

Heritage Design and Access Statement



Earlestown Railway Station
Grade II Listed Building 1343264



Document Control

Document History

Initial For Submission	09/08/23	Version 01

Document Issue and Sign Off Approval

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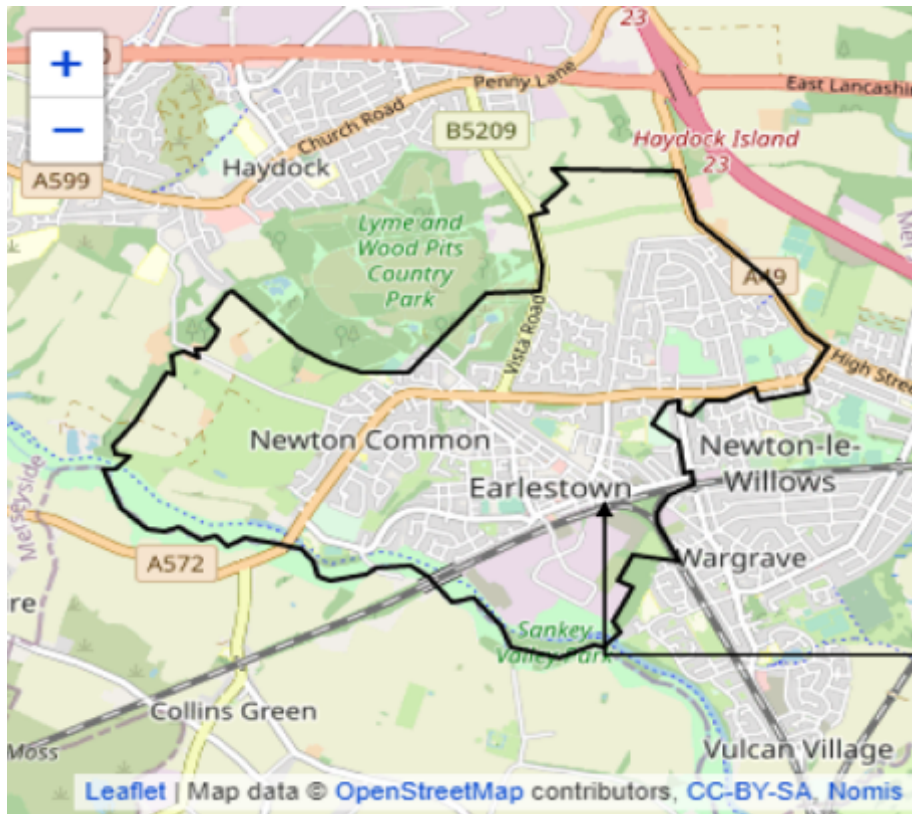
Contents

1. The Proposal Site
2. Nature of Assets Affected by the Proposal
3. Significance of the Asset
4. The Impact on the Assets
5. Preserve ,Enhance and Mitigate



Historic England Archive: EPW026382 (Crop)

1. The Proposal Site





2. The Nature of the Assett

Earlestown railway station is a railway station in Earlestown, Merseyside, England, and one of the few "triangular" stations in Britain.

The station lies on the former Liverpool and Manchester Railway, which was opened on 15 September 1830. On 25 July 1831 the Warrington and Newton Railway was opened for public use, making a junction at a point in the township of Newton, facing in the direction of Liverpool.

The surviving Earlestown station buildings were constructed around 1835 on the original site, at the point of intersection of these two early railways, incidentally forming the first steam railway junction, which was given the name Newton Junction.

The junction had a very tight curvature and this caused problems. Train travelling on the curves were restricted to a slow maximum speed. The original building now forms the (currently unused) waiting room of Earlestown Station.

The Grand Junction Railway (GJR) absorbed the Warrington and Newton company as of 31 December 1834 and from the GJR's completion of their trunk line from Birmingham on 4 July 1837 used it to access the Liverpool and Manchester line.

A new "Curve" was built at Newton Junction so that trains could run towards Manchester; this gave the station a triangular formation with six platforms. To complicate matters, there was also a branch line from

2. The Nature of The Assets

Richard Evans's collieries at Haydock which had a curve to join the L & M in the Manchester direction and passed through the triangle to join the Warrington and Newton line.

The method of operation involved the despatch of a Grand Junction train from both Liverpool and Manchester to meet at Earlestown. These were joined together and continued as one train to Birmingham. Both portions conveyed through carriages after 1839 to London.

The Grand Junction trains arriving from Birmingham were usually split at Warrington (Bank Quay) and passed through Earlestown as separate Liverpool and Manchester trains.

An area between the station and the "Nine Arches" viaduct was selected in 1833 by Messrs Jones, Turner and Evans as the site of their Viaduct Locomotive Works. In 1853, the London and North Western Railway took a lease on the premises and thus established the company's carriage and wagon works, and the area developed into something of a 'company town' which, after the construction of company houses, was given the nickname "Earle's Town" after Hardman Earle, a director of the company and its predecessors, the Liverpool & Manchester and Grand Junction Railways. The name has stuck, despite it being corrupted to its present version and never having been an actual town.

The triangular track layout at Earlestown (originally named Newton Junction) represents the oldest junction in the world between two passenger railways, in the form of the first "stationary turntable" or wye ever constructed. Nearby on the line towards Liverpool is the Sankey Viaduct, the first mainline railway viaduct which crosses the Sankey Canal: that means that one of the earliest passenger railways crosses the first canal of the industrial revolution.[1]

3. Significance of the Assets

Earlestown is one of two triangular railway stations left in the UK, the other being Shipley in West Yorkshire

The waiting room on the Liverpool-bound platform is the oldest station building in the world still in passenger service, although this is now limited to providing shelter from the rain under its canopy.[2] The building is currently derelict, with tickets being sold in a more recent structure on the opposite side of the line.

Facilities

The ticket office is staffed for the duration of service here each day (06:00 to midnight weekdays and Saturdays, 08:30 to midnight Sundays). Digital information screens, timetable poster boards and automatic announcements provide train running information.

All platforms have either shelters or canopies. Only platforms 1 and 5 have step-free access, as the others are reached via the stepped footbridge between platforms 1 and 2.[3]

Platform layout

Platform 1 for services to Manchester Victoria and Crewe (via Manchester Airport), via Newton-le-Willows; operated by Northern Trains

Platform 2 for services to Liverpool Lime Street, via St Helens Junction; operated by Northern Trains[4]

Platform 3 for services between Warrington Bank Quay and Liverpool Lime Street (bi-directional platform); operated by Northern Trains

Platform 4 for services to Manchester Piccadilly and Manchester Airport, via Newton-le-Willows; operated by Transport for Wales and to Leeds via Manchester Victoria operated by Northern Trains[5]

Platform 5 for services to Chester and Llandudno, via Warrington Bank Quay; operated by Transport for Wales (Northern Trains also now run to Chester and a limited service to Ellesmere Port)

Services

Following completion of electrification of the line in early 2015, the Liverpool–Manchester Airport, Liverpool–Manchester Victoria and Liverpool–Warrington Bank Quay services are now operated by 4-car Class 319, 3-car Class 323 and 4-car Class 331 electric units. The Northern Trains Leeds to Chester service uses new Class 195 Civity DMUs

Most routes serve the station hourly in each direction, though certain trains (such as the TransPennine Express services) pass through without stopping. The only services calling here on Sundays are on the Liverpool Lime Street–Manchester Airport/Wilmslow and Manchester Piccadilly–Chester routes.

Earlestown



Earlestown station buildings viewed from platform 1

General information

Location Earlestown, Newton-le-Willows, St Helens

England

Coordinates 53.451°N 2.638°W﻿ / ﻿53.451°N 2.638°W﻿ / 53.451; -2.638

Grid reference SJ578951

Managed by Northern Trains

Transit authority Merseytravel

Platforms 5

Other information

Station code ERL

Fare zone A1

Classification DfT category E

History

Original company Liverpool and Manchester Railway

Pre-grouping London and North Western Railway

Post-grouping London, Midland and Scottish Railway

Key dates

15 September 1830 Opened as Newton Junction

July 1852 Renamed Warrington Junction

November 1861 Renamed Earlestown Junction

5 June 1950 Renamed Earlestown

Passengers

2017/18 Increase 0.630 million

Interchange Decrease 88,551

2018/19 Decrease 0.387 million

Interchange Increase 98,591

2019/20 Decrease 0.382 million

Interchange Decrease 25,984

2020/21 Decrease 68,338

Interchange Decrease 4,593

2021/22 Increase 0.231 million

Interchange Increase 12,893

Heritage Listing

Official list entry

Heritage Category:

Listed Building

Grade:

II

List Entry Number:

1343264

Date first listed:

03-Feb-1966

Date of most recent amendment:

23-Aug-1985

List Entry Name:

EARLESTOWN STATION BUILDING TO SOUTH OF RAILWAY

Statutory Address 1:

EARLESTOWN STATION BUILDING TO SOUTH OF RAILWAY, RAILWAY STREET

Location

Statutory Address:

EARLESTOWN STATION BUILDING TO SOUTH OF RAILWAY, RAILWAY STREET

The building or site itself may lie within the boundary of more than one authority.

District:

St. Helens (Metropolitan Authority)

Parish:

Non Civil Parish

National Grid Reference:

SJ 57758 95120

Details

This list entry was subject to a Minor Amendment on 28/10/2011

SJ 59 NE 5/46 3.2.66

NEWTON-LE-WILLOWS RAILWAY STREET (south side) Earlestown station building to south of railway

(Formerly listed as Earlestown station building to south of railway)

(Formerly listed as Original Station buildings, Earlestown Station)

Railway station building. Possibly c.1840. Stone with slate roof. One storey, 5 bays, end bays are recessed and lower, with parapet. Centre has mullioned windows with high transoms; elaborate mouldings; 5-light rectangular bay window and 4-light window. Entrance has segmental head with foliate spandrels and buttress to left; paired panelled doors. Right return has rectangular 4-light bay window with traceried panels in cable moulding above; embattled parapet. Canopy extends round returns of 3-bay centre supported on chamfered timber posts and curved brackets. 3 stacks have octagonal flues with concave sides and moulded caps. Rear is similar, stepped facade; 4-light window with crenellations embellished with shields above.

Listing NGR: SJ5775895120

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

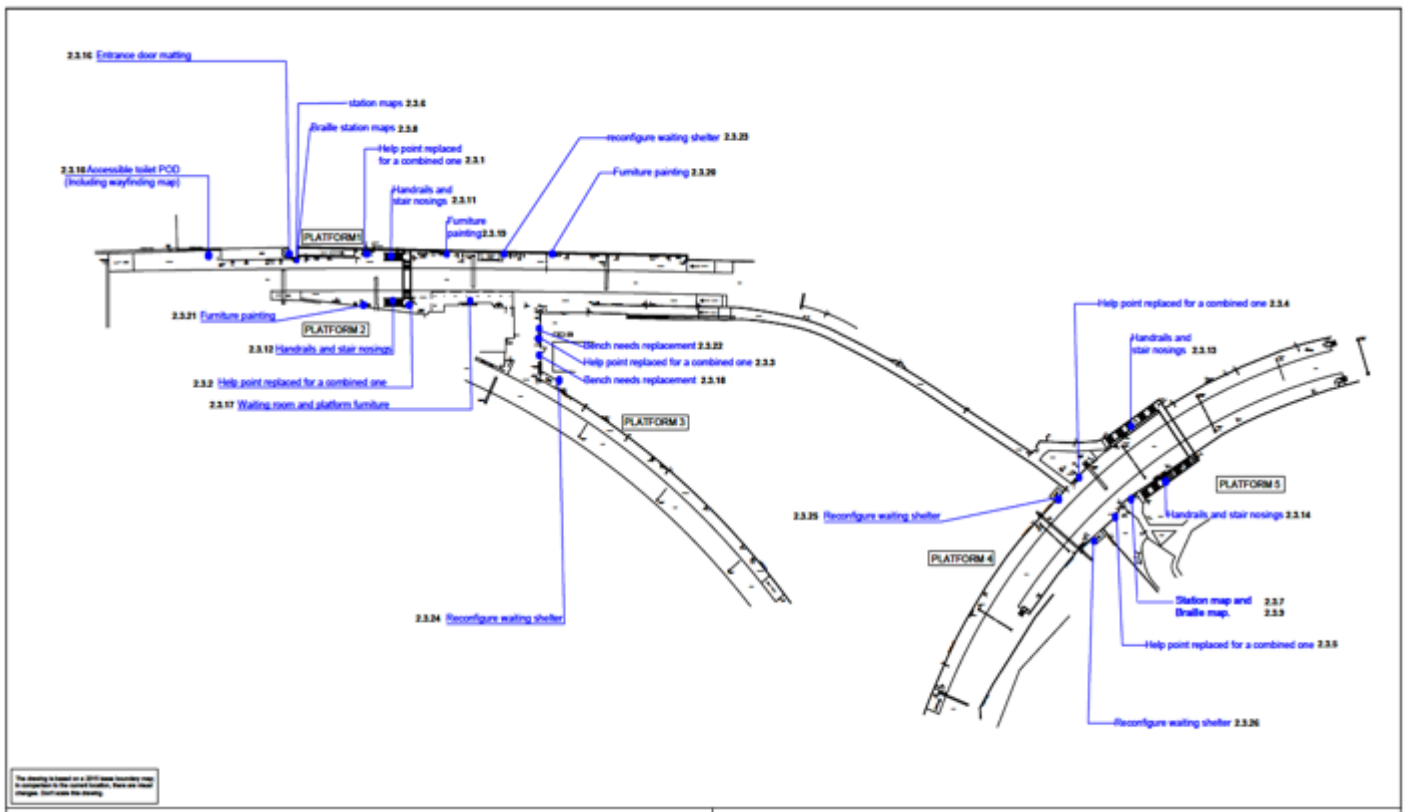
216336

Legacy System:

LBS

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest

The impact on the Assets



Structures Impact

There will be no impact to the listed station building or heritage structures . All Station Passenger accessibility facility enhancements are to fixed to the platform car parking surfaces or pavement substrates There will also be no sighting or obscuration issue of the listed structures by the installation of the new facilities .

People Impacts

- Accessibility – As expected, the greatest disruption would be caused during the improvements to the access routes, ramps and kerbs, as well as internal modifications to existing circulation areas and sanitary facilities.
- Disability - Disabled access facilities would be severely affected if the existing ramped access is restricted, or closed, for regular use during the construction. Also, some people with disabilities may have issues reading temporary signage used for building works, or new train timetabling information
- Age - The older service users will find it difficult to access the station if the existing ramped access is restricted for use, as many would struggle to use the steps unaided. Many people in this age category may face barriers with regards to accessibility, including perceived safety and confidence issues.
- Pregnancy / maternity – There may be slightly different impact on people with this protected characteristic. Some expectant mothers may already have small children, requiring different access arrangements for prams.

5. Preserve ,Enhance . Mitigate



1. **Wayfinding signage** is proposed to aid people in navigating the station alongside the installation of station entry maps with their **3D braille** equivalents which hope to serve the same purpose. **Induction loops** are to be installed, alongside **help points**, **CIS / NTI screens**, on both platforms. The works are likely to be relatively quick to install and cause little to no disruption to the passengers during construction.

The installation of new display screens onto platforms is expected to be considerably more disruptive but to a lesser degree if they are both to be located towards the ends of the platforms.

2. Currently there's no toilet facilities available at the station, therefore provision of such facilities will be a positive change for all users and staff. An **accessible toilet** (with baby changing facilities) is proposed; however, the exact location of the new WC is not confirmed. Nonetheless, any temporary reductions in accessibility must be managed during the construction works, including the timetable if such facilities are temporarily unavailable.
3. A **drop off / pick up point** with additional weather protection is to be installed at the station. This could be problematic during construction in maintaining access for vehicles and pedestrians but without the sufficient details, as to what kind of works is actually going to take place, it's hard to foresee the issues.
4. The improvements to the station circulation areas (i.e. **new doors / door mats**, **furniture repainting / replacement**, installation of **glass manifestations**, provision of **tapping rails** and **new seating**) will almost definitely cause major disruption to a normal day-to-day use of the station. In order to prevent any disruption for the service users, the ideal time for undertaking such works be out of hours.

Furthermore, the refurbishment or replacement of **waiting shelter** will prevent the use of those facilities during the construction. Users should be notified in advance if such facilities are temporarily unavailable.

There's no doubt that the proposed improvements to the station facilities (provisions of new or refurbished toilets, waiting rooms, car parking, cycle stands and seating furniture), introduction of compliant directional signage, public announcement and information system delivery and greater accessibility overall will make the station experience better for all rail users.