

Heritage Design and Access Statement



St Helens Junction Railway Station

Grade II Listed Building 1437498



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:

1437498

Date first listed:

14-Oct-2016

List Entry Name:

St Helens Junction Station

Statutory Address:

Station Road, St Helens, Merseyside

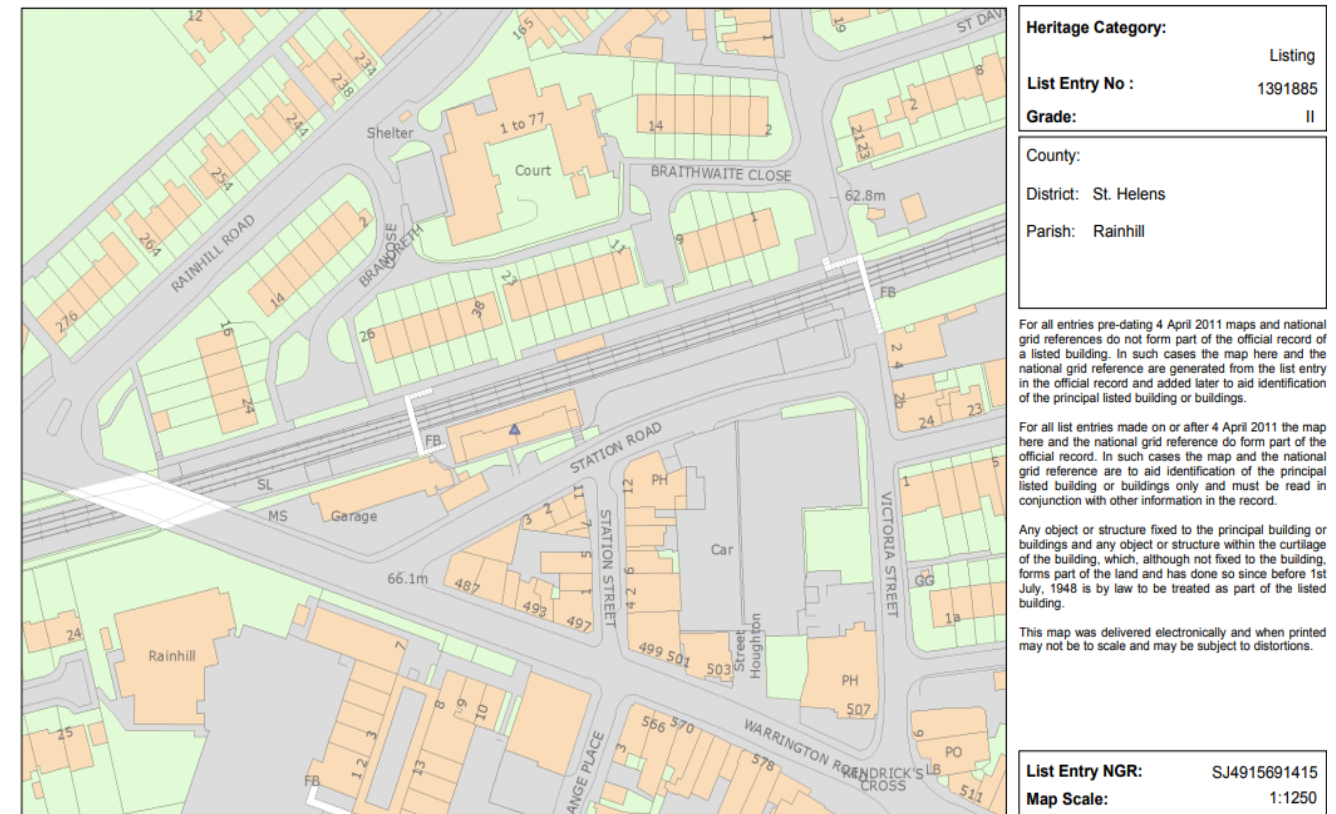


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1. The Proposal Site



2. The Nature of the Asset

St Helens Junction railway station is a railway station serving St Helens, Merseyside, England. It is in Sutton, three miles southeast of St Helens town centre. The station is on the electrified northern route of the Liverpool to Manchester Line, 12 miles (19 km) east of Liverpool Lime Street (on the former Liverpool and Manchester Railway). The station and all trains calling there are presently operated by Northern Trains.

St Helens Junction station was opened in 1830 as part of the Liverpool and Manchester Railway, and is one of the oldest passenger railway stations in the world. These early intermediate stations were often little more than halts, usually positioned where the railway was crossed by a road or turnpike. This probably accounts for variations in the names of these stopping places,

St Helens Junction station was probably originally known as *Bottom of Sutton Incline* becoming *St Helens Junction* sometime in 1832 or 1833.^[a] Although a local historian puts the opening date as later.^[a] The OS 6 inch map surveyed in 1846-47 has the station named as *St. Helens station*.^[a]

The station was situated to the south of Sutton just after the Manchester facing connecting line from the St Helens and Runcorn Gap Railway, hence it being called *Junction*. The main line of the St Helens and Runcorn Gap Railway crossed the Liverpool and Manchester Railway on an overbridge shortly before the junction and station. That route, which ran originally from the town of St Helens to the area which would later develop into the town of Widnes, opened on 21 February 1833 making this station the focal point of one of the first inter-company junctions

The station originally had four platforms - two through lines and two bay platforms on the northern and southern sides of the main building which mostly dealt with local services (this is now part of the station roadway approach and car park arrangements). Trains from Liverpool Lime Street would also terminate at St Helens Junction until the mid 1950s, whilst the shuttle service to/from St Helens Shaw Street was withdrawn in June 1965. Several walkway bridges have been constructed and demolished since the station opened in 1833. The Georgian buildings on the south facing platforms were demolished in the early 1960s and a small open waiting shelter built in their place.

To the west of the station on the south side of the line stood the London and North Western Railway tarpaulin factory, known locally as 'the sheeting sheds', access from Monastery Lane being provided by a footbridge known as 'the pudding bag bridge', a favourite location of trainspotters in the 1950s as the steam engines of westbound trains were being fired to climb the Sutton bank with its 2.5 km of 1 in 90 gradient. The station building was listed as a Grade II listed building on 14 October 2016. The reasons given were: its historic interest, representing a second generation of station buildings; its Classical design; its degree of survival, being relatively unaltered; and its group value with other listed buildings on the line.

The lines through the station were due to be electrified by December 2014 but the work was finally completed in early March 2015, 3 months behind schedule.^[a]

In 2013, concern was expressed that parking space at the station was inadequate. In August 2017, Merseytravel announced that a new car park would be built at the station, increasing the number of parking spaces from 66 to 240. The £792,000 package of works would also see improvements to the CCTV coverage and lighting and the creation of additional blue-badge parking spaces. The extension was completed and opened on 14 May 2018


The station is staffed throughout the day (including Sundays), with the ticket office (on the eastbound-platform) open from 15 minutes before start of service until 23:50 each evening. There are shelters on each platform, along with customer help points, timetable poster boards and digital display screens to provide train running information. Step-free access is available to both platforms, though that for the westbound one requires staff assistance (as it is via a steep ramp and locked gate). The two platforms are also linked by footbridge. There is car parking for 240 vehic

On Monday to Saturday daytimes, there is an hourly in each direction. Trains head west to Liverpool Lime Street and east to Manchester Airport via Manchester Piccadilly. Services to Manchester Victoria only operate in peak periods since the May 2018 timetable change, whilst there is also a single evening peak hour train to Wigan North Western via Earlestown. The former service to and from Warrington Bank Quay no longer operates, having been withdrawn at the start of the COVID

pandemic and never reinstated (save for a single early morning service to Ellesmere Port, which returns from there in the early evening).

Electrification has seen the introduction of four-Car Class 319 electric multiple units (EMUs) and three-car Class 323 Sundays see an hourly service in each direction to Liverpool and to Manchester Piccadilly & Manchester Airport but no direct service to Manchester Victoria or Warrington (connections can be made at Earlestown or Newton-le-Willows).

St Helens Junction ➡



General information

Location	Sutton, Merseyside, St Helens England
Grid reference	SJ535932
Managed by	Northern Trains
Transit authority	Merseytravel
Platforms	2

Other information

Station code	SHJ
Fare zone	A1
Classification	DfT category E

Key dates

15 September 1830	Opened
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Passengers

2017/18	▲ 0.414 million
2018/19	▼ 0.212 million
2019/20	▼ 0.200 million
2020/21	▼ 43,018
2021/22	▲ 0.124 million

Official List Entry

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II

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St Helens Junction Station

Statutory Address 1:

Station Road, St Helens, Merseyside

Location

Statutory Address:

Station Road, St Helens, Merseyside

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:

SJ5357193231

Summary

Railway station, 1851, on the original Liverpool and Manchester Railway line. Red brick laid in Flemish bond with painted sandstone dressings, shallow hipped Welsh slate roof. Single-storey, linear plan. Classical style

Reasons for Designation

St Helens Junction Station, constructed in 1851, is listed at Grade II for the following principal reasons: * Historic interest: it is an important example of a second generation intermediate station representing the expansion of the railways during the mid-C19 and the growing need for improved facilities due to rapidly increasing passenger numbers; * Architectural interest: its simple and elegant classical design displays a careful attention to architectural detailing and reflects the level of investment being put into the railways at this time, even for smaller stations; * Degree of survival: it is relatively unaltered and retains numerous original features, including external window and door surrounds, sash windows, a fireplace and bench seating in one of the original waiting rooms, moulded cornicing, and moulded window architraves; * Group value: it has strong group value with the other listed stations, bridges and structures on the

Liverpool and Manchester Railway line that together form a significant group of C19 railway structures on the earliest inter-city passenger railway and earliest fully steam-powered railway line in the world.

History

The Liverpool and Manchester Railway (later subsumed into the Grand Junction Railway and then London and North Western Railway - LNWR in 1846) was opened on 15 September 1825. One year previously locomotive trials had been held on a two-mile level stretch of line between Rainhill and Sutton to decide which engine would operate on the new passenger railway line, which was the earliest inter-city passenger railway and earliest fully steam-powered railway line in the world. A prize of £500 was offered for the winning steam locomotive and the five competing engines taking part in the trials ran the equivalent of 70 miles up and down the line. The trials were eventually won by George and Robert Stephenson's 'Rocket' on 8 October 1825.

Sutton's main station was known as St Helens Junction and opened in 1833 at the junction of the Liverpool and Manchester Railway and the St Helens and Runcorn Gap Railway. As passenger numbers grew a larger station with suitable platforms was required. The present station building and platforms were constructed in 1851.

Details

Railway station, 1851, on the original Liverpool & Manchester Railway line. Red brick laid in Flemish bond with painted sandstone dressings, shallow hipped Welsh slate roof. Single-storey, linear plan. Classical style

EXTERIOR: originally the station had three platforms: two through lines on the SE side of the station and a bay platform on the NW side that was for local services. The track on the NW side has since been removed and replaced by a taxi and car drop-off point, but the original large sandstone platform-edge stones survive.

The station is a long, low single-storey building with a similar design to each NW and SE platform side incorporating two through walkways that separate the building into three sections. The building is lit by large windows that contain a mixture of multi-paned and plate-glass sashes and fixed lights with modern metal grilles in front. All the original door and window surrounds, mullions and transoms are of painted sandstone.

The roof has an eaves cornice and tile ridge copings, and incorporates two short brick ridge stacks to the NE half of the building. The roof overhangs the building on all four sides forming a canopy that is supported to the centre of the NW and

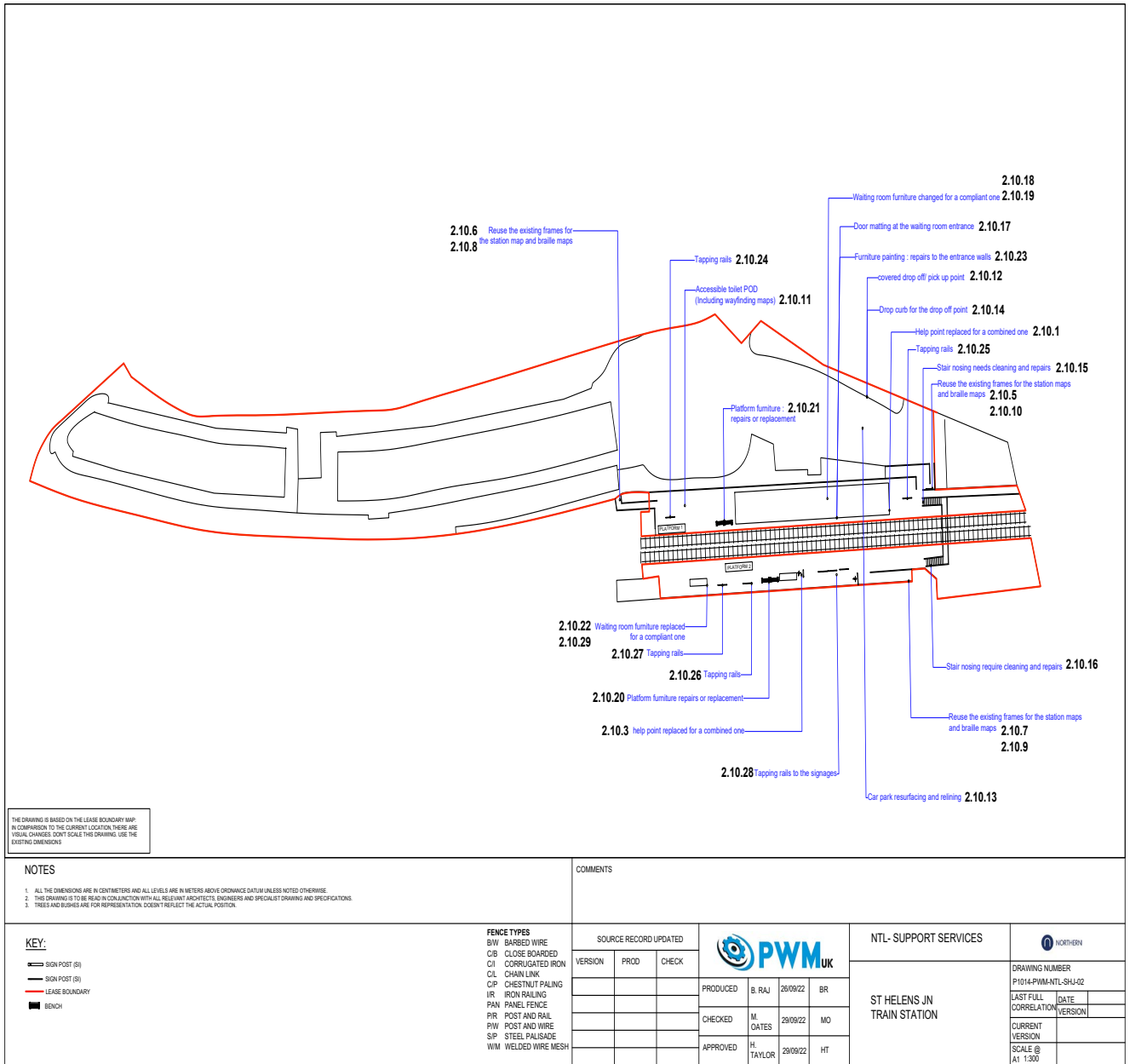
SE sides by square and panelled cast-iron columns with carved capitals and plain bases, and arched girders, forming three-bay arcaded integral shelters with recessed panels to the rear walls. A very small extension*, which is believed to have probably been a kiosk and was possibly added in the mid-C20, has been added towards the NE end of the NW shelter underneath the canopy and is not of special interest. The NW side of the building also has later rainwater goods and modern cabling.

At each end of the building are waiting rooms and former offices; that to the SW end was possibly a station master's office or bookings and parcels office originally and now contains disused toilets and a store room. It has a transomed window and a six-light mullioned and transomed window to the SE platform side (both boarded over), an original doorway with overlight (boarded over) to the NE return adjacent to the through passageway, and a large six-light mullioned and transomed window to the NW platform side (boarded over). A later small fixed-pane window with a chamfered lintel in the same style as those to the kiosk has also been inserted to the NW side and a doorway (also in the same style) inserted on the SW side leading into the toilets with a metal gate.

At the NE end of the building are two waiting rooms (one for ladies and one general waiting room, now subdivided internally) denoted by the presence of the ridge stacks above; that to the far NE end has two six-light mullioned and transomed windows to the SE platform side, an entrance doorway with an overlight and a replaced door and a sash window to the NE end return. A further sash window with a wedge lintel exists to the NW platform side where a small section of walling has been rebuilt. The adjacent waiting room has a doorway on the SE platform side with a modern glazed door and an external roller shutter flanked by two six-light mullioned and transomed windows. Two further windows in the same style exist to the NW platform side.

INTERIOR: internally the two large waiting rooms at the NE end have moulded corncicing and moulded window architraves. The waiting room immediately to the NE of the integral shelters has been subdivided by the insertion of a brick dividing wall with kiosk window and door to create a ticket office, but it retains timber bench seating with panelled high backs and shaped end panels in the two corners flanking a chimneybreast and along part of the NW and SE walls, and a fireplace with a painted-brick surround (the fireplace opening has been boarded over). The former waiting room at the far NE end of the building has been partitioned for use as a former parcel room, toilet, and storage room, and a doorway inserted to connect into the ticket office. It retains its chimneybreast, but the fireplace has been removed, and one of the windows looking onto the SE platform has been boarded over internally. The interior of the former station master's office/booking office (now disused toilets and a store room) was not inspected. However, the entrance to the toilets is visible behind a metal gate and has a quarry-tile floor and glazed-tile walls.

* Pursuant to s.1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') it is declared that this aforementioned feature is not of special architectural or historic interest.



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 and waiting room substrates. There will also be no sighting or obscuration issues of the listed structures by the installation of the new facilities .

5. 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



The following are some of the proposed solutions of the project:

Priority 1 - Customer Information Improvement

- Installation of induction loops to each platform
- Installation of help points on platforms
- Installation of CIS / NTI screen move
- Installation of wayfinding signage, station maps and key local info board at entrances
- Provision of braille station maps

Priority 2 - Accessible WC & Baby Change

- Construction of new accessible W/C & baby change facilities
- Upgrading accessible W/C & baby change facilities

Priority 3 - Station Access Improvement

- Installation of covered drop off / pick up point
- Improvements to drop kerbs, footpath and ramps
- Installation of handrail tactile and stair nosing

Priority 4 - Station Circulation Improvements

- Installation of door mats and door entrances
- New platform and waiting-room furniture
- Furniture painting, provisions of tapping rails and window manifestations

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 known. Nonetheless, any temporary reductions in accessibility must be managed during the construction works, including the timetable if such facilities are temporarily unavailable.
3. Proposed access enhancements (i.e. **installation of dropped kerbs, improvements to footpaths, ramps, stair nosings and handrail tactiles**) 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.

1. 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.