to the east of the established centre being built upon. The Preston and Wyre railway opened a single line to Blackpool in 1846, with the Blackpool and Lytham railway adding to passenger numbers in 1862; the coming of the railway is seen by many as the start of an era of rapid expansion with the construction of respectable accommodation and public buildings. The first attraction of Blackpool was its sandy beach and the possibilities for sea bathing. By the end of the 1860s there were two piers (North and Central), and the construction of a new promenade was begun in 1868; the latter was both a tourist attraction and part of the town's sea defences. Building development, untrammelled by dominant landowners or effective local government, was initially undertaken piecemeal in small freehold units. New blocks of lodging houses, first established in the 1840s, were built in the 1870s on the fringes of the built up area, surrounded by terraced houses for artisans employed in tourism or the railway industry. The housing needs of Blackpool workers were met by brick-built terraced housing to the east of the town centre; however, the number of bedrooms in individual houses was maximised so that housing intended for domestic use could be adapted to offer holiday accommodation. Hotels of the period included the Imperial (1867) at North Shore, an area developed as an enclave for middle-class residents and visitors.

By the 1870s, the population was around 7,000 and visitor numbers were estimated at more than one million, as the decade saw the first large-scale visitor attractions promoted by entertainment companies, with large-scale theatrical presentations heralding modern show business. The first purpose-built theatre was the Theatre Royal (1868), followed by pleasure gardens at Raikes Hall estate in 1872 and from 1878 by the Winter Gardens. The 1870s boom was supported and promoted by the Corporation. Provision for visitors included increasing numbers of 'company houses', respectable boarding houses aimed at working-class visitors. The promenade was lit

by electricity from 1879, an early example of urban electric street-lighting, the famous electric tramway was opened in 1885, and by the end of the century many amenities were controlled by the Corporation, formed in 1876. The latest technological advances were swiftly adopted, promoting a high profile for the town and helping to create a new kind of mass holiday-making.

Blackpool became the resort with the greatest number of attractions in Europe, crowned in the 1890s by the opening of the Tower in 1894 when in six years, in addition to the Tower, investors in commercial entertainment constructed the Grand Theatre, Empress Ballroom, gigantic wheel, the Alhambra (1899), and a third Pier (1893), soon followed by the Pleasure Beach. The promenade was extended in 1895 to the north of the town centre and expanded in 1902 and 1905, extending the sea front 100 feet beyond the high tide mark.

The population in 1901 was 47, 348, although Blackpool had absorbed surrounding settlements such as Layton and South Shore. Tourist numbers rose to four million in 1914, while the resident population had risen to almost 60,000; between 1911 and 1939 the town more than doubled in size. In 1912 the Corporation inaugurated the Illuminations which extended the autumn season. The prosperity and draw of the coast ensured expansion through the inter-war years, and in response to booming populations of both residents and visitors, inland suburban areas and in North Shore were earmarked for extensive development in the 1920s and '30s with avenues of detached and semi-detached houses. Between 1925 and 1935 around 12,500 houses were built, and were popular with the middle classes and with retired people, who constituted for a significant proportion of the population increase.

There were few large scale developments after the Second World War. Tourist facilities continued to grow; for example by 1936 there were 15 cinemas, including the Odeon on Dickson Road which catered for 1,800 and was then the largest Odeon ever built. The growth of the Pleasure Beach also quickly became a forerunner to the giant themed amusement parks of the later 20th-century. The population of the town peaked at 153,183 in 1961. Ambitious plans to redevelop the centre stuttered to a halt in the early 1970s but later developments including the Hounds Hill shopping centre provide for both residents and visitors. The late 20th century availability of low cost package holidays to the Mediterranean affected demand for family holidays in the resort and few new hotels such as the Hilton were built. However, continuing demand for budget accommodation has ensured that many purpose-built boarding houses have remained in use.

4.2.2 The development of the Raikes area up to c.1900

Yates's map of 1786 (Fig. 2) gives an overview of the Raikes area in the late 18th-century. It shows the routes later known as Church Street running east-west (outside the study area) and Whitegate Drive running north-south, with Raikes Hall in the angle of the two routes. A smaller building immediately to the east of the junction is

almost certainly the inn known as the Number 3, or the Old Number 3, and Didsbury Hotel. Raikes Hall was one of the largest buildings in an area which was otherwise mainly open fields.



Fig. 2 : Detail of Yates map of Lancashire, 1786
(<http://www.lancashire.gov.uk/environment/oldmap/index.asp>)

Little seems to have changed by the time of the survey for Greenwood's map of 1818. The Tithe map of 1838 (Fig. 3) is more detailed and shows Church Street and Newton Drive with a few scattered houses, Whitegate Drive, which was wholly undeveloped, and a narrow route called Bonny Lane to the south of and almost parallel to Church Street running across the fields. The most prominent buildings are still Raikes Hall, set in its own landscaped grounds in the angle of Church Street and Whitegate Drive, and the building on the east side of the junction, identifiable as the Number 3 Inn, described as the 'Old Number 3' on Harding's 1877 street map.

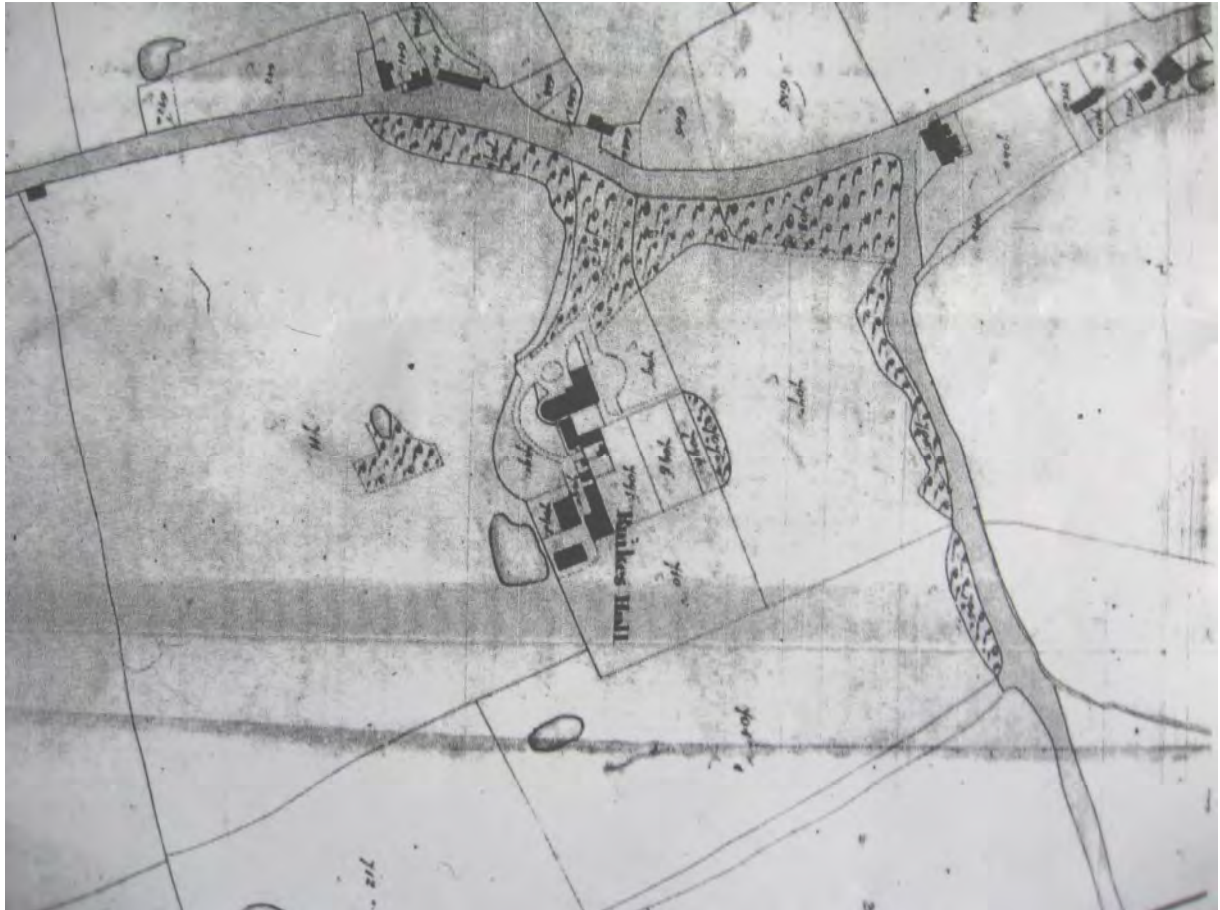


Fig.3: 1838 Tithe map (detail) showing Raikes Hall and Whitegate Drive to the east

Little additional development had taken place by the time the 1847 OS map was surveyed, except that a drive running north-west from Raikes Hall to Church Street appears. It must have been laid out after 1838 possibly for ease of access to the growing centre and to the church.



Fig. 4: Raikes Hall

Raikes Hall (Fig. 4) was probably built in 1760 but it may have been altered later in the 18th century, and was extended to the north in the late 19th century. The Victoria County History of Lancashire recounts a tradition that it was built by a Mr Butcher of Blackpool who ‘suddenly sprang into consequence from comparative poverty’. The villa had a group of associated buildings, probably stables, coach house and so on. The immediate setting appears to have included an apron and possibly a ha-ha in front of the house, and grounds planted with undulating perimeter tree belts to give privacy and the qualities of aspect and prospect typical of late 18th and early 19th-century informality in landscape design. The house and grounds were bought by the Raikes Hall Park, Gardens and Aquarium Company which laid out pleasure gardens from 1871. By this time the town centre had expanded but there was still little development in the immediate area. The complex became one of the town’s earliest large-scale attractions. Like the Winter Gardens, which were inaugurated soon after, part of the rationale was provision of indoor entertainment for inclement days. The house was greatly extended, and a theatre built. Harding’s 1877 map (Fig. 9) shows a large lake, a theatre and ornamental grounds. Formal entrances were provided at important road junctions with the main entrance at the top of Raikes Parade and secondary entrances on Hornby Road and Raikes Road (now Church Street).



Fig 5: entrance to Raikes Hall Park from Hornby Road (image courtesy of www.blackpoolcircusschool.co.uk)

By 1893 there was an Indian Lounge, ballroom, skating rink, race course, fountains, monkey house and other attractions.

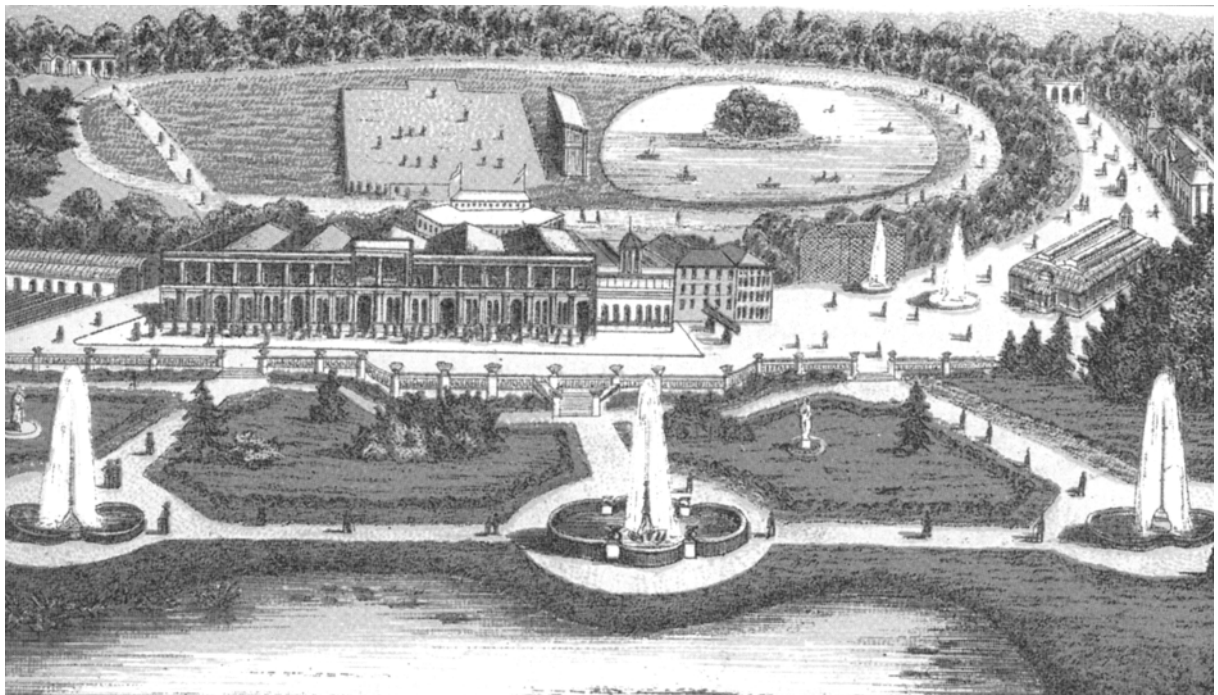


Fig. 6: Late 19th century view of Raikes pleasure grounds, looking west (from A New Album of Blackpool and St Anne's Views, n.d., c. 1890)



Fig.7: Detail from 1893 OS map showing Raikes Hall gardens (Blackpool Library)

The Number 3 Inn (Fig. 8), later also called the Didsbury Hotel, is probably identifiable with a building suggested on the Yates map (1786). It seems to have originated as a coaching inn used as a carriers' drop-off point which is mentioned in W. Hutton's *A Description of Blackpool in 1788*. These points are thought to have been strung out along the main road at convenient points for picking up and dropping off, but the position of the Numbers 1 and 2 is not known (Ted Lightbown, pers. comm.); the Number 4 was located in of Newton Drive at the south end of Layton village.



Fig. 8: The Number 3 Inn

Raikes Parade (then called Raikes Hall Parade) had also been laid out by 1877. It defined the western boundary of the pleasure gardens, and Park Road, parallel and to the west is also shown. Hornby Road, which defined the southern boundary of Raikes Gardens, had also been laid out by 1877 (Fig. 9). It formed part of the estate of Enoch Read, which also covered Read's Avenue and Palatine Road West as far as Central Avenue to the west (outside the study area). Read bought 48 acres of land belonging to Bonny's Farm in 1870. He died in 1875, but there had been almost no development of the street within the study area at that time and Palatine Road and Read's Avenue had yet to be laid out.



Fig. 9: Detail from Harding's 1877 street plan (Blackpool Library)

Another parcel of land between Whitegate Drive and Beech Avenue which had been part of the Clifton estate was bought by the Worthington family in the 1880s but this too remained undeveloped until after 1900. Thus, at the end of the 19th century little had been built or developed to the east of the Raikes Hall grounds. One exception is the Belle Vue Gardens, shown on the 1877 map (Fig. 9). By 1893 there were pleasure gardens and a dancing area. This seems to have been a small venture associated with the Belle Vue Hotel on Whitegate Drive which had opened in 1862 as the Albert Hotel. The name may have been altered to evoke the immensely popular Belle Vue pleasure grounds in Manchester, which had developed from 1820. The gardens occupied a subtriangular area defined by field boundaries, now reflected in the line of Mere Drive and Newcastle Avenue.

4.2.3 The development of the Raikes area after 1900

Raikes Hall and the Gardens (later also called the Royal Palace Gardens) were sold between 1896 and 1901. Development followed swiftly and can be traced on the 1912 OS map (surveyed 1910-11). Raikes Hall was retained but the ancillary buildings and pleasure grounds were completely cleared away and the lake filled in. Part of one structure, an entrance screen, survives; this was at the north-west entrance and is shown in a late 19th-century view (Fig. 10). It was given to Fleetwood Memorial

Gardens in 1926, when it was reconfigured; it currently forms an entrance to the park there (Fig. 11).



Fig. 10: Entrance screen to Raikes Hall pleasure gardens in a late 19th century view (Ted Lightbown, *Blackpool A Pictorial History* (1994))



Fig. 11: Part of the screen from Raikes Hall pleasure gardens at Fleetwood Memorial Park.

By 1912, Leamington Road had been laid out (but not built up) approximately parallel to Raikes Road (now Church Street), and the carve-up of the south-east part of the grounds had started with Liverpool Road (north-south) and Leeds Road (east-west), both shown partly built-up on the 1912 OS map. The Grammar School (now a Salvation Army centre) had been built in the north-west corner of the area.



Fig.12: Part of the 1912 OS (JRULM)

The 1912 OS map (Fig. 12) shows that Read's Avenue and Palatine Road had been laid out and were already been partially built up, while Hornby Road, especially on the south side, was also being populated with houses. The development of the Read's estate was supervised by trustees who controlled the quality of developments to protect the value of the area (Walton, 1974, p.55).

Whitegate Drive was largely built up by 1912, with just one or two gap sites.



Fig. 13: Whitegate Drive looking north from Bryan Road junction in c.1910
(Image courtesy of <http://www.rossallbeach.co.uk>)

The block of streets in the north-east tip of the area of former Clifton lands between Bryan Road and Forest Gate had been laid out and substantially built up by 1912. The Belle Vue pleasure grounds had been built over, the line of Newcastle Avenue following the original boundaries. Development had started in the block of land between Beech Avenue and Olive Grove, Mere Road, and the area between the west end of Mere Road and Hornby Road East (later Forest Gate). The streets had been laid out but were only partially built up. The houses shown towards the west end of Mere Road are large semi-detached houses with generous gardens.



Fig. 14: Typical inter-war housing on Lincoln Road.

By the time of the survey of the 1932 OS map (surveyed 1930-31) almost the whole of the Raikes area had been laid out and developed, assuming the general character it enjoys at present. St Kentigern's R.C Church had been built, and the Friends' Meeting House followed shortly after the map survey had been completed. On the Raikes Hall site itself a large bowling green had by then been laid out, on the site of the Indian Lounge. Lincoln, Longton and Leicester Roads were laid out parallel to Raikes Parade and were largely built up. By this time almost the whole of Mere Road was built up, and a principal entrance to Stanley Park (commissioned in 1921) was aligned with it. The underlying street pattern here, which had been determined by field boundaries evident shown on the 1838 Tithe map, was used by Thomas Mawson to develop his design of the park, in particular in the siting of a principal entrance and the axial route which leads from it.



Fig.15: Detail of the 1932 OS map (Blackpool Library)

The area south of Palatine Road is an exception. Palatine School is dated 1912, and the gap site between it and Palatine Road had probably already been reserved as the site for the Technical School (later Blackpool & Fylde College) which was built in 1936-8.

5.0 RAIKES: CHARACTERISATION ASSESSMENT

5.1 Character and appearance

The character of the areas was assessed during field work and the principal characteristics recorded set out in sections below.

The area is divided into three principal character areas. The first, on the western edge, covers Park Road, Raikes Parade and the western ends of the principal east-west streets. Second is the central area between Raikes Parade and Whitegate Drive. Last is the area between Whitegate Drive and Stanley Park, bounded by Newton Drive to the north. Three subdivisions within these blocks have been identified for their special character. They are the important area of open space between Church Street and the northern end of Raikes Parade, the area around Raikes Hall and its bowling green, and the Blackpool & Fylde College campus on Palatine Road.

5.1.1 Western edge

The western side of Raikes is characterised by a mixture of residential properties, blocks of flats, places of worship and a few buildings in institutional, office or holiday-let and boarding house uses. This area is closest to the centre of town, the mix of building-uses reflecting this with some properties used as boarding houses, and with the places of worship built to serve the residential areas to the east while still being fairly accessible from the centre. Residential properties in this area are less coherent as a group, and have generally suffered more alteration than those of the other areas, however they are broadly comparable in terms of date and materials. Later 20th-century buildings include a number of small blocks of flats, the Blackpool & Fylde College Park Road building and the St John's Ambulance centre on Raikes Parade. One area of particular distinction is the open space in front of the Grade II listed former Grammar School (now the Salvation Army Centre), which appears as open land on historic maps and formed a setting for the main entrance to the Raikes Pleasure Gardens.

The precincts of Blackpool & Fylde College form another subdivision. The College has local list potential with great presence on Palatine Road. The ancillary buildings behind it to the south are part of the group, and another educational building, the Palatine School, lies to the south again, though the area in front of the school was being redeveloped at the time of the survey. The buildings were erected on a patch of undeveloped land which probably originally formed part of a parcel of land acquired by Enoch Read from Bonny's Farm. Further research would probably establish when and how the Corporation reserved land for the Palatine School and College.

5.1.2 Central area

The second character area, the central area between Raikes Parade and Whitegate Drive is more homogenous. It is largely residential with houses and terraces mainly of early 20th-century date which utilise a similar repertoire of building materials. A

hierarchy can be detected, with long terraces of less elaborate properties on Palatine Road, Hornby Road, Read's Avenue, Leeds Road and Liverpool Road, and a higher proportion of larger and more elaborate buildings including many semi-detached houses on Leamington, Lincoln, Leicester and Longton Roads. Whitegate Drive can be considered as a subdivision of the area. It is a principal north-south route originating in a road shown on the Yates map, with shops, banks, a former garage and some pubs which are largely for residents rather than visitors. Another sub-area is Raikes Hall and its large bowling green. The Grade II listed Raikes Hall (now a pub), is one of the oldest buildings in Raikes and possibly the oldest in Blackpool centre. Although the attached bowling green is not a public open space, it contributes positively to the area around Raikes Hall and along Liverpool and Leeds Roads.

5.1.3 Eastern area

The last character area, between Whitegate Drive and Stanley Park is also residential. It is formed from two principal historic areas; the southern of these was formerly part of the Belle Vue pleasure gardens in the Newcastle Avenue area where there are long terraces of similar design. Mere Road, which follows the former northern boundary of Belle Vue Gardens, is characterised by the presence of larger houses, some of which depart from the formulaic designs which are common in most of the rest of the area. They include several probably designed by architects, which enjoy large gardens. The east end of Mere Road is within the boundary of the Stanley Park conservation area.



Fig 16: View east along Mere Road from Stanley Park

The area north of Mere Road and east of Whitegate Drive includes the west side of Beech Road, Forest Gate, Bryan Road (including the 'tree streets' to the south) and the south side of Newton Drive. It was part of the Clifton estate, bought and developed by the Worthington family. The distinction is reflected in the street names, where names of trees and rural features (forest, mere, etc.) conjure up a desirable rural ambience in contrast to the more prosaic street-names of northern towns predominating in the central area. The line of Mere Avenue and part of Newcastle Avenue originated in a field boundary shown on the Tithe map which later defined the north side of the Belle Vue Pleasure Grounds and ultimately determined aspects of the layout of Stanley Park. Newton Drive, which becomes Church Street, is an historic route into Blackpool from the east with an irregular curving line in contrast to the planned streets to its south. It is notable for the 1930s St Kentigern's RC Church on the crest of the hill and for the Number 3 pub at the junction with Whitegate Drive, the latter one of the oldest buildings in Raikes and in central Blackpool; the site of its former bowling green is now a surface car park.

5.2 Spatial attributes, views and open spaces

5.2.1 Spatial character

The spatial character of the area is derived from a combination of the underlying topography, the pattern of superimposed development, the articulation of open spaces and the nature of through routes. Raikes was developed for suburban housing at a medium density; houses are either semi-detached or in large terraces, mostly with front gardens. The latter are important to the sense of space on streets, with boundary walls marking separation between private and public spaces.

In contrast to suburbs in many towns, most back gardens are very small and often no more than yards reached off tight back lanes. The spatial character of private domestic areas to the rear of frontages is generally high density, although on the higher status roads such as Mere Road and parts of Hornby Road, houses have large back gardens. Main streets are often served by rear lanes. These have been gated in some areas, but a long rear lane which runs east from Lincoln Road to Whitegate Drive is unrestricted and used as a thoroughfare and for access to rows of garages and parking spaces at the rear of the properties, where boundaries have been modified to improve parking (Fig. 17). In other areas where vehicular access is not as easy, rear boundaries are generally better preserved and still define rear alleys, for example north of Bryan Road.



Fig.17: Narrow rear lane between Lincoln Road and Whitegate Drive

5.2.2 Open spaces

There are few public open spaces within the area. Relief from the dense urban grain on the south side of Church Street is provided by the space in front of the former Grammar School off Church Street and by Devonshire Square; both provide gateways into Raikes and are historically important spaces. The space at the junction of Mere Road and Whitegate Drive is less well-defined and now dominated by traffic management fixtures and offers little amenity value.

The triangular space of Devonshire Square was the result of the road being realigned after Raikes Hall Gardens closed in the early 1900s and the tram was laid along Whitegate Drive from Church Street on a gentle curve, cutting off the south-west area. The junction has historic origins and is marked by the historic Number 3 pub. The triangular traffic island was occupied by a traditional tram shelter until the mid 20th century; this was replaced by the existing flat-roofed WCs which are disused and now an eyesore. The space is framed by attractive buildings on the south side but is now dominated by traffic management.

The roughly rectangular open space between Church Road and the north end of Raikes Parade (Fig. 18) appears on historic mapping and probably remained initially

undeveloped to provide views of the principal entrance to the Raikes pleasure grounds and later in order to protect the setting of the former Grammar School (listed Grade II), a highly prestigious building. The space is affected by highways and traffic management but still forms an important setting to historic buildings, including the locally listed former Methodist Church with a landmark spire, answered by the turret of the Grammar School.



Fig. 18: The former Grammar School seen across the open space, with Raikes Parade, right.

Both buildings help to create a sense of place, while the houses lining Raikes Parade provide enclosure to the south. The area acts as a gateway to Leamington Road and the rest of Raikes, with views towards the Grade II listed Synagogue and is also a valuable visual asset in the views along Church Street, just outside the study area.

Spaces adjacent to pubs are significant: the bowling green at Raikes Hall is the most important and intact of these, and although screened by a high wall the sense of open space is preserved (Fig. 19). The visual qualities of the spaces around Raikes Hall are distinctive; the building is set back behind the 20th century building line, expressing its historic origins. The former bowling greens or gardens at the Raikes Hall and Belle Vue (the latter now used as a car park) have less amenity value but are historically important.



Fig. 19: Bowling green behind Raikes Hall

2.3 Views

The linear street layout provides long views along the principal east-west streets; Leamington Road, Hornby Road, Palatine Road, Read's Avenue, Forest Gate and Mere Road. There are views of the town centre with glimpses of Blackpool Tower from higher ground, and also framed views in both directions along terraces (Fig. 20)

Views are much more restricted in the shorter north-south streets, though Lincoln Road enjoys glimpses of the Grade II listed synagogue from the north end.



Fig. 20: Long framed views along Palatine Road



Fig. 21: Looking north along Raikes Parade with views of the former Methodist Church spire and Grammar School turret

The hilly topography offers good views to the west into the centre of town and of Blackpool Tower. The linear pattern of most streets allows for long views through the area, the most interesting views punctuated by larger scale buildings such as places of worship or by landmarks such as the Tower or the Stanley Park entrance. Building frontages frame views and enclose the public realm where built up to the back of the footway; along Whitegate Drive views are framed by parades of shops.



Fig. 22 : View into Stanley Park from Mere Road

5.3 Historic and current uses

The principal historic uses for the buildings in Raikes are residential, in the form of terraces, semi-detached and detached houses. There are also several blocks of flats mainly of late 20th-century date, including Kingsley Court on Park Road which is of interwar date. A number of boarding houses, some probably purpose-built, can be found on the west side of the area nearest the centre. An important aspect of the western side is the concentration of places of worship. A Friends' Meeting House, Methodist Church and Reform Synagogue on Raikes Parade are all still in use, though an independent church has taken over the Methodist church. Nearby on Leamington Road the Synagogue is also still in use. On Newton Drive, St Kentigern's RC Church and school are prominent on the south side of the road. Education buildings are also important, with the former Grammar School, the buildings of

Blackpool & Fylde College, the Palatine School and the All Saints Sunday School and Parochial Hall on Park Road all lying within the area.



Fig. 23: All Saints Sunday School and Parochial Hall, Park Road.

The only shopping street is Whitegate Drive, where there is a range of shops, cafés, pubs and banks. Apart from this the character of the homogeneously residential, particularly on streets around Leamington Road and east of Whitegate Drive, with an almost complete absence of community buildings or pubs and shops. Indeed, with the exception of Raikes Hall and the Number 3 Inn, both in existence before the area was developed, and a private club on Hornby Road, pubs are absent, and there are very few shops away from Whitegate Drive. A convenience store on Palatine Road is one exception.



Fig. 24: Blackpool& Fylde College, Park Road building.

There has been little post-war development in the area; this has mostly taken the form of blocks of infill flats and a small number of individual houses. The exceptions are the Blackpool & Fylde College Park Road building (Fig. 24) and the St John's Ambulance centre. There are few original industrial or works buildings surviving in the area apart from a workshop associated with the Bellevue Garage on Whitegate Drive, a workshop off Olive Grove and a possible stable block to the rear of Read's Avenue.

The architectural character of the existing buildings is described in the following section.

5.4 Materials and construction

5.4.1 Principal elements and roofing

The majority of buildings within Raikes are constructed of local red brick. Brick-making was an important local industry, and clay pits are shown on late 19th-century maps of Blackpool, to the east of the growing town. By 1891 there were four brickworks in the town, including one only a few hundred yards north of Raikes Hall. The brick is usually red but some yellow brick is also found, and in the case of

houses, the largest building category, a range of dressings and decorative materials was also used. Terracotta, usually red but sometimes buff or yellow occurs, as does sandstone. Rendered or pebble-dashed finishes are widespread, often in conjunction with decorative timbering. Roof materials are mixed, with blue slate and red tiles both enjoying widespread use. The former Methodist church and Sunday school is a good example of brickwork with contrasting dressings (Fig. 25).



Fig. 25: Polychromatic treatment: Methodist church, Raikes Parade

The use of timbering, render and brickwork is particularly striking at No. 214 Hornby Road (Fig. 26) where the palette is continued in the red of the roof tiles.



Fig. 26: No. 214 Hornby Road

Terracotta is employed to good effect in many places and there are good example of houses with distinctive terracotta bow windows, for example on Forest Gate, Leamington Road and Raikes Parade (Fig. 27).



Fig. 27: Nos. 42-44 Raikes Parade: terracotta detailing.

A small number of buildings are faced with stone. Examples include Nos. 108-128 on Palatine Road and Nos. 22-24 Park Road (Fig. 28), the latter amongst the earlier houses in the area, built in 1878.



Fig. 28: Stone-fronted houses on Park Road

Many of the more elaborate houses have bay windows of stone, often painted. A particularly ornate example, with liberal stone dressings as well, is No. 135 Hornby Road (Fig. 29).



Fig. 29: No. 136 Hornby Road: stone bays and dressings

The use of decorative timbering aping Tudor timber-framing is widespread, but often restricted to parts of the upper floor or just the gables, which typically have bargeboards, sometimes plain, sometimes carved (Fig. 30).



Fig. 30: Typical timbered gables with plain bargeboards, Mere Road.

5.4.2 Doors, windows and decorative ironwork

Almost all of the housing in Raikes (except that of the late 20th -century) has bay windows. Exceptions include the terraces on Newcastle Avenue and Belle Vue Place, expressing the lower social status of this housing. Smaller and cheaper properties might only have one single-storey bay; larger properties often feature full height bays. They are usually canted or bowed, and are very often of stone. Corner properties often have prominent bay or bow windows, for example on Mere Road, orientated towards the park.



Fig. 31: Bay windows and stone dressings: Palatine Road

Other windows frequently have stone lintels and sills, and although the majority are straightforward rectangular openings, a variety of other treatments occur. These include circular or porthole windows with leaded and coloured glass (Fig. 32), popular in the interwar years, pedimented windows, oriels and even Venetian windows (Fig. 33).



Fig. 32: Porthole window with pictorial leaded glass on Beech Avenue



Fig. 33: A Venetian-style window on Read's Avenue

The survival of joinery from the interwar period is patchy, but almost all of the residential streets include some houses with original sash windows, and quite a number keep original glass, though this is sometimes altered in character by the use of secondary glazing. The quality generally reflects social status. Most surviving glass is brilliant cut and rolled glass with decorative panels of Art Deco or Art Nouveau derivation, frequently in the form of floral motifs. A few examples of landscape scenes and even figures (No. 134 Read Avenue) survive as well.



Fig. 34: Modest example of intact joinery with sash, door with overlight at Elm Avenue, early 1900s



Fig. 35: Interwar bay windows, Lincoln Road

Treatment of door openings varies according to date and social status. Earlier houses in the area have stone lintels, some treated decoratively. Particularly elaborate examples include No. 135 Hornby Road (Fig. 36). Some of the standard designs for interwar semis and terraces include arched entrances, often with a little terracotta elaboration, with recessed doors, often modified with insertion of storm porches. A relatively small number of original timber doors survive. They include double panelled doors, those with panels with decorative glass and sometimes sidelights and overlights.



Fig. 36: Elaborate stone doorway and bays, No. 135 Hornby Road



Fig. 37: Door canopy, No. 84 Park Road

Timber door-canopies also occur, for example No. 84 Park Road (Fig. 37). Examples of these can be seen in various locations giving variety and texture to the elevations.

5.4.3 Shop fronts and fascias

Shops are concentrated along Whitegate Drive where parades were built in the early 1900s. These would have been designed uniformly with matching shop fronts. Original shop fronts and glazing are now a rarity, No 43 is an excellent example retaining recessed doorways, curved glass and leaded transom lights (Fig. 38).



Fig. 38: Rare example of an early 20th century shopfront, No. 43 Whitegate Drive

Most shopfronts are modern with deep fascias and strident signage, which has eroded the unity of the parades of shops.

Other commercial premises include professional offices and banks; some of these retain little-altered frontages. Corner sites were usually chosen for banks and post offices, which are characterised by more expensive finishes and features, often using stone; these have been less altered.



Fig. 39: Former bank at junction of Leamington Road and Whitegate Drive



Fig. 40: Little altered offices built c.1900 at the east end of Read's Avenue

5.4.4 Signs and details

Many of the streets in Raikes have distinctive cast iron street-name signs, with individual letter tiles within a decorative frame (Fig.41). Others have panels with the whole name. These were probably introduced during a street-renaming programme in the 1920s and are an attractive addition to the street scene, compared with the plain design of modern street name signs.



Fig. 41: Early 20th-century street name signage, tiled letters in cast-iron frame



Fig. 42: Late 20th century street signage

Other architectural details include ironwork, used as cresting to bay windows, occasionally for decorative balconies and more rarely as railings on low front boundary walls (see *Boundaries*, below).



Fig. 43: Ironwork balconies and bay cresting (left) on Hornby Road

5.4.5 Boundaries

Front boundary walls are an integral part of the street scene in all the residential streets in Raikes and are important to the linear horizontal qualities of views and coherence of property lines and frontages. Most of the houses have relatively narrow front gardens, though there is variation, and some semi-detached houses are enclosed by walls on all three sides, for example Nos. 29-31 Leicester Road (Fig. 44).



Fig. 44: Boundary walls, piers and gatepiers, Nos. 29-31 Leicester Road

Walls are often of red brick and copings of terracotta are common, stone is used more rarely. Gatepiers may be of brick or stone and standard designs are used on some terraces, for example those of Leeds Road. Larger houses may include inscriptions with the name of the house on the gatepiers. While most of these walls survive they are sometimes rebuilt or augmented by modern blockwork or railings.



Fig. 45: Intact decorative brick boundary walls and gatepiers with terracotta details, Longton Road.

In a few places the boundaries incorporate trees, especially on Raikes Parade. It seems likely that they represent hedging trees which have become overgrown, but nevertheless they contribute welcome green accents where they occur. Examples include Nos. 8-10 Raikes Parade (Fig. 46) and trees in front of the modern flats known as Raikes Mews.



Fig. 46: Nos. 8-10 Raikes Parade with trees in the front gardens

Boundary walls have been removed in some cases, although this is still relatively unusual across the area, and occurs more frequently towards the west side, where gardens have been paved over for car parking, especially in areas where there is particular pressure on parking (Fig. 47). This erodes the unity of street frontages, results in a loss of greenery and also increases run-off; for the latter reason frontage parking is now subject to more planning control. Rear property boundaries are also sometimes modified for the same reason, although having less impact on the character of the area.



Fig. 47: Parking on frontages, Raikes Parade.

5.4.6 Roads and footways

Principal carriageways are tarmac. There is a hierarchy in the street pattern with Whitegate Drive, Newton Drive and Park Road being the main through routes and defined as secondary distributor routes in the Local Plan. Beech Lane, Hornby and Palatine Roads and Forest Gate are also important routes carrying more traffic than residential side roads. These through roads are characterised by a higher level of infrastructure for highways management such as guard rails, traffic lights, signage and highways lighting.



Fig. 48: Typical modern floorscape including tactile red paviments to a crossing, Park Road

Rear lanes serving the rear of properties sometimes retain setted surfaces with a central gully, though they have almost all been covered with tarmac. These lanes are generally in good condition, but some are affected by poor maintenance. Galvanised alley gates have been installed on most of the lanes as part of crime prevention initiatives, however some alleys, particularly that stretching between Lincoln Road and Whitegate Drive, are thoroughfares in their own right. This lane is well used to gain access to groups of garages and to the rear of properties where parking areas have often been created (Fig. 49).



Fig. 49: Rear alley and garages between Lincoln Road and Whitegate Drive



Fig. 50: Setted rear alley next to the Number 3 pub



Fig. 51: Varied floorscape on Bryan Road; setts and concrete paving on back lane

Footways to the major streets are usually surfaced with tarmac or concrete paving slabs. There are some areas where natural stone kerbs survive, for example on Raikes Parade and some areas of stone paving for example on Whitley Avenue (Fig. 52), but these are unusual. Paviours and tactile surfacing is used at pedestrian crossings and street corners on the busier junctions, particularly on Read's Avenue, Hornby and Palatine Roads and Whitegate Drive.



Fig. 52: Stone paving partly survives on Whitley Avenue

5.5 Architectural character

The Raikes area incorporates two of the oldest surviving buildings in the centre of Blackpool, Raikes Hall, a late 18th-century villa, and the Number 3 Inn, a late 18th-century inn. The buildings are each good example of differing treatments prevalent in the period. Raikes Hall has an elegant porch supported by columns (Fig.4), while the pedimented portico of the Number 3 (Fig. 8) is somewhat cruder, reflecting the differing status of the buildings.

The principal building type is residential, falling into three broad categories, terraced, semi-detached and detached. The date range is c.1900-c.1938 with a few earlier examples and some post-war buildings, mainly blocks of flats but including a few individual houses. There is a hierarchy in terms of size and the degree of elaboration, but almost all the houses (except a handful of bungalows) are of two storeys. Most houses conform to typical styles of the day, and almost all must have been put up to standard designs by builders. Property advertising pages from the London Evening News in the 1920s and 30s (reproduced in Oliver, Davis & Bentley, *Dunroamin The Suburban Semi and its Enemies*, 1981), show houses of very similar design to those found in the Raikes area (Fig. 53).

The image displays four separate property advertisements arranged in a 2x2 grid. Each advertisement features a line drawing of a house, descriptive text, and pricing information.

- Top Left:** "TEDDINGTON. ATTRACTIVE UP-TO-DATE HOUSES FOR SALE. CAMBRIDGE-RD ESTATE. £750 LEASEHOLD. £895 FREEHOLD." The drawing shows a two-story house with a gabled roof and a central porch.
- Top Right:** "THORNTON HEATH. £875 FREEHOLD. £125 DOWN. BALANCE ON MORTGAGE." The drawing shows a two-story house with a prominent bay window on the left side.
- Bottom Left:** "SELSDON GARDEN VILLAGE. SANDERSTEAD, SURREY. SEMI-DETACHED £650 FREEHOLD." The drawing shows a two-story semi-detached house with a gabled roof and a small porch.
- Bottom Right:** "IN SOUTH CROYDON. PURLEY AND SANDERSTEAD. SEMI-DETACHED AND DETACHED WELL BUILT, MODERN LABOUR-SAVING HOUSES, In all stages of completion. FROM £995 TO £1.385 FREEHOLD. ALL WITH ROOM FOR GARAGE. MORTGAGES ARRANGED. W. & H. FREWING." The drawing shows a two-story semi-detached house with a gabled roof and a small porch.

Fig. 53: Interwar houses illustrated in the London Evening News.



Fig. 54: Houses on Palatine Road comparable with those at Selsdon Garden Village, above.

There are also houses on Mere Road, Hornby Road and in other locations, which seem to have been designed by architects and exhibit a more original approach.

The more modest terraces of Leeds Road, parts of Palatine, Road, Hornby Road, Read's Avenue and elsewhere are far from being basic housing aimed at the lowest end of the market. All the houses have frontages of some sort and almost all have bay windows. Terraces at the lowest end of the hierarchy (such as those on Newcastle Avenue and Whitley Avenue) lack bays but often still exhibit some decorative treatment (Fig. 55).



Fig. 55: Terrace on Newcastle Avenue. Basic design, but with decorative brick and render detail.

When any degree of elaboration is involved the style adopted is almost universally of Tudor inspiration, with a very few examples of Italianate or eclectic styles. Some of the larger houses on Mere Road are more obviously of Arts and Crafts parentage. For example No. 2a (Fig. 56), where the rendered walls, casement windows, porch detailing, battered walls and semicircular entrance echo motifs which had been promoted by Arts and Crafts architects in the later 19th-century, and popularised during the early 20th-century by architects such as Thomas Mawson who designed Stanley Park and published suggested designs for houses around the park (Fig.57).



Fig. 56: No. 2a Mere Avenue: detail showing treatment of porch, rooflines and windows.

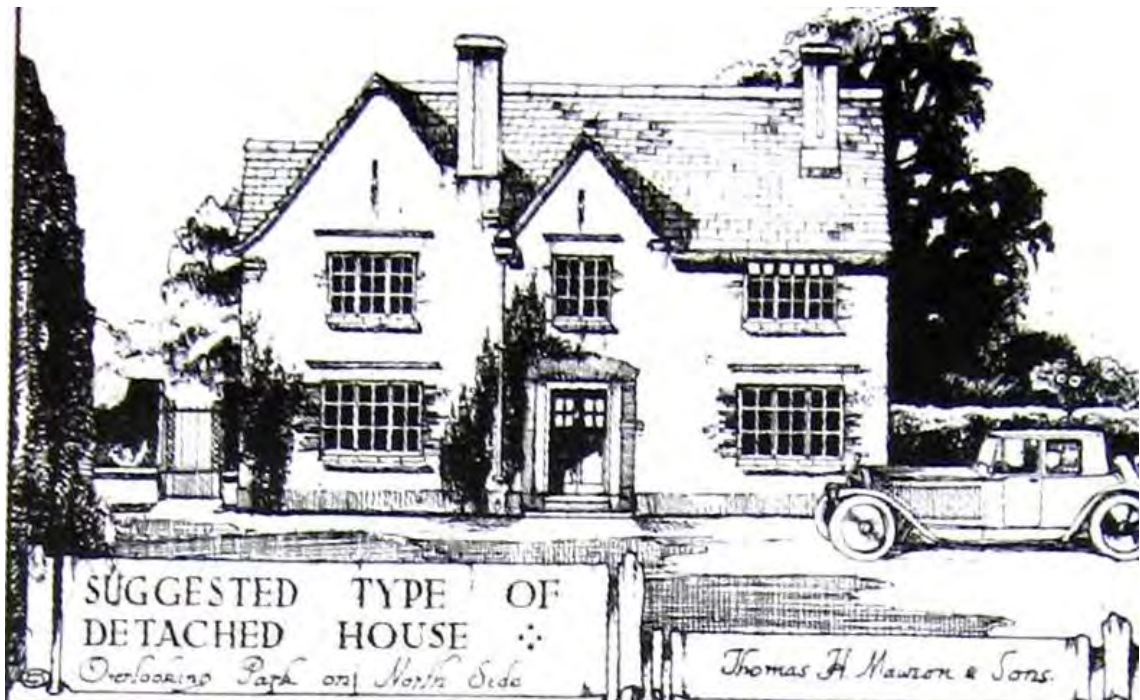


Fig. 57: Suggested design for houses around Stanley Park by Thomas Mawson & Sons



Fig. 58: Interwar house on Mere Road. It is altered, but not dissimilar to the sort of design suggested by Mawson.

Other building types represented include shops, which occur mainly on Whitegate Drive where they are grouped in parades. Some early 20th-century shop fronts survive although these are rare and modern fascias and advertising have eroded the unity of the parades. Remaining buildings of importance, mainly places of worship and education buildings do not form a group, except in terms of function, and are considered separately.



Fig. 59: Whitegate Drive corner shop

The former Methodist Church on Raikes Parade is an example of Gothic Revival architecture which combines the use of Geometrical window tracery and broadly 14th-century form, with polychromatic treatment more common in Continental Gothic design. Although the building is architecturally conservative for the date it is of high architectural quality and more elaborate than the average Methodist church of the period, particularly with regard to the use of a spire.



Fig. 60: Former Methodist Church

The former Methodist Church Sunday school is executed in broadly matching style. All Saints Sunday school on Park Road adopts broadly Gothic forms with Art Deco or late Arts and Crafts accents.

St Kentigern's R.C. church is another good example of Gothic Revival architecture which forms a group with the presbytery and boundary walls. The style is conservative for the 1930s date, and is comparable with another R.C. church by the same architect in Preston (St Teresa, Church Drive, 1930).



Fig. 61. St Kentigern, the presbytery and boundary walls.

The Friends' Meeting House (opened in 1932) is a single-storey building of classical inspiration, while the Reform Synagogue is an unashamed mid 20th-century design with little-altered external appearance.

On Leamington Road, the listed synagogue is the oldest and most architecturally elaborate to survive in Lancashire (Greater Manchester and Merseyside excepted), executed in eclectic style (Fig. 63).



Fig. 62: Reform Synagogue



Fig. 63: Synagogue on Leamington Road

Educational buildings are important in the area, in particular the listed former Grammar School (Fig. 64), a large and impressive structure with a landmark Baroque tower.



Fig. 64: The former Grammar School from the west

The Palatine School is more typical of educational buildings of early 20th-century date, incorporating minimal decoration, again of broadly Baroque derivation. The Blackpool & Fylde College building (Fig. 65) is an example of free classical style popular during the interwar period, especially for educational buildings, treated in an individual manner with strong Art Deco accents.



Fig. 65: Blackpool & Fylde College

5.6 Degree of completeness

The street pattern within Raikes is almost unaltered, retaining the form developed before the Second World War which is based around routes present by the late 18th - century, and by 19th century and later development. A lesser route called Bonny Lane ran approximately on a line between Hornby Road and Read's Avenue, but this did not survive.

The main change to the built environment since the mid 20th-century has been development of a relatively small number of blocks of flats, mainly by the private sector, used as private residences or holiday rental properties. The most recent is The Chimes on Mere Road. The few other late 20th-century buildings include the Conservative Club, the St John's Ambulance centre and the Blackpool & Fylde College Park Road Building. There has also been a great deal of change to the detail of buildings on Whitegate Road, with new shopfronts, partial rebuilding and modern fascias on commercial and retail premises.

At a smaller scale, the principal change has been erosion of detail, with loss of original joinery and windows and replacement doors and windows of varied design; this has spoilt the unity of groups and terraces, but on the whole door and window

openings are unaltered. A modest level of rear extensions and garages has occurred and also the removal of frontage walls, to facilitate parking.



Fig. 66: Unsympathetic alterations and frontage parking: Nos 51-53 Park Road

Public buildings and places of worship exhibit a high degree of completeness and it is notable that all the surviving places of worship remain in use for their original purpose. The only significant loss has been the demolition of the Baptist Church on Forest Gate, with the provision of new smaller place of worship on an adjacent site. The public and educational buildings are also largely complete and in good condition. Two 18th century buildings, the listed Raikes Hall and potential local list building the Number 3 Inn retain exteriors with many original features and are amongst a very small number of buildings of this date and type to survive in the Blackpool area.

5.7 Archaeological potential

Historic maps suggest that the area was open land in cultivation prior to late 18th-century development, and no earlier settlement has been recorded. The current state of knowledge suggests that there is low archaeological potential, but for individual sites advice should be sought from the County Archaeologist.

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, eg. 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 are three listed buildings in the area. Stanley Park is a registered historic park and designated as a conservation area, and a few buildings on Mere Road fall within the boundary of the latter. Although largely outside the Raikes area, the park is important in views from the Mere Road environs.
- **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.
- **Positive value:** buildings, features or spaces of clear local interest, but of lesser quality than 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.
- **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.

6.2 Summary of significance of Raikes

6.2.1 Character summary and designation status of the area.

The area can be characterised as possessing overall **positive** quality. It is one of the best surviving areas of suburban housing in Blackpool and compares well with comparable areas of similar date elsewhere in the country.

The character of the Raikes area can be summarised as largely residential with streets arranged broadly in a grid pattern, which also reflects the presence of two less regular pre-19th century principal routes, Whitegate Drive and Newton Drive. Slight variation is owed to patterns of ownership and field boundaries.

Buildings are mainly terraced and semi-detached houses dating from after 1900 and before the Second World War. The hierarchy of housing suggest it was mainly aimed at a middle-class or aspirational working-class clientele with housing reflecting differing means within these broad groupings. The fact that car ownership was anticipated is reflected in the provision of garages to some properties; off-road parking is facilitated by semi-detached or detached house designs. A range of places of worship appear to have been designed to cater for residents as well as visitors and the presence of a shopping street and a number of educational buildings serving this and a wider area means that the place can justifiably be described as a suburb, though the limits of the study area do not coincide with a specific suburb or suburban area.

There are three listed buildings within the Raikes area. These are Raikes Hall, the Salvation Army Centre (former Grammar School) and the Synagogue on Leamington Road. All are listed Grade II. Stanley Park is a Grade II registered landscape.

A small part of the Stanley Park Conservation Area falls within the Raikes area. Two pairs of semi-detached house at the eastern end of Mere Road are just inside the conservation area boundary, which runs along Beech Avenue.

6.2.2 Park Road

The character of the road is mixed with stretches of positive value interspersed with some neutral and a few negative buildings.

The road runs on a slightly curving north-south line and defines the western edge of Raikes. The road is of tarmac, the pavements largely of tarmac or concrete slab, and major junctions feature textured and coloured surfacing. The street was laid out incrementally, with the north end as far as Hornby Road laid out by 1877. This stretch was partially built up by 1893 and the houses are amongst the earliest in the area, of later 19th-century date. A dated example is Nos. 22-24, Greenmount Villas, of 1878.



Fig. 67: Greenmount Villas, Park Road

Other original housing is mainly of early 20th-century date and includes terraces and semi-detached houses. There has been erosion of detail in many of the terraces and groups, but some good examples survive. There are also blocks which have been very greatly altered or rebuilt (for example Nos. 30-48 and Nos. 51-53) which are generally neutral. There have also been losses, where late 20th century blocks have been erected, such as Priory Court. Although this is considered neutral on Raikes Parade, it has negative qualities on the Park Road frontage for massing and interaction with the street line. Another negative building is the St John's Ambulance

centre with massing and position alien to historic frontages and an unwelcome impact on the street corner.



Fig. 68: Looking north along Park Road with the St John Ambulance building and road crossings, foreground, and the landmark turret of No. 74 behind.

The junctions with the principal east-west routes are characterised by traffic and pedestrian control features which contribute to a busy urban ambience.

The southernmost stretch features a number of semi-detached houses used as boarding houses, though they may not have been originally designed as such. Views are obtained looking up and down the main east-west streets, and some of the town centre buildings are just visible in certain places. There is generally a lack of open space, the exception being private gardens around No. 100 Park Road and a clearance site nearby on the edge of the study area. There are some blocks of flats or apartments dating from the interwar period, the best of which is Kingsley Court. Other later 20th or 21st-century blocks of flats are largely of neutral quality.

6.2.3 Raikes Parade

The street is largely of **positive** character, though there are some late 20th century blocks of neutral quality, specifically Raikes Mews and Priory Court. Although the mid 20th-century Reform Synagogue is later than other positive buildings, it is

considered a reasonably good example of architecture of the date and the building has important historic and social history qualities.

Raikes Parade (formerly Raikes Hall Parade) runs north-south parallel to the north end of Park Road and includes a short spur running east-west opposite the grassy space in front of the former Grammar School buildings. The street originally defined the western perimeter of the Raikes pleasure gardens. It is largely residential in character but includes three places of worship still in use. The former Methodist Church with its landmark steeple has particularly valuable architectural and townscape qualities, as well as having group value with neighbouring listed and potential local list buildings.



Fig. 69: Positive elevational and boundary treatment: Nos. 10 -16 Raikes Parade

Apart from the places of worship, pivotal buildings include Nos. 8-10, largely unaltered late 19th-century houses with original boundary walls (Fig. 70). They occupy a sensitive street-corner site beside the Grammar School and have local list potential.



Fig. 70: Corner of Raikes Parade with Nos. 8-10

There are a number of trees and shrubs in front gardens. Survival of boundary walls is patchy, but some of these and original gatepiers survive in places. Street surfaces are generally tarmac and pavements are a mixture of tarmac and concrete slab with some areas of stone kerbing.

6.2.4 Leamington Road

A street of **positive** value overall.

The land occupied by the present road was within Raikes Hall Park until the park was acquired for housing development in the early 1900s. The 1912 OS map (surveyed in 1909-10) shows the road laid out but most plots not developed. The only houses shown on the 1912 OS map are the terraces at the south-east end (Nos. 38-52). The street was shown almost fully-developed on the 1932 OS, with a few undeveloped plots on the south side between Leicester and Longton Roads. Leamington Road is now lined with a mixture of terraced, semi-detached and some detached middle class housing.

The gently curving line allows for an attractive sequence of views, particularly towards the west where the former Methodist Church, synagogue and former Grammar School frame the end of the road. The road slopes upwards from Whitegate Drive at the east end to Raikes Parade in the west.

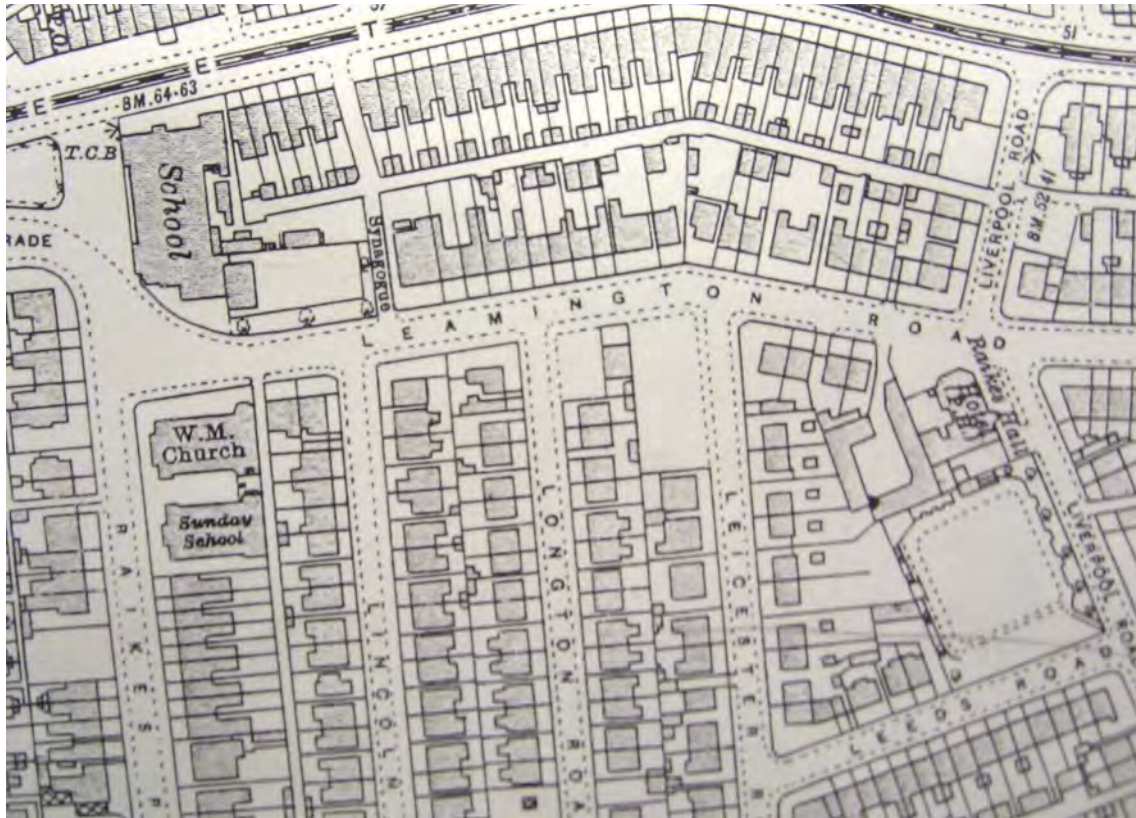


Fig. 71: Detail of the 1932 OS showing the area as almost fully developed



Fig. 72: View to west end of Leamington Road

Street and pavement surfaces are tarmac with concrete kerbs; plane trees on the verges are important towards the east end.

The density of the street is lowest towards the west, with a mix of semi-detached, detached and terraced housing, the latter towards the east end (south side) and the earliest phase of development on the road (early 1900s). The north side of the street is lined with a continuous frontage of mainly semi-detached houses, with larger rear gardens than those to the south. Most have replacement windows although Nos. 21 and 29 stand out with terracotta bowed-bays and stronger details. The south side is fragmented by side streets into small blocks, with Raikes Hall a prominent landmark, set back from the frontage.

Houses are generally red brick with rendered upper floors, two-storey bow windows and gabled roofs. Most date from the 1920s. Some have retained attractive sets of leaded coloured glass or bevelled leaded glass, with some good examples of panelled doors with inset glazing or double outer doors to porches. No. 37 is a double-fronted terrace built as a doctor's surgery with the word 'SURGERY' inscribed over doorway.



Fig. 73: Varied group on the north side, Nos. 21-29

Short front gardens are important to the streetscene, providing greenery and contributing to the spatial character of the road. Enclosed with low brick walls with brick and terracotta gate piers of varying design, some are inscribed with the original name of the house, e.g. Nos. 21 and 29 (Fig. 74).



Fig. 74: Gatepiers at No. 21

6.2.5 Palatine Road and Read's Avenue

These streets are of **positive** value overall. They were laid out on open land and first appear on the 1912 OS map. They were built up between circa 1900 and 1932 with the exception of the Blackpool & Fylde College site which developed from 1936. A house around half-way along Read's Avenue (Nos. 147-9) is dated 1920 to the gables (Fig. 75).



Fig. 75: Nos. 147-9 Read's Avenue, dated 1920

The roads run approximately parallel to one another east-west between Park Road and Whitegate Drive, where the main intersections are busy traffic junctions. In contrast to some of the shorter north-south streets they are fairly busy through-routes for traffic. The streets are generally characterised by rows of terraced and semi-detached housing, which follow the local topography and rise just east of the midpoint before falling down towards Whitegate Drive. The views are linear, with glimpses of the Tower and town centre from the western side and views down towards Whitegate Drive from the top of the hill to the east.

Almost all the houses are considered to be **positive**, and many retain front walls and gatepiers. Perhaps the best preserved is No. 130 Palatine Road, an end-of-terrace property with good stone detailing which remains unpainted and original windows, decorative glass and front door (Fig. 76).

A few houses have been greatly altered and are considered to be neutral (Nos. 90-96 and No.137 Read's Avenue) or rebuilt (Nos. 148 a, b and c Palatine Road) and one late 20th-century block of flats (Nos. 153-163 Read's Avenue) is considered to be negative (Fig.77).



Fig. 76: No. 130 Palatine Road



Fig. 77: Flats, Nos. 153-163 Read's Avenue

Nos. 108-128 Palatine Road (Fig. 78) forms a discrete terrace of distinctive character. The houses are two-and-a-half storeys high with gabled half-dormers and faced with stone, some with single-storey bay windows, others with double-height bay windows.

The Blackpool & Fylde College campus on Palatine Road is a sub-area with its own character. The College building has local list potential, as does a detached house on Read's Avenue, No. 165 Northwood (Fig. 79).



Fig. 78: Nos. 108-128 Palatine Road



Fig. 79: Northwood, No. 165 Read's Avenue.

6.2.6 Hornby Road

A road of generally **positive** character which first appears on the 1877 map. At this time some buildings associated with Raikes Hall Pleasure Grounds stood towards the east end (now demolished). By 1893 the road had been developed to the west outside the study area. Within the area there was a fireworks factory opposite the pleasure grounds and two pairs of houses (all demolished). In 1910 the east end of the road was described as one of the most desirable residential districts of the town where a quarter of householders was retired or had private means (J. K. Walton, thesis, p.74). However, many of the large houses shown on the 1912 OS map which would fall into this category have been greatly altered or demolished. The road was largely built up by 1932.



Fig. 80: Views up Hornby Road from the east

Long views up and down the road, which rises from the west, can be obtained, with shorter rising views from the east end (Fig. 80). The density of the street has been affected by the replacement of a number of properties in the late 20th-century with blocks of flats, and by a mid 20th-century club. These are largely of negative quality as they disrupt the street line and take forms which are generally alien to the character of the remainder of the street. An exception is No. 177 (Hillcrest) a block of early 21st-century flats which adopt traditional forms and materials and are of neutral quality. Otherwise the Wainwright Conservative Club, Lawn Court, Hornby Park Court and Lincoln Court can be considered to be negative, as is No. 167. The former Eagle Club, now offices, has been greatly altered, in particular with respect to the forecourt.

Otherwise there are a number of positive terraces and semi-detached houses, as well as three houses with local list potential: Nos. 135, 136 and 214 (Fig. 81).

Street surfaces are generally tarmac, with tarmac pavements and concrete kerbs. There is generally good survival of boundary walling, but there are instances where it has been lost or replaced in modern materials. A few houses have trees and shrubs in

the front gardens which contribute welcome green character to some stretches of the road.



Fig. 81: No. 214 Hornby Road

6.2.7 Liverpool Road and Leeds Road

Streets of **positive** character which first appear on the 1912 map, by which time they were largely built up.



Fig. 82: Typical terrace, Leeds Road

These streets share many of the characteristics of others in the area, and are partly lined with early 20th-century terraced housing. One or two detached and semi-detached properties are also represented. The distinctive shared quality of these streets derives from the fact that they form part of the boundary to the large bowling green associated with Raikes Hall, which stands at the north end of Liverpool Road. The walls of the bowling green (Fig. 83) provide a distinctive note in the townscape, and although the bowling green is only visible from one or two openings in it, the sense of space and views along Liverpool Road towards Raikes Hall are important to local character and for historical associations with the pleasure grounds and the designed landscape which preceded them. The bowling green can also be considered as an important part of the setting of the Grade II listed Raikes Hall.

Surfaces are tarmac and pavements generally of concrete slabs.



Fig. 83: Bowling Green walls, Liverpool Road, with Raikes Hall in the background

6.2.8 Longton Road, Leicester Road and Lincoln Road

Streets of strong **positive** character which first appear on the 1932 map by which time they were largely built up.

These roads were laid out at approximately the same time, within the former Raikes Hall Gardens. They are lined with semi-detached and a few small detached houses of similar styles and materials of strongly positive character. The designs are standard for the day. Views are restricted, though glimpses of Leamington Road can be obtained. With few exceptions these streets retain boundary walls and cultivated front gardens; Lincoln Road has been planted with young trees.

Only three neutral buildings occur, on Longton Road, late 20th century houses which do not intrude in the local scene. Some of the houses retain a good range of contemporary features, such as Nos. 19-21 Lincoln Road, a semi-detached house of standard design with original doors, windows and decorative glass (Fig. 84).

Road surfaces are tarmac and pavements generally of concrete slabs.



Fig. 84: 19-21 Lincoln Road

Some of the houses have what seem to be contemporary garages, especially on Leicester Road (Fig. 85). There is also a small group of bungalows on Leicester Road.



Fig. 85: Nos. 29-31 Leicester Road: intact houses with possibly contemporary garage

6.2.9 Whitegate Drive

Whitegate Drive is an historic rural route, shown on the Yates map and on the 1838 Tithe map as the lane to Lytham from Church Street. This map also shows the Old Number 3 (formerly also known as The Didsbury Hotel), a former coaching inn strategically located at the junction of the two historic roads. The study area boundary has been extended to take in the Number 3 pub and the important junction around Devonshire Square, with Church Street and Newton Drive.

On the 1877 street plan, buildings on the lane also included the Belle Vue Hotel and associated gardens. By 1893 OS, Belle Vue Terrace (Nos. 2-20 and dated 1878) had been built just south of the Old Number 3, and the west side was then occupied by Raikes Park.

By 1912 the road had been developed with parades of shops and businesses to serve the newly-built housing on surrounding streets. The north end of the road had been realigned to allow the tram to run into the road from Church Street, with a shelter built on a fragment of the Raikes gardens that survives as an island on the junction with Church Street.

The street is overall of **positive** value with some attractive groups of buildings. Surfaces are all modern – tarmac and concrete kerbs. Street trees are important on both sides.

On the west side, Nos. 1-13 is a parade of shops built soon after 1900 with a few original features. No. 1 is now the Christian Science Reading Room with a stone porch and No.5 has an intact bay, sash windows and a gabled timber porch. Nos.11-13 is a little-altered bank on the Leamington Road corner. Nos. 15-29 forms a parade of shops on the west side, with a former stone-fronted bank on the corner of Leamington Road. Early 20th century shop fronts are retained at Nos.19-23. Some ground floor elevations have been spoilt by modern shop fronts and fascias, for example Barclays Bank on the corner of Hornby Road. Nos. 39-49 is a group which includes 199 Read's Avenue, a little altered commercial premises on the corner (now estate agents – it has local list potential). No. 43, the Sunshine Deli, has a rare original early 20th-century shop front with curved glass, leaded top lights and doors with tiled recesses. Nos. 53-65 is a neutral parade to the south-west end, much altered and of lesser quality than that further north.

On the east side, Nos. 2-20 (named Bellevue Terrace and dated 1878), are much altered with deep fascias to shops and rendered frontage to houses. Nos. 22 and 24 are former houses, now in business use. The post office on the corner of Bryan Road (Nos.26-28) has an altered shop front. Nos. 28a –30 is an infill late 1930s detached house, now a dentist's surgery but little altered. Nos. 30-50 are large semi-detached houses with a bank to the corner (No. 50), probably built before World War I, all set

back behind front gardens with most retaining walls and gate piers. No. 38 has sash windows and a timber panelled door.



Fig. 86: Large semi detached houses – Nos. 30-42

The junction with Mere Road and Forest Gate now has recent flats (The Chimes) in place of the former Baptist Church that dominated this area until demolition in the 1990s. A busy junction with traffic lights and intrusive guard rails, the parade of shops to the south of the junction (Nos. 52-64) has been altered and is neutral value.

Bellevue Garage (No. 66) was built between 1932 and 1938 on the site of the original Belle Vue Hotel. It is a typical example of a Moderne garage with a curved fascia but is now in poor condition and recently damaged by an explosion (December 2008). The Belle Vue pub is an important landmark on the road. Probably built in the late 1920s, it lies just to the south of the original building, which originated in the 1860s and is first shown on the 1877 street map. There is a large surface car park to the south side bounded by a red brick wall, and its setting is now poor quality.



Fig. 87: Nos. 1-13 including a bank at the junction with Leamington Road

6.2.10 Newton Drive

This is a street of overall **positive** value. It is part of a historic route into the town shown on historic mapping and continues westwards as Church Street. It follows a curving irregular line providing a sequence of attractive changing views. The 1877 street plan shows a scatter of houses along the south side of the road, including the Number 3 pub, an historic inn mentioned in 1788. The 1893 map shows almost no additional buildings on the road except for the six terraced houses on Ridley Street.

The No.3 pub is considered to have local list potential. It is an unusual survival in the town and one of the earliest buildings in the central area. It partly dates from the late 18th-century with later additions and is set back from the prevailing building line, expressing its historic origin and function as an inn. The name relates to drop-off points for carriers, and was one of four so-named inns on this route. To its east side of the pub was a bowling green until the mid 20th-century; this is now a car park bounded by a panelled brick wall to the front and a cobbled wall to the west (Fig. 88).



Fig. 88: Distinctive cobbled wall to east side of No.3 car park, formerly a bowling green

Between Whitegate Drive and Beech Avenue the street has a varied character with a mixture of terraced housing, semi-detached houses and prominent community buildings such as St Kentigern's Church. The 1930s church is stone-built in traditional Gothic architectural style and an imposing landmark on the road, with good stone boundary walls. It is a potential local list building. In contrast, the car park on its west side makes little contribution to the street scene; it is unscreened from the road and at a higher level. The best groups of housing are stone-fronted and to the north: Nos 28-42. Towards the east on the south side is a good group including the stone-fronted presbytery to the Catholic Church at No. 25a. The school is a functional red-brick group (Fig. 89) and typical of early 20th-century community buildings; the north-west building closest to the road is shown on the 1912 OS map as the RC church and was used as a church hall after the stone church was built in the 1930s.



Fig. 89: St Kentigern's School, built as the RC church in the early 1900s.

Off the south side are two very short streets of late 19th century workers' housing. Rigby Street and Glenwood Street are squeezed into the space north of Whitley Avenue; the latter relates to Bryan Road and is at a higher level. Some shops occupy frontages on terraces with mostly altered shop fronts and these are generally of neutral value.



Fig. 90: Nos. 9-17, dated 1895

6.2.11 Beech Avenue

The west side of the road from Bryan Road to Mere Road is in the study area; the boundary of Stanley Park Conservation Area runs along the middle of the road.

The whole street is of **positive** value.

First shown on the 1912 OS map, Beech Avenue was laid-out as a new road across former fields; it does not follow historic field boundaries. This is fairly wide road running in a straight line uphill northwards to Newton Drive from the entrance to Stanley Park; there are good views to the south from the brow of the hill near the junction with Bryan Road. Spatial quality is low density with houses set well back with front gardens. Beech Avenue is a busy through road used by buses, and with traffic lights at junctions. The road surface is tarmac, with concrete paving kerbs. There are no street trees. Historic street furniture includes a GR pillar box (Fig. 91) on the corner with Bryan Road.



Fig. 91: GR pillar box

There is a mix of house types including a long terrace (Nos. 15-41), first shown on the 1912 OS and the first development on the road. This contrasts with inter-war semi-detached houses towards the south end and the park (Nos.47-63). Houses are well-detailed with brick front walls and gate piers with terracotta ball finials.



Fig. 92: Nos. 15-41; Little altered terraces at the north end, c.1910

The best group is Nos.43-49; double-fronted semis with two-storey brick and terracotta bows, gabled clay tiled roofs (with some concrete-tile replacements). No.35 Forest Gate is part of the same group with canted external stack with circular inglenook windows on the corner. Most have replacement windows, but at Nos. 43 and 49 have original doors and original windows survive at Nos. 51 and 53.



Fig. 93: Nos. 43-45 – large semi-detached houses towards park.



Fig. 94: Unaltered doorway at No 43

6.2.12 Mere Road and Breck Road

These streets of mainly **positive** character.

Mere Road was laid out between 1893 and 1909-10, by which time a few houses had been built towards the west end of the street. It was completely built up by 1932. Breck Road was laid out after the survey for the 1912 OS map. In 1932 it had been laid out and the short section within the study area was built up.

Mere Road is lined with trees, and is populated with houses mainly of **positive** character many of which are distinguished by the large size of the back gardens, especially on the south side. There are also a few houses of distinctive design which could have been designed by architects, but most are standard designs for the day. Particular care was taken with some corner houses which are marked with large corner bay windows.



Fig. 95: Houses with distinctive Arts and Crafts style balconies

Nos. 63-65, of the later 20th-century are considered to be neutral. Towards the north-west end of the road an early 21st-century apartment block called The Chimes replaced a Baptist church. These flats are considered to be of neutral quality. One of the special qualities of Mere Road is the views along the road towards Stanley Park, which is a registered landscape and considered to be one of the finest urban parks

designed by Thomas Mawson. The eastern pairs of houses are within the Stanley Park Conservation Area and frame views of the park along the road from the west.

The street is of tarmac and pavements are generally concrete slab.



Fig. 96: Mere Road, typical pair of houses, boundary treatment, and floorscape. Street trees are generally recent.

Only a very short section of the north end of Breck Road falls within the study area. That section is of **positive** quality, and it too enjoys views of the entrance and perimeter of Stanley Park.

6.2.13 Minor side streets: Ripon Road, Montreal Avenue, Bennett Avenue, Whitley Avenue

These streets are of largely **positive** character.

These four streets run south from Palatine Road. Montreal Avenue and Bennett Avenue run on either side of the Blackpool & Fylde College (see Palatine Road). They first appear on the 1932 OS map when the mainly semi-detached houses are shown, but the college site is vacant. The College building was started in 1936. Ripon Road

runs to the east and parallel to Montreal Avenue and only a short section of the north-west end of the road is included in the study area.



Fig. 97: Montreal Avenue

The streets are generally of **positive** character with early 20th-century semi-detached houses of standard designs which generally retain front walls and gate piers.

Bennett Avenue is the site of the Palatine School (Fig. 98). The site was under development at the time of the survey. If the school remains unaffected externally it is a potential local list building.

Also of positive value is No. 16 Bennett Avenue which seems to have originated as a school clinic, probably after the First World War. The clinic was presumably erected to serve the Palatine School.



Fig. 98: Palatine School



Fig. 99: No. 16 Bennett Avenue

Ripon Road.

The corner with Palatine Road has one of the few shops away from Whitegate Drive. The modern fascias and signage are of negative value but are essentially superficial and could be improved.

A former works on Ripon Road is considered of neutral quality.



Fig. 100: Shop on Ripon Road

Whitley Avenue

A short street of **neutral** value, running north off Bryan Road, developed in the early 1900s; the terraces are shown on the 1912 OS but the brick detached houses to the south end were built later, probably in the inter-war period and appear on the 1932 OS. The terraces are similar to those on Newcastle Avenue; red brick and rendered with no bay windows expressing their intended position lower in the social scale compared to Bryan Road. The terraced houses have small front gardens with low brick walls and gate piers. Some stone paving survives on the footways. The street is terminated by a fall in ground levels to the north.



Fig. 101: North side of Whitley Avenue

6.2.14 North-south Streets between Bryan Road and Forest Gate

These streets are all of **positive** value.

Myrtle Avenue, Maple Avenue, Poplar Avenue and Elm Avenue were laid out on a tight ladder grid in c.1900, on land owned by the Worthington estate (formerly Clifton Charities land). The streets run between Bryan Road to the north and Forest Gate to the south. The topography falls towards the south, with terraces having stepped roof lines. Positive value is attached to all streets. Terraced streets are little altered with front gardens and boundary walls intact, a visually homogenous scene.

The streets are first shown on 1912 OS map when Myrtle, Maple and Poplar all fully developed. The 1893 OS shows the area as a large field. House types have subtle variations suggesting different builders responsible for development of blocks. Towards the east side, Elm Avenue was only partly developed until the 1930s when the west side was finally in-filled – this side is first shown on 1938 OS.

The spatial quality is fairly-high density in relation to rest of Raikes, with blocks of terraces with small front gardens and back yards off narrow back lanes where there are two-storey rear gabled outriggers. The houses are larger than those on

Newcastle Avenue but the plots are smaller and more densely developed than terraces on Bryan Road, reflecting the social status of the intended occupants – probably skilled working class or lower middle class.

The floorscape is generally tarmac road surfaces, concrete paving with concrete kerbs. Back lanes are setted, covered in tarmac. Linear views along back lanes are punctuated by gables of end terraces. Street furniture includes tiled and cast-iron street signs (Fig. 102).



Fig. 102: Typical cast iron and tiled street sign

On Myrtle Avenue small red-brick terraces with Welsh slate roofs and ground floor bay windows are fairly plain but have coherence, although most joinery has been replaced with the exception of a few original doors (e.g. No. 4). Maple Avenue is similar to Myrtle but terraces exhibit slightly different details such as stone sill bands. The higher status of the end terraced house is expressed by a richer Gothic stone door surrounds at No. 2, with foliated terminals.



Fig. 103: Terraces on the east side of Myrtle Avenue

Poplar Avenue was built in two stages, with the east side comparable to Myrtle Avenue and the west side slightly later – the latter have some polychrome details and large gabled timber porches to each pair of doors. Original sashes and door survive at No. 12.

Elm Avenue is again of two phases with the east side similar to Myrtle Avenue, with ground floor bays and some original sash windows and doors, for example at Nos. 13 and 15. The west side developed in the 1930s with two-storey bows or bays, some gabled, such as Nos. 12 and 14. No. 10 has original leaded windows. The back lane to the rear of the east side has intact boundary walls and larger gardens compared with earlier houses.



Fig. 104: Characteristic view along back lane looking west from Elm Avenue

6.2.15 Olive Grove and Hazel Grove, south of Forest Gate

These two streets occupy a rectangular site between Mere Road and Forest Gate. The topography falls towards the south-west. They are overall of **positive** value, although some plainer groups of houses on Hazel Grove are of neutral value to the street scene.



Fig. 105: Cast iron and ceramic street sign on a terraced house

Olive Grove is first shown on the 1912 OS map, with only Nos. 1-13 (west side) built by then. Hazel Grove and all the remaining semi-detached houses are shown on the 1932 OS. The design of houses is fairly plain compared with others in the area. The streets are residential except for the workshop off the south-east of Olive Grove.

Spatial quality is medium density in relation to rest of Raikes; terraces or small semis with small front and back gardens – there are no back lanes. Subtle variations in status reflected in frontages, for example there are larger front gardens and larger bow windows on houses at south end of Olive Grove towards Mere Road. Floorscape is characterised by tarmac road surfaces, concrete paving with concrete kerbs; there are no street trees.



Fig. 106: Larger semis on east side of Olive Grove (Nos. 8-20)

Olive Grove is a longer street between Forest Gate and Mere Road, lined with a mix of terraces and semis with one small detached house. Nos. 1-13 is a pre First World War terrace with terracotta details, shown on 1912 OS. Corner houses to Mere Road are higher status with prominent features, for example No. 24 has a full-height corner bay facing the park. Nos. 4-6 is a plainer group and assessed as neutral. Leaded windows or sashes are retained at Nos. 2, 7 and 16. Off the east side of Olive Grove and south of Hazel Grove there is a workshop, first shown on the 1932 OS map – of neutral value.

Hazel Grove is a short inter-war street off Beech Avenue with fairly plain red brick or brick and rendered semis; those to south have stone bays, plainer houses to north have rendered bays (neutral value). The houses have mostly replacement joinery, with original doors and windows to Nos. 3, 7 and 9.



Fig. 107: Modest semis on the south side of Hazel Grove

6.2.16 Forest Gate

This street is of **positive** value.

Forest Gate is first shown on 1912 OS map, when it was called Hornby Road East. It was laid out as new street across former fields but does not follow historic boundary lines. Houses on the north side towards the west end were the first to be built in c.1910. All of the south side and north side towards the east end are later, probably interwar, and by the time of the 1932 OS survey the street had been renamed Forest Gate and was fully developed.



Fig. 108: Long view west along N side of street, with Hornby Road beyond

The road runs in a straight line uphill to the east between Whitegate Drive and Beech Avenue, with good views to the west towards Blackpool Tower. Spatially the road has an open low-density character, reflecting the relatively higher social status of this middle-class residential road. It also functions as a through route and is busy with traffic; surfaces are modern with a tarmac road surface, concrete paved footways with concrete or stone kerbs.

The north side of the road is lined with short blocks of terraces relating to the short 'tree' streets running north, with larger semi-detached houses, similar to those on Beech Avenue further east. The south side has detached or semi-detached houses of slightly later date.

Front gardens make a strong contribution to the street scene with front walls and gate piers in brick and terracotta.

Towards the west end, No. 2 is a little altered detached villa, probably of c.1900 which has local list potential. The groups of terraces from Nos. 4-26 are of c.1910 with polychrome details. Nos. 32-40 and Nos. 33-35 have well-detailed frontages with brick and terracotta bows, probably of interwar date. Houses with original joinery include Nos. 1, 23, 31 and 35.



Fig. 109: Little altered, well-detailed terrace (Nos. 32-40) on the north side, built 1920s



Fig. 110: Well-preserved details at No 1, built c.1920

On the south side, towards the west end, late 20th-century infill includes the Forest Gate Baptist Church (built on site of former Baptist Sunday School) and The Chimes, a three-storey block of flats built on the site of the demolished Baptist church. These have had a neutral impact on the street scene; the larger scale of the flats is suited to the prominent corner location.



Fig. 111: The Chimes with late 20th century Baptist chapel beyond

6.2.17 Bryan Road

This is a street of **positive** value.

First shown on 1912 OS map, Bryan Road was laid out as a new road across a large field; its line does not follow a historic boundary or other feature. It is shown mostly built-up on the 1912 OS map, with a few gap sites towards the east end and by 1932 the street is shown fully developed.

The road runs uphill to the east from Whitegate Drive, with good views to the west towards Blackpool Tower, and then falls slightly to Beech Avenue. The carriageway is tarmac with concrete paving and concrete or stone kerbs. The back lane on the north side is setted, although now overlaid with tarmac.

The social status of the road, in a Raikes context, is expressed in largely terraced, rather than semi-detached housing, though houses are well-detailed and have generous front gardens, particularly to the long terraces on the north side, facing south; these houses are built slightly above the level of the road, reached by sloping paths and steps. A continuous run of brick garden walls with gate piers unifies the street and defines private gardens.



Fig. 112: View west to Blackpool Tower along north side of street



Fig. 113: Little altered terraces and garden walls (Nos. 30-60), north side

Towards the west end is an unusual and notable pair of single-storey semis with gabled dormers, bays and polychrome brick details, Nos. 2-4 (Fig. 114). Nos. 6-14 is a fairly plain terrace but retains little altered frontages and some sashes and panelled doors (e.g. No. 6). Nos. 16-28 is a terrace of varied designs, with original joinery at Nos. 22 and 24. Nos 28 and 30, flanking Whitley Street, are slightly later infill. Nos. 30-60 is a long terrace built in phases; the west half is the earlier, with polychrome brick to frieze, and fretted timber eaves. Original details survive at No. 32. Nos. 62-76 is an interwar range at the east end.



Fig. 114: Nos. 2-4, an unusual example of a pair of semi-detached one and half storey houses with good details.

On the south side, houses are broken into short blocks by north-south cross streets, with short front gardens and back yards. Towards the west end is a mix of semi-detached houses (No. 5 with original leaded windows and door) with groups of short terraces to the east (Nos. 11-53), with original joinery at Nos. 21-27 and 43-49. The east end was developed later than the west (Nos. 43-53 first shown on 1932 OS map).

6.12.18 Newcastle Avenue and Bellevue Place

These adjoining streets are of **neutral** character, though with homogenous qualities. The north side of Newcastle Avenue only is included in the study area.

Newcastle Avenue was laid out on the site of the Belle Vue pleasure gardens and the street follows the line of field boundaries visible on the 1838 Tithe map. The street is lined with terraces of three distinct designs. Nos. 2-24 has gabled bays breaking through lean-to roofs. There follows a long terrace of simpler houses without bay windows. A distinctive pattern of brickwork and render is a unifying feature across the terrace (Fig. 115). There are views to the east towards Breck Road. Finally, at the

east end, a short terrace of different but standard design, Nos. 94-100. Almost all the houses retain low front walls with coping. Street and pavement surfaces are tarmac.



Fig. 115: Nos. 26-92 Newcastle Avenue

Belle Vue Place is also of **neutral** quality. Developed on the site of the former Belle Vue pleasure gardens, its alignment is influenced by the shape of the gardens and underlying pattern of field boundaries. It comprises a short terrace of brick houses, densely developed, probably as workers' housing, and shown on the 1912 OS map. The street is tucked into a narrow plot to the rear of other houses, with the frontage reached by footway. There are stone paved paths and gardens to the north.

The terrace is attractively faced in red and cream brick, but all doors and windows are replacements.



Fig. 116: Belle Vue Place faces north onto a stone paved path

7.0 RECOMMENDATIONS

7.1 Heritage protection

The relative heritage values and significance of the area are set out in *Section 6*. The following 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.

7.1.1 Local List potential

To protect buildings of positive significance, a Local List containing the potential buildings identified in this report could be formed, covered by relevant policy and guidance in the Local Development Framework.

7.1.2 Conservation area potential

It is considered that the northern part of the area encompassing Leamington Road, Bryan Road, Raikes Parade, the streets running parallel to it, and the northern section of Whitegate Drive has the potential to be considered for designation as a conservation area. The use of Article 4 Directions would help to protect vulnerable features such as original joinery and other details. The area is distinctive for a combination of suburban character and historic interest. It incorporates two of the oldest buildings of Blackpool's central area, the late 18th-century Raikes Hall and the Number 3 pub. There are also places of worship and educational buildings of historic interest and architectural quality, some of which are listed buildings, and several buildings with Local List potential. The area has a strong character based on a partly 19th century street pattern developed with early 20th-century housing, and is one of the best examples of an area of inter-war housing in Blackpool. The historic townscape includes good views along key streets and westwards towards Blackpool Tower.

This is a fairly tightly-drawn area and there are adjacent areas of merit. In particular it may be desirable to extend the boundary south from Bryan Road to encompass properties on each side of Mere Road, including the east corner and the properties at the north-east end of Breck Road, extending along Beech Avenue. This would have the advantage of linking the area with Stanley Park and the important views relating to it, as well as including Mere Road which is a street very largely of positive character. Another minor variation in the area at the eastern ends of Read's Avenue and Palatine Road offers the opportunity of incorporating the positive terraces in these locations, though there is a concentration of neutral properties on Whitegate Drive in this location.

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"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)

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Additional information from Ted Lightbown, Pers. Comm.

APPENDIX 1: Historic Maps



Fig. 117: Detail of Blackpool from Yates map of Lancashire, 1786 (<http://www.lancashire.gov.uk/environment/oldmap/index.asp>)



Fig. 118: Detail of Blackpool from Greenwood's map of Lancashire, 1818
(<http://www.lancashire.gov.uk/environment/oldmap/index.asp>)

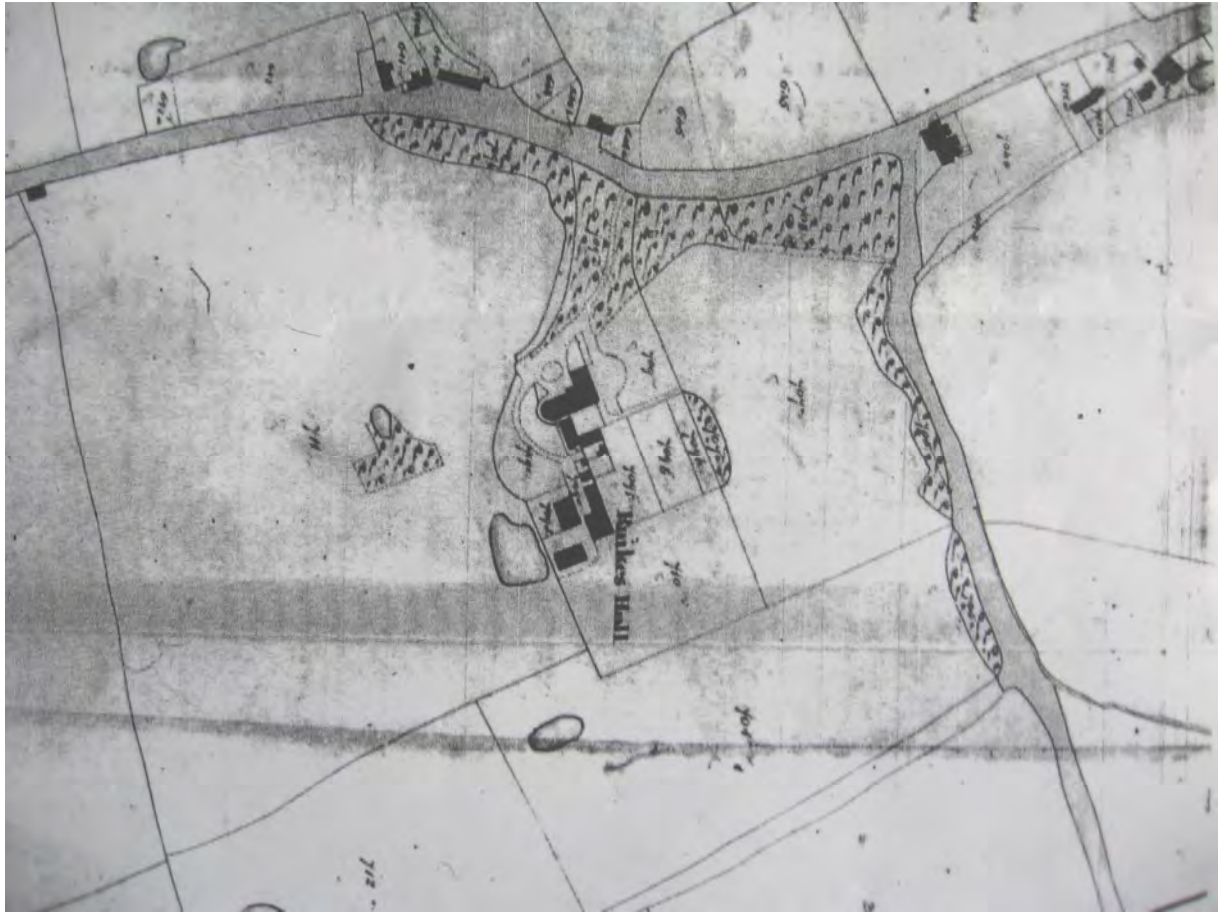


Fig. 119: Detail of Tithe map, 1838 (Blackpool Library)



Fig. 120: Detail of 1893 OS, Raikes Hall Park area (Blackpool Library)



Fig. 121: Detail of 1912 OS, Raikes Hall Park area (Blackpool Library)



Fig. 122: Detail of 1932 OS map, Raikes Hall Park area (JRULM)

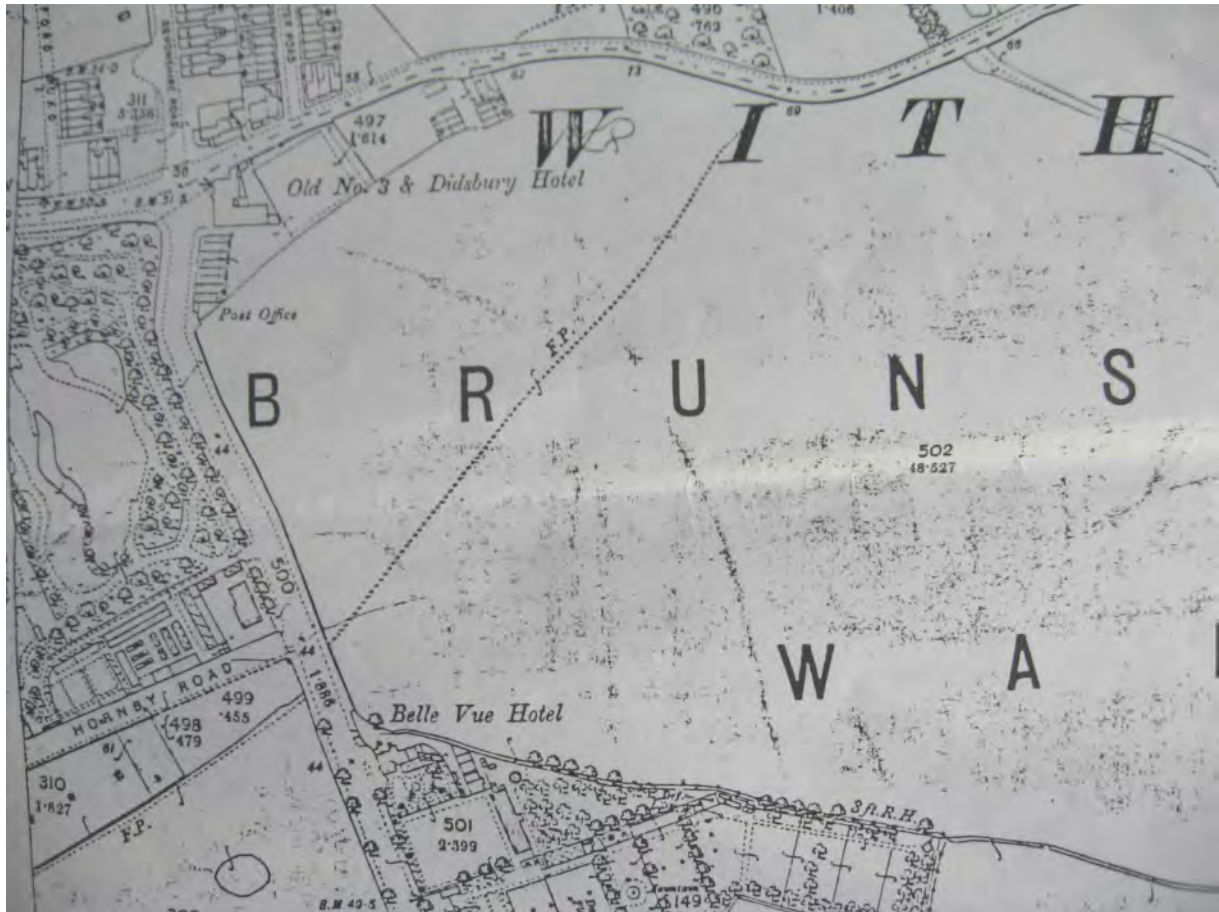


Fig. 123: 1893 OS, east of Whitegate Drive (Blackpool Library)

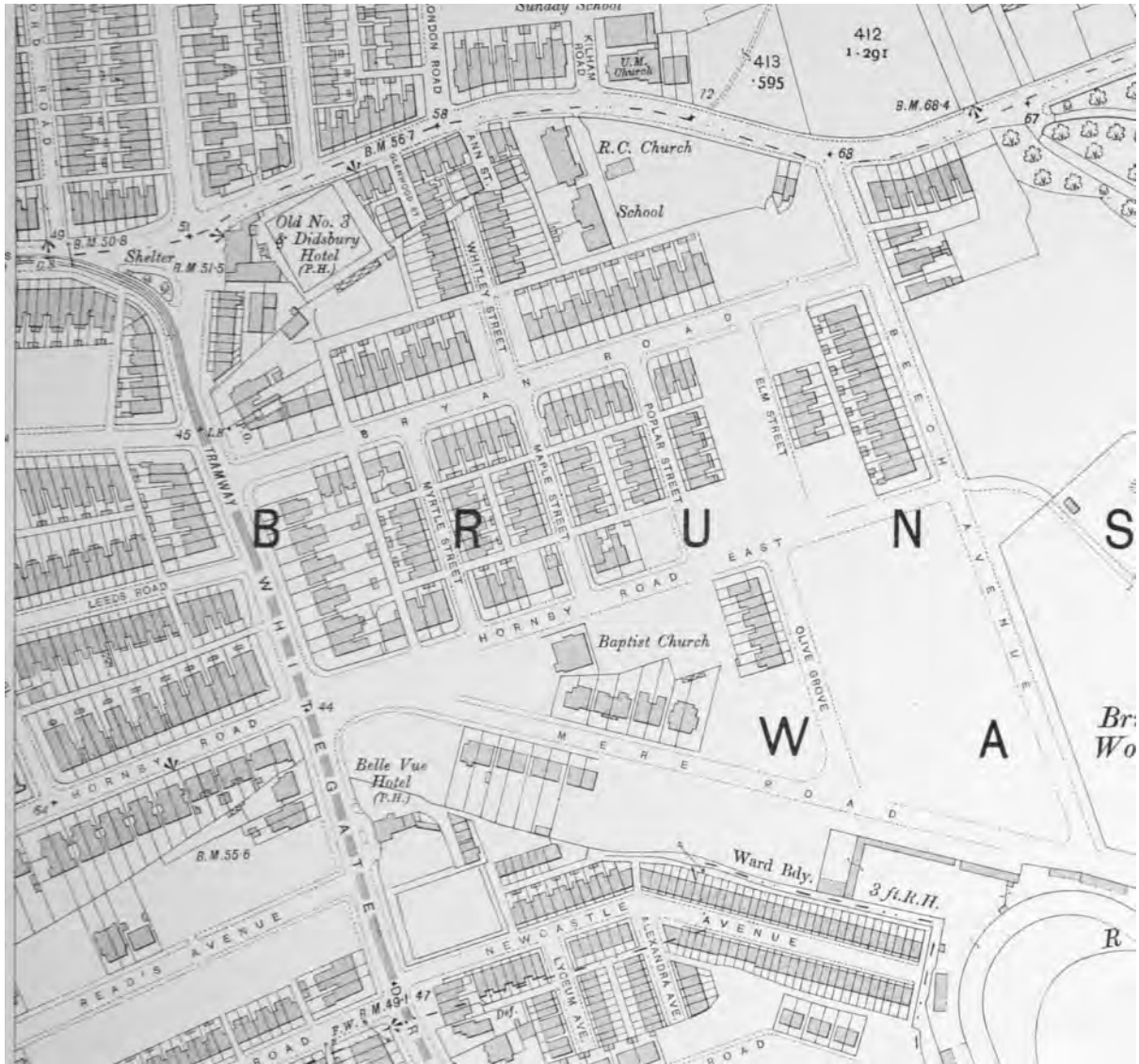


Fig. 124: Detail of 1912 OS, east of Whitegate Drive (JRULM)



Fig. 125: Detail of 1932 OS map, east of Whitegate Drive (Blackpool Library)



Fig. 126: Detail of 1938 OS map, Whitegate Drive south of Mere Road (Blackpool Library)

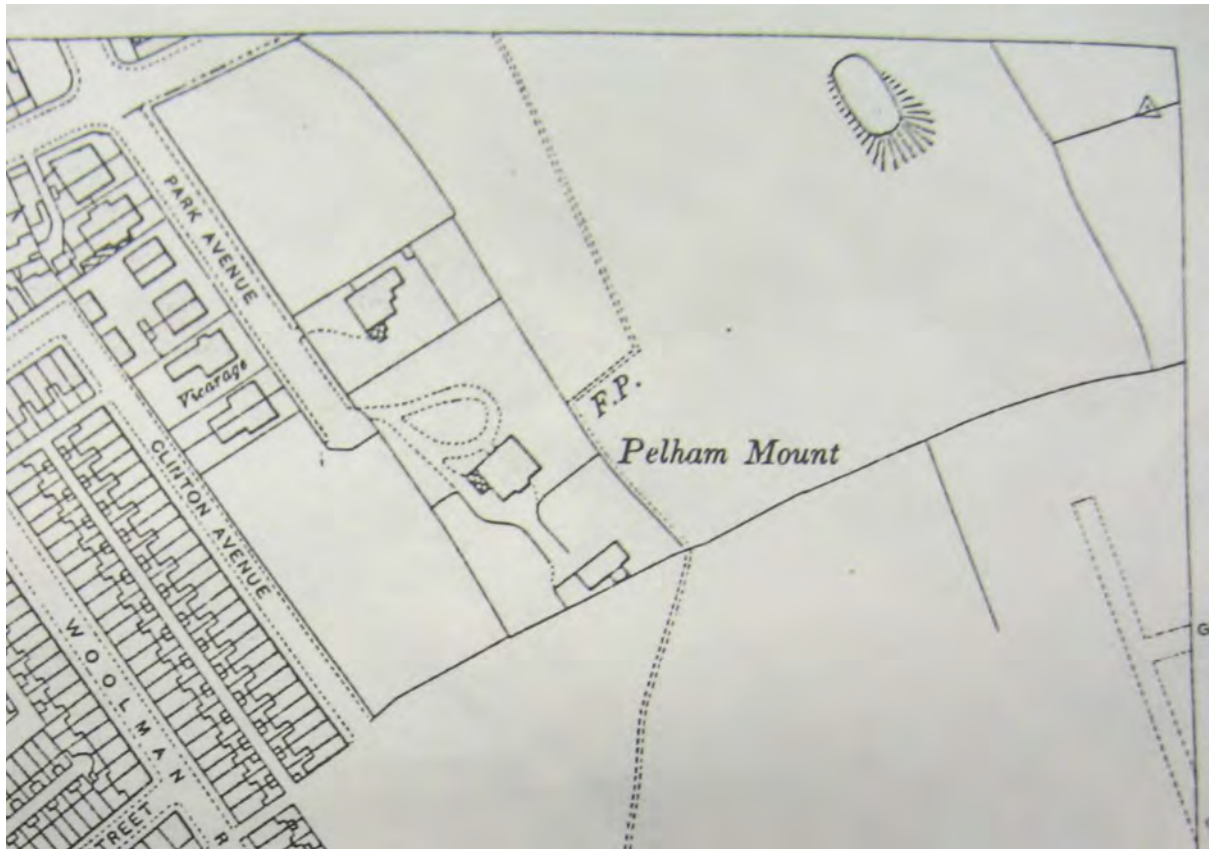


Fig. 127: Detail of 1912 OS, south of Palatine Road (Blackpool Library)

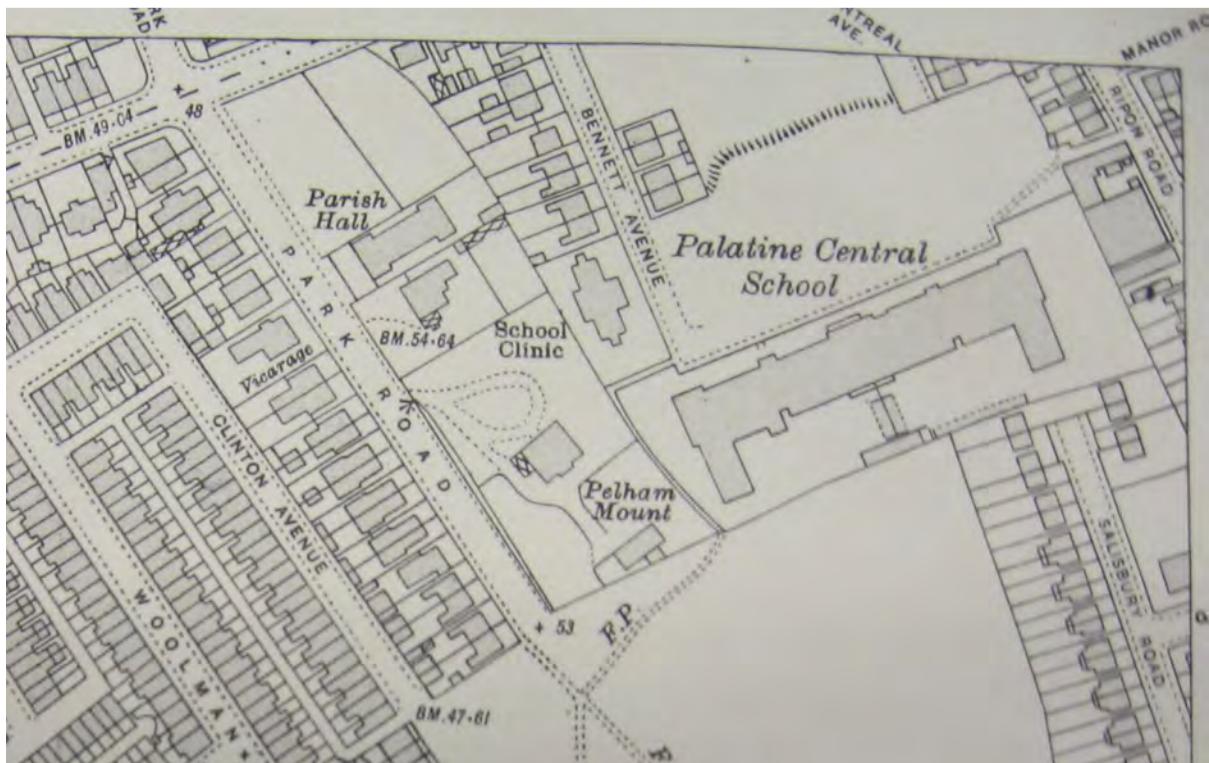


Fig. 128: Detail of 1932 OS, south of Palatine Road (Blackpool Library)

APPENDIX 2: Significance mapping

Contribution to Streetscene

■ No Data	(182)
■ Listed Building	(3)
■ Local Listing	(17)
■ Negative	(10)
■ Neutral	(184)
■ Positive	(1471)
■ all others	(1)



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Title: Contribution to Streetscene
[Raikes]

Scale: 1:12000

Date: 17/02/2009 Printed by: CCC

AHP
Architectural
History
Practice

APPENDIX 3: Proposed conservation area boundary

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