

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

Preliminary Environmental Information Report (PEIR)

Appendix 12.2: Built Heritage Statement

October 2025

Planning Act 2008

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

This document forms a part of a Preliminary Environmental Information Report (PEIR) for the Intermodal Logistics Park North (ILPN) project.

A PEIR presents environmental information to assist consultees to form an informed view of the likely significant environmental effects of a proposed development and provide feedback.

This PEIR has been prepared by the project promoter, Intermodal Logistics Park North Ltd. The Proposed Development is described in Chapter 3 of the PEIR and is the subject of a public consultation.

Details of how to respond to the public consultation are provided at the end of Chapter 1 of the PEIR and on the project website:

<https://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/>

This feedback will be taken into account by Intermodal Logistics Park North Ltd in the preparation of its application for a Development Consent Order for the project.

Intermodal Logistics Park (ILP) North Strategic Rail Freight Interchange (SRFI)

St Helens, Warrington, and Wigan Borough
Councils

APPENDIX 12.2 BUILT HERITAGE STATEMENT | SEPTEMBER 2025

On behalf of Intermodal Logistics Park North Ltd



i | Table of Contents

1 INTRODUCTION	1
Overview	1
DCO Site Description.....	2
Scoping Process.....	3
Heritage Asset Map.....	4
Heritage Asset Map with ZTV Overlay	5
Identification of Heritage Assets.....	6
2 RELEVANT LEGISLATION, POLICY AND GUIDANCE.....	9
Planning Policy and Legislation	9
3 ASSESSMENT OF SIGNIFICANCE - ST HELENS BOROUGH COUNCIL.....	12
Scope of Assessment - St Helens Borough Council	12
Historic Development of Newton-le-Willows	14
4 ASSESSMENT OF SIGNIFICANCE - WARRINGTON BOROUGH COUNCIL.....	32
Scope of Assessment - Warrington Borough Council	32
Historic Development of Warrington.....	33
5 ASSESSMENT OF SIGNIFICANCE - WIGAN COUNCIL.....	39
Scope of Assessment - Wigan Council	39
6 ASSESSMENT OF EFFECTS - ST HELENS	42
Heritage Asset Map Overlaid with ZTV.....	42
Assessment of Impact - St Helens.....	43

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

7 ASSESSMENT OF EFFECTS - WARRINGTON.....	49
Heritage Asset Map Overlaid with ZTV.....	49
8 ASSESSMENT OF EFFECTS - WIGAN	53
Heritage Asset Map Overlaid with ZTV.....	53
9 CONCLUSION.....	56
Summary.....	56
Policy Compliance.....	56
APPENDIX 1 METHODOLOGY	58
Heritage Assessment	59
APPENDIX 2 REFERENCES	60
Secondary Sources.....	60



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Section 1

Introduction.

Overview

- 1.1

This Heritage Statement has been prepared on behalf of Intermodal Logistics Park North Ltd ('the Applicant') to support an application for a Development Consent Order (DCO) for the proposed development on land to the east of Newton-le-Willows ('DCO Site'), in the jurisdictions of St Helens, Wigan, and Warrington Councils.
- 1.2

This Heritage Statement is specifically intended to function as a supplementary technical appendix to the Cultural Heritage Chapter (12) of the Preliminary Environmental Impact Report ('PEIR'). It provides an assessment of the anticipated heritage impacts of the proposed development, set against relevant national and local planning policies.
- 1.3

The Proposed Development involves the construction of a new strategic rail freight interchange (SRFI) within the DCO Site. A SRFI is a large multipurpose freight interchange and distribution centre linked into both the rail and trunk road systems. SRFIs reduce the cost of moving freight by rail and encourage the transfer of freight from road to rail.
- 1.4

This report will:

• Set out the relevant legislative and policy framework within which to understand the proposed development of the DCO Site;

• Provide a proportionate and robust analysis of the DCO Site and surrounding area's historic development;

• Describe the DCO Site and identify relevant heritage assets, their significance and the contribution of their setting to significance;

• Provide an assessment of the potential effects to the significance and setting of identified heritage assets resulting from the proposed development.

1.5

The methodology used in this assessment is set out in Appendix 1. It has been informed by relevant legislation, national and local planning policy, and best practice guidance (see Section 2). An assessment of the Proposed Development, set against an EIA methodology, is provided within the accompanying Cultural Heritage PEIR Chapter (12).

1.6

The baseline was prepared using ongoing desk-based research and fieldwork:

• Extensive fieldwork was undertaken in June and September 2024 (both summer and winter conditions), included Site walkthroughs and photographic recording.

• Historic cartography, including national Ordnance Survey maps and local 19th century Tithe Mapping. These sources inform the baseline understanding on the historic representation of the current landscape and its uses.

• Geographical Information System ('GIS') software has been used to collate and interrogate digital data. This has included mapping both designated and non-designated heritage assets within identified study area and overlaying with ZTV data (prepared for the Landscape and Visual Impact Assessment Chapter 10).

• Review of Historic Environment Records for Greater Manchester and Merseyside and review of local conservation area and local listing records for St Helens, Warrington and Wigan

1.7

The report is produced by Icení Projects. Specifically, it is authored by Georgia Foy BA(hons) MA MAUD IHBC - Associate Director, Georgina Mark BA(Hons) MSt(Cantab) -Senior Consultant and Grace Kinneresley MA(Hons) MSc - Consultant, with guidance and review provided by Laurie Handcock MA (Cantab) MSc IHBC MCIfA - Director, Built Heritage & Townscape.

Built Heritage Statement | 1

1 | Introduction

DCO Site Description

- 1.8 The DCO Site is located on the eastern extent of Newton-le-Willows in a flat, agricultural landscape. The DCO Site is located within the local authority areas of St Helens Borough Council, within the Liverpool City Region Combined Authority, and Wigan Council, within the Greater Manchester Region Combined Authority. The DCO Site also falls partially within the local authority area of Warrington Borough Council.
- 1.9 The DCO Site is split broadly in two sections:
 - Main Site – land to the east of the M6 motorway, to the south of the Chat Moss Line and to the west of Winwick Lane incorporating the triangular parcel of land located to the west of Parkside Road and to the north of the Chat Moss Line;
 - Western Rail Chord – land to the west of the M6 motorway, which bisects the DCO Site in a northwest southeast orientation, and to the east of the West Coast Mainline.
- 1.10 The majority of the Main Site comprises agricultural fields used for arable crops, with some small patches of woodland in the east. There are also a number of residential properties, farmsteads and a commercial yard within the Main Site. The triangular parcel of land located to the north of the Chat Moss Line and to the east of Parkside Road also forms part of the Main Site.
- 1.11 The Western Rail Chord of the DCO Site is approximately 12 hectares in size. It is bordered to the west by the West Coast Mainline railway, to the north by the Chat Moss Line and to the east by the Parkside West Development.
- 1.12 The Western Rail Chord is comprised of safeguarded land for the rail-turn head to enable trains to be serviced to and from the North and the East and additional land to construct a rail chord suitable to accommodate 775m trains.
- 1.13 The Western Rail Chord comprises scrub land and areas of woodland which are set within an area of redevelopment known as Parkside West, and is currently being promoted through the Town and Country Planning Act process.
- 1.14 Parkside Road (A573) runs through the DCO Site to the south before passing over the M6 where it provides access to Parkside Link Road West.



Figure 1.1 Order Limits Site Plan
Drawing prepared by AJA Architects

Scoping Process

Overview

1.15 In 2024 and 2025, the Applicant consulted relevant local planning authorities, elected council members and statutory consultees to discuss the proposed development. This non-statutory consultation supplemented an EIA scoping process which confirmed the key considerations to be assessed within the Cultural Heritage Chapter of the PEIR.

EIA Scoping Opinion

1.16 In November 2024, the Applicant submitted an EIA Scoping Report (the ‘Report’) which proposed a scope of assessment to be included within the Built Heritage ES. Initial consultation with Historic England (Ross Brazier) and St Helens Borough Council (Ian Bond, Growth Lancashire) in June 2024 had informed the preparation of the Report. Engagement was also had with Warrington Borough Council (Alison Gough), however no heritage-related queries or comments were raised.

1.17 In keeping with the adjacent Parkside West scheme (Ref. P/2018/0048/OUP), a 1km study area from the Main Site and Western Railway Chord* was proposed to be sufficient to allow for assessment of all built heritage assets whose significance and setting may be affected, albeit in a proportionate manner in line with NPSNN paragraph 5.210. Within this study area exist 17 designated heritage assets, 16 NDHAs and 8 locally listed buildings. These assets extended across St Helens, Warrington and Wigan Local Planning Authorities.

1.18 An EIA Scoping Opinion (the ‘Opinion’) was provided by the Planning Inspectorate in December 2024. It raised no objections to the proposed scope of assessment, yet requested that additional reasoning be provided within the Cultural Heritage PEIR Chapter (12) to justify the omission of certain heritage assets from the scope. This response is included at Appendix 12.1 to Chapter 12 of the PEIR.

1.19 Specifically, the Opinion stated that, ‘provided the reasons for the lack of visibility between the [Bowl Barrow West of Highfield Lane (Scheduled Monument)] and the Proposed Development are set out in the ES, the asset can be scoped out of further assessment’.

* The Draft Main Order Limits are similar to the Draft Order Limits presented at scoping (comprising the Main Site and Western Railway Chord).

1.20 Similarly, the Opinion stated that, ‘subject to confirmation in the ES, demonstrating that significant effects [to heritage assets within a wider 3km study area] are unlikely, the Inspectorate agrees to scope this matter out’.

1.21 The Scoping Report reviewed designated heritage assets within a 3km radius of the Draft Main Order Limits to identify whether there may be any significant effects arising from the Proposed Development. Whilst several highly graded heritage assets (Grade I and II*) were identified,¹ they were considered unlikely to be affected.

Response to the Scoping Opinion

1.22 In April 2025, a response to the Scoping Opinion was prepared by the Applicant. This response sought to address feedback presented by the Opinion and respond to its request for clarification and additional justification regarding the proposed scope of assessment.

1.23 The response concluded that the scope of assessment as set out in the Scoping Report is considered to be appropriate, as agreed by PINS. It was shared with St Helens Borough Council (Ian Bond, Growth Lancashire) and Historic England (Andrew Davidson) for comment. Further non-statutory consultation with these bodies in April and May 2025, respectively.

1.24 St Helens Borough Council confirmed that the response sufficiently addressed the Opinion’s comments regarding the scope of assessment. They confirmed that a study area of 1km, and scoping out assets within 3km (in line with ZTV analysis) is appropriate.

1 Sankey Viaduct Over Sankey Brook (Grade I), Church of St Oswald (Grade I), Myddleton Hall (Grade II*), Gatehouse to Bradlegh Old Hall (Grade II*)

1.25 A written response was received from Historic England in March 2025 stating that:

The Heritage Topic Paper identifies a range of heritage assets, including listed buildings, conservation areas, and registered battlefields, which could potentially be impacted by the Proposed Development. Historic England considers that the Topic Paper has correctly identified the legislation, policies and guidance documents that are relevant to the assessment of the potential effects of the Proposed Development on these elements of the historic environment. We also consider that the Topic Paper has correctly identified key elements of the baseline information relevant to the application, as well as those elements which (with the agreement of the Planning Inspectorate, as set out in Table 1) are to be scoped out of the assessment.

Scope of Assessment

1.26 A study area of 1km radius from the Main Site and Western Railway Chord has been identified for built heritage assets. The scope of assessment is set out in Table 1.1. It is considered to be proportionate to the significance of identified heritage assets and the nature of change proposed, in line with National Planning Policy Framework (NPPF) paragraph 207. This scope has now been presented to, and agreed with, the key heritage stakeholders, and full details of the scoping exercise undertaken can be found within the Cultural Heritage PEIR Chapter (12).

1.27 Due to the very minor nature of works provided within the Draft Order Limits outside the Main Site and Western Railway Chord (referred to as Draft Main Order Limits), it is not considered necessary or proportionate to extend the 1km study area beyond the Draft Main Order Limits. Where there are potential effects on heritage assets, these would be assessed on an individual basis, as required.

1.28 The effects of the potential highway works which are included in the wider Draft Order Limits are assessed separately in the Highway Mitigation Options Report (Appendix 7.2) or in the Active Travel Upgrades section of ES Chapter 12.

Type	Quantity within 1km
St Helens Borough Council	
Scheduled Monument	
Grade I	
Grade II*	1
Grade II	12
Conservation Areas	1
Registered Historic Battlefield	1
Non-Designated Assets	10
Locally Listed Buildings	
Warrington Borough Council	
Scheduled Monument	1
Grade I	
Grade II*	
Grade II	5
Conservation Areas	
Non-Designated Assets	
Locally Listed Buildings	7
Wigan Council	
Scheduled Monument	
Grade I	
Grade II*	
Grade II	1
Conservation Areas	
Non-Designated Assets	1
Locally Listed Buildings	

Table 1.1 Scope of Assessment

1 | Introduction

Heritage Asset Map

- 1.29
- Figure 1.3 shows the baseline condition of heritage assets and their proximity to the DCO Site. Assets located within a 3km radius of the Draft Main Order Limits are shown for reference, however, as established throughout the scoping process, a study area of 1km from the raft Main Order Limits is pursued within this Heritage Statement and the Cultural Heritage PEIR.
- 1.30
- To ensure a thorough and efficient assessment is achieved, heritage assets will be assessed in groups, representative of each local planning authority within which they are located; St Helens Borough Council, Warrington Borough Council and Wigan Council. Assets which are allocated to these assessment groups are identified in Section 3, and assessed in detail thereafter.

Key:

— Site Order Limits

□ 1km buffer

□ 3km buffer

Heritage

Listed Building

- Grade II
- Grade II*
- St Helens Locally Listed Building
- Warrington Locally Listed Building
- Wigan Locally Listed Building
- Non-Designated Heritage Asset

■ Historic Registered Battlefield

■ Conservation Area

■ Scheduled Monument

Local Planning Authority

■ St. Helens

■ Warrington

■ Wigan

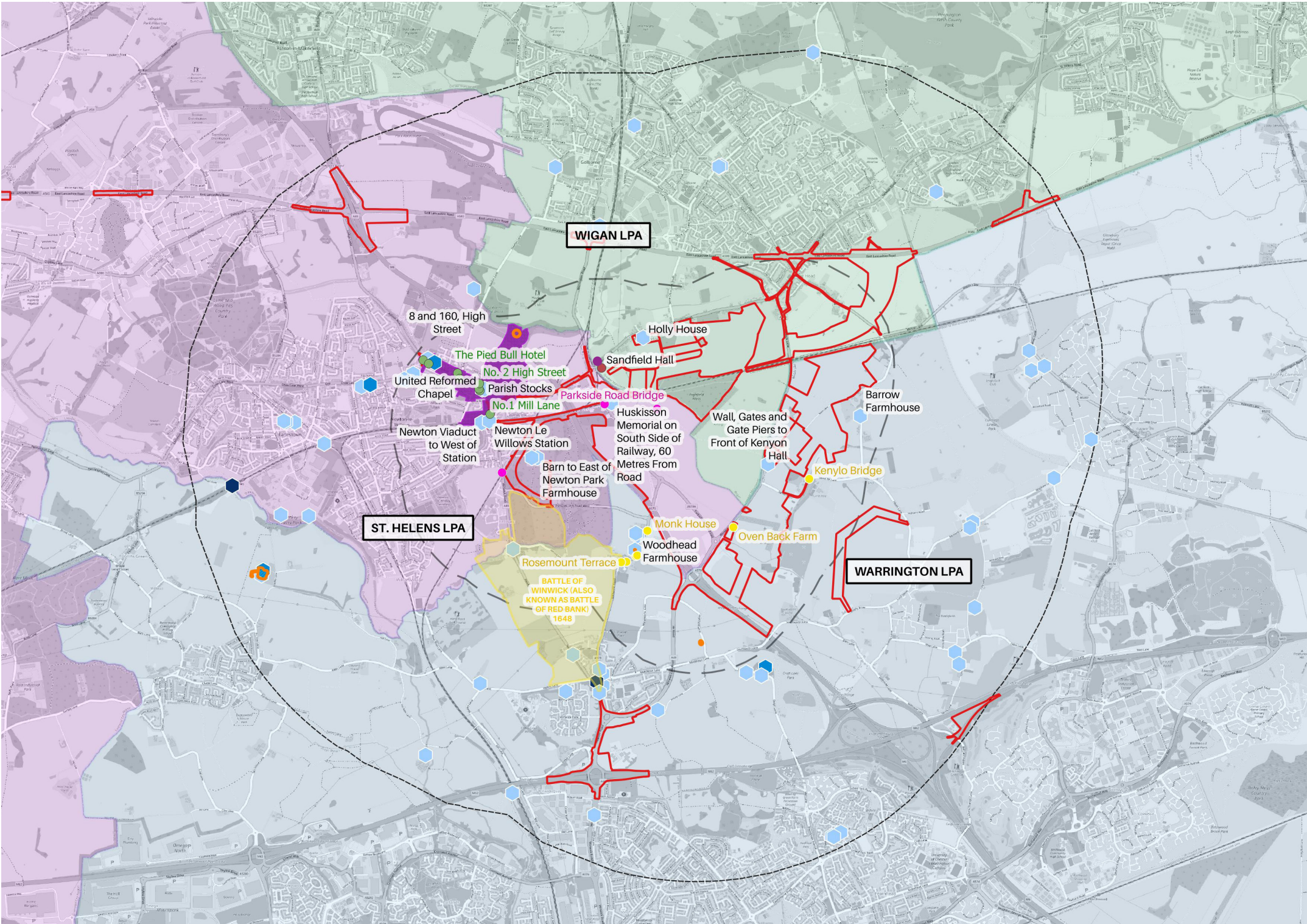


Figure 1.2 Heritage Asset Map

1 | Introduction

Heritage Asset Map with ZTV Overlay

- 1.31 Figure 1.4 shows the heritage assets with relation to a Zone of Theoretical Visibility ('ZTV') based on the proposed buildings within the Main Site.
- 1.32 The ZTV is modelled based on a height of 30m from the finished floor levels (FFLs) to reflect the maximum height above ground of new built form proposed within the Main Site. Existing vegetation and built development are considered by the ZTV.
- 1.33 The ZTV indicates the potential for visual impact upon the settings of heritage assets. This is considered in detail within Section 3.

Key:

- Site Order Limits
- 1km buffer
- 3km buffer
- Heritage
 - Listed Building
 - Grade II
 - Grade II*
 - St Helens Locally Listed Building
 - Warrington Locally Listed Building
 - Wigan Locally Listed Building
 - Non-Designated Heritage Asset
 - Historic Registered Battlefield
 - Conservation Area
 - Scheduled Monument
- Zone of Theoretical Visibility
 - Proposed Building DSM
 - High Visibility
 - Low Visibility
- Local Planning Authority
 - St. Helens
 - Warrington
 - Wigan

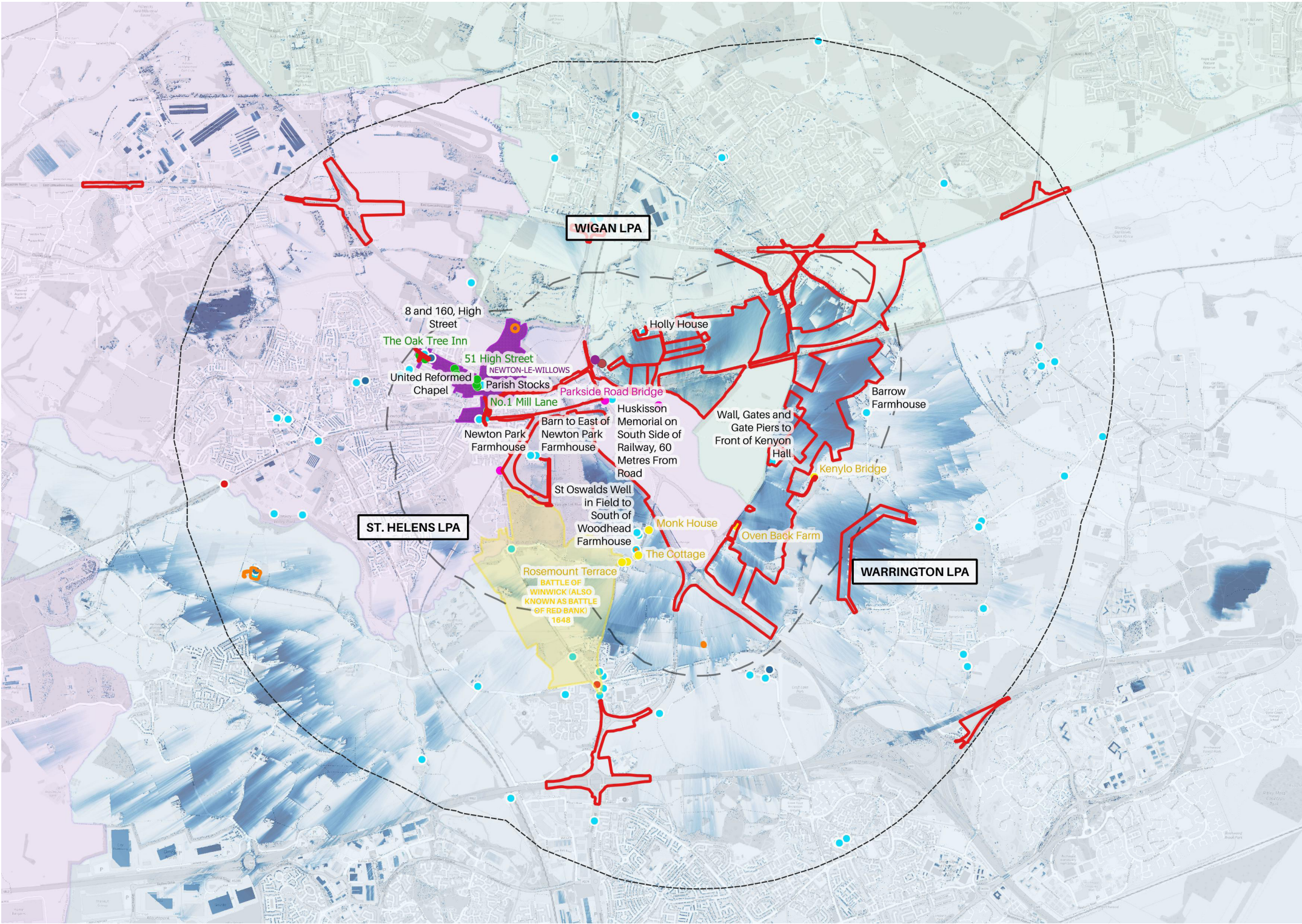


Figure 1.3 Heritage Asset Map with ZTV Overlay

Identification of Heritage Assets

1.34	Heritage Assets are defined in Annex 2 of the NPPF as <i>'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).'</i>	• Holly House (Grade II) • Church of St Peter (Grade II) • Parish Stocks (Grade II) • 158 and 160 High Street (Grade II) • Entrance Archway to Canello (Grade II*) • High Street and Willow Park Conservation Area • Castle Hill Motte and Bailey (Scheduled Monument) • Bowl Barrow and Bowl Barrow West of Highfield Lane (Scheduled Monument)	Scope of Assessment	1.42	There are also seven NDHAs:
1.35	The setting of a heritage asset is defined as: <i>'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral'</i> (NPPF).	• Nos. 45-51 Golborne Dale Road (NDHA) • No. 6 Bull Houses (NDHA) • Nos. 18-14 Bull Houses (NDHA) • No. 149 Mill Lane (NDHA) • The Millstone Public House (NDHA) • The Oak Tree Inn (NDHA) • The Old Courthouse (NDHA) • The Pied Bull Hotel (NDHA) • No. 51 High Street (NDHA) • No. 2 High Street (NDHA) • Kirkfield Hotel (NDHA) • The Old Vicarage (NDHA) • No. 1 Mill Lane (NDHA) • Kenylo Bridge (locally listed) • Oven Back Farm (locally listed) • Rosemount Terrace (locally listed) • Pipers Hole Cottage (locally listed) • Monk House (locally listed) • No. 5 Gerosa Avenue (locally listed) • The Cottage (locally listed)	1.39	There are 13 designated heritage assets and 10 NDHAs which have been scoped into the assessment. Four of these assets are within, or partially within, the Draft Main Order Limits, as follows:	• Kenylo Bridge (locally listed) • Oven Back Farm (locally listed) • Rosemount Terrace (locally listed) • Pipers Hole Cottage (locally listed) • Monk House (locally listed) • No. 5 Gerosa Avenue (locally listed) • The Cottage (locally listed)
1.36	GIS software has been used to identify heritage assets within a 3km radius of the Draft Main Order Limits, alongside reviewing the National Heritage List for England ('NHLE'), the LPA's Conservation Area Mapping and the Local Lists.	• The Huskisson Memorial (Grade II) • Registered Historic Battlefield of Winwick • Parkside Road Bridge (NDHA) • Newton-le-Willows Conservation Area • Newton-le-Willows Station (Grade II) • Newton Viaduct (Grade II) • Barn to East of Newton Park Farmhouse (Grade II) • Newton Park Farmhouse (Grade II) • Woodhead Farmhouse (Grade II) • Barn to North of Woodhead Farmhouse (Grade II) • St Oswald's Well in Field to South of Woodhead Farmhouse (Grade II and also Scheduled Monument) • Wall, Gates and Gate Piers to Front of Kenyon Hall (Grade II)	• Huskisson Memorial (Grade II listed) • The Registered Historic Battlefield of Winwick extends between the towns of Newton-Le-Willows and Winwick • Parkside Road Bridge (NDHA) • Highfield Farm Barn (NDHA)	1.43	The scope of this assessment is considered to be proportionate to the significance of identified heritage assets and the nature of change proposed, in line with National Planning Policy Framework (NPPF) paragraph 207.
1.37	A study area of 1km radius from the Draft Main Order Limits has been used to identify designated and non-designated heritage assets (NDHA) which may be affected by the Proposed Development (mapped at Figure 1.3).	• The remaining relevant heritage assets are within the surroundings of the Draft Main Order Limits and these include: • The High Street and Willow Park Conservation Area • Newton-le-Willows Station (Grade II) • Newton Viaduct (Grade II) • The Warrington to Preston Line (West Coast Mainline) (NDHA)	1.40	The remaining relevant heritage assets are within the surroundings of the Draft Main Order Limits and these include:	
1.38	Within this study area, there are 17 designated heritage assets and 24 NDHAs (16 non-designated heritage assets and 8 locally listed buildings). These are:	• Various farmhouses and associated ancillary structures, originally dating from the 18th and early 19th centuries with later additions and alterations. These include: • Newton Park Farmhouse and Barn to East of Newton Park Farmhouse (both Grade II and in a poor state of preservation) • Woodhead Farmhouse and Barn to North of Woodhead Farmhouse (both Grade II) • St Oswald's Well in Field to South of Woodhead Farmhouse (Grade II and Scheduled Monument) • The Wall, Gates and Gate Piers to Front of Kenyon Hall (Grade II) • Barrow Farmhouse (Grade II) • Holly House (Grade II)	1.41	Various farmhouses and associated ancillary structures, originally dating from the 18th and early 19th centuries with later additions and alterations. These include:	

1 | Introduction - Scoping and Study Area

Representative Viewpoints

1.44 Icen Built Heritage and Townscape provided Historic England with a Topic Paper setting out the proposed scope and methodology for assessment. Historic England, on 27 January 2025, agreed on the proposed scope of assessment stating:

We consider that the scope of work is appropriate, and that the employment of a Zone of Theoretical Visibility (ZTV) as used for the Landscape and Visual Assessment should allow impacts on the settings of designated heritage assets to be fully appreciated

1.45 There are 26 representative viewpoints identified within a 3km radius of the Draft Main Order Limits (see the LVIA Chapter produced by Axis). In response to comments from Historic England, these have been cross referenced with heritage assets and 13 views have been identified as relating to heritage. These are shown on the adjacent map (Figure 1.4).

1.46 The identified viewpoint locations are:

- **View 1:** Footpath beside Huskisson Memorial
- **View 2:** Footpath beside Highfield Moss
- **View 3:** Footpath beside Kenyon Hall Farm
- **View 6:** Golborne Road, Winwick
- **View 7:** Newton Road (West)
- **View 9:** Kenyon
- **View 15:** Mill Lane (A49) Bridge over the railway
- **View 16:** Newton-le-Willows Station
- **View 17:** Newton-le-Willows footpath
- **View 18:** Parkside Road at The Mosslands
- **View 19:** Highfield Farm footpath
- **View 20:** Highfield Moss footpath
- **View 24:** Hermitage Green footpath

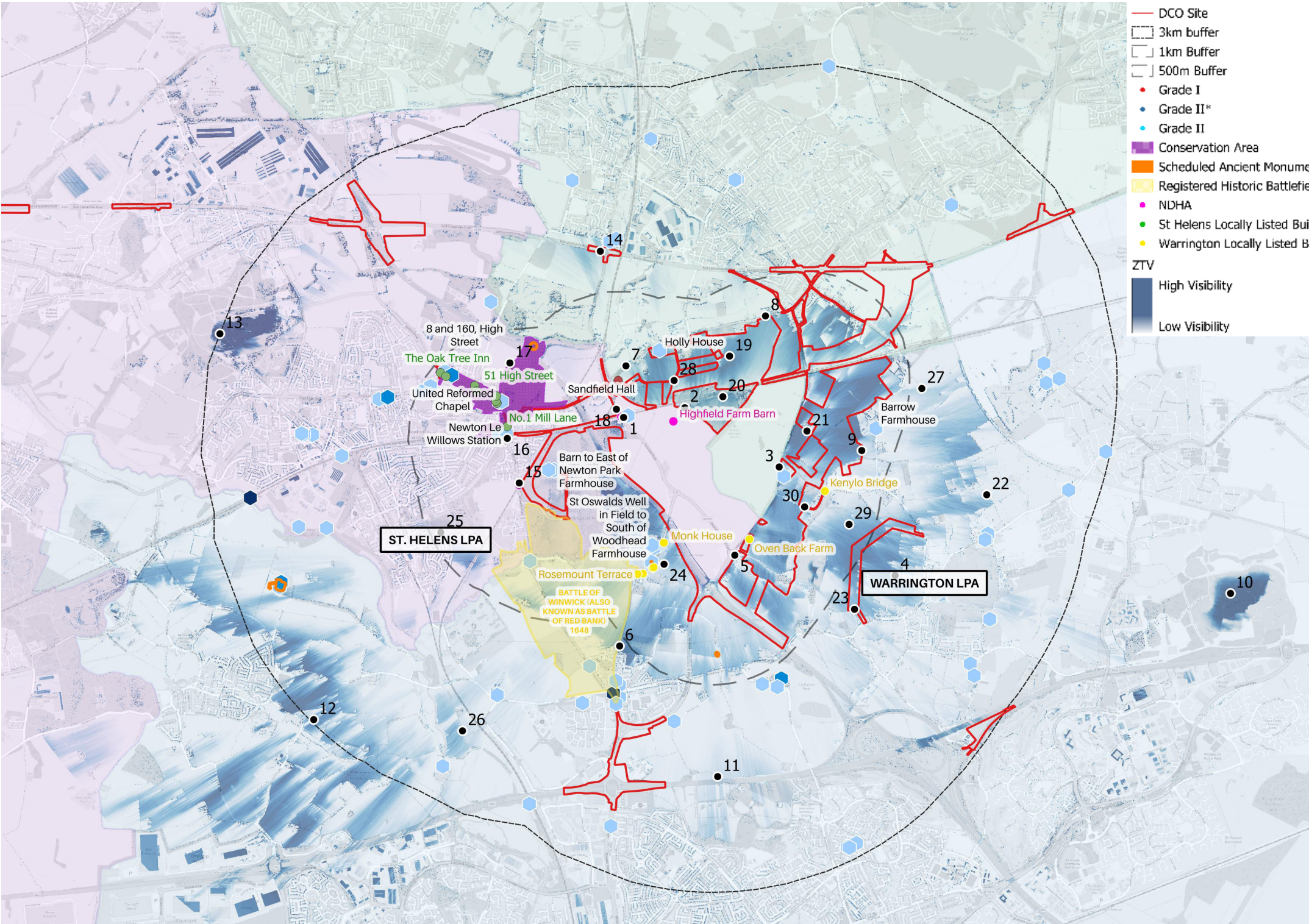


Figure 1.4 Heritage Asset Map overlaid with LVIA Viewpoints and Zone of Theoretical Visibility (using building DSM data)

Section 2

Relevant Legislation, Policy and Guidance.

2 | Relevant Legislation, Policy and Guidance

Planning Policy and Legislation

Overview

- 2.1 In assessing the likely effects of the proposed development on heritage assets, the intention is to identify how and to what degree it would affect the heritage significance of identified built heritage assets. The methodology for the assessment of effects on designated and non-designated heritage assets takes into account the following legislation, policy and guidance. The DCO will be assessed against the Infrastructure Planning (Decisions) Regulations 2010 and National Networks National Policy Statement ('NPSNN', adopted 2024). The National Planning Policy Framework ('NPPF', 2025) and relevant local planning policy are material considerations.

Legislation

- Infrastructure Planning (Decisions) Regulations 2010 – specific reference to Regulation 3.
- Planning (Listed Building and Conservation Areas) Act 1990 (excluding normal planning procedures, which are disapplied by the DCO, which if granted, would encompass all of the normal consents).

National Planning Policy

- National Networks National Policy Statement ('NPSNN', adopted 2024) – specific reference to paragraphs 5.205-5.226 which relate to the historic environment.
- National Planning Policy Framework ('NPPF', 2025) – specific reference to Section 16: Conserving and Enhancing the Historic Environment.

Local Planning Policy

- St Helens Borough Council Local Plan Up to 2037 (adopted 2022) – specific reference to Policies LPA01; Spatial Strategy, LPA09; Parkside East, LPA10; Parkside West and LPC11; Historic Environment.
- Wigan Statutory Development Plan comprising: Core Strategy DPD Remaining Policies (March 2024) – specific reference to Policy CP11: Historic Environment; and Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (adopted 2024) – specific reference to Policy JP-P2: Heritage. There are a number of Saved Unitary Development Plan (2006) policies still in force, however none relevant to this assessment.

- Warrington Borough Council Local Plan 2021/22 - 2038/39 (2023) – specific reference to Policies W5; Warrington's Historic Environment, DC2; Historic Environment and DC6; Quality of Place.

- 2.2 The relevant policies from these documents are summarised in Table 2.1 on the following page.

Relevant Guidance

- 2.3 The following documents provide relevant guidance:
- Historic Environment Good Practice Advice in Planning Note 2 – Managing Significance in Decision Taking in the Historic Environment
 - Historic Environment Good Practice Advice in Planning Note 3 – The Setting of Heritage Assets
 - Planning Practice Guidance: Historic Environment (2019)
 - Principles of Cultural Heritage Impact Assessment in the UK (IEMA, IHBC, CiFA, 2021)
 - Conservation Principles, Policies and Guidance (Historic England, 2008)
 - St Helens Borough Council 'List of Locally Important Buildings SPD' (2011)
 - St Helens unadopted and unpublished local list of buildings (2012), obtained from St Helens Borough Council
 - Wigan Council 'Historic Environment Strategy SPD' (2021)
 - Appendix 5 of Warrington Borough Council's Local Plan 2022/23 to 2038/39 (2023) which presents a local list of Non-Designated Heritage Assets within the LPA
 - National Heritage List for England (NHLE, Historic England) for data on nationally designated heritage assets
 - Greater Manchester Historic Environment Record (HER) for data on designated and non-designated heritage assets within Warrington and Wigan
 - Merseyside Historic Environment Record (HER) for data on designated and non-designated heritage assets within St Helens

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

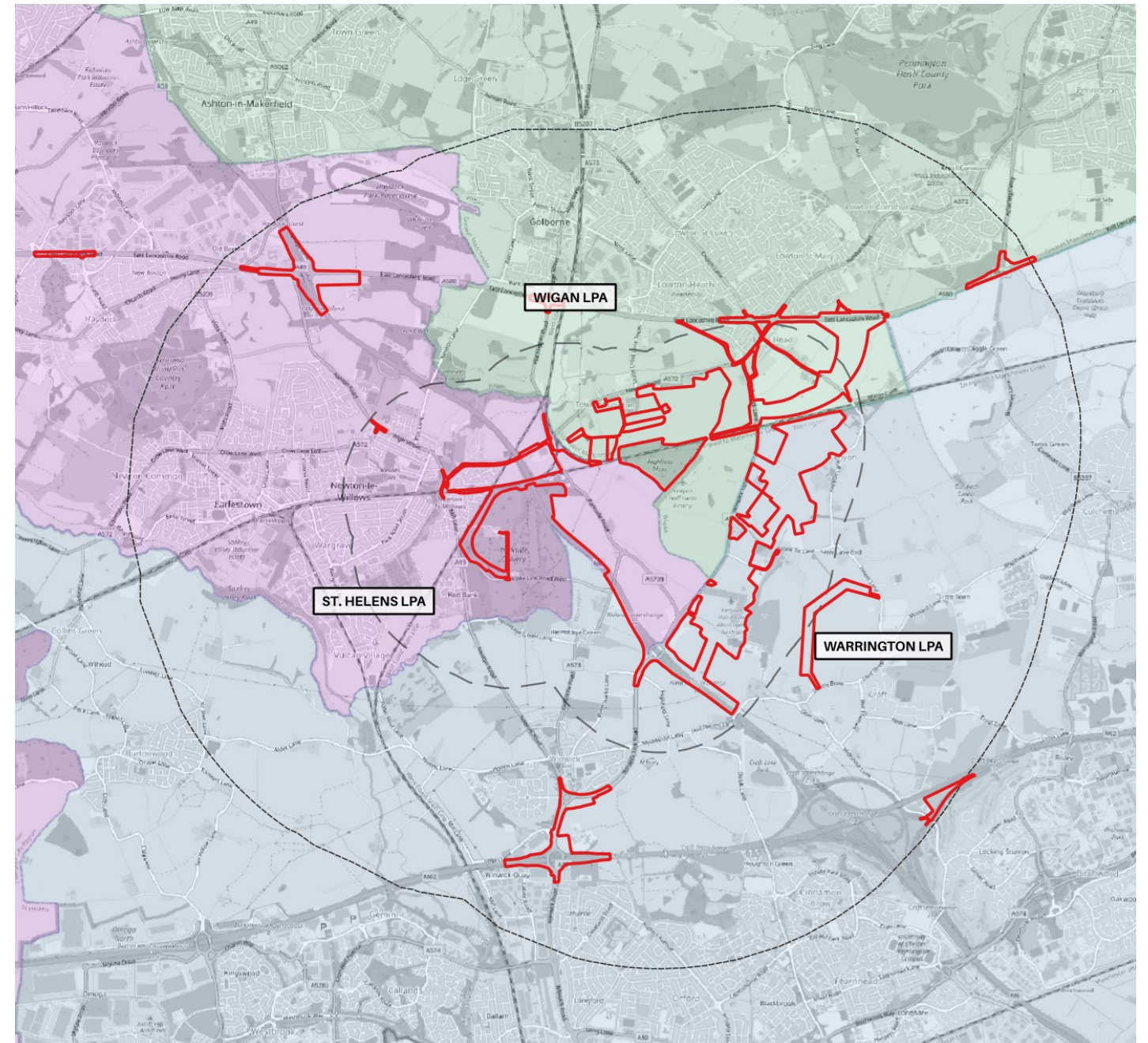


Figure 2.1 The DCO Site with Local Planning Authority Boundaries Overlaid

2 | Relevant Legislation, Policy and Guidance

Statutory Development Plan		
Policy Document	Relevant Policy	Summary
Wigan Statutory Development Plan Core Strategy DPD Remaining Policies (Amended March 2024)	Policy CP11: Historic Environment	This policy requires that the Council will ensure that the historic environment is conserved and enhanced in accordance with legislation and national planning policy. The sympathetic and appropriate re-use of existing buildings and structures, especially those which make a positive contribution to the special character of their locality and are identified as ‘at risk’, should be encourage. Promoting the value of our historic environment through signing, interpretation, public art and other measures as appropriate is also encouraged.
Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (adopted 2024)	Policy JP-P2 Heritage	This policy requires the conservation and enhancement of heritage assets and their settings, and assessment of impact on the significance of heritage assets, in line with national planning policy. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, by way of maximising wider public benefits and reinforcing Greater Manchester’s distinct character, identity and sense of place. Local Plans should identify and prioritise the elements that define the district’s unique character and heritage. They should demonstrate an understanding of historic sites, buildings and areas, and their setting to guide their management through a clear vision that embeds heritage in place-making. This should ensure the significance of heritage assets is protected and enhanced in line with national policy, with opportunities for interpretation, community engagement and sensitive, contextual design that sustains the historic environment while contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing. Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester’s distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.
	LPA01 Spatial Strategy	This policy states that the sustainable regeneration and growth of St Helens Borough will be focussed on the Key Settlements, namely St Helens Core Area, Blackbrook and Haydock, Newton-le-Willows and Earlestown, Rainford, Billinge, Garswood and Rainhill. Parkside West and Parkside East form transformational employment opportunity sites that will make a major contribution to the economic development of St Helens Borough, the Liverpool City Region and beyond.

Statutory Development Plan		
Policy Document	Relevant Policy	Summary
St Helens Borough Local Plan Up To 2037 (Adopted July 2022)	LPA09 Parkside East	This policy allocates the main DCO Site and part of the Western Rail Chord as part of the Parkside East site (Site 7EA) for a Strategic Rail Freight Interchange (SRFI) to move and store freight by rail and connect with other transport modes. Other B2 and B8 employment uses are also acceptable if they bring significant local benefits and are either rail-served or do not compromise future SRFI development on at least 60ha of the site. Development proposals must follow the masterplan (Policy LPA03.1), to provide safe access from M6 Junction 22, mitigate road impacts, protect heritage assets, ensure direct rail access, minimise impacts on residents, promote sustainable travel, manage environmental assets, support local training and employment, and deliver rail infrastructure in line with an agreed phasing plan. Related to heritage, this policy requires compliance with LPC11 on protection of designated heritage assets, including the Registered Battlefield of Winwick.
	LPA10 Parkside West	This policy allocates this area (including a small part of the Western Rail Chord) for industrial, storage and distribution. Related to heritage, this policy require compliance with LPC11 on protection of designated heritage assets, including the Registered Battlefield of Winwick.
	LPC11 Historic Environment	This policy requires the conservation and enhancement of heritage assets, and assessment of impact on the significance of heritage assets, in line with case law, legislation and the NPPF.
Warrington Local Plan 2021/22 - 2038/39 (Adopted December 2023)	Objective W5	To secure high quality design, which reinforces the character and local distinctiveness of Warrington’s urban area, its countryside, its unique pattern of waterways and green spaces and its constituent settlements whilst protecting, enhancing and embracing the Borough’s historic, cultural, built and natural assets.
	Policy DC2: Historic Environment	This policy requires the conservation and enhancement of heritage assets, including particular consideration to be given to the Registered Battlefield of Winwick (among others), and assessment of impact on the significance of heritage assets in line with statutory considerations and national planning policy
	Policy DC6: Quality of Place	This policy demands that good design should be at the core of all development proposals having regard to the following principles: design and layout should respect, sustain and make a positive contribution to local character and distinctiveness within the surrounding area, and where appropriate the landscape setting, having regard to density, street layouts, scale, height and massing, use a palette of high quality materials which are appropriate to the local context in type, colour, texture, element size and laying pattern and avoid unnecessary and excessive patterning, where contemporary materials are appropriate, ensure these respect the character of the locality.

Table 2.1 Summary of Local Policy

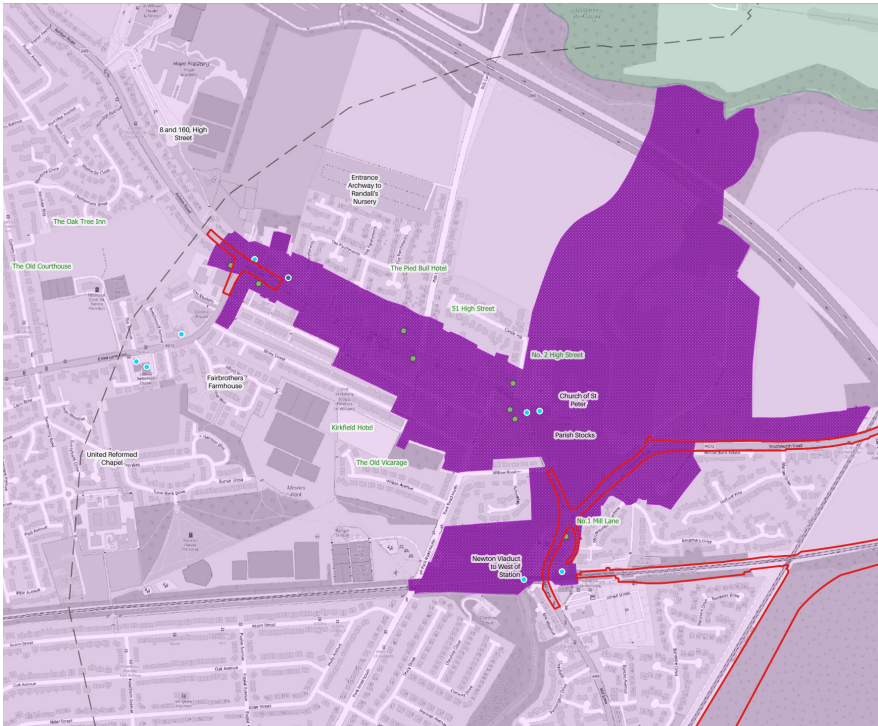
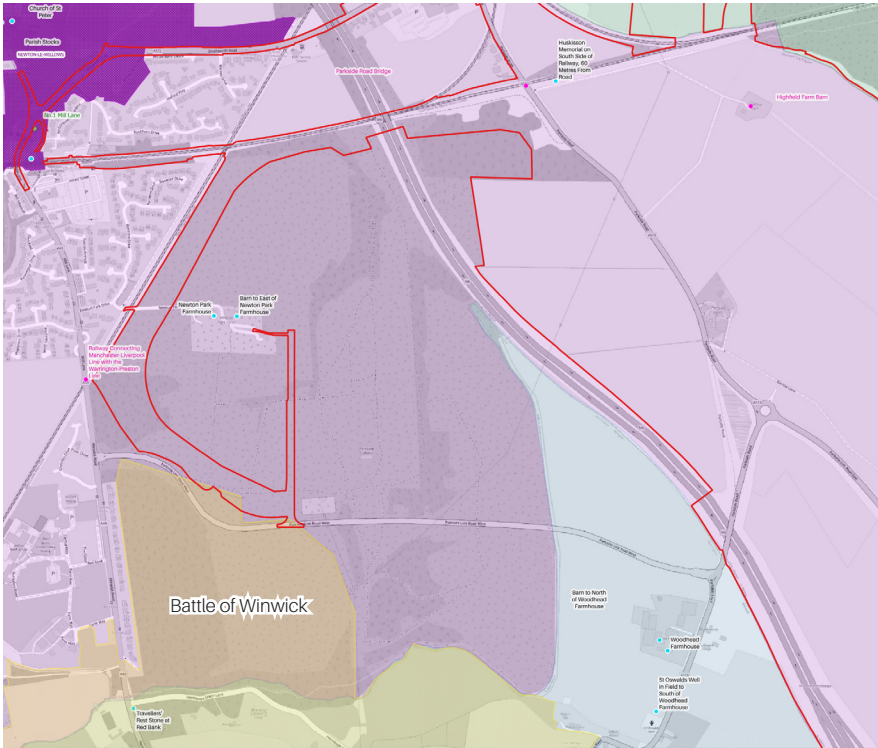
Section 3

Assessment of Significance - St Helens Borough Council.

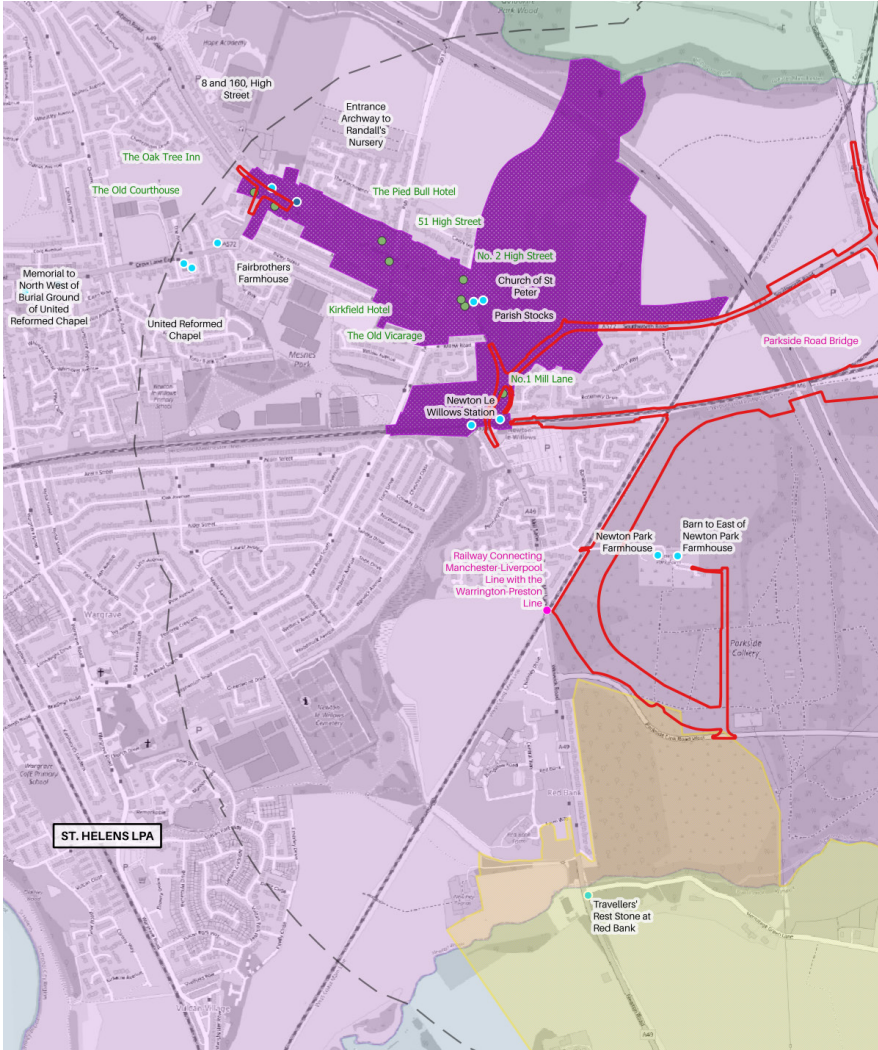
3 | Assessment of Significance - St Helens Borough Council

Scope of Assessment - St Helens Borough Council

List Entry ID.	Name	Value	Reason for Inclusion	Page
1075900	Huskisson Memorial on South Side of Railway, 60 Metres From Road	Grade II	This asset is located within the Draft Main Order Limits. It will experience direct effects resulting from the proposed development and will therefore be assessed in detail, as per NPPF paragraph 207.	16
	Parkside Road Bridge	NDHA	This asset is located within the Draft Main Order Limits. It will experience direct effects resulting from the proposed development and will therefore be assessed in detail, as per NPPF paragraph 207.	18
	Highfield Farm Barn	NDHA	This asset is located within the Draft Main Order Limits. It will experience direct effects resulting from the proposed development and will therefore be assessed in detail, as per NPPF paragraph 207.	19
1412878	Battle of Winwick (also known as Battle of Red Bank) 1648	Registered Historic Battlefield	This asset is partially located within the Draft Main Order Limits (very small area only). It will experience direct effects resulting from the proposed development and will therefore be assessed in detail, as per NPPF paragraph 207.	20
1198958	High Street and Willow Park Conservation Area	Conservation Area	These assets will be assessed as a group due to their shared similarity of significance and potential effects. The significance of the locally listed assets and NDHAs is directly informed by the High Street and Willow Park Conservation Area, therefore they will be assessed in association with this asset. Likewise, the setting of the designated assets derives interest from their association within the conservation area and the locally listed buildings and NDHAs, therefore they will be assessed as a group with these assets.	24
	Entrance Archway to Cancelllo	Grade II*		
1343245	Church of St Peter	Grade II		
1283630	Parish Stocks			
1075930	No. 158 and 160 High Street			
LL062	No.2 High Street	Locally Listed Building		
LL059	Kirkfield Hotel			
LL057	The Old Vicarage			
LL060	Oak Tree Inn			
LL061	Former Magistrates Court			
LL064	The Blue Lion			
LL063	Pied Bull Hotel			



List Entry ID.	Name	Value	Reason for Inclusion	Page
1343248	Newton-le-Willows Station	Grade II	Requires assessment on potential effects on significance from development in setting.	27
1283575	Newton Viaduct to West of Station	Grade II	Requires assessment on potential effects on significance from development in setting.	28
1198973	Newton Park Farmhouse	Grade II	These assets will be assessed as a group due to their shared similarity of significance and potential effects.	29
1075931	Barn to East of Newton Park Farmhouse			
1075929	Fairbrothers Farmhouse	Grade II	Requires assessment on potential effects on significance from development in setting.	30
1483247	Traveller's Rest Stone at Red Bank	Grade II	Requires assessment on potential effects on significance from development in setting.	30
1075928	United Reformed Chapel	Grade II	These assets will be assessed as a group due to their shared similarity of significance and potential effects.	31
1198937	Memorial to North West of Burial Ground of United Reformed Chapel	Grade II		
	Railway Connecting Manchester-Liverpool Line with the Warrington-Preston Line	NDHA	Requires assessment on potential effects on significance from development in setting.	31



Historic Development of Newton-le-Willows

Medieval to Early Modern Period	Industrial Period	20th Century to Present Day
3.1 Newton, meaning ‘new town, farmstead, estate or village’ in Old English, is first recorded in the Domesday Book in 1086. During the medieval period, Newton developed from a hamlet to a small market town supported by agricultural farming and trade travelling from Liverpool to Hull and Manchester. Its first charter for a market was granted in 1257, and permission for a further market and two fairs was granted in 1301.¹ 3.2 The 1839 Tithe map (see Figure 3.1) shows the medieval, linear structure of the settlement which developed along the market street as trade travelled through due to the town’s strategic location on coaching routes.	3.3 Innovations in locomotive and canal technology resulted in significant development in Newton. In 1757, the final canal of the Industrial Revolution, the Sankey or St Helens Canal was constructed, skirting the town to the south. 3.4 In 1829, the town gained national importance when the famous ‘Railway Trials’ were hosted to determine the best locomotive for the Liverpool and Manchester Railway. Stephenson’s Rocket was selected as the winning model. This pioneering design from George and Robert Stephenson demonstrated the viability of steam locomotives for pulling trains and paved the way for the modern railway transportation. 3.5 The following year, in 1830, one of the first railway lines to run on steam, the Manchester and Liverpool Railway was opened passing through Newton. The Newton Station and neighbouring Earlestown Railway Station were constructed as two of the earliest purpose-built railway stations. 3.6 In 1837, a spur line to Warrington was opened which formed a triangular track layout known as ‘the wye’, considered to be the first of its type ever constructed with Newton Junction station was built at the junction (see Figure 3.2). 3.7 The Manchester and Liverpool line and its spur line to Warrington was inherited by the London Northwestern Railway Company (LNWR) when it was created in 1846. 3.8 During this period, the population of Newton increased dramatically from 2,139 in 1831 to 10,580 by 1881. The 1893 OS Map (Figure 3.3) illustrates the expansion of the settlement to the south of the railway line and towards Earlestown which was also growing rapidly. 3.9 In response to this unprecedented growth, the Urban District of Newton-in-Makerfield was created in 1894 and can be seen on the 1893 OS Map (Figure 3.3). Newton-in-Makerfield was renamed Newton-le-Willows in 1939.	3.10 Throughout the 20th century, Newton-in-Makersfield continued to expand as a commuter town for Liverpool and Manchester. The OS Maps from 1927 (Figure 3.4) and 1937 (Figure 3.5) illustrate the expansion of Newton-in-Makerfield towards Earlestown and the steady growth of both towns. 3.11 Newton-in-Makerfield is first recorded as Newton-le-Willows on the 1937 OS Map (see Figure 3.5). 3.12 The 1955 OS Map (see Figure 3.6) shows that the town grew significantly to the west during the post-war period which was likely promoted by the significant need for houses following the post-war Baby Boom and significant level of destruction experienced across the country due to bombing during the Second World War. 3.13 The railway lines that put Newton-le-Willows on the map continue to be as important transport connections across the north west of England as they were when were first laid in the Victorian period. Just as it shaped the history of Newton-le-Willows, the railway will continue to be the driving force shaping its future.

¹ *A History of the County of Lancaster: Volume 4*. Edited by William Farrer, J Brownbill (London, 1911), *British History Online*, accessed May 28, 2025.

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Historic Map Regression - Newton-le-Willows



Figure 3.1 Plan of the Township of Newton in the Parish of Winwick and County of Lancaster made for the commutation of the tithes within the township (1839)
National Library of Scotland

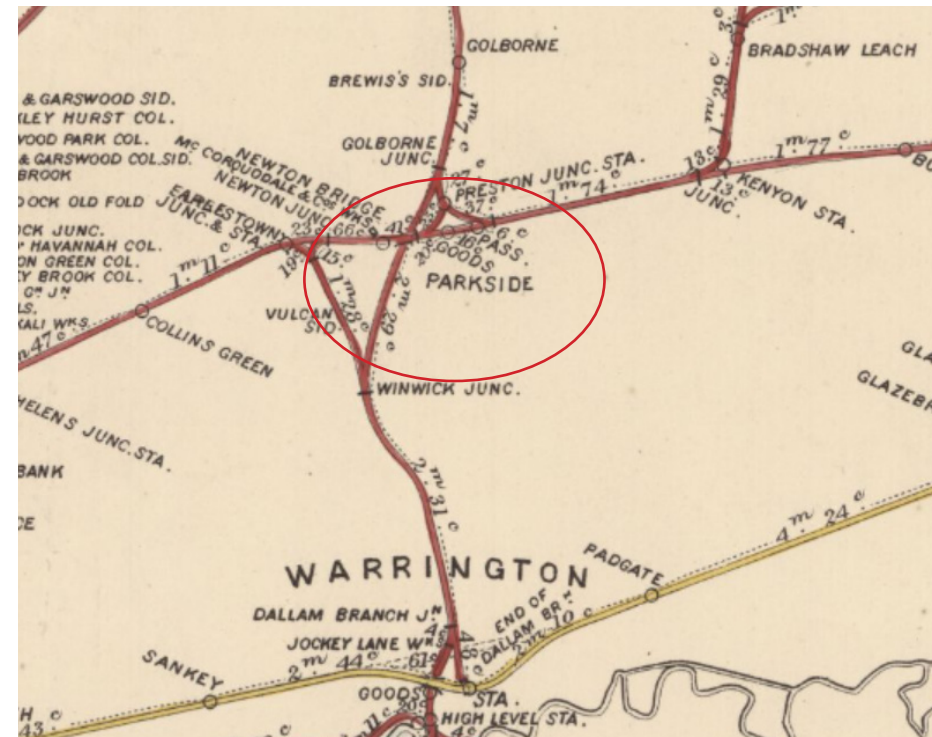


Figure 3.2 John Airey's Railway Map of Lancashire and District (1875)
National Library of Scotland

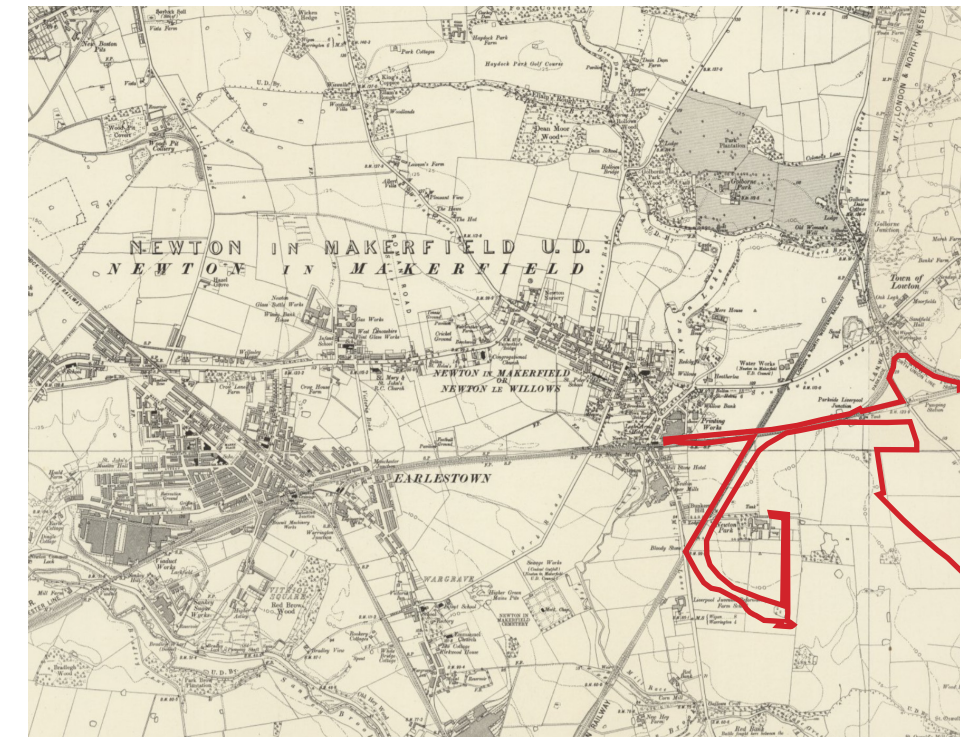


Figure 3.3 1893 OS Map. Indicative Western Rail Chord and Main Site boundary shown in red
National Library of Scotland

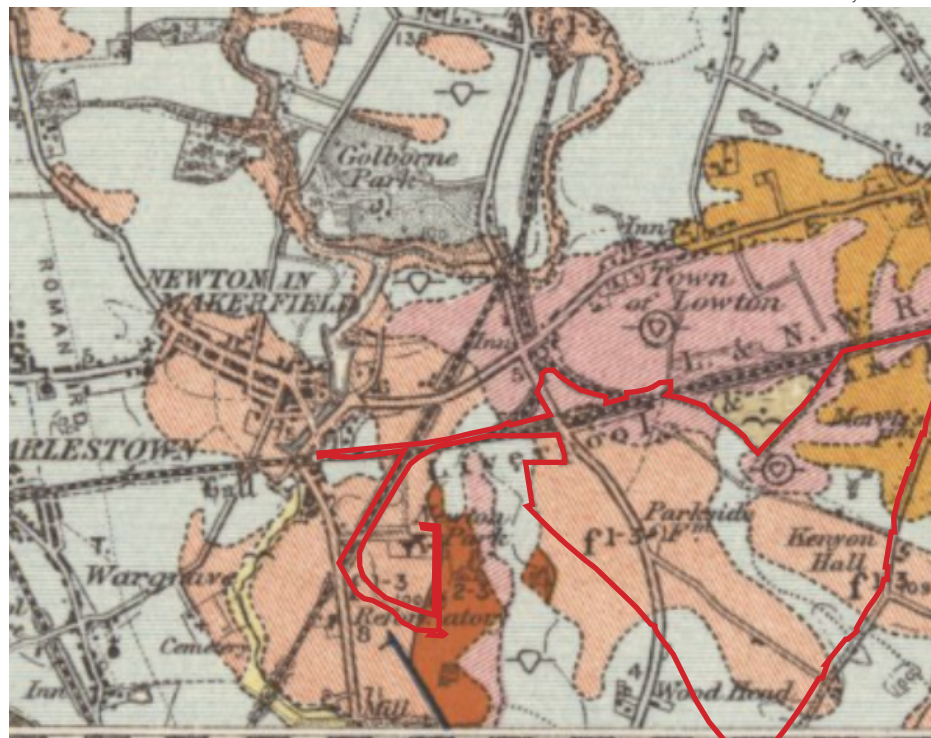


Figure 3.4 1927 OS Geological Survey. Indicative Western Rail Chord and Main Site boundary shown in red
National Library of Scotland



Figure 3.5 1937 OS Map. Indicative Western Rail Chord and Main Site boundary shown in red
National Library of Scotland

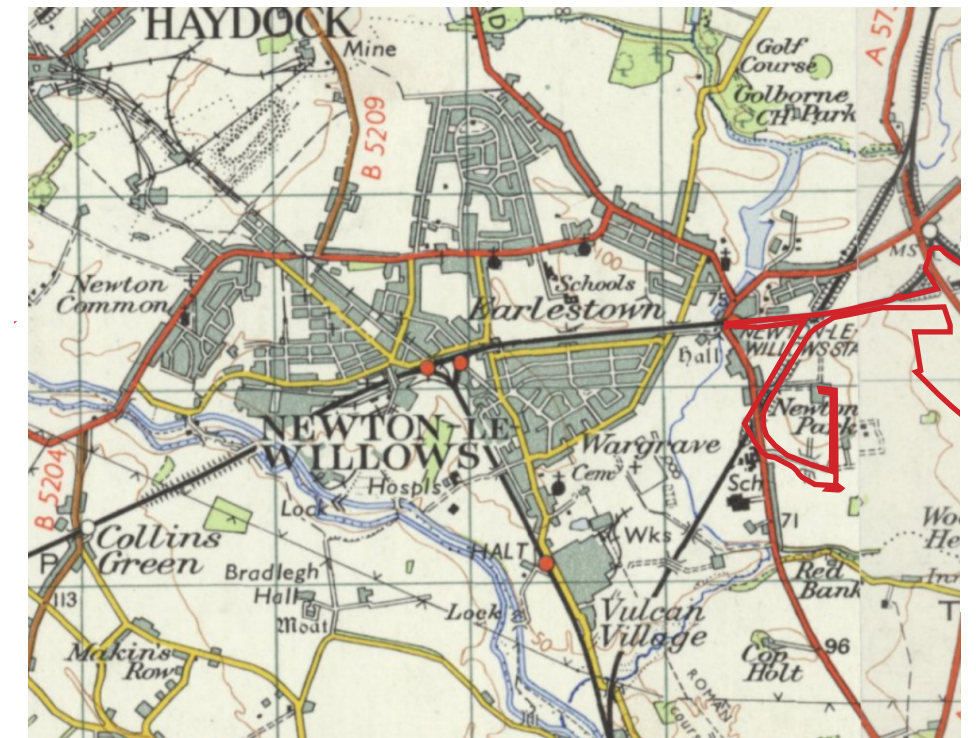


Figure 3.6 1955 OS Map. Indicative Western Rail Chord and Main Site boundary shown in red
National Library of Scotland

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Huskisson Memorial (NHLE: 1075900; Grade II)

Historic Development

- 3.14 The Huskisson Memorial is noted by Historic England to have been erected in 1831 in memory of W. Huskisson, Liberal M.P. for Liverpool who was killed by a train during the opening celebrations of the Liverpool and Manchester railway in 1830.
- 3.15 The 1836 OS Map (Figure 3.7), albeit high level, does not show a labelled memorial for the MP who was killed just six years earlier and five years following the date of this map. This suggests an inaccuracy with the date in Historic England's listing.
- 3.16 By the time of the 1849 OS map (Figure 3.8), it appears that the station had ceased operating, but the building was still in use as a luggage station. A pumping station appears on the location where the memorial now stands.
- 3.17 According to Dawson,
- A water tank, together with boilers to warm the water and pump it up to the high level tank, was built at Parkside. Water was drawn from a triangular-shaped reservoir to the north of the Up line, the outline of which can still be traced opposite to the Huskisson Memorial. The memorial formed the base for an iron water tank. A new boiler was needed for the pumping engine at Parkside in February 1834 – the boiler plates being 'worn thin and hardly safe'. A new one was purchased at a cost of £15 to £20. An engine shed was also built at Parkside.¹*
- 3.18 Historic map regression suggests that the asset's 'mausoleum' structure is likely a later construction, installed either in 1912 after the former Parkside Railway Station buildings were demolished, or in 1933 at the centenary of Huskisson's death. The later seems likely as a small, rectangular structure, which would correspond to the memorial, and no other pumping buildings appear on the 1937 OS Map (Figure 3.12).
- 3.19 The original memorial to Huskisson's death is understood to have comprised a memorial plaque which was installed on the base of an iron water tank associated with the former station.

¹ Dawson, A. *Locomotives of the Liverpool and Manchester Railway* (United Kingdom: Pen & Sword Books, 2012).

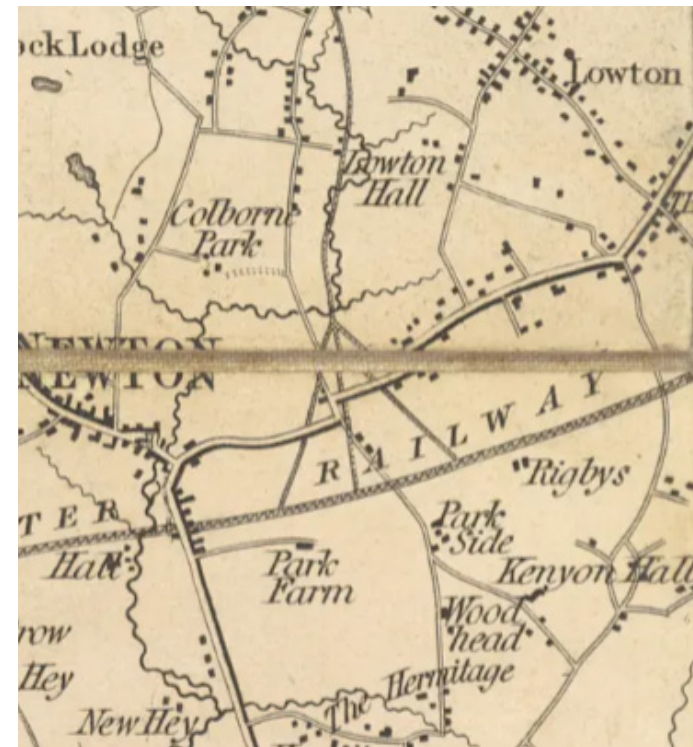


Figure 3.7 1836 OS Map
National Library of Scotland

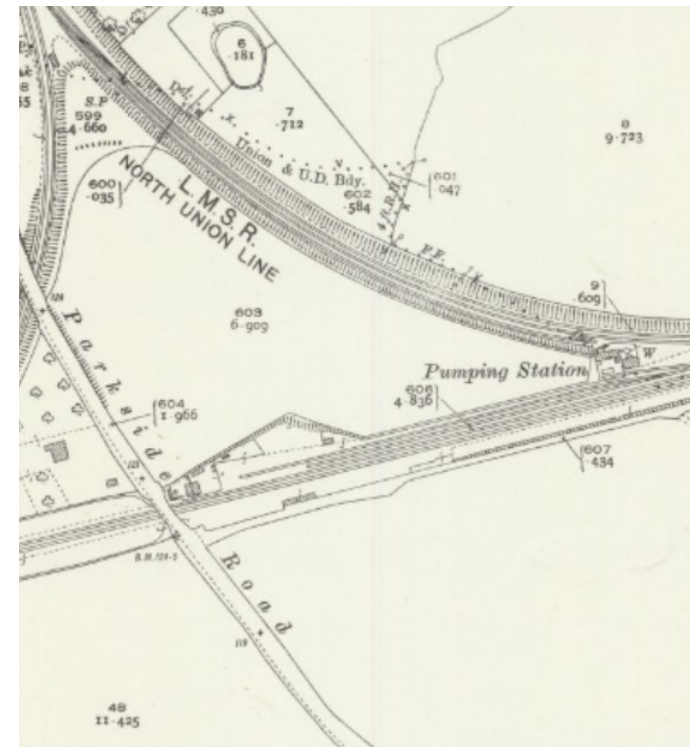


Figure 3.8 1849 OS Map
National Library of Scotland

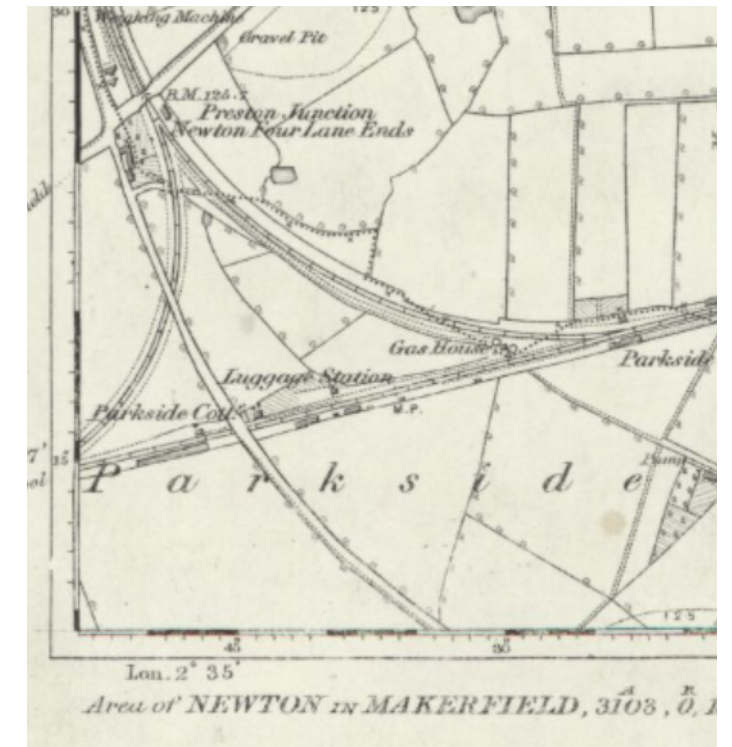


Figure 3.9 1847 OS Map
National Library of Scotland

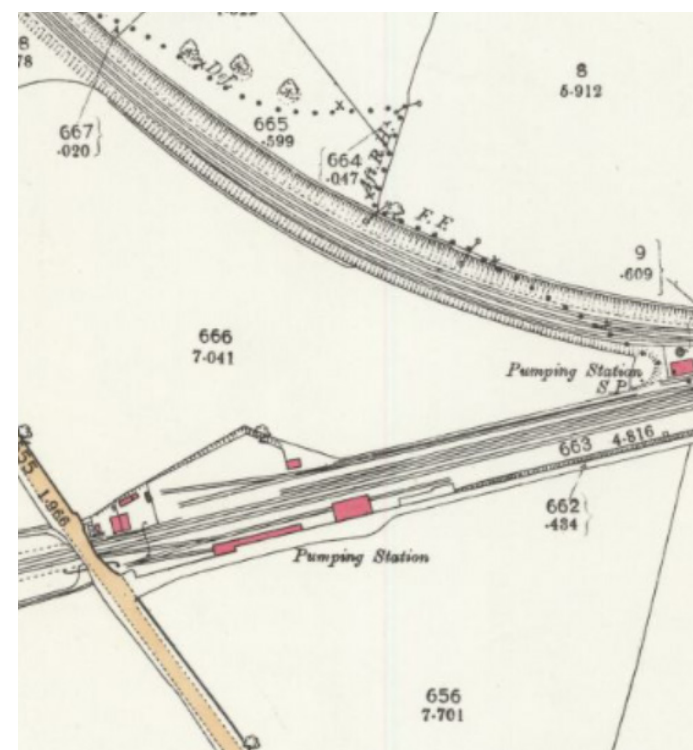


Figure 3.10 1891 OS Map
National Library of Scotland



Figure 3.11 1925 OS Map with potential Huskisson Memorial circled
National Library of Scotland



Figure 3.12 1937 OS Map with potential Huskisson Memorial circled
National Library of Scotland

3 | Assessment of Significance - St Helens Borough Council

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

Description

- 3.20 Constructed from painted stone, the memorial takes the form of a simplified, single-celled Classical temple. A plain frieze with dentilated cornice and blocking course is supported on flanking anta with dentilated panels. Within the cell, a tablet. Within the cell is an inscribed tablet that is flanked by pilasters supporting an entablature adorned with wreaths. The tablet, (a reproduction of the original which is kept at the National Railway Museum in York) is a memorial to William Huskisson, MP for Liverpool who was killed by a train during the opening celebrations of the Liverpool and Manchester railway in 1830.
- 3.21 Desk-based research suggests that the asset's 'mausoleum' structure is likely a later construction, installed either in 1912 after the former Parkside Railway Station buildings were demolished, or in 1933 at the centenary of Huskisson's death. The original memorial to Huskisson's death is understood to have comprised a memorial plaque which was installed on the base of an iron water tank associated with the former station. The original plaque was removed and is presently housed within the National Rail Museum, York, and the plaque in situ is a modern replica.

Condition

- 3.22 In 2011, the monument was restored with refreshed paint and plasterwork. However, now the monument is visually in a poor condition with severe flaking of the paint. Plaster has detached in a few places exposing the stonework on the frieze and the brick cornice. Presence of algae suggests a problem with dampness likely due to lack of exposure to the sun.
- 3.23 A structural survey of the memorial was undertaken by Network Rail in 2020. This found that despite cracking and spalling to rendering and ivy growth, the structure was in an overall fair condition.

Significance

- 3.24 The significance of this asset is primarily derived from its historic interest as a memorial dedicated to W. Huskisson. It is noted by Historic England to have been erected in 1831 in memory of Huskisson, a Liberal M.P. for Liverpool who was killed by a train during the opening celebrations of the Liverpool and Manchester railway in 1830. He is believed to be the first person in the world to have been killed by a train.¹

- 3.25 The historic significance of this assets extends beyond the individual of Huskisson and is of interest as a monument to the early years of locomotive innovation and the individuals behind the pioneering Liverpool and Manchester railway. However, Huskisson is a controversial historical figure. Whilst he was instrumental in the 'locomotive revolution', like many Victorian politicians, Huskisson opposed the abolition of slavery particularly when this served his political and commercial gain as the MP for Liverpool, a city known for being the European capital of the transatlantic slave trade. In 1982, a statue of Huskisson was torn down from its plinth in Liverpool by protesters against the celebration of figures connected to the perpetuation of the slave trade.
- 3.26 The text on the plaque is indisputably celebratory of Huskisson stating that the accident '*deprived England of an illustrious statesman and Liverpool of its most honored representative*'. How the contested heritage of Huskisson as an individual directly supportive of great technological and social progress in Britain and simultaneously the gravest human rights violations of enslaved Africans is presented today is complex. This history should not be sanitised but told in its entirety.
- 3.27 The asset also derives significance from its architectural interest as a classical-style monument. However, this is somewhat diminished by the fact that the plaque is a replica plaque with the original held in the National Railway Museum in Manchester.

Setting

- 3.28 This asset is located within the Main Site. It sits adjacent to the railway line and to the east of Parkside Road Bridge. The setting of this asset, adjacent to the railway line, contributes greatly to its significance as a memorial dedicated to Huskisson who was fatally injured during the opening celebrations of the Liverpool and Manchester Railway. As such, the location of the asset is important due to its relationship to the event to which it memorialises.
- 3.29 However, the asset's historic record (plaque) and its design also facilitates an understanding of this event and therefore its location is not the sole source of its heritage interest. The historic setting of the asset has altered considerably over time, as evidenced by historic map regression (see previous page).

- 3.30 Since the construction of the memorial, the immediate setting of this asset has changed significantly from a heavily industrialised place with a station and water tank in the 19th century (see maps on the previous page) to the quiet and unmaintained setting today.

Contribution of site to setting

- 3.31 The asset is located within the Draft Main Order Limits (Main Site). The location of the asset adjacent to the railway contributes to our understanding of the asset as a memorial to the first person in the world to be killed by a train. However, the fields which comprise the Main Site and the wider setting of this asset does not facilitate an appreciation of the asset as a memorial to the death of an individual nor its this historic event nor does it provide the usually tranquil and contemplative setting in which memorials are located.
- 3.32 The asset is not publicly accessible or appreciable, given its proximity to the live railway. Its situation, built into the bankside of the railway, is sitting lower than the path and adjacent to the railway line, limits access to the memorial and thus restricts an appreciation of its significance and frequent maintenance of its fabric.
- 3.33 The asset is likewise situated away from any public rights of way or cycle routes, thereby further limiting an appreciation of it. It is visible from the railway, however the asset is only experienced in glimpsed, kinetic views from the train which do not facilitate a thorough understanding of its setting and significance.
- 3.34 In summary, much of the Main Site is not considered to contribute to the setting of the asset beyond its relationship with the railway line. There are opportunities to enhance the asset through alterations to its setting which would not impact the connection to the railway line, but would increase understanding and appreciation of the memorial.



Figure 3.13 Huskisson Memorial
September 2024



Figure 3.14 Huskisson Memorial
September 2024



Figure 3.15 Huskisson Memorial looking west towards Parkside Road Bridge
September 2024

¹ Christopher Winn, 'First Fatalities: William Huskisson Was the First Person to Die in a Railway Accident', History Today, September 9, 2012, <https://www.historytoday.com/first-fatalities>.

3 | Assessment of Significance - St Helens Borough Council

Parkside Road Bridge (NDHA)

Historic Development

- 3.35 Parkside Road Bridge is located within the Main Site and is considered to be a non-designated heritage asset for the purposes of this scoping report.
- 3.36 Desk-based research suggests that the bridge was originally constructed around the mid-19th century and has been subjected to considerable rebuilding and alteration over time. On-site analysis further evidences the bridge's alteration and suggests that an additional couple of courses have been applied across the bridge to extend it upwards. From trackside, evidence of surface deterioration is visible amongst the bridge's brickwork.

Description

- 3.37 Built from red brick in English bond with a single arch with a voussoir and flanking buttresses. It is unadorned and expresses a simple, functional form characteristic of Victorian railway architecture.
- 3.38 The lower section the bridge looks like it might have been constructed earlier with the higher layers and coping stone being later additions, suggesting that the wall was either raised to comply with health and safety requirements or the coping stones were replaced.

Significance

- 3.39 This significance of this asset is derived principally from a limited amount of historic interest as bridge built to facilitate travel across the new Liverpool to Manchester railway which was the first steam powered line. Fieldwork and desk-based research show that the bridge has been altered to comply with modern health and safety requirements which has detracted from any architectural significance it may possess.
- 3.40 The simple, and functional design of the bridge does not correspond to the architecture associated with the original infrastructure for the Liverpool - Manchester Railway which is ornate and Georgian in style. These buildings include the Edge Hill Engine Station, now largely ruined, which featured a grand, Indo-Saracenic rounded horse shoe arch and crenellated flanking towers evocative of Middle Eastern fortresses. The Sankey viaduct and Newton-le-Willows viaduct feature decorative use of stone and brick expressed in an Italianate style. The robust and simple form and lack of decorative features on the Parkside Road Bridge contrasts with these structures.

- 3.41 Given the prominent role that Parkside Road Bridge would have played at the location of the opening ceremony for the first steam powered locomotive line in the world, it would be expected to be much grander in design and architectural treatment. This suggests that the bridge was not built as part of the original 1830 railway line infrastructure but a later addition which been subject to significant rebuilding.

- 3.42 Parkside Road Bridge is considered to be a non-designated heritage asset for the purposes of this scoping report. As such, it is judged to be of **very low heritage value** by virtue of being a non-designated heritage asset.

Setting

- 3.43 The setting of this asset along the railway line contributes heavily to its importance as it provides legibility of its very minor role as a piece of major Victorian-era infrastructure built along the pioneering Liverpool - Manchester railway.
- 3.44 The setting contributes to an understanding of this NDHA by providing very limited views (at the end of the high parapet) of the Huskisson Memorial which was built to memorialise the death of William Huskisson, MP for Liverpool, who was fatally injured during the opening of the railway line in 1830. However, the loss of Parkside Station has significantly diminished the easy understanding of connection between the bridge and the memorial. The height of the parapet also screens most views of the railway line.
- 3.45 The wider setting of this asset is characterised by the Parkside Junction and prong lines, open fields in agricultural use, and some modern development in the form of houses and farm buildings along Parkside Road (A573).

Contribution of site to setting

- 3.46 Parkside Road Bridge is located within the Draft Main Order Limits albeit this is not considered to contribute to the setting of the asset beyond its relationship with the Chat Moss line comprising part of the Main Site. The fields which comprise the core of the Main Site (to the south of the railway line) and the wider setting of this asset are not considered to contribute to the setting of Parkside Road Bridge as its significance is derived from its relationship with the railway line.

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)



Figure 3.16 Parkside Road Bridge looking west
September 2024



Figure 3.17 Parkside Road Bridge viewed from the south looking west
September 2024

3 | Assessment of Significance - St Helens Borough Council

Highfield Farm Barn (NDHA)

Historic Development

- 3.47 The 1847 OS Map (Figure 3.25) shows two buildings labelled a 'Moss House' near the location of the Highfield Barn, separated by a track and footpath.
- 3.48 By the time of the 1891 OS Map (Figure 3.27), Parkside Farm has been established on the Site. It appears as though the original rectangular building was retained with an additional two farm buildings constructed to the south.
- 3.49 Highfield Farm first appears on the 1906 OS Map (Figure 3.26) within it's orchard setting. Over time, the orchard appears to have been lost and the field boundaries altered slightly.
- 3.50 Sometime between 1972 and the present day, the later building (the rectangular building to the north) was demolished. Today, only the buildings built before the 1837 OS Map appear on Site with evidence of some wings being removed.

Description

- 3.51 This non-designated heritage asset appears to have been built as farm building during the late-18th or early-19th century. Standing at two storeys, it is built from brick with a pitched, corrugated iron roof. A one storey extension is located on the northern gable. Historic map regression suggests that there were once other ancillary extensions but these are no longer standing.

Significance

- 3.52 The significance of this asset is primarily derived from its historic interest as a potentially late-18th or early-19th century farm barn and cottage. It evidences the development of rural farmsteads in and vernacular building techniques in the North East of England during this period. However, functional use of this building has resulted in much of its fabric being heavily altered, diminishing its significance.
- 3.53 This asset is considered to be of **very low heritage value** by virtue of it being a heavily altered non-designated heritage asset.

Setting & contribution of site to setting

- 3.54 This asset is located within the Draft Main Order Limits (Main Site). it sits within a setting which has been altered with the loss of its orchard to the south. Currently, the setting of this asset is characterised by a relatively enclosed garden demarcated by rows of hedges and mature trees. Views of the open fields, which comprise the Main Site, beyond the garden can be appreciated through the gaps in the vegetation.
- 3.55 The Main Site contributes to the significance and setting of the asset by forming the immediate and wider agricultural landscape that was historically associated with the farm, albeit the historic farmhouse (the 'HQ' of the farm, managing the surrounding land) has been lost. As such, the main feature within the setting of this asset which would contribute to the barn's legibility as a historic farm barn has been lost.

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)



Figure 3.18 1847 OS Map
National Library of Scotland

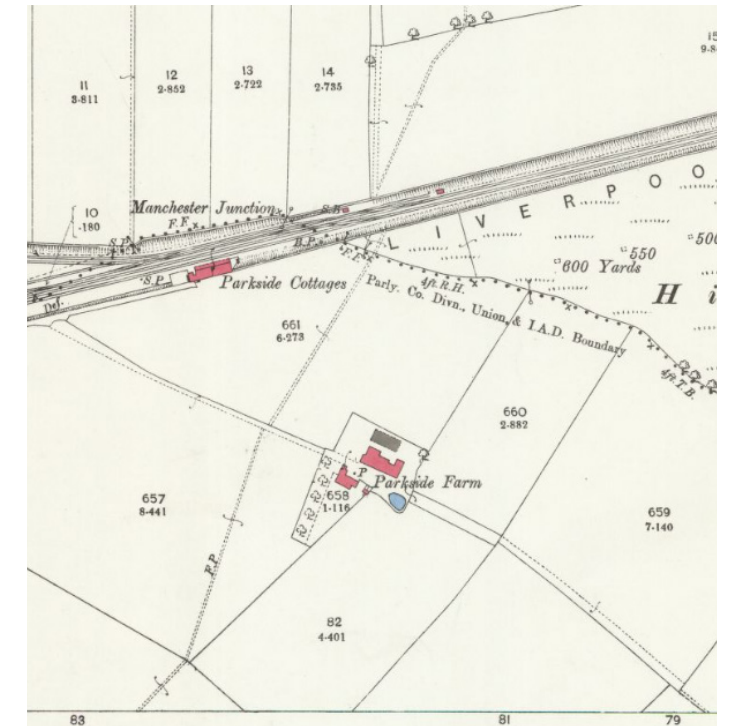


Figure 3.19 1891 OS Map
National Library of Scotland

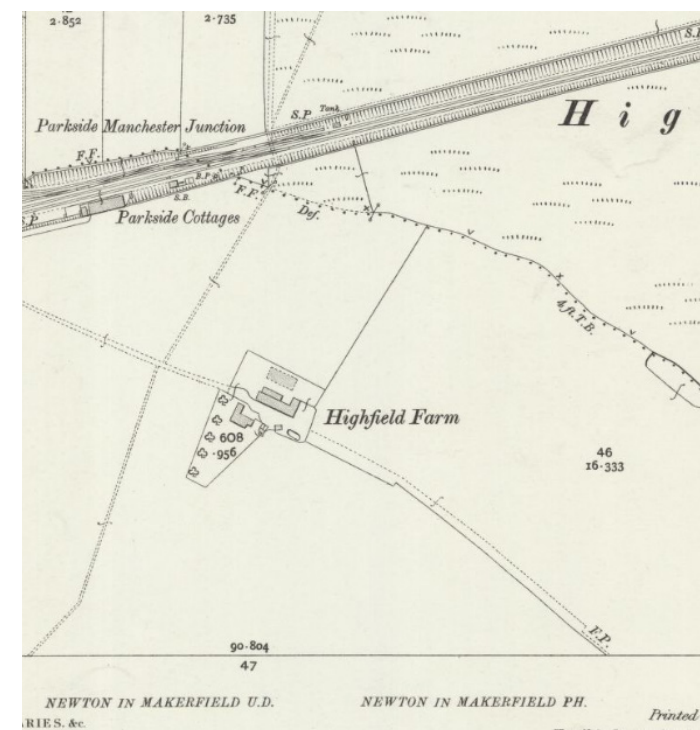


Figure 3.20 1906 OS Map
National Library of Scotland

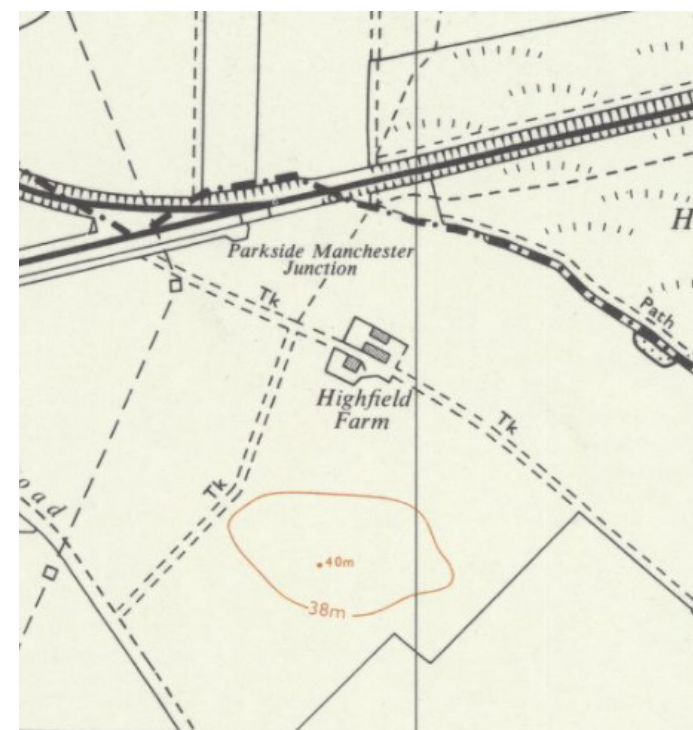


Figure 3.21 1972 OS Map
National Library of Scotland



Figure 3.22 Highfield Barn viewed from the south
September 2024

3 | Assessment of Significance - St Helens Borough Council

Battle of Winwick (also known as Battle of Red Bank) 1648 (Historic Registered Battlefield)

Historic Development

- 3.56 During the Second Civil War, Royalist forces were recruited in the north of England. Alongside a substantial Scottish force commanded by the Duke of Hamilton, they marched south with the aim of restoring Charles I to the throne.
- 3.57 On 18 August 1648, three miles north of Warrington, the Duke of Hamilton, came upon Winwick pass between the ancient townships of Newton-le-Willows and Winwick. The Duke ordered his troops to deploy along the marshy valley between Newton Brook and Hermitage Brook known as Red Bank. The Hermitage Brook was steeply banked along what is now Hermitage Green Lane. From Hermitage Brook there was only a narrow passage for the main Winwick Road (now the A49) across the brook, creating a choke point to hold back a pursuing enemy force.
- 3.58 Each army spread onto higher ground east of the road, using hedgerows and lanes for cover from musket fire. Along Winwick Road itself, fierce close-quarter fighting took place. The Royalists lined hedgerows with musketeers and used a narrow lane for a defensive pike stand, stalling the vanguard for hours. Cromwell's forces, found a route around the right flank and surrounded the Royalists near St Oswald's church and decimated. All the survivors who made it to Warrington Bridge were forced to surrender.
- 3.59 In the centuries following the battle, the land and its surrounding area was significantly altered. Between the 17th and 19th century, the land comprising the registered historic battlefield was enclosed and formally divided into parcels of fields in agricultural use. This radical restructuring removed some of the legibility of the historic landscape in which the Battle of Winwick was fought.
- 3.60 The 1891 OS map (Figure 3.26) shows the land comprising the registered historic battlefield divided into field parcels in agricultural use on Hermitage Farm and New Hey Farm. The northernmost section of the asset housed the Liverpool Juvenile Reformatory Farm School and Newton Brook. Running through the land from north to south is Newton Road and east to west, Hermitage Lane.

- 3.61 The map shows the London North Western Winwick and Golborne Line to the west of the battlefield and the St Helens Canal (also known as the Sankey Canal) was opened as the first modern canal in England, built to transport coal from the St. Helens area to Liverpool. This marked the arrival of the Industrial Revolution to the area which would go on to significantly alter the landscape.
- 3.62 By the 20th century, there was a noticeable urban element in the area surrounding the battlefield. The hedgerow and trees demarcating the field boundaries appears to have been removed on the 1947 OS map (Figure 3.27). It also shows the settlement of Winwick within the southern boundary of the battlefield had grown from a cluster of farmsteads into a small village and the location of the 'County Mental Hospital'.
- 3.63 An aerial photograph from 1947 (see Figure 3.28) shows the surrounding area characterised by open fields sliced through by the railway lines connecting the centres of Earlestown, Newton, and Warrington with the cities of Liverpool and Manchester and the canal.
- 3.64 By 1966, the M6 had been built to the east of the battlefield (see Figure 3.29). To the north, Parkside Colliery had been constructed to the north of the battlefield.

Summary

- 3.65 History shows the strategic importance of the area as a key transport gateway. From the battling troops of the Second English Civil War to the first modern canal and earliest locomotive railway lines to the M6 the land of the Battle of Winwick and its setting tells a rich story of connection and transit.

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

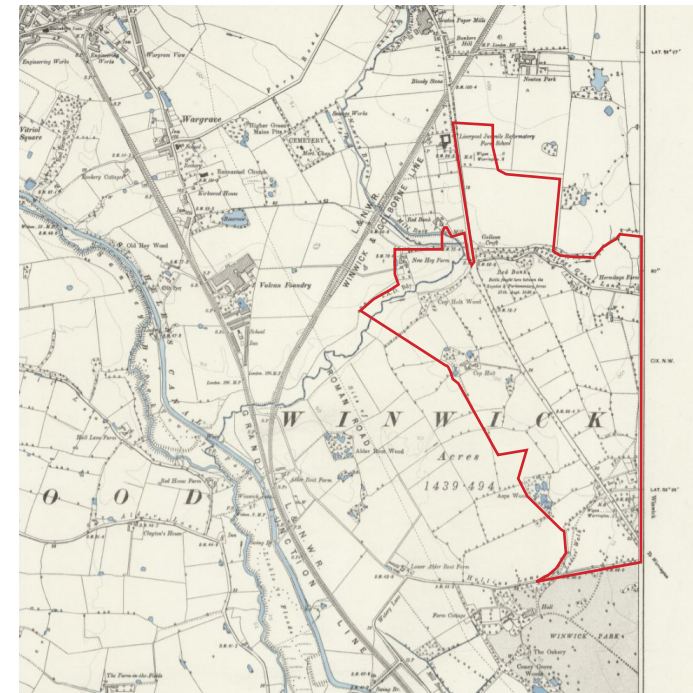


Figure 3.23 1891 OS Map. Red line indicative of the boundary of the Registered Historic Battlefield
National Library of Scotland

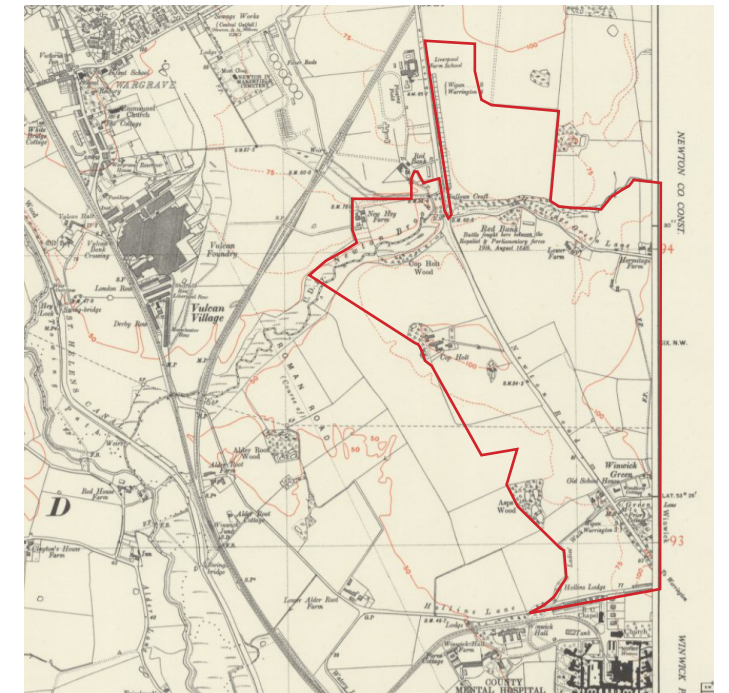


Figure 3.24 1947 OS Map. Red line indicative of the boundary of the Registered Historic Battlefield
National Library of Scotland



Figure 3.25 Aerial photograph of St Helens Canal north of Winwick Quay in 1947 showing part of the asset and its setting to the west
Britain From Above

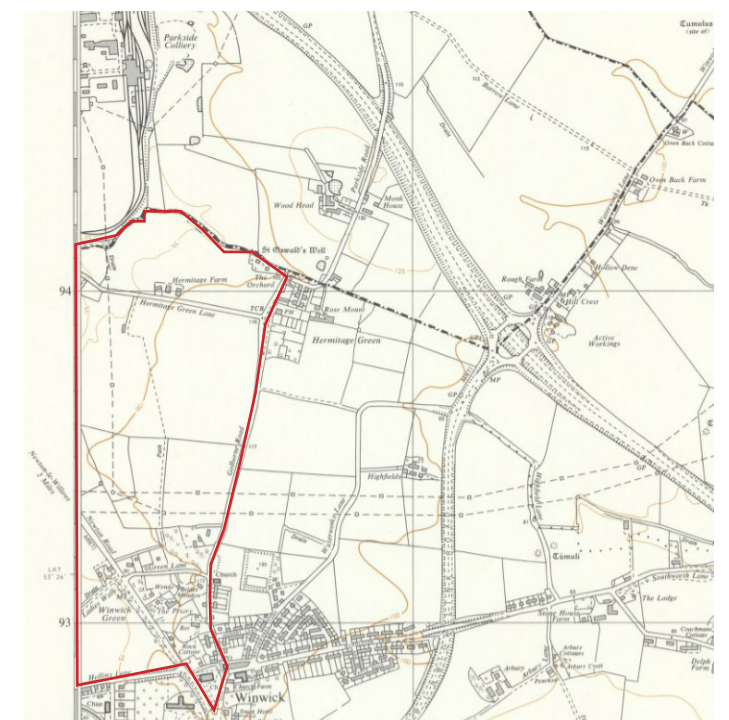


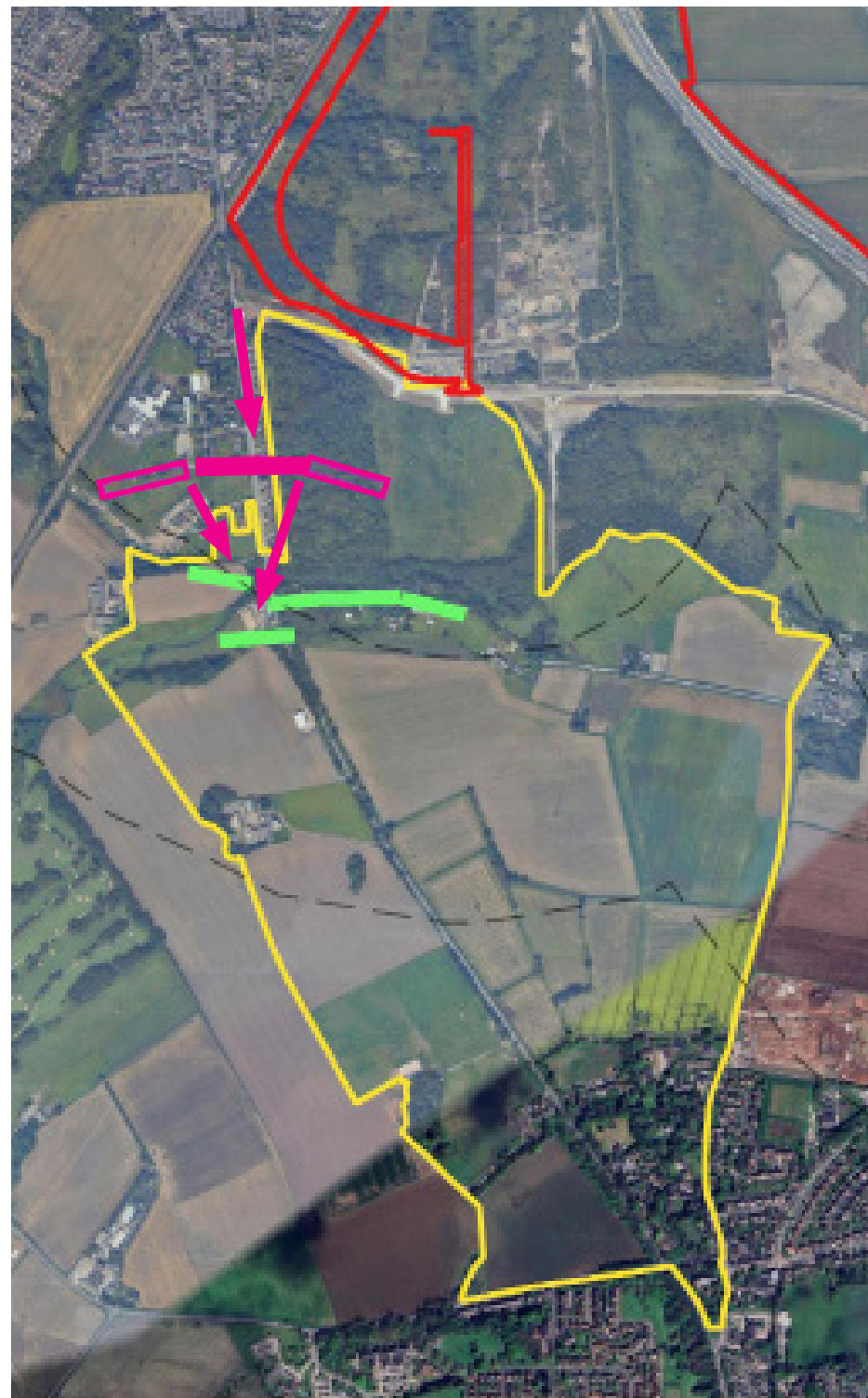
Figure 3.26 1966 OS Map. Red line indicative of the boundary of the Registered Historic Battlefield
National Library of Scotland

3 | Assessment of Significance - St Helens Borough Council

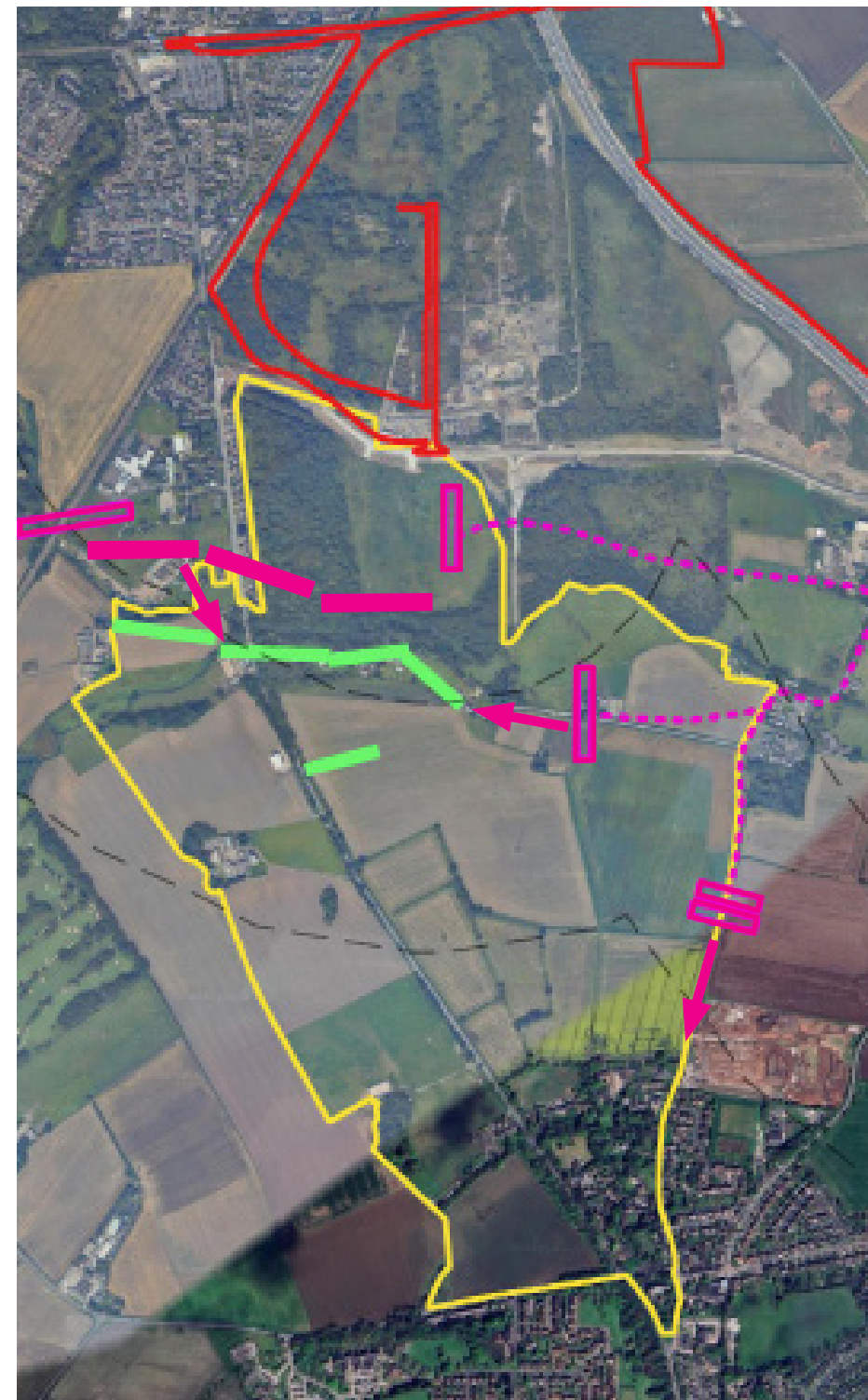
INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

Timeline of the Battle of Winwick 1648

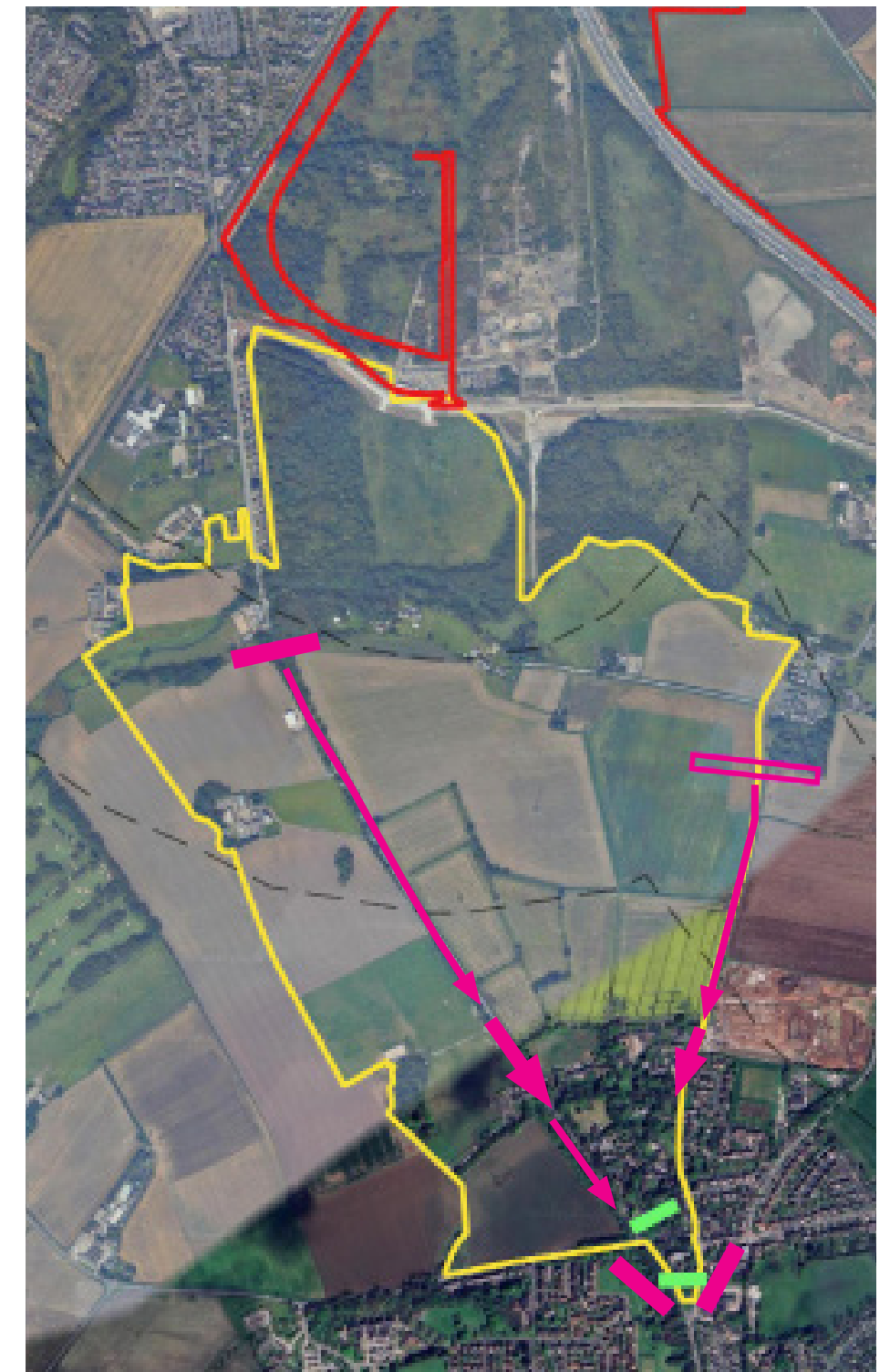
Initial Attack



Cavalry Flanking Attack



Retreat to Winwick Church



 Western Rail Chord and Main Site Boundary
 500m Buffer
 1km Buffer
 Historic Registered Battlefield

Warring Forces:
 Parliamentary Infantry
 Parliamentary Cavalry
 Scottish Infantry

Figure 3.27 Timeline of fighting at Battle of Winwick 1648
Created using information provided by the Battle of Winwick Society Website

Description	Setting	
3.66 In its current state, the historic registered battlefield comprises a thicket of woodland to the north (known as Newton Park), open fields in agricultural use interspersed with associated farm buildings, a number of houses along Hermitage Lane, and Winwick Village in its southern tip. The topography of the asset is undulating and comprised of a mixture of large fields, young and mature trees.	3.73 The setting of this asset was significantly altered in the 19th and 20th centuries as a consequence of innovations in transport. Approximately 1.6km to the north of the battlefield is the major settlement of Earlestown which transformed into a industrial town during the early-19th century as a result of the opening of the Manchester to Liverpool railway.	3.78 The wider setting of the battlefield, which comprises the Main Site to the east, has experienced substantial change since the 17th century. The landscape has been formalised by enclosure and the establishment of modern farming practices, the growth of Winwick Village within and beyond the asset boundaries. More recently, the construction of the M6 to the east of the Registered Historic Battlefield has severed the connection between the battlefield and the land beyond the motorway.
3.67 The topography of the area contributes to the legibility of the historic battle which was enacted on the site and why it was chosen by the Duke of Hamilton as the location for this battle, even if it resulted in defeat for the Royalists. The terrain, which is characterised by steep banks, hedged fields, and marshy ground, was chosen for its defensive advantage.	3.74 Closer to the asset is Winwick Village, located approximately 800m to the south of the battlefield although some fighting is believed to have occurred within the parish boundaries. Historic map regression shows that the village has not grown significantly and remains a small settlement. Falling within the rural setting of the asset, the village contributes to our understanding of the staging of the conflict and the burial of the soldiers who were killed.	3.79 The core of the Proposed Development is located in the Main Site to the east of the M6. Due to its distance and the lack of visual relationship between the Main Site and the asset means that it does not contribute to the understanding and appreciation of the battlefield itself. This assessment was reached in the decision to granted permission for the Parkside West scheme (Ref. P/2018/0048/OUP).
3.68 Today, only a small yellow sign and a patch of flowers arranged to be read as 1648 provide intepretation of the battlefield. Historic cannonballs found on the battlefield are now housed in Warrington Museum.	3.75 Whilst these have introduced an urban element into the otherwise rural setting of this asset, these developments testify to the strategic importance of the area as a key nodal point between the historic centres and towns of the North East of England and one that has been traversed by the warring factions of the Second English Civil War to Stephenson’s Rocket.	3.80 As such, the Draft Main Order Limits are considered to make very little contribution to the setting nor significance of the Registered Historic Battlefield.
Significance		
3.69 The significance of this asset is derived from its high historic importance as a nationally important battlefield. The defeat of the Royalists (Scottish infantry) at Winwick had a major effect on the war by extinguishing the hopes of the Royalists in the north and effectively ending the Second English Civil War.	Contribution of site to setting	
3.70 The asset also holds evidential value from its archaeological potential as <i>‘the only English battlefield of the Second Civil War which remains in a good state of preservation’</i> (Historic England).	3.76 The Registered Historic Battlefield of Winwick is located south of the Draft Main Order Limits (Western Rail Chord), extending between the towns of Newton-Le-Willows and Winwick, along Winwick Road and Newton Road. A small section of the Western Rail Chord falls within the boundaries of the registered historic battlefield. As this is a very small element in the context of the whole battlefield, it makes very little contribution to its significance.	
3.71 The topography of the asset is of some importance as the defensive and attacking positions of opposing armies remain legible in the landscape. However, the form of the land comprising the asset has changed significantly from the Early Modern Period with the enclosure and division of the land into fields for agriculture in the 18th and 19th centuries, construction of modern farm buildings, and creation of Newton Road (A49).	3.77 The Western Rail Chord is not considered to contribute to the significance of the asset due to the lack of topographical features which would provide legibility of the terrain on which the battle was fought. Research suggests that the heaviest fighting occurred along Newton Brook, moving southwards towards Winwick Village as the parliamentarian forces encircled the Scottish infantry at least 500m from the location of the Western Rail Chord.	
3.72 This asset is judged to be of high heritage value by virtue of being a Registered Historic Battlefield.		

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Photographic Survey of the Historic Registered Battlefield



Figure 3.28 Sign indicating the location of the Battle of Red Bank 1648
September 2024



Figure 3.29 Eastern end of Hermitage Green
September 2024



Figure 3.30 View from footpath south of Hermitage Lane looking north
September 2024



Figure 3.31 View from Golborne Road near Hermitage Close looking west
September 2024



Figure 3.32 View from Hermitage Green looking north (Woodhead Farm visible in background)
September 2024



Figure 3.33 View from Hermitage Green looking south towards Winwick
September 2024

3 | Assessment of Significance - St Helens Borough Council

High Street Conservation & Willow Park Conservation Area

3.81 As set out on page 12, the High Street Conservation Area and Willow Park Conservation Area is assessed as part of a group, including the following assets located within the conservation area:

- Entrance Archway into Canello (Grade II*)
- Church of St Peter (Grade II)
- Parish Stocks (Grade II)
- 158 and 160 High Street (Grade II)
- 2 High Street (Locally Listed)
- Kirkfield Hotel (Locally Listed)
- The Old Vicarage (Locally Listed)
- Oak Tree Inn (Locally Listed)
- Former Magistrate's Court (Locally Listed)
- The Blue Lion (Locally Listed)
- Pied Bull Hotel (Locally Listed)

Description

3.82 The High Street is arranged as linear pattern of development which has evolved since the Medieval period when traders travelled along the market street. Lining the High Street are former coaching inns, cottages in use as shops or dwellings, and larger Georgian villas.

3.83 The prominent architectural styles across the Conservation Area are Georgian and Victorian. Located mainly along the north-eastern side of the High Street, the Georgian houses are detached or semi-detached. The Victorian properties are focused along the south-western side of the High Street and are arranged as rows of terraces. Dotted amongst these are interwar developments. Modern infill development in the form of two storey semi-detached properties can be seen across the Conservation Area.

3.84 Although highly varied in size, style, and treatment, there unifying features across the Conservation Area. These are the predominance of two-storey red brick buildings colour washed or rendered, pitched slate roofs with chimney stacks and clay pots, decorative stone and brick detailing on the sills and lintels, timber framed windows in casement and sashes, fanlights above timber doors, and brick dentils on the Victorian properties.

3.85 Many of the buildings along the High Street are in mixed use with converted dwellings accommodating ground floor commercial units. Traditional Victorian and Edwardian shopfronts with ornamental surrounds and narrow fascias are characteristic of the High Street. The diversity of architectural styles, forms, and materials show the vernacular methods and piecemeal growth of the area.

3.86 The late-Victorian Church of St Peter (Grade II) and early-19th century Entrance Archway into Canello (Grade II*) area identified in the High Street and Willow Park Conservation Area Appraisal (2009) as being local landmarks due to their imposing scale, distinct use of sandstone, and prominence within views. These assets provide a focal point and visual interest which contrasts the consistent built form within the Conservation Area.¹

3.87 To the southeast of the High Street lies the Willow Park Conservation Area. It derives its plan from the landscape features of Willow Park such as the lake. Mature gardens in the Vicarage and Willos area create a verdant appearance.

3.88 The dense urban grain of the Conservation Area is balanced by the generous width of the High Street and gaps in the townscape which give glimpses of the surrounding development and open fields.

3.89 Although there are few mature trees within the High Street, there a few horse chestnut, sycamore, lime, elm, ash, and cherry trees which positively contribute to the appearance of the Conservation Area

3.90 Street furniture is sensitive to the historic, rustic character and appearance of the Conservation Area and are mainly wooden benches on cast iron supports.

¹ St Helens Council. *High Street and Willow Park Conservation Area Appraisal and Management Plan* (St Helens Council, 2009), 32-33.

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)



Figure 3.34 Grade II-listed Church of St Peter
September 2024



Figure 3.35 View from within the Conservation Area
September 2024



Figure 3.36 Typical view along Church Street towards the High Street within the Willow Park character area
September 2024

3 | Assessment of Significance - St Helens Borough Council

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

Significance

- 3.91 The significance of the High Street and Willow Park Conservation Areas is derived from its historic and architectural interest. The dense, compact urban form of the area testifies to the settlement pattern of domestic buildings on narrow footprints with deep plots and aids our understanding of its historic development.
- 3.92 Architectural significance is derived from the high quality Georgian and Victorian buildings which are characteristic of the Conservation Area and lend it a cohesive yet varied appearance. These period features also contribute to the historic significance of the asset by evidencing the affluence of the area in the 18th and 19th centuries.
- 3.93 These assets are judged to be of **medium-high heritage significance** by virtue of being Conservation Areas and encompassing highly graded assets within its boundary.

Setting

- 3.94 The setting of Newton-le-Willows has dramatically changed from its rural, agricultural character to its rapid expansion and urban densification from the early-19th century onwards with the arrival of the Liverpool to Manchester railway line which galvanised development in the area and the introduction of urban features such as the railway lines and supporting infrastructure within the formerly rural landscape.
- 3.95 The Conservation Areas are surrounded by suburban development and the nearby Earlestown which has a more industrial character. To the north of the High Street is modern residential development beyond which are open fields until the M6. To the south, the High Street is bounded by modern residential development behind which are open greens spaces.
- 3.96 The M6 runs through the Willow Park Conservation Area which is bound to the south and east by the Liverpool to Manchester, and the Earlestown to Warrington Lines respectively. The west of the Conservation Area abuts the High Street.
- 3.97 The Newton-le-Willows railway station is located approximately within the Willow Park Conservation Area and 230m to the south of the High Street Conservation Area.

Contribution of Site to setting

- 3.98 The DCO Site is located partially within the boundary of the southernmost section of the Willow Park Conservation Area and approximately 230m to the south east of the High Street Conservation Area, however this relates to potential highways mitigation works only which are considered separately in the Highways Mitigation Options Report. The Main Site and Western Rail Chord (which fall within the Draft Main Order Limits) is within the setting of the Conservation Area.
- 3.99 The section of the Liverpool to Manchester railway line (Chat Moss Line) within the Draft Main Order Limits can be argued to contribute to our understanding of the wider historic development of Newton-le-Willows. This is due to the rapid expansion of the settlement in the 19th century due to the unprecedented transport connections brought by the opening of the Newton-le-Willows railway station as one of the first purpose-built passenger stations. Indeed, this contributes to our understanding of the predominance of Victorian terraced buildings along the High Street and the prominent Church of St Peter in the Willows Park Conservation Area.
- 3.100 Nevertheless, the Chat Moss line only contributes to our understanding of the development of the area which would become the High Street and Willow Park Conservation Areas respectively due to the influx of people from the Industrial Period onwards. It does not provide any legibility of the historic development of these areas a medieval market town. In recent years the area of land to the south of the railway has been used for industrial purposes which are not in keeping with the semi-rural character and appearance of the Conservation Areas and their setting.
- 3.101 As such, the contribution of the Draft Main Order Limits to the setting and significance of the Conservation Areas is considered to be low level only.



Figure 3.37 View from Willow Park Conservation Area looking towards the Site
September 2024



Figure 3.38 Map showing the High Street and Willow Park Conservation Areas (dark purple), listed buildings (blue), and locally listed buildings (green) in relation to the Site (red)
OGIS

3 | Assessment of Significance - St Helens Borough Council

Newton-le-Willows Station (NHLE: 1343248;
Grade II)

Description

- 3.102 This station was built for the Liverpool and Manchester Railway in the 1840s. Standing at two storeys, the building is built from brick with stone dressings and a slate roof. The facade has six bays, the first three are recessed and covered by a canopy added in the 20th century. The fourth bay is gabled and the third bay has re-entrant porch with parapet and entrances to return. On the ground floor, the facade is punctuated with large, two two-light and three six-light stone mullioned windows. Rising to the first floor, are three four-light, and two two-light windows with four-centred heads to lights all of which have sandstone dressings.
- 3.103 On the platform side of one storey has canopy standing on cast-iron columns which was a later addition. This elevation has five bays, with the third bay under a gable with two two-light and four three-light windows with four Tudor-arched entrances to the left and left of the projecting bay. One has doors with linenfold panelling.
- 3.104 In recent years, an extension has been added to enable the building to accommodate modern passenger needs and numbers.

Significance

- 3.105 This significance of this asset is derived from its architectural and historic interest as one of the first purpose built railway stations. Its association with the pioneering invention of the steam locomotives and the unprecedented consequences of this on industry and transport globally is the primary source of this asset's interest. However, the asset is also a fine example of Victorian civic architecture with Tudor-style features such as the arched entrances contributing to its interest.
- 3.106 This asset is judged to be of **medium heritage value** by virtue of being Grade II-listed.

Setting

- 3.107 The setting of this asset is characterised by its relationship with the railway line and Newton Viaduct which contribute to our understanding of this asset as a functioning and historic railway line. Modern industrial and residential development to the north, south, east, and west of the asset has altered its setting, however, as significance of this asset is primarily derived from its relationship as one of the earliest pieces of railway infrastructure, this does not detract from its significance.

Contribution of site to setting

- 3.108 The Draft Main Order Limits (Western Rail Chord) sits to the east of this asset and makes a low level contribution to the asset with its association of the railway. However, the Main Site is located approximately 830m to the southeast of the asset and is considered to make no contribution to its wider setting nor significance.

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)



Figure 3.39 Newton-le-Willows Station
September 2024



Figure 3.40 Modern extension on Newton-le-Willows Station
September 2024



Figure 3.41 Newton-le-Willows Station
September 2024



Figure 3.42 View of the viaduct and station showing the setting
September 2024

3 | Assessment of Significance - St Helens Borough Council

Newton Viaduct to West of Station (NHLE: 1283575; Grade II)

Description

3.109 Built in 1828 for the Liverpool and Manchester Railway, this viaduct is constructed from red brick in Flemish bond with stone dressings, its four round-headed arches with rusticated voussoirs. The grand pilasters are made from rusticated stone. Rising about that is a stone cornice and parapet with stone pilasters and coping. The curved retaining walls at ends are terminated by rusticated stone piers. To the west of the arches there is a low elliptical-arched tunnel to allow a small stream to pass.

Significance

3.110 Built in 1828 to facilitate the Liverpool and Manchester railway, this asset derives significance from its historical and architectural interest as an iconic piece of railway infrastructure built to facilitate one of the earliest railways. It testifies to the period of intensive railway building between 1830 and 1845 when over 35 lines were built all over Britain. The asset is also known as 'Stephenson's Bridge' after the engineer, George Stephenson, who invented the first steam powered locomotive which travelled the line. The interest of this asset is enhanced by the presence of other viaducts such as the one over Sankey Canal along the line.

3.111 This asset also holds artistic significance as it features in the design of medals commemorating the opening of the Bridge at Newton on the Liverpool and Manchester Railway in 1830 made to celebrate Stephenson and the railway itself (see Figure 3.44). This asset is judged to be of **medium heritage value** by virtue of being Grade II-listed.

Setting

3.112 The setting of this asset is characterised by the Warrington-Wigan Turnpike Road (now A49) which it runs over. The setting of this asset has been significantly changed with modern housing developments and a car park now in the immediate setting of the asset. The medal depicts the viaduct within a bucolic landscape which is likely to be a romantic artistic interpretation of the setting but, nevertheless, highlights the gradual development of the setting.

3.113 However, setting primarily contributes to the significance of this asset through its relationship with the railway line and Newton-le-Willows Station which is a fundamentally urban and industrial relationship which contribute to our understanding of this asset as a functioning and historic railway line.

Contribution of site to setting

3.114 This asset does not fall within the Draft Main Order Limits (albeit the road beneath it is within the wider Draft Order Limits, assessed separately in the Highways Mitigation Options Report). The Western Rail Chord will be visible from the asset and its setting and is considered to make a low level of contribution to the significance of the viaduct by providing context of its role as part of the original 1830 Liverpool - Manchester railway infrastructure. However, the Main Site is located approximately 830m to the southeast of the asset and is considered to make no contribution to the wider setting nor significance of the asset.

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)



Figure 3.43 Newton Viaduct to West of Station
September 2024



Figure 3.44 Medal commemorating the 'Bridge at Newton' (1830) Made by Thomas Halliday. The other side bears the face of George Stephenson
© The Board of Trustees of the Science Museum

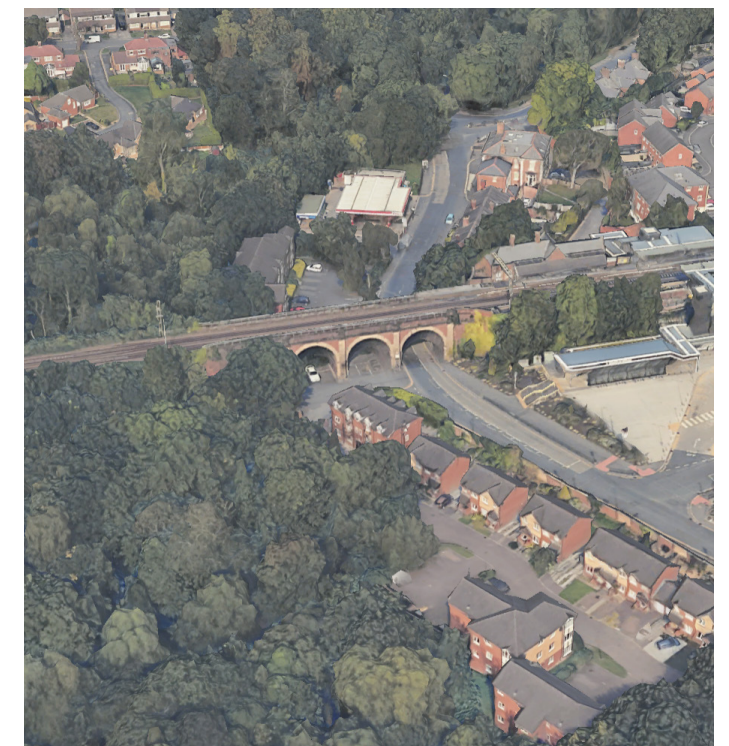


Figure 3.45 View of the viaduct from the south showing its setting
Google Earth

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Newton Park Farmhouse (NHLE: 1198973; Grade II) & Barn to East of Newton Farmhouse (NHLE: 1075931; Grade II)

3.115 Due to their shared history and setting, the significance of these assets has been assessed together.

Description

3.116 Newton Park farmhouse is dated 1774 on metal plate to rear. The left side of the asset is an extension dating to the 19th century. To the right, stands an extension added in the 20th century. The building stands at three storeys and is built from brick with stone dressings, however, due to the dilapidated condition of the building it is supported by scaffolding. The slate roof appears to have completely collapsed. The asset is currently derelict and is overgrown with trees and climbing plants.

3.117 The barn dates from 16th to early-17th century. Constructed with a timber box frame clad with brick from the 18th and 19th century. The west end has been rebuilt in brick with a corrugated iron roof. The building has seven bays with entrances in gabled porches to the central threshing floor. The north side has outthuts for cow houses. Internally, the queen-post roof trusses with struts through purlins survive intact. At the east end, there is an inserted floor and cow house which was a later addition.

Significance

3.118 The significance of these assets is derived from their historic and architectural interest as an 18th century farmhouse with extensions added in the 19th and 20th century and 16th to early-17th century barn.

3.119 They testify to the rich agricultural history of the area and its continued occupation for two centuries. However, the abandonment of the building as a functioning farmhouse and its subsequent dilapidation of the building has resulted in the loss of some of its historic fabric and significance. The modern extensions to the farmhouse are stated as not holding and 'special interest' in the Historic England listing description.

3.120 According to the Historic England listing description, the barn is the only known extant example in the Historic County of Lancashire of this type of timber-framed structure.

3.121 These assets are judged to be of **medium heritage significance** by virtue of being Grade II-listed.

Setting

3.122 The setting of these assets is overgrown and features thick vegetation which divorces the assets from their agricultural setting which would aid their interpretation as an 18th century farmhouse and barn.

3.123 The primary relationship is that between the farmhouse and barn which evidences the development of the farm in the area. The enclosed setting of the assets does not provide legibility of their historic function as part of a working farm and, therefore, does not contribute to the significance of these assets.

Contribution of site to setting

3.124 These assets are located outside of the DCO Site but in close proximity around 150 - 190m away from the Draft Main Order Limits (Western Rail Chord). The Western Rail Chord is part of the wider agricultural setting of these assets, however, it is not considered to contribute to the significance of these assets due to the dense vegetation which does not provide any legibility of the historic role of the assets as part of a working farm. The primary relationship which contributes to the significance of these assets the connection between the farmhouse and barn as they provide evidence of the development of the farm.

3.125 The wider setting is not considered to contribute to the significance of these assets. This judgement aligns with that provided by the Secretary of State on the appeal decision for the consented Parkside West development (Ref. P/2018/0048/OUP) in which it was judged that the 'level of harm to the Newton Park Farmhouse and Barn would be limited', showing the limited contribution the Draft Main Order Limits makes to the setting of these assets.

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

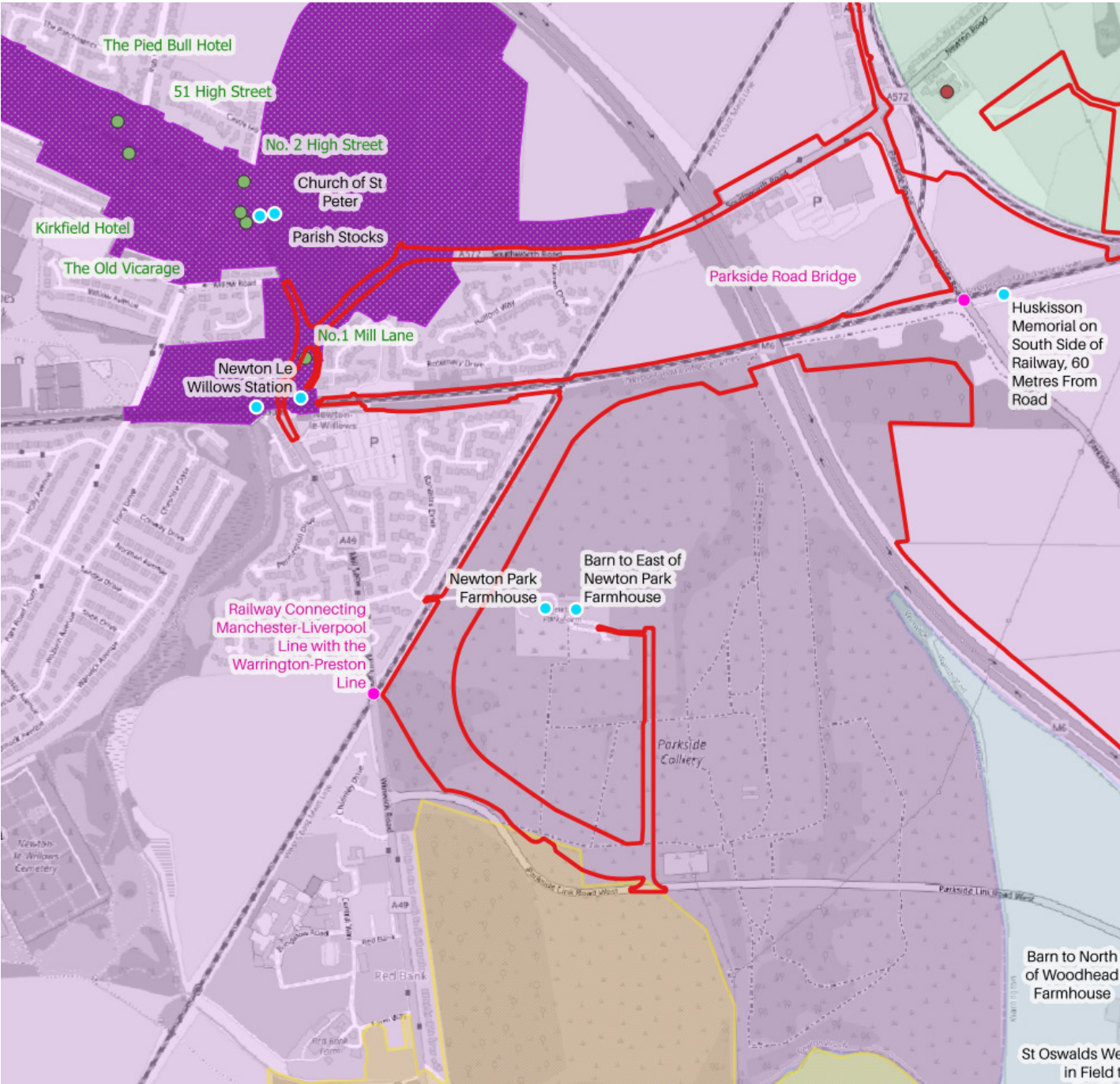


Figure 3.46 Heritage asset map showing the relation of the Site to Newton Park Farmhouse and the Barn to East of Newton Park Farmhouse

3 | Assessment of Significance - St Helens Borough Council

Fairbrother’s Farmhouse (NHLE: 1075929; Grade II)

Description

- 3.131 This farmhouse dates back to 1692, which is inscribed on a partially decayed stone above entrance, with 19th century alterations. Standing at two storeys, the farmhouse has rendered walls and a stone slate roof. Its two bays have gable ends topped with decorative barge boards and two pair of Tudor-headed lights with glazing bars. The central entrance has a door dating to the 20th century.
- 3.132 The interior of the farmhouse has ovolo moulded beams at ground floor with a staircase and landing balcony with a grooved hand rail, rectangular-section newels, and splat balusters.

Significance

- 3.133 This asset derives significance from its architectural and historic interest as a 17th century farmhouse. Features such as its decorative barge boards, ovolo moulded beams, and inscribed stone dating to 1692 contribute to the architectural interest of the building and provide examples of the vernacular building styles of the period. The significance of this asset is considered to be of **medium heritage value** by virtue of it being Grade II-listed.

Setting

- 3.134 The setting of this asset is predominantly characterised by its location on Crown Lane and the surrounding residential development which dates back to the post-war period, illustrating the significant changes to the landscape. The asset sits adjacent to the A572 and is bound to the north by a car park.
- 3.135 The development of the setting has significantly diminished the legibility of this asset as a historic farmhouse and it is now read as part of the residential development in the area.

Contribution of Site to setting

- 3.136 The asset is located approximately 500m to the north west of the Draft Main Order Limits (Western Rail Chord). Due to intervening built form and the topography, there is no intervisibility between the Western Rail Chord and the asset. The Draft Main Order Limit are not considered to contribute to the setting of the asset and do not provide legibility of its historic function as a 17th century farmhouse.

Traveller’s Rest Stone (NHLE: 1483247; Grade II)

Description

- 3.126 Stone seat for travelling migrants, in particular Irish harvest workers, of 1862 and designed by James Kendrick to suit men, women and children, and inscribed. It is stepped in shape with a domed top and an incised inscription.

Significance

- 3.127 The significance of this asset is derived from its historic and architectural interest as a 19th century stone seat for travelling migrants. It testifies to the area’s rich agricultural history and the contribution of migrant labour during the second half of the 19th century when, local and Irish migrants in particular, often travelled by foot. The significance is enhanced by the presence of other listed examples surviving along the route. Its design was specially considered by a doctor to cater for the needs of men, women and children and their loads contributes to the assets’ architectural interest.
- 3.128 The significance of this asset is considered to be of **medium heritage value** by virtue of it being Grade II-listed

Setting

- 3.129 The asset is located along Winwick Road which contributes to its significance by evidencing the importance of the route for migrant workers. The road is surrounded by open fields in agricultural use, providing legibility of the historic and continued use of the fields for agricultural and farming. This asset is also located within the boundaries of the Registered Historic Battlefield of Winwick although these assets are not related and do not contribute to their respective significance.

Contribution of Site to setting

- 3.130 The asset is located approximately 740m to the south of the Draft Main Order Limits (Western Rail Chord). The Western Rail Chord falls beyond the asset’s wider setting and, due to the distance and raised topography which raises steeply to the north, there is no visual connection the Western Rail Chord and asset. As such, the Draft Main Order Limits are not considered to provide legibility of the asset as a travellers rest stone and do not contribute to its significance nor setting.

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

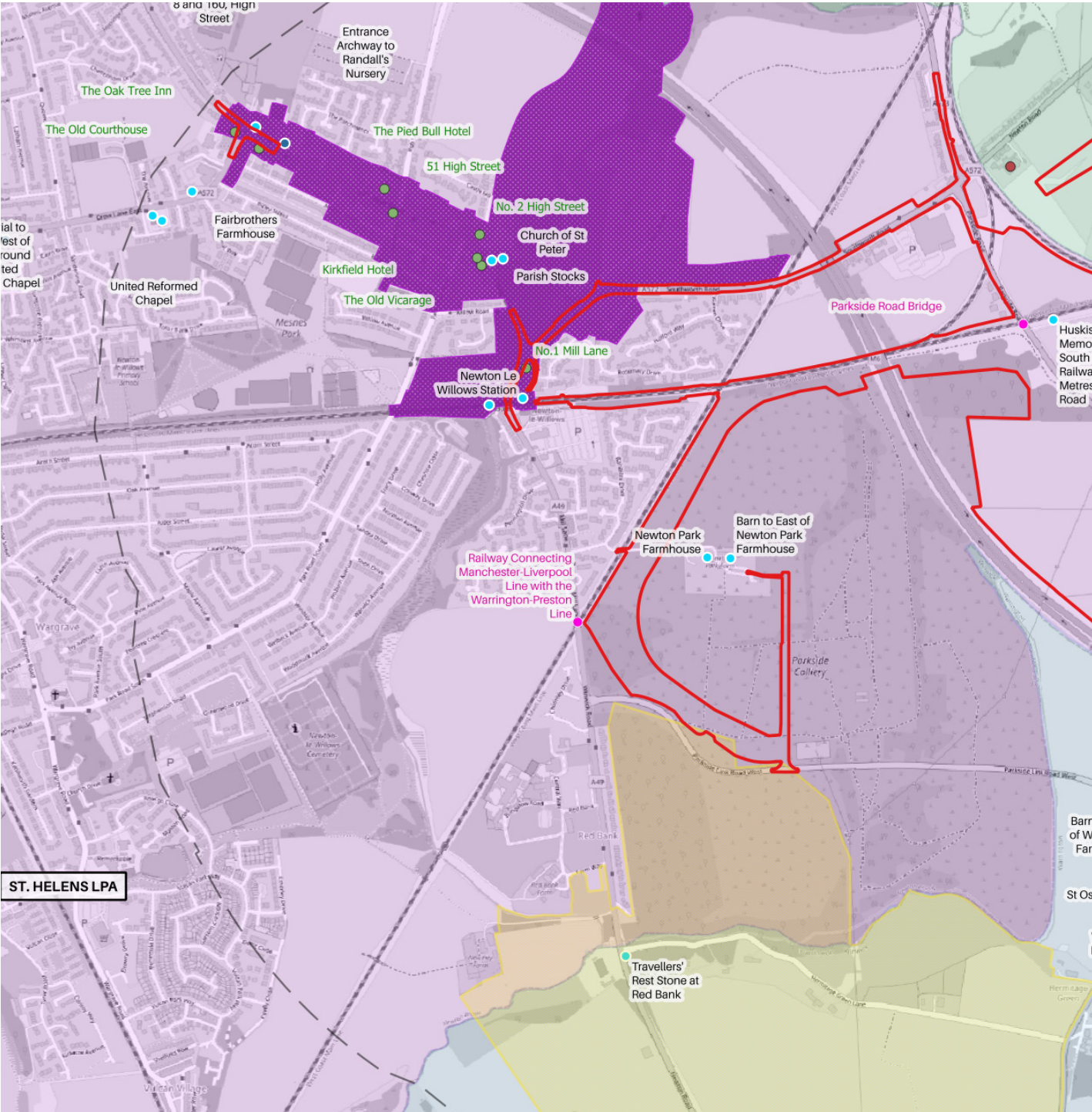


Figure 3.47 Heritage asset map showing the relation of the Site to Travellers’ Rest Stone at Red Bank and Fairbrother’s Farmhouse

United Reformed Chapel (NHLE: 1075928; Grade II) & Memorial to North West of Burial Ground of United Reformed Chapel (NHLE: 1198937; Grade II)

Description

- 3.137
- Dating to c. 1840, the chapel is built from red sandstone with a slate roof. It was originally congregational before being used as an ancillary to the second church on the site (now demolished). The building is robust and imposing with setback buttresses and coped gable with plinth at its apex. The defining feature is its oriel window over a blind straight-headed window, with trefoil over. On the same facade, there are two porches of two bays with outer two-light straight-headed windows and inner Tudor-arched entrances with gables over.
- 3.138
- Inside the chapel, there is a monument to Evans family, a wealthy family who owned the mines in the area, in between the porches with iron railings. The five bay returns have tall pointed windows with iron tracery and lower iron panels with shields. A hall to the right was added later to the chapel. On the rear wall, there are signs of a four-centred arch flanked by lancets which are now rendered.
- 3.139
- In 2004, the chapel was converted into nine self-contained apartments. A three storey extension was added to provide space for an additional six apartments (Ref. P/2004/0780).
- 3.140
- The memorial is made from polished red granite in the shape of an obelisk on a four square step. On all sides of the obelisk are incised lines. Inscribed on the plinth are a dedication to Richard Evans (died 1864), a local mine owner who built the second chapel on the site (now demolished) to whom the memorial is dedicated.

Significance

- 3.141
- The significance of these assets is derived from their architectural and historic interest as mid-Victorian chapel and obelisk memorial albeit this is somewhat reduced as the asset has been converted into residential apartments in the 2000s, with a three storey extension to the chapel. Nevertheless, the chapel's robust, simple form and details such as its oriel window, tall pointed windows, and Tudor-arched entrances express its age and Victorian tastes whilst contributing to its architectural interest.
- 3.142
- These assets are considered to be of **medium heritage value** by virtue of their Grade II-listing.

Setting

- 3.143
- The setting of these assets has changed significantly since the establishment of the chapel in the 19th century.
- 3.144
- In 1878, a new larger church with a spire was opened next to the chapel to house the congregation by Richard Evans (for whom the memorial was built). The steeple was struck by lightning in 1907, causing significant damage to the building. In 1962, the entire building was demolished following decades of recurring dry rot. As a result, the chapel became used for all services.
- 3.145
- From the post-war era onwards, the wider setting has experienced significant change with housing built on all sides of the assets and along Crown Lane East Road (A572). Most recently, addition of the a three storey extension to aid the conversion into residential apartments has altered the setting of the chapel and memorial to north west of burial ground.

Contribution of site to setting

- 3.146
- The Draft Main Order Limits (Western Rail Chord) is located 670m to the south east of the assets. There is no intervisibility between the asset and the Main Site or Western Rail Chord due to intervening built development and dense tree coverage. The residential setting of the assets does not contribute to their significance.
- 3.147
- The significance of these assets has been eroded by the conversion of the chapel into apartments which has diminished their legibility as a former congregational chapel and memorial to the north west within the burial ground.
- 3.148
- The Draft Main Order Limits are not visible from the assets and do not contribute to their legibility as a Victorian chapel and burial ground.

Railway Connecting Manchester-Liverpool Line with Warrington-Preston Line (NDHA)

Description

- 3.149
- This railway line is part of the former Winwick to Golborne railway line (West Coast Mainline) which originally opened to connect the Manchester-Liverpool Line to the Warrington and Newton Railway in 1864. It appeared in London and North Western Railway (LNWR) passenger timetables in 1872.¹ It connects Winwick Junction and Golborne Junction.

Significance

- 3.150
- This non-designated heritage asset predominantly derives significance from its architectural and high historic interest as part of the historic railway corridor connecting the northwest of England the expansion of the railway network across England following the opening of the Liverpool to Manchester Railway in 1830. This asset is considered to be of **very low heritage value** by virtue of it being a non-designated heritage asset.

Setting

- 3.151
- The setting of this asset is characterised by residential development along its western side and unmaintained fields with mature trees and hedges to its east. Running above the railway line is bridge carrying Mill Lane (A49). It is not considered to contribute to our understanding and appreciation of the line as

Contribution of Site to setting

- 3.152
- The westernmost part of the Draft Main Order Limits (Western Rail Chord) runs alongside the NDHA. The railway lines within the Draft Main Order Limits (the Chat Moss Line) makes some contribution as part of the wider network (added later than the Chat Moss line), but otherwise the Draft Main Order Limits are considered to make no contribution to the setting nor significance of this asset.

¹ George P Neele, *Railway Reminiscences* (London: McCorquodale & Co, 1904), 184.

Section 4

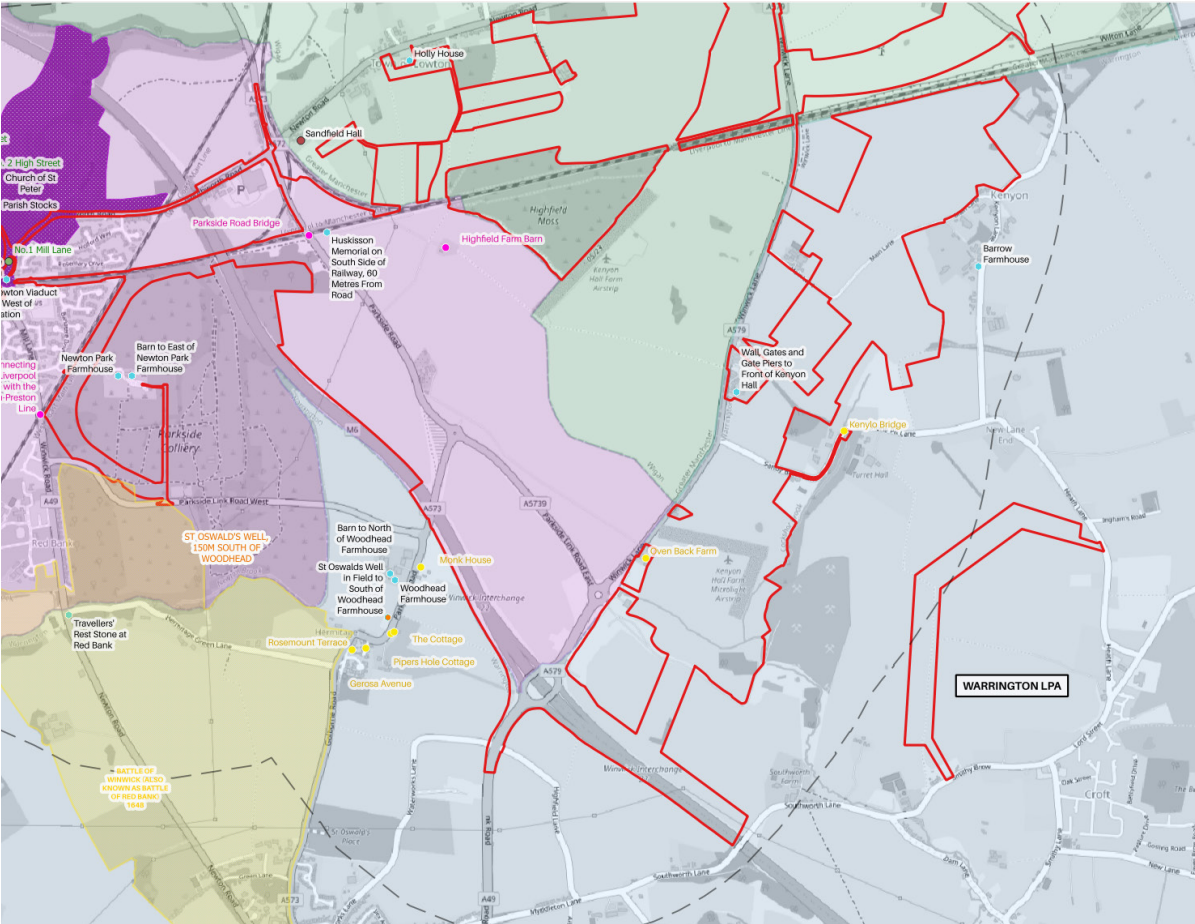
Assessment of Significance - Warrington Borough Council.

4 | Assessment of Significance - Warrington Borough Council

Scope of Assessment - Warrington Borough Council

List Entry ID.	Name	Value	Reason for Inclusion	Page
1075898	Woodhead Farmhouse	Grade II	These assets will be assessed as a group due to their shared similarity of significance and potential effects.	34
1075899	Barn to North of Woodhead Farmhouse			
1356218	Wall, Gates and Gate Piers to Front of Kenyon Hall	Grade II	Requires assessment on potential effects on significance from development in setting.	34
1068477	Barrow Farmhouse	Grade II	Requires assessment on potential effects on significance from development in setting.	35
1343263 and 1018082	St Oswald's Well, 150m south of Woodhead	Grade II and Scheduled Monument	Requires assessment on potential effects on significance from development in setting.	36
	Monk House The Cottage Pipers Hole Cottage No.5 Gerosa Avenue Rosemount Terrace	Locally Listed Building	These assets will be assessed as a group due to their shared similarity of significance and potential effects.	35
	Oven Back Farm	Locally Listed Building		
	Kenyo Bridge	Locally Listed Building	Requires assessment on potential effects on significance from development in setting.	36

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)



4 | Assessment of Significance - Warrington Borough Council

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

Historic Development of Warrington

Medieval to Early Modern Period

- 4.1 The town of Warrington is located to the south of the DCO Site. It owes its existence to the presence of a crossing point across the River Mersey which has been incorporated into an important north-south route from the Roman times onwards and now forms the A49.
- 4.2 In 1277, a bridge is first mentioned as being constructed over the River Mersey which cemented Warrington's position as a trading hub within the area. These key transport connections saw the settlement of Warrington develop as a market town and it was granted its first royal charter in 1255.
- 4.3 During the English Civil War (1642-1651), Warrington played a strategic role due to its position on the River Mersey and location between Lancashire, Cheshire, and the Midlands. Whilst it was not the location of any major battles, the settlement was a key crossing point used by both the Royalist and Parliamentary forces.
- 4.4 In September 1642, the Earl of Derby marched through the town with 4,000 men to attack Manchester and was stationed at Warrington, which he made a garrison, at the end of November before crossing the Mersey.¹ In 1643, the Parliamentary Sir William Brereton seized the town from the Royalists during the Siege of Warrington. Power was dramatically reversed in the region during the Second English Civil War when the Battle of Winwick, which took place in August 1648 to the north of Warrington, resulted in a decisive victory for the Royalists.
- 4.5 Following a tumultuous period, Warrington settled into a period of stability which allowed for the growth of small industries. Towards the end of the 17th century, Warrington saw the development of its wool and linen weaving industry, signalling the significant industrial development which was about to arrive.
- 4.6 Throughout this period, the DCO Site existed as open fields in agricultural use to the north of the town. Farmsteads emerged mainly along Parkside Road, Barrow Lane, and Winwick Road (formerly Back Lane). The ownership of the land was divided between a number of individuals.

Industrial Period

- 4.7 Strategically located on the River Mersey, Warrington was well placed to benefit from the Industrial Revolution sweeping the country.
- 4.8 In 1757, the first canal of the Industrial Revolution opened, the Sankey Canal was opened to the south of Warrington. This was soon followed by the opening of the Bridgewater Canal in 1776.
- 4.9 The opening of the Liverpool to Manchester Railway to the north of Warrington in 1830 enhanced the connectivity of the town and wider area. The development of a spur railway line in 1837 from Newton Junction directly connected the railway to Warrington. By the mid-19th century, Warrington has steadily grown to be an industrial town.
- 4.10 In 1894, the Manchester Ship Canal is built south of Warrington and a small-scale ship building and engineering works was established on the River Mersey. Other major industries that developed included wire manufacturing, brewing and distilling, leather tanning, and chemical manufacturing. Thanks to the construction of the railway lines and the ship canal, Warrington and its industries were thriving off the transport connections to London in the south; Glasgow in the north; Liverpool to the west; and Manchester to the east.
- 4.11 By the end of the 19th century, Warrington was a fully industrialised town and as people were drawn from the surrounding villages for employment, the population dramatically increased. Victorian urban planning principals can be seen through the streets, public buildings, parks, and social housing in the urban fabric of the town.
- 4.12 The land which would comprise the DCO Site was directly impacted by these technological advancements with the creation of the world's first fully steam-powered railway line, the Liverpool - Manchester line, in 1830 to the north (see Figure 4.4 on the following page). During this period, the enclosure of the land formalised the farming practices and altered the landscape. However, the DCO Site remained in agricultural use (see Figure 4.3 - 4.5 on the following page).

20th Century to Present Day

- 4.13 By the early-20th century, Warrington had developed into a fully industrial town with development extending out from the historic centre in all directions.
- 4.14 During the First and Second World Wars, Warrington contributed to the war effort with the connectivity of the town being utilised to transport munitions across the country.
- 4.15 In 1968, Warrington was designated as a New Town to take advantage of its key position at the hub of the region's communication network which had recently been enhanced by the arrival of the regions motorways. Five years later, in 1973, the Warrington New Town Outline Plan was approved which set out a strategy to expand the Town's population from about 120,000 to 200,000 by the year 2000.
- 4.16 During this period, the DCO Site saw substantial changes with the construction of the M6 and Winwick Interchange (see Figure 4.8) immediately to the west. Some development occurred along Winwick Lane, and within the DCO Site, along Barrow Lane and Parkside Road in the form of modern farm buildings and housing.
- 4.17 As the population of Warrington grew, the town expanded outwards, markedly changing its status, profile, and character. From being a medium-sized industrial town a century earlier, Warrington soon became home to major national and international companies such as Ikea which opened its first British store there in 1987. This growth sustained itself as people across the region people were attracted to Warrington for its employment opportunities.
- 4.18 Since the end of the New Town era, the outward growth of Warrington has slowed as strategic planning policies have focused on regenerating the historic core of the town and conserving the distinct identity of its surrounding countryside and smaller settlements.¹
- 4.19 Throughout the 20th century, there has been gradual development within and surrounding the DCO Site in response to the growth of the neighbouring settlements of Newton-le-Willows and Warrington, and the importance of the DCO Site as a strategic transport location.



Figure 4.1 The Bank Quay Soap Works on the River Mersey (1936)
Britain From Above



Figure 4.2 The Bank Quay Aluminium Rolling Mills and Bank Quay Soap Works on the River Mersey (1938)
Britain From Above



Figure 4.3 The Sterling Cable Co (Aldermaston) Ltd Wire Rope Works, Warrington (1949)
Britain From Above

¹ 'The parish of Warrington: Introduction, church and charities', in *A History of the County of Lancaster: Volume 3*. Edited by William Farrer, J Brownbill (London, 1907), *British History Online*.

¹ Warrington Local Plan 2021-22 - 2038-39 (Adopted December 2023)

4 | Assessment of Significance - Warrington Borough Council

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

Historic Map Regression - Warrington

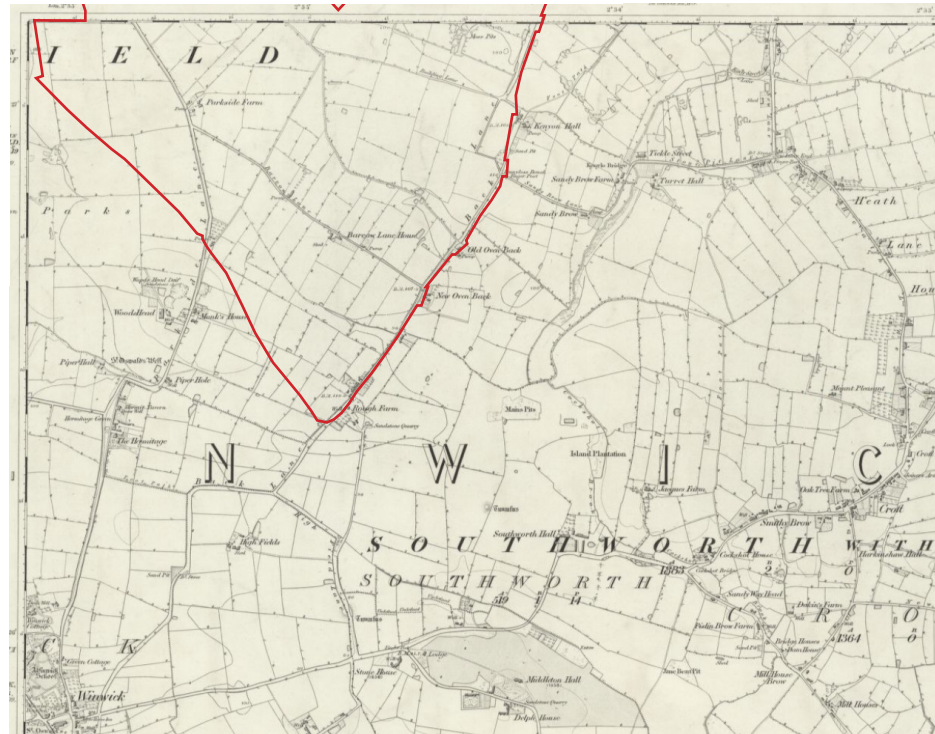


Figure 4.9 1847 OS Map. Red line indicative of Main Site boundary
National Library of Scotland

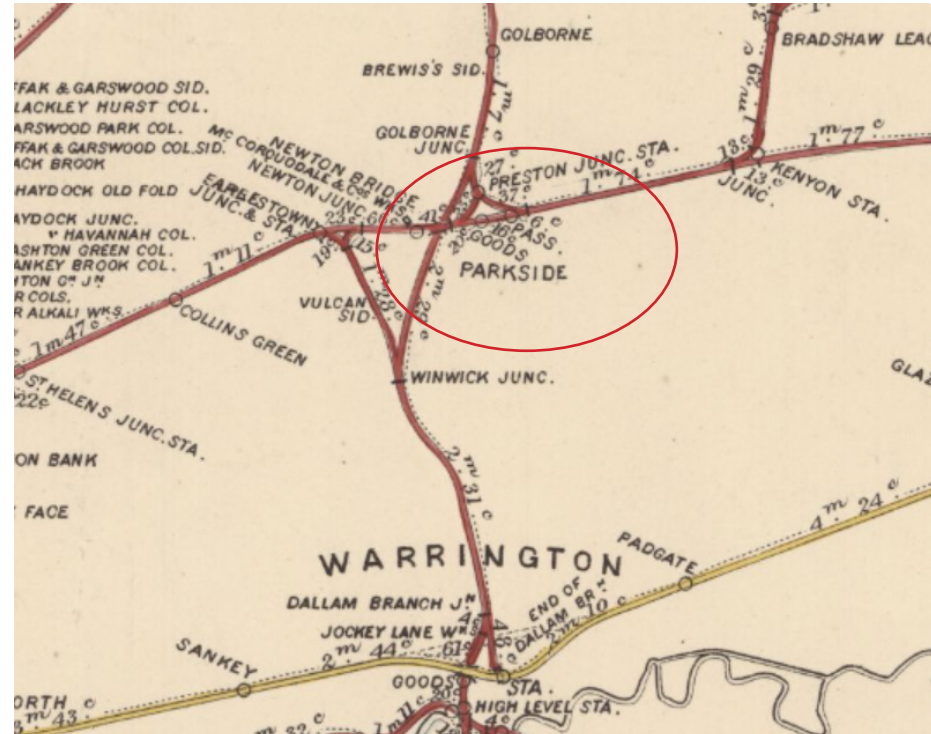


Figure 4.4 John Airey's Railway Map of Lancashire and District (1875). Red circle indicative of Site location
National Library of Scotland



Figure 4.5 1891 OS Map. Red line indicative of Site location
National Library of Scotland



Figure 4.6 1906 OS Map. Red line indicative of Main Site boundary
National Library of Scotland

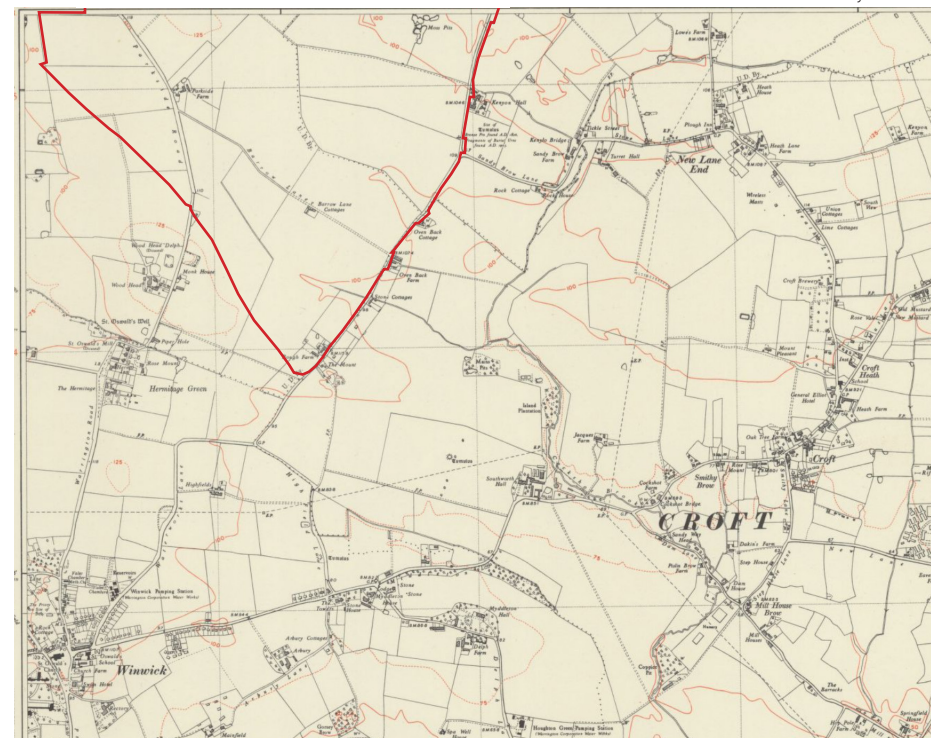


Figure 4.7 1947 OS Map. Red line indicative of Main Site boundary
National Library of Scotland



Figure 4.8 1966 OS Map. Red line indicative of Main Site boundary
National Library of Scotland

Barn to North of Woodhead Farmhouse (NHLE: 1075899; Grade II) & Woodhead Farmhouse (NHLE: 1075898; Grade II)

4.20 Due to their shared history, function, and location the significance of these assets has been assessed together.

Description

- 4.21 This farmhouse likely dates to the late-18th century. It stands at three storeys with four bays and a recessed end bay at two storeys with a flag roof. The building is constructed from brick with stone dressings, base, and quoins and a slate roof. At the ground floor handsome, three light windows with transoms punctuate the facade. On the upper floors the windows have chamfered mullions and transoms. The entrance to the second bay is elliptical headed with a Gibbs surround and 20th century timber and glass porch. Internally, the building retains its 18th century staircase.
- 4.22 To barn is located to the north of the farmhouse. Likely built in the 18th century, this barn stands as two storeys with a steeply pitched roof and five bays. On the south of the east elevation a wing was added later. Built from brick with stone dressings and a slate roof, the barn has diamond-pattern ventilation holes. Another attractive feature are the elliptical-headed entrances with cheeks and timber doors.
- 4.23 Internally, the barn features a cow house with a brick arch to the south of the threshing door. The original kingpost roof trusses with curved braces and chamfered timbers can be appreciated from within.

Significance

- 4.24 The significance of these assets is derived from their architectural and historic interest as a late-18th century farmhouse and 18th century barn which testify to the rich agricultural and farming history of the area. Features such as the original staircase and attractive ground floor windows and stone detailing on the facades of the farmhouse and the diamond-pattern ventilation holes, cow house, and impressive timber roof construction of the barn contribute to the architectural interest of the buildings and their evidential value as examples of vernacular building methods of the period.
- 4.25 These assets are considered to be of **medium significance** by virtue of being Grade II-listed.

Setting

- 4.26 The setting of these assets is largely defined by their relationship to each other and the surrounding modern farming buildings. Although of low quality, these structures provide legibility of the historic and present use of the asset as part of a working farm. The wider agricultural setting has been eroded with the construction of the M6 to the east.

Contribution of site to setting

- 4.27 The Draft Main Order Limits are located approximately 245m to the east of this asset. There is no intervisibility between the asset and the Main Site due to mature trees between Woodhead Farmhouse and Parkside Road, modern farming buildings, and the M6. Development between the asset and the Draft Main Order Limits has eroded the visual relationship between them and divorced it from the setting of the asset.
- 4.28 The Tithe maps show that the fields which comprise the Main Site and Western Rail Chord did not fall under the jurisdiction of Woodhead Farm. There is no intervisibility between the asset and the Main Site and Western Rail Chord due to mature trees lining Parkside Road, modern farming buildings, and the M6. As such, it is considered that the Draft Main Order Limits do not contribute to the significance of this asset due to the lack of visual and historic relationship between the two. This judgement is aligned with that reached for the Parkside West scheme (Ref. P/2018/0048/OUP) which consented development adjacent to (and including a small element within) the Western Rail Chord which would result in substantial changes to the change the setting of these assets.

Wall, Gates and Gate Piers to Front of Kenyon Hall (NHLE: 1356218; Grade II)

Description

- 4.29 Early-18th century wall constructed from dressed stone with 19th century cast-iron gates marking the entrance to the former Kenyon Hall. Gothic-type moulded cap with coping stones run the length of the wall. The gates have moulded caps and hemispherical finials. Supported on secondary cast-iron posts are piked uprights to gates.

Significance

- 4.30 The significance of this asset is derived from its architectural and historic interest as signally the entrance to Kenyon Hall. The elaborate design of the cast iron railings contribute to the historic architectural interest of the gates by providing an example of Victorian advancements in metal manufacturing and the contemporary taste.
- 4.31 This asset is considered to be of **medium heritage value** by virtue of it being Grade II-listed.

Setting

- 4.32 The primary relationship is between Kenyon Hall and the asset, however, this has been lost due to the intervening built development between the asset and Kenyon Hall and its former grounds. This asset is located within the grounds of Kenyon Hall Farm and has a narrow pavement between it and the road. The setting of this asset has been changed with the conversion of the hall into a farmshop and development to its rear and a telephone pole immediately next to it. As such, the main contributor to setting is the land associated with the former Kenyon Hall (to the east).

Contribution of site to setting

- 4.33 The Grade II listed Wall, Gates and Gate Piers to Front of Kenyon Hall is located immediately east of the Draft Main Order Limits (Main Site) beyond Winwick Road, amongst a cluster of buildings associated with Kenyon Hall Farm Shop
- 4.34 The Main Site is located approximately 52m to the west of this asset. It forms part of the asset's immediate rural setting.
- 4.35 According to the 1839 Tithe Map of the area, the land that comprises the Main Site was owned by the Right Honorable Earl of Wilton and occupied by a John Clayton who also owned the land on which the asset is located. As such, the Site and this asset were historically connected as part of the estate of the Earl of Wilton. It is likely that the fields which now make up the Main Site formed part of the estate owned by the occupier of Kenyon Hall.
- 4.36 Nevertheless, due to development within the grounds of Kenyon Hall, the asset has lost some legibility as the wall, gates and gate piers to the hall. The Main Site does not provide any legibility of this lost relationship. As such, the Draft Main Order Limits are considered to make a low contribution to the significance of the asset by virtue of forming part of the wider rural landscape in which the asset can be appreciated rather than aiding our interpretation of the asset as the wall, gates and gate piers to Kenyon Hall.

Barrow Farmhouse (NHLE: 1068477; Grade II)

Description	Contribution of site to setting
4.37 This farmhouse is dated from the mid-18th century by the inscription ‘IB 1763’ (Ivan Bates) on newel post. It stands at three storeys with its front elevation divided into two bays. Two prominent chimney stacks top the gable ends and there is an overlight in the right gable end. The building has seen a number of modern alterations with the tile roof being replaced in the 20th century and the replacement of the original windows with modern casements. The original baffle entry to the left of the main (north) elevation has been moved to the right (south) gable end. The rear wall, as well as much of the front and left, was rebuilt in the 19th or 20th century. 4.38 Internally, the building has ovolo-moulded floor beams with ogee stops to the principal rooms. Inglenook fireplace with large curved ovolo-moulded bressumer beam. Leading to the first floor, is a dogleg stair with a roll-moulded handrail, closed string with pulvinated frieze, and the dated rectangular newel post at half-landing.	4.41 This Draft Main Order Limits (Main Site) are located approximately 500m to the west of this Barrow Farmhouse. There is very little intervisibility between the Main Site and the asset due to a number of modern farm buildings located immediately to the west of the farmhouse which obscure the view of the Main Site. 4.42 The Tithe maps show that Barrow Farm and the Main Site fell under different ownership, revealing that there was unlikely to be a historic connection between the fields which comprise the Main Site and the asset. The key views of open fields which can be appreciated from the asset are located to the east of the asset and do not fall within the Main Site boundaries. A line of mature trees to the west suggest that the primary fields which were worked by the farm were located in the opposite direction to the Main Site. 4.43 The Draft Main Order Limits are considered to have no visual nor historic relationship with the asset and, therefore, is not considered to contribute to the significance nor setting of Barrow Farmhouse.
Significance	4.39 The significance of this asset is derived from its historic and architectural interest as a 18th century farmhouse which testifies to the rich history of farming in the area. Features such as its Inglenook fireplace, gable chimney stacks, and central staircase contribute to the architectural interest of the building. This asset is considered to be of medium heritage value by virtue of it being Grade II-listed.
Setting	4.40 The setting of this asset is characterised by its formal gardens, the modern farming buildings located to west and north, Kenyon Lane and the rolling hills to its east. To the south, along Kenyon Lane, there are a handful of modern detached houses. Whilst the setting has been subject to significant change through the introduction of modern farm buildings and dwellings, the wider agricultural landscape contributes to the significance of the asset by evidencing its historic use as part of a working farm.

Monk House, The Cottage, Pipers Hole Cottage, No. 5 Gerosa Avenue and Rosemount Terrace (Locally Listed Buildings)

Description
4.44 These non-designated heritage assets are all dwellings. There are arranged clustered around Golborne Road, interspersed with modern detached and semi-detached housing. The buildings gradually appear on the maps from 1847 to 1906 with Rosemount Terrace being the final asset to be constructed. The buildings are built from brick rendered and painted white with slate roofs and prominent chimney stacks.
Significance
4.45 These assets are significant for their ability to testify to the historic development of the area and vernacular building practices and material of the period. They are considered to be of low heritage value by virtue of their status as locally listed buildings.
Setting
4.46 The setting of these assets is predominantly defined by their location along Parkside Road / Golborne Road. Monk House is the furthest north and is bound to the west by a row of dense hedging behind which runs Parkside Road and the operating Woodhead Farm. The asset sits within a large garden which includes another house. Further to the east is the M6. On all sides, the asset is surrounded by development. 4.47 The other assets are located in close proximity to one other further south. Historic map regression shows that modern residential development has significantly altered their setting and diminished their relationship with the surrounding fields, this has been further separated by the construction of the M6 to their east. Nevertheless, views of the wider agricultural landscape from private gardens provides legibility of these assets as rural houses.
Contribution of site to setting
4.48 The closest asset is located approximately 150m from the Draft Main Order Limits. In this location, the Draft Main Order Limits are separated by mature vegetation and hilly topography (the Western Rail Chord) and the M6 and fields beyond it (the Main Site). The Draft Main Order Limits are not considered to contribute to the setting nor significance of these assets.

Kenylo Bridge (NDHA)

Description
4.49 This asset is made from stone slabs arranged to create a low standing bridge over Cockshot Brook. It pre-dates 1847 (see the 1847 OS map).
Significance
4.50 This asset primarily derives historic significance from its ability to evidence the continued and historic occupation of the area and some architectural interest due to the small amount of historic fabric comprising the bridge. This asset is considered to be of low heritage value by virtue of it being locally listed.
Setting
4.51 The setting of this asset is defined by Stone Pit Lane and Cockshot Brook. The relationship between the asset and Cockshot Brook contributes to the significance of the asset by providing legibility of this asset’s continued use as a bridge. 4.52 The asset is bound on the west by open fields and dense vegetation along the brook. To the east, are thick hedges and stone walls behind which there are houses. The wider setting of this asset comprise open fields in agricultural interspersed with dwellings, modern farm buildings, and trees.
Contribution of site to setting
4.53 The asset may partially fall within the wider DCO Site boundary, however it does not fall within the Draft Main Order Limits. The Main Site where built form is concentrated, is located approximately 500m from the asset to the west. As the significance of this asset is derived primarily from its historic interest as a bridge and its relationship with the brook over which it carries Stone Pit / Sandy Brow Lane. The Main Site forms part of the wider agricultural setting of this asset, however, it is not considered to make a contribution to the significance of the nature of this asset is inherently functional as a piece of transport infrastructure itself.

4 | Assessment of Significance - Warrington Borough Council

Oven Back Farm (NDHA)

Description

4.54 This farmhouse is believed to have first been built in 1820. It comprises a two storey brick house built in a square with a slate roof and significant modern extensions on its southern, northern, and eastern elevations. The farmhouse has been converted into a residential property and has been heavily modernised both externally and internally. The farmhouse has ceased any agricultural operations.

Significance

4.55 The significance of this asset is derived from its small architectural and historic interest as an 19th century farmhouse. Oven Back Farm is considered to be of **low heritage value** by virtue of it being a locally listed building and the lack of surviving original features.

Setting

4.56 This asset is located on Winwick Lane. Its immediate setting is defined by the one acre of land which constitutes the surrounding garden. To the south of Oven Back Farm is a roundabout connecting Winwick Lane with Parkside Road and a nearby truck and trailer repair works. Further to the south runs the M6.

4.57 With the exception of the modern road network, the setting of the asset largely constitutes open fields which contribute to the significance of this asset by providing legibility of its historic use as a farmhouse.

Contribution of Site to setting

4.58 The Draft Main Order Limits (Main Site) are located 25m to the west of Oven Back Farm and falls with its setting. In its current form as open fields in agricultural use, the Main Site contributes to the setting of this non-designated heritage asset by providing legibility of its historic use as a working farmhouse.

4.59 However, key views from the house towards the rolling fields are to the east and, therefore, in the opposite direction of the Main Site. The placement of Winwick Lane between the non-designated heritage asset and the Main Site suggests that the farm did not work the historic fields which the farm once worked. Indeed, the construction of the road and the wall around the building visually separates the asset from the Main Site.

4.60 Winwick Lane (A579) separates the asset from the Main Site and erodes the contribution of the Main Site to the setting of the asset. Indeed, Tithe Maps show that the Site and the land which was farmed by Oven Back Farm fell under different ownership and the fields to the east of the asset (not part of the Main Site), thus reducing any historic or functional association. The relationship between these fields to the east is the primary contributor to the asset's significance. As such, the fields comprising the Main Site were not worked by Oven Back Farm and make a very limited contribution to the agricultural landscape which forms the wider setting of Oven Back Farm.



Figure 4.10 Oven Back Farm
June 2024

St Oswald's Well in Field to South of Woodhead Farmhouse (NHLE: 1343263; Grade II & Scheduled Monument)

Description

4.61 This monument comprises an early-medieval square, stone well chamber which measures 0.7 wide and approximately 1.9m deep with three steps on the southern side leading down to the water. A large stone partially covers the opening. One of the stones is inscribed 'IHS MH'.

Significance

4.62 The significance of this asset is primarily derived from its historic and evidential value by marking the location where the Anglo-Saxon King Oswald of Northumbria was supposedly killed during the Battle of Maserfield in 641 or 642 AD. A tradition of visiting the monument for its healing properties emerged in the medieval period. In Bede's 'Ecclesiastical History of the English Nation, Book III' (642 AD) recounts the alleged curing of a boy of an ague and girl of palsy at St Oswald's tomb.¹ The asset is considered to be of **high heritage value** by virtue of it being a Scheduled Monument.

Setting

4.63 There is no record of where the Battle of Maserfield was fought. Academic consensus is that it was not in this location and the associations with the well is an erroneous tradition. Dr Andrew Breeze's book 'British Battles 493-937: Mount Badon to Brunanburh', makes the case that the battle took place in Wales.² There is no formal designation that this was the location of the battle.

4.64 The setting of this asset has been significantly altered as a result of modern farming practices in the area. Currently, the well is surrounded by a timber and wire fence. It is located within an open field likely used as meadow interspersed with farm buildings, mature trees, and hedges. To the east of the well runs Parkside Road. The topography of the area means that the asset sits in a dip and does not visually associate with the land to the north of the asset. Indeed, the asset is difficult to see from the road with no public footpath around it. As such, the setting is not considered to visually contribute to an understanding nor appreciation of the asset.

Contribution of Site to setting

4.65 The Draft Main Order Limits are located approximately 410m to the east of this asset. There is no intervisibility between the asset and the Draft Main Order Limits due to the topography, distance, tree coverage, and intervening built development in the form of the M6. Additionally, there is no known historic association between the Draft Main Order Limits and the Well. The Draft Main Order Limits are not considered to contribute to the setting nor the significance of this asset.

4.66 This judgement aligns with the Secretary of State's who assessed for the Parkside West scheme (Ref. P/2018/0048/OUP) that *'there would be no harm to the setting of St Oswald's Church or St Oswalds Well. He further agrees with the Inspector's conclusions at IR12.125 on the Battlefield of Maserfield and the spoil tip on the site'*.



Figure 4.11 St Oswald's Well
June 2024

¹ Bede, *Ecclesiastical History of the English People*, Book 3, Chapter 12, translator not clearly indicated (but it seems to be L. C. Jane's 1903 Temple Classics translation), introduction by Vida D. Schudder, (London: J. M. Dent; New York E. P. Dutton, 1910).

² Andrew Breeze, *British Battles 493-937: Mount Badon to Brunanburh* (London: Anthem Press, 2020): X.

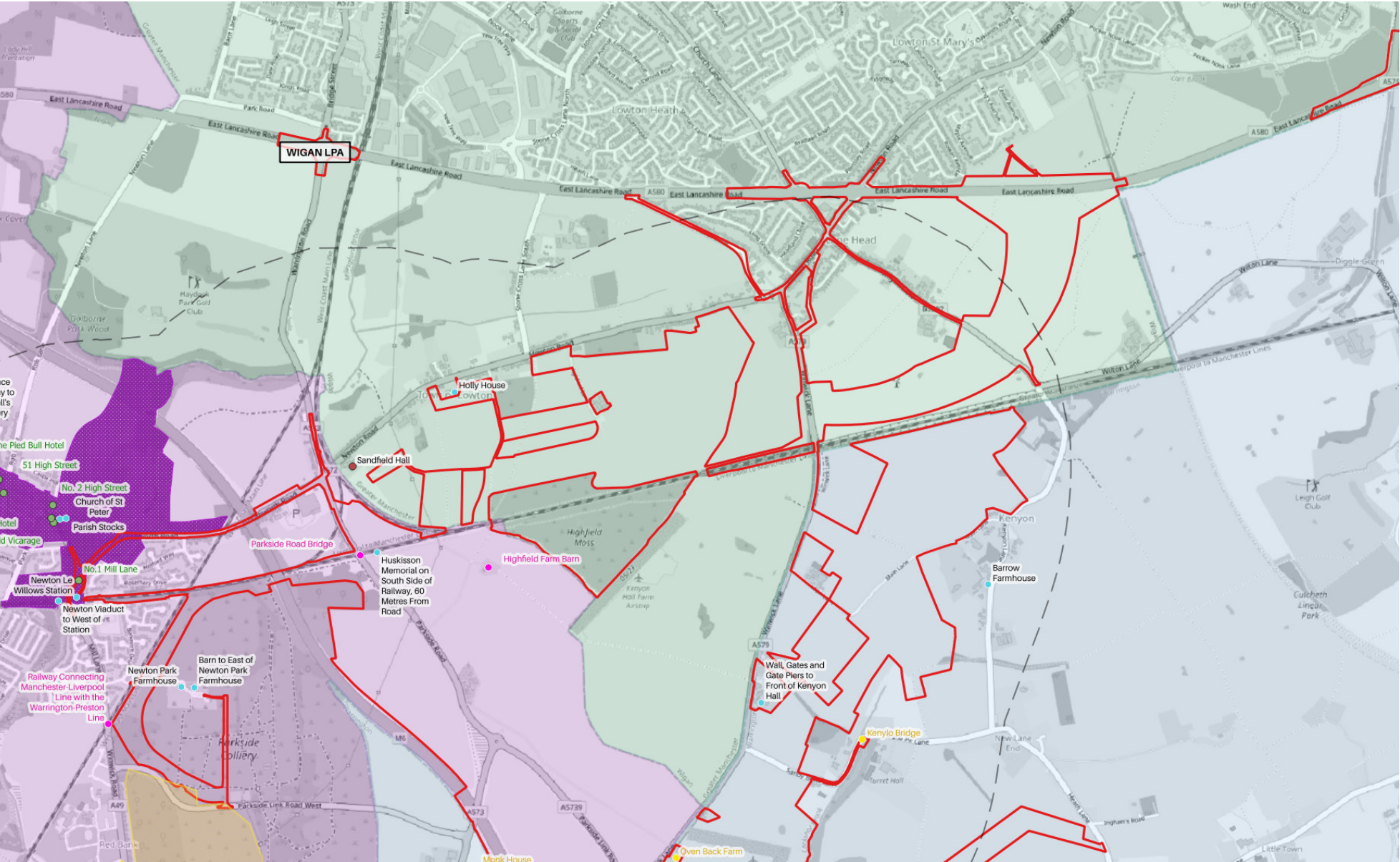
Section 5

Assessment of Significance - Wigan Council.

5 | Assessment of Significance - Wigan Council

Scope of Assessment - Wigan Council

List Entry ID.	Name	Value	Reason for Inclusion	Page
1253103	Holly House	Grade II	Requires assessment on potential effects.	39
	Sandfield Hall	NDHA	Requires assessment on potential effects.	39



Holly House (Grade II)

Description

- 5.1 This detached house dates to c.1830. Standing at two storeys, the building is constructed from brick with a Welsh slate pyramid roof. Designed with a symmetrical 3-window range to front, the elevation is decorated with 12-pane hornless sash windows throughout with sills and stucco lintels. The central doorway has engaged Doric columns topped with a fanlight, glazing bars, and a half-gazed door. The side walls contain hornless sash windows. At the rear of the building, there is a 19-pane round headed stair window and casement windows in the original openings.
- 5.2 The double depth plan features stairs to the rear of a central entrance hall. According to the Historic England listing, the interior has not been inspected but is believed to contain contemporary stairs and fireplaces; internal panelled shutters and other joinery.

Significance

- 5.3 The significance of this asset is derived from its architectural and historic interest as an early-18th century house. Features such as the original sash windows and detailing and grand central doorway contribute to the architectural interest of the building.
- 5.4 This asset is considered to be of **medium significance** by virtue of it being Grade II-listed.

Setting

- 5.5 The setting of this asset is defined by its enclosed garden whose boundaries are lined with dense vegetation. Located along Newton Road, the asset is surrounded by residential development from varying historical periods to the north. To the south, the asset is bounded by open fields in agricultural use, however, these are not visible from the grounds of the house due to the dense tree cover and the walled garden. As such, the setting of the asset is not considered to contribute to the significance of Holly House.

Contribution of Site to setting

- 5.6 The Draft Main Order Limits (Main Site) is located approximately 595m to the south of this asset from which is it visually separated by the railway line and fields in agricultural use. The Main Site does not contribute to the legibility of the asset as a Victorian house and, therefore, is considered to make no contribution to its significance.

Sandfield Hall (NDHA)

Description

- 5.7 Sandfield Hall was constructed in 1890 by the founder of Airey's Brewery to replace the original Sandfield Hall in that location. It is built from red brick in Flemish bond and stands at two storeys with a pitched slate roof. The main, south facing elevation is flanked by two turrets capped with bulbous, led roofs and stone mullioned windows which lend the building a fortified appearance.
- 5.8 Once a grand residence, the building has since been subdivided into apartments. It appears to retain original plasterwork and corning details.

Significance

- 5.9 This significance of this asset is derived from its architectural and historic interest as an elegant Victorian Hall which was once in use as a single, grand residence. Features such as its multiple bayed windows, clay chimneys, sash windows, and turrets with stone mullioned windows contribute to its architectural interest. This asset is considered to be of **very low significance** by virtue of it being a non-designated heritage asset.

Setting

- 5.10 The setting of this non-designated heritage asset is predominantly defined by the formal, enclosed garden in which it sits. To the north of Sandfield Hall are a number of Victorian agricultural buildings interspersed with newly-built apartment blocks. Beyond these buildings run along the busy Newton Road (A572) and rows of modest Edwardian and modern houses. The asset is bound to the east by open fields in agricultural use. The wider setting of this asset is not considered to contribute to its significance.

Contribution of Site to setting

- 5.11 The Draft Main Order Limits (Main Site) is located approximately 127m to the southwest of Sandfield Hall from which it is separated by a small thicket of trees and the Parkside West Curve line (historically the L. M. S. R. North Union Line). The main elevation of the building faces south, towards the Main Site. Nevertheless, there are very limited views of the Main Site from within the grounds of the asset due to the dense tree coverage.

- 5.12 The railway line within the Main Site pre-dates the asset. It is possible that the asset was built in this location due to the convenience of its proximity to the railway line and the Lowton Station which formerly existed to the west of the asset.
- 5.13 The parcel of land on which the asset is located was owned by Thomas Legh Esquire and occupied by a Thomas Peters at the time of the 1837 Tithe Map. The land now comprising the Main Site was also under the ownership of Thomas Legh Esquire, however, given that he owned the majority of the land in this area this relationship is coincidental.
- 5.14 In its current condition, the Main Site is characteristic of the setting of the asset by providing evidence of the development which occurred around the asset in the Victorian era due to the arrival of the railway and industrial infrastructure. The Draft Main Order Limits do not provide any legibility of the assets historic function nor design influences. As such, it is not considered to contribute to the setting of Sandfield Hall.

Section 6

Assessment of Effects - St Helens.

6 | Assessment of Effects - St Helens

Heritage Asset Map Overlaid with ZTV

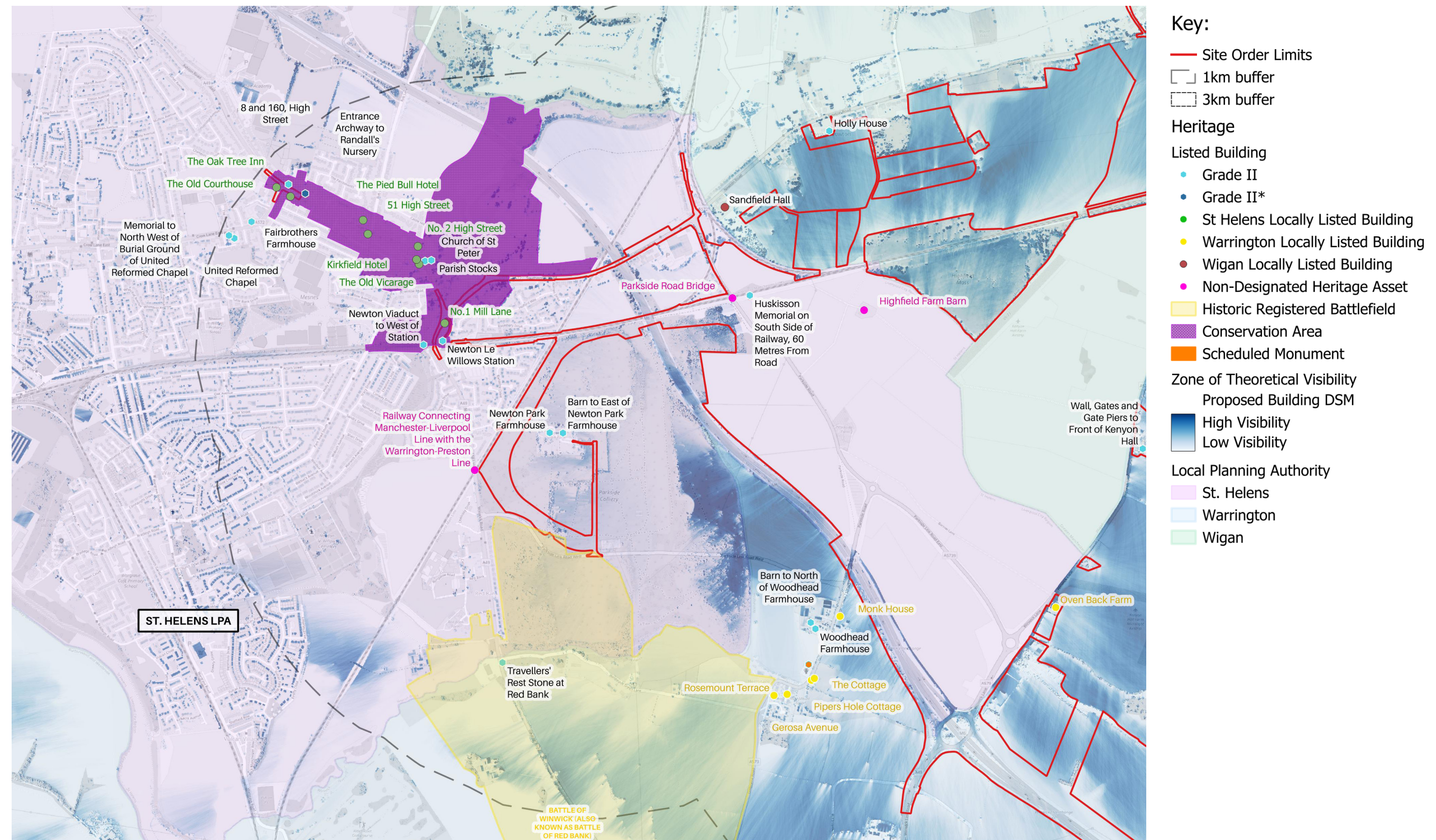


Figure 6.1 Heritage asset map overlaid with ZTV (based on building DSM data)

Assessment of Impact - St Helens

List Entry ID.	Asset	Level of Identified Harm	Reasoning	Proposed Mitigation
1075900	Huskisson Memorial on South Side of Railway, 60 Metres From Road (Grade II)	No harm	This asset is located within the Main Site. It will experience indirect effects resulting from the proposed development. The significance of this asset is derived from its historic interest as a marker of the location where its is believed the first person in the world was killed by a train and its architectural interest. However, this asset derives significance from its location adjacent to the Liverpool - Manchester railway line. The Proposed Development will result in no direct effects to the asset and will be protected during construction work. The Proposed Development will add another railway line to the south of the asset. The relationship of the asset to the existing railway line (Chat Moss), which is fundamental to understanding the significance of the memorial, which will not be changed. The addition of a new railway line to south is judged to be in keeping with the characteristic of the setting which is largely defined by railway infrastructure. Further to the south, large warehouses will be built. Set into the bank and hidden, the memorial does not rely on prominence to be appreciated. As such, the presence of larger structures further to the south is unlikely to materially affect the significance of this asset. As such, the proposal is not anticipated to result in harm to the setting nor significance of the memorial.	A scheme of heritage interpretation is also proposed to north of asset (within amenity area north of the railway). The details of the interpretation are still being developed but the intention for this to provide interpretation of the asset, including the Huskisson as a complex and contentious individual, and importance of the birth of the railway on the location.
	Parkside Road Bridge (NDHA)	No harm	This asset is located within the Main Site. The Proposed Development will not alter the asset and It will not experience direct impacts resulting from works to the road and railway infrastructure. The asset is anticipated to experience indirect effects associated with the new pedestrian bridge across the Chat Moss Line which would be situated to the east of the asset, and the new road bridge across the Western Rail Chord to the south of the asset. Due to the functional nature of the asset's significance and these works being typical of the existing setting, the appreciation and understanding of the significance of this asset would not be affected. As per NPSNN paragraph 5.210, any effects would need to be considered in the context of the significance of these asset (which is assessed to be very low, due to the extent of modern alteration it has undergone).	N/A
	Highfield Farm Barn (NDHA)	Total loss of asset of very low significance	This asset is located within the core of the Main Site. Highfield Farm Barn will be removed and will experience direct effects resulting from the Proposed Development. Given its location within the Main site, it is not possible to retain the NDHA and deliver the Proposed Development. As such, the total loss of asset of very low significance needs to be considered in context of notable public benefits of the proposals.	N/A

List Entry ID.	Asset	Level of Identified Harm	Reasoning	Proposed Mitigation
1283575	Newton Viaduct to west of station	No harm	This asset is not within the DCO Site. The Western Rail Chord will be visible from this asset and its setting, however the works proposed within the western part of the Western Rail Chord are minor rail and signalling works only (minor track realignment, alteration to signals and alteration to cables at the side of the tracks). These works are typical of the existing setting and would not affect the understanding of the significance of the asset. The Main Site which contains the highest density of the Proposed Development (the Inter-modal Terminal) is located approximately 840m away from the asset and is not visible due to the intervening built form and M6. As the setting is already characterised by road and industrial railway infrastructure and the asset's significance is predominantly derived from its role as part of the original 1830 Liverpool - Manchester railway, the development of railway infrastructure as part of the Proposed Development is considered to not materially change the setting of the asset and is likely result in no harm to the significance of the Newton Viaduct.	N/A
1343248	Newton-le-Willows Station	No harm	The Western Rail Chord is to the east of this asset and it will be visible from this asset and its setting. However, as above, the works proposed within the western part of the Western Rail Chord are minor rail and signalling works only (minor track realignment, alteration to signals and alteration to cables at the side of the tracks). These works are typical of the existing setting and would not affect the understanding of the significance of the asset The Main Site is located approximately 840m away from the asset and is not visible due to the intervening built form and M6. As the setting is already characterised by industrial railway infrastructure and the asset's significance is predominantly derived from its role as part of the original 1830 Liverpool - Manchester railway from which railways were built world-wide in emulation, the development of railway infrastructure as part of the Proposed Development is considered to likely result in no harm to the significance of the station.	N/A

List Entry ID.	Asset	Level of Identified Harm	Reasoning	Proposed Mitigation
1412878	Battle of Winwick (also known as Battle of Red Bank) 1648 (Registered Historic Battlefield)	No harm	Given its inclusion within the Western Rail Chord, the Registered Historic Battlefield of Winwick will potentially be directly impacted by the Proposed Development. However, a very limited part of the designated battlefield interacts with the Draft Main Order Limits (Western Rail Chord) and this part has already been altered by modern road infrastructure. During consultation with Historic England in December 2024 and Warrington in August 2025, it was acknowledged that only a small amount of asset was within the DCO Site and the part of the Battlefield closest to the Western Rail Chord is already undergoing a high level of change due to the Parkside West scheme. In 2021, the asset was the subject of permission (Parkside West phase 1) for the construction of up to 92,900m2 of employment floorspace (use class B8 with ancillary B1 (a)) and associated servicing and infrastructure (ref. P/2018/0048/OUP). This is Phase 1 of a larger regeneration scheme known as the Parkside West development scheme. Both the Inspector and Secretary of State cited some inevitable harm to the Registered Battlefield resulting from the Parkside redevelopment, however, in the context of the very significant amount of change that has occurred over the last century, alongside the proposed mitigation, the harm was judged to be limited and outweighed by the public benefits of the scheme. Parkside West Phase 2 has recently been submitted to St Helens (P/2024/0419/HYEIA) and is currently under determination. The Proposed Development would require a much lower level of change within the battlefield than was proposed by the consented Parkside West scheme, involving minor landscaping within an very small part of the designated area. The part of the Registered Historic Battlefield which falls within the Western Rail Chord does not contribute to the significance of the asset due to the heaviest fighting occurring along Newton Brook and near Hermitage Lane, then southwards to Winwick Village as the Parliamentarian forces encircled the Scottish infantry (see timeline on page 21). As such, there are no topographical features in the terrain which provide legibility of the battle tactics which were employed features of the terrain in this part of the DCO Site. As such, the impact from the Proposed Development will largely be indirect and the ZTV indicates potential for visibility within the Registered Battlefield, however this would be at a distance and would be seen in context of existing and emerging modern infrastructure. The landscape surrounding the Registered Historic Battlefield contributes to the significance of this asset by providing legibility of the topography and terrain which led to its use as a the strategic location for the Battle of Winwick. However, the setting of this asset has experienced significant change since the 17th century with the enclosure of the surrounding fields, the creation of the railway lines, the M6, and the development of Winwick Village to the south and Earlestown to the north which have introduced urban development into the setting of the battlefield. Overall, the Proposed Development is considered to result in very minor change to area of battlefield already affected by modern development. It would not affect understanding or appreciation of battlefield itself (especially key features such as topography and woodland), either through direct effects or glimpsed visibility of the proposed buildings of the new Intermodal Terminal (the Main Site) in wider setting at approximately 545m distance away, beyond the M6. So whilst a change, the Proposed Development is unlikely to materially alter the significance of Battlefield and is judged to result in no harm to the asset.	This asset will be integrated into a scheme of heritage interpretation proposed to north of asset (within amenity area north of the railway). The details of the interpretation are still being developed but the intention for this to provide further interpretation of the registered historic battlefield. While the trail will be located at some distance away from the asset, this is considered the most accessible and appropriate location for the public to access within the DCO Site and may encourage visitors to travel to and better appreciate the battlefield. Thus, likely to be an enhancement to interpretation, but only slight.

List Entry ID.	Asset	Level of Identified Harm	Reasoning	Proposed Mitigation
1198958	High Street and Willow Park Conservation Area encompassing: Entrance Archway to Cancelllo (Grade II*)	No harm	These assets are assessed as a group due to their shared similarity of significance and potential effects. The significance of the locally listed assets and NDHAs is directly informed by the High Street and Willow Park Conservation Area, therefore are assessed in association with this asset. The Western Rail Chord is in close proximity to the southernmost section of the Conservation Area. However, the ZTV indicates that there would generally be very little visibility of the Proposed Development from the High Street and Willow Park Conservation Area. This setting of the Conservation Area to the south is already characterised by industrial buildings lining the railway and railway infrastructure. The works proposed within the western part of the Western Rail Chord are minor rail and signalling works only (minor track realignment, alteration to signals and alteration to cables at the side of the tracks). These works are typical of the existing setting and would not affect the understanding of the significance of the asset. As such, even where glimpsed, the Proposed Development is not considered to result in any material change to the baseline setting of the Conservation Area in this area.	N/A
1343245	Church of St Peter (Grade II)			
1283630	Parish Stocks (Grade II)			
1075930	No. 158 and 160 High Street (Grade II)			
LL062	No.2 High Street			
LL059	Kirkfield Hotel			
LL057	The Old Vicarage			
LL060	Oak Tree Inn			
LL061	Former Magistrates Court			
LL064	The Blue Lion			
LL063	Pied Bull Hotel			
1075929	Fairbrother's Farmhouse (Grade II)	No harm	The setting of this asset has significantly diminished the legibility of this asset as a historic farmhouse and it is now read as part of the residential development in the area. The asset is located approximately 500m to the west of the Draft Main Order Limits (Western Rail Chord). The Western Rail Chord is not considered to contribute to the significance of this asset. The ZTV indicates that, due to intervening built form and the topography, there would be no intervisibility between the Proposed Development and the asset. As such, the Proposed Development is likely to result in no harm to the Fairbrother's Farmhouse.	N/A
1483247	Traveller's Rest (Grade II)	No harm	According to the ZTV, there is unlikely to be a visual relationship between the Proposed Development and this asset due to the intervening distance and areas of woodland and housing along Winwick Road. The setting of this asset is characterised by its adjacent fields in agricultural use and its location on Winwick Lane. As the Proposed Development would not interfere with this relationship, it is unlikely to have a direct nor indirect impact on the asset. Therefore, it is anticipated to likely result in no harm to this asset.	N/A

6 | Assessment of Effects - St Helens

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

List Entry ID.	Asset	Level of Identified Harm	Reasoning	Proposed Mitigation
1075928 & 1198937	United Reformed Chapel & Memorial to North West of Burial Ground of United Reformed Chapel (both Grade II)	No harm	The three storey extension and conversion of the chapel to provide apartments has diminished the legibility of its significance as a 19th century congregational chapel. The Draft Main Order Limits does not contribute to the setting nor significance of these assets as a mid-Victorian chapel and its associated burial ground which are appreciated within an urban setting. Furthermore, the ZTV indicates that the assets are located in an area of very limited visibility of the Proposed Development. As such, the Proposed Development is anticipated to result in any direct or indirect effects on the assets and will likely result in no harm to their special interest.	N/A
	Railway Connecting Manchester-Liverpool Line and Warrington-Preston Line (NDHA)	No harm	The Western Rail Chord runs parallel to this NDHA. In this location, the Proposed Development comprises the addition of a new section of railway to the east of this asset. The significance of this asset derives from its historic and architectural significance as part of the early railway infrastructure which emerged rapidly in the decades following the opening of the Liverpool - Manchester railway line in 1830. Beyond its connection with the Liverpool - Manchester line, the setting of this asset is not considered to contribute to the significance of the asset. As such, the Proposed Development is anticipated to likely result in no harm to this asset.	N/A
1198973 & 1075931	Newton Park Farmhouse & Barn to East of Newton Park Farmhouse (both Grade II)	Lowest level of less than substantial harm	These assets are 150 - 190m away from the Draft Main Order Limits (Western Rail Chord). The Draft Main Order Limits are part of the wider agricultural setting of these assets, however are not considered to contribute to the significance of these assets due to the dense intervening vegetation which does not provide any legibility of the historic role of the assets as part of a working farm. The primary relationship which contributes to the significance of these assets the connection between the farmhouse and barn as they provide evidence of the development of the farm. The elements of the Proposed Development which fall within the immediate setting of the assets is the creation of a new access road. It is proposed to construct a new access route to the assets from Parkside Link Road as the current access would not be able to be maintained with the construction of the Western Rail Chord. This was previously consented as part of the Parkside West development (Ref. P/2018/0048/OUP) and the access point is already under construction as part of this scheme. Whilst this would mean the loss of the access which has historically always been to the west, the historic access road itself was altered in the 19th century following the introduction of the railway to the west. Aside from this element, the assets may experience indirect effects associated with the intensification of existing and emerging road, railway and industrial infrastructure within their wider setting. According to the ZTV, the assets are located in an area of lower visibility despite their close proximity to the Western Rail Chord. As the wider setting is not considered to contribute to the significance of these assets and the Proposed Development will not affect the relationship between the assets, it is anticipated that the Proposed Development may result in the lowest level of less than substantial harm through the loss of the historic access. This judgement aligns with that provided by the Secretary of State on the appeal decision for the consented Parkside West development that the 'level of harm to the Newton Park Farmhouse and Barn would be limited'.	Proposed setbacks and planting around the boundary to provide screening of the Western Rail Chord from these assets. There is the potential that proposed landscaping scheme, as shown in the Landscape Master Plan, in the surroundings of the Farmhouse and Barn may lead to slight enhancements to setting which could balance out any effects of moving the historic access.

Section 7

Assessment of Effects - Warrington.

7 | Assessment of Effects - Warrington

INTERMODAL LOGISTICS PARK (ILP) NORTH STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI)

Heritage Asset Map Overlaid with ZTV

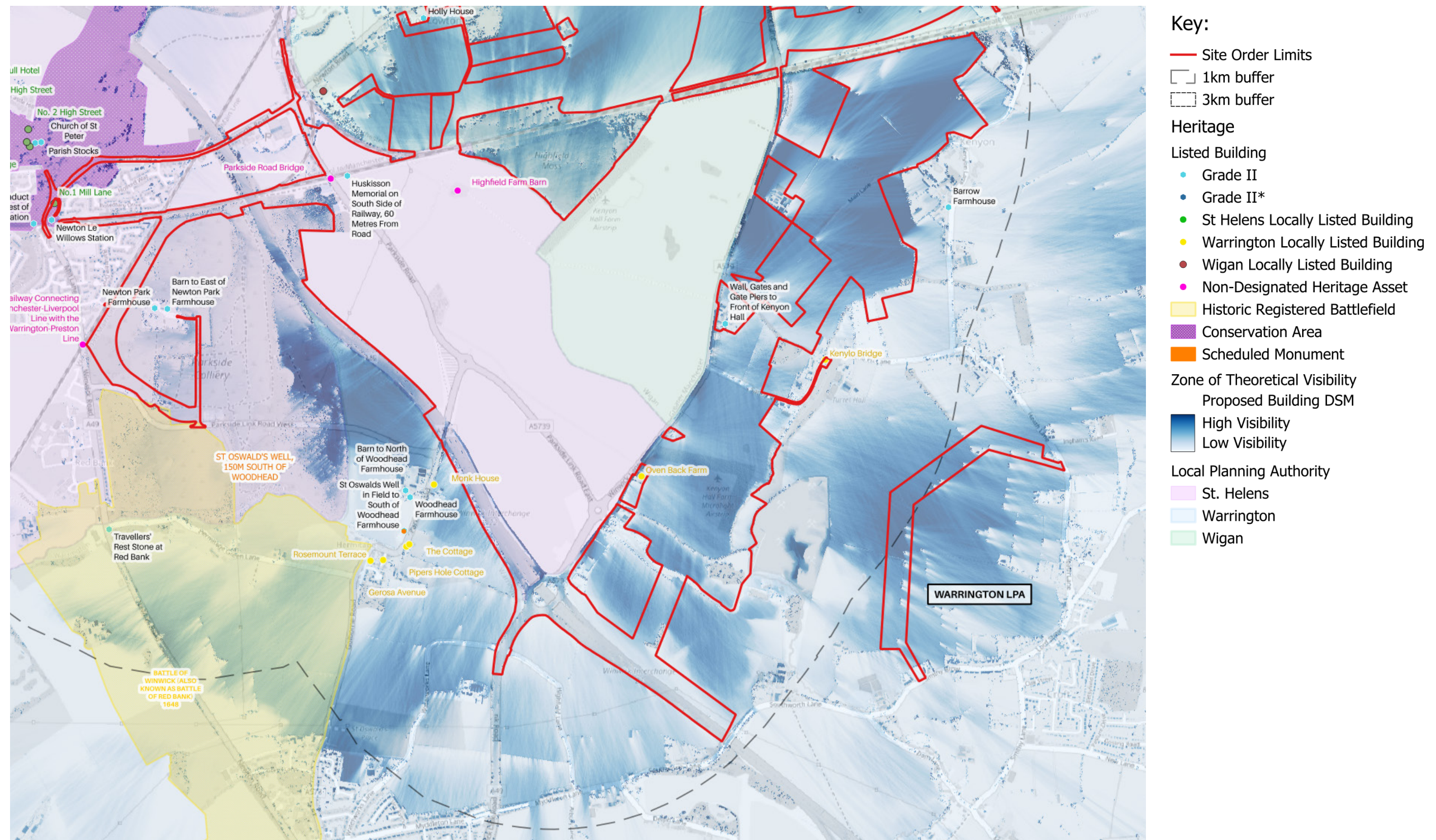


Figure 6.2 Heritage asset map overlaid with ZTV (based on building DSM data)

List Entry ID.	Asset	Level of Identified Harm	Reasoning	Proposed Mitigation
1075898 1075899	Woodhead Farmhouse (Grade II) Barn to North of Woodhead Farmhouse (Grade II)	No harm	The Draft Main Order Limits (Main Site) is located approximately 275m to the east of Woodhead Farmhouse and 330m east of the Barn to North of Woodhead Farmhouse. The ZTV indicates that there is no intervisibility between the assets and the Main Site due to mature trees between Woodhead Farmhouse and Parkside Road, modern farming buildings, and the M6. Development between the assets and the Main Site has eroded any historic relationship between the farmhouse and the Main Site and divorced it from the setting of the asset. As such, it is considered that the Draft Main Order Limits does not contribute to the significance of these assets and the Proposed Development would have no direct nor indirect effects on the assets.	N/A
1068477	Barrow Farmhouse (Grade II)	No harm	This Draft Main Order Limits (Main Site) is located approximately 500m to the west of Barrow Farmhouse. There is very little intervisibility between the Proposed Development and the asset due to a number of modern farm buildings located immediately to the west of the farmhouse which obscure the view of the Main Site. The Main Site forms part of the wider agricultural setting of this asset which contributes to its significance by providing legibility of its historic function. However, there is no known historic connection between the fields which comprise the Main Site and the asset. Additionally, the key views of open fields which can be appreciated from the asset are located to the east and the mature line of trees to the west suggest that the primary fields which were worked by the farm were located in the opposite direction to the Main Site. As such, the Draft Main Order Limits is considered to make a limited contribution to the setting of the asset by virtue of it forming part of the wider agricultural setting rather than by any visual or historic connection. The Proposed Development is, therefore, not anticipated to impact this asset and will likely result in no harm to its significance nor setting.	N/A
1343263 and 1018082	St Oswald's Well, 150m south of Woodhead (Grade II and Scheduled Monument)	No harm	This asset is located approximately 410m to the west of the Draft Main Order Limits (Main Site). The ZTV indicates that there is no or very little visibility of the Proposed Development from the asset due to the topography and intervening existing vegetation and built form (mainly the M6). The setting of this asset has been significantly altered as a result of modern farming practices in the area. Currently, the Scheduled Monument is surrounded by a timber and wire fence. It is located within an open field likely used as meadow interspersed with farm buildings, mature trees, and hedges. The Proposed Development is considered to likely result in no harm to this heritage asset as it will have no direct nor indirect effects on its significance nor setting.	N/A
	Monk House (Locally Listed Building) The Cottage (Locally Listed Building) Pipers Hole Cottage (Locally Listed Building) No.5 Gerosa Avenue (Locally Listed Building) Rosemount Terrace (Locally Listed Building)	No harm	These assets are assessed as a group due to their shared similarity of significance and potential effects. Due to the intervening distance, mature vegetation and, for the Main Site, the separation by the M6, there is no visual relationship between the Draft Main Order Limits and these assets. The setting of these assets is characterised by its adjacent fields in agricultural use and its location on Parkside Road / Golborne Road. The ZTV indicates that there would be very limited visibility, and only glimpsed from specific locations, of the Proposed Development from these assets due to the distance and intervening built form. The Draft Main Order Limits are not considered to contribute to the setting nor significance of these assets and their legibility as a cluster of non-designated heritage assets. As such, the Proposed Development would not interfere with this relationship and it is unlikely to have a direct nor indirect impact on the assets nor their immediate surroundings. Therefore, it is anticipated to likely result in no harm to these assets.	N/A

List Entry ID.	Asset	Level of Identified Harm	Reasoning	Proposed Mitigation
	Oven Back Farm (Locally Listed Building)	Very minor level of harm	The Draft Main Order Limits (Main Site) is located adjacent to the west of Oven Back Farm and falls with its setting. The Main Site is highly visible from this asset and its surrounding area. In its current form as open fields in agricultural use, the Main Site contributes to the setting of this non-designated heritage asset by providing legibility of its historic use as a working farmhouse. However, keys views from the house towards the rolling fields are to the east and, therefore, in the opposite direction of the Main Site. The placement of Winwick Lane between the non-designated heritage asset and the Main Site suggests that the farm did not work the historic fields which the farm once worked. Indeed, the construction of the road and the wall around the building visually separates the asset from the Main Site. As such, the Main Site contributes to the agricultural landscape which forms the wider setting of Oven Back Farm rather than through any known direct historic or functional association between the farm and the Main Site. The Proposed Development will introduce an urbanising presence into the setting of this asset historically associated with agricultural activity. This is likely to be a minor level to an asset of very low heritage value.	Planting and bunds up to 3m above the re-profiled ground level will be formed within the south-western boundary (adjacent to the M6) these will reduce visual and aural presence of the Proposed Development. Positioning of development inwards with a generous buffer between the proposed buildings and the boundary of the Draft Main Order Limits.
	Kenylo Bridge (Locally Listed Building)	No harm	The Main Site is located approximately 470m to the west of this asset. The ZTV indicates that there is very limited visibility of the Proposed Development from the asset due to its enclosed setting. Beyond forming part of its wider rural setting, the Main Site does not contribute to significance of this asset which is primarily defined by its location on the brook. As such, the Proposed Development is anticipated to likely to result in no harm to the Kenya Bridge.	N/A
1356218	Wall, Gates and Gate Piers to Kenyon Hall (Grade II)	Lowest level of less than substantial harm	The Draft Main Order Limits (Main Site) forms part of the wider agricultural setting of this asset. The Proposed Development in this location comprises a drainage connection. Tithe Maps reveal that the fields which now comprise the Site and the land on which the asset is located were both owned by the Earl of Wilton. It is likely that the fields were worked by Kenyon Hall. Nevertheless, the main relationship is between the wall, gates, and gate piers and the Kenyon Hall which has been eroded by intervening built development. As such, the Main Site only contributes to the significance of the asset by virtue of forming it wider agricultural setting. The Proposed Development is, therefore, anticipated to have an indirect impact on the asset which will result in a low level of less than substantial harm by introducing an 'urbanising' element into its view of open fields historically associated with the asset, albeit without affecting the principle contributing relationship with the land of the former hall.	Planting and bunds up to 3m above the re-profiled ground level will be formed within the south-western boundary (adjacent to the M6) these will provide acoustic attenuation and visual screening around the boundary to obscure the Proposed Development. Positioning of development inwards with a generous buffer between the proposed buildings and the boundary of the Draft Main Order Limits.

Section 8

Assessment of Effects - Wigan.

8 | Assessment of Effects - Wigan

Heritage Asset Map Overlaid with ZTV

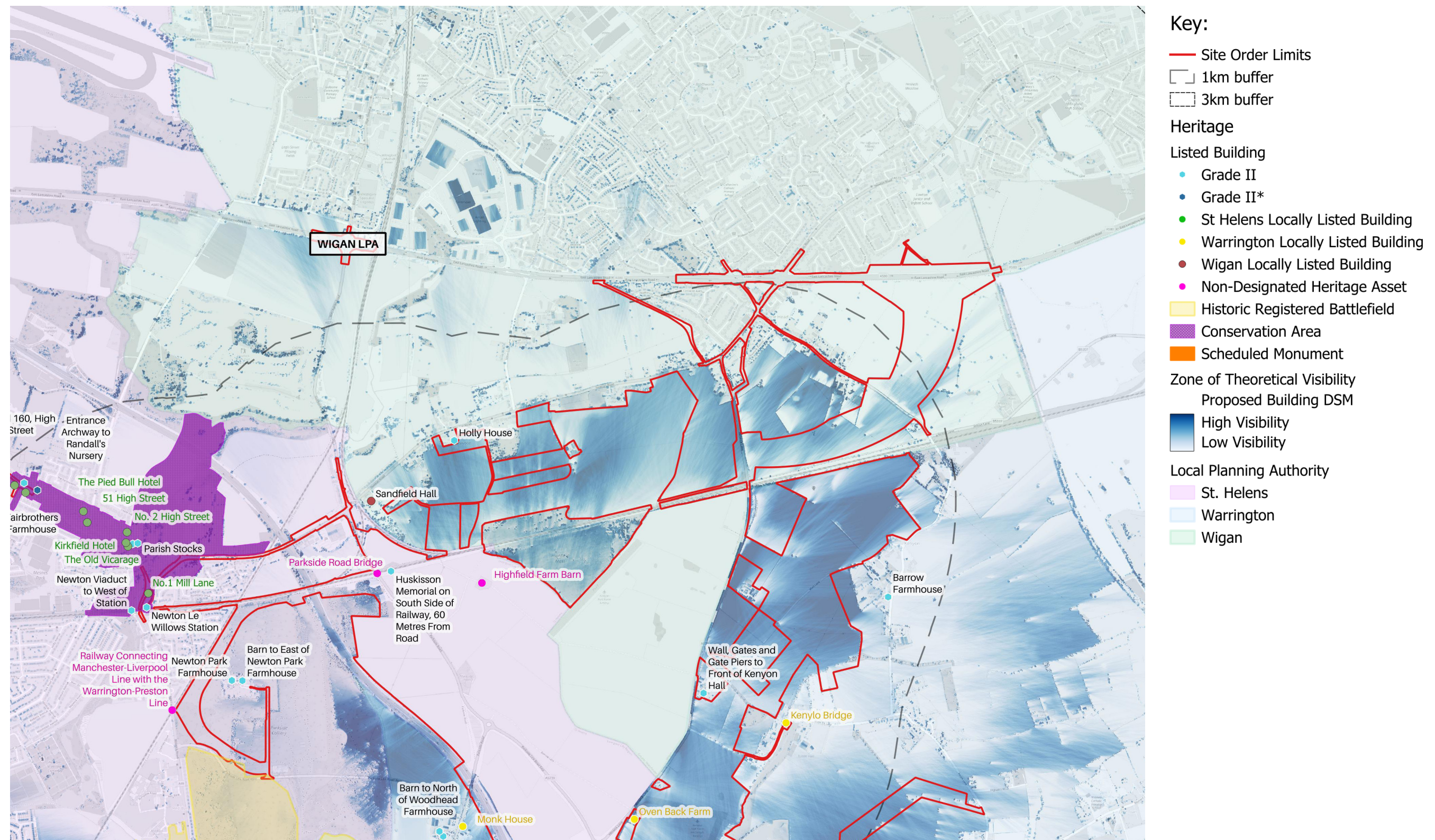


Figure 6.3 Heritage asset map overlaid with ZTV (based on building DSM data)

List Entry ID.	Asset	Level of Identified Harm	Reason	Proposed Mitigation
1253103	Holly House (Grade II)	No harm	The Draft Main Order Limits (Main Site) is located to the south of this asset, albeit elements of the Draft Order Limits sit closer but would be related to landscape and Biodiversity Net Gain (BNG) mitigation works. Holly House will potentially experience indirect effects resulting from proposed development within the Main Site. Specifically, potential effects are associated with the potential visibility of the Proposed Development from within the setting of the assets, as suggested by ZTV analysis. Where visibility of proposed railway infrastructure may be experienced, it will reinforce the railway character of the assets' setting. Industrial activity associated with the railway is characteristic of the asset's setting it is considered that a consolidation of this in wider setting would not necessarily harm appreciation of setting and significance. If any visibility in long views to the south, whilst may affect amenity, would not materially affect contribution of setting to significance. As such, it is considered that the Main Site does not contribute to the setting of the asset. The Proposed Development is, therefore, anticipated to have no impact on the significance of this asset and will likely result in no harm.	The land directly to south of Holly House within the wider DCO Site is proposed to be planted with woodland for mitigation. Once mature, this is likely to entirely screen any glimpses of the Proposed Development at the Main Site. This will supplement mitigation provided by the distance between the assets and the Main Site and would mean there is likely to be no effect arising from the Proposed Development.
	Sandfield Hall (NDHA)	No harm	The Draft Main Order Limits (Main Site) is located approximately 350m to the southwest of this Sandfield Hall, albeit elements of the Draft Order Limits sit closer but would be related to rail infrastructure, amenity space and landscape and Biodiversity Net Gain (BNG) mitigation works. The ZTV indicates that there are only a few spots from Sandfield Hall in which the Proposed Development will be visible. As such, there are unlikely to be any views of the Proposed Development from within the garden due to the small area of woodland and dense tree planting between this asset and the Parkside West Curve line (historically the L. M. S. R. North Union Line). The main elevation of the building faces south, towards the Main Site, however, there are no views of the Main Site from within the grounds of the asset due to the dense tree coverage. Modern development within the immediate setting of the asset and to the north along Newton Road has eroded the semi-rural setting the asset was once appreciated in and, more importantly, this asset was developed after the railway and so rail infrastructure has always been prominent within its setting. The Main Site is not considered to contribute to the setting of this asset. As such, due to the lack of visibility of the Proposed Development and rail infrastructure being characteristic of its setting from the asset's original construction, the Proposed Development is not anticipated to cause any direct nor indirect effects to the asset and will likely result in no harm to the contribution of setting to significance.	The land within the wider DCO Site which sits between these assets and the Main Site is proposed to be planted with woodland for mitigation. Once mature, this is likely to entirely screen any glimpses of the Proposed Development at the Main Site. This will supplement mitigation provided by the distance between the assets and the Main Site and would mean there is likely to be no effect arising from the Proposed Development.

Section 9

Conclusion.

Summary

- 9.1

This Heritage Statement has been produced by Iceni Projects on behalf of Intermodal Logistics Park North Ltd ('the Applicant') to support an application for a Development Consent Order (DCO) for the proposed development on land to the east of Newton-le-Willows ('DCO Site'), in the jurisdictions of St Helens and Wigan Councils.
- 9.2

This Heritage Statement is specifically intended to function as a supplementary technical appendix to the Cultural Heritage Chapter (12) of the Preliminary Environmental Impact Report ('PEIR').
- 9.3

This report has considered the legislative and policy context and guidance in which to determine possible heritage impacts of the Proposed Development. It has reviewed and set out the historic development of the DCO Site and surrounding area utilising archival material and relevant historical mapping.
- 9.4

The significance of the relevant heritage asset within a 1km radius of the Draft Main Order Limits has been identified and appraised. Using this assessment of significance to inform, the impact of the proposed scheme has been considered. In accordance with Paragraph 18 of the PPG and the Historic Environment section (paras.5.204 - 5.226). of the NPSNN, the assessment of impact has considered the Proposed Development in the context of the potential impact on the significance of the listed buildings, scheduled monument, registered historic battlefield, and non-designated heritage assets within this study area.
- 9.5

All the assets assessed within this scope with the exception of the Wall, Gates and Gate Piers to Kenyon Hall (Grade II), Parkside Road Bridge (NDHA), and Oven Back Farm (NDHA) are anticipated to experience no harm as a result of the Proposed Development. There will be the total loss of Highfield Barn (NDHA), an asset of very low significance.
- 9.6

Where the Proposed Development is anticipated to result in a level of harm, mitigation has been included, where possible, and reduced through careful design and interpretation strategies to conserve and highlight the significance of these assets. This effect has been assessed in proportion to the significance of the assets in line with Paragraph 5.216 of the NPSNN and Paragraph 207 of the NPPF.
- 9.7

The proposed heritage interpretation will improve the accessibility of the Huskisson Memorial (Grade II), including the creation of a public amenity space surrounding. The heritage interpretation will incorporate the Historic Registered Battlefield of Winwick and provide enhanced interpretation of the asset.
- 9.8

Any level of harm to the identified heritage assets either through direct effects or changes to contribution of setting to significance which would potentially arise due to the Proposed Development would need to be weighed against the public benefits of the Proposed Development, as per NPSNN paragraphs 5.216 - 5.226 and NPPF paras 212-215. Care has been taken to propose additional mitigation measures which are detailed in the Cultural Heritage PEIR Chapter (12).

Policy Compliance

- 9.9

The Proposed Development is assessed to be compliant with the following key policies:
- St Helens Borough Local Plan up to 2037 (Adopted July 2022)*

- In line with Policy LPC11 Historic Environment, it is considered that where the Proposed Development would lead to less than substantial harm or to a designated or non-designated heritage asset, this should be weighed against the public benefits of the Proposed Development.
- Warrington Local Plan 2021/22-2038/29 (Adopted December 2023)*

- As discussed, it is considered that the Proposed Development is compliant with Policy DC2 Historic Environment. Where the Proposed Development may result in less than substantial harm to designated heritage assets, this should be weighed against the public benefits which the proposal would deliver.
- Wigan Local Plan Core Strategy Development Plan Document (Remaining Policies 2024)*

- Policy CP11 Historic Environment states that the Borough will conserve and enhance heritage assets and their setting and promote the value of the historic environment through signing, interpretation and other measures. The Proposed Development seeks to conserve and enhance the settings of the heritage assets identified as within a 1km radius of the DCO Site through considered design and mitigation strategies as well as a heritage trail for interpretation. As such, the Proposed Development is considered to be compliant with this policy.
- National Networks National Policy Statement ('NPSNN') 2024*

- In accordance with Paragraph 5.216, where the Proposed Development is anticipated to result in direct or indirect impacts on the identified heritage assets, these have been mitigated as far as possible.
 - As per paragraphs 5.216-5.226 of the NPSNN, any level of harm to the identified heritage assets either through direct effects or changes to contribution of setting to significance which would potentially arise due to the Proposed Development would need to be weighed against the public benefits of the Proposed Development.
- 9.10

The NPPF is a material consideration in this application. In line with Paragraph 216, in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 9.11

To conclude, the Proposed Development is considered to fulfil the correct legislative and policy tests as outlined in the Infrastructure Planning (Decision) Regulations 2010 Act, the Planning (Listed Buildings and Conservation Areas Act) 1990, and the National Networks National Policy Statement (2024).

Appendix 1

Methodology.

Appendix 1 | Methodology

Heritage Assessment

This report provides an assessment of the significance of identified heritage assets and the potential effects of the Proposed Development. It has been informed by:

- Relevant legislation, and national and local planning policy (see Section 2); and
- Best practice guidance set out in:
 - Principles of Cultural Heritage Impact Assessment in the UK (IEMA/IHBC/CiFA, 2021)
 - Conservation Principles, Policies and Guidance (Historic England, 2008)
 - Good Practice Advice in Planning Notes (Historic England, various).

Under the requirements of the above policy and guidance, the process of heritage impact assessments can be summarised as involving three parts:

- Understanding the cultural significance of identified designated and non-designated heritage assets and their setting;
- Understanding the nature and extent of potential effects on significance and settings of identified heritage assets; and
- Making a judgement on the impact that the Proposed Development may have on significance and setting.

There are two ways in which the Proposed Development can affect heritage assets:

- by physical changes to the fabric, use and visual appearance of designated or non-non-designated heritage assets (known as direct effects); and
- by changes to the setting of designated or non-designated heritage assets in the vicinity (known as indirect effects).

Understanding Significance

Heritage assets are defined in Annex 2 of the NPPF as: ‘A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)’.

The setting of a heritage asset is defined as: ‘the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’ (NPPF, Annex 2).

Non-Designated Heritage Assets (‘NDHAs’) are defined as buildings, structures and places which have a degree of heritage significance but do not meet the criteria for designation: ‘Only a minority [of buildings] have enough heritage significance to merit identification as non-designated heritage assets’ (PPG paragraph 039).

NPPF paragraph 207 requires the significance of any heritage asset that may be affected by the Proposed Development to be described in a proportionate manner. The methodology used here for understanding the significance draws from the approach set out in Historic England’s Conservation Principles and NPPF Annex 2 by defining heritage interests. As defined in the PPG (Historic Environment, para 06), the heritage interest may be:

- Archaeological;
- Architectural and artistic; and/or
- Historic.

It is important to note that understanding significance is primarily a descriptive exercise. However, guidance by IEMA, IHBC and CiFA identifies that ‘importance’ can be defined and scaled as ‘high’, ‘medium’ or ‘low’ or any other simple scale that offers a form of gradation. This is done in broad terms, as per Table H1. The ability to scale assets, including differentiating those of ‘highest significance’ is also established in the NPPF (i.e. para.213).

As identified in NPPF paragraphs 207 and 208, significance can also derive from the setting of a heritage asset. HE’s GPA3 guidance gives general advice on understanding setting and how it may contribute to significance. This assessment follows the staged approach set out in GPA3 guidance to identifying the level of contribution that setting makes to the significance of heritage assets.

Assessing Effects

Legislative and policy requirements for the assessment of effects on heritage assets require the assessor to establish whether the value is preserved, better revealed/enhanced or harmed as a result of the Proposed Development.

Beneficial effects occur when the Proposed Development would enhance the value or contribution of the setting to value of heritage assets.

Should harm arise to the significance or contribution of setting to significance of designated heritage assets, there is a requirement in NPPF paras.212-215 to determine whether the level of harm amounts to ‘substantial harm’ or ‘less than substantial harm’. Any harmful impact to the significance of a designated heritage asset should require a clear and convincing justification and be weighed against the public benefits of the Proposed Development. Great weight should be given to asset’s conservation, the greater the harm, the greater the benefits that will be needed to justify approval.

For any harm to NDHAs, NPPF paragraph 216 requires balanced judgement with regard to scale of harm or loss and significance.

As established in Bramshill (2021) and Whitechapel Bell Foundry (2021) , when assessing effects, it is possible to undertake an internal heritage balancing exercise where relevant heritage harms and heritage benefits can be balanced to come to a ‘net’ position.

Significance	Designation of Receptor
Very High	Site acknowledged of international importance World Heritage Site
High	Grade I or Grade II* Listed Asset Scheduled Monument
Medium	Grade II Listed Asset Conservation Area
Low	NDHAs of higher local importance (including local listing) Designated Heritage Assets compromised by poor preservation
Very Low	NDHAs of lower local importance or compromised by poor preservation.

Table H1: Heritage Significance

Appendix 2

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