

# Heritage Design and Access Statement



Newton Le Willows Railway Station

Grade II Listed Building 1343248



## Document Control

## Document History

Initial For Submission	09/08/23	Version 01

## Document Issue and Sign Off Approval

Alex Ball	Planning Officer	St Helens Council	V01
Bobbi Hunter	Planning Officer	St Helens Council	V01
Paul Mansell	Project Manager	Northern Trains Ltd	V01
Steve Kilby	Client	Northern Trains Ltd	V01
Curtis Harlow	Project Manager	Input Group	V01
Jon Naden	Project Director	Input Group	V01

## Overview

Heritage Category: Listed Building

Grade: II

List Entry Number: 1343248

Date first listed: 23-Aug-1985

List Entry Name: NEWTON LE WILLOWS STATION

Statutory Address: NEWTON LE WILLOWS STATION,  
MILL LANE



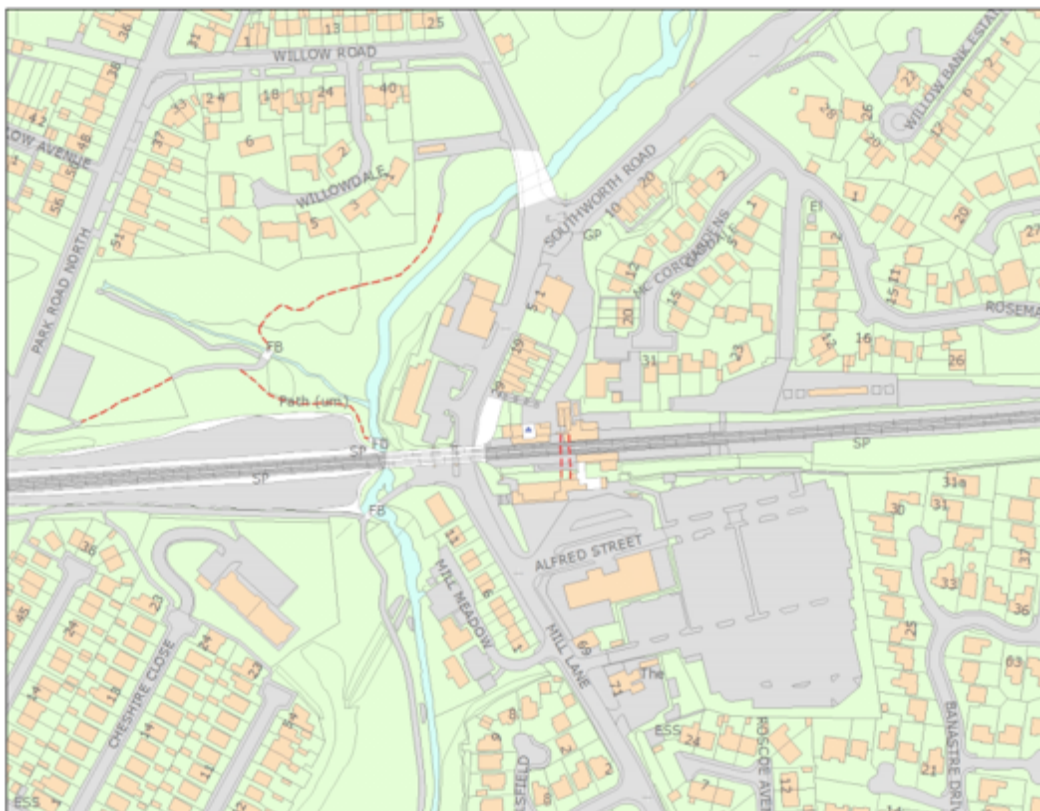
Historic England Archive E0000040

# 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



## 1. The Proposal Site



<b>Heritage Category:</b>	Listing
<b>List Entry No :</b>	1343248
<b>Grade:</b>	II
<b>County:</b>	
<b>District:</b>	St. Helens
<b>Parish:</b>	Non Civil Parish

For all list entries pre-dating 4 April 2011 maps and national grid references do not form part of the official record of a listed building. In such cases the map here and the national grid reference are generated from the list entry in the official record and added later to aid identification of the principal listed building or buildings.

For all list entries made on or after 4 April 2011 the map here and the national grid reference do form part of the official record. In such cases the map and the national grid reference are to aid identification of the principal listed building or buildings only and must be read in conjunction with other information in the record.

Any object or structure fixed to the principal building or buildings and any object or structure within the curtilage of the building, which, although not fixed to the building, forms part of the land and has done so since before 1st July, 1948 is by law to be treated as part of the listed building.

This map was delivered electronically and when printed may not be to scale and may be subject to distortions.

<b>List Entry NGR:</b>	SJ 59343 95335
<b>Map Scale:</b>	1:2500



## **2. The Nature of the Assett**

Newton-le-Willows railway station is a railway station in the town of Newton-le-Willows, in the Metropolitan Borough of St Helens, and at the edge of the Merseytravel region (16+1/4 miles (26.2 km) from Liverpool Lime Street). The station is branded Merseyrail.

The station is situated on the northern route of the Liverpool to Manchester Line, the former Liverpool and Manchester Railway which opened in 1830. It is a busy feeder station for nearby towns which no longer have railway stations, such as Golborne, Billinge and Haydock.

There is also a complimentary bus shuttle service to Haydock Park Racecourse on certain race days.  
History

The station was built in 1845[] and opened by the London and North Western Railway, originally named Newton Bridge.[It was renamed Newton-le-Willows on 14 June 1888.

When first opened, it was also on the main LNWR line from London to Preston and Scotland (what is now the West Coast Main Line) thanks to a number of company mergers and acquisitions – the former North Union Railway's branch from Parkside Junction (east of the new station) to Wigan North Western had opened back in 1832 and the completion of a north to west curve round to Lowton on 1 January 1847 by the Grand Junction Railway[7] had allowed through running to commence from London Euston and Birmingham New Street via the original Newton Junction (the modern day Earlestown), then over the L&M and onwards to Wigan and the north from that date.

Within three years however, the heavily congested section of the L&M through the station was bypassed for north–south traffic with the opening of a cut-off line from Winwick Junction to Golborne, though local stopping trains between Warrington Bank Quay and Wigan continued to call thereafter. The station was also well served by trains between Manchester Exchange and Liverpool Lime Street (many of which were routed via Leigh) and also to Chester General via Warrington and the Birkenhead Joint Railway.

The connections to the WCML also provided a useful diversionary route for trains to Preston and beyond from both Manchester and Liverpool – these were utilised by British Rail when they set up a Motorail terminal at the station in the 1960s, which offered through trains to Stirling and Inverness and to St Austell.

The station avoided the Beeching Axe in the 1960s, though the Warrington to Wigan local trains along the WCML ended in 1969 along with services via Leigh. The Motorail terminal closed in the early 1980s as British Rail cut back the number of routes on offer across the network, though the sidings into it were not finally removed until August 2013.

#### Redevelopment

Merseytravel put forward proposals in December 2015 for the station to be developed as an interchange station.[9] The proposals were later approved with the work scheduled to be completed by March 2018. Work on the new facilities started on 28 November 2016 and included:

New South side entrance

New ticket office at south entrance

Bus Interchange adjacent to the new ticket office

400+ space car park (including blue badge and wider spaces)

Electric vehicle charging points

New toilet facilities

Improved passenger waiting facilities

Step free access to and between the platforms via a new subway and lifts

Increased cycle parking

Dedicated drop off and pick up area

Local highways improvements

Following some delays, the work was completed and the redeveloped station officially opened on Sunday 13 January 2019.[12]

#### Electrification

The line through the station was electrified by British Rail in 1973 as part of the West Coast Main Line electrification scheme, and the station was served by electrically hauled mail trains, but no regularly scheduled electric passenger trains called here.

This finally changed over forty years later when the Liverpool to Manchester line via Chat Moss was electrified by Network Rail as part of the North West Electrification Programme. Commuter services which call at Newton-le-Willows have been operated by four car Class 319 electric multiple units since March 2015, with 3-car Class 323 units also now appearing on many services and the occasional Class 331.

#### Facilities

Like most Merseytravel stations, it is staffed from start of service until the last train has left (closing just before midnight each evening).[13] There are also self-service ticket machines provided. There are shelters on both platforms, along with digital information screens and timetable poster boards. On the south side of the station there is also a bus interchange with buses to a few local destinations and a large free car park.

#### Services


The May 2018 timetable change has seen a major upgrade of services here. TransPennine Express now operate an hourly fast Liverpool to Newcastle via Manchester Victoria, Leeds and York that calls here (introduced as part of the new TPE franchise agreement[14]), whilst Northern's service between Liverpool and Manchester Airport now runs to Crewe and calls at all intermediate stations between Liverpool and the Airport.[15] At peak times there is also a limited local service to Manchester Victoria and a single evening train to Wigan North Western via the Parkside West curve (a balancing service from there runs in the morning).


Transport for Wales also serves the station once per hour each way (with peak extras) on its Manchester Airport/Manchester Piccadilly to Chester and Llandudno route, though a few trains run to and from Holyhead (to connect with the ferry to Ireland).[16]

On Sundays the service frequency remains the same on all routes, though TfW trains only run to and from Chester. East Midlands Railway services between Liverpool and Nottingham/Norwich services sometimes call here if their usual route via Warrington Central is closed for engineering work, with Warrington-bound passengers changing here for a rail-replacement bus connection.



The new "Northern Connect" services from Chester to Leeds via Manchester Victoria and Bradford Interchange also stops at Newton-le-Willows following its introduction in May 2019.[17] This runs hourly each way Mondays to Saturdays, with two trains running to/from Ellesmere Port rather than Chester at weekday peak times.[18]











Northern rail opened up a consultation on proposed services which would operate through Newton-le-Willows from December 2022 [1] which reduces the volume of services to and from Manchester Piccadilly, and increased service to Manchester Victoria.

**Newton-le-Willows** 



Newton-le-Willows railway station

General information	
<b>Location</b>	Newton-le-Willows, St Helens England
<b>Coordinates</b>	 <a href="#">53.453°N 2.614°W</a>
<b>Grid reference</b>	 <a href="#">SJ593953</a>
<b>Managed by</b>	Northern Trains
<b>Transit authority</b>	Merseytravel
<b>Platforms</b>	2
Other information	
<b>Station code</b>	NLW
<b>Fare zone</b>	A1
<b>Classification</b>	<a href="#">DfT category E</a>
History	
<b>Original company</b>	<a href="#">London and North Western Railway</a>
<b>Pre-grouping</b>	London and North Western Railway
<b>Post-grouping</b>	<a href="#">London, Midland and Scottish Railway</a>

Key dates	
<b>1845</b>	Opened as <i>Newton Bridge</i>
<b>14 June 1888</b>	Renamed <i>Newton-le-Willows</i>
Passengers	
<b>2017/18</b>	 0.807 million
<b>Interchange</b>	 0.135 million
<b>2018/19</b>	 0.795 million
<b>Interchange</b>	 0.433 million
<b>2019/20</b>	 0.973 million
<b>Interchange</b>	 0.219 million
<b>2020/21</b>	 0.213 million
<b>Interchange</b>	 38,835
<b>2021/22</b>	 0.791 million
<b>Interchange</b>	 0.136 million



## Official list entry

Heritage Category:

Listed Building

Grade:

II

List Entry Number:

1343248

Date first listed:

23-Aug-1985

List Entry Name:

NEWTON LE WILLOWS STATION

Statutory Address 1:

NEWTON LE WILLOWS STATION, MILL LANE

The scope of legal protection for listed buildings

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

Understanding list entries

Corrections and minor amendments

Location

Statutory Address:

NEWTON LE WILLOWS STATION, MILL LANE

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 59343 95335

Details

SJ 59 NE NEWTON-LE-WILLOWS MILL LANE (east side)

5/39 Newton-le- - Willows Station

G.V. II

Station for the Liverpool and Manchester Railway. 1840s. Brick with stone dressings, slate roof. 2 storeys, 6 bays. 1st 3 bays recessed with C20 canopy, 4th bay gabled. 4th, 5th and 6th bays have ground floor of rock-faced stone. 3rd bay has re-entrant porch with parapet and entrances to return. Ground floor 2;2;3;6-light stone mullioned windows, those to 3rd and 4th bays with high transoms. 1st floor 3;4;3;4;2;2-light windows with 4-centred heads to lights. Left return has 4-light window with transom. 2 brick stacks. Platform side of one storey has canopy (possibly later) on cast-iron columns. 5 bays, 3rd bay projects under gable. 2;2;2;4;3-light windows with 4-centred heads. 4 Tudor-arched entrances, to left end, to left of projecting bay, to projecting bay and to its right; one has doors with linenfold panelling.

Listing NGR: SJ5934395335

Legacy

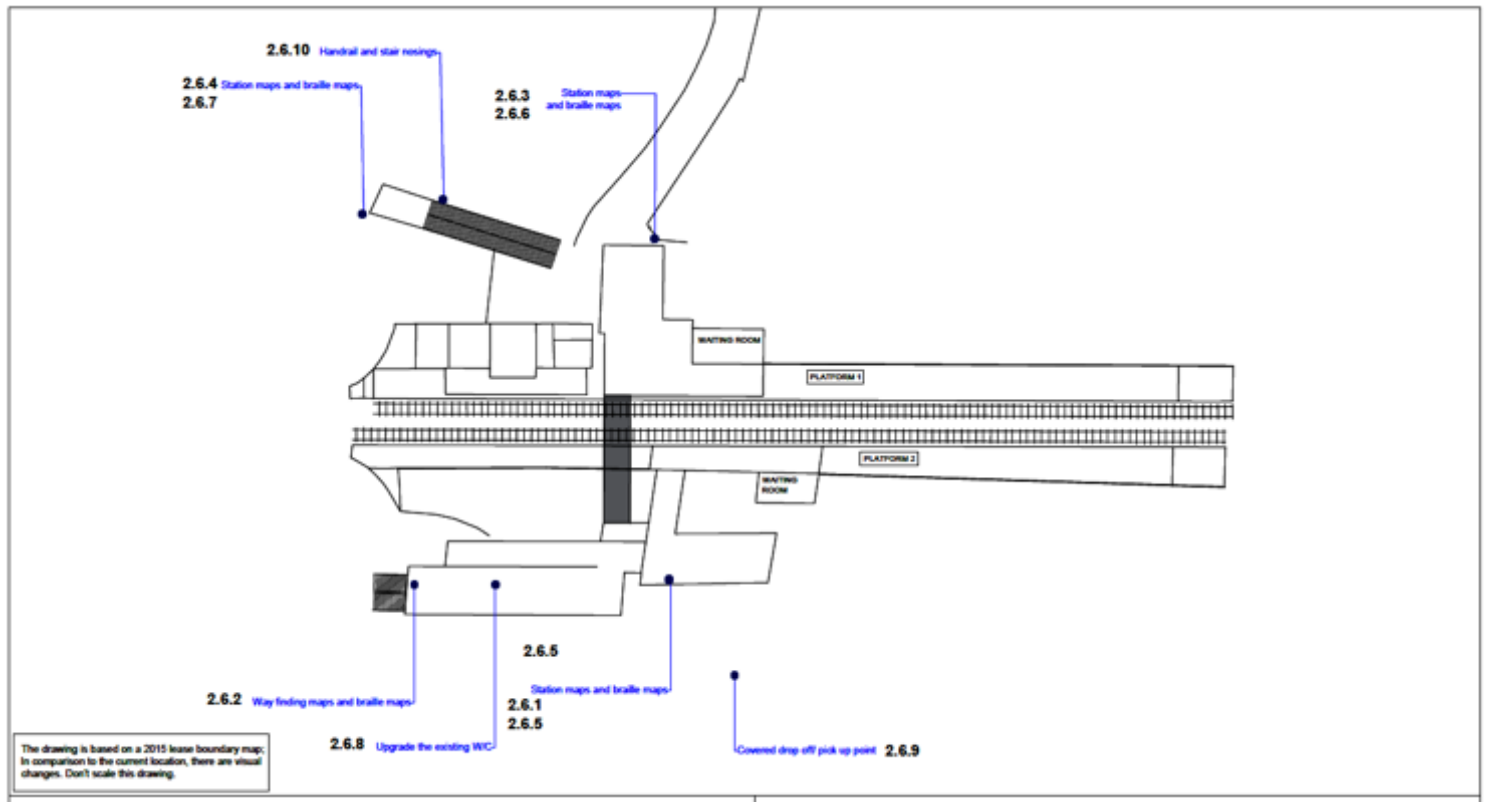
The contents of this record have been generated from a legacy data system.

Legacy System number:

216329

Legacy System:

LBS



#### **4. 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.
- 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. Their installation, as well as the installation of **induction loops, help points** and **CIS / NTI screens**, is likely to be relatively quick, especially if they are proposed to replace the existing infrastructure, and therefore cause little to no disruption to the passengers.

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. Existing **accessible toilets** require an upgrade. An additional accessible toilet (with baby changing facilities) is required / proposed; however the exact location of the new WC is not known. Nonetheless, any temporary reductions in accessibility (including of toilet facilities) must be managed during the construction works, including the timetable if such facilities are temporarily unavailable.
3. Proposed access enhancements (i.e. provision of **covered drop off / pickup point**, installation of **handrail tactiles** and **stair nosing**) could be problematic in maintaining access for vehicles and pedestrians. Such works may not impact train timetabling, however access to the station must be kept available throughout the construction process.

**Car park resurfacing works** will most likely affect the accessibility overall, since the access route will need to be restricted. If car park needs to be closed, then temporary accessible parking should be allocated as this would cause major disruption to how people would be able to access the station.

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.



**THIS TABLET**  
A TRIBUTE OF PERSONAL RESPECT AND AFFECTION  
HAS BEEN PLACED HERE TO MARK THE SPOT WHERE ON THE  
15<sup>TH</sup> OF SEPT<sup>R</sup> 1830 THE DAY OF THE OPENING OF THIS RAIL ROAD.  
**THE RIGHT HON<sup>BLE</sup> WILLIAM HUSKISSON M.P.**  
SINGLED OUT BY THE DECREE OF AN INSCRUTABLE PROVIDENCE FROM  
THE MIDST OF THE DISTINGUISHED MULTITUDE THAT SURROUNDED HIM.  
IN THE FULL PRIDE OF HIS TALENTS AND THE PERFECTION OF HIS  
USEFULNESS MET WITH THE ACCIDENT THAT OCCASIONED HIS DEATH:  
WHICH DEPRIVED ENGLAND OF AN ILLUSTRIOUS STATESMAN AND  
LIVERPOOL OF ITS MOST HONORED REPRESENTATIVE WHICH CHANGED  
MOMENT OF THE NOBLEST EXULTATION AND TRIUMPH THAT SCIENCE AND  
GENIUS HAD EVER ACHIEVED INTO ONE OF DESOLATION AND MOURNING:  
AND STRIKING TERROR INTO THE HEARTS OF ASSEMBLED THOUSANDS.  
BROUGHT HOME TO EVERY BOSOM THE FORGOTTEN TRUTH THAT  
"IN THE MIDST OF LIFE WE ARE IN DEATH."