

◆ Heritage

INTRODUCTION

1. Intermodal Logistics Park North Ltd. ('the Applicant') is promoting proposals for a new strategic rail freight interchange (SRFI) and associated development on land to the east of Newton-le-Willows, in the jurisdictions of St Helens, Wigan and Warrington Councils. An SRFI is a large multi-purpose 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, thereby reducing carbon emissions and contributing to the UK's target to achieve net zero by 2050.
2. Under the Planning Act 2008, the proposals qualify as a Nationally Significant Infrastructure Project (NSIP). Accordingly, an application for a Development Consent Order (DCO) is to be made to the Planning Inspectorate (PINS), which will examine the DCO application on behalf of the Secretary of State (SoS) for Transport.
3. Before making a DCO application, an Environmental Impact Assessment (EIA) of the Proposed Development will be undertaken in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). EIA is a process that provides the decision maker with sufficient information about the likely environmental effects of a project and is used to improve the environmental design of a development proposal. The first stage of this process was the submission of a request for a formal scoping opinion under Regulation 10 of the EIA Regulations.
4. The Applicant submitted an EIA Scoping Report to the Planning Inspectorate in October 2024. This outlined the work undertaken to date and sought advice from the Inspectorate on the likely significant effects of the Proposed Development and the topics that needed to be assessed as part of the Environmental Impact Assessment (EIA). A Scoping Opinion was received in December 2024 and this will be used to inform the EIA process for the Proposed Development. A summary of the main comments received and how the Applicant intends to address these are set out in the table below.

Table 1 Scoping Opinion comments and responses

Inspectorate's Comments	Applicant's Response
Designated Heritage Assets to be scoped out of construction and operation assessment:	The Applicant notes this comment.

Inspectorate’s Comments	Applicant’s Response
<p>Bowl Barrow West of Highfield Lane (Scheduled Monument)</p> <p>Castlehill Motte and Bailey and Bowl Barrow (Scheduled Monument)</p> <p>The Inspectorate considers that provided the reasons for lack of visibility between these assets and the Proposed Development are set out in the ES, that these can be scoped out.</p>	
<p>Non-Designated Heritage Assets to be scoped out of construction and operation assessment:</p> <p>No. 149 Mill Lane</p> <p>The Millstone Public House</p> <p>Nos. 45-51 Golborne Dale Road No. 6 Bull Houses</p> <p>Nos. 18-14 Bull Houses</p> <p>Highfield Kenyon Lane Local Listed Building</p> <p>The Inspectorate agrees that these can be scoped out.</p>	<p>The Applicant notes this comment.</p>
<p>Heritage assets within 3km of the Proposed Development to be scoped out. Subject to confirmation in the ES, demonstrating that significant effects are unlikely, the Inspectorate agrees to scope this out.</p>	<p>The Applicant notes this comment.</p>
<p>The heritage methodology for the assessment should be discussed and where possible agreed with relevant consultation bodies.</p>	<p>The Applicant will review all matters raised by the Inspectorate on the methodology, seek to agree it with the relevant consultation bodies.</p>
<p>The Inspectorate considers that Grade II Listed Buildings should be afforded the same value (high) as other nationally designated sites in</p>	<p>Table 11.1 seeks to differentiate the relative sensitivity of assets in ES terms only. The classification of Grade II at medium reflects that <u>Historic England</u></p>

Inspectorate’s Comments	Applicant’s Response
the methodology.	identifies Grade I and II* as ‘exceptional interest’ making up 2.5% of all listed buildings and ‘of more than special interest’ at 5.8%, whereas Grade II are ‘of special interest’ at 91.7%. This differentiation is also reflected in NPSNN para.5.219 where substantial harm should be ‘exceptional’ for Grade II and ‘wholly exceptional’ for Grade I and II*. Therefore, the Applicant believes that the use of medium is considered appropriate in ES terms to allow for differentiation from Grade I and II* which are of higher relative importance and from international designations (i.e. WHS) which are of greater importance still. The Applicant confirms that this is for EIA purposes only, has been accepted on other NSIPs previously and would not conflict with the consideration of Grade II listed buildings as nationally designated heritage assets in line with relevant legislation and policy (see 11.52 – 11.55).
The ES should also consider how all phases of the Proposed Development could affect the perception and understanding of heritage assets, where significant effects are likely to occur.	The Applicant notes this comment and confirms that this will be considered where value or contribution of setting to value may be affected, in line with Historic England guidance, GPA3.
The heritage assessment should cross refer to the landscape and visual impact assessment in the use and selection of viewpoints.	The Applicant confirms that this will be undertaken as part of the heritage assessment.

5. Icen Projects is a built environment consultancy working across the UK to provide a wide range of specialist services, including built heritage and archaeology.
6. The topic of Built or Cultural Heritage assesses the potential effects on heritage assets. Heritage assets can be defined as ‘*buildings, monuments, sites, places, areas or landscapes. The sum of the heritage interests that a heritage asset holds is referred to as its significance. Significance derives not only from a heritage asset’s physical presence, but also from its setting*’ (National Networks National Policy Statement ‘NPSNN’, para. 5.206). The setting can be 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' (NPSNN, footnote dd).

7. Heritage assets can be designated (i.e. Listed buildings, Conservation Areas, Registered Historic Battlefields) or non-designated (i.e. locally identified assets with some significance, but not meriting formal designation).
8. Icen's Built Heritage team are experienced at working on large-scale and complex projects involving heritage assets where EIA is required. This includes at the NSIP scale where current projects include DCO applications for renewable infrastructure (solar farms), primarily in the midlands and the north of England. The main authors of this report are accredited by the Institute for Historic Building Conservation (IHBC), are members of the National Infrastructure Planning Association and have a combined experience of over 20 years. The team are also members of the IHBC's Historic Environment Service Provider Recognition (HESPR) programme which requires businesses to adhere to a clear Code of Conduct.

RELEVANT LAW, POLICY AND GUIDANCE

9. The DCO application will be determined pursuant to the Planning Act 2008 and relevant regulations, the National Networks National Policy Statement ('NPSNN', adopted 2024) and the National Planning Policy Framework (NPPF). Relevant local planning policy are material considerations.
10. 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. The approach to the assessment of potential effects on designated and non-designated heritage assets takes into account the following legislation, policy and guidance.

Legislation

- Planning Act 2008 ('the 2008 Act') - Section 104, which imposes a statutory duty on the Secretary of State to determine applications for development consent in accordance with that section where a National Policy Statement has effect.
 - Infrastructure Planning (Decisions) Regulations 2010 ('the 2010 Act') – specific reference to Regulation 3 (1-3).
 - Planning (Listed Building and Conservation Areas) Act 1990 ('the 1990 Act') - specific reference to Sections 66(1) and 72(1) (excluding normal planning procedures, which are disapplied by the DCO, which if granted, would encompass all of the normal consents).
11. This legislation requires the decision maker to have special regard to the desirability of: preserving listed buildings or their settings or any features of special architectural or historic interest which they possess; preserving or enhancing the character and appearance of conservation areas; and preserving scheduled monuments and their settings. The latter provision to consider the setting of scheduled monuments relates to the 2010 Act only as

there no equivalent provision in the 1990 Act or the Ancient Monuments and Archaeological Areas Act 1979 (refer to the Archaeology Topic Paper for more detail on this Act).

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. The policy sets out the requirements to, and framework for, considering the potential effects to designated and non-designated heritage assets, including where harmful effects may arise.
- National Planning Policy Framework ('NPPF', 2024) – specific reference to Section 16: Conserving and Enhancing the Historic Environment, paragraphs 202-221. The emphasis of this policy reflects the NPSNN above.

Local Planning Policy

- St Helens Borough Council Local Plan Up to 2037 (adopted 2022) – specifically:
 - Policy LPC11 Historic Environment which 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. The desire to recognise and value the historic environment is also reflected in Policy LPA01 Spatial Strategy; and
 - Policies LPA09 Parkside East which allocates the Main Site and part of the Western Rail Chord for a Strategic Rail Freight Interchange, and LPA10 Parkside West which allocates this area (including a small part of the Western Rail Chord) for industrial, storage and distribution. Related to heritage, both of these policies require compliance with LPC11 on protection of designated heritage assets, including the Registered Battlefield of Winwick.
- Wigan Statutory Development Plan comprising: Core Strategy DPD Remaining Policies (March 2024) – specifically 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) – specifically Policy JP-P2: Heritage. Both of these policies require the conservation and enhancement of heritage assets, and assessment of impact on the significance of heritage assets, in line with national planning policy.
- Warrington Borough Council Local Plan 2021/22 - 2038/39 (adopted 2023) – specifically Objective W5 Warrington's Historic Environment, and 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. Appendix 5 is also relevant as it features Warrington's local list of non-designated heritage assets.

Other Relevant Guidance

- 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);
- Historic Environment Good Practice Advice in Planning Note 2. Managing Significance in Decision Taking in the Historic Environment ('GPA2', Historic England, 2015);
- Historic Environment Good Practice Advice in Planning, Note 3: The Setting of Heritage Assets, Second Edition ('GPA3', Historic England, 2017);
- St Helens Borough Council 'List of Locally Important Buildings SPD' (2011); and
- Wigan Council 'Historic Environment Strategy SPD' (2021).

SITE DESCRIPTION

Site location

12. 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 Combined Authority; and Warrington Borough Council.
13. The DCO Site is split broadly in two sections:
 - the 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;
 - the 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.
14. The majority of the land contained within the Main Site is bound to the north by the Chat Moss Line (Liverpool-Manchester railway line), to the west by the M6 motorway and to the southeast by Winwick Lane (A579). The Main Site south of the Chat Moss Line is approximately 198 hectares in size. The Highfield Moss Site of Special Scientific Interest (SSSI) is also adjacent to the north of the DCO Site, which is described in more detail below. A number of other uses exist at the Main Site currently, including:
 - Kenyon Hall Airfield, which is a small airfield used by the Lancashire Aero Club for recreational flying of small propeller planes;
 - Warrington Model Flying Club, which is a model club for radio controlled model aircraft; and

- Highfield Farm, which is comprised of two agricultural/residential buildings set within a curtilage surrounded by agricultural fields.
15. The majority of the Main Site is comprised of 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. 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.
 16. 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.
 17. The Western Rail Chord of the DCO Site is approximately 12 hectares in size and 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. 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.
 18. The Western Rail Chord is comprised of scrub land and areas of woodland which are set within the context of an area of redevelopment with commercial uses proposed, which is known as Parkside West, and is currently being promoted through the Town and Country Planning Act process.

Baseline environment

19. A study area of 1km radius from the DCO Site has been used to identify designated and non-designated heritage assets (NDHA) which may be affected by the Proposed Development (mapped at Figure 1). Within this study area, there are 17 designated heritage assets and 24 NDHAs. 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 DCO Site, as follows:
 - Huskisson Memorial (Grade II listed) sits along the trackside of the Chat Moss railway line. It was erected in 1831 to memorialise W. Huskisson, MP for Liverpool, who was killed by a train during the opening celebrations of the Liverpool and Manchester railway in 1830. The memorial plaque is a modern replica of the original plaque (now housed in the National Rail Museum, York). The 'mausoleum' structure is a later construction after the former Parkside Railway Station buildings were demolished, likely c.1933 to mark the centenary of Huskisson's death.
 - The Registered Historic Battlefield of Winwick extends between the towns of Newton-Le-Willows and Winwick. It marks the site of the Battle of Winwick on 19th August 1648 which ended the Second English Civil War. A very limited part of the asset's designation boundary encroaches into the south of the DCO Site, close to Parkside Colliery.
 - Parkside Road Bridge is considered to be an NDHA as desk-based research suggests it was originally constructed in the mid-19th century, albeit has been subject to considerable rebuilding and alteration since then.
 - Highfield Farm Barn is an NDHA which is identified by the Merseyside HER as being

associated with the former Highfield Farm (now demolished). Whilst it may feature some 18th century fabric, it has also been subject to considerable modern alteration.

20. The remaining relevant heritage assets are within the surroundings of the DCO Site and these include:

- The High Street and Willow Park Conservation Area, a largely unaltered historic market town which retains its original village character and association with the surrounding agricultural community, albeit with a number of modern additions and extensions.
- Newton-le-Willows Station (Grade II) and Newton Viaduct (Grade II), both of which comprise nineteenth-century structures associated with the development of the Liverpool and Manchester Railway. Also related to the railway, the Merseyside HER identifies the Railway Connecting Manchester to Liverpool Line (the Chat Moss Line) with the Warrington to Preston Line (West Coast Mainline) as an NDHA, originally constructed in 1864.
- Various farmhouses and associated ancillary structures, originally dating from the 18th and early 19th centuries with later additions and alterations. This includes 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) and Holly House (Grade II). There are also two NDHAs: Kenylo Bridge and Oven Back Farm (both locally listed).
- There are also a group of five NDHAs in Hermitage Green, all of which are locally listed.
- Bowl Barrow West of Highfield Lane (Scheduled Monument) sits to the south of the DCO Site. Whilst initial testing of visibility has indicated that there may be some potential visibility between the DCO Site and this asset, this testing demonstrates a 'worst case scenario' and there is likely to be further screening provided by trees and small structures. Should there be visibility, it is unlikely that this asset would be materially affected due to the nature of the asset and its separation from the DCO Site by the M6. This will be reviewed further and confirmed during the next stage of the assessment process.

21. An understanding of the historic development of the DCO Site and surrounding area is summarised in Figure 2.

INTERMODAL LOGISTICS PARK (ILP) NORTH

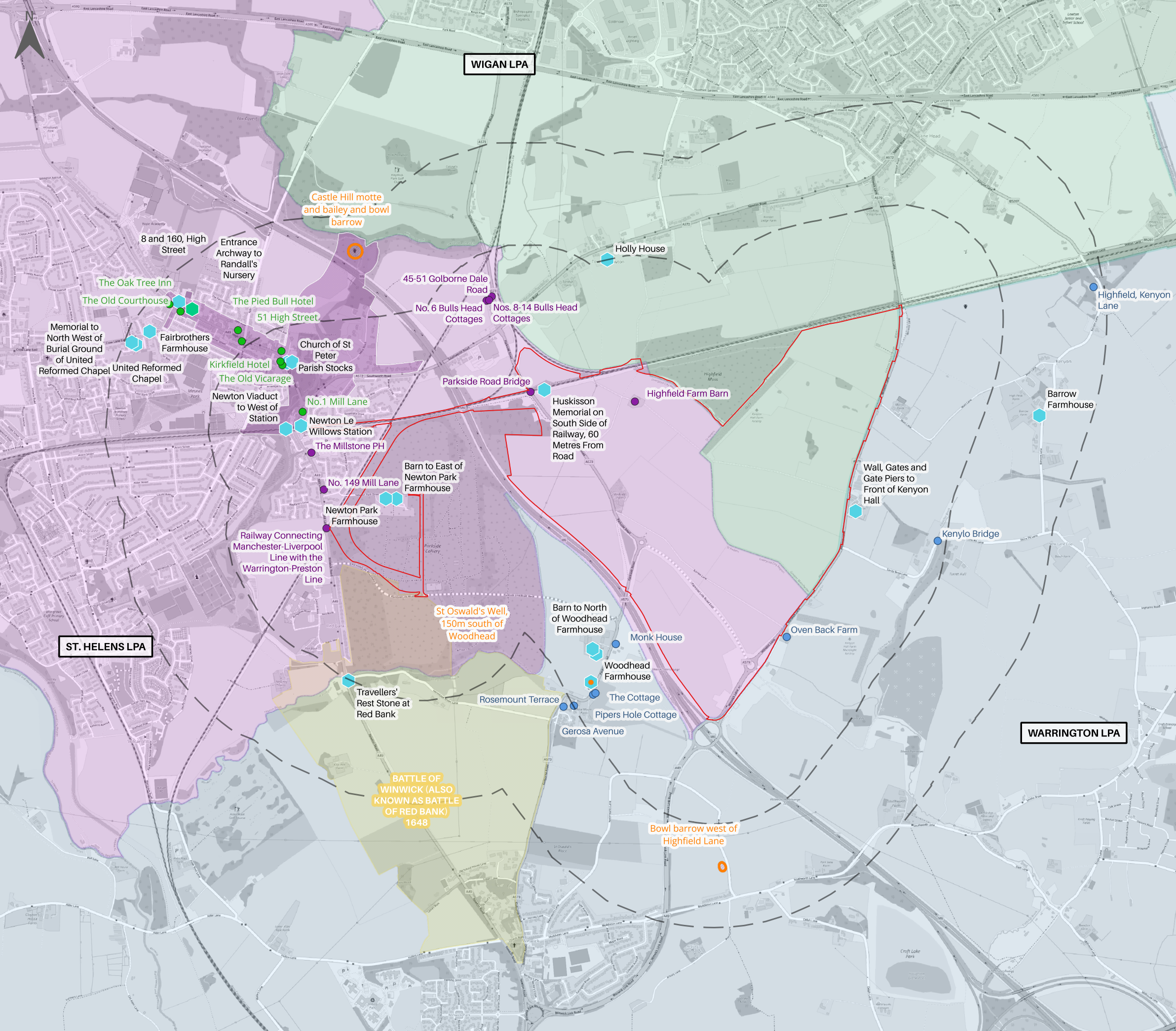
Date: 22-01-2025

Paper size: A3

Scale: 1:18,000



- Key:**
- Site Boundary
 - 1km Buffer
 - 500m buffer
- Designated Heritage Assets:**
- Grade I
 - Grade II*
 - Grade II
 - Conservation Areas
 - Protected Battlefields
- 1km Scheduled Monuments**
- Bowl barrow west of Highfield Lane
 - Castle Hill motte and bailey and bowl barrow
 - St Oswald's Well
- Non-Designated Heritage Assets:**
- NDHAs
 - St Helens Locally Listed Buildings
 - Warrington Locally Listed Buildings
- LPA**
- St. Helens LPA
 - Warrington LPA
 - Wigan LPA



Heritage Asset Map 1km

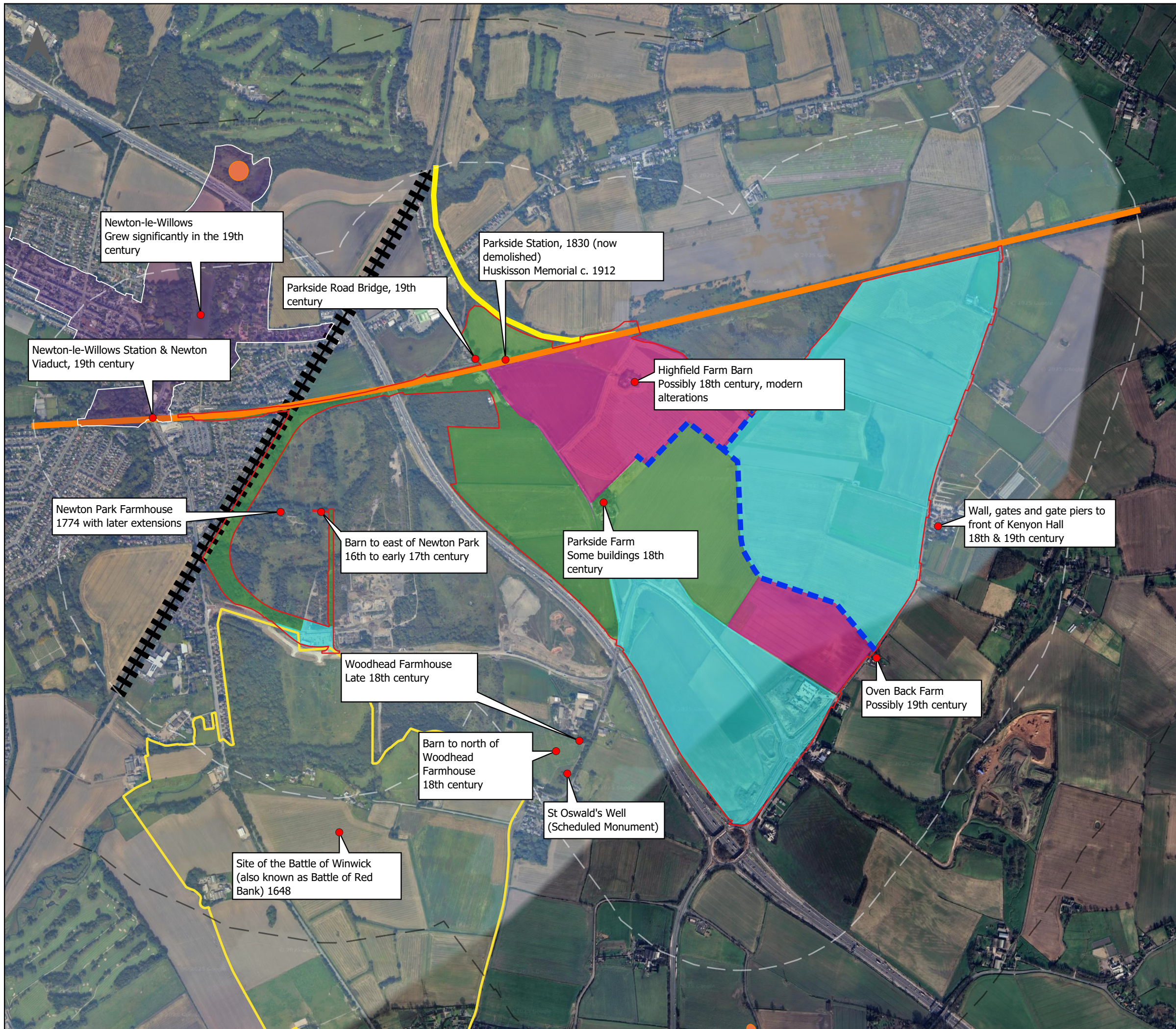
APFP Regulation:	N/A
Document Ref:	N/A
Drawing Number:	Figure 1
Drawing Status:	INFORMAL CONSULTATION
Revision:	01
Drawn by:	GM
Approved by:	GF

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INTERMODAL LOGISTICS PARK (ILP) NORTH

Date: 23-01-2025
 Paper size: A3
 Scale: 1:12,800

- Key:**
- Site Boundary
 - 500m Buffer
 - Battlefield
 - Scheduled Monument
 - Conservation Area
- Historic Phasing Labels**
- Liverpool to Manchester Railway (1830)
 - North Union Railway Parkside to Wigan (1834)
 - London and North Western Railway (1864)
 - Historic field boundary
 - Industrial revolution 1836 to 1900 fields
 - Originally 19th century with modern alterations
loss of field boundaries
 - Originally 20th century with modern alterations
and loss of field boundaries



Newton-le-Willows
Grew significantly in the 19th century

Parkside Station, 1830 (now demolished)
Huskisson Memorial c. 1912

Parkside Road Bridge, 19th century

Newton-le-Willows Station & Newton Viaduct, 19th century

Highfield Farm Barn
Possibly 18th century, modern alterations

Newton Park Farmhouse
1774 with later extensions

Barn to east of Newton Park
16th to early 17th century

Parkside Farm
Some buildings 18th century

Wall, gates and gate piers to front of Kenyon Hall
18th & 19th century

Woodhead Farmhouse
Late 18th century

Oven Back Farm
Possibly 19th century

Barn to north of Woodhead Farmhouse
18th century

St Oswald's Well
(Scheduled Monument)

Site of the Battle of Winwick
(also known as Battle of Red Bank) 1648



APFP Regulation:	N/A
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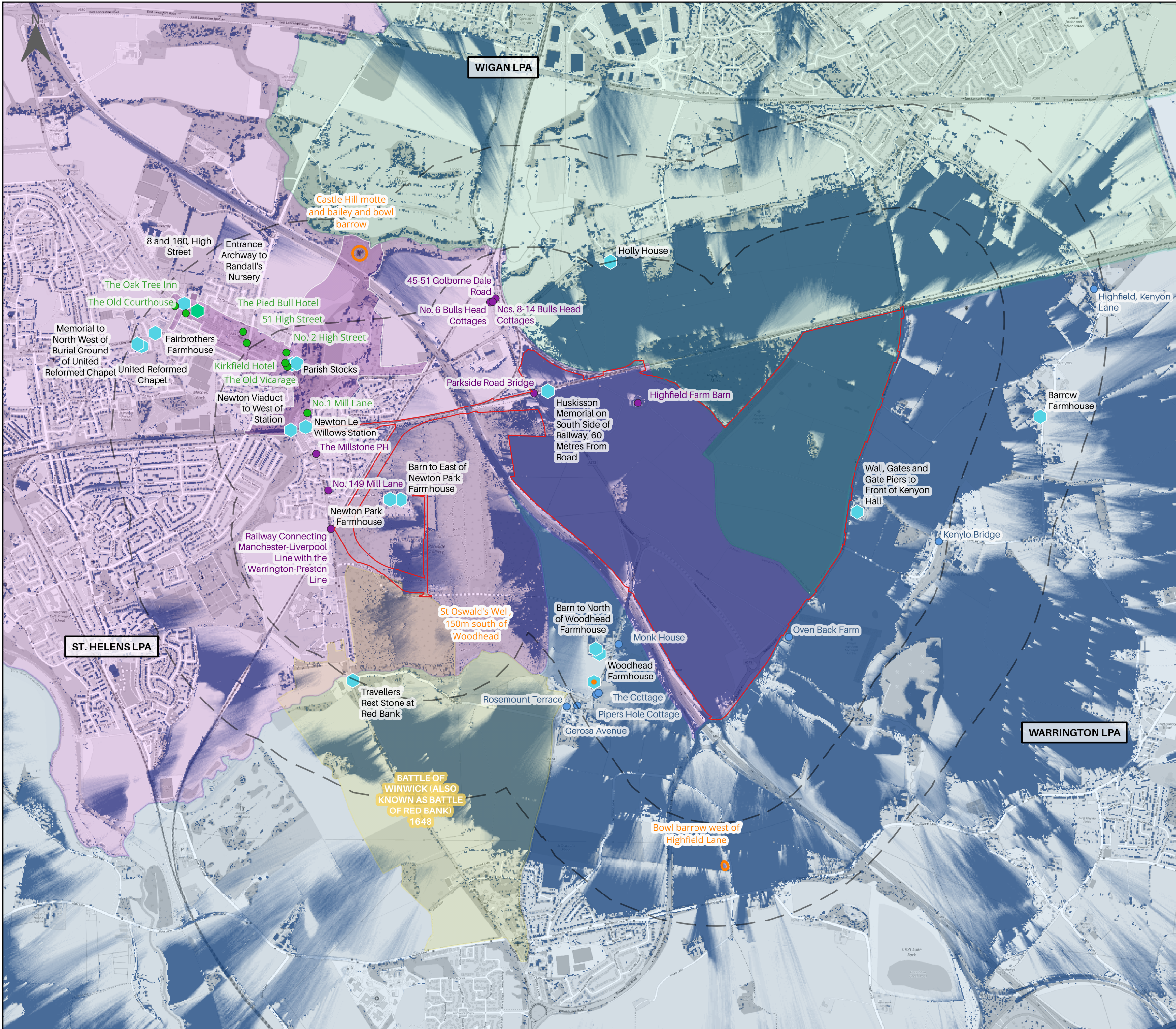
DEVELOPMENT DESCRIPTION

22. The Proposed Development is a Strategic Rail Freight Interchange (SRFI) and associated development comprising:
- provision of a rail terminal serving up to 16 trains per day, including ancillary development such as container storage, cranes for the loading and unloading of shipping containers, Heavy Goods Vehicle (HGV) parking, rail control building and staff facilities;
 - a rail turn-back facility within the Western Rail Chord;
 - up to c.767,000 square metres (m²) (gross internal area) of warehousing and ancillary buildings with a total footprint of c.590,000m² and up to c.177,050m² of mezzanine floorspace, subject to ongoing design and market assessment, comprising a mixture of units with the potential to be rail-connected, rail served and additional units;
 - new road infrastructure and works to existing road infrastructure;
 - provision of overnight lorry parking for users of the SRFI;
 - new energy centre and electricity substations, including central battery storage and potential provision of central Combined Heat and Power (CHP) units to augment the grid supply in the case of demand exceeding instantaneous firm and variable supplies;
 - provision of photovoltaics and battery storage on site;
 - strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas;
 - demolition of existing on-site structures (including existing residential dwellings / farmsteads and commercial premises);
 - potential relocation of the Huskisson Memorial; and
 - earthworks to regrade the DCO Site to provide appropriate access, connections to the railway, development plots and landscape zones.

OUR APPROACH TO THE ASSESSMENT

23. Under the requirements of NPSNN (2024), the NPPF (2024), and of other best practice industry guidance, the process of heritage impact assessments can be summarised as follows:
- Identify designated and non-designated heritage assets that may be affected by Proposed Development;
 - Understand the significance and setting of identified designated and non-designated heritage assets (referred to as 'sensitivity');

- Understand the nature and extent of potential effects to heritage significance of identified heritage assets (referred to as 'magnitude of change'); and
 - Make a judgement on the impact that the Proposed Development may have on heritage significance.
24. The assessment work for the first stage has already begun to identify the heritage assets that may be affected by the Proposed Development (as summarised in the previous section). The following desk-based sources have been used to identify the heritage assets that may be affected and define the baseline of the cultural heritage assessment:
- National Heritage List for England (NHLE, Historic England) for data on nationally designated heritage assets;
 - Greater Manchester Historic Environment Record (GMHER) for data on designated and non-designated heritage assets within Wigan;
 - Merseyside HER for data on designated and non-designated heritage assets within St Helens;
 - Cheshire HER (CHER) for data on designated and non-designated heritage assets within Warrington;
 - Historic cartography, including national Ordnance Survey maps and local 19th century Tithe Maps. These sources inform the baseline understanding on the historic representation of the current landscape and its uses;
 - LPA local lists (St Helens, Warrington) have been referenced to support the identification of non-designated heritage assets, as required under paragraph 5.208 of NPSNN. Wigan does not have a local list and has confirmed that NDHAs will be identified during the application process.
25. A Zone of Theoretical Visibility ('ZTV') has been prepared by Axis (Landscape and Visual Consultants) to understand the potential visibility of the Proposed Development. This ZTV data has been overlaid on heritage asset mapping produced in GIS to understand at an early stage where there may be visibility in the context of surrounding heritage assets (see Figures 3 and 4). Where there is a lack of likely intervisibility shown on the ZTV (and a lack of tangible relationship with the DCO Site), several heritage assets within the study area and any heritage assets beyond the study area (reviewed up to 3km radius) are to be scoped out as the Proposed Development is unlikely to materially affect the understanding and appreciation of their significance.



INTERMODAL LOGISTICS PARK (ILP) NORTH

Date:	22-01-2025
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Scale:	1:18,000

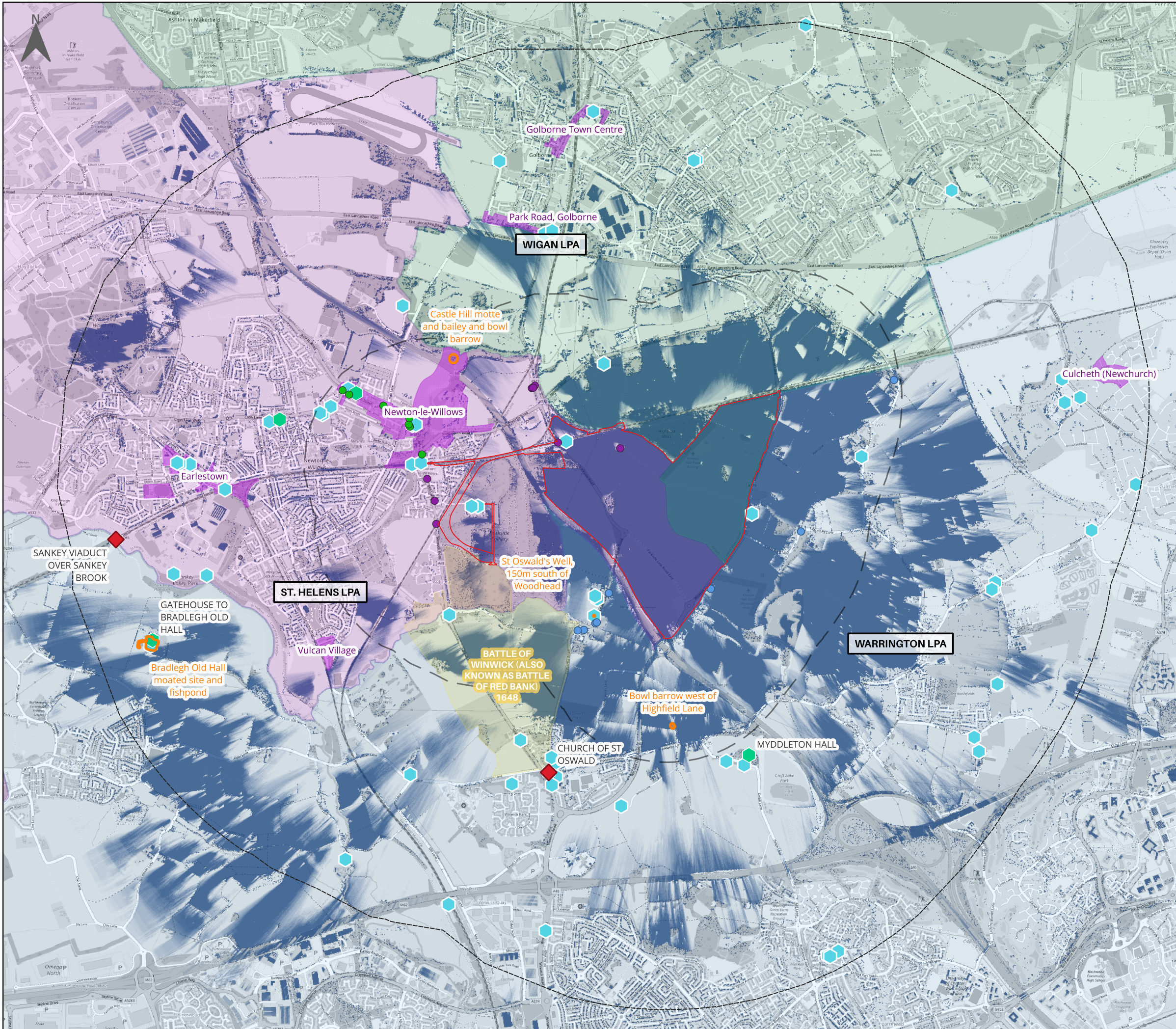
- Key:**
- Site Boundary
 - 1km Buffer
 - 500m buffer
- Designated Heritage Assets:**
- Grade I
 - Grade II*
 - Grade II
 - Conservation Areas
 - Protected Battlefields
- 1km Scheduled Monuments**
- Bowl barrow west of Highfield Lane
 - Castle Hill motte and bailey and bowl barrow
 - St Oswald's Well
- Non-Designated Heritage Assets:**
- NDHAs
 - St Helens Locally Listed Buildings
 - Warrington Locally Listed Buildings
- LPAs**
- St. Helens LPA
 - Warrington LPA
 - Wigan LPA
- Potential Visibility**
- High Visibility
 - Low Visibility



Heritage Asset Map 1km with ZTV

APFP Regulation:	N/A
Document Ref:	N/A
Drawing Number:	Figure 3
Drawing Status:	INFORMAL CONSULTATION
Revision:	01
Drawn by:	GM
Approved by:	GF

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INTERMODAL LOGISTICS PARK (ILP) NORTH

Date: 22-01-2025

Paper size: A3

Scale: 1:30,000

0 500 1,000 m



Key:

- Site Boundary
- 3km Buffer
- 1km buffer
- Designated Heritage Assets:**
 - Grade I
 - Grade II*
 - Grade II
 - Conservation Areas
 - Protected Battlefields
- 3km SMs**
 - Bowl barrow west of Highfield Lane
 - Bradlegh Old Hall moated site and fishpond
 - Castle Hill motte and bailey and bowl barrow
 - St Oswald's Well
- Non-Designated Heritage Assets:**
 - NDHAs
 - St Helens Locally Listed Buildings
 - Warrington Locally Listed Buildings
- LPAs**
 - St. Helens LPA
 - Warrington LPA
 - Wigan LPA
- Potential Visibility**
 - High Visibility
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Heritage Asset Map 3km with ZTV

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26. This desk-based research was supplemented by fieldwork undertaken in June and September 2024, including a site walkthrough, photographic recording and trackside visual inspection of the Grade II listed Huskisson Memorial. This confirmed that the asset is generally unappreciable from the public realm, being situated away from any public rights of way or cycle routes and largely obscured from views. The asset is visible from the railway, however it is only experienced in glimpsed, kinetic views from the train which do not facilitate a thorough appreciation of the asset.
27. Consultation with relevant stakeholders, including Historic England and local authority conservation officers (St Helens, Wigan and Warrington – including Merseyside Environmental Advisory Service / Growth Lancashire, as appropriate, where providing historic environment services), has begun. Initial meetings have been held with Historic England and St Helens/Growth Lancashire to introduce the DCO Site and, for Historic England, to discuss the scope of assessment. Correspondence has also been commenced with St Helens, Wigan and Warrington on the scope of assessment.
28. Assessment work is currently being undertaken to describe the significance of identified heritage assets, including the contribution of setting to significance. This will be prepared in a proportionate manner in line with the NPSNN and Historic England’s Good Practice Advice in Planning, Note 3: The Setting of Heritage Assets.
29. The assessment process is descriptive and will involve ongoing analysis of the likely heritage effects of the Proposed Development as the evidence base expands and the Proposed Development evolves.

LIKELY MAIN EFFECTS OF THE PROPOSALS

30. 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 may occur when the Proposed Development would enhance the significance of heritage assets. In line with NPSNN paragraphs 5.221 - 5.223, this can include taking opportunities, where possible, for proposals to make a positive contribution, for example through sensitive design or enhancing access to, or interpretation, understanding and appreciation of, the heritage assets affected.
 - Adverse effects may occur when the Proposed Development would cause harm the significance of heritage assets. This can include negatively affecting the key elements which contribute to significance, for example by removing key historic features of an asset or affecting any important relationships between the asset and its surroundings.
 - Neutral effects may occur when the DCO Site would preserve (or not materially affect) the significance of heritage assets.
31. 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-

designated heritage assets (known as direct effects); and

- by changes to the setting of designated or non-designated heritage assets in the vicinity where it could affect the understanding and appreciation of their value (known as indirect effects).

32. The effects of the Proposed Development will be considered both during the construction phase and the operational phase.
33. In terms of direct effects, the Proposed Development may require the relocation of the Huskisson Memorial (Grade II). This asset is currently publicly inaccessible and almost completely unappreciable as a result, affecting its role as a public memorial. Likewise, the inaccessibility of the asset and its disused location along the bank of the railway line does not facilitate regular maintenance and repair. A programme of restoration works was carried out in c.2001, funded by St Helens Borough Council, the Railway Heritage Trust (RHT) and Railtrack. The works were informed by consultation with Local Authority Planners at St Helens Borough Council and the RHT, and options for restoring the asset in situ and for the dismantling and rebuilding the asset in a new location were explored. The former option was pursued, however, the asset has subsequently deteriorated since 2001, as evidenced by a review of historic photographs, on-site fabric analysis and a structural survey of the asset carried out by Network Rail in 2020. This identified ongoing defects including cracked, hollow and spalling cement rendering, along all elevations. New and worsening defects involving deep structural fractures, missing brickwork and damp were also identified.
34. The intention is to avoid relocating the listed Memorial, if possible, and currently it is expected to be able to remain in situ with new railway infrastructure being installed to the south, alongside a proposed footpath and 'park trail'. However, should it be required, the Proposed Development presents an opportunity to relocate the asset to a position which will facilitate its regular maintenance and a better expression and appreciation of its significance by the public. Therefore, whilst moving the location of this asset would lead to some harm as it would separate it from the location of the accident it memorialises, there would also be associated benefits to fabric repairs and increasing the public appreciation of the memorial. Any proposed alterations, repairs or re-location of the asset would be informed by close engagement with consultees.
35. Given its inclusion within the DCO Site, 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 DCO Site and this part has already been altered by modern road infrastructure. The impact from the Proposed Development will largely be indirect and the ZTV indicates potential for visibility within the Registered Battlefield; this may have an 'urbanising' presence, however this would be at a distance and would be seen in context of existing modern infrastructure. Furthermore, where direct and indirect impacts may arise, these will need to be considered in the context of the emerging development of the northern half of the Battlefield, associated with the Parkside West Development.
36. Highfield Farm Barn (NDHA) is likely to experience direct impacts resulting from the loss of this asset. Parkside Road Bridge (NDHA) may experience direct impacts resulting from works to the road and railway infrastructure which may include alteration for this asset. There may

also be indirect effects associated with the potential for a new road/pedestrian bridge across the Chat Moss Line. As per NPSNN paragraph 5.210, this would need to be considered in the context of the significance of these assets (currently understood to be very low for both, due to the extent of modern alteration they have undergone).

37. With regards to other heritage assets identified within the baseline assessment, these assets may experience indirect effects to the contribution that their settings make to their significance. Subject to further assessment work, these indirect effects may comprise:
- Effects to historic landscape character and tranquillity where it contributes to the setting of heritage assets. This includes the potential encroachment of historic farmland ownership or functional association and ‘industrialisation’ of rural settings (albeit noting that the landscape already has strong links to railway infrastructure and strategic transport connections).
 - Visual effects to the appreciation of the significance of heritage assets from introduction of the Proposed Development within its setting, for example where visibility of the logistics hub may affect key views of or from certain assets.
 - Intensification of railway use and logistics activity in the settings of trackside heritage assets which may affect their significance. However, these effects are anticipated to be minimal as while there would be an intensification of use, this activity is already present (and to some extent, expected) in the settings of these assets give their position adjacent to the railway and their associated function.
 - During the construction phase of the Proposed Development, potential effects arising from the noise and vibration of construction activity, as well as the associated increase in traffic activity and changes to the setting on account of the appearance of cranes and other tall work-site plant in views to and from the assets, may arise. Such effects would generally be limited in scale and temporary in duration and therefore are unlikely to result in residual harm.

PROPOSED APPROACH TO MITIGATION

38. The following avoidance measures are anticipated to be embedded within the Proposed Development which would reduce the potential for significant effects on heritage assets:
- In a built heritage context, the key statutory and policy tests are to preserve or enhance the setting and value of heritage assets. Therefore, good design generally means mitigating potential harm to heritage assets and their settings, i.e. by understanding and taking into account the key features which contribute to the value of heritage assets in the design, such as key views. The way the design will respond to sensitive heritage features will be explored during the process of preparing the Application.
 - The Applicant will continue to explore solutions with the design team to avoid moving the listed Memorial, where possible.
 - A comprehensive Construction Environmental Management Plan (CEMP) and

Construction Traffic Management Plan (CTMP) will be in place which would follow best practice and industry standards, expected to include maintaining a clean and tidy site and managing the generation of dust; managing existing vegetation and the use of appropriate hoarding to manage visual presence of construction activity; restricting noise levels to construction hours only; and minimising artificial light spill outside of the DCO Site. This would minimise intrusion in the context of heritage assets during the construction phase.

- A comprehensive Landscape and Ecological Management Plan (LEMP) will be formulated to incorporate a scheme of planting and landscaping that presents an opportunity to mitigate potential visual impacts of the Proposed Development upon the setting of heritage assets during its operational phase.

39. The following additional mitigation measures may be considered to reduce effects which could not be avoided through design:

- There is opportunity to increase the appreciation of value of the Huskisson Memorial by enhancing its condition, public accessibility, interpretation and experience.
- National Networks NPS paragraphs 5.212 and 5.213 provide guidance specifically regarding the mitigation of potential impacts of a Proposed Development upon the historic environment. The National Networks NPS identifies that where an asset may be wholly or partially lost, a documentary record should be prepared and can act as mitigation. However, it also acknowledges that the ability to record evidence should not be a factor in deciding whether consent is given. Should the listed Memorial need to be moved, documentary recording will be explored.

40. It may be that harmful effects to identified heritage assets are not avoidable through mitigation. In this case and pursuant to National Networks NPS paragraphs 5.216 – 5.226, any harmful impact to the value and contribution of setting to significance of a designated heritage asset would require clear and convincing justification and would need to be weighed against the public benefits of the Proposed Development. The greater the negative impact to value, the greater the benefits that will be needed to justify approval.

NEXT STEPS

41. The following are considered to be the next steps:

- Further desk-based and archival research is also planned to ensure a comprehensive understanding of the value and settings of identified built heritage assets. This will include detailed analysis of the Greater Manchester and Merseyside Historic Environment Record data, relevant documentary records and historic aerial photography. This will be collated into a detailed assessment of significance and the contribution of setting to significance for all assets scoped into the assessment. This will be provided in the Preliminary Environmental Impact Report.
- Further consultation with relevant heritage consultees - Historic England, St Helens (Growth Lancashire), Wigan and Warrington - to refine the scope of assessment and

discuss potential effects and potential mitigation as the Proposed Development evolves. Feedback received during consultation will inform further work.

- Wigan Council have a website publication which sets out the criteria for a building to be included on the local list, encompassing age, rarity, historic and architectural interest. The list itself has not been published, and the Council have confirmed that non-designated heritage assets are addressed as they are identified through the planning process. As such, this will be discussed with them during consultation and inform further work.
- Review and advise our Landscape colleagues on views which may be sensitive from a heritage perspective and where they may need to be included and cross-referenced in future assessment work.
- Further fieldwork in the form of site walkovers (including with relevant heritage consultees, as needed) and a photographic recording will be undertaken in both summer and winter to fully understand any seasonal changes to settings and visibility.

42. This topic paper forms part of the material available for the informal consultation that is taking place between 27 January 2025 and 21 March 2025. Should you wish to comment on this paper or any other matters related to the Proposed Development you can respond to the informal consultation via:

- ILP North website—www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north
- Email ilpnorth@consultationonline.co.uk
- Freepost ILP North
- 01744 802043