

Proposed Submission  
Version Local Plan:  
Heritage Impact  
Assessment for  
Warrington Waterfront

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2019

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## Appendix 1 – Plans showing Heritage Assets

## Introduction

### 1. Scope of the study

- 1.1 To support the Local Plan Review, Warrington Borough Council (WBC) has identified Warrington Waterfront (herein after referred to as 'the site') as one of the areas of growth within the Preferred Development Option. The Waterfront provides a major development opportunity to connect the Town Centre to the Mersey and the Ship Canal. The settlement would comprise of approximately 4,000 homes.
- 1.2 The Council has recognised that if the site is allocated for development it may have the potential to impact on the historic environment within and surrounding the site. As such, this report will provide an appraisal of the potential impacts of the proposed allocation of the site upon the significance of the historic environment and, where possible, advice on any mitigation which may be required.

## Methodology

### 2. General Approach

- 2.1 The methodology for assessment is based on Historic England's (2015) guidance contained in 'The Historic Environment and Site Allocations in Local Plans – Historic England Advice Note 3'<sup>1</sup>. The guidance recommends that impacts on heritage assets should be assessed by undertaking the five steps identified below:
1. Identify which heritage assets are affected by the potential site allocation
  2. Understand what contribution the site (in its current form) makes to the significance of the heritage asset(s)
  3. Identify what impact the allocation of the site might have on that significance
  4. Consider maximising enhancements and avoiding harm
  5. Determine whether the proposed site allocation is appropriate in light of the NPPF's tests of soundness

Assessment of the five steps will be undertaken utilising the guidance contained within the following documents published by Historic England:

- 'Conservation Principles Policies and Guidance for the sustainable management for the historic environment'<sup>2</sup> (2008); and
- 'The Setting of Heritage Assets – Historic Environment Good Practice Advice in Planning 3'<sup>3</sup> Second Edition (2017).

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<sup>1</sup> Available at <https://content.historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/heag074-he-and-site-allocation-local-plans.pdf/>

<sup>2</sup> Available at <https://content.historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplespoliciesguidanceapr08web.pdf/>

## 2.2 Step 1: Identifying the heritage asset(s)

Identification of heritage assets within the site and those within the surrounding area that have the potential to be affected if the site is released from the Green Belt and allocated for development within the Council's Emerging Local Plan.

## 2.3 Step 2: Understand what contribution the site (in its current form) makes to the significance of the heritage asset(s)

Assessment of the nature and extent of the Garden Suburb site's contribution to the significance of the heritage asset(s) and its setting. The level of contribution the site makes to the significance of the heritage asset and its setting will be graded and defined as follows:

Negligible	The site provides little or no contribution to the significance of the heritage asset and its setting.
Slight	The site provides limited contribution to the significance of the heritage asset and its setting.
Moderate	The site is important to the significance of the heritage asset and its setting.
Considerable	The site is essential to our understanding of the significance of the heritage asset and its setting.
High	The site is very important to the significance of the asset and its setting.

## 2.4 Step 3: Identify what impact the allocation might have on that significance

An assessment of the degree of harm to be had on the asset and its setting as a result of potential allocation of the site for development. The level of harm will be graded and defined as follows:

Negligible	The site allocation will result in insignificant or no harm to the significance of the heritage asset and its setting.
Slight	The site allocation will result low harm to the significance of the heritage asset and its setting.
Moderate	The site allocation will result in some harm to the significance of the heritage asset and its setting.
Considerable	The allocation will result less than substantial harm to the heritage asset and its setting.
High	The site allocation will result in substantial harm to the heritage asset and its setting.

## 2.5 Step 4: Consider maximising enhancements and avoiding harm

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<sup>3</sup> Available at <https://content.historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/heag180-gpa3-setting-heritage-assets.pdf/>

Consider enhancements that can be achieved to the historic environment through the potential site allocation and/or ways to mitigate any harm to the significance of the heritage asset through the potential site allocation.

2.6 *Step 5: Determine whether the proposed site allocation is appropriate in light of the NPPF's tests of soundness*

Following on from the assessment based on the steps 1 to 4 noted above, a conclusion will then be reached on whether potential site allocation would reflect national policy along with any recommendations for enhancement and/mitigating harm to the heritage asset and its setting.

### **3. Glossary**

3.1 *Conservation area*

'An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance', designated under what is now s69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

3.2 *Designated Heritage Asset(s)*

A World heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

3.3 *Non-designated Heritage Asset(s)*

A building, monument, site, place, area or landscape which is identified by the local planning authority as having a degree of significance meriting consideration in planning decisions due to its heritage interest. This can include a local listing.

3.4 *Setting of a heritage asset*

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.

## **Assessment**

### **4. Site Area**

4.1 The site is situated the south west of Warrington. To the north of the site is the town Centre and the settlements of Great Sankey and Penketh. The site is irregularly shaped bounded by the River Mersey and to the north and the Manchester Ship Canal to the south. Port Warrington is an existing inland port and warehousing facility located within the Appraisal

Site on the northern bank of the Manchester Ship Canal and accommodating a range of road-based storage and distribution uses. The remainder of the site is comprised of the Arpley Meadows landfill site and the Moore Nature Reserve. The site is proposed to deliver approximately 2,000 homes and open up Port Warrington to become one of the most important employment areas in the North West region.

4.1 An initial screening of heritage assets likely to be affected by the potential allocation of the site for development in line with Step 1 was undertaken. All heritage assets within 200m of the site would normally be considered, however in this instance this does not include many assets (see Plan 1, Appendix 1). The assets assessed have therefore been informed by an assessment carried out by Turley for Port Warrington, a plan showing wider assets is therefore included (Plan 2, Appendix 1).

Due to the intervening distance, topography, landscape and/or development it is concluded that the significance of the following assets would not be affected and they are not considered further within this appraisal:

- Monks Siding Signal Box (grade II listed), Church of St Luke (grade II\*), Norton Water Tower (grade II listed) and 2, Westford Road (grade II listed);
- Daresbury Conservation Area; and
- Sankey Bridge (locally listed), The Sloop Public House (locally listed), The Coach and Horses Public House (locally listed) and the Bethany Pentecostal Church (locally listed).

## 6. Listed Buildings

Monks Siding Signal Box (List entry number 1412064)	
Heritage Asset	<p>Grade II</p> <p>Railway signal box, 1875, by and for the London and North Western Railway, Type 3 design of 1874.</p> <p>MATERIALS: brick base laid in English Bond, with timber upper floor with horizontal weatherboarding; uPVC windows; Welsh slate roof finished with grey hip and ridge tiles.</p> <p>EXTERIOR: the signal box is of two storeys and two bays with a hipped roof. The operating room is continuously glazed to the front (north-west) and sides, with a single window to the rear overlooking the approach to the adjacent level crossing. The replacement windows do not follow the same glazing pattern as the originals. The entrance to the operating floor is now in the south-western end accessed via an external flight of steel steps. The original position of the door in the north-eastern end is marked by a change in weatherboarding and a window with a raised sill. The door to the locking room is below, in its original position. This has a segmental arched head of brick headers. The two locking room windows overlooking the tracks have similar arched heads and also retain timber joinery with 4-pane fixed lights.</p> <p>INTERIOR: the signal box retains its original 20-lever London and North Western Railway Tumbler frame.</p>
Contribution the site	The heritage asset is located approximately 350-m away from the proposed site.

makes to the heritage asset	There is a limited relationship between the heritage asset and the site because the Signal Box is screened by residential development and separated by the London North Western Railway line and the River Mersey. As a result of the distance and features in-between there are limited potential for shared views. It is therefore considered that the site makes a negligible contribution to the heritage asset.
Impact allocation may have on significance	It is unlikely that allocation of the site will impact on the significance of the asset as there is a limited relationship both historically and visually. Therefore, it is considered that the allocation will have a negligible impact.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The site makes no contribution to the heritage asset and it will not impact on its significance.

Moore Lane Bridge ( List entry number 1330358)	
Heritage Asset	Grade II  SJ 58 NE MOORE C.P. MOORE LANE  3/108 Moore Lane Bridge  II  Swing bridge over Manchester Ship Canal Circa 1894. Steel segmental arched rivetted structure with lattice parapet, built up stanchions, cross braces and bracing across carriageway at high level. The bridge is operated from the north bank by means of hydraulic water power, like the Old Quay Bridge, Runcorn q.v., and has a similar arrangement of support buildings of red brickwork with slate hipped roofs. The north end of the bridge is in the Penketh C.P.
Contribution the site makes to the heritage asset	Moore Lane Bridge is located to the south of the site, spanning the Manchester Ship Canal. The site makes a moderate contribution to the heritage asset with the green, rural surroundings which make a positive contribution to the way the asset is experienced.
Impact allocation may have on significance	Allocation of the site for development may result in the loss of the historic rural setting of the heritage site. Therefore, it may result in a moderate level of harm to its significance.
Maximising enhancements and Mitigating harm	In order to ensure that the allocation of the site is not detrimental to the setting of the bridge a number of mitigating factors should be considered.  The asset and its curtilage should be retained, it is recommended that screening and soft landscaping should also be retained around the bridge and river edge, and enhancement included where necessary.  Development should also be located away from the bridge and its immediate setting and designed to be sympathetic to its rural setting. Traffic calming measures should also be integrated into the development in order to minimise any long term impact on the bridge structure with any potential development.
Conclusion and recommendations	The site allocation has the potential to impact the significance of the heritage asset. It is therefore recommended that mitigation measures outlined above are considered to reduce this harm.

The Black Horse Public House (List entry Number 1139396)	
Heritage Asset	Grade II

	<p>LIVERPOOL ROAD 1. 5150 The Black Horse Public House SJ 58 NW 5/89 II</p> <p>2. Dated RB1632. Restored and modernised, but retains some character. L plan. Timbered gable to wing, with low horizontal windows. Main block has 2 windows each floor (2 storeys). Slate roof. Roughcast walls.</p> <p>Listing NGR: SJ5869187567</p>
Contribution the site makes to the heritage asset	The Black Horse pub is located approximately 515 m away from the site. The heritage asset is screened by residential and industrial development towards the south east. Overall, as a result of the distance and features in-between the site makes a negligible contribution to the heritage asset.
Impact allocation may have on significance	Allocation of the site will have a negligible impact to the significance of the heritage asset.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The site makes a negligible contribution to the heritage asset, therefore its allocation for development is unlikely to result in harm to the significance of the asset.

Bank Quay Transporter Bridge to Joseph Crossfield and Sons Ltd Works (List Entry Number 1139433)	
Heritage Asset	<p>Grade II*</p> <p>SJ 58 NE 5/160</p> <p>BANK QUAY Transporter Bridge to part of Joseph Crosfield and Sons Ltd's Works</p> <p>II 1913-14. Engineers: Sir William Arrol and Coy constructed the bridge which spans the River Mersey to connect the two parts of the large chemical and soap works which were on the site at that time. It is constructed with Steel to form four brick plinths and two pairs of latticed piers -at a 70 ft height, supporting a clear span of 200 ft, from which the transporter deck is suspended. It formerly conveyed motor vehicles and railway waggons (from a private branch leading off the former LNWR main line) to the part of Crosfield's works which is situated in a loop in the river Mersey. There are supposed to be only two other major transporter bridges in Britain. It has a functional character, the steel structure gives a striking appearance to the bridge.</p>
Contribution the site makes to the heritage asset	<p>The proposed site is located approximately 250 m from the heritage asset. The site forms part of the backdrop to the asset as brownfield land/semi-rural land left from the historic use of the area, however there are no known historic or functional connections with one another.</p> <p>It is overall considered that the contribution of the site to the heritage asset is slight; this is due to the potential loss of the brownfield/ semi-rural surroundings of the site which are important to its heritage.</p>
Impact allocation may have on significance	In terms of impact of the allocation of the site on the significance of the asset, it is considered that it would be slight due to the loss of brownfield/semi-rural surroundings and their significance in the use of the historic asset.
Maximising enhancements and Mitigating harm	In order to ensure the allocation of the site is not detrimental to the setting of the bridge, it is recommended that screening and soft landscaping is retained and/or enhanced on the brownfield/semi-rural site. Development should also be designed to be sympathetic to its rural setting.
Conclusion and recommendations	Allocation of the site for development may result a slight impact to the heritage asset. However, mitigation measures detailed above are recommended in order to



	ensure that allocation of the site conserves and enhances the heritage asset and its setting.
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Moore Lane Bridge(Over Manchester Ship Canal) (List Entry Number: 1135930)	
Heritage Asset	<p>Grade II</p> <p>SJ 58 NE PENKETH C.P. LAPWING LANE.</p> <p>2/29 Moore Lane Bridge (over Manchester Ship Canal)</p> <p>II</p> <p>Moore Lane Bridge is a Swing Bridge over Manchester Ship Canal circa.1894. It has a steel segmental arched rivetted structure with lattice parapet, built-up stanchions, cross-bracing and bracing across carriageway at high level. The bridge is operated from the north (Penketh C.P.) bank by means of hydraulic power, like the Old Quay Bridge, Runcorn (Halton Borough) q.v., and has a similar arrangement of support buildings with hipped slate roofs. The south end of the bridge is in Moore C.P., Halton Borough. The engineer of the structure was Edward Leader Williams.</p> <p>Listing NGR: SJ5782685332</p>
Contribution the site makes to the heritage asset	Moore Bridge is located to the south of the site, spanning the Manchester Ship Canal. The site makes a moderate contribution to the heritage asset with the green, rural surroundings which make a positive contribution to the way the asset is experienced.
Impact allocation may have on significance	The allocation of the site may result in a moderate impact to the significance of the heritage asset.
Maximising enhancements and Mitigating harm	<p>In order to ensure that the allocation of the site is not detrimental to the setting of the bridge a number of mitigating factors should be considered.</p> <p>The asset and its curtilage should be retained, it is recommended that screening and soft landscaping should also be retained around the bridge and river edge, and enhancement included where necessary.</p> <p>Development should also be located away from the bridge and its immediate setting and designed to be sympathetic to its rural setting. Traffic calming measures should also be integrated into the development in order to minimise any long term impact on the bridge structure with any potential development.</p>
Conclusion and recommendations	Site allocation has the potential to harm the significance of the heritage asset; however with the relevant mitigating developments it is considered that harm can be minimal.

Church of St Luke (List Entry Number : 1329757)	
Heritage Asset	<p>Grade II *</p> <p>704/5/90 LIVERPOOL ROAD 20-NOV-03 CHURCH OF ST LUKE</p> <p>II* Church, at present redundant and empty. 1892/3 by Bodley and Garner. Coursed squared sandstone with ashlar dressings and plain tile roof with coped gables. Low proportions, late Gothic style with 3-light windows to nave and 2-light to chancel. Nave, north aisle, chancel and south porch. Bell turret over chancel arch. Twin west windows and central buttress. 3-light chancel window.</p>

	<p>INTERIOR. Extremely unusual 5-bay central nave arcade of clustered piers carrying high arches which support the nave roof collars and apex. Western end of arcade supported by west wall and exterior buttress, east end by the chancel arch which has an elaborate carved angel keystone. 6-bay aisle arcade of squared piers with mouldings dying into them. Boarded, painted and decorated chancel roof. Fittings removed. The interior of this church is particularly impressive and imaginative. There are thought to be only three medieval examples of a central nave arcade of this type in England and this example by Bodley is the most impressive of his three versions of the type and also possibly the earliest of the very few produced in the C19/C20 Gothic revival.</p> <p>Listing NGR: SJ5918687795</p>
Contribution the site makes to the heritage asset	The site is located approximately 425-m away from the heritage asset. Between them there is residential development, the river Mersey and the London and North Western Railway line which shields any potential shared views. Therefore, the site makes a negligible contribution to the significance of the heritage asset.
Impact allocation may have on significance	Allocation of the site would have a negligible impact on the significance of the heritage asset.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The potential allocation of the site would have a negligible impact on the significance of the heritage asset.

Baronet Farmhouse (List Entry Number: 1329737)	
Heritage Asset	<p>Grade II Listed</p> <p>1. EASTFORD ROAD 5150 LOWER WALTON Baronet Farmhouse, with attached farm buildings and cobbled yard SJ 68 NW 4/71 SJ 68 NW 4/71A SJ 68 NW 4/71B II GV</p> <p>2. Gable end of barn dated 1872, the house probably earlier. Handmade brick, slate roof, 2 storeys, centre door and round-arched fanlight in round brick arch of 2 orders. 2 windows on ground floor and 3 above, with flat brick arched heads (3 sashes the others modern). Include farm buildings attached at rear in open courtyard plan, built of old brick, slate roof, round eyes; cobbled yard in middle.</p> <p>Ford House Farmhouse, Baronet Farmhouse with farm buildings and cobbled yard form a group with No 2 Westford Road.</p> <p>Listing NGR: SJ6011686340</p>
Contribution the site makes to the heritage asset	Baronet Farmhouse is located approximately 165 m away from the proposed site. Between the heritage asset and site is residential development, soft landscaping and the River Mersey. With the distance and soft and hard landscaping in-between there are no views afforded between the two. As a result the site has a negligible impact to the heritage asset.
Impact allocation may have on significance	Allocation of the site will have a negligible impact on the significance of the heritage asset.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The potential allocation of the site would have a negligible impact on the significance of the heritage asset.

2 Westford Road (List Entry Number: 1310060)	
Heritage Asset	<p>Grade II</p> <p>WESTFORD ROAD 1. 5150 LOWER WALTON No 2 SJ 68 NW 4/136 II GV</p> <p>2. Traditional late C18 farm cottage, brick, slate roof, end pilasters, 2 storeys.' Flush-panelled door in moulded doorcase, 2 segmental-arched 5-light casement windows on each floor. Set at angle, corner of Baronet Road.</p> <p>No 2 forms a group with Ford House Farmhouse, Baronet Farmhouse with farm buildings and cobbled yard, Eastford Road</p> <p>Listing NGR: SJ6025086218</p>
Contribution the site makes to the heritage asset	The heritage asset is located approximately 280m away from the site. Between the heritage asset and site is residential development, soft landscaping and the River Mersey. With the distance and soft and hard landscaping in-between there are no views afforded between the two. As a result the site has a negligible impact to the heritage asset.
Impact allocation may have on significance	Allocation of the site will have a negligible impact on the significance of the heritage asset.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The potential allocation of the site would have a negligible impact on the significance of the heritage asset.

Thomasons Bridge (List Entry Number 1312953)	
Heritage Asset	<p>Grade II</p> <p>SJ 58 SE WALTON C.P. RUNCORN ROAD (South of)</p> <p>5/59 Thomasons's Bridge over Bridgewater Canal</p> <p>II</p> <p>Farm Road Bridge circa 1770 by James Brindley for the Duke of Bridgewater. Brown brick with stone dressings. Deep segmental arch with raised band of sandstone above brick voussoirs. Abutments curved in plan and battered in section. Flush stepped copings of sandstone to parapets. Sandstone walls to canal bank beneath bridge.</p> <p>Listing NGR: SJ5915884793</p>
Contribution the site makes to the heritage asset	The site is located approximately 900-m away from the heritage asset. Between the heritage asset and site is soft landscaping and the Manchester Ship Canal. As a result of the significant distance and landscaping in between, there is no relationship between the asset and site.

Impact allocation may have on significance	The allocation of the site will have a negligible impact on the heritage asset due to there being no visual relationship between the site and heritage asset.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The site makes a negligible contribution to the significance of the heritage asset. Therefore its allocation for development is unlikely to result in harm to the significance of the asset.

Penketh Hall (List Entry Number 1329769)	
Heritage Asset	<p>Grade II</p> <p>SJ 58 NE PENKETH C.P. HALL NOOK</p> <p>2/27 Penketh Hall 9.8.66 GV II</p> <p>Penketh Hall is a House dating back from 1757 (former internal datemark). It has a white-rendered brick front with grey slate roof and flush gable chimneys; the brown brick rear has flush stone quoins. It also has Brown brick extensions to each end and rear, which is probably late Georgian. The main block of 2 storeys and 5 windows is symmetrical. 4-pane horned sashes, probably circa.1860. The door altered in round-arched opening with stone keystones and cills.</p> <p>Interior: Painted doors of very wide boards, some probably oak; C18 tapered long hinges. Dogleg stair with square newel; covered balusters, said to be turned. Heavy oak beams with stopped ovolo moulds in rear rooms.</p> <p>Listing NGR: SJ5680187183</p>
Contribution the site makes to the heritage asset	Penketh Hall is located approximately 830m away from the proposed site. Between the site and heritage asset is the St Helens Canal, soft landscaping and the River Mersey. These elements shield views between the heritage asset and site and thus the site makes a negligible contribution to the heritage asset.
Impact allocation may have on significance	The allocation of the site will have a negligible impact on the heritage asset due to there being no visual relationship between the site and heritage asset.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The allocation of the site would result in a negligible impact to the asset and its allocation for development is unlikely to result in harm to the significance of the asset.

L shaped Barn (List Entry Number: 1139343)	
Heritage Asset	<p>Grade II</p> <p>SJ 58 NE PENKETH C.P. HALL NOOK</p> <p>2/28 L-shaped Barn at Penketh Hall</p> <p>GV II</p> <p>L-shaped barn probably circa.1820. Brown brick with gabled grey slate roof. Boarded double doors in 3 great openings with segmental relieving arches above timber lintels; sandstone hinge blocks; diamond-shaped vents.</p>

	<p>Interior: Fishbone kingpost trusses with unsawn oak purlins.</p> <p>Attached shippon not included. The barn is listed for group value only.</p> <p>Listing NGR: SJ5677887247</p>
Contribution the site makes to the heritage asset	The heritage asset is located approximately 770-m away from the proposed site. Between the site and heritage asset is the St Helens Canal, soft landscaping and the River Mersey. These elements shield views between the heritage asset and site and thus the site makes a negligible contribution to the heritage asset.
Impact allocation may have on significance	The allocation of the site will have a negligible impact on the heritage asset due to there being no visual relationship between the site and heritage asset.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The allocation of the site would result in a negligible impact to the asset therefore its allocation for development is unlikely to result in harm to the significance of the asset.

Aqueduct Carrying the Bridgewater Canal Over Chester Road (List Entry Number: 1139354)	
Heritage Asset	<p>Grade II</p> <p>SJ 58 SE WALTON C.P. CHESTER ROAD (former route of) 5/57 Aqueduct carrying the Bridgewater Canal over Chester Road (old line)</p> <p>II</p> <p>Aqueduct circa 1770, by James Brindley for the Duke of Bridgewater, of stone-dressed brick. The deep segmental arch on walls with a slight concave batter, dips towards the centre beneath the canal. The intrados has 3 projecting stone bands which terminate as keystones. The splayed brick abutments, battered in section, have plain projecting copings of stone and a flush stone band at the level of the arch springers. A raised sandstone pavement on west side of road beneath the archway. Plain C20 brick parapet to towpath on north bank.</p> <p>Listing NGR: SJ5938884814</p>
Contribution the site makes to the heritage asset	The site is located approximately 1,000 m away from the heritage asset. Between the heritage asset and site is hard and soft landscaping and the Manchester Ship Canal. As a result of the significant distance and landscaping in between, there is no relationship between the asset and site.
Impact allocation may have on significance	The allocation of the site will have a negligible impact on the heritage asset due to there being no visual relationship between the site and heritage asset.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The allocation of the site would result in a negligible impact to the asset therefore its allocation for development is unlikely to result in harm to the significance of the asset.

Acton Grange Bridge Over Bridgewater Canal (List Entry Number: 1135981)	
Heritage Asset	<p>Grade II listed</p> <p>SJ 58 SE WALTON C.P. BYE LANE (between Chester Road and Runcorn Road) 5/45 Acton Grange Bridge (over Bridgewater Canal)</p>

	<p>II</p> <p>Road Bridge over Bridgewater Canal circa 1770 by James Brindley for the Duke of Bridgewater. Brown brick with stone dressings. Deep segmental arch with stone springers and projecting stone band around brick voussoirs. Abutments curved in plan and battered in section. Flush stepped sandstone copings to parapets. Sandstone retaining walls to canal banks beneath bridge. Small patches of repair to bridge in harder red brick; otherwise unaltered.</p> <p>Listing NGR: SJ5879384762</p>
Contribution the site makes to the heritage asset	The heritage asset is located approximately 820m away from the site towards the south of the area. Between the heritage asset and Bridgewater canal there is soft and hard landscaping in-between.
Impact allocation may have on significance	The allocation of the site will have a negligible impact on the heritage asset due to there being no visual relationship.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The allocation of the site would result in a negligible impact to the asset. Therefore its allocation for development is unlikely to result in harm to the significance of the asset.

## 7. Locally Listed Buildings

Upper Moss Side Farm, Moss Side Lane, Cuerdley	
Heritage Asset	Upper Moss Side Farm was built in the 19 <sup>th</sup> century. It is constructed of brown brick and is two storeys in height. The farm has two gabled wings to the south and to the north and a collection of L shaped outbuildings. These outbuildings have been constructed using red brick with slate roofs. The heritage asset is enclosed in a courtyard
Contribution the site makes to the heritage asset	The site is located approximately 385 m away from the heritage asset. The site is located to the east of the assets but is separated by an existing road (Lapwing Lane) and mature tree planting. As a result of the distance and natural screening between the heritage asset and the site, it is considered that that the site makes a negligible contribution to the heritage asset.
Impact allocation may have on significance	The allocation of the site will have a negligible impact on the significance of the heritage assets significance.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The allocation of the site would result in a negligible impact to the heritage asset; therefore its allocation for development is unlikely to result in harm to the significance of the asset.

Lower Moss Side Farm, Lapwing Lane, Cuerdley	
Heritage Asset	Lower Moss Side Farm was built in the 19 <sup>th</sup> century. It is constructed of brown brick, it is two storeys in height, slate gabled roofs and has two gables to the south. To the north is a range of outbuildings enclosing the farm in the four sided courtyard.
Contribution the site	The site is located approximately 120m away from the heritage asset. The site is

makes to the heritage asset	located to the east of the assets but is separated by an existing road (Lapwing Lane) and mature tree planting. As a result of the distance and natural screening between the site and asset is considered there is no contribution to the heritage asset.
Impact allocation may have on significance	The allocation of the site will have a negligible impact on the heritage asset as it does not contribute an understanding or appreciation of the assets significance.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The site makes a negligible impact to the asset and its allocation for development and is unlikely to result in harm to the significance of the asset.

Sankey Bridge, Old Liverpool Road, Great Sankey	
Heritage Asset	Sankey Bridge is a stone bridge from the 19 <sup>th</sup> century. The bridge crosses over the Sankey Brook. The Bridge is of simple stone brick form and carved into the stone is 'CC Sankey Great Bridge.
Contribution the site makes to the heritage asset	The site is located approximately 720-m away. In terms of the contribution the site makes to heritage asset it is considered to be negligible as it is screened by residential and industrial development towards the south east. Overall, as a result of the distance and features in-between the site makes a negligible contribution to the heritage asset.
Impact allocation may have on significance	Given the distance retained between the site and asset, it is unlikely that allocation of the site will impact on the significance of the asset. Therefore, the allocation will have a negligible impact on the significance.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The allocation of the site would cause a negligible impact to the heritage asset. Therefore its allocation for development is unlikely to result in harm to the significance of the asset.

Ferry Inn Public House, Fiddlers Ferry, Penketh	
Heritage Asset	The Ferry Inn dates back to the 18 <sup>th</sup> -19 <sup>th</sup> century. It is rectilinear on plan, finished in render with a slate gabled roof and possesses a modest, functional appearance. The Ferry Inn is located on the north of Station Road, to the immediate north of the River Mersey.
Contribution the site makes to the heritage asset	The site is located 780m away from the heritage asset towards the south east. The heritage asset and site are separated by the River Mersey and agricultural fields to Lawping Lane. It is considered due to the distance and landscaping in-between there is no relationship between the heritage asset and site, therefore the contribution is considered to be negligible.
Impact allocation may have on significance	Given the distance retained between the site and asset, it is unlikely that allocation of the site will impact on the significance of the asset. Therefore, the allocation will have a negligible impact on the significance of the asset.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The allocation of the site would cause a negligible impact to the heritage asset. Therefore its allocation for development is unlikely to result in harm to the significance of the asset.

The Sloop Public House, Old Liverpool Road, Warrington	
Heritage Asset	The Sloop inn is a Public House, of current and historic use. It was built in the later end of the 19 <sup>th</sup> century. The front of the building is decorated using Mock Tudor panelling, the asset has a slate lerkinead style roof, and a red brick structure.
Contribution the site makes to the heritage asset	The site is located approximately 760m away from the heritage asset. In terms of contribution, the heritage asset is screened by residential and industrial development towards the south east and it is separated by the Mersey River. Overall, as a result of the distance and features in-between the site makes a negligible contribution to the heritage asset.
Impact allocation may have on significance	Given the distance retained between the site and asset, it is unlikely that allocation of the site will impact on the significance of the asset. Therefore, the allocation will be negligible.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The allocation of the site would cause a negligible impact to the heritage asset. Therefore its allocation for development is unlikely to result in harm to the significance of the asset.

The Coach and Horses Public House, Old Liverpool Road, Warrington	
Heritage Asset	The heritage asset was built during the mid to late 19 <sup>th</sup> Century. The property has multi gable framed windows, intricately carved sandstone entrance ways into the property and a turret to the side.
Contribution the site makes to the heritage asset	The Coach and Horses is located approximately 430m away from the proposed site. Views between the heritage asset and site are screened by residential development. Overall, as a result of the distance and screening in-between the site makes a negligible contribution to the heritage asset.
Impact allocation may have on significance	Given the distance retained between the site and asset, it is unlikely that allocation of the site will impact on the significance of the asset. Therefore, the allocation is considered to be negligible.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The allocation of the site would cause a negligible impact to the heritage asset. Therefore its allocation for development is unlikely to result in harm to the significance of the asset.

Bethany Pentecostal Church, Old Liverpool Road, Warrington	
Heritage Asset	The building is from the 19 <sup>th</sup> Century. It's exterior is structured from red brick and sandstone, with intricate detailing around the front windows. The building was built by the soap and chemical manufacturing business Joseph Crosfield and Sons. This company name 'Joseph Crosfield and Sons' is still intact on the front of the building.
Contribution the site makes to the heritage asset	The heritage asset is located approximately 550m away from the site. In terms of contribution, the heritage asset is screened by residential development towards the south east. Overall, as a result of the distance and features in-between the site makes a negligible contribution to the heritage asset.
Impact allocation may have on significance	Given the distance retained between the site and asset, it is unlikely that allocation of the site will impact on the significance of the asset. Therefore, the allocation will have a negligible impact on the significance of the asset.
Maximising enhancements and Mitigating harm	None required.
Conclusion and	The site makes little or no contribution to the heritage asset and its allocation for



recommendations	development is unlikely to result in harm to the significance of the assets.
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## 8. Conservation Areas

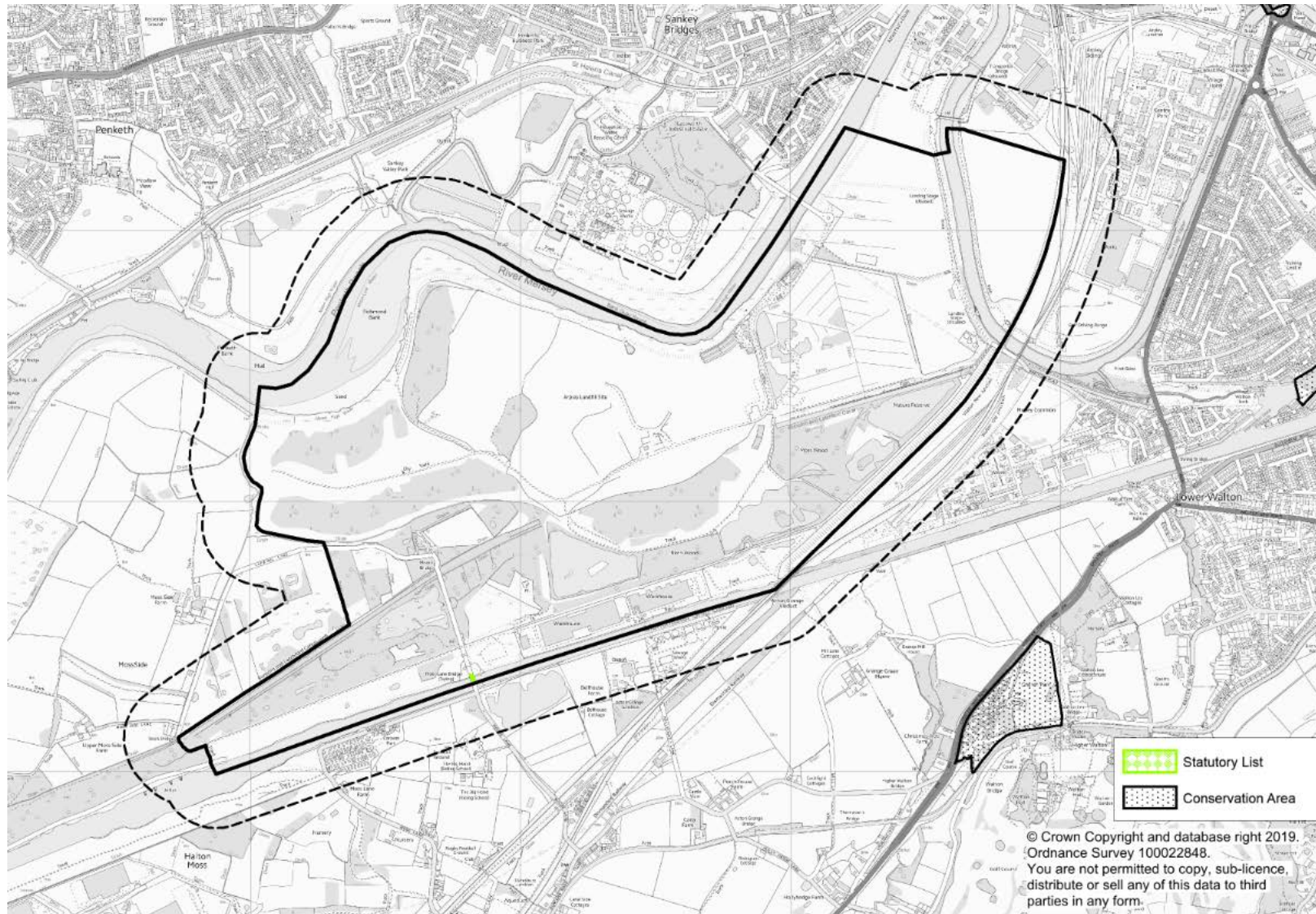
WALTON VILLAGE CONSERVATION AREA	
Heritage Asset	<p>Walton Village Conservation Area is focused on the Village of Walton, historically known as Walton Superior or Higher Walton. It is bounded by the A56 in the west and the Bridgewater Canal in the south. The conservation area extends to include the Church of St John the Evangelist in the north east and Walton Bridge on the Bridgewater Canal to the south west. It is comprised of a small number of residential properties with a church and public house. The village is described in Pevsner as “The most accomplished estate village was built in the late 19th century by a family of successful brewers, Greenhalls, at Walton (Warrington)”.</p> <p>Until the 1960s, the village was small and consisted solely of Victorian and Edwardian buildings. These buildings are unified in their Jacobethan architectural style and common palette of materials comprising brown brick, half timbering, red Runcorn sandstone, white painted render, red brick and stone dressings. The historic buildings are freely arranged and set back from Old Chester Road, which is the primary street in the conservation area, with small gardens to the front enclosed by railings. There are a high number of mature trees within the conservation area and together with the aforementioned gardens and tree belts along the boundaries of the conservation to the A56 and Bridgewater Canal, they provide a green and attractive character. Post 1960, a cul-de-sac development of c.13 dwellings was added at the north end of the village opposite the Church (Lychgate).</p>
Contribution the site makes to the heritage asset	<p>The Conservation Area is located approximately 990m away from the site. It is located towards the south of the site. Walton Village is located to the immediate east of the A56 dual carriageway which visually and physically divides the conservation area from its wider setting in the north and west. To the east it is enclosed by thick tree belt planting. Buildings generally front into Old Chester Road and are framed by a backdrop of trees. As such the village of Walton has an enclosed character.</p> <p>Given the enclosure of the conservation area and distance, any visibility of the Appraisal Site from the conservation area is likely to be limited to the broader or more distant surroundings in views from upper floors of (principally modern) buildings along the western edge of the conservation area. As such it is considered that the site contributes a negligible amount to the experience or appreciation of the conservation area.</p>
Impact allocation may have on significance	Development of the site will have a negligible impact on the significance of the Conservation Area and the heritage assets contained within it as it is situated over 990m away.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The impact of the site on the significance of the Conservation Area is negligible and it is unlikely to result in harm to the significance of the assets.

MOORE CONSERVATION AREA	
Heritage Asset	Moore Conservation Area was designated on the 26 <sup>th</sup> April 1976. Moore is a linear village with development arranged parallel with the roads, but set back with generous plots on the outskirts of the village and closer to the roadside along Runcorn Road with small front gardens. Building materials are typically brick with slate roofs and painted stone. The plots tend to be linear and stretch back with

	<p>outbuildings in the grounds, possibly established as burgage plots in the medieval era. The village core has a verdant quality formed by the collection of mature native trees lining the canal, within plots and at boundary hedges. Boundaries are typically hedges and brick walls, adding to the sense of enclosure created by trees.</p> <p>The village has been divided north east to south west by the Bridgewater Canal and by the later railway lines introduced in the mid-19th century. Listed buildings to the west of the village include the grade II 17th century Manor Farmhouse, the late 17th century Village Farmhouse. Other listed buildings include mid-18th century Classically inspired The Pebbles, the 17th century Red Lion Public House and 18th-19th century farmhouses and cottages. Moore Bridge (grade II) is located over the Bridgewater Canal providing access between the east and west of the village, and to the south of this is the grade II* Moore Hall, an early 18th century Mansion with elaborate internal and external decoration.</p>
Contribution the site makes to the heritage asset	<p>The Conservation area is located approximately 745m from the proposed site. Moore Village is located to the west of the A56 dual carriageway and to the north of the A558 Daresbury Expressway. It is separated from these roads by a collection of agricultural fields which are partially divided (together with the village itself) by the existing railway lines to Warrington Bank Quay. To the north are further fields and built development with intermittent groups of trees. Within the conservation area are various mature trees and planting which restrict views out towards the surrounding area which results in a relatively enclosed character. There are filtered views of the agricultural land which serve to reinforce its position as a separate village. Within and on the periphery of the village there are also glimpsed views towards Fiddler Ferry Power Station.</p> <p>The site is situated to the north of the conservation area beyond the existing railway line, built development, agricultural fields and the Manchester Ship Canal. Given the enclosure of the conservation area and distance, there is little to no visibility of the Appraisal Site from those aspects of the conservation area which contribute to its significance. As such, it is considered that the Appraisal Site contributes negligible to the Conservation Area.</p>
Impact allocation may have on significance	Development of the site will have a negligible impact on the significance of the Conservation Area and the heritage assets contained within it, as it is situated over 745m away with no shared views.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The impact of the site on the significance of the Conservation Area is negligible and it is unlikely to result in harm to the significance of the assets.

DARESBUY CONSERVATION AREA	
Heritage Asset	
Contribution the site makes to the heritage asset	The Conservation Area is located approximately 1,710m away from the proposed site. There are no shared views between them with the soft and hard landscaping and the topography of the area. In conclusion, it is considered that the site contributes negligibly to the heritage asset.
Impact allocation may have on significance	Development of the site will have a negligible impact on the significance of the Conservation Area and the heritage assets contained within it as it is situated over 1,710m away and would not interrupt any key views to the historic area.
Maximising enhancements and Mitigating harm	None required.
Conclusion and recommendations	The impact of the site on the significance of the Conservation Area is negligible and it is unlikely to result in harm to the significance of the assets.

# Appendix 1 – Plan 1: Site Boundary and Heritage Assets with 200m Buffer





Appendix 1 – Plan 2: Additional Heritage Assets (Source: Port Warrington Heritage Appraisal, Turley 2018)

