9 St Helens Historic Character - Analysis

9.1 Field System Broad Type

About 48.3% (6607.32 ha) of St Helens has been classified as Field System. Much of this is concentrated in the north, south and extreme eastern parts of the district. The central and centre-east parts of the district are predominantly residential and/or industrial in nature. In general, field systems have declined in number and size from the mid 19th century, having been replaced (consumed) by industrial and residential growth.

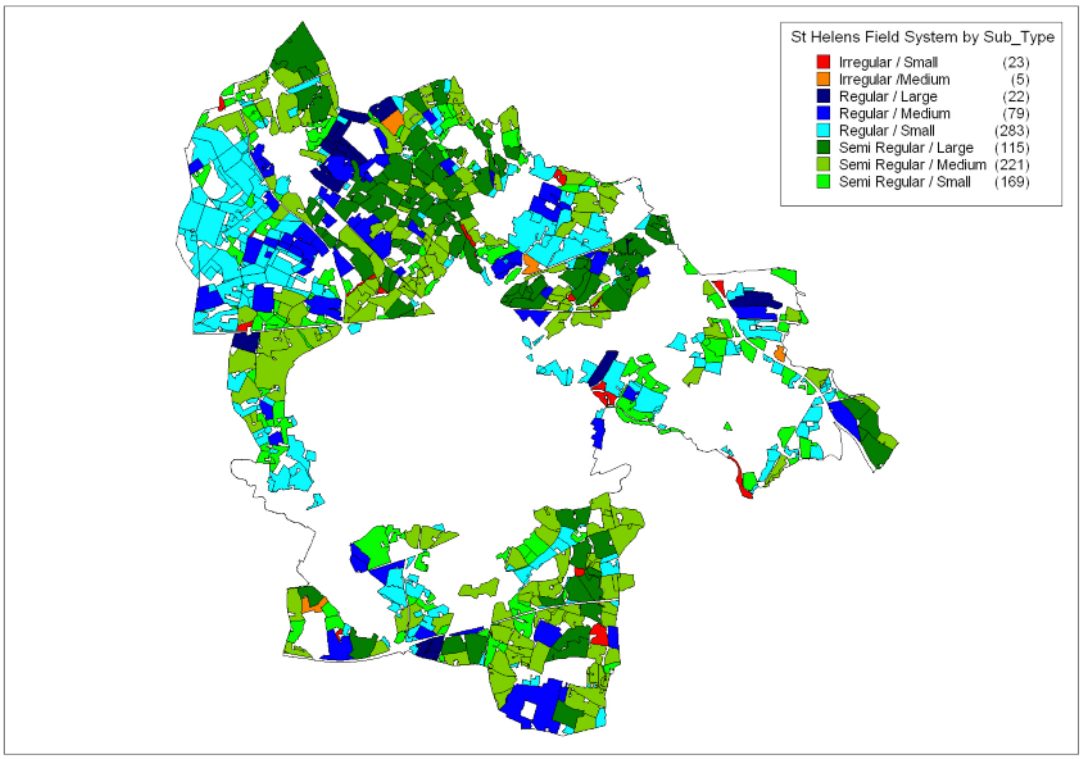

Figure 18 Current (2003) Field System Sub Type in Sefton

Field System (Shape and Size)	Number of Polygons	Area (Hectares)	Percentage
Irregular Small	23	78.88	1.19
Irregular Medium	5	46.86	0.71
Semi-regular Large	115	1301.49	19.70
Semi-regular Medium	221	1866.72	28.25
Semi-regular Small	169	784.07	11.87
Regular Large	22	203.53	3.08
Regular Medium	79	795.08	12.03
Regular Small	283	1530.68	23.17
Total	917	6607.32	100%

Table 8 Current (2003) Field System Sub Type in St Helens (Shape and Size Attributes)

The MHCP only recorded the shape and size attributes of field systems within the borough of St Helens. Further more detailed research would be required to define field types or possible origins. It must be noted that periods of origin assigned to areas of fields during the course of the MHCP are based on intuition and the interpretation of enclosure patterns shown on 10th century and later mapping and do not constitute a detailed or definitive study. The current agricultural landscape is a product of an often complex evolution. In the 19th century in particular large areas of the landscape were remodelled, fields were enlarged and boundaries straightened.

However, as a general rule:

The smaller and more irregular the field, the more likely that it has medieval or post-medieval origins (as piecemeal enclosure).

Conversely, the larger and more regular the field, the likelihood is that it is of more recent origin (as surveyed enclosure).

Because of their relative sizes and shape characteristics, field systems can be grouped to form period subsets:

Piecemeal Enclosure (1540 to 1750 AD)

Surveyed Enclosure (1750 to 1900 AD)

Agglomerated Fields (1900 to 2000 AD)

It is often difficult to determine the exact period of origin of field systems. For instance, some field types, such as open fields or early surveyed enclosure, are easy to confuse with piecemeal enclosure, especially when boundaries have been altered in recent times. The above period guide should be used with some caution.

Field System by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	497	3694.95	55.93
Early Twentieth Century: 1901 to 1917	16	66.91	1.01
Inter War: 1918 to 1939	95	892.83	13.51
Later Twentieth Century: 1946 to 2000	309	1952.63	29.55
Total	917	6607.32	100%

Table 9 Current (2003) Field System in St Helens by Broad Period of origin

In general, the landscape pattern of St Helens can be seen as a continuation of that recorded in east and central Lancashire. From the Lancashire Historic Landscape Characterisation (HLC) study (Lancashire CC, 2002) average enclosure size across Lancashire is approximately equally divided between small (less than 4 ha) and medium-sized fields (4 -16 ha) with only a small percentage of large fields (over 16 ha). Small enclosures are almost absent from West Lancashire south of the Ribble and north-east Lancashire. They predominate in the south-eastern quarter of the county, around the Ribble Valley and East Lancashire. Furthermore, most enclosure in Lancashire is irregular in layout. These patterns, coupled with their small size, point to enclosure by individual farmers for their own use or by agreement of small groups over a considerable period of time. It is typical *Ancient Countryside* as described by Oliver Rackham (Rackham 1999, 1-5) - a countryside of hamlets and dispersed settlement, of irregular ancient woodland, of an intricate pattern of footpaths and routeways and of intricacy and diversity rather than uniformity and plan. The HLC-generated map of boundary shape shows a high correlation between wavy-edged enclosure and Ancient Enclosure. This is expected, as wavy edges are a defining attribute in identifying Ancient Enclosure (Lancashire CC, 2002).

For ancient and early post-medieval enclosures:

"…early historic field systems are irregular, asymmetrical, relatively small land units, often with sinuous or curved boundaries, threaded by cartways and droveways which may now be preserved by the footpath network" (Lancashire CC, 2002, 180)

The wavy-edged enclosure of the Lancashire HLC can be regarded as a good, broad fit for the small and medium sized, semi-regular fields (as piecemeal enclosure) recorded by the Merseyside MHCP.

Similarly, for Straight-sided regular enclosures:

"… this type of enclosure includes the drainage and reclamation schemes of the 17th-19th centuries for the wetlands and meres of South-West and North Lancashire, as well as the organised enclosure of waste and common in the later 18th -19th centuries. It also includes alteration of small-scale, irregular early enclosure to large, more regular farming units for pasture and mechanised arable farming". (Lancashire HLC, 2003,182-3)

The straight-sided enclosure pattern recorded by the Lancashire HLC is a good broad fit for the small to medium regular fields (as surveyed enclosure) recorded by the MHCP.

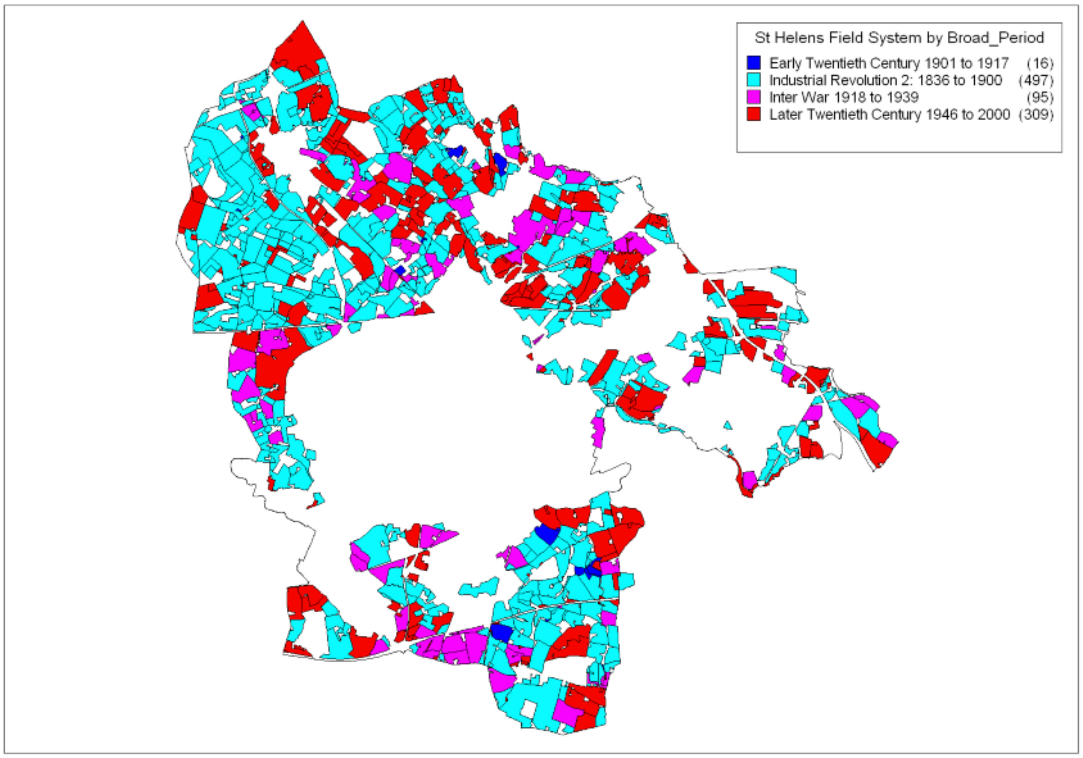

Figure 19 Current (2003) Helens Field Systems in St Helens by Broad Period of origin

Furthermore, the Landscape Character Assessment (LCA) for St Helens (St Helens Council and Land Use Consultants, 2006) recorded a range of landscape character types that are broadly (though not wholly) compatible with the MHCP study. The St Helens LCA recorded broad landscape character types and example character areas where Character areas and types were defined by a number of key landform, geomorphological or topographical characteristics. The MHCP used the more generic or broad-brush 'Broad Type' and 'Sub Type' fields, to describe past and present field use. Sub Type shape and size attributes were used to indicate use, development and origins. However, the St Helens LCA did record the general fieldscape pattern and landuse within each Character Type, which could then be compared to MHCP fieldscapes - where an overlap occurs (for selected areas) the details are summarised in each sub-section.

St Helens LCA Number	St Helens LCA Reference	Character Types	Character Areas
1	PH	Prominent Hill	PH1 Billinge Hill Summit PH2 Billinge Hill Slopes
2	AM	Agricultural Moss	AM1 Holiday Moss AM2 Holland Moss AM3 Simonswood Moss AM4 Highfield Moss AM5 Reed's Moss
3	BRS	Broad Rural Slopes	BRS1 Arch Lane Slopes BRS2 Weathercock Slopes BRS3 Rainford Slopes BRS4 Sankey Slopes BRS5 Rainhill Slopes
4	RV	River Valley	RV1 Carr Mill Dam RV2 Sankey Valley
5	WFE	Wooded Former Estate	WFE1 Garswood Park WFE2 Haydock Park WFE3 Old Garswood Park WFE4 Bold Hall
6	EF	Edge Farmland	EF1 Elton Head Hall Farm EF2 Blundell's Hill
7	FF	Floodplain Farmland	FF1 Sutton Fringe FF2 Sutton Manor Fringe FF3 Clock Face Farming FF4 Bold Heath
8	UFW	Undulating Farmland with Woodland	UFW1 Agricultural Mossborough
9	IFV	Intimate Farmed Valley	IFV1 Agricultural Eccleston

Table 10 St Helens Landscape Character Types and Areas Containing Fieldscapes (adapted from the LCA for St Helens. (St Helens Council & LUC, 2006, 40-41)

No evidence for prehistoric enclosure was recognised during the MHCP study; the earliest enclosure identified in St Helens is thought to have originated in the post medieval period. Much of the land is made up of piecemeal enclosure formed in the 17th to 19th century, surveyed enclosure formed in the mid to late 19th century, and agglomerated fields formed in the later 20th century. The regular, predominantly small-sized surveyed enclosure fields in the north-western part of the district represent former mossland that has been drained and improved. There are some areas where earlier enclosure patterns are still visible within the landscape, including pockets of piecemeal enclosure and small but significant areas of former small, semi-regular open fields to the north, west and southwest of the Borough. Areas of late post medieval and early modern surveyed enclosure have also survived.

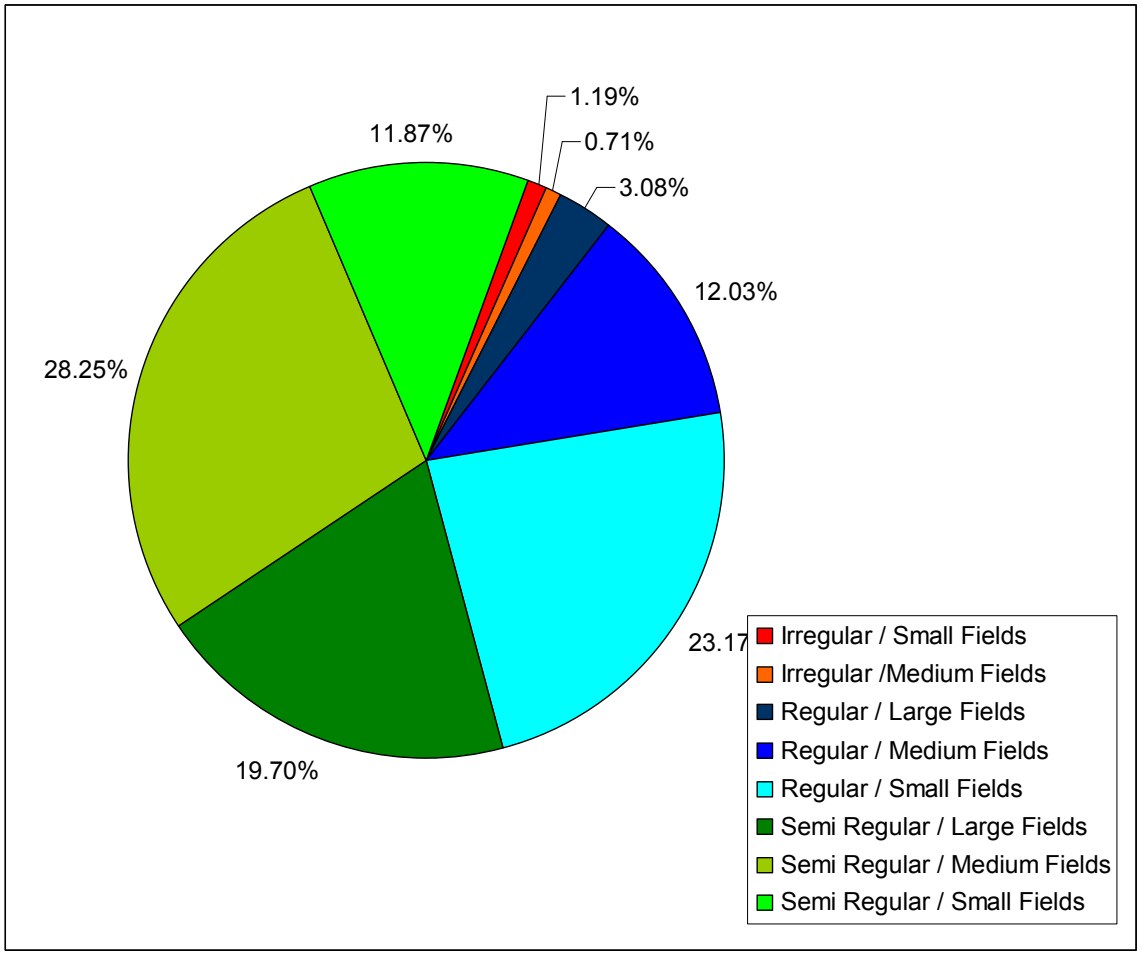

Figure 20 Pie Chart of Current (2003) St Helens Field System Sub Type (% of land)

Field System Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Irregular Medium	0	33.48	22.84	46.86
Irregular Small	944.83	78.93	90.07	78.88
Semi-regular Large	48.64	415.03	649.95	1301.49
Semi-regular Medium	425.87	1979.1	2367	1866.72
Semi-regular Small	7014.8	2289.2	1386.1	784.07
Regular Large	0	23.87	81.00	203.53
Regular Medium	135.59	1754.6	1731.10	795.08
Regular Small	2409.30	3666.10	2953.4	1530.68

Table 11 St Helens Field System Sub Type through time

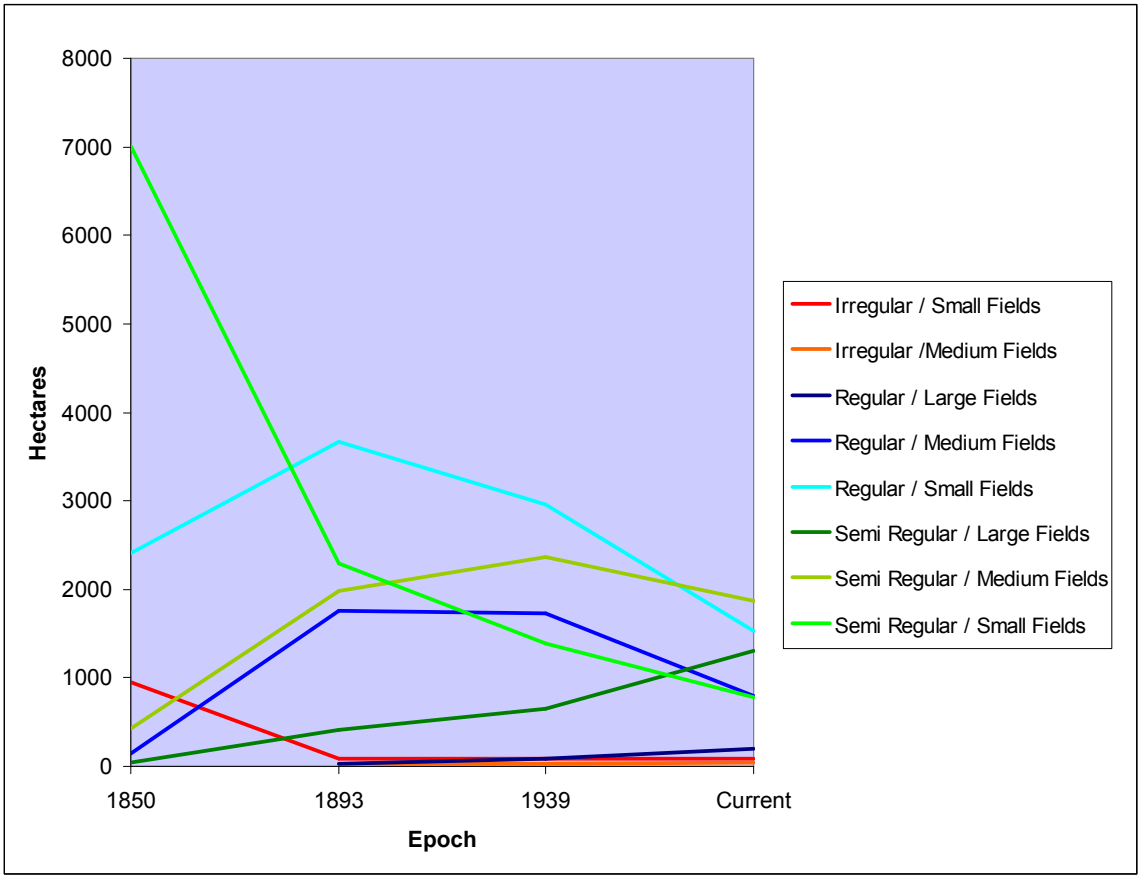

Figure 21 Graphical Representation of St Helens Field System Sub Type through time

9.1.1 Small Irregular Fields (Irregular / Small)

9.1.2 Medium Irregular Fields (Irregular / Medium)

9.1.3 Small Semi-regular Fields (Semi-regular / Small)

9.1.4 Medium Semi-regular Fields (Semi-regular / Medium)

Piecemeal Enclosure

Because of their irregular to semi-regular shape, and small to medium size, these four field types can be grouped to comprise piecemeal enclosure.

Piecemeal enclosure represents around 42% (2776.53 ha) of Field Systems in the current St Helens landscape. It is found in the extreme north, northwest, centre-west and southern parts of the Borough. Piecemeal enclosure is recognisable by its erratic field boundaries, usually small field size, and irregular to semi-regular field patterns. Small irregular fields are found throughout the Borough with no apparent concentration. Similarly, the few recorded medium sized, irregular fields appear scattered throughout the Borough. Medium sized semi-regular fields are concentrated in the northwest, centre-west and southwest of the Borough.

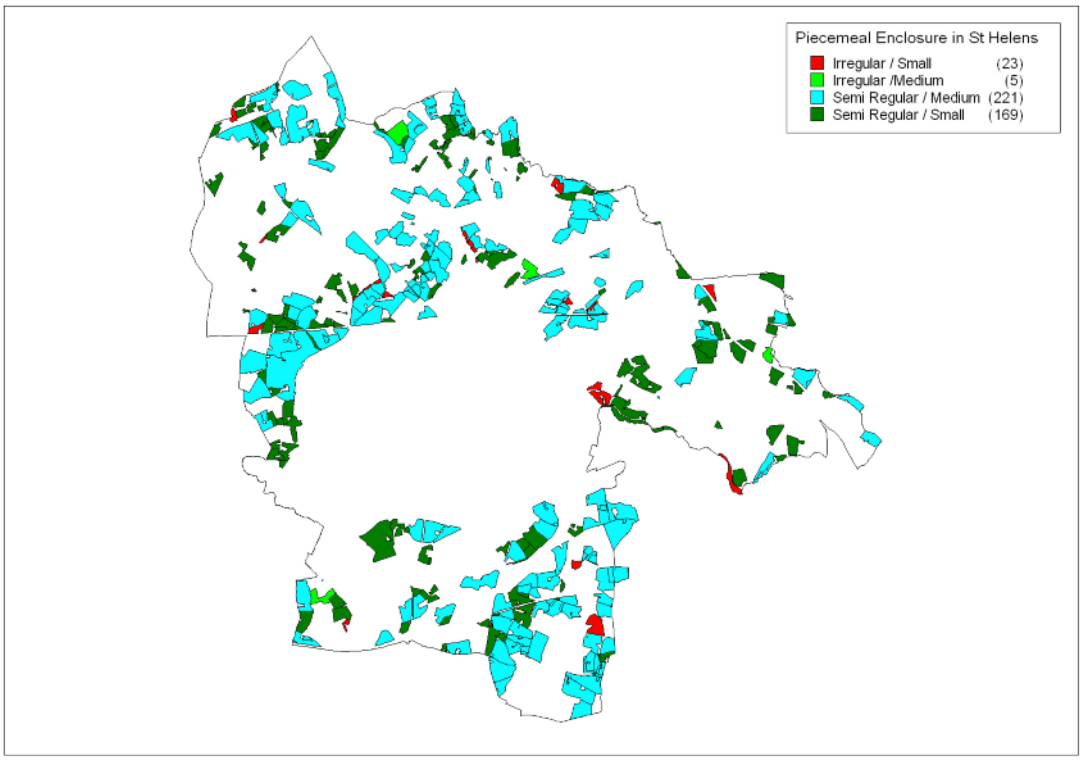

Figure 22 Piecemeal Enclosure (Small to Medium Sized Irregular and Semi-regular Fields) in St Helens

Field shape and size	Number of polygons	Area (Hectares)	Average size per polygon (Hectares)
Small Irregular	23	78.88	3.43
Small Medium	5	46.86	9.37
Semi-regular Medium	221	1866.72	8.47
Semi-regular Small	169	784.07	4.64
Total	418	2776.53	6.64

Table 12 MHCP Piecemeal Enclosure in St Helens (current 2003 mapping)

The exact period of origin of these fields is difficult to determine - the fields were formed by an agricultural system which may have been prevalent in the pre-medieval and medieval periods. Other field types, such as open fields or early surveyed

enclosure, are easy to confuse with piecemeal enclosure, especially when boundaries have been altered in recent times. Further study would be required to assess the true antiquity of areas of piecemeal enclosure. On the basis of the size and shape classification, the number of pre-1900 (piecemeal enclosure) fields far outweighed those classed within later periods

The Landscape Character Assessment for St Helens (2006) recorded a range of landscape character types that are broadly compatible with the MHCP findings. The LCA recorded possible piecemeal enclosure at a number of sites, particularly towards the northeast of the Borough -

Billinge Hill Summit (1 PH1) is an open, although small-scale landscape with a lack of strong field pattern due to constraints of elevated slope. However, the predominant landuse comprised rough grazing pasture land, which often has pre-1900 origins (MHCP small to medium semi-regular fields).

Billinge Hill Lower Slopes (1 PH2) comprise irregular medium scale fields orientated to run down the slopes with post and wire fencing and some hedgerow boundaries. The character area also contains a number of intermittent small streams with associated riparian vegetation or 'cloughs' (MHCP - predominantly medium to large, semi-regular fields)

Rainford Slopes (3 BRS3) mostly intact arable agricultural land with some grazing. Medium to large scale field boundaries are typically comprised of post and wire fencing and relict hedgerows. The irregular field patterns create a complex texture which is reinforced by patterns of the woodland blocks and shelterbelts (MHCP - predominantly small to medium sized semi-regular fields).

Sankey Slopes (3 BRS4) small, slightly irregular and historical field sizes composed of hedgerows giving an intimate and enclosed character, with small belts of broad leaf woodland 'cloughs' that follow small stream valleys (MHCP - generally small irregular and semi-regular fields. Some small, regular fields recorded).

Sutton Manor Fringe (7 FF2) a small and fragmented pocket of agricultural landscape comprising small to medium irregular fields with degraded field boundaries (MHCP -

predominantly small to medium semi-regular fields, with some small regular fields recorded).

Agricultural Mossborough (8 UFW1) - field pattern of large scale and geometric blocks, broken up by a number of large, mostly geometric woodland plots and shelterbelts. Many of the woodland blocks are associated with former estate landscape and provide an important setting to imposing buildings and prominent farm clusters such as Mossborough Hall, Woodside Farm and Big Longborough (the MHCP is at odds with this landscape character description. The MHCP recorded the landscape as being predominantly small to medium sized semi-regular fields).

Agricultural Eccleston (9 IFV1) - gently undulating landform where the predominant landuse is arable / pastoral, set within an irregular small scale field pattern reinforced by prominent hedgerow field boundaries with some isolated trees. The intactness and small scale of the hedgerows in combination with the undulating landscape creates an intimate farmed valley landform character (MHCP - predominantly small sized, semi-regular fields).

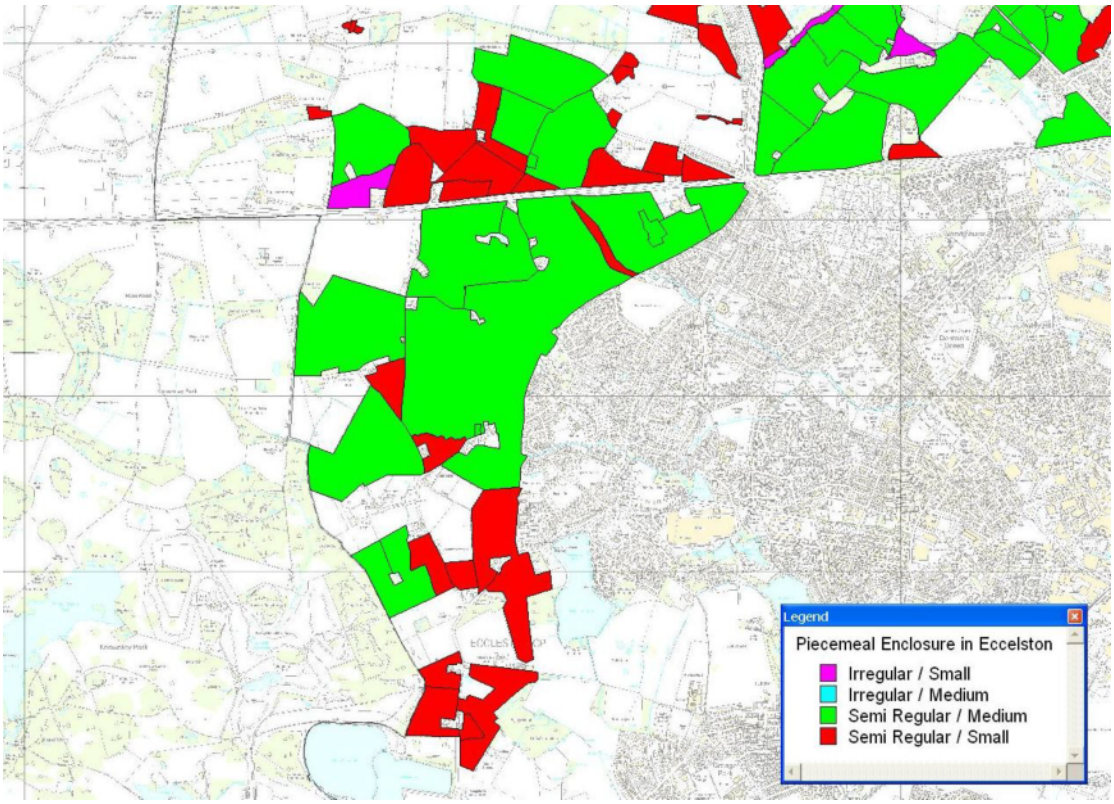

Figure 23 Piecemeal Enclosure in Eccleston on 2003 mapping

9.1.5 Medium Regular Fields (Regular / Medium)

9.1.6 Small Regular Fields (Regular / Small)

Surveyed Enclosure

Because of their regular shape, these two field types can be grouped to comprise surveyed enclosure.

Surveyed enclosure represents about 35.2% of the total area of enclosed land in St Helens (2325.76 ha). It is found throughout the district, with concentrations of small-sized regular fields in the north-western (Moss Bank), north-western (Billinge), south-western (Eccleston and Rainhill) and eastern (Newton-le-Willows) parts of the district. Medium-sized regular fields are concentrated in the north around Rainford and Billinge, and to the extreme south near Bold.

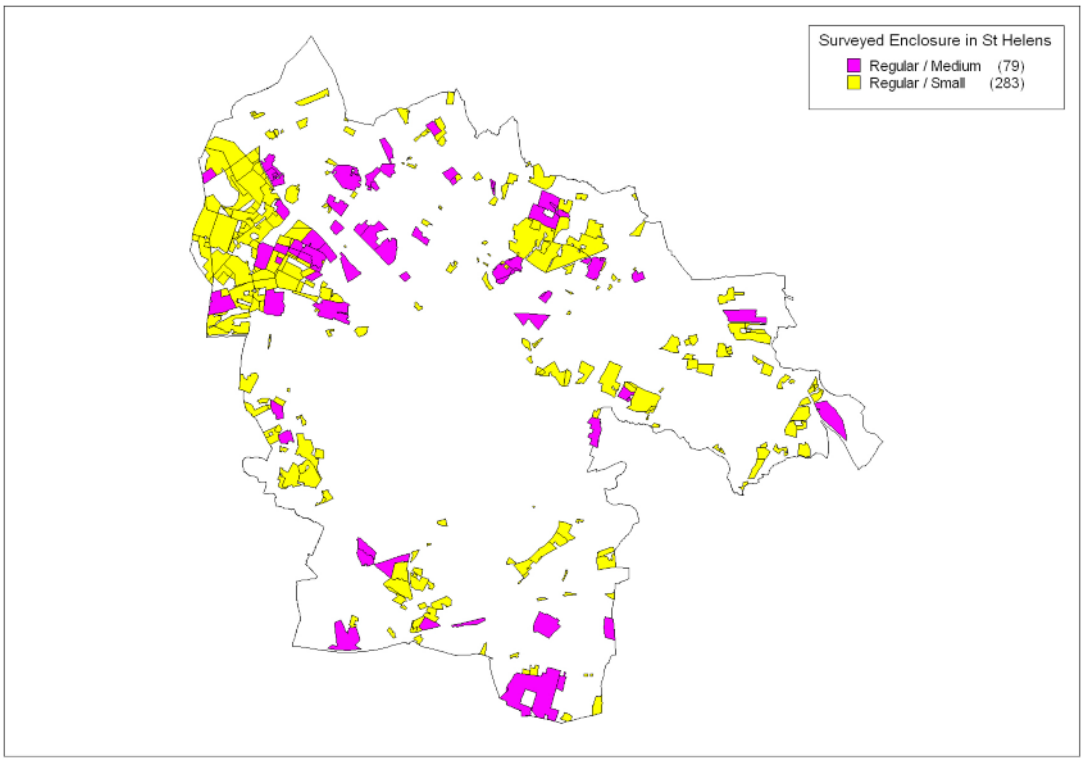

Figure 24 Surveyed Enclosure (Small and Medium Regular Fields) in St Helens

Surveyed enclosure reflects a change in the agricultural system which occurred after *c.*1750. Land that had previously been open or common was enclosed by Parliamentary consent through Enclosure Acts. Such enclosure was carried out by commissioned surveys, principally with the aid of maps, a ruler and surveying equipment. As a result many boundaries are straight and patterns geometric, with ditches and hedges (often with hawthorn) forming a barrier. At the same time, older fields were enlarged and existing boundaries were straightened.

This process of agglomeration and reorganisation persisted throughout the 19th century. The system favoured the wealthy and more influential landowners and resulted in a loss of the common lands which were of economic importance to many smaller farms and crofts. Some farming communities were dispersed at this time despite poor laws and compensation.

Field shape and size	Number of polygons	Area (Hectares)	Average size per polygon (Hectares)
Regular Medium	79	795.08	10.06
Regular Small	283	1530.68	5.41
Total	362	2325.76	6.42

Table 13 MHCP Surveyed Enclosure in St Helens (current 2003 mapping)

The Landscape Character Assessment for St Helens (St Helens Council & LUC, 2006) recorded a range of landscape character types that are broadly compatible with the MHCP findings. The St Helens LCA recorded potential surveyed enclosure at a number of sites, particularly in the northwest where the Agricultural Moss Character Type is dominant. The Agricultural Moss Character Type is a relatively extensive character type, where the main location of the moss landscape is to the northwest of the Borough, found either side of the Rainford ridge line. A smaller area of this character type is situated at the extreme eastern boundary, east of Newton-le-Willows (corresponding to a number of MHCP small and medium sized, regular fields).

The northwest of the Borough is characterised by a large-scale regular field pattern which is emphasised where the smaller scale historical field pattern has been amalgamated. The landscape typically lacks historical vegetated field boundaries due

to the poorly drained moss, with drainage ditches forming field boundaries. The area is largely uninhabited, with individual farmsteads and small clusters of settlement located on dry sites on the edge of the moss. Five Agricultural Moss Character Areas (AM1-5) were recorded, all of which are represented as small to medium regular fields by the MHCP.

Elton Head Hall Farm (6 EF1) - rural landscape of small to medium regular and large irregular fields bounded y hedgerows (both intact and degraded). The open character of the landscape is reinforced by a lack of prominent woodland blocks, with small woodland belts and groups located along field boundaries (MHCP - small to medium sized regular and semi-regular fields).

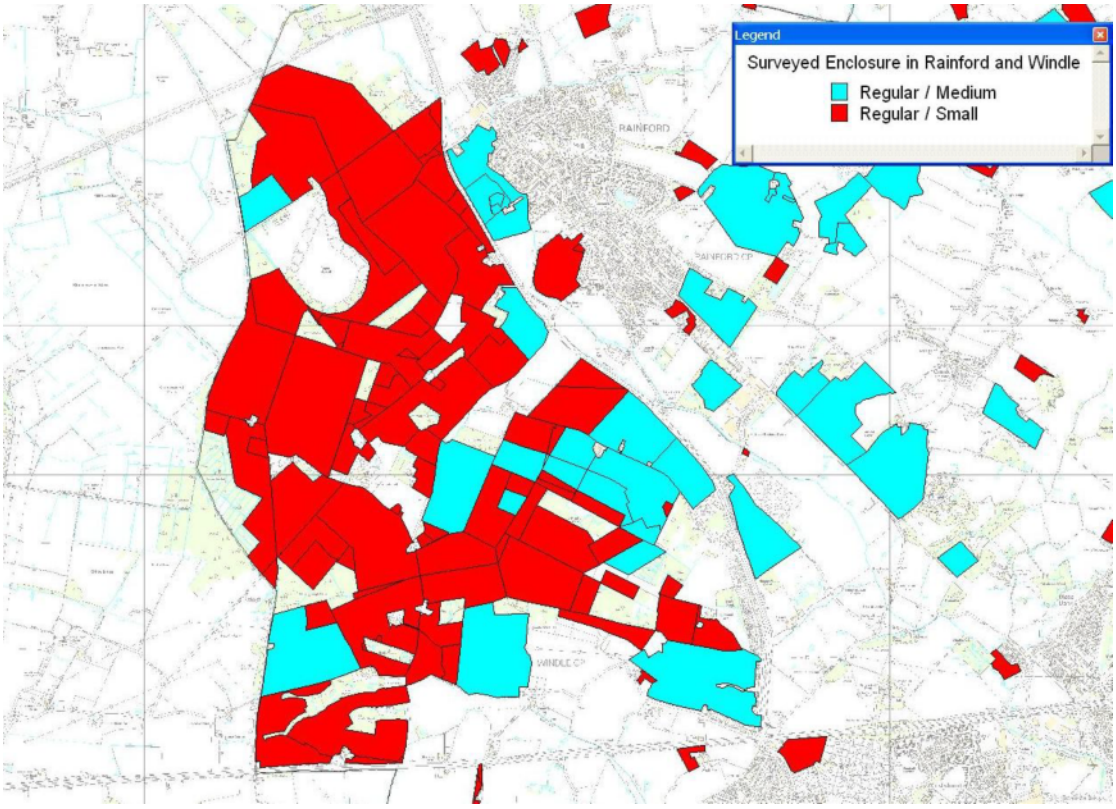

Figure 25 Surveyed Enclosure in Rainford and Windle on 2003 mapping

9.1.7 Large Regular Fields (Regular / Large)

9.1.8 Large Semi-regular Fields (Semi-regular / Large)

Agglomerated fields

Because of their large size and very regular shape, these two field types can be grouped to comprise agglomerated fields.

Agglomerated fields represent about 23% of the total area of enclosed land in St Helens (1505.02 ha). The pattern is generally of large fields (average size greater than 8 ha) with regular to semi-regular boundaries, although some large irregular field exist (these were often created by removing the internal enclosure divisions of existing field systems. These fields were generally created in the 20th century to facilitate mechanisation and other changes in agricultural practices, although in some instances, large-scale fields were created through past industrial activity (mainly 20th century coal extraction) - at the time of operations, internal field boundaries were removed to enable narrow-gauge rail-track to be installed. After the closure of the coal mine, the infrastructure was removed, but the boundaries were not reinstated. To a lesser degree, early to mid 20th century peat extraction has created agglomerated fields (around Rainford and Crank). In St Helens, agglomerated fields are concentrated in three areas - in the north (centred on Crank), in the northeast (Seneley Green) and in the south (Bold).

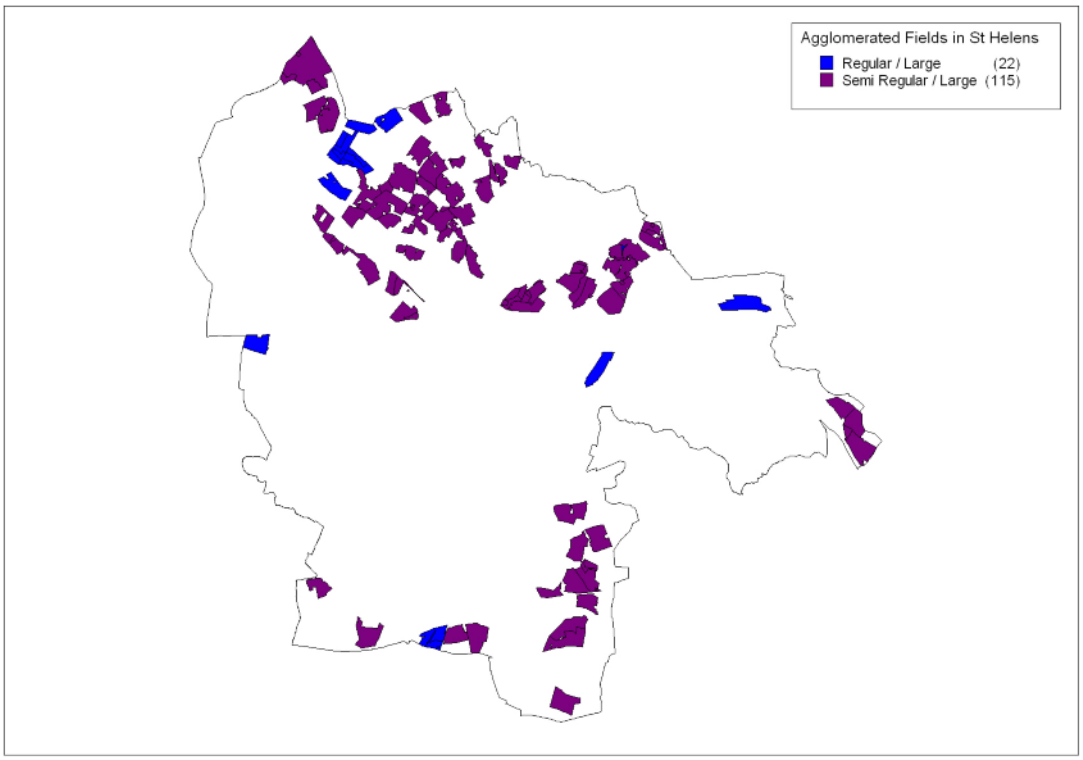

Figure 26 Agglomerated Fields (Large Regular and Semi-regular Fields) in St Helens

Despite widespread damage to earlier MHCP types, some previous features may be retained. External boundaries can be preserved, whilst interior boundaries may be retained as fossilised features such as short lengths of tree lines or earthworks. Farm sites, agricultural sheds and relict boundaries may be retained. Many areas of agglomerated fields, through the identification of earlier features, have the potential for their previous landscapes to be sensitively restored. Other archaeological features may also be preserved beneath plough soils.

Field shape and size	Number of polygons	Area (Hectares)	Average size per polygon (Hectares)
Regular Large	22	203.53	9.25
Semi-regular Large	115	1301.49	11.32
Total	137	1505.02	10.99

Table 14 MHCP Agglomerated Fields in St Helens (current 2003 mapping)

The St Helens Landscape Character Assessment recorded a number of potential agglomerated fields, notably in the Seneley Green area. The MHCP agglomerated field type sits well within the LCA Broad Rural Slopes (BRS) Character Type, where landuse is principally comprised of medium to large scale fields bounded by hedgerows with intermittent hedgerow trees. The pattern of the fieldscape gives a strong rural character, which is heightened where the field pattern is regular running across the landscape grain.

Arch Lane Slopes (3 BRS1) Seneley Green - agricultural area with predominantly medium to large arable field interspersed with some pasture land creating a repetitive landscape (MHCP - predominantly large and medium semi-regular fields).

Weathercock Slopes (3 BRS2) between Billinge and Garswood - medium to large field patterns of mixed arable and pasture, divided mainly by post and wire fencing although some small, often degraded hawthorn hedgerows are present (MHCP - predominantly small and medium sized regular fields, with some medium semi-regular fields).

Rainhill Slopes (3 BRS5) predominantly arable farmland with medium to large scale irregular fields overlaying the slope. Field boundaries are mainly drainage ditches with degraded hedgerows and remnant trees (MHCP - medium to large regular and semi-regular fields).

Sutton Fringe (7 FF1) A generally flat agricultural land with few or degraded vegetative field boundaries. The large scale field pattern is mostly separated by drainage ditches (MHCP - medium to large semi-regular fields, although some small semi-regular fields were also recorded).

Bold Heath (7 FF4) largest area of floodplain landscapes located to the extreme south of the Borough. The landscape is overriding flat land form running down to the Mersey floodplain to the south and is composed of large scale geometric fields in a loose grid pattern. Mature shelterbeds and hedgerows bound the fields, although the majority are degraded. Also small pockets of mature woodland associated with hedgerows and small ponds (MHCP - predominantly medium to large semi-regular fields).

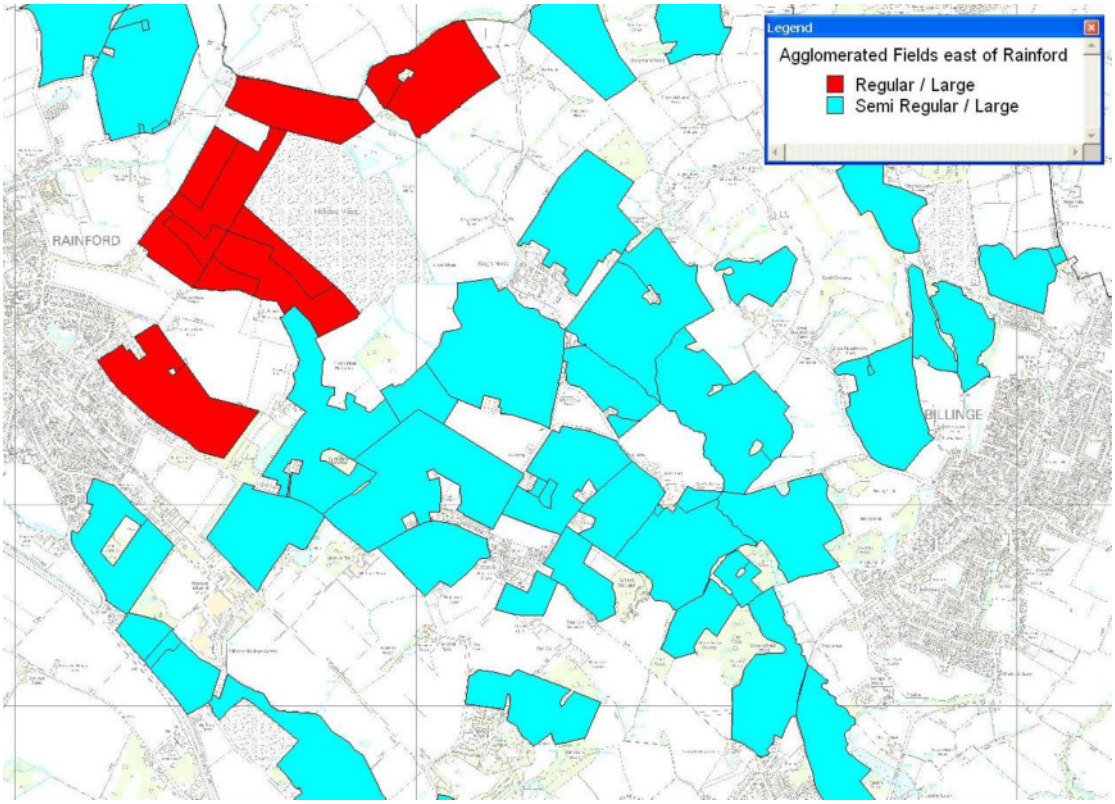

Figure 27 Agglomerated Fields to the east of Rainford
Equivalent to the Rainford Slopes 3 BRS5 fieldscape from the St Helens Landscape Character Assessment) on 2003 mapping

9.2 Woodland Broad Type

From the MHCP study, the Woodland Broad Type comprises 3.55% (486.54 ha) of the current St Helens area. Trees and woodland enhance the quality of the landscape, promote the region by providing an attractive environment for inward investors and visitors, and provide amenity areas for local people. Trees and woodland have many benefits, including providing shelter and shade, soil stabilisation and land reclamation. Woodland can also provide amenity space for recreation and education, and benefits wildlife, as well as having health benefits including noise reduction and pollutant absorption. Woodland can provide economic benefit through providing timber, fuel for power generation, and chemical extracts.

Historically, much of the area was heathland and mossland, and this, combined with the Mersey Estuary, restricted travel and settlement. A large part of the land north of the Mersey was within the Forest of West Derby (James 1981). Names such as Simonswood and Burtonwood have their origins from this time although the forest itself disappeared quite early in the history of British forests.

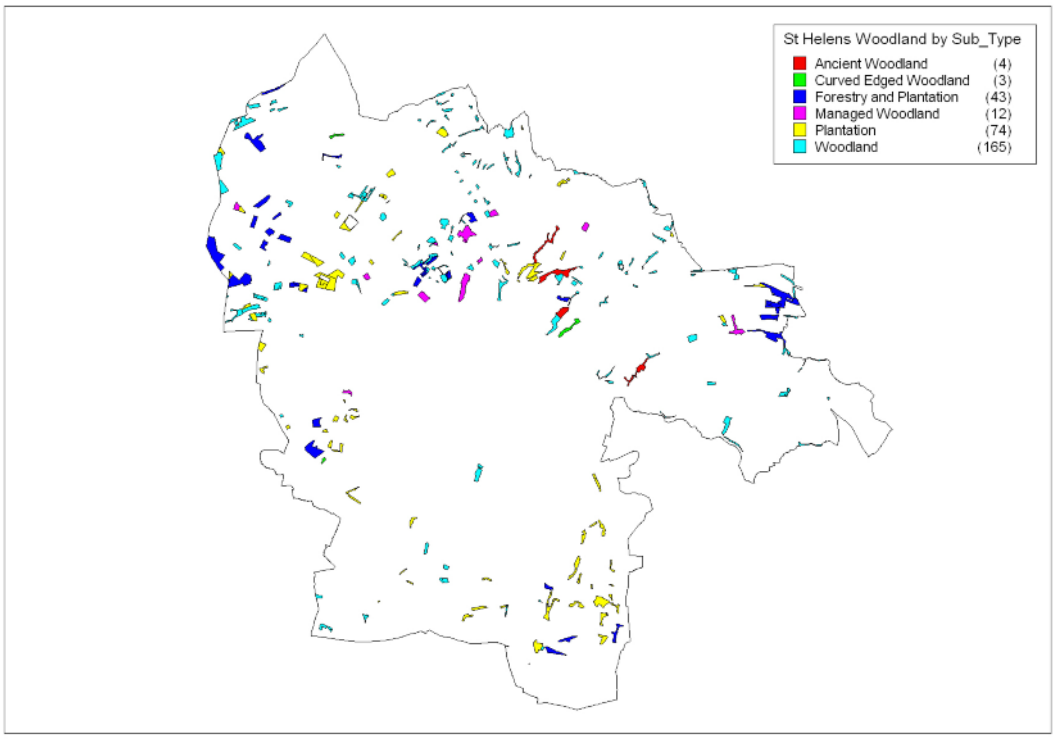

Figure 28 Current (2003) Woodland Sub Type in St Helens

Extant woodland is found throughout the district, with a noticeable concentration in the north, encircling St Helens Town. There is a distinct grouping of Plantation Woodland in the southeast of the district (surrounding Bold) and a group of Forestry and Plantation Woodland in the vicinity of Haydock Park. There is a noticeable absence of woodland in the urban centre (the residential, commercial and industrial core of St Helens Town) and to the east (Newton-le-Willows). However, it must be stressed that the current MHCP woodland (recorded or depicted) does not represent the sum total of woodland in St Helens. Large plots of woodland have been recorded using other MHCP Character Broad and Sub Types - for instance, as Recreational and Ornamental Sub Types (Nature Reserves, Public Parks and Sports Grounds) or as Residential Sub Types (Private Estate.

The largest Sub Type (as a group) is the ubiquitous Woodland at 34.73% (168.94 ha), followed by Forestry and Plantation at 26.33% (128.13 ha) and the closely related Plantation at 25.5% (124.06 ha). Managed Woodland accounts for 7.39% (35.97 ha).

There are four Ancient Woodlands present in St Helens, comprising 4.79% (23.30 ha) of the current Woodlands total. The related Curved Edged Woodland comprises 1.26% (6.14 ha).

Woodland Sub Type	Number of polygons	Area (Hectares)	Percentage
Ancient Woodland	4	23.30	4.79
Curved Edged Woodland	3	6.14	1.26
Forestry and Plantation	43	128.13	26.33
Managed Woodland	12	35.97	7.39
Plantation	74	124.06	25.50
Woodland	165	168.94	34.73
Total	301	486.54	100%

Table 15 Current (2003) Woodland Sub Type in St Helens

Many current woodland sites have origins well before 1850 (i.e. it is depicted on the First Edition Ordnance Survey 6" map of Lancashire, 1850). Pre-1900 woodland

constitutes around 79% of all woodland recorded in the St Helens MHCP study. Early 20th century and Inter War sites constitute only 6.16% of the total, the majority of these as plantations to the immediate north of St Helens Town Centre, particularly around Moss Bank and Clinkham Wood. Later 20th century woodlands are somewhat restricted - found in two groups to the north (Windle) and south (Lea Green and Sutton Manor) of St Helens.

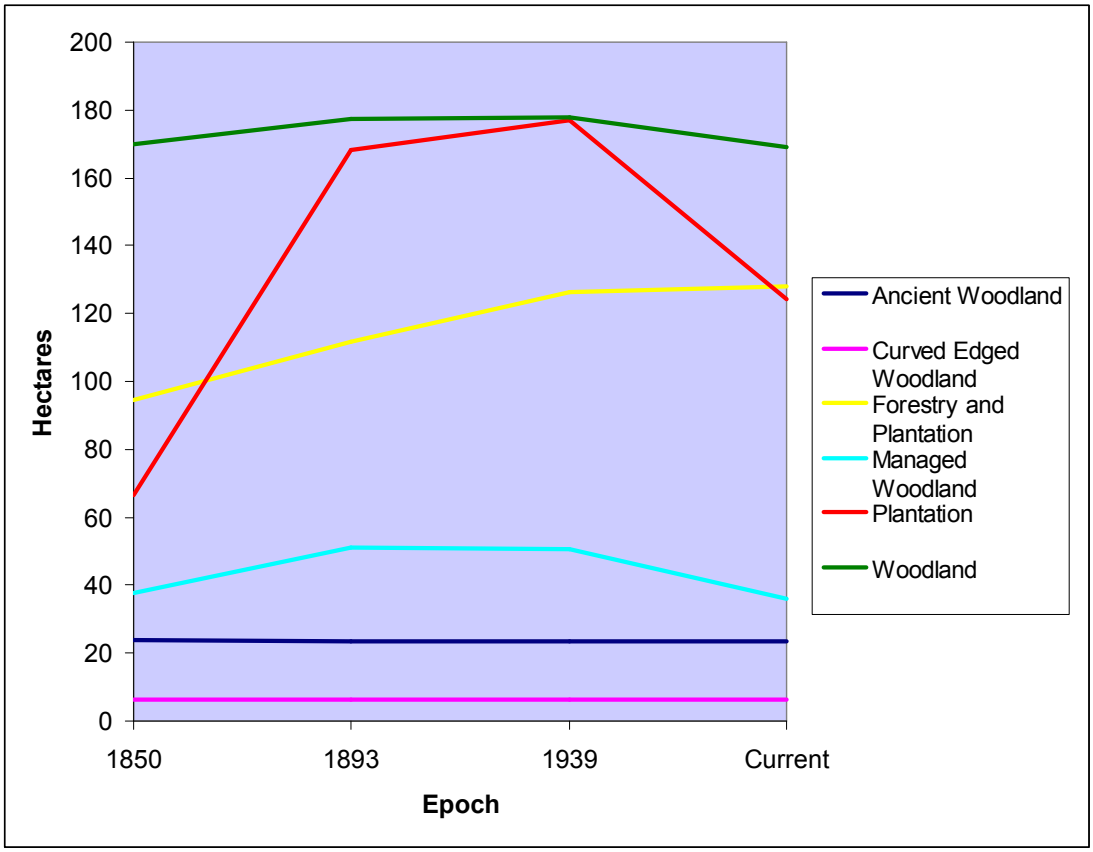

Figure 29 Graphical Representation of Woodland Sub Types through time

St Helens Woodland by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	215	382.79	78.67
Early Twentieth century 1901 to 1917	14	13.31	2.74
Inter War 1918 to 1939	12	16.67	3.43
Later Twentieth Century 1946 to 2000	60	73.78	15.16
Total	301	486.54	100%

Table 16 Current (2003) Woodlands in St Helens by Broad Period of origin

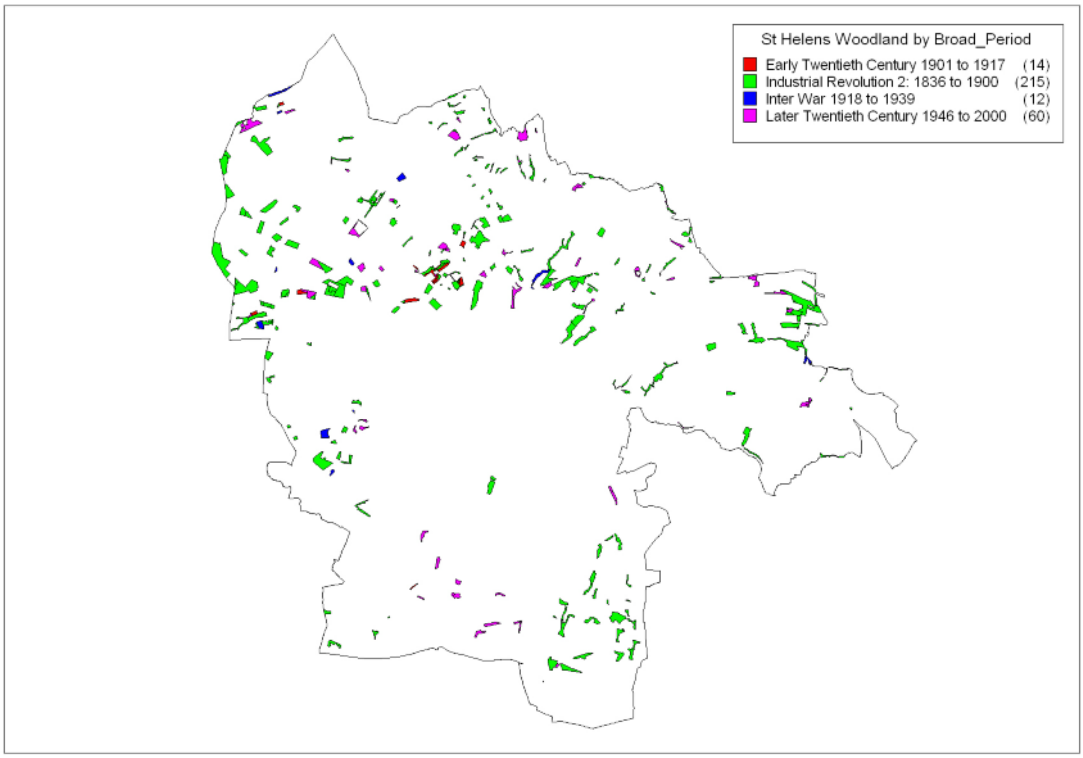

Figure 30 Current (2003) Woodland in St Helens by Broad Period of origin

From the MHCP study, woodlands comprise around 4% (191.77 ha) of the total St Helens area. However, recent estimates of woodland habitats put the figure nearer to 8% (North Merseyside Biodiversity Action Plan - St Helens Phase 1 Habitat Survey. Porter, 2005).

This discrepancy can be explained:

The North Merseyside Biodiversity Action Plan (NMBAP) survey included habitat types that have been assigned to different broad or Sub Type categories within the MHCP (for example Recreational and Ornamental Parks, Nature Reserves, Sports Grounds, Large Private Estate Houses or Rough Land Scrub).

The Merseyside Historic Characterisation Project is a 'broad-brush' exercise and that not all woodland areas or habitats were recorded - some stands or plots of woodland were deemed too small to be given separate records and polygons, particularly within urban areas.

The MHCP study mapped out large or historically contiguous plots of woodland as a single Broad or Sub Type polygon - the study did not go into detail regarding the various niches or sub-niches that may have been present within an area (polygon). In contrast, the NMBAP survey includes all 'woodland habitats' (or niches / sub-niches) within and area or as a group of areas.

Furthermore, it is likely there may now be discrepancies between these data and the situation on the ground. This is a particular consideration in urban areas where development has taken place or where land management has changed (Porter, 2005).

From the NMBAP study:

Woodland accounts for approximately 8% of St Helens, a total of 1027.66 ha. Of this total, the majority comprises broadleaf plantation (533 ha) which accounts for approximately 52% of the total woodland in St Helens. Broadleaf semi-natural woodland accounts for 29.4% of the total woodland cover. Lowland Broadleaf woodland, coniferous woodland and urban trees are North Merseyside Biodiversity Action Plan priority habitats (Porter, 2005).

Phase 1 habitat type	Phase 1 habitat code	Area of habitat (ha)
Broadleaf plantation	A1.1.2	533
Broadleaf semi-natural woodland	A1.1.1	302
Scattered scrub	A2.2	**73**
Scattered trees	A3.1	61
Mixed plantations	A1.3.2	39
Coniferous plantation	A1.2.2	15
Scattered conifer trees	A3.2	2
Dense / continuous scrub	A2.1	2
Semi-natural coniferous woodland	A1.2.1	0.6
Scattered broadleaf and conifer trees	A3.3	0.06
Total woodland area		1027.66

Table 17 Woodland habitats recorded in St Helens from the North Merseyside Biodiversity Action Plan, (Porter 2005).

9.2.1 Ancient Woodland

9.2.2 Curved Edged Woodland

From the MHCP study, there are four Ancient Woodlands present in St Helens, comprising 4.79% (23.30 ha) of the current Woodlands total. The related Curved Edged Woodland comprises 1.26% (6.14 ha).

There are five main types of lowland mixed broad-leaf woodland as identified by the National Vegetation Classification. In brief, these are: W8 and W9 Ash woodlands; W10 and W11 Oak woodlands; W13 Yew woodlands. North Merseyside has at least twelve ancient semi-natural woodlands, although this figure does need confirmation. Most of the above can be classed as W8 and W9 or W10 and W11.Overall, North Merseyside has twelve ancient semi-natural woodlands, most of which can be classed as W8-W11 Ash woodlands: Liverpool 3 sites; Knowsley 1 site; St Helens 7 sites; Sefton 1 site (Porter, 2005).

St Helens Borough supports relatively little ancient woodland with respect to the wider Merseyside area (the Urban Mersey valley). Where it does occur, it tends to be small scale with the majority occupying less than 5 ha in size and contains planted trees including non-native species of Beech, Sweet Chestnut, Sycamore and European Larch (St Helens Council and Land Use Consultants, Landscape Character Assessment for St Helens, 2006). The most distinctive ancient woodlands in the Borough are associated with narrow valleys or cloughs - formed by streams cutting deeply into the underlying strata. Examples of Clough can be found at Barton Clough, north east of Billinge and The Goyt to the north of Carr Mill Dam (Ibid). Examples within MHCP:

The **Stanley Bank Meadows** SSSI Nature Reserve is situated near Haydock. The site, which comprises of two areas of Ancient Semi-natural Woodland and an area of damp neutral grassland, was originally designated in 1994 and is approximately 24 ha in size. The small section of ancient woodland within the nature reserve is predominantly Pedunculate Oak and Sycamore. It is a site populated by a number of rare species, which are of national and regional interest, such as the English Bluebell

(a protected species under the Wildlife and Countryside Act 1981), Adders Tongue Fern, Willow Tit and Purple Hairstreak Butterfly.[4]

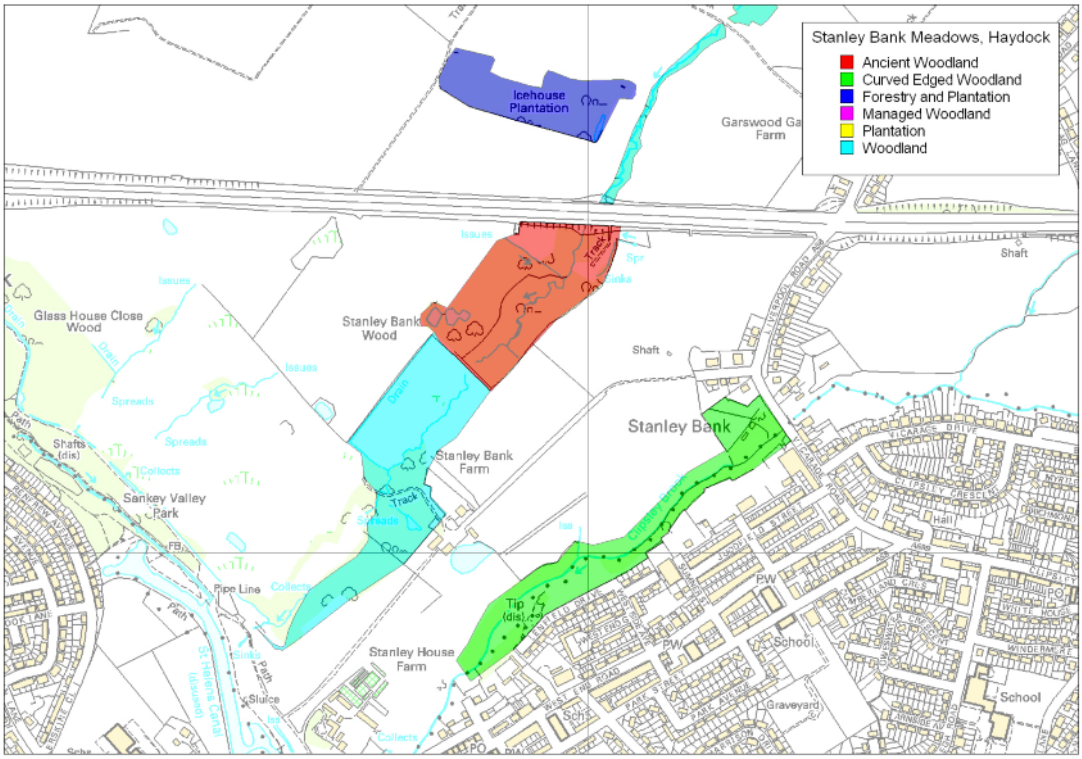

Figure 31 Stanley Bank Meadows - Ancient and Curved Edged Woodland as recorded by the MHCP.

[4] http://www.sthelens.gov.uk/lgnl.htm?id=1008. (Accessed 12 July 2010)

9.2.3 Forestry and Plantation

9.2.4 Plantation

These two Sub Types can be combined, as their elements are essentially the same - differing only in size, range of species present and the variety of purpose. Forestry and Plantations are managed commercial woodlands, usually of single species and generally one date. Forestry and Plantation woodland comprises 26.33% (128.13 ha) of the Woodland Broad Type in St Helens. Plantations are a group of planted trees or shrubs, generally of uniform age and of a single species. Plantations comprise 25.5% (124.06 ha) of the Woodland Broad Type in St Helens.

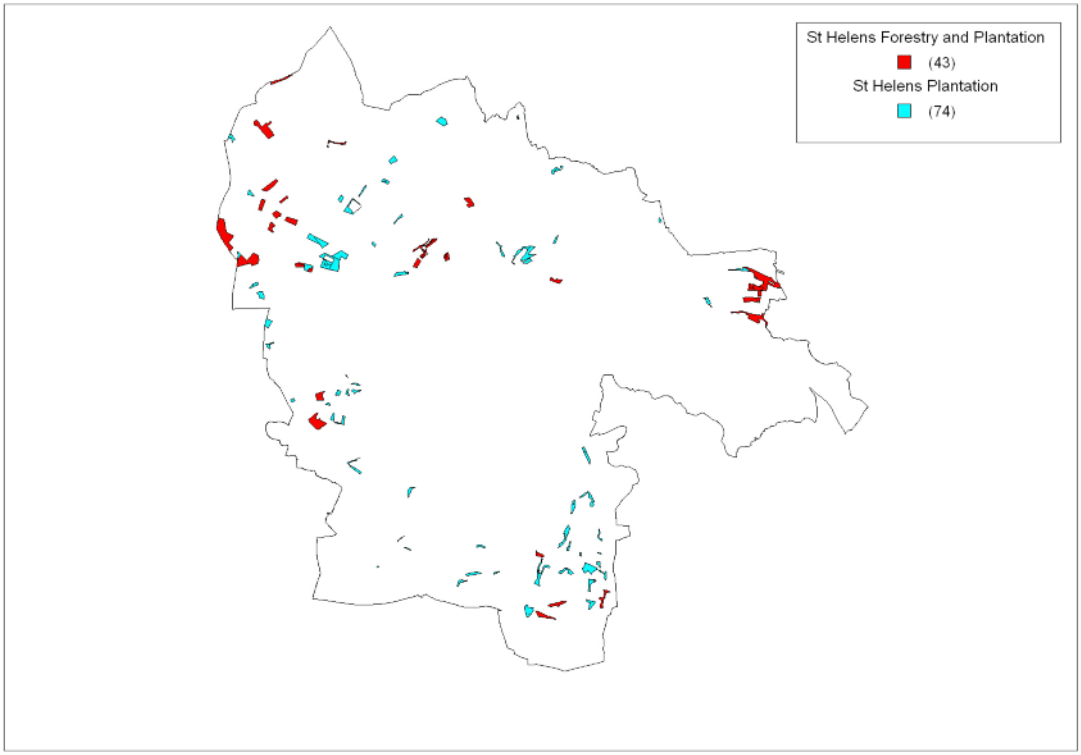

Figure 32 Current (2003) Plantation and Forestry and Plantation Woodland in St Helens

Plantation Woodlands are found towards the north, northwest, west and southeast of the district, with very few sites occurring in the east. There is a noticeable concentration of Plantation woodlands in the extreme southeast of the district, centred on Bold (within the grounds of a former Private Estate House - Bold Hall). Forestry

and Plantation sites are concentrated in two areas - in the northwest, centred on Moss Nook and towards the extreme east at Haydock Park.

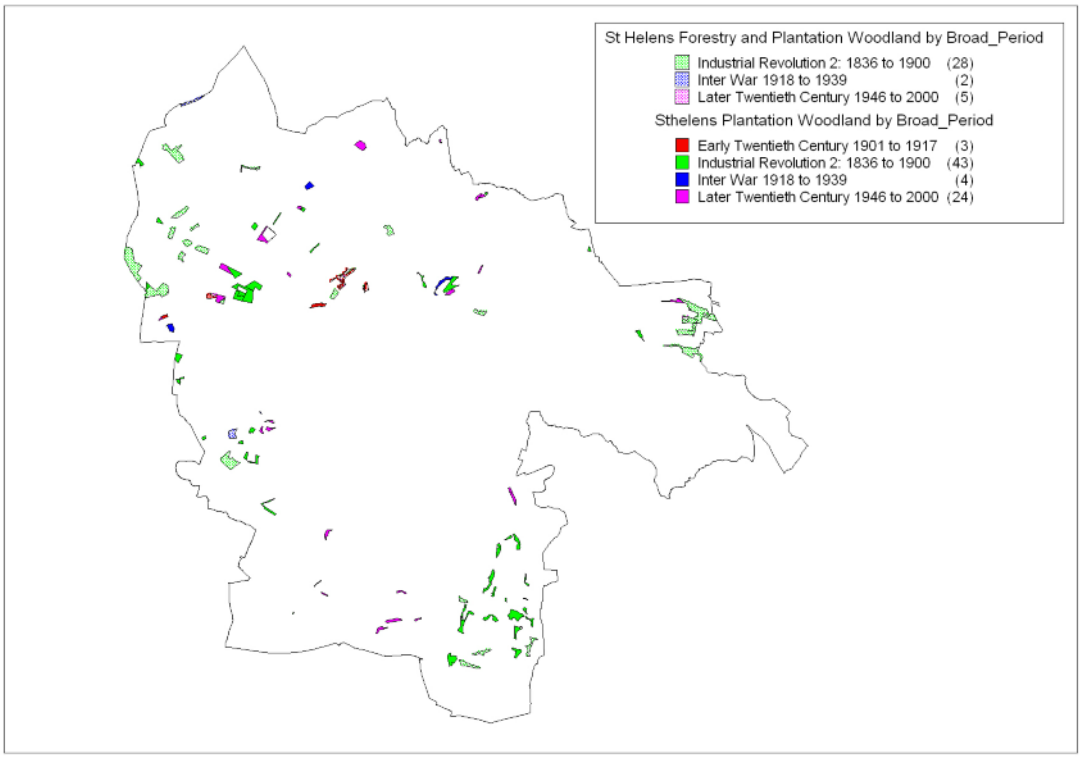

Figure 33 Current (2003) Plantation & Forestry and Plantation in St Helens by Broad Period of origin

Forestry and Plantation Woodland by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	28	113.02	88.20
Early Twentieth century 1901 to 1917	8	7.66	5.98
Inter War 1918 to 1939	2	5.43	4.24
Later Twentieth Century 1946 to 2000	5	2.02	1.58
Total	43	128.13	100%

Table 18 Current (2003) Forestry and Plantation in St Helens by Broad Period of origin

The majority of Plantations and Forestry and Plantations, Woodlands date to the mid to late-19th century. A small cluster of early 20th century Forestry and Plantation Woodlands can be found immediately south of Rainford Hall. The high number of

post-1945 Plantation woodlands is probably the result of community planting projects, particularly The Mersey Forest scheme.

Plantation Woodland by Broad Period	Number of polygons	Area (Hectares)	Percentage of Sub Type
Industrial Revolution 2: 1836 to 1900	43	81.99	66.09
Early Twentieth century 1901 to 1917	3	3.49	2.81
Inter War 1918 to 1939	4	7.34	5.93
Later Twentieth Century 1946 to 2000	24	31.23	25.17
Total	74	124.06	100

Table 19 Current (2003) Plantation Woodland in St Helens by Broad Period of origin

St Benedict's Wood, Rainhill, is an example from the MHCP: a mixed plantation and secondary woodland (with open space to the south). It is located on the remains of St Benedict's Clinic - the northern annexe of the former County Lunatic Asylum. This was demolished during the late 1990s and part of the site was still in existence prior to the Woodland Trust purchasing the site. Consequently much of the site has an underlying rubble and pipe/culvert network. A roadway runs through the site and this is lined either side with poplar which have Tree Preservation Order (TPO) status. Natural regeneration of Oak is occurring in the grassland area.[1]

In the central part of the woodland there remains what was once the cricket pitch and pavilion (which has now been demolished). There are also a number of mature trees including some large leaved Lime, Horse Chestnut, Sycamore, Scots Pine, Sweet Chestnut and a large Turkey Oak. Immediately south there are stands of Ash, Alder, Sycamore, Norway Maple, Horse Chestnut, Elm, Lime, Poplar (including some fine standing dead wood) and Sweet chestnut. The Elm is predominantly between 20 to 40 years of age with some individuals estimated to be ranging from 10 to 100 years; however Elm regeneration is not profuse. Under storey is predominantly Elder which forms a solid woodland edge.[5]

[5] www.woodlandtrust.org.uk (Accessed 12 July 2010).

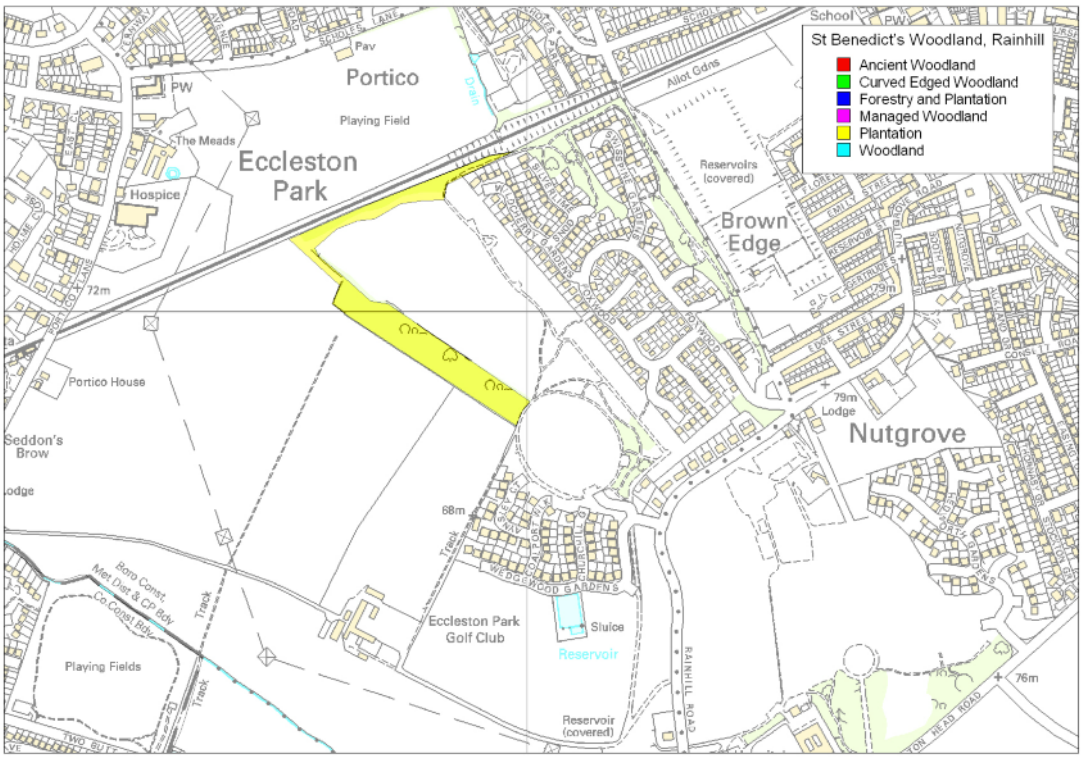

Figure 34 St Benedict's Wood, Rainhill

9.2.5 Managed Woodland

Managed Woodlands is areas of cultivated, managed woodland producing wood which is used for a variety of purposes. Mixed woodland of two or more species is common, although single species sites occur. Managed Woodland comprises 7.39% (35.97 ha) of the Woodland Broad Type in St Helens. The Managed Woodland Sub Type is concentrated to the immediate north of St Helens Town Centre - the largest centred on Clinkham Wood and Windle Gorse Coverts.

All but one of the St Helens managed woodland date to the Industrial Revolution 2 period (1836 to 1900). The value of secondary woodland for nature conservation varies a great deal according to the degree of naturalness, the variety and age-structure of tree species populations and the variety and type of the associated flora and fauna, the terrain and other factors. The best examples approach the value of some ancient woodlands, but, at the other end of the spectrum, uniform, species-poor

plantations are unlikely to acquire much conservation significance for many years (Tomlinson, 1997).

The Mersey Forest is a major initiative intended to increase woodland cover in Merseyside. It involves new planting in existing woodland and the creation of new woodland on open sites. Nature conservation aims form part of the plan for these new forests, together with landscape enhancement, timber growing and recreational objectives (Tomlinson, 1997).

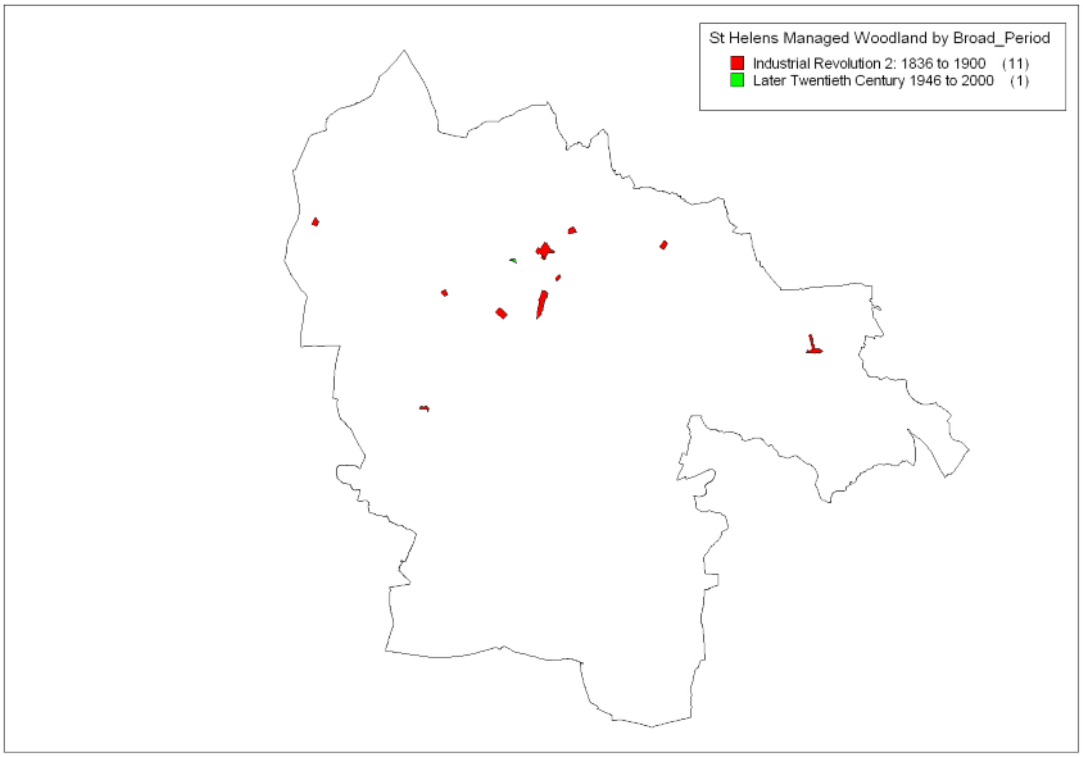

Figure 35 Current (2003) Managed Woodland in St Helens by Broad Period of origin

9.2.6 Woodland

This character type contains all woodland plots that could not be assigned a strict Sub Type character. As such, it will contain a range of woodland types - from semi-natural woodland, urban woodland, through to modern plantations and community woodland schemes, most having anthropogenic (i.e. secondary) origins.

The MHCP Woodland Sub Type comprises 34.73% (168.94 ha) of Woodland Broad Type in St Helens, and is found mainly to the north of the district. Here, the woodland appears as stands of Broad leaf woodland (Oak, Beech and Birch) and Pine Plantations. The majority of Woodland sites date to the Industrial Revolution 2 (1836 to 1900) period or earlier (73.15% - 123.58 ha). Nearly 24% (39.91 ha) of the Woodland Sub Type dates to post-1945, with much of this created through re-planting (community woodland schemes and wasteland redevelopment).

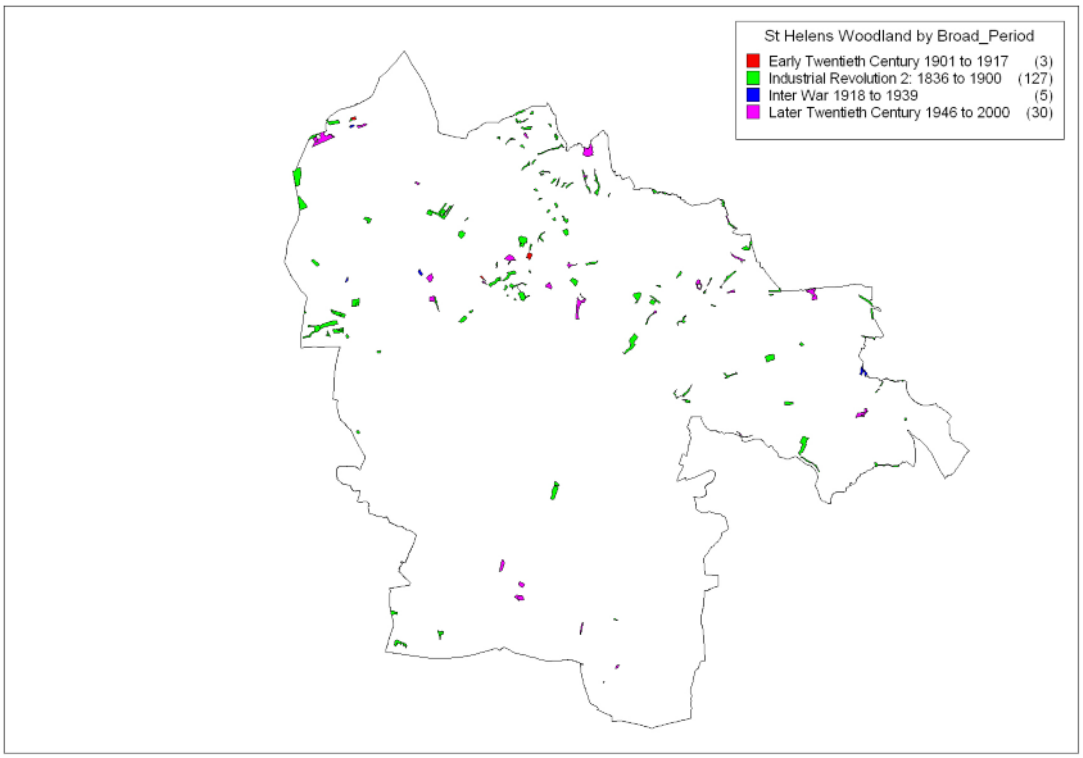

Figure 36 Current (2003) Woodlands Sub Type in St Helens by Broad Period of origin

Woodland by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	127	123.58	73.15
Early Twentieth Century 1901 to 1917	3	2.15	1.27
Inter War 1918 to 1939	5	3.29	1.95
Later Twentieth Century 1946 to 2000	30	39.91	23.63
Total	165	168.94	100%

Table 20 Woodland in St Helens by Broad Period

The majority of non-ancient lowland mixed broad-leaf woodland is planted and contains non-native species of introduced genetic origin. Such woods are too young to have developed the robust ecological processes associated with ancient woodlands. The 'Woodland' Sub Type comprises woodland that may have been purposely established by man, but some have arisen naturally when land was abandoned and left to revert to scrub and thence to woodland. These woodlands support fewer species than ancient woodland, secondary woodland have a nature conservation value, including coverts, copses, cloughs and shelter beds. In that sense, there is a great deal of cross-over with another MHCP Broad Type - Rough Land (Scrub) and for certain areas, it may be possible to combine the two characters together. Examples include the planted woodland on mosslands in Sefton, Knowsley and St Helens and new planting undertaken through The Mersey Forest (Porter,. 2005).

Woodland example within the MHCP:

Billinge Plantation can be found on the Greater Manchester/Merseyside border, approximately 8 miles north of the town of St Helens. The site is an isolated patch of secondary mature broadleaved woodland planted in the late 19th century (recorded by the MHCP as 'Woodland' because of its antiquity and mixed nature). The site was purchased from Joseph Pickervance Ltd in 1990. The site is currently bounded to the west and east by arable farmland, to the south there is a quarry which is currently been used as a landfill site and to the north a large housing estate can be found. The southern boundary actually runs into the active landfill site. This area once restored will be passed to the Woodland Trust by Mersey Waste Holdings. The terrain in the

wood consists of hummocks and dips, which is believed to be the result of small scale stone quarrying in the past.[6]

The woodland is made up of mature broadleaved species, such as Sycamore (*Acer pseudoplatanus*), Beech (*Fagus sylvatica*), Oak (*Quercus robur*), Ash (*Fraxinus excelsior*) and Birch (*Betula pendula*). Ground flora and natural regeneration are on the whole very poor; this is probably due to a combination of dense shade and the use of the site by motor cycles and mountain bikes. However natural regeneration in the form of oak, ash and beech has begun to appear in areas which have been thinned over the past 10 years.[7]

Variegated yellow archangel (*Lamiastrum galeobdolon*), a garden escapee is also rapidly colonising areas of the woodland. Woodland flora can be found in isolated patches and species include bluebells (*Hyacinthoides non-scripta*), wood sorrel (*Oxalis acetosella*), red campion (*Silene dioica*) and white campion (*Silene alba*).[8]

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[6] www.woodlandtrust.org.uk/en/our-woods/Pages/wood-details.aspx?wood=4406. (Accessed 12 July 2010).

[7] www.woodlandtrust.org.uk/en/our-woods/Pages/wood-details.aspx?wood=4406. (Accessed 12 July 2010).

[8] www.woodlandtrust.org.uk/en/our-woods/Pages/wood-details.aspx?wood=4406. (Accessed 12 July 2010).

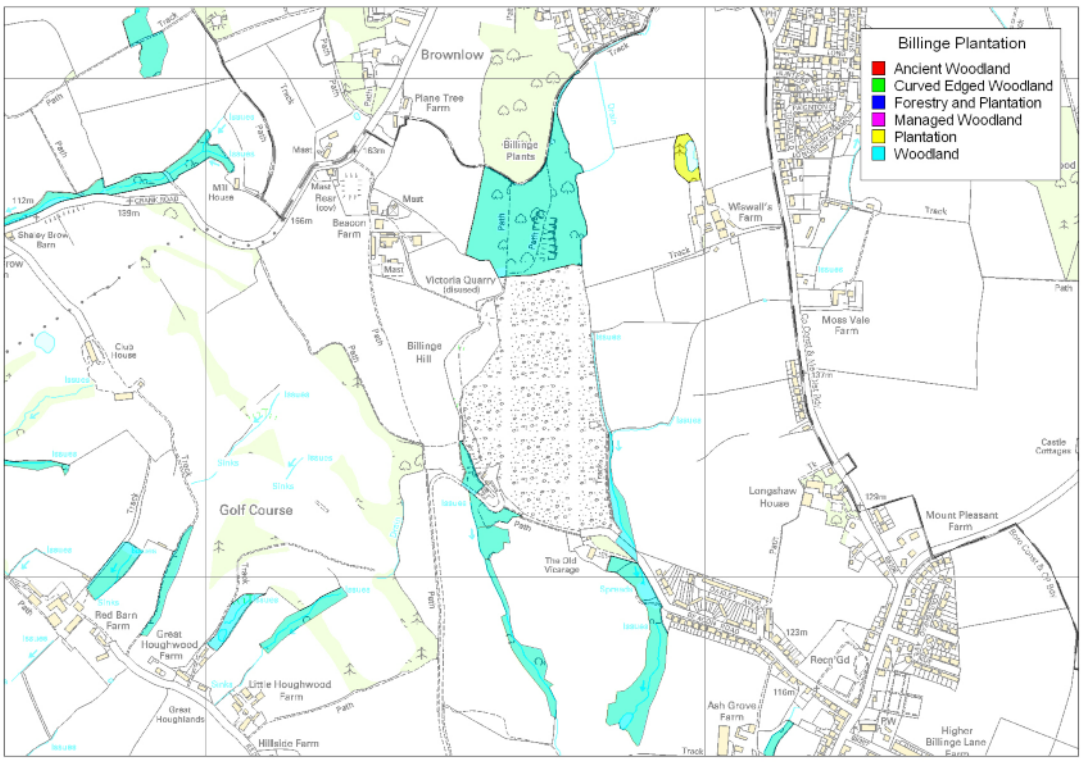

Figure 37 Billinge Plantation, Billinge - recorded as 'Woodland' by the MHCP due to its mixed broadleaf nature and antiquity.

The industrial history and declining economic base of St Helens district has led to a poor environmental quality and image. To combat this, large areas of community woodland have been created under the auspices of The Mersey Forest, one of twelve national community forests promoted by the Countryside Agency (formerly the Countryside Commission) established in the early 1990s.[9]

The aim of The Mersey Forest partnership is, “To provide environmental, social and economic benefits for local people through the creation of a community forest?” [10]

[9] www.merseyforest.org.uk/forest_plan. (Accessed 1 July 2010).

[10] www.merseyforest.org.uk/forest_plan. (Accessed 1 July 2010).

This aim is to be achieved through the following objectives:

> The establishment and management of trees and woodlands and associated non-woodland habitats
> Involving local people in the creation and management of the community forest
> Facilitating the use and enjoyment of community forest sites by local people
> Increasing the economic viability of woodlands

Community Forests cover large areas in and around the edges of towns and cities. They are not continuous plantings of trees but a rich mosaic of wooded landscapes and land uses including farmland, villages, leisure enterprises, nature areas and public open space. The aim is to create well-wooded landscapes for wildlife, work and education, with new opportunities for recreation.[11]

The project is pursuing six general themes - converting wasteland to community woodland, creating a network of wooded greenways, the greening of key transport routes, returning farmland to forestry, weaving woodland into new development and capitalising on existing woodland assets.[12]

Woodland cover in The Mersey Forest area extended to only 5%, compared to a 7% average for England as a whole (Forestry Commission, 1998), which in itself falls well behind all other EU countries except for Ireland. However, the overall woodland cover has risen from 4% since the inception of the Mersey Forest in 1994.[13]

Within St Helens, The Mersey Forest Project has focused on the creation of a woodland structure based on large derelict areas in the south and east by supporting the Wasteland to Woodland Project.[14] Examples within MHCP:

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[11] www.merseyforest.org.uk/forest_plan. (Accessed 1 July 2010).

[12] www.merseyforest.org.uk/forest_plan. (Accessed 1 July 2010).

[13] www.merseyforest.org.uk/forest_plan. (Accessed 1 July 2010).

[14] www.merseyforest.org.uk/forest_plan. (Accessed 1 July 2010).

Griffin Wood is a 12 ha site owned by Community Forests Northwest, a charitable trust that supports the work of The Mersey Forest. In 2006 it was just an empty field with a scrap of ancient woodland in one corner, but now is being transformed into new woodland for the community. The Mersey Forest Team worked with the local community of south St Helens in 2006 to plan the creation of the new community woodland via a community consultation was carried out in order to incorporate the ideas of people from the local area into the woodland design.

Adjacent to Clockface Country Park and Griffin Wood is **Maypole Wood**, named after the neighbouring Maypole Farm and district, with Maypole originally being a hamlet in the township of Bold. Here the Forestry Commission planted thousands of trees in 2003 to form part of the ever expanding Mersey Forest. Maypole Wood is classed as a developing woodland with trees, meadows, paths and wildlife.

Sutton Manor is a young woodland with fantastic views across to the Pennines and Clwydian hills. In addition to woodland Sutton Manor is home to wild flower meadows with great displays of bee orchids. The colliery that previously existed on the site was closed in 1991, having at its peak employed over a thousand people and produced more than 300,000 tons of coal per year. By the 1993 the whole site was flattened, then in 2001 the Forestry Commission leased the land and following community consultation embarked on a project called Wasteland to Woodland. Thousands of trees were planted, including the two millionth tree to be planted in St Helens.

In November 2006 Sutton Manor Woodland was added to the six sites throughout the UK which had already been chosen to create and host a work of art as part of the Channel 4 Big Art Project. The structure was sited at the apex of the former spoil heap and is visible for miles around. Since the commission was completed in May 2008, it has served as a regional icon for the Northwest.[15]

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[15] www.merseyforest.org.uk/forest_plan. (Accessed 12 July 2010).

9.3 Residential Broad Type

Within St Helens there are nearly 2789 ha of land in residential use, representing 20.49% of the current St Helens study area. Eight principal MHCP types were identified for detailed analysis on the basis of their presence in the landscape or historical significance:

- Farmhouses (Farm complexes and Vernacular cottages)
- Terraced Housing
- Villa Housing
- Detached Housing
- Semi-Detached Housing
- Highrise Development
- Private Estate
- Modern Housing Development

St Helens also contains a number of residential areas that could be classed as 'Model Villages' (notably the residential areas of Garden Village, Eccleston and Vulcan Village and Earlestown, both near Newton-le-Willows). Although the Garden Village in Eccleston was originally planned as a Model Village in scale and ambition to rival Port sunlight (by the Pilkington Company), fewer than one hundred houses were actually built (Pollard and Pevsner, 2006). The MHCP recorded the area using the more ubiquitous 'Semi-Detached Housing'. Although built as workers accommodation serving the Newton-le-Willows Iron Foundries during the mid 19th century, the Vulcan Village and Earlestown residential areas do not have a distinct planned structure nor, more importantly, were they set up following the philanthropic ideals of places like Port Sunlight (Wirral). The MHCP recorded these areas using the more generic and encompassing 'Terraced' Sub Type.

The St Helens property type is skewed towards Semi-Detached and terraced houses and bungalows and to a lesser extent detached houses. The stock of flats is fairly low and the majority are in the social sector. The current Residential Broad Type is dominated by one housing type; Semi-Detached Housing at just over 43% (1202.06 ha). This is followed by Modern Housing Developments (23.09% - 643.88 ha), Terraced Housing (13.87% - 386.74 ha) and Detached Housing (13.38% - 372.97 ha).

The majority of housing stock dates to the post-1945 period at just under 69% (1922.21 ha), followed housing dating the Industrial Revolution 2 (1836 to 1900) period at just over 15% (421.94 ha) and then Inter War (1918 to 1939) housing at just over 12% (340.45 ha).

Residential Sub Type	Number of Polygons	Area (Hectares)	Percentage
Farmhouses	187	153.13	5.49
Terraced Housing	613	386.74	13.87
Villa Housing	11	12.28	0.44
Detached Housing	837	372.97	13.38
Semi-Detached Housing	786	1202.06	43.11
Highrise Development	4	2.95	0.11
Private Estates	2	14.49	0.52
Modern Housing Development	417	643.88	23.09
Totals	2857	2788.49	100%

Table 21 Current (2003) Residential Sub Type in St Helens

Residential by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	834	421.94	15.13
Early Twentieth Century 1901 to 1917	225	84.41	3.03
Inter War 1918 to 1939	346	340.45	12.21
Later Twentieth Century 1946 to 2000	1443	1922.21	68.93
Twenty-First Century 2001 to 2050	9	19.48	0.70
Total	2857	2788.49	100%

Table 22 Current (2003) Residential in St Helens by Broad Period of origin

The housing stock of St Helens appears concentrated in eight very loose blocks, some as distinct settlements with historic cores (Rainford, Rainhill, Billinge, Sutton, Haydock and Newton-le-Willows) and the remainder as large-scale development surrounding the historic core of St Helens Town.

Residential development is St Helens appears to have occurred in tandem with industrial development. The Ordnance Survey 6" First Edition map of Lancashire,

1850 shows a fairly dispersed settlement pattern, with limited clustering or agglomeration of housing in the established historic cores of Rainford, Billinge, St Helens, Rainhill, Sutton and Newton-le-Willows. Ribbon development at this time appears to have been limited, with settlements in the main located adjacent to major roads (turnpike road) and not along railway routes. From the mapping, the most notable ribbon development was at Haydock. The largest (by area) character type was Private Estate (118 polygons in 1850).

The predominant housing type was Detached Housing (808 polygons), being found throughout the district with some agglomeration in historic cores (notably in Billinge, St Helens, Haydock and Newton-le-Willows). Likewise, Farmhouses (300 polygons in 1850) were evenly scattered throughout the district. However, there was a noticeable lack of farmhouses in the central part of the district - in the industrial heartlands of St Helens. Even by this early period, there appears to have been a wholesale removal of farm buildings by large-scale industrial activity (mainly coal mines). Further gaps are also evident, notably in the southeast (Private Estate land), extreme north (Rough Land Moss), northwest (Rough Land Moss) and the extreme east of the district (Private Estate land and Rough Land Moss).

Terraced Housing (204 polygons in 1850) was limited to a few areas - the majority found within the industrial core of St Helens, closely associated with industry and also alongside communication routes (roads). Small-scale terraced housing developments occurred alongside communication routes and near established industrial sites (for example Vulcan Village). At this time, Semi-Detached housing (38 polygons in 1850) was almost non-existent

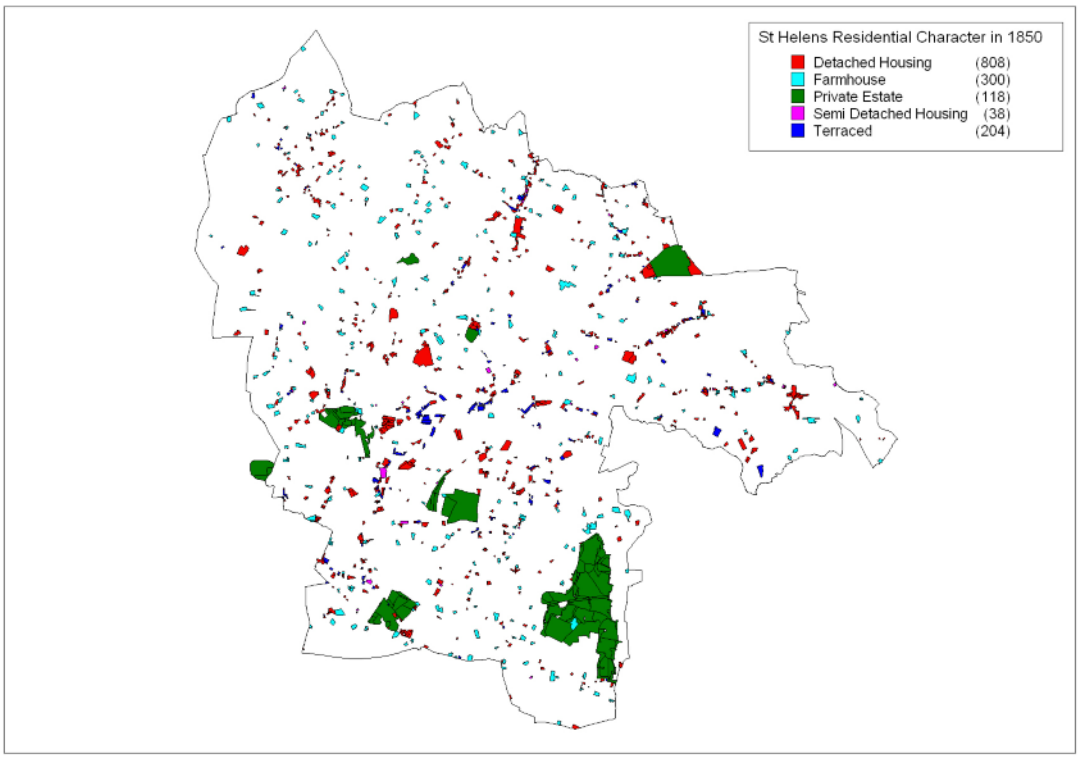

Figure 38 The Residential Character of St Helens in 1850

By 1893 (Ordnance Survey 25" map of Lancashire, 1893) the number of Terraced Houses had increased (by polygon count), with much of this concentrated towards the north of the historic core of St Helens Town (around Denton's Green, Green Bank and Cowley Hill), but also noticeable clustering in Sutton, Parr and Thatto Heath (serving the local coal and glass industries). Terraced housing was sited close to, or sometimes actually within, industrial areas, and also adjacent to major communications lines. By 1893, ribbon development is primarily concentrated on the railways and, to a lessening degree, the roads. There was also a 'new town' development at Earlestown, near Newton-le-Willows - closely associated with the nearby Viaduct Iron Foundry, Vitriol Chemical Works and the Sankey Sugar Works.

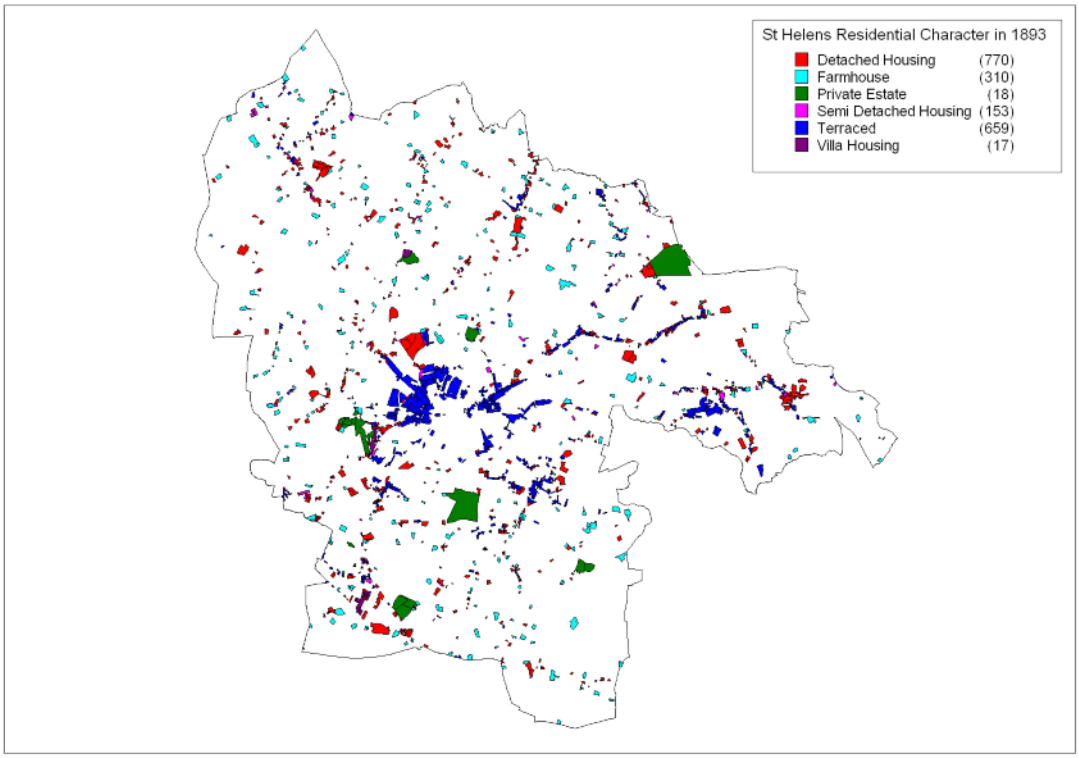

Figure 39 The Residential Character of St Helens in 1893

By 1893, there appears to have been a reduction in the number and size of Private Estates - although the actual estate houses were being left as they were (in some cases extended), much of their former parklands were being sold off and converted to more profitable agricultural use. However, there was an increase in the number of detached housing (770 polygons in 1893), and the appearance of villa housing (17 polygon in 1893) during the Victorian period, with many large-scale developments being founded in rural areas away from the industrial heartlands or within more affluent historic cores (Eccleston Park and Rainhill). The number of Semi-Detached housing sites had also increased by 1893 to 153 polygons.

Terraced Housing had reached its peak by 1939, with most of it built immediately next to already established terraced housing to the north of St Helens Town Centre. Further ribbon development occurred at Blackbrook and Haydock, along the main road linking St Helens with Aston-in-Makerfield. There was also further ribbon development along major railway lines, particularly at Wargrave, to the south of Newton-le-Willows.

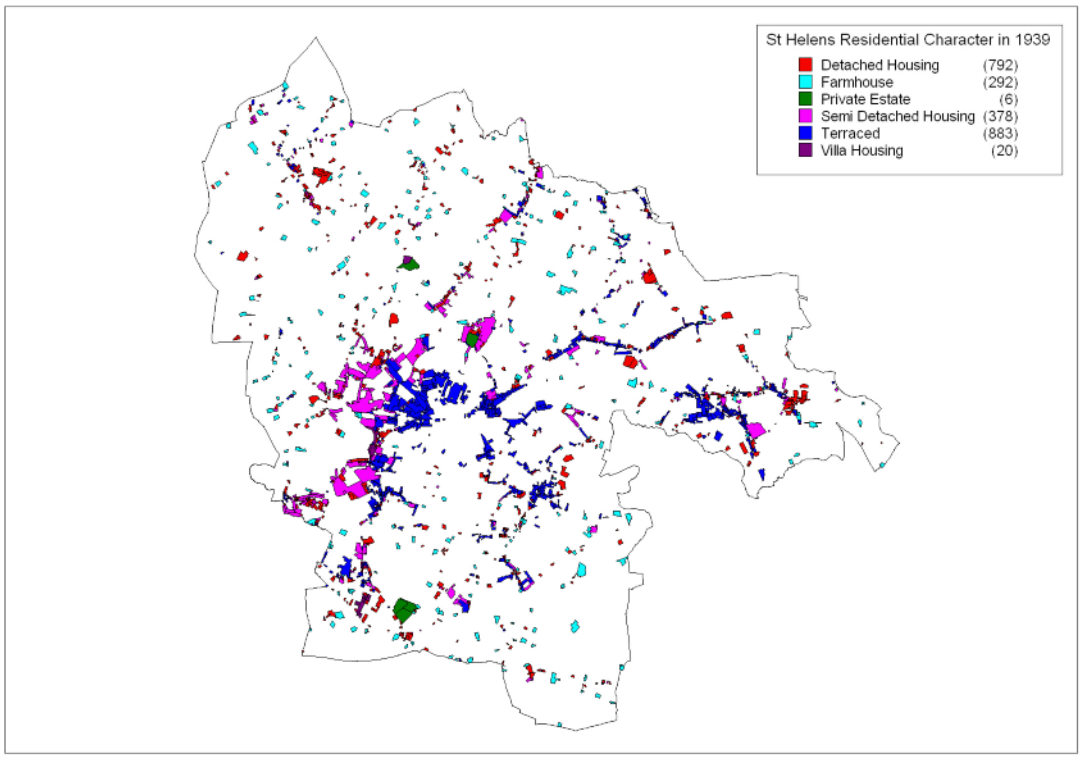

Figure 40 The Residential Character of St Helens in 1939

The Inter War period also saw the development of large-scale Semi-Detached housing sites to the west of St Helens Town Centre. The development, in the form of a broad and very fragmentary band (or zone) stretched from Mossbank and Haresfinch in the north, through Windlehurst and Newtown, and down to Grange Park and Eccleston Park in the southwest.

Post-war development saw the continuing rise of Semi-Detached housing, with further expansion of the western residential zone established in the Inter War period, and new developments to the northeast, east and southeast of St Helens Town Centre. Semi-Detached housing, in conjunction with later Modern Housing Developments, appears to encompass St Helens Town Centre, except for a small area to the south of the town (the site of the former Ravenhead Glassworks and now Ravenhead Nature Park). Except for a few Modern Housing Developments, there is little housing within the St Helens core area. Aside from Commercial and Recreational land, much of the area, particularly that lying immediately either side of the Sankey Canal, has been industrial use from the mid 19th century onwards. Many apparently open areas suitable for development are former industrial sites - much of this Brownfield land is

contaminated and/or unstable, unsuitable for development and has been left as Rough Land or converted into Recreational and Ornamental use.

Outside of St Helens, further Semi-Detached Housing blocks were established around the outlying historic cores, for instance in Rainford, Billinge, Garswood, Blackbrook and Haydock. To the south of St Helens, there has been residential growth (as Semi-Detached and Modern Housing Developments) surrounding Sutton, Sutton Leach, Marshall's Cross and Rainhill. Further east, there has also been a corresponding growth of modern housing surrounding Newton-le-Willows.

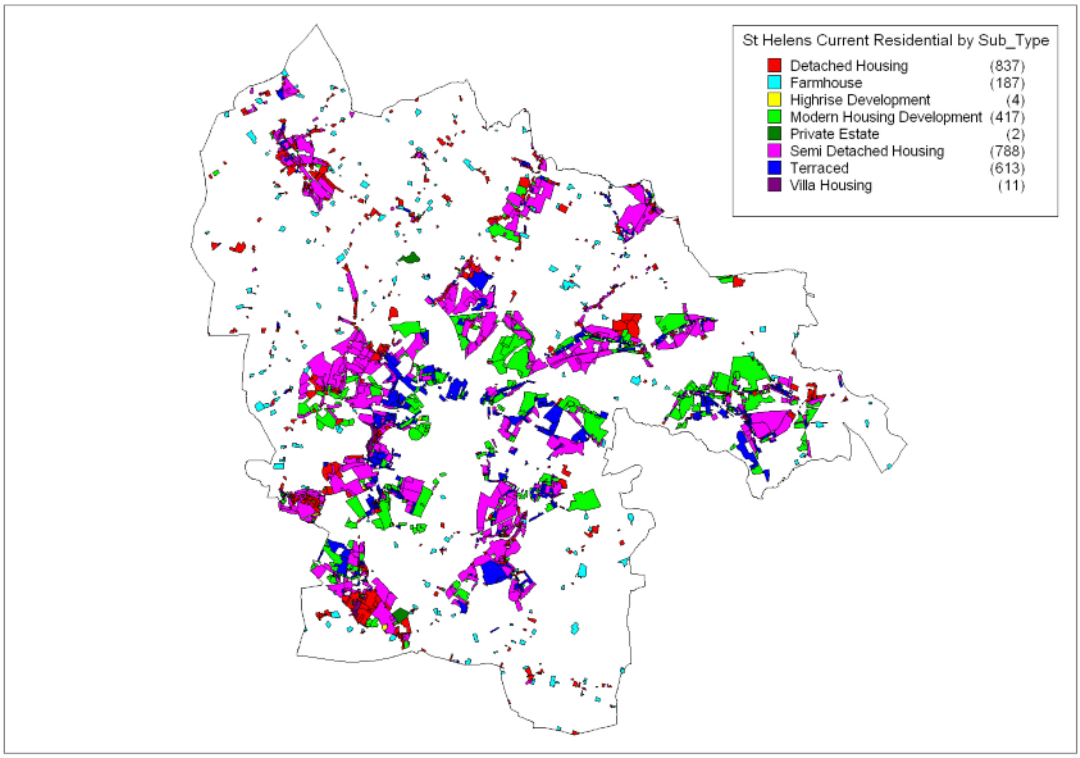

Figure 41 Current (2003) Residential Character of St Helens

The Post-war years have also seen the gradual loss of Farmhouses (187 polygons on current mapping) and a more dramatic loss of Private Estate Houses (2 polygons on current mapping). Here, the reduction of these character types is (in part) proportional to the growth of large-scale Semi-Detached and Modern Housing Developments - many farmsteads and former estate houses (and parklands) have been demolished to make way for these later housing types.

9.3.1 Farmhouse

Although these MHCP types represent only 5.49% (153.13 ha) of the total area of the Residential Broad Type in St Helens, they are nonetheless significant in terms of historical importance. Farms frequently comprise a cluster of buildings arranged around a yard. They are very often named as farms on mapping, and if not can be identified by interpreting the plans of the buildings. Vernacular cottages can also be named on maps. Cottages usually appear in isolation as a single building with a garden, but are also found in short, sometimes uneven, rows.

The distribution of farms and cottages in St Helens tends to fall into one of three patterns. Buildings are either dispersed evenly throughout the landscape, set in nucleated groups (folds), or concentrated into ribbon developments along linear routes. It is not uncommon to find historic farms and cottages engulfed by later development.

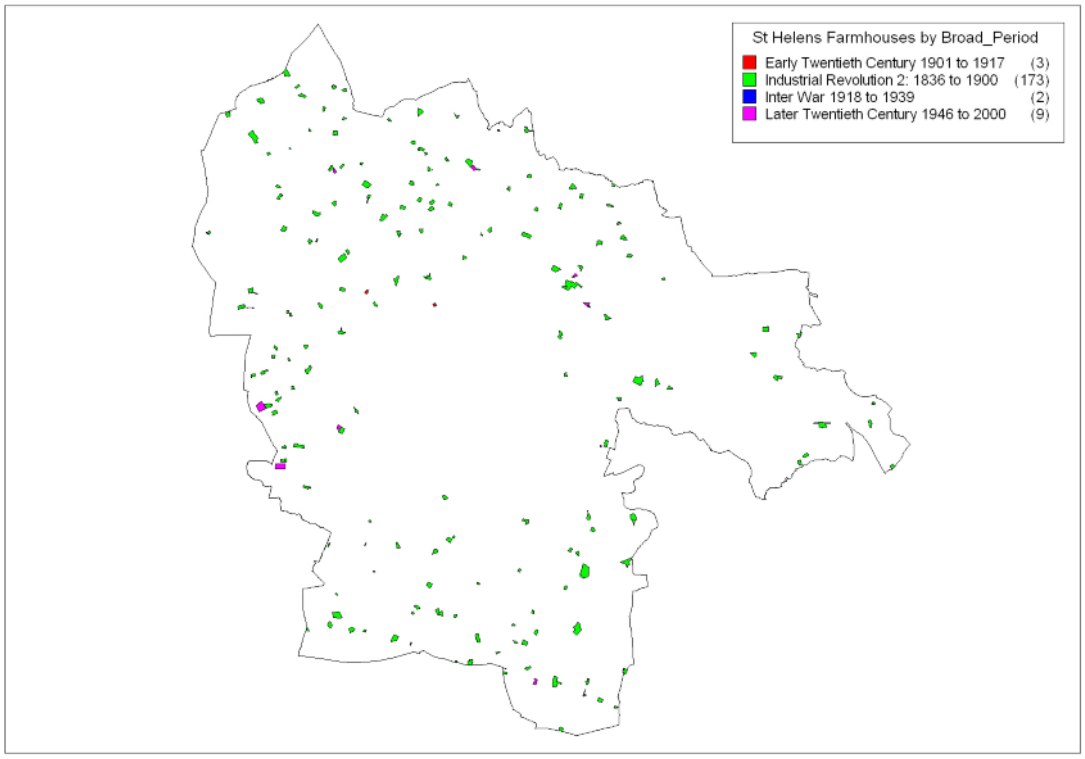

Figure 42 Current (2003) Farmhouse in St Helens

Farmhouses are found throughout the district, but there are distinct areas where farms were not recorded. In the urban centres of St Helens and Newton-le-Willows, farmsteads have been removed and replaced by Industrial, Commercial or Residential activities. However, some gaps occur where development has not taken place, including large areas in the northwest, southeast and eastern parts of the district. - Farmhouses are generally absent in areas of former large Private Estate Houses or sparse in Mossland areas.

Farmhouse by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	173	142.13	92.82
Early Twentieth Century 1901 to 1917	3	1.05	0.68
Inter War 1918 to 1939	2	0.30	0.20
Later Twentieth Century 1946 to 2000	9	9.65	6.30
Total	187	153.13	100%

Table 23 Current (2003) Farmhouse in St Helens by Broad Period of origin

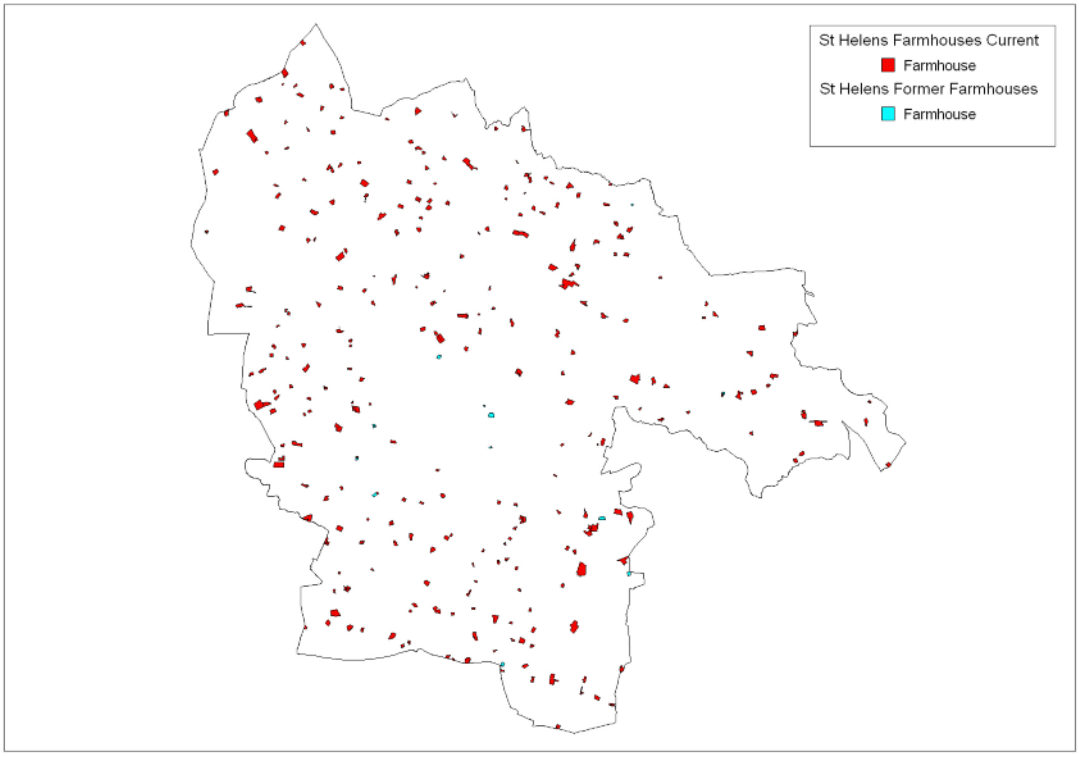

Figure 43 Current (2003) and Former Farmhouse Sites in St Helens

A significant number of the farm houses in St Helens have historic origins - around 93% (142.13 ha) appear to pre-date 1900, followed by post-1945 new-builds at approximately 6.3% (9.65 ha). The current number of farmhouses stands at 187 polygons (153.13 ha). This represents a reduction in the number of farmhouses from 300 polygons (180.59 ha) in 1850, 310 (196.19 ha) in 1893, and 292 (193.15 ha) in 1939. The drop in the number of farmhouses can be explained in a number of ways - through the general decrease in the agricultural industry in the 20th century, the intensification of the remaining farmsteads into fewer, yet larger farm complexes and by the extensive clearance of farmland prior to the development of 20th century housing, commercial and industrial estates.

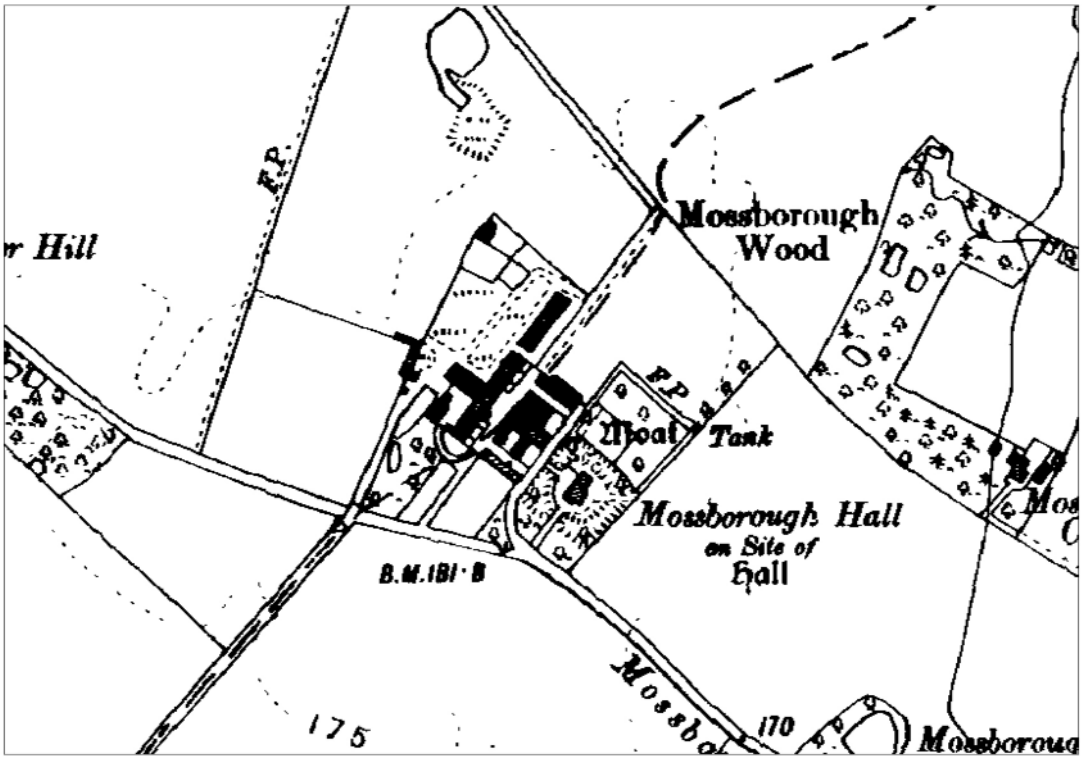

Figure 44 Mossborough Hall and associated Model Farm depicted on the Ordnance Survey 6" map of Lancs. 1939.

A number of Farmhouses have Listed Building status. These range from isolated farmhouses dating to the 17th to late 18th century (such as along Maggot's Nook Road, Rainford), clusters of 18th and 19th century farmhouses within villages (such as at Chapel End in Billinge), through to large 19th century estate farm complexes connected to former Estate Houses (Bold Hall Estate). A number of Model Farms,

including the impressive mid-19th century industrial scale complex at Mossborough Hall (built by the Derby Estate), were recorded.

The MHCP recorded the hall and model farm as a Detached House, because of the close chronological and character association between the two sites

9.3.2 Terraced Housing

Terraced houses represent 13.87% of the Residential Broad Type in St Helens (386.74 ha). The majority of current terraced housing dates to pre-1918 - around 33% (127.6 ha) dates to the Industrial Revolution 2 (1836 to 1900) period. Terraced housing built in the Early 20th century (1901 to 1917) accounts for just over 16% (62.01 ha) of the Broad Type, while terraced housing built in the Inter War period accounts for just over 13%. The largest single block dates to the post-1945 period (37.81% - 146.19 ha).

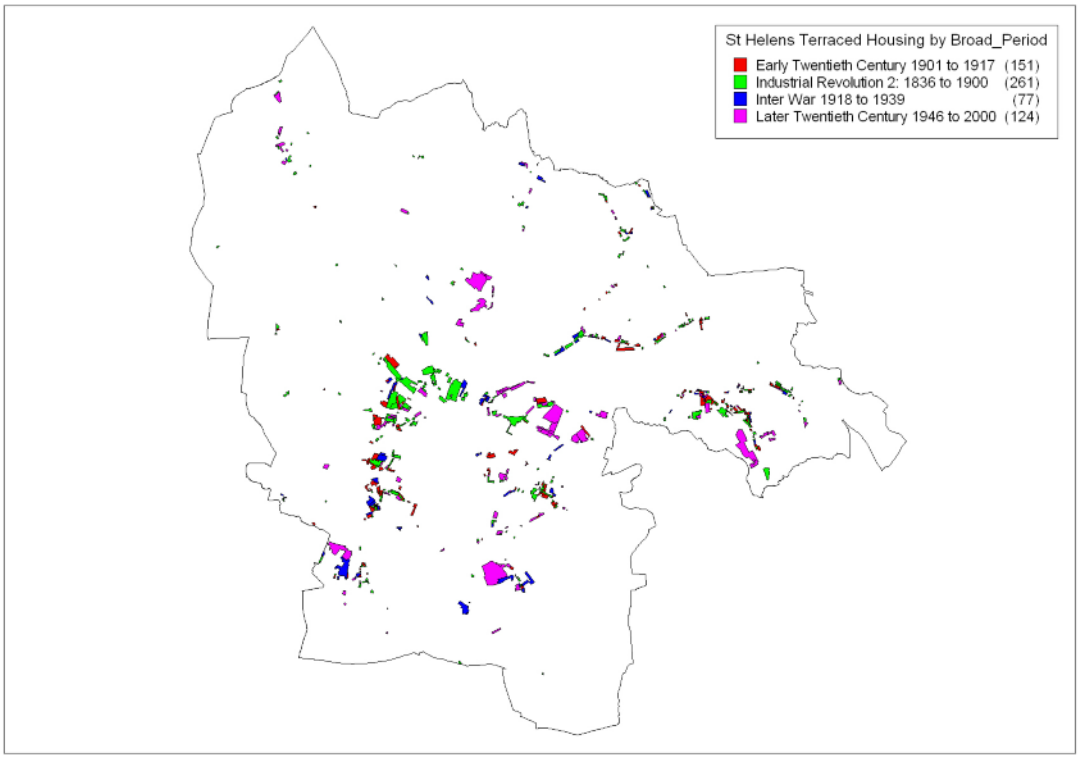

Figure 45 Current (2003) Terraced Housing in the St Helens by Broad Period of origin

Terraces are rows of houses with a unified frontage, constructed predominantly in the late 18th to early 20th century. The quality of buildings ranged from tiny back-to-back houses with poor sanitary conditions that were prone to overcrowding to model estate cottages. Thousands of terrace houses were built in St Helens in the second half of the 19th century. They were usually small houses, with two or sometimes three bedrooms, a parlour at the front and a kitchen. There was no bathroom just an outside

toilet in the yard at the back. The standards of construction of terraces were raised in the late 19th century with the introduction of government by-laws concerning housing. Some terraces fronted directly onto the street, and where front gardens or yards were present, they were often very small. However, terraces of larger, higher status houses with longer front gardens were also built to house some of the middle classes.

Terraced Housing by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	261	127.59	32.99
Early Twentieth Century 1901 to 1917	151	62.01	16.03
Inter War 1918 to 1939	77	50.94	13.17
Later Twentieth Century 1946 to 2000	124	146.19	37.81
Total	613	386.74	100%

Table 24 Terraced Housing in St Helens by Broad Period of origin

Terraced housing belonging to the Industrial Revolution 2 (1836 to 1900) period can be found as a loose band surrounding St Helens Town Centre, with a particular concentration to the northwest in Denton's Green, Cowley Hill and Gerard's Bridge, stretching southwards to Sutton Heath. A general pattern developed during the 19th century where industrial areas were associated with the lowest points of the valley near the watercourses with terraced housing located on the valley slopes. These terraces still exist radiating around the town centre and industrial chimneys and buildings often form focal points at the end of streets (St Helens Council and Land Use Consultants, 2006, Landscape Character Assessment of St Helens).

Large terraced blocks can also be found in Parr, Broad Oak and Sutton. Small blocks of 19th century terraced housing can also be found in the outlying settlements of Rainford, Billinge, Rainhill and Newton-le-Willows. Gridiron terracing in Newton-le-Willows can be found in the Earlestown and Vulcan Village residential areas.

Terraced blocks as ribbon development can be found leading away from St Helens, in Blackbrook and Haydock, and further north in Garswood. At first, ribbon development appears to have occurred adjacent to major roads and not the railways.

Pre-1900 terracing surrounding the historic core of St Helens is clustered around the industrial and commercial centre and, with few exceptions, appears as a single type - relatively small gridiron terraced housing, representing lower class (workers and servants) residences. With the expansion of industry in the 18th and 19th centuries came a rapid increase in population, with an accompanying expansion of terraced housing on the broad valley slopes usually in close proximity to industrial areas. The Ordnance Survey 6" First Edition map of Lancashire, 1850 details the grid of terraces of the northwest and the large spread of glass industry and coalfield to the south and southeast. The relationship between industry and infrastructure, and the development of residential to service these industries has played a key role in the present day patterns of settlement within St Helens (St Helens Council and Land Use Consultants, 2006).

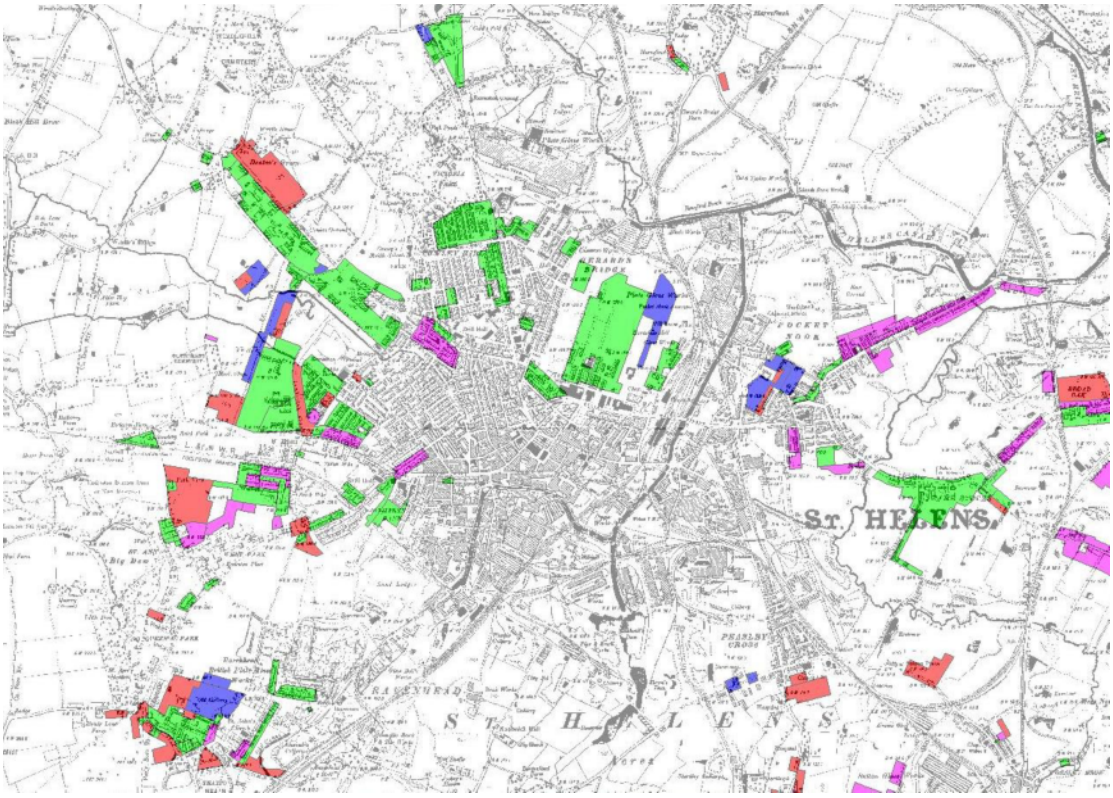

Figure 46 Gridiron Terraced Housing in St Helens Centre depicted on the Ordnance Survey 25" map of Lancs. 1893.
Surviving 19th century gridiron terraced as mainly green red polygons, with later early 20th century additions in red

The historical developments of Rainhill Village seem to have parallels in the development of its historic core. The essentially ribbon development of Rainhill appears have started in the mid-19th century with the completion of and inauguration of the L&MR railway. This, coupled with housing development along the Warrington to Liverpool turnpike road led to a nucleated settlement in the triangle formed by the road, railway and Victoria Street, Within this triangle can be found a group of terraced cottages (Victoria Terrace) and villa housing (Victoria Villas) that constitute part of the Rainhill Conservation Area (St Helens Council Rainhill Conservation Area Appraisal, 2008). The terraced houses in the Conservation area exhibit a range of styles - from the relatively plain houses in the early Victorian style in the Station Street area, through the more exuberant examples of Victorian styles on Victoria Terrace and sections of Warrington Road. The predominant (traditional) building materials in the conservation area are red brick, red sandstone, slate roofs and timber door and windows (St Helens Council Rainhill Conservation Area Appraisal, 2008).

Late 19th and early 20th Century Gridiron Terraced Housing

Gridiron terraced estates were constructed to provide inexpensive accommodation for the rapidly rising population of industrial workers, and are often physically associated with former industrial sites. Late 19th and early 20th century terraced houses are a distinctive national building type and are often associated with factories, mills, shops, pubs, schools and other public buildings. The majority do not receive any form of statutory protection, but by their very existence they give places a distinctive identity and character. Houses, industrial sites and institutional buildings were thus all elements of a wider social landscape.

In central St Helens, the street pattern forms a series of parallel bands of terraced housing in a dense grid pattern. The terraces occupy broad sloping topography to the west, north and east of the historic central core ('bowl'). The main access roads extend from the historic core radiating up to the terraces cutting across the contours. The areas of Hardshaw, North Road, Denton's Green, Newton, West Park, Toll Bar, Green Bank, Cowley Hill and Gerard's Bridge have a strong and distinct character comprising small-scale, but high density terraced housing in uniform bands constructed in red brick with slate roofs. (St Helens Council and Land Use Consultants, 2006).

Large areas of terraced housing in St Helens Town Centre were lost to post-1945 development - particularly gridiron terracing in the Queen's Park and Cowley Hill areas. Currently there are no terraced houses having Listed Building status and none appear to lie within Conservation Areas. However, the recent St Helens Residential Character Areas Report (St Helens Council, February 2010, St Helens Residential Character Areas Supplementary Planning Document Draft Consultation) has highlighted two areas of note, all of which display classic gridiron characteristics: St Helens Town Centre (Birchley Street, Hall Street and Parade Street) and West Park (Cambridge Road, Rivington Road and Knowsley Road). Here, the particular characteristics of the 19th century gridiron workers housing have been highlighted - the overall street pattern, general construction technique, architectural consistency, attention to detail and build quality being of particular note.

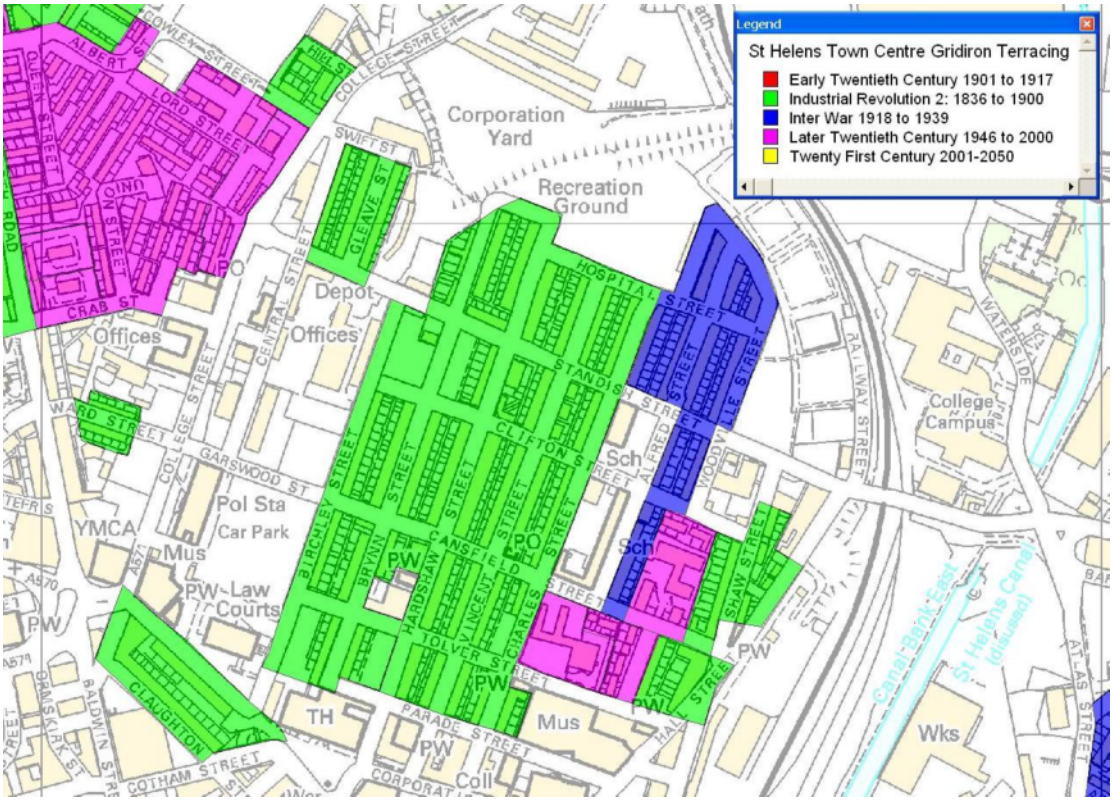

Figure 47 St Helens Gridiron Terracing, centred on Birchley Street, Hall Street and Parade Street

The St Helens Town Centre gridiron terracing, centred on Birchley Street, Hall Street and Paradise Street, comprises mainly 19th century to early 20th century housing planned on a regular grid street pattern, developed to house the workers for the large number of iron and brass foundries, potteries, glassworks and collieries in the town. The terraced houses adhere rigidly to continuous building lines, most of which are situated to the back of pavement, apart from various blocks that have been cleared. Each house follows consistent principles of scale, proportion and detailing. Most terraces are constructed in red brick, although some houses have been rendered. The houses are all two stories in height, with prominent brick chimneys and slate roofs, producing a consistent and distinctive roofscape Report (St Helens Council, February 2010, 23-24).

Similarly, the gridiron pattern of terracing in West Park, centred on Cambridge Road, Rivington Road and Knowsley Road, was established during the mid 19th century - developed as workers housing for the large number of industries in the town. The established pattern of development includes consistent principles of scale, proportions, detailing and massing. The terraced houses are simply fenestrated with stone lintels and cills on the windows. There is a brick string course below the window cills on some streets but not all. Other houses have dentilation along the eaves whilst some have staggered brick plinths. Most of the terraces are constructed of red-brick with slate on the roofs (Ibid, 27).

The Denton's Green Lane and Windleshaw Road areas of Windle contain what can be characterised as more affluent, or middle-class, gridiron terraced housing, comprising road-fronting terraced housing with small front gardens. The street pattern and a majority of the houses date back to the mid to late 1800s and this layout remains today (Ibid, 34). Most streets have consistent principles of scale and proportion - most are two storeys high, apart from a block on Denton's Green Lane (which are two and a half storeys). The houses fronting Denton's Green Lane have the most architectural detailing including window parapets, stone courses, eave dentilation and entrances features above the front doors. Windleshaw Road has some houses featuring distinctive male and female heads above the entrance doors. Most of the houses are built in red-brick with stone detailing and slate roofs. The terraces on the inner streets of the area have small front gardens contained by low-level capped walls with railings

or hedging on top. The rear yards back onto gated entryways for rear access to the houses (Ibid).

The terraced housing in Newton-le-Willows is divided into two broad areas: Newton to the east contains a medieval centre retaining a strong historic street pattern centring on High Street and associated architecture. The historic core is surrounded and supported by intact pockets of industrial terraced housing which creates a localised sense of place (St Helens Council and Land Use Consultants, 2006).

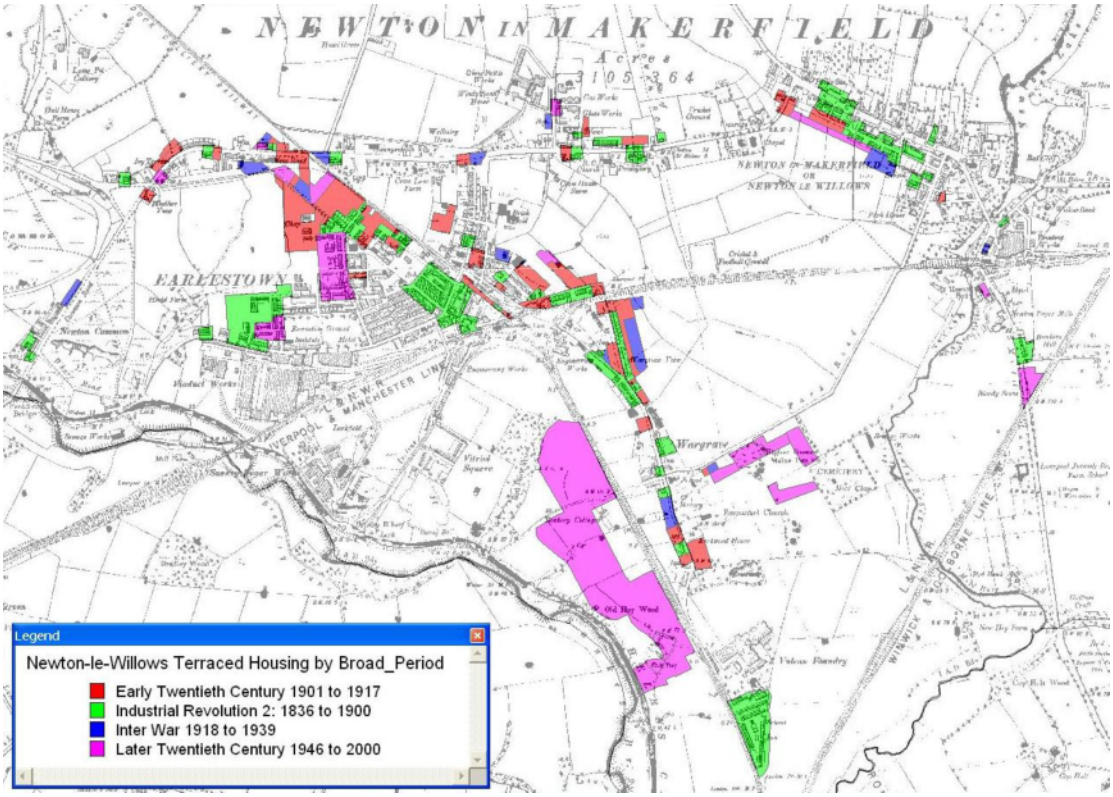

Figure 48 Terraced Housing in Newton-le-Willows depicted on the Ordnance Survey 25" map of Lancs. 1893.
Surviving 19th century gridiron terraced as mainly green red polygons, with later early 20th century additions in red

Earlestown to the west was established during the construction of the viaduct over the Sankey canal where extensive works and housing was provided for construction workers in brick terraces that are common throughout the borough. The striking line of terraces in and around Haydock Street respond to a former railway line (now dismantled), but the street orientation and adjacent grid pattern at Viaduct Street contrasts markedly with more recent crescent development (Ibid).

The town also contains the historic industrial Vulcan works and associated 'village' to the south of the main settlement. The village has a strong identity but the basis of its being has been lost by the demolition of the Vulcan Foundry buildings.

Early 20th century terraced housing is concentrated on the north-western, western and south-western fringes of St Helens town centre, as expansion of already well-established mid and late 19th century terraced housing - notably at Denton's Green, West Park, Thatto Heath and Sutton Heath. Apparently, little terraced development occurred to the immediate north and east of the town centre, these areas being dominated by industrial buildings. Small-scale blocks of gridiron terracing also appeared at Peasley Cross and Sutton, along with further ribbon development in Blackbrook and Haydock. The period also saw the expansion of gridiron terracing in Earlestown and Wargrave.

In the Inter War period, terraced development was more-or-less confined to outlying settlements, with large-scale plots constructed in Nutgrove, Rainhill, Sutton Manor and Clock Face. There was limited terraced building to the west of St Helens at Toll Bar and Thatto Heath, and some building plots on former industrial land in Gerard's Bridge and Pocket Nook and as ribbon development in Blackbrook. By this time, in St Helens at least, terraced housing appeared to be going out of favour, with more and more Semi-Detached plots being built.

Large-scale post-1945 terraced blocks can be found throughout the district, notably at Clinkham Wood, Rainhill, Clock Face, Wargrave and Derbyshire Hill. The majority of 'new builds' occur on previously Greenfield sites (i.e. open, small regular and semi-regular fields), although the Derbyshire Hill block has been constructed on former coal workings. In St Helens Town Centre and Newton-le-Willows (Earlestown), modern terracing has replaced earlier mid-19th and early 20th century terraced, Semi-Detached housing and commercial buildings.

9.3.3 Detached Housing

9.3.4 Villa Housing

Detached Housing represents around 13% (372.97 ha) of the Residential Broad Type in St Helens. There is a great deal of overlap between this and another character Sub Type - Villa Housing - certainly for large-scale Georgian, Victorian and Edwardian establishments, the characters could be combined. Villas houses represent 0.44% (12.28 ha) of the Residential Broad Type in the district.

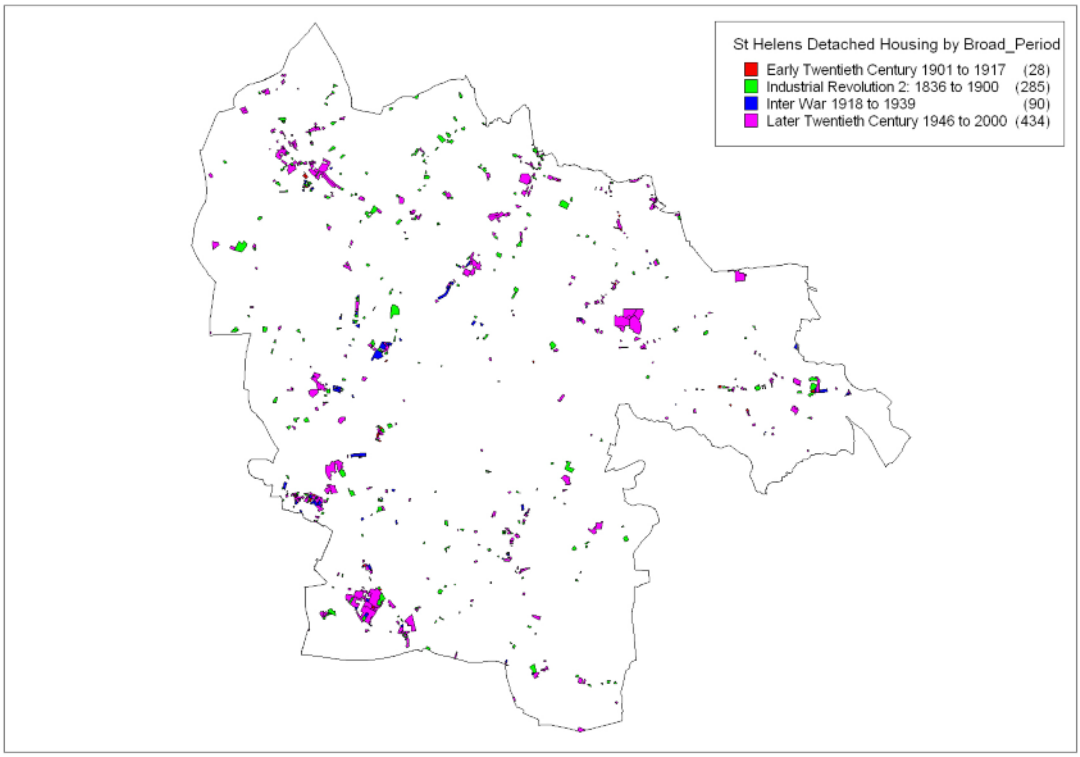

Figure 49 Current (2003) Detached Housing in St Helens by Broad Period of origin

Where possible the MHCP tried to distinguish and characterise areas of detached and villa-type houses, allocating a separate record to each Sub Type. However, many detached and villa houses were found interspersed amongst other housing types - sometimes contemporary with housing block but, more often-than-not, found amongst later house Sub Types (particularly Semi-Detached or Modern Housing Development). Where this has occurred the later housing type took precedence and the earlier Sub

Types have been incorporated into the predominant (later and larger) Sub Type. Therefore, there may be an underrepresentation of these earlier housing types in the MHCP totals. For instance, some areas in St Helens developed slowly throughout the 20th century, with a range of styles and period represented, resulting in a mix of one and two storey dwellings of varied age, design and character often juxtaposed. The Brooklands Road, Arcadia Grove and Springfield Lane (Eccleston) Residential Character Area contains a mix of Victorian villas, 1930s detached houses, 1950s and 1960s bungalows and Semi-Detached housing and more modern developments (St Helens Council, February 2010). Here, the predominant MHCP character type is Semi-Detached Housing dating to the Inter War and Post-1945 periods. A number of earlier Detached and Villa-type houses were recorded, but a few have been incorporated into, and subsumed by, later and more dominant Sub Types, hence the apparent paucity in the data.

Detached Housing by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	285	100.32	26.89
Early Twentieth Century 1901 to 1917	28	5.51	1.48
Inter War 1918 to 1939	90	29.71	7.97
Later Twentieth Century 1946 to 2000	434	237.43	63.66
Total	837	372.97	100%

Table 26 Detached Housing in St Helens by Broad Period of origin

The early 19th-century villa emerged from two directions. Country houses were becoming smaller and less complex as they became more a retreat from urban rural life than the centre of a working agricultural estate; likewise business and professional men in the cities were eschewing the cramped conditions of high-density living in a terraced house for a detached house with small grounds, set (thanks to transport improvements) within easy reach of town.

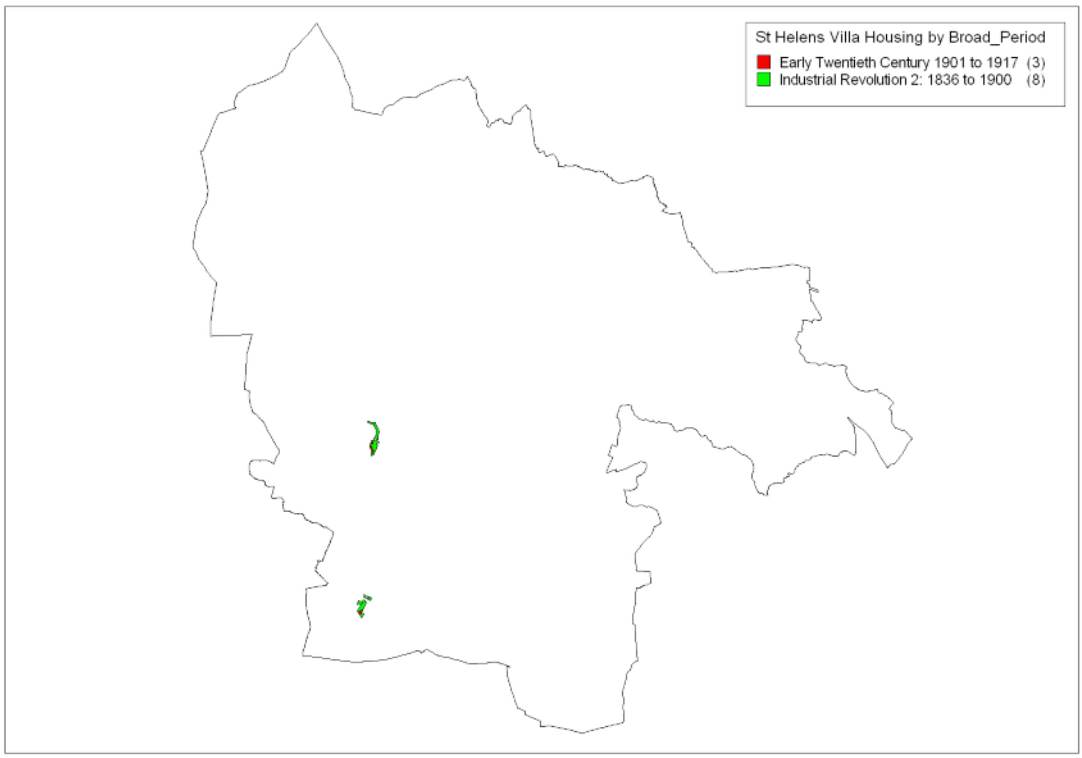

Figure 50 Current (2003) Villa Houses in St Helens by Broad Period of origin

Villa Housing by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	8	10.81	88.03
Early Twentieth Century 1901 to 1917	3	1.47	11.97
Total	11	12.28	100%

Table 27 Current (2003) Villa Housing in St Helens Broad Period of origin

Villa-type houses were recorded in two areas of St Helens district - a block of late 19th century Semi-Detached villas and early 20th century detached villa-type houses in Queen's Park (set within the grounds of the former Eccleston Old Hall Estate) and a block of late 19th and early 20th century detached houses in Rainhill.

In general, there are three main phases of detached houses (by area) - the first was during the Industrial revolution 2 (1836 to 1900) period, the second in the Inter War

period (1918 to 1939) and the last (and largest) in the later Twentieth century (1946 to 2000).

Pre-1900 detached houses are found throughout the district, with minor concentrations in the historic cores of Rainford, Eccleston Park, West Park, Rainhill and Newton-le-Willows. Both detached and villa house construction was at first influenced by the development of communication routes - along road, railways and tramways in the later 19th century. Detached housing in St Helens typically forms late 19th century ribbon developments along the main transport routes, notably along the B5205 road (Red Cat Lane) between Crank and Brownlow in Lancashire, along Crow Lane in Newton-le-Willows and along the A580 East Lancashire Road. Detached houses are noticeably absent from St Helens Town Centre - a product of the industrial and terraced housing nature of the historic core.

The recent St Helens Residential Character Areas study (St Helens Council, February 2010) characterised a block of detached and villa-type housing to the southwest of St Helens. The West Park area, centred on Regents Road, Grosvenor Road and Regents Park, contains a range of houses that have a distinctive character and landscape quality. Properties in Regent's Road and Laurel Road share their boundary with Taylor Park, a Registered Historic Park since 1992, creating a green backdrop to the area. The development of the area occurred mainly in the 19th Century when a number of large villas both detached and Semi-Detached were built along Prescot Road and Laurel Road of two and three storeys. In particular along Prescot Road is a terraced row of substantial three-storey villas that remain in their original architectural form and act as "anchor" points in defining the area's substantial character. Some further development took place in the early 20th century; however this is not the dominant dwelling age in this area. The architectural quality of the buildings is generally high, with a number of outstanding examples of Victorian and Edwardian houses (St Helens Council, February 2010, 29). Most of the houses are individual in style with influences from a number of different periods, brick parapets, substantial windows including bays and Y-Tracery windows, Dutch gables with stone copings, stone finials, decorative stone lintels, dentilation along eaves, decorative ridge tiles, door features including balustrades, elaborate gable ends, front facing double gables, impressive chimneys and clay pots study (Ibid).

The smaller detached house is a peculiarly English model and was expressed in a variety of styles. Although the Georgian love of Classical styles - Greek and Roman - survived well into the Victorian period (and were the ones best understood by builders), the first half of the nineteenth century saw Italianate or Picturesque Gothic villas and the vernacular cottage style become increasingly popular. The road, houses, gardens, trees and low gardens walls and railings combined to make an informal, rural ensemble on the edge of town, pastoral and romantic in its inspiration, picturesque in effect. From the 1840s onwards, good quality substantial detached villas designed by established local architects proliferated on villa estates located on the edge of flourishing cities; stylistic eclecticism was established for good by this time. From being bespoke one-off commissions, such houses had entered the mainstream of speculative residential building. Suburban villas of this variety typically featured an irregular composition with towers, segmental pediments above windows, cast- iron balconies, rusticated stucco at ground floor level, a shallow pitch roof and stringcourses to delineate floor levels; interiors could be opulent, if standardised, with rich plasterwork, chimneypieces and internal decoration which took advantage of new forms of machine production.

The main characteristic of Inter War townscapes is their spacious environment resulting from the layout. Their housing is low density, often as detached or Semi-Detached dwellings, which was a deliberate attempt to get away from the Victorian tenements. Most schemes incorporate a garden for each property. Streets are used as a design element, being curved to provide interesting vistas, and contribute to the general ambience with grass verges and trees. The surge in Inter War and later 20th century developments appears to coincide with changing housing needs and suburban aspiration.

Large detached houses and villas in spacious gardens, requiring paid assistance for their upkeep became unrealistic for all but the wealthiest of homeowners following the Second World War. Development of purpose-built flats and conversions started in the 1960s and quickly accelerated during the 1970s and 80s. Many former villa and large detached houses have, at best, been converted into multiple occupancy dwelling, civil or commercial use with little alteration. However, some have been unsympathetically redesigned, radically altered or even demolished to make way for new development.

A noteworthy group of late 19th and early 20th century villas occur in Eccleston Park (recorded by the MHCP as Detached Housing) was recorded by Pevsner (Pollard and Pevsner, 2006). A private development of middle-class villas - the earliest ones are at the northern end of Central Avenue and on Park Avenue. Of the Late19th century examples, none are outstanding.

9.3.5 Semi-Detached Housing

Semi-Detached housing represents 43.11% (1202.06 ha) of the Residential Broad Type in St Helens. It is by far the largest housing Sub Type in St Helens - the majority of this is made up by housing stock dating to after 1945 (around 74%). The post-1945 block is found throughout the district - as radiating suburban expansion surrounding the urban (predominantly industrial and commercial) centre of St Helens (notably Clinkham Wood, Laffak, Blackbrook, Peasley Cross, Parr, Sutton, Sutton Leach, Thatto Heath, Denton's Green and Eccleston), as new suburban development around established historic cores (notably Rainford, Billinge, Marshall's Cross, Clock Face, Rainhill and Newton-le-Willows) and as new suburban areas (notably Garswood and New Boston). These large urban estates were for the most part built on previously open fields, as extensions of Inter War Semi-Detached housing or around established historic cores.

Although no houses appear to pre-date 1836, a number of Semi-Detached examples do exist but these were, unfortunately, omitted from the survey. It must also be remembered that Semi-Detached housing is, for the most part, a mid 19th century to later 20th century phenomenon.

There is a certain degree of overlap between Semi-Detached and other Residential Sub Types. This is particularly true for Villa Housing (i.e. large Semi-Detached villas may have been recorded as 'Semi-Detached') and Modern Housing Development. Semi detached is the most common form of house found in social housing estates (particularly post-1945 ones) and, although every effort was made distinguish between the two housing types (and to accurately define and plot social housing boundaries), unfortunately there will be some degree of blurring between Sub Types, possible misidentification and, subsequently, over and under-representation.

Semi-Detached Housing by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	105	26.60	2.21
Early Twentieth Century 1901 to 1917	40	14.36	1.19
Inter War 1918 to 1939	177	259.50	21.59
Later Twentieth Century 1946 to 2000	463	895.59	74.51
Twenty First Century	1	6.01	0.50
Total	786	1202.06	100

Table 28 Current (2003) Semi-Detached Housing in St Helens by Broad Period of origin

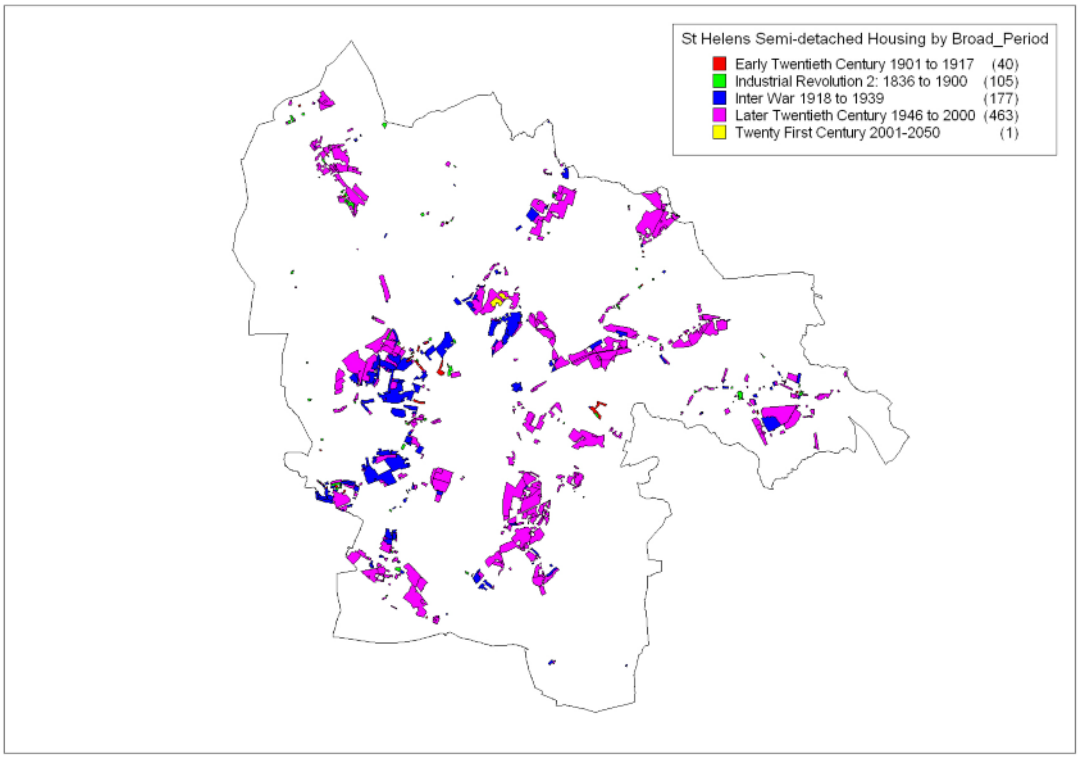

Figure 51 Current (2003) Semi-Detached Housing in St Helens by Broad Period of origin

By 1850 the middle class in England had grown to a third of the population, and used the new trams and suburban railways to escape the smoke. As the English largely declined to invest in tenements, preferring the simpler terrace, our cities sprawled as far as the public transport routes could extend.

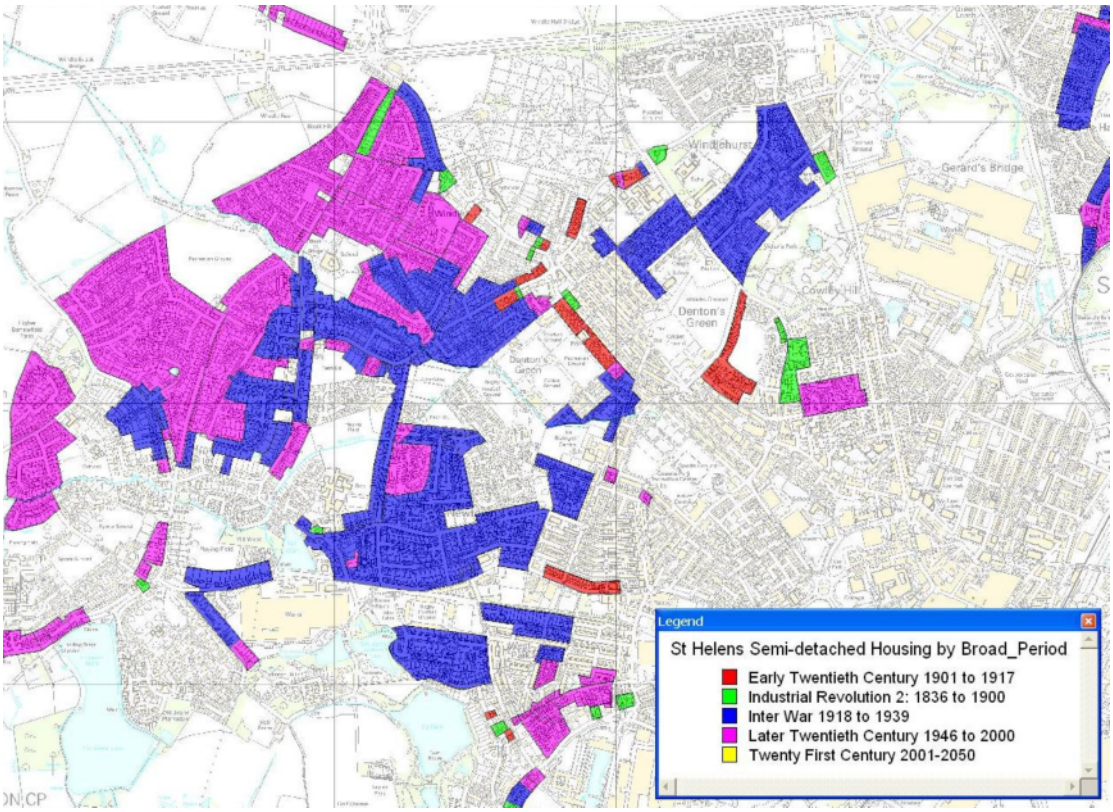

Figure 52 Semi-Detached Housing in Denton's Green, Windlehurst and Newtown (Current 2003 mapping).
Depicted, moving east to west, are pre-1900 records (green), early 20th century sites (red), large Inter War estates (blue) and later 20th century expansion estates (pink).

The largest group of pre-1900 Semi-Detached housing records are concentrated in a very discontinuous band to the north, northwest and southwest of St Helens Town Centre, interspersed amongst similarly dated detached, terraced and villa housing. The Semi-Detached housing is, generally, dated to the later 19th century - representing suburban development of the town as a consequence of its industrial growth. Of particular note is the area around Eccleston Park (centred on Central Avenue, Elm Grove and Albany Avenue). The St Helens Residential Character Areas Report (St Helens Council, February 2010) has characterised this area as a low density detached and Semi-Detached plot, with the first significant development in the area occurring in the mid to late 19th century with the construction of a number of large Semi-Detached, villa-type houses along St Helens Road. The area developed slowly throughout the 20th century, with post-1943 development concentrated along Forest grove and Holme Close. The Victorian and Edwardian dwellings are of high

architectural quality, having most properties (whatever age) having consistent building lines and mature front gardens (St Helens Council, February 2010).

Outside of St Helens small pockets of pre-1900 Semi-Detached housing can be found surrounding historic cores - notably Rainford, Derbyshire Hills, Newton-le-Willows and Rainhill.

Early twentieth century Semi-Detached housing appears on the fringes of earlier residential types - particularly in Denton's Green, Windlehurst, Eccleston Park, Derbyshire Hills and Ashton's Green. Example:

The Semi-Detached block at Eccleston Park includes the Garden Village residential area. Though fewer than a hundred houses were actually built, Pilkingtons Glass Company began planning for the Eccleston Hall estate in 1909 with grand ambitions. In 1919 a scheme of 4,000 houses to rival Port Sunlight (Wirral) was unveiled, planned by Frederick Hopkinson with advice from Patrick Abercrombie (who was in parallel planning another scheme for the firm in Yorkshire). Following on from the 'Homes for Heroes' campaign, the central idea was to provide homes for ex-servicemen and their families who were employed by the glassmaking company. However, Hopkinson was dismissed after only eight houses were built and the project continued sporadically to 1924 under Abercrombie's management. The 1930s economic downturn finally killed off the idea. The first fifty houses were built on Eccleston Gardens and Seddon Road. In 1923 thirty-one more were built on Willow Road in a simplified Lancelot Keay Georgian style (Pollard and Pevsner, 2006).

The Inter War years saw the emergence of a new style of house that can still be seen today in many parts of St Helens, the Semi-Detached house. People buying the new 'semis' wanted their houses to have some of the architectural features of country cottages. As a result, Semi-Detached houses and their more expensive detached ones were a haphazard combination of architectural details, which could include mock beams, lattice windows, weather-boarding, pebble-dash and fancy brickwork. Tudor and so-called 'Jacobethan' styles were particularly popular. The private suburban house was typically set in a curving tree-lined road or cul-de-sac with plenty of space and privacy. Large Inter War housing estates were established to the western fringes of the St Helens historic core (on land previously field systems and recreational sites), interspersed amongst and more-often surrounding earlier residential development -

large housing estates were created at Newtown and Denton's Green, Haresfinch, Grange Park, Eccleston Park and immediately north of the historic core of Rainhill. Inter War housing blocks were also developed at Blackbrook and Wargrave to the south of Newton-le-Willows.

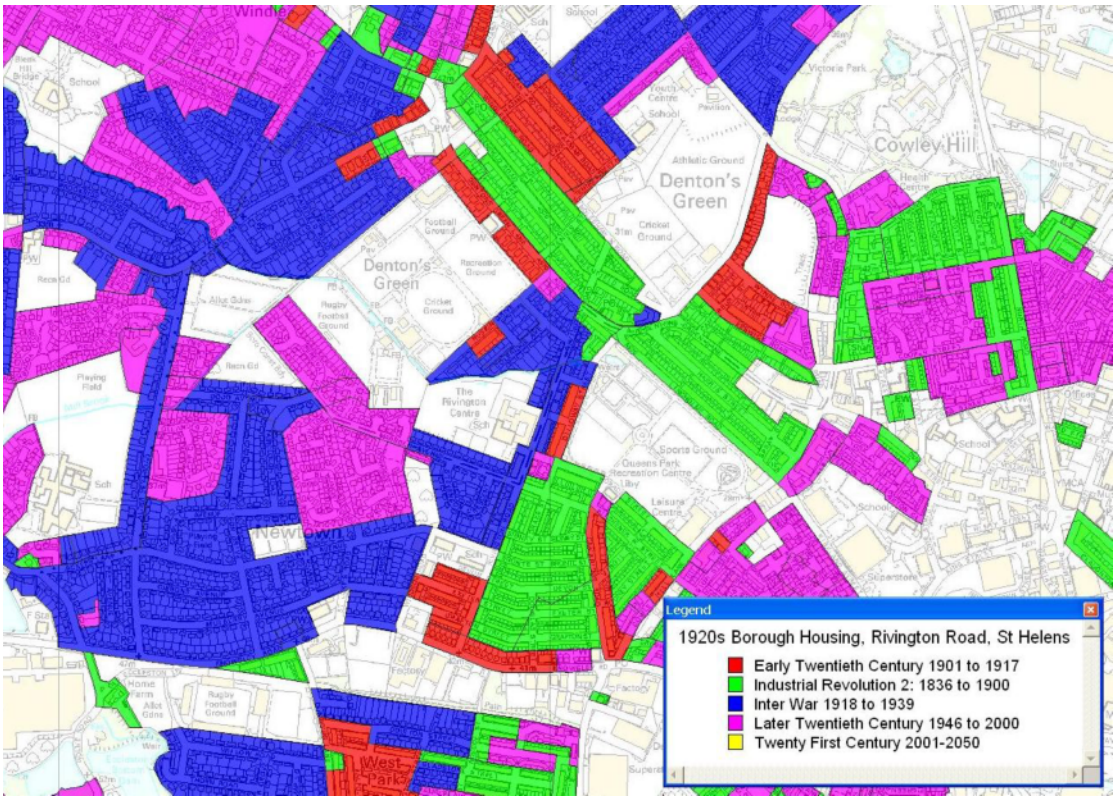

Figure 53 Inter War Semi-Detached Borough Housing, Rivington Road, St Helens.
The area is an amalgam of pre-1900, early 20th century, Inter War and post-1945 housing. The relatively low-density and 'standard' Inter War housing pattern is particularly noticeable along Rivington Road, and also in Newtown, Denton's Green and West Park

Dating to the early 1920s (recorded by the MHCP as Semi-Detached Housing) is the Borough Housing development on Rivington Road (and roads off it). Begun in 1921 under the aegis of the 1919 Housing and Planning Act, the first phase was designed by a committee of local architects under the directorship of Frank S. Biram. The group won the contract at the expense of the Borough Engineer (Arthur W. Bradley) by agreeing to work well below the RIBA fee rate - the local councillors were swayed by a belief that 'other things being equal the architect usually does it cheaper'. Sadly, despite being described as a 'Garden City' development, the results were without merit and rather bleak. Bradley took over for the second phase of development - his brick semis with hipped roofs appeared, with few variations, throughout the Borough.

Aside from a few decorative variations, the layout and design are typical of the many thousands of houses produced in accordance with the official manual drawn up by Raymond Unwin that accompanied the 1919 Act (Pollard and Pevsner, 2006).

Among the many Semi-Detached houses available in St Helens in the late 1920s and the 1930s, there was very little variation in the actual layout of each house. The front door opened on to an entrance hall (rarely more than 6 or 7 ft. wide) with hardly enough space for the storage of a pram or bicycle. The hall led to a small kitchen (later called the kitchenette), which just managed to accommodate a cooker, gas washing boiler, wringer, sink, hot water boiler and storage cabinet. Later generations were to have much difficulty finding room for refrigerators and washing machines.

Alongside the kitchenette were the two main living rooms, one behind the other. The dining room, usually smaller than the sitting room, was at the back of the house, often with a serving hatch to enable food and crockery to be passed through from the kitchen. French doors gave easy access to the back garden.

Parallel to the side wall of the house were the stairs, leading to a tiny landing serving the two main bedrooms directly above the living rooms. Leading off the landing and sited directly over the kitchen was a small bathroom and w.c. Most houses in the lower price range had a tiled bathroom. Often the w.c. was placed in the bathroom for economy's sake. At the front of the house (above the hallway) was the third bedroom, usually referred to as the box room. This room was barely large enough to accommodate a single bed, small wardrobe and chest of drawers.

Although some of the very cheap houses had only gas or electric water heaters at kitchen sink and bath, the vast majority were fitted with a hot water system operated by a back boiler in the living-room fireplace, or a stove in the kitchen. Electricity was provided in all new houses after 1920, but its use was confined to lighting, irons and small fires. Most houses contained the minimum of power points.

Nearly all of St Helens Inter War Semi-Detached houses had a modest-sized garden, a narrow strip about 80 ft. long. Many of the new house owners devoted much of their leisure time to gardening, growing flowers, fruit and vegetables. Poor quality fences made of cheap softwood, or chicken wire strung between galvanised stakes, divided the garden plots. Garage space was increasingly available between pairs of Semi-

Detached houses from about 1926, and by the 1930s many builders were ready to provide a brick garage as an extra at a cost of £30-£60.

Later Twentieth Century Semi-Detached housing can be found throughout the district, forming just under 75% of the Sub Type total. The majority is found in large estates, located on the fringes of earlier, predominantly Inter War residential areas (notably Newtown to the west and Clinkham Wood to the north, of St Helens Town Centre, Wargrave to the south of Newton-le-Willows), new expansion estates on the fringes of historic cores (Rainford, Billinge, Eccleston Park and Rainhill) and within new developments (Rainford Junction, Garswood and Downhall Green, Moss Nook, Sutton Leach and Sutton).

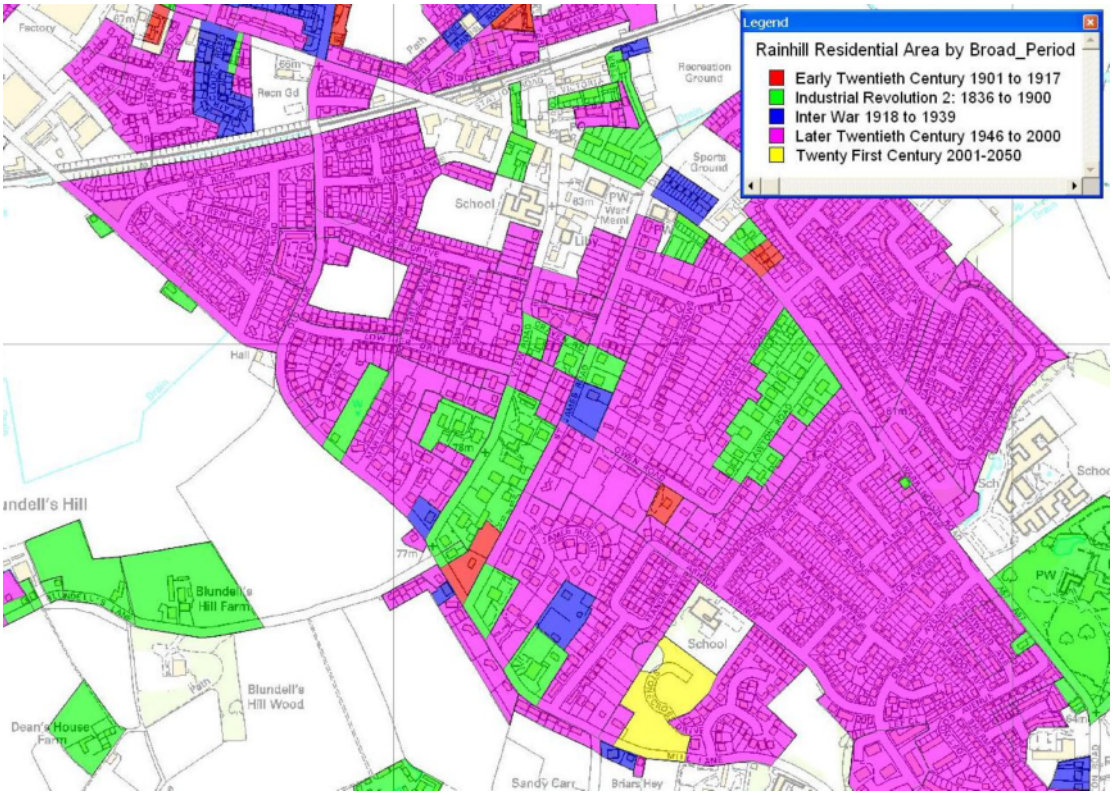

Figure 54 Residential Areas in Rainhill by Broad Period

The recent Residential Character Areas study (St Helens Council, February 2010) has highlighted certain areas of relatively modern housing that have a noteworthy or special 'residential character'. The Old Lane, Warrington Road and View Road area of Rainhill is of some note - containing a range of buildings within a relatively small, yet 'mature' character area with a well established urban grain. The area is predominantly

post-1943 housing that surrounds the conservation areas. The MHCP recorded a range of housing dates and types within the Residential Character Area.

Most house types and styles are represented including bungalows, Semi-Detached and detached dwellings. Despite the age of the houses most are of a varied design and character. Apart from the bungalows, housing is two storeys in height. The architectural quality of the buildings is mixed for example, some houses displaying gable fronting facades, bay windows and dormers. Parking can vary from driveways, to detached or integrated garages. (St Helens Council, February 2010).

9.3.6 High-rise Development

In St Helens, this character type comprises flats built after the Second World War. The type also includes developments focused on an earlier house or building that has been converted into several residences, where there are also new build flats or apartments within the grounds. Many high-rise and low-rise blocks may be used as council (or social) housing (MHCP did not record any of this type).

The High-rise Sub Type represents for 0.11% (2.95 ha) of the current Residential Broad Type in St Helens. However, the actual area covered by this housing type will be somewhat higher as low-rise flats are also found as discrete areas within social and private housing estates. Where this is the case, the flats have been included within the character area covering the wider estate.

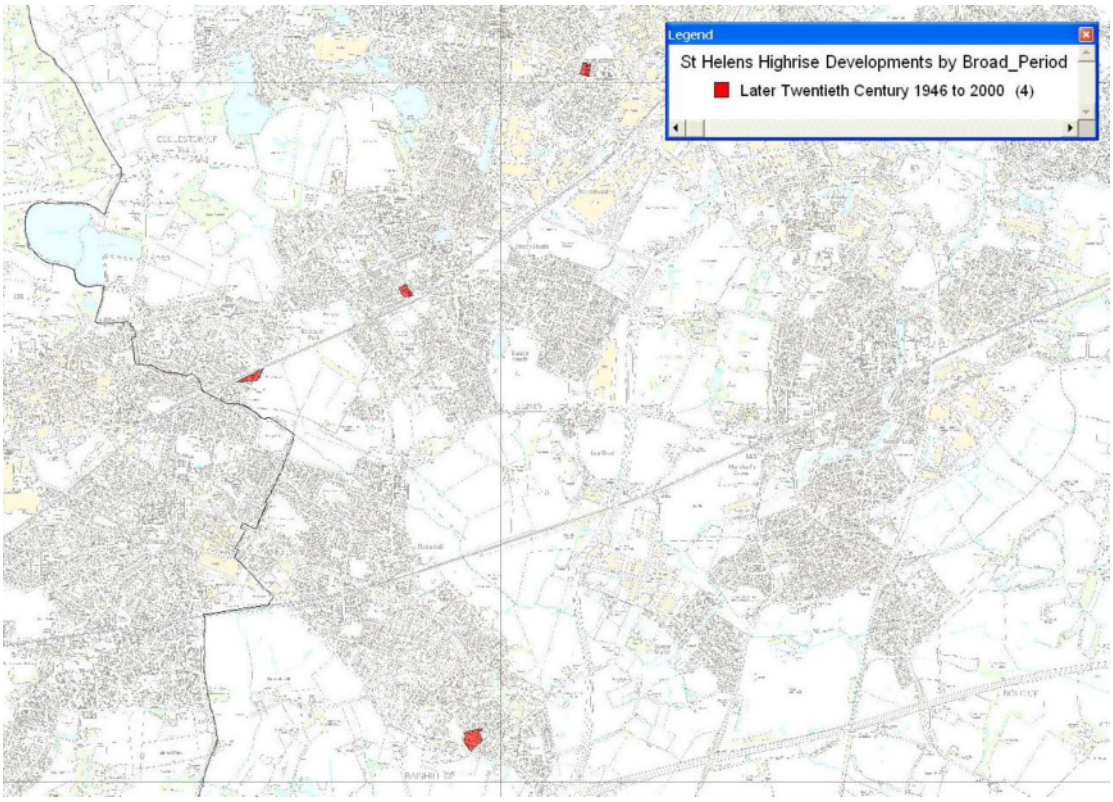

Figure 55 Current (2003) High-rise Developments in St Helens by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Four highrise development sites were recorded by the MHCP, all dating to the later 20th century and found in the southwest of the district - a 0.50 ha three-range block of flats in Green Bank, St Helens (built on the site of former terraced housing), a single tower block in Thatto Heath (built on the site of a former detached house), a group of three small low-rise blocks in Eccleston Park (former small, regular fields) and a six block group in Rainhill (formerly small, regular fields).

Although these MHCP types cover a relatively small area, they can dominate the local landscape in terms of scale and have a strong visual impact on the setting of historic buildings.

9.3.7 Private Estate

The Private Estate MHCP type applies to large detached high-status dwellings, usually in a setting of formal gardens or private parkland and often with one or more driveways, lodges, granges and other associated buildings. There are currently only two Private Estate Houses in St Helens (Rainford Hall in the north of the district, and Loyola Hall towards the south), together constituting only 0.52% (14.49 ha) of the current Residential Broad Type total. Many of the great houses of St Helens still stand, yet many of these have been converted - to recreational and ornamental use (as parks), schools, colleges, rest homes or hotels, or are in council ownership. Where houses do survive, their settings have often suffered as a result of development or neglect.

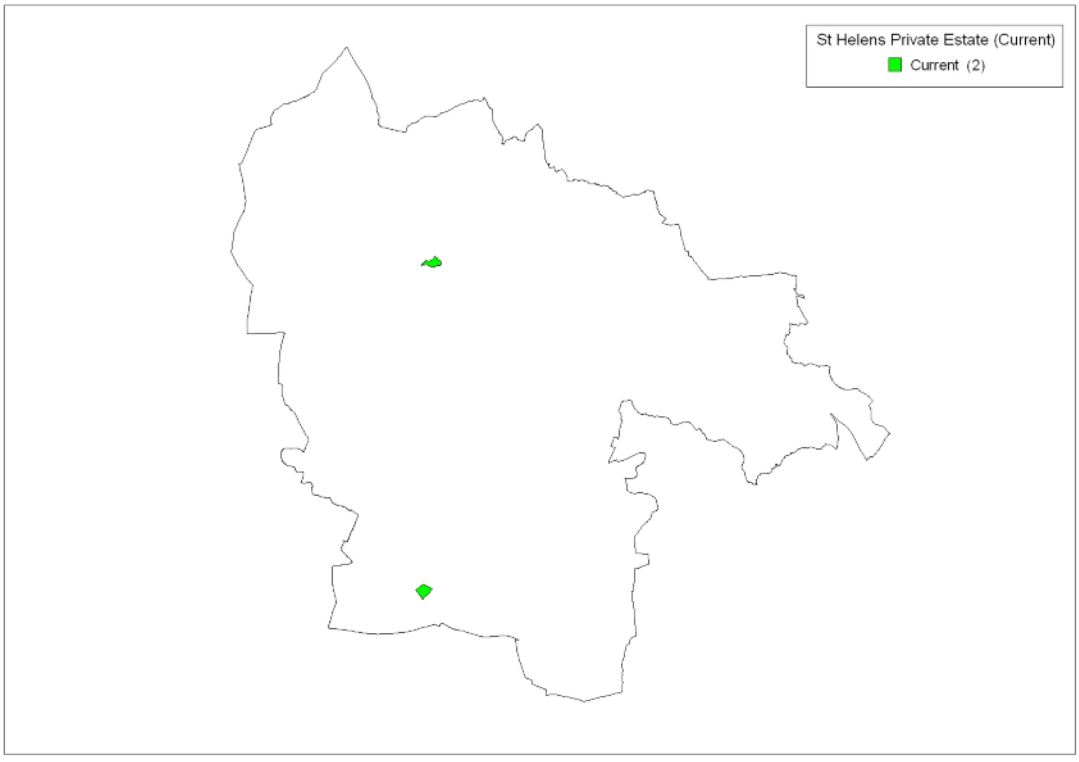

Figure 56 Current (2003) Private Estate in St Helens

Examples:

Rainford Hall

Rainford Hall Estate has been in the Pilkington Family for five generations and was originally bought in 1885 by Colonel Richard Pilkington of the famous glass manufacturing family. The principal seat of the Pilkington family was Windle Hall, although members of the family lived at Rainford Hall and nearby Crank Hall during the latter part of the 19th century. Rainford Hall covers some 6.8 ha, with the overall estate comprising some 263 ha, comprising four tenanted farms, eight residential properties and 39 ha of woodland which accommodates the estate shoot. The Estate House, designed by J. Medland Taylor, dates to 1885-7 and is constructed in red brick with sandstone dressings in a Jacobethan Style, believed to incorporate a much earlier stone farmhouse which was clad in tiles and refenestrated to match the new wing. The house also includes a lodge, stables and cottages, also by Taylor (Pollard and Pevsner, 2006). Although privately owned and maintained, part of the house has very recently been converted into office suites (commercial use).

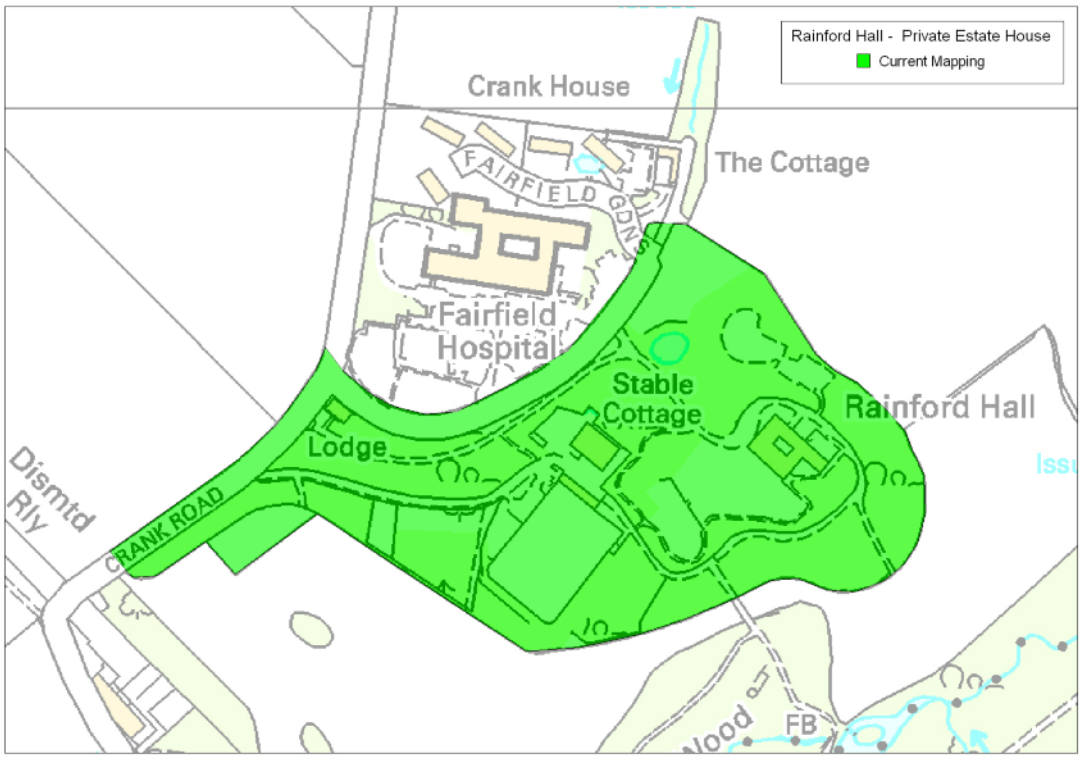

Figure 57 Rainford Hall Private Estate House, with Fairfield Hospital and Crank House (place name) to the immediate north

Immediately north of Rainford Hall are the remains of two large estate houses - Crank Hall and Fairfield House. From the current mapping, Crank Hall appears to have been demolished sometime after 1945, as it last appears on the Ordnance Survey 25" map of 1939. Some parts of the house may remain. Fairfield House still stands, but has been much altered and enlarged to form Fairfield Hospital (private hospital).

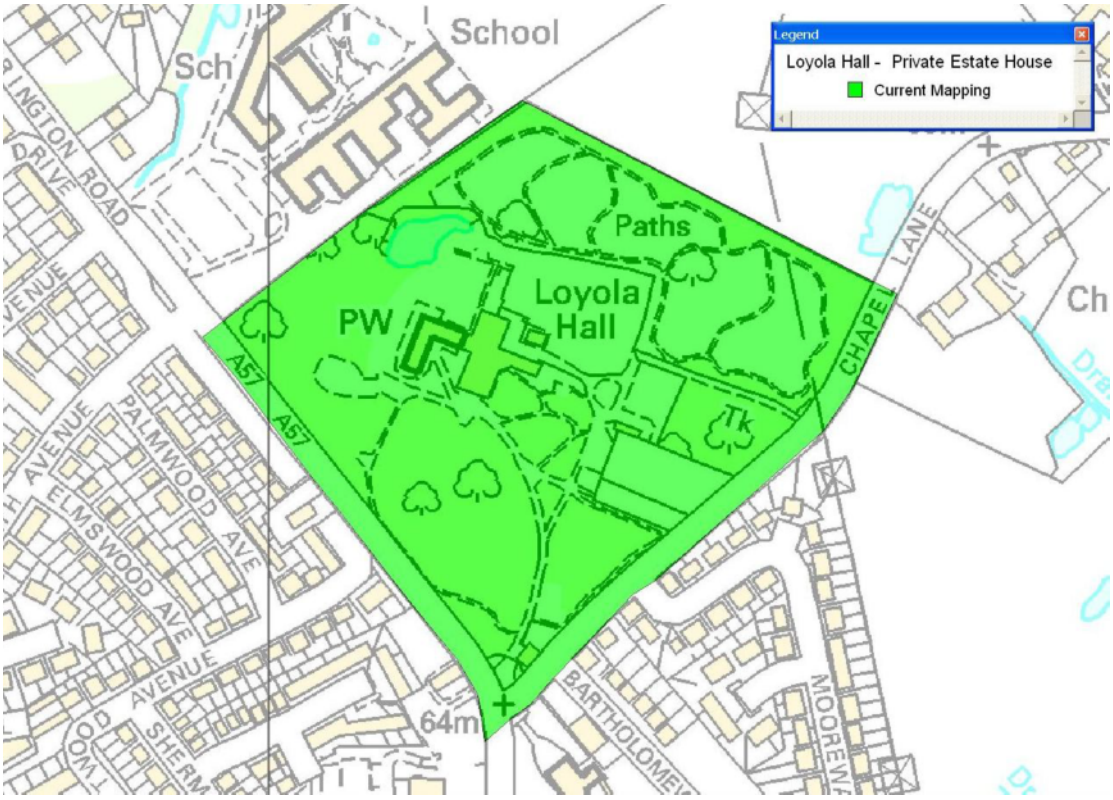

Figure 58 Loyola Hall, Rainhill

Loyola House (formerly Rainhill Hall)

In 1800 Bartholomew Bretherton and brothers decided to break into the coaching business. By 1820 he had the bulk of the coaching trade of Liverpool running coaches to and from Manchester fourteen times a day from Saracen's Head in Dale Street, Liverpool. Bartholomew chose Rainhill as his first stage and he developed facilities on the Land alongside the Ship Inn (originally the New Inn by Henry Parr 1780). He was believed to be stabling at least 240 horses, coach horses, farriers, coach builders, veterinaries etc. at the site. Bartholomew had begun to purchase land in Rainhill, and

in 1824, he bought the Manor of Rainhill from Dr James Gerrard of Liverpool. By 1830, he owned over 260 acres around Rainhill. In 1824, across the road from the stables, he built Rainhill Hall and laid out gardens around it. Today, this house is known as Loyola Hall, and has served as a retreat run by the Society of Jesus. The building recorded as a Private Estate house by the MHCP, now serves as part of a Jesuit Spirituality Centre.

Grade II Listed, the house was built c. 1824. Standing two storeys high, it is constructed in ashlar, with moulded cornice and eaves. The house has five sash windows with labels. The large central entrance consists of half-glazed door and flanking pointed arched niches with cornice and shell pediment, under a large square porch of six free-standing fluted leaf columns (the porch is curved at outer angles), a carved frieze and panelled soffit, the whole porch topped by an ornate iron balustrade. The estate house chapel is a recent addition, lit by large abstract stained glass windows by Jonas Jones, c. 1960 (Pollard and Pevsner, 2006).

The present estate (both house and grounds) is but a small part of what was once a large and impressive estate house. The Ordnance Survey 6" First Edition map of Lancashire, 1850 depicts a large house and grounds, lying within a formal garden, a planned parkway. The 1850 map also depicts ancillary buildings, stables and what appears to be a model farm (demolished post 1945 - now a modern housing estate). The reduction of the estate appears to have been a gradual process, with much of the reduction occurring in the Inter War period (1918 to 1939).

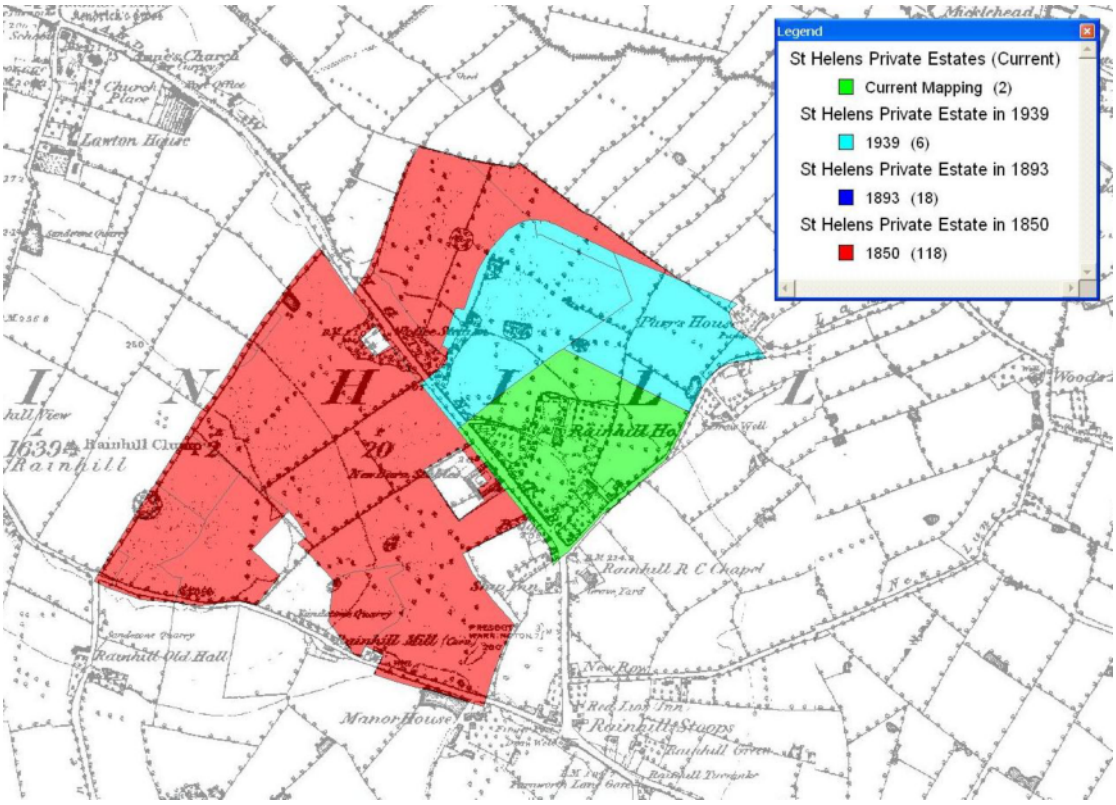

Figure 59 Rainhill Hall and Grounds Depicted on the Ordnance Survey 6" First Edition map of Lancs. 1850.
The gradual reduction in size from 1850 (red), through to 1939 (light blue) and eventually to the modern boundary of Loyola Hall (Rainhill Hall) in green.

Former Private Estate Houses

St Helens contains a number of former Private Estate Houses, many of which have been converted, altered, rebuilt or even lost during the latter part of the 20th century. Much of the loss of estate houses appears to have occurred in the Inter War and immediate post-1945 period, although the greatest loss (in terms of parkland and grounds) occurred during the later 19th and early 20th centuries. This is most striking in the south of the district, notably the loss of the Bold Park Estate in the late 19th century. Although the actual estate houses may stand, they may appear neglected and their settings may have suffered as a result of unsympathetic development.

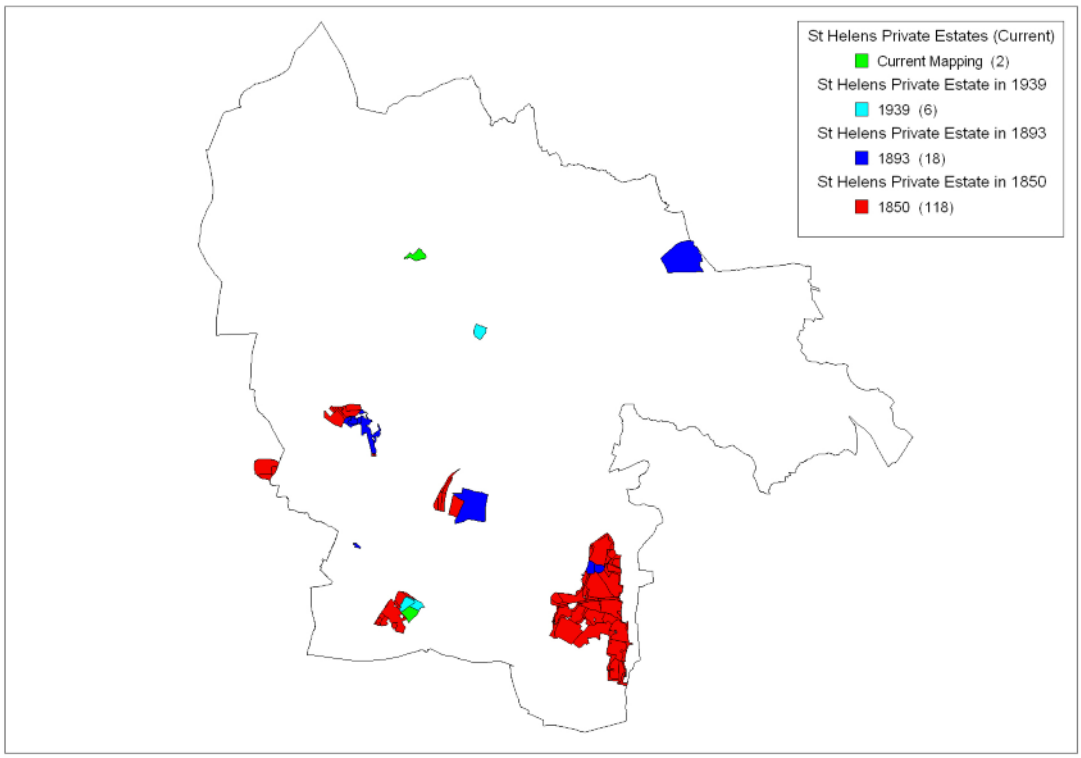

Figure 60 Current 2003 (green) and former Private Estate Houses in St Helens.
The greatest period of loss appears to have occurred during the later 19th and early 20th centuries - with the gradual reduction in size in the Rainhill Hall Estate and the near complete the loss of Eccleston Park, Sherdley Park, Garswood New Hall and Bold Park Estates

Bold Park Estate (Old Bold Hall)

Bold Hall was the home of the ancient family of Bolde, who settled there before the Conquest and ran the estate for hundreds of years. Peter Bold, the Member of Parliament for Wigan, developed the Bold Hall Estate in the early 18th century. Bold commissioned the Venetian architect, Giacomo Leoni, who was working in Cheshire at Lyme Park in the late 1720s, to design a new mansion and supporting buildings. The mansion was a nine-bay, three-storeyed, structure with an attached Corinthian portico and a stone-faced ground storey in channelled rusticated masonry. It was

demolished c.1900. The supporting structures included a stable, walled garden, bridge and farmhouses (still standing).[16]

When Peter Bold MP died in 1761, leaving three daughters but no son, it was the beginning of the end for the powerful family. In 1813 Peter Patten of the Warrington industrialist family, who had previously married into the Bolds, took control of the estate which on his death in October 1819 was inherited by his eldest daughter, Mary.[17]

Mary married Polish nobleman Prince Sapicha in Florence and the royal couple took up residence at Bold Hall at the beginning of August, 1823. Mary died in Rome in December 1824 and the hall eventually became the property of the Bold-Hoghtons.[18]

In 1848 the estate had consisted of an area of almost 7000 acres with many tenant farmers, but in the year of its demise it was down to 13 farms on 1500 acres of land that the *Liverpool Mercury* said was "famous for its fertility and richness" (*Liverpool Mercury* 8 May 1893). It had also become known for the minerals beneath its surface which had attracted the interest of a syndicate led by industrialist David Gamble and colliery proprietors. The sale of the land and subsequent demolition of the hall as part of the Bold Colliery development was the end of an historic era that stretched back a remarkable 500 years.[19]

There were actually two Bold Halls. When Peter Bold developed his estate in the early 18th century, he commissioned Venetian Architect, Giacomo (aka James) Leoni (1686 –1746) to design a new mansion. This was built in 1732 and the old hall - which the *Liverpool Mercury* of 1893 described as "a curious edifice of very ancient date" - was then used as a farmhouse to the mansion. It was said to have been rebuilt in 1616 and was only demolished in 1936, surviving the new hall by some thirty years.

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[16] www.lbonline.english-heritage.org.uk. (Accessed July 2010)

[17] www.suttonbeauty.org.uk/suttonhistory/sutton_halls_houses.html (Accessed July 2010)

[18] www.suttonbeauty.org.uk/suttonhistory/sutton_halls_houses.html (Accessed July 2010)

[19] www.suttonbeauty.org.uk/suttonhistory/sutton_halls_houses.html (Accessed July 2010)

The farms on the estate included Bold Hall Demesne Farm (318 acres in 1849) and also a Moat House Farm of 186 acres.[20]

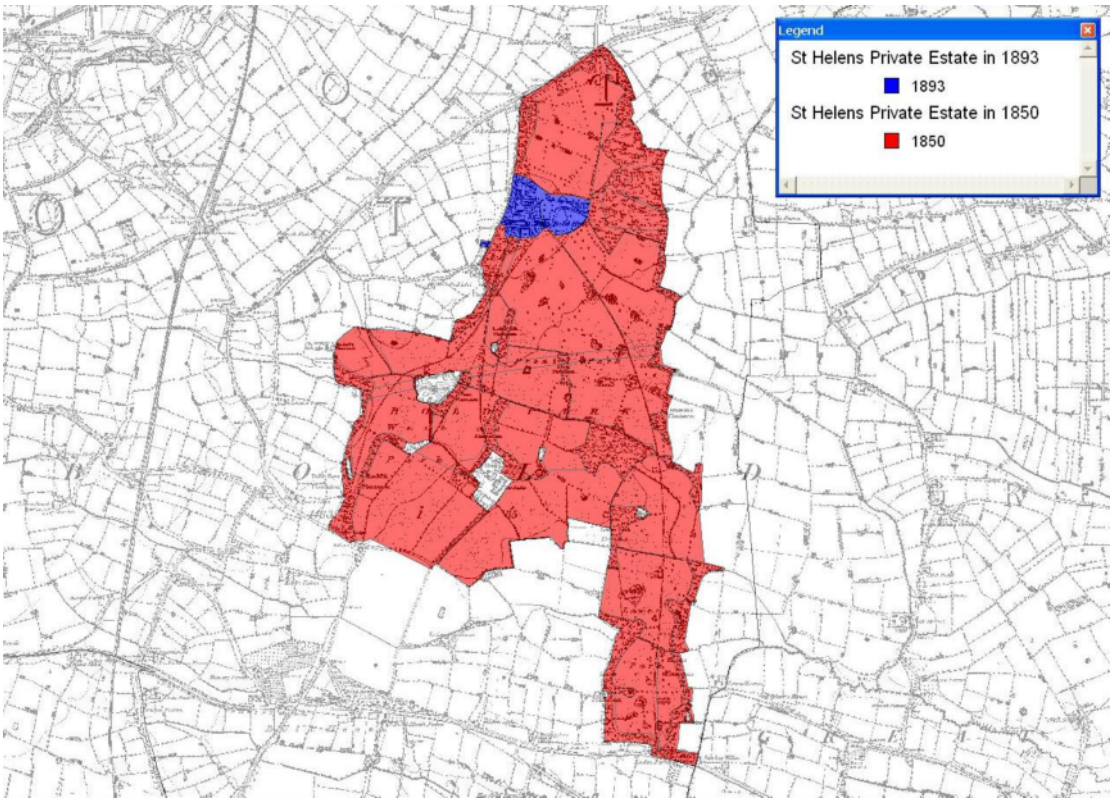

Figure 61 The Bold Hall Estate Depicted on the Ordnance Survey 6" First edition map of 1850. The full extent of the estate is shown in red, while the much reduced estate of 1893 is in blue (Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Henry Bold-Hoghton made numerous unsuccessful attempts to sell off the estate during the 1850s, eventually selling it piecemeal. Bold Hall and various farms on the estate were sold in 1860 to Wigan cotton merchant William Whitacre Tipping for £120,000. He was said to be somewhat eccentric and allowed the mansion to get into a dilapidated state.[21]

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[20] www.suttonbeauty.org.uk/suttonhistory/sutton_halls_houses.html (Accessed July 2010)

[21] www.suttonbeauty.org.uk/suttonhistory/sutton_halls_houses.html (Accessed July 2010)

Squire Tipping, as he was locally known, died on March 10, 1889 leaving, what the *Manchester Times* said, was a "fortune of nearly half a million". It was claimed that he kept large quantities of gold sovereigns in mildewed sacks inside the hall. His only will had been made in 1843 and he had bequeathed all his estates to his mother, now deceased. His cousin, and wife of a Hampshire clergyman, was Tipping's next of kin and so she inherited the estate but never lived at the hall, probably because of its poor condition.

Upon its sale, it was reported that the fine dining room with granite columns and four gilt cornices was in ruins with unglazed windows and rotting floor. The front door had been nailed up and the offices and stables had been dismantled and lacked windows and doors.[22]

The former stable range to Bold Hall, the associated dwelling house (now the Home Farmhouse) and a bridge are the principal surviving elements of the Bold Hall Estate, developed in the early-mid 18th century to serve Bold Hall, designed by the notable Venetian architect, Giacomo Leoni c.1730, and demolished c.1900. A later walled garden of c.1844 is shown on the Ordnance Survey 6" map of 1850 and is mentioned in the 1848 sale brochure for the Bold Hall estate, which refers to 'Capital Gardens, inclosed and divided by lofty newly-built walls clothed with the choicest fruit trees'. Although the garden is now considerably changed, the enclosure walling is substantially the same as depicted on contemporary maps. The walled enclosure is of special interest as the principal component of an extensive, little altered and well-documented walled garden of 1844, part of the ongoing development of the estate developed by John Bold. The walled garden, together with the 18th century former Home Farmhouse and stables, represent the most significant surviving built elements in the historic landscape of the Bold Hall estate, one of the largest country house parks in Lancashire.[23]

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[22] www.suttonbeauty.org.uk/suttonhistory/sutton_halls_houses.html (Accessed July 2010)

[23] www.lbonline.english-heritage.org.uk (Accessed July 2010)

Sherdley Hall

Sherdley Park as the largest park in St Helens is Sutton's main centre for leisure. It is steeped in history. The park at 336 acres is only a fraction of the Sherdley estate's past size. In 1873 it was recorded at being 1,207 acres, comprising farmland that was occupied by numerous tenant farmers, two Sherdley Halls as well as Sutton Hall. There was also a Costeth Hall, which for a while was partitioned into two houses and partly demolished c.1804. [24]

The park is named after the eponymous Sherdley family who can be traced back to 1303, where they were recorded as freeholders of Sherdley Hall, its orchard and gardens. The Sherdleys took their name from the pasture land that existed then. In 1543 the Sherdleys sold their estates to Richard Bold and later Richard Roughley paid Sir Henry Byrom of Parr £440 to acquire Sherdley Hall. This was inherited by Thomas Roughley and on his death in 1613, an estate inventory encompassed Sherdley Hall, a garden, an orchard, 20 acres of land, 6 acres of meadow, 14 acres of pasture and 2 acres of woods.[1]

In 1798 industrialist Michael Hughes purchased the estate for £3,150, including Sherdley Hall House. It is not known for certain who built the original house, although it's likely to have been one of the Roughley family. It was constructed in an Elizabethan style with gables and grids of mullioned windows and brick chimneys and built from red and yellow sandstone.[25]

Hughes decided to retain the original old hall, which later became a farmhouse and was known as Sherdley Hall Farm, and between1805-6 he built a new Hall (or 'House') for himself. Hughes employed a notable architect, John Harrison, and building work started in 1805 and completed in January 1806. The hall remained in the Hughes family until the late 1930s. However, the Sherdley estate began to break up in the 1930s and Colonel Michael Hughes (III) died in 1938. His nephew Michael

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[24] www.suttonbeauty.org.uk/suttonhistory/sherdley.html (Accessed July 2010)

[25] www.suttonbeauty.org.uk/suttonhistory/sherdley.html (Accessed July 2010)

Hughes-Young, who became Lord St Helens in 1964, inherited Sherdley Park and sold it to St Helens Corporation on June 27th, 1949 for £18,700. It was demolished in 1949 following subsidence. It was outlived by the Sherdley Hall Farm old hall which was demolished during the 1980s.[26]

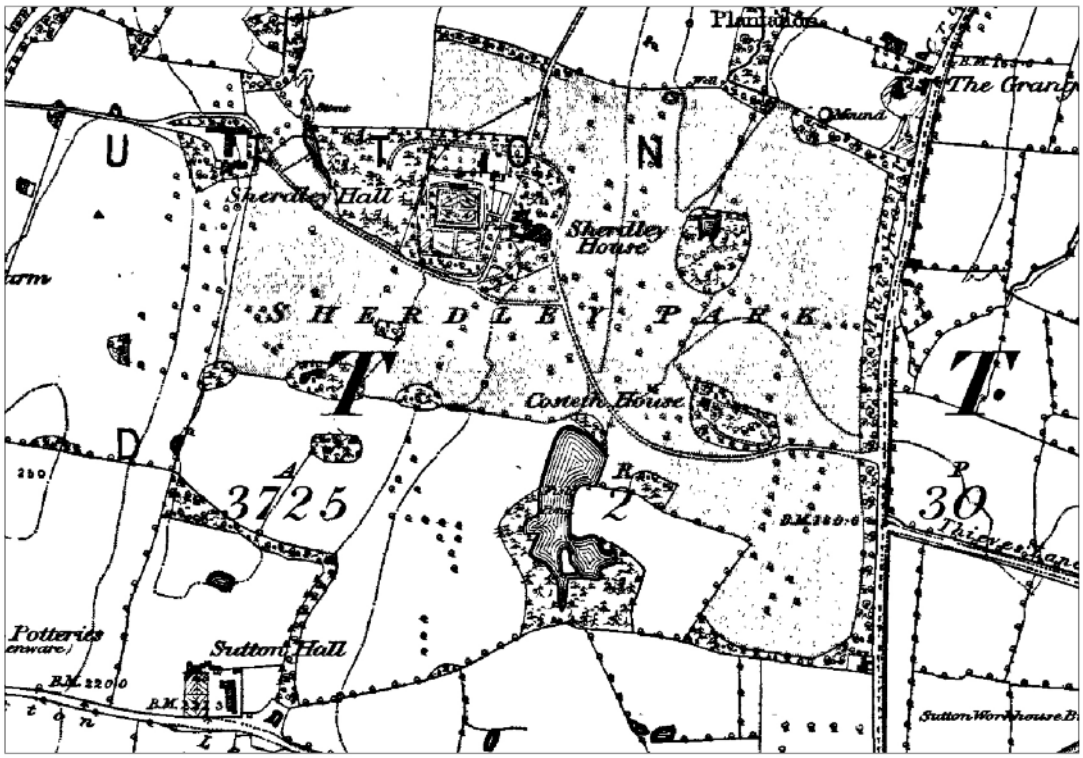

Figure 62 Sherdley Hall and Park depicted on the Ordnance Survey 6" First Edition map of Lancs. 1850

Eccleston Hall

The present Eccleston Hall dates from the 1820s but there have been halls on the site from the late mediaeval period. The Manor of Eccleston is first attested in the reign of William the Conqueror although the earliest historical reference to a hall building at Eccleston dates to 1374. Further references indicate that the hall was rebuilt in 1567

[26] www.suttonbeauty.org.uk/suttonhistory/sherdley.html . (Accessed July 2010)

and 17th century manorial inventories record the presence of buildings associated with the processing of agricultural products as part of the hall complex. The hall was demolished in 1824 when the existing hall building was erected approximately 100m to the north-west of the original hall complex (archaeologically excavated in 1995). The Eccleston family, who were Lords of the Manor of Eccleston, were recusants and there was a Catholic chapel in the old hall which was built in the Tudor era.

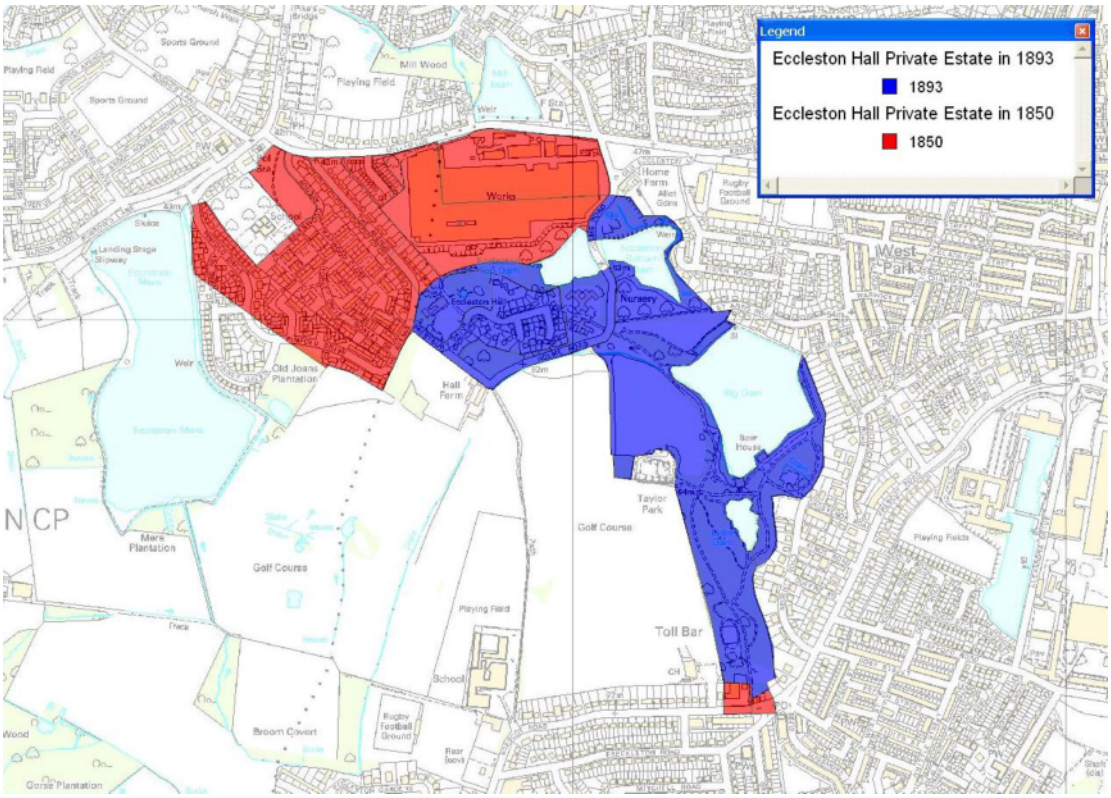

Figure 63 The site of Eccleston Hall.

The present house is one of the finest houses in St Helens, an elegant ashlar villa of c.1829-34, probably to the designs of the owner Samuel Taylor (Cotton Manufacturer). Although his cash books do not appear to mention a professional builder, there are frequent references to a John Penketh, builder and timber merchant, who seems to have been the clerk of works. It is Grade II Listed - constructed in sandstone ashlar, with a Welsh slate roof. The exterior has a number of supporting Greek Doric columns (Pollard and Pevsner, 2006).

The Hall grounds were gradually reduced in size during the Inter War period. To the immediate north, a large industrial plant was constructed in the post-War period,

alongside a modern housing development to the immediate northwest. To the south, much of the parkland was converted into a golf course between 1927 and 1939, The Hall itself became a sanatorium during the Inter War years and then, in 1997, was converted into apartments. The original ornamental and boating lakes (Paddock Dam, Big Dam and Little Dam) were retained and recorded by the MHCP as Water Bodies.

The 19th century hall buildings (built c.1829) still stand, but have been converted into apartments. The grounds of the hall have been reduced over time - the full extent depicted in red and blue, the extent in 1893 in blue.

9.3.8 Modern Housing Developments

Modern Housing Developments represent 23.09% (643.88 ha) of the Residential Broad Type. The developments are distributed throughout St Helens, but the majority appear in a broad band in the centre of the district, surrounding St Helens Town Centre, or on the outskirts of other historic cores. On the whole, these large housing blocks comprise expansion or suburban growth housing, located on the edge of already established residential centres (often tagged on to former Inter War blocks). Outside of St Helens, further fringe sites can be found in Newton-le-Willows (north), Billinge (south), Eccleston (southwest), Sutton Heath and Thatto Heath. These large-scale developments tend to be founded in greenfield areas (i.e. field systems), although some have been founded on land formerly Industrial in nature (predominantly coal mining).

Smaller blocks of modern housing have also been constructed as 'infill' - modern housing interspersed amongst, and often replacing, earlier residential character types (particularly Terraced Housing) or other character types, such as small-scale Industrial sites.

The housing type is predominantly Semi-Detached, although the Sub Type includes a number of caravan parks and holiday homes. The Sub Type is almost exclusively Later Twentieth Century in origin, although some blocks have been recorded as being 21st century in date.

Home ownership grew rapidly from 1950 with most speculative housing following the pattern of detached and Semi-Detached houses built to average densities of around ten dwellings per acre.

In 1961 the Parker Morris Committee was commissioned to produce a report on the way housing should address the needs of the modern family. The Commission concluded that there should be more living and circulation space mainly split into an area for quiet and leisure activity, and an area for eating, but the latter could be an enlargement of the kitchen. The room 'saved for best' was no longer considered essential, and the introduction of central heating meant that bedrooms could be used by children for other activities rather than just sleeping (Parker Morris Committee, HMSO 1961).

In 1967 these space standards became mandatory for all housing built in new towns, extended to all council housing in 1969. The mandatory nature of the standards was ended by the Local Government, Planning and Land Act of 1980 as concerns grew over the cost of housing and public spending.

Unfortunately the pressure on producing houses at a very low cost, which also echoed the desires of local councils to produce low cost housing, has resulted in many uniform and 'bland' housing blocks. It is also widely felt that most public and private sector housing being built today fails to meet the Parker Morris standards for floor and storage space.

Today 85% of new homes are covered by a NHBC (National House-Building Council) warranty, with the general design and layouts being far more flexible, but design tends to be a sanitised version of past periods of architecture, a little bit taken from here and there.

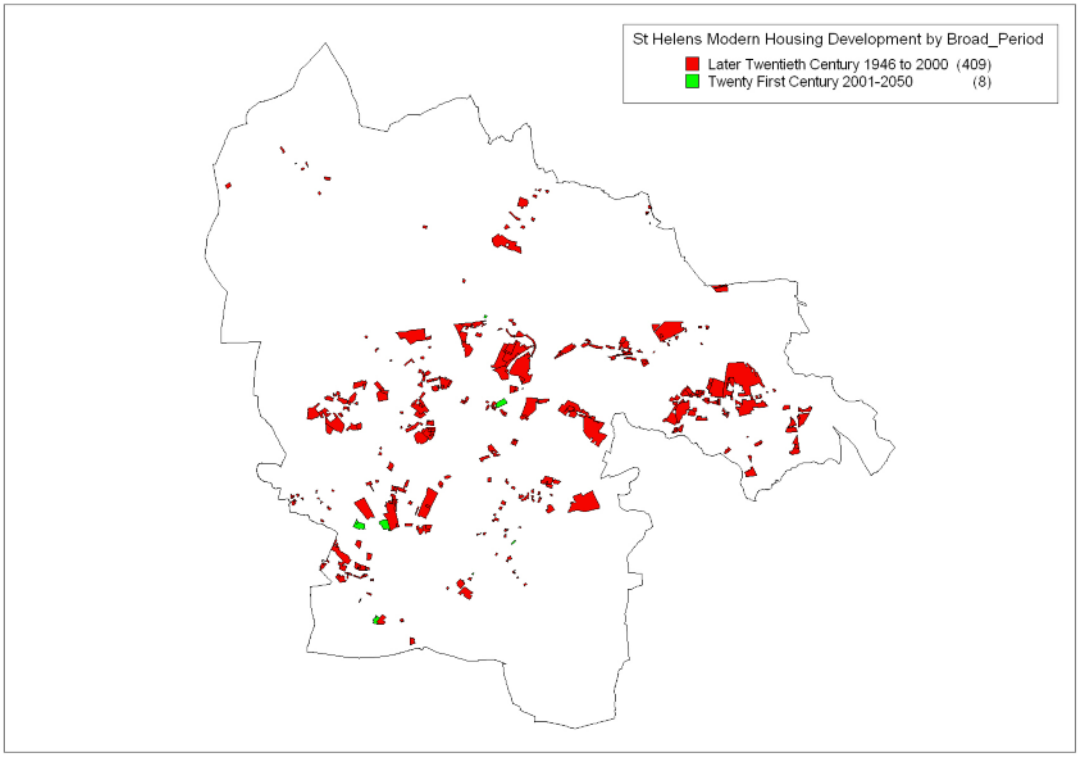

Figure 64 Current (2003) Modern Housing Development in St Helens by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

9.4 Recreational and Ornamental Broad Type

This type of open space includes urban parks, formal gardens, country parks, allotment gardens and urban greenspace that provide opportunities for various informal recreation and community events. This typology also has many wider benefits as supported by the site assessments. Parks provide a sense of place for the local community, some form of ecological and education benefits, help to address any social inclusion issues within wider society, and also provide some form of structural and landscaping benefits to the surrounding local area.

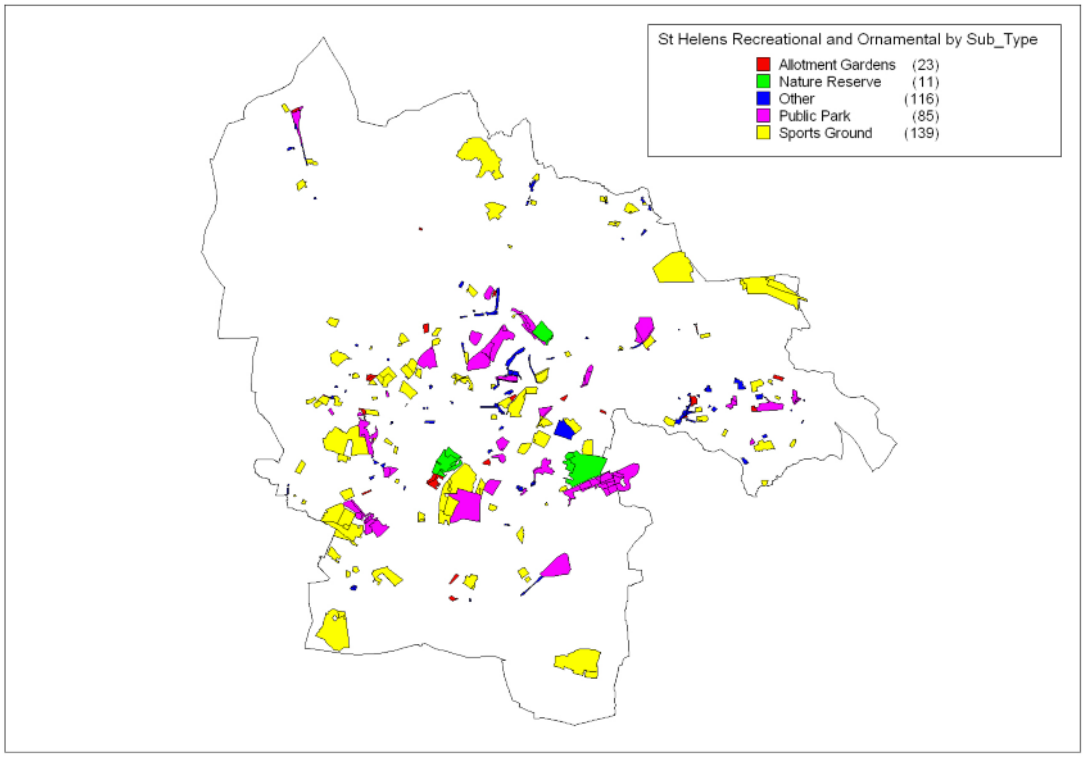

Figure 65 Current (2003) Recreational and Ornamental Sub Type in St Helens

The MHCP study found that the Ornamental and Recreational Broad Type accounted for 9.16% (1253.78 ha) of the St Helens total. The largest Sub Type (area and number of polygons) is Sports Grounds at just over 56% (704.46 ha) with the largest single sports type being golf courses. This is followed by Public Parks at just around 28% (346.93 ha) and large post-1945 nature reserves at approximately 8% (96.13 ha).

Recreational and Ornamental Sub Types are found throughout the district, although there does seem a preponderance of small-scale sites within St Helens Town Centre or on the St Helens Town urban fringe. There are similar concentrations within the historic cores of Rainford, Rainhill and Newton-le-Willows. Many large-scale sports grounds (golf clubs) are located in rural or semi-rural areas.

Recreational and Ornamental Sub Type	Number of Polygons	Area (Hectares)	Percentage
Allotment Gardens	23	29.96	2.39
Nature Reserve	11	96.13	7.67
Other (Recreational and Ornamental)	116	76.30	6.09
Public Park	85	346.93	27.67
Sports Ground	139	704.46	56.19
Totals	374	1253.78	100%

Table 29 Current (2003) Recreational and Ornamental Broad Sub Type in St Helens

The clear majority of the Recreational and Ornamental Sub Type dates to the post-1945 period, at just over 73% (918.57 ha). This is followed by sites dating to the Inter War period (1918 to 1939) at nearly 16% (199.21 ha), and then Industrial Revolution 2 (1836 to 1900) period sites at 8.38% (105.03 ha). Generally, pre-1900 Recreational and Ornamental sites are small-scale. Nearly 47% (49.19 ha) of the Industrial Revolution 2 (1836 to 1900) is composed on one large Sports Ground site - Haydock Park Horse Racing Course. Historically, the number (and corresponding area) of certain character types has increased - most notably for Sports Grounds and Public Parks.

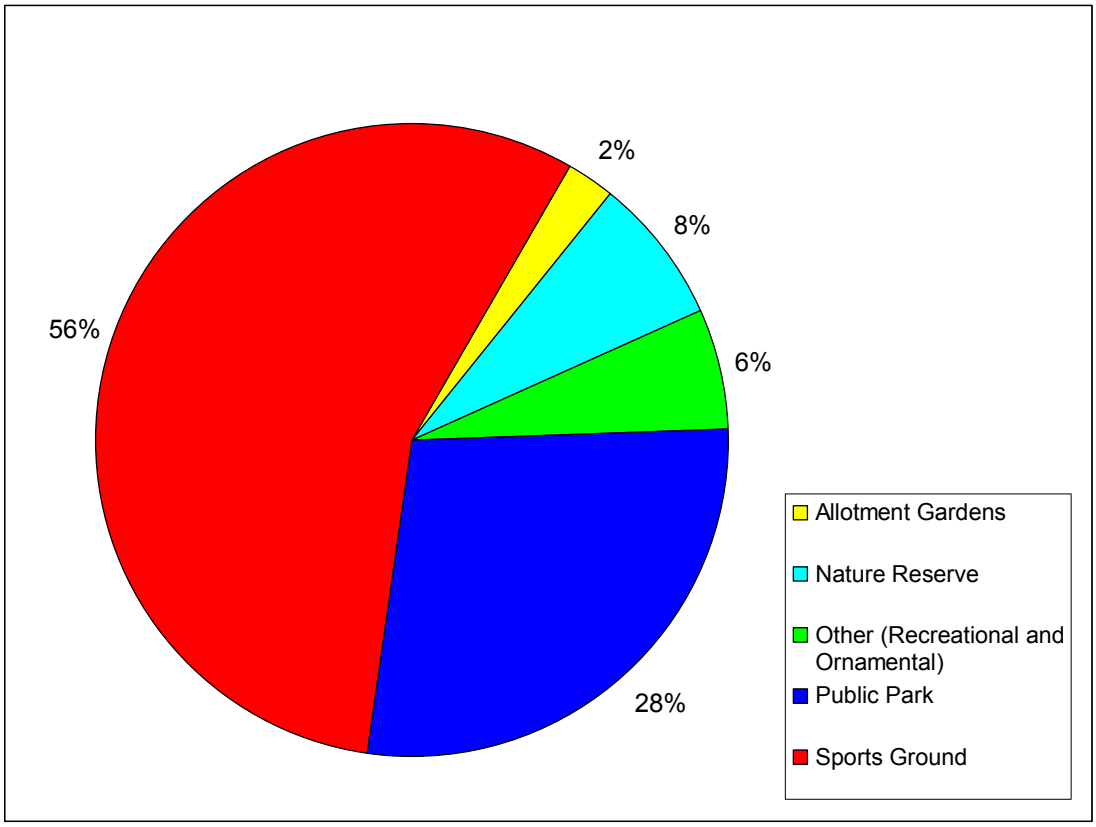

Figure 66 Pie chart of Current (2003) St Helens Recreational and Ornamental Sub Types (% of land)

Recreational and Ornamental by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	26	105.03	8.38
Early Twentieth Century: 1901 to 1917	13	30.98	2.47
Inter War 1918 to 1939	42	199.21	15.89
Later Twentieth Century 1946 to 2000	293	918.57	73.26
Total	374	1253.78	100%

Table 30 Current (2003) Recreational and Ornamental Broad Type in St Helens by Broad Period of origin

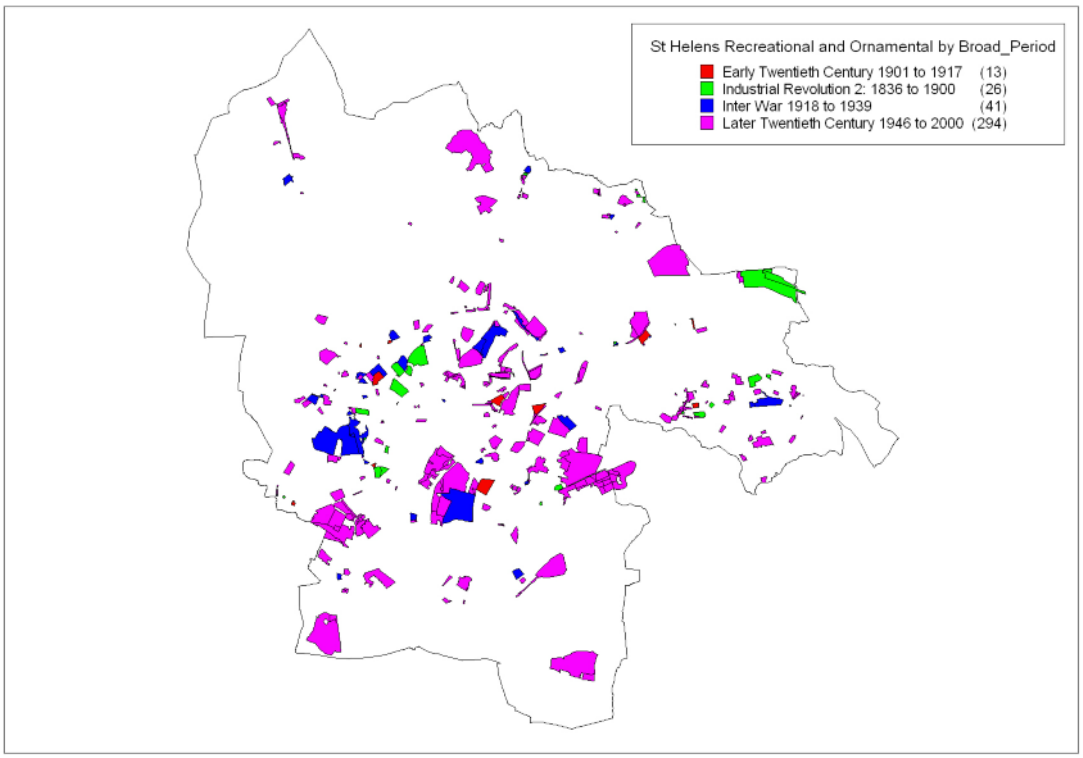

Figure 67 Current (2003) Recreational and Ornamental Character in St Helens by Broad Period of origin

St Helens Recreational & Ornamental Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Allotment Gardens	2.58	6	73.87	29.96
Nature Reserve	0	0	0	96.13
Other (Recreational & Ornamental)	1.3	6.55	14.07	77.83
Public Park	1.04	6.18	131.16	346.93
Sports Ground	32.73	125.23	225.98	704.46

Table 31 Recreational and Ornamental Sub Type through time

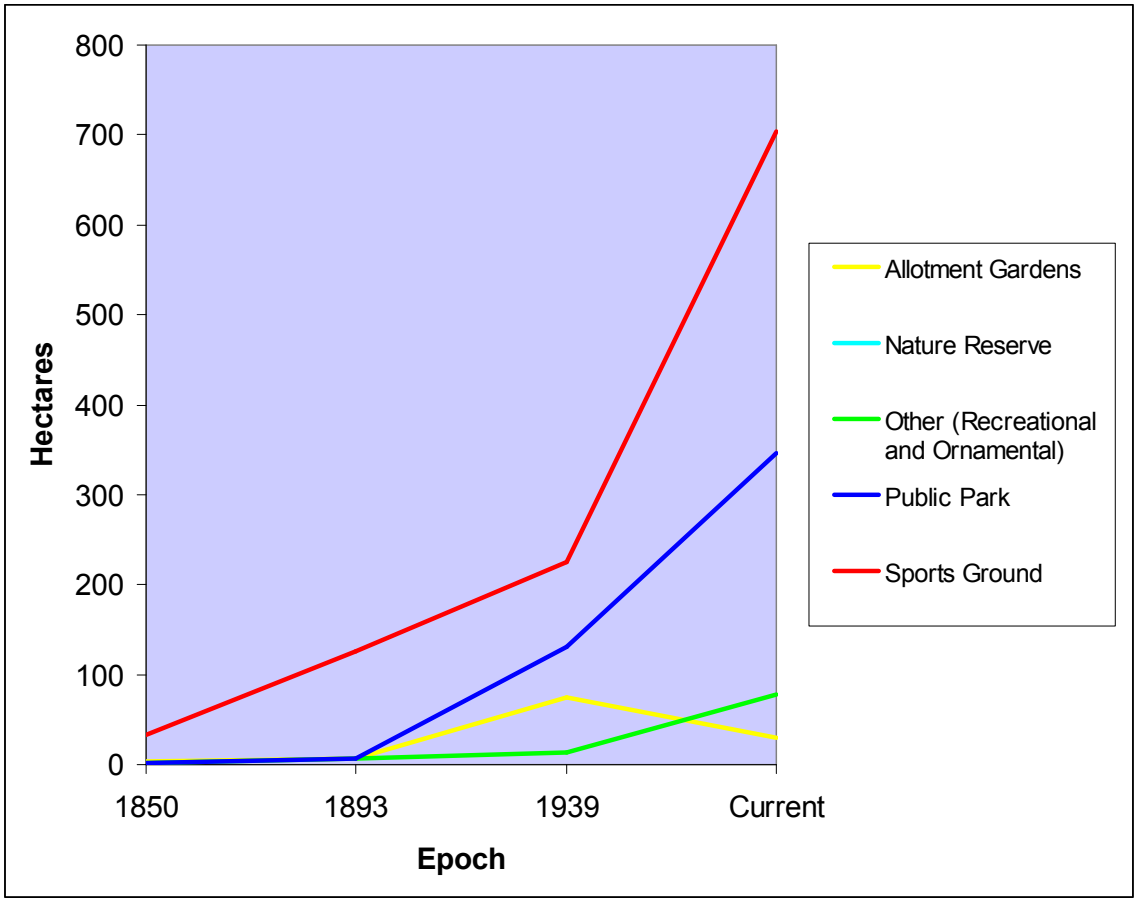

Figure 68 Graphical Representation of St Helens Recreational and Ornamental Sub Type through time

9.4.1 Allotment Gardens

This includes all forms of allotments with a primary purpose to provide opportunities for people to grow their own produce as part of the long-term promotion of sustainability, health and social inclusion. This type of open space may also include urban farms.

Like other open space types, allotments can provide a number of wider benefits to the community as well as the primary use of growing produce. These include:

bringing together different cultural backgrounds
improving physical and mental health
providing a source of recreation
wider contribution to green and open space.

The MHCP survey found 29.96 ha of Allotment Gardens present in St Helens, representing 2.39% of the current Recreational and Ornamental Broad Type. A single pre-1900 allotment site is currently in use (Earle Street, Earlestown, Newton-le-Willows). Historically, allotment gardens were more prevalent in the past than they are today - unlike most other character types where there has been a general increase in sites and area, there has been a decrease in the number of allotment gardens (in 1850 the figure was 2.58 Ha, in 1893 it had increased to 6 Ha, eventually to reach a high-point of 73.87 ha in 1939). The apparent lack of late 19th and early 20th century sites is odd - this may be a result of invisibility (quite often allotment gardens were not depicted as such on the 1850, 1893 and 1908 mapping) or that, simply, a high proportion of the inner city's allotments were lost in the late 20th century. Allotment sites created in the early 20th century account for 2.3% (0.69 ha) of the Recreational and Ornamental Broad Type. The majority of the allotment sites were created in the mid to late 20th century - Inter War sites account for 24% (7.22 ha), while Later 20th century sites account for nearly 73% (21.78 ha) of the Broad Type. Many Inter War and late 20th century allotment sites were created on former industrial land or as greenfield developments adjacent to new housing estates.

Allotments are important as social historic landscape features, physical embodiments of an aspect of late post-medieval English social history. They are also particularly important in the present day as green spaces within suburban and urban areas. In the

19th century, land was provided by an Act of Parliament to poor houses and charitable trustees (General Enclosure Act of 1801). This land was provided in order to compensate for the loss of common land through enclosure in the 18th and 19th centuries. Land allotment frequently faced hostility from the land-owning classes (Crouch and Ward 1997, 39-63). The passing of the Allotments Act of 1887 marked the end of lengthy struggles and campaigns by reformers. It enabled local sanitary authorities to acquire land by compulsory purchase. The Small Holdings and Allotments Act of 1908 created a responsibility for local councils to provide allotments. Nearly all of the allotments recognised in this study post-date the passing of this act.

Allotment Gardens by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	1	0.27	0.90
Early Twentieth century 1901 to 1917	2	0.69	2.30
Inter War 1918 to 1939	4	7.22	24.10
Later Twentieth Century 1946 to 2000	16	21.78	72.70
Total	23	29.96	100%

Table 32 Current (2003) Allotment Gardens in St Helens by Broad Period of origin

Later allotments have clear associations with the larger-scale social housing developments of the Inter War and post-war periods. Although there are at least nineteen current allotment sites in St Helens, and there could well be some additional small sites within residential areas that were not characterised separately during the project, a significant area of allotment gardens within the district were lost in the mid to late-20th century. The MHCP recorded at least 32 separate former allotment sites (57 polygons) on the Ordnance Survey 6" map of Lancashire,1939. This includes a large swathe of twelve former allotment sites in the Newtown, Ravenhead and Thatto Heath area; none of which survives today. Eight of these former allotment sites have been lost to housing development, two as industrial units (including the Pilkington Offices in Ravenhead), a single site as a sports ground and the remainder left as rough land. In response to this loss, four new allotment sites have been created in the area, but this represents a small percentage of former existence.

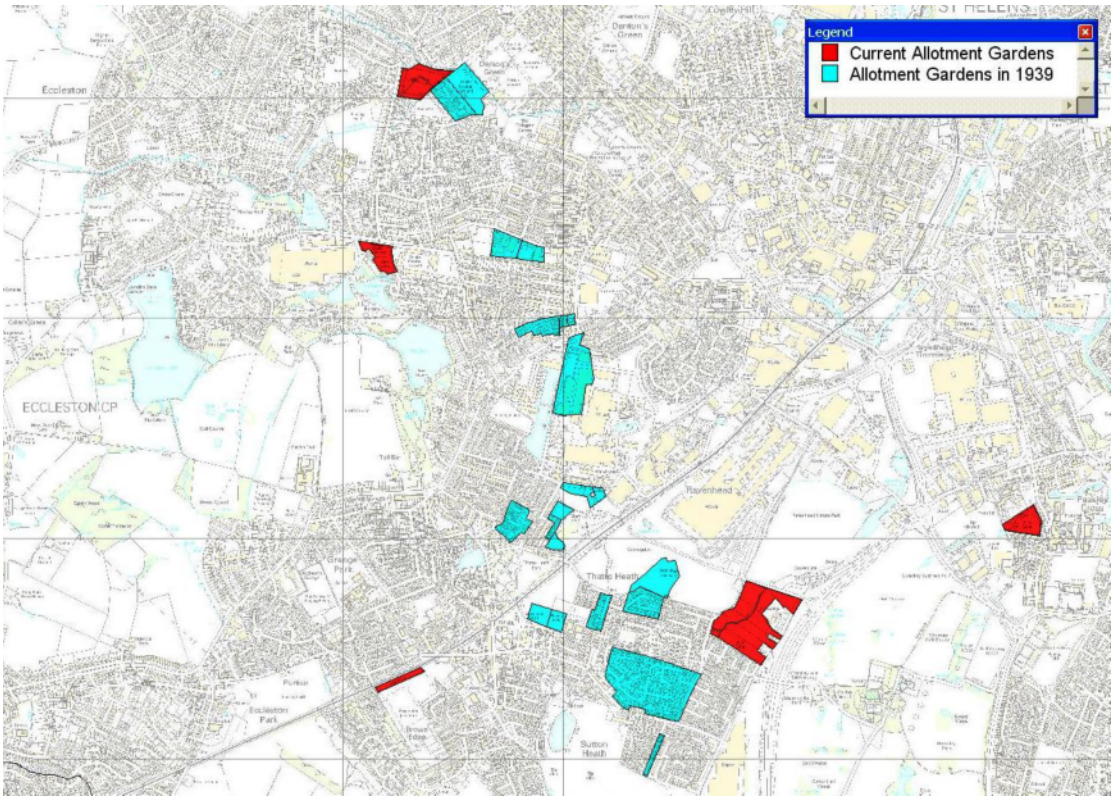

Figure 69 Current 2003 (red) and Former (blue) Allotment Gardens to the west of St Helens. The former Allotment Gardens were constructed during the Inter War (1918 to 1939) to serve a growing population housed within new residential estates

Former allotment sites were also recorded in Sutton and in Newton-le-Willows (Earlestown). In Newton-le-Willows alone, there has been a 79% decrease in the number of allotment sites - from 30.11 ha in 1939, to the current total of 6.41 ha. In Earlestown itself, this includes the loss of a 3 ha allotment garden established in the mid to late 19th century (first depicted on the Ordnance Survey 6" map of 1893) - now the site of a modern housing development.

Allotments are being reinvigorated, through media, organic foods and environmental concerns. Furthermore, many allotment gardens are now being promoted as 'Green Gyms'. The 'Green Gyms' initiative is one response to the growing need and demand for people who do not like gyms and sports centres to work for the community get health as well as meet new and like minded people.

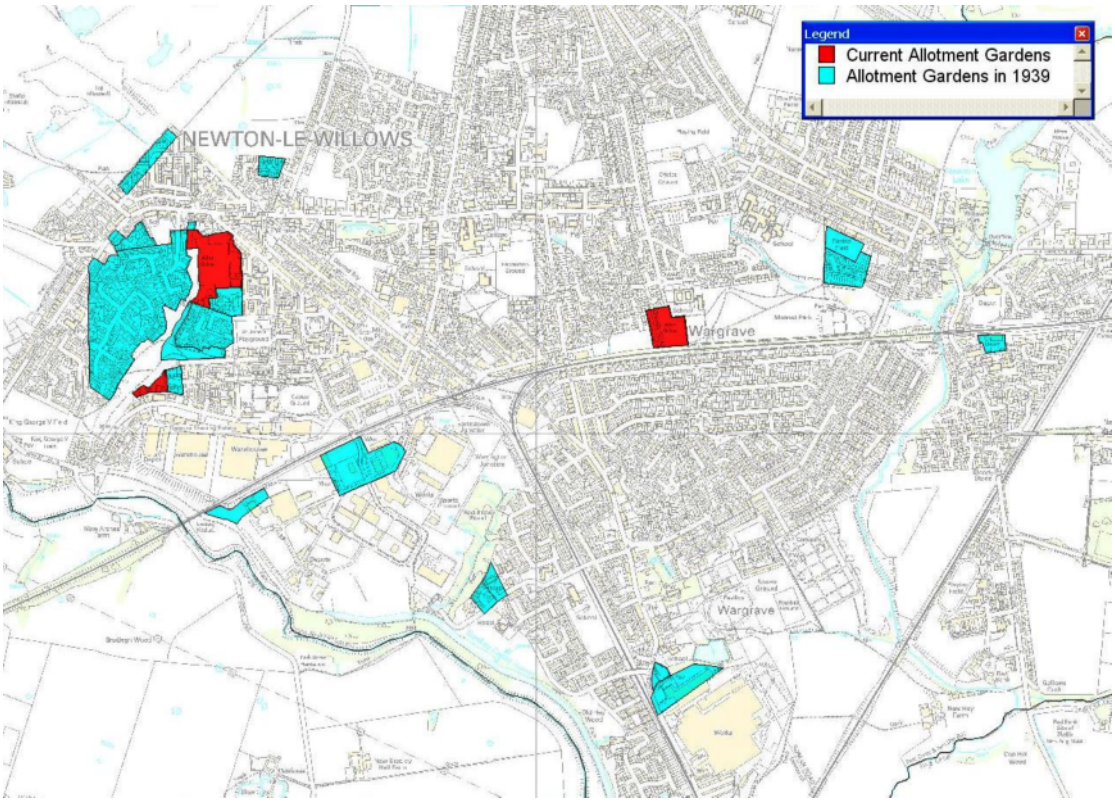

Figure 70 Current 2003 (red) and Former (blue) Allotment Gardens in Newton-le-Willows. Post-1945 development (predominantly modern housing, commercial and industrial sites) has led to a 78% loss of allotment sites in the area, most notably in the vicinity of Earlestown. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

Currently, in St Helens there are currently two wholly Council managed allotment sites (Bertram Street, Newton-le-Willows and Eccleston Old Lane, West park) and seven Council and Community Allotment Association managed sites (Ashtons Green, Havannah Lane and Parr Depot in Parr, Cabbage Lane in Windle, Kentmere Avenue in Carr Mill, Walker Lane in Sutton Manor, and Mesnes Park in Newton-le-Willows). The Community Allotment Association was set up in 2005 - this association has been very successful in applying for and obtaining various grants to enable the expansion and further development of the Ashtons Green site, giving many people the chance to grow their own fruit and vegetables, and to be involved in the friendly social side of gardening. There are also three Garden Tenanted Sites (Elm Road in Thatto Heath, Milton Street in Sutton Manor, and Sexton Avenue in St Helens) and three self-

managed allotment sites in Rob Lane (Newton), Rainford Junction (Rainford) and Harlow Close (Thatto Heath).[27]

[27] www.sthelens.gov.uk/lgnl.htm?id=510, (Accessed 19 July 2010)

9.4.2 Nature Reserves

Within the St Helens MHCP Study Area, three nature reserves were recorded constituting 7.67% (96.13 ha) of the Recreational and Ornamental total. All of the recorded Nature Reserves date to the Later Twentieth Century. Within the MHCP Study Area, the survey recorded only those sites that were depicted as 'nature reserves' on the Current Mapping layer. Many important small local or national sites that fall within the MHCP Study Area were recorded under other character Sub Types, yet for completeness are included here.

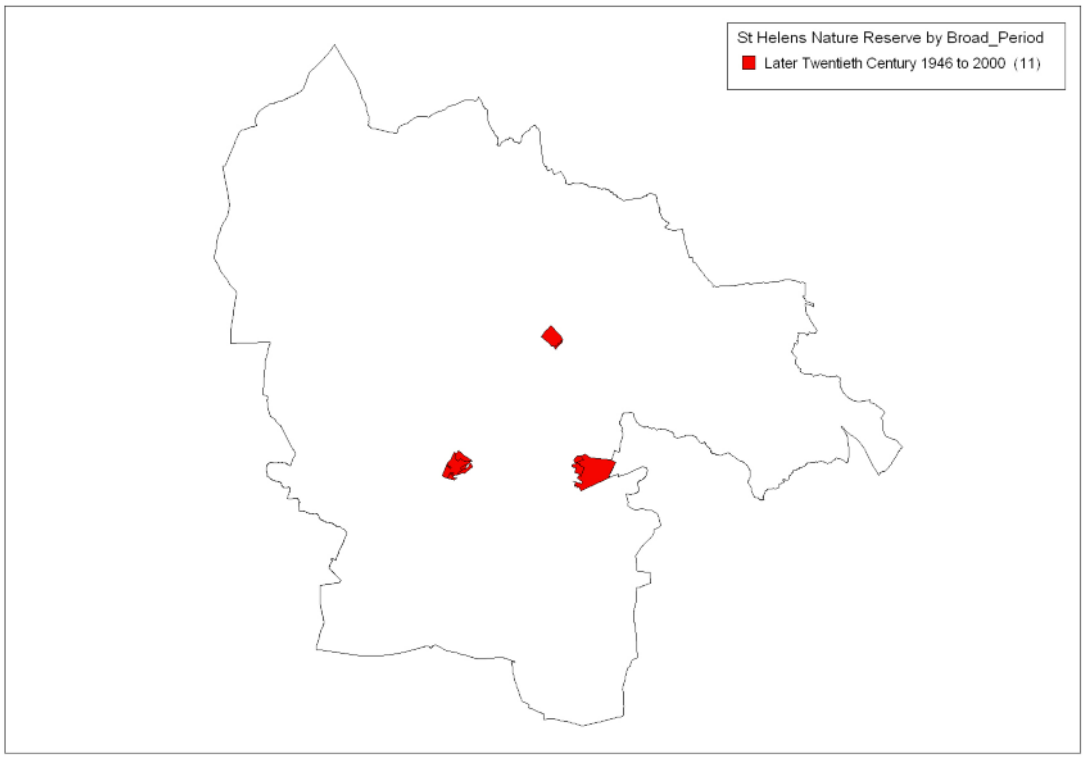

Figure 71 Current (2003) Nature Reserves in St Helens by Broad Period of origin

Many recent nature reserves or 'nature pools' have been created from previously industrial or rough land. During the last 15 years the number of such facilities has increased considerably due to of the Wasteland to Woodland Initiative (Mersey Forest). This partnership targeted derelict land unsuitable for redevelopment and has created extensive areas of new woodland and grassland, such as Ravenhead Nature Park, Colliers Moss and Sutton Manor.

The main nature conservation designation in the UK is the Site of Special Scientific Interest (SSSI). A single SSSI sites has been declared in St Helens - Stanley Bank Meadows in Haydock. The MHCP has partially recorded this site as a 'Nature Reserve', with some parts as 'Woodland' or 'Rough Land' (i.e. character Sub Types more fitting to the prevalent ground cover and usage).

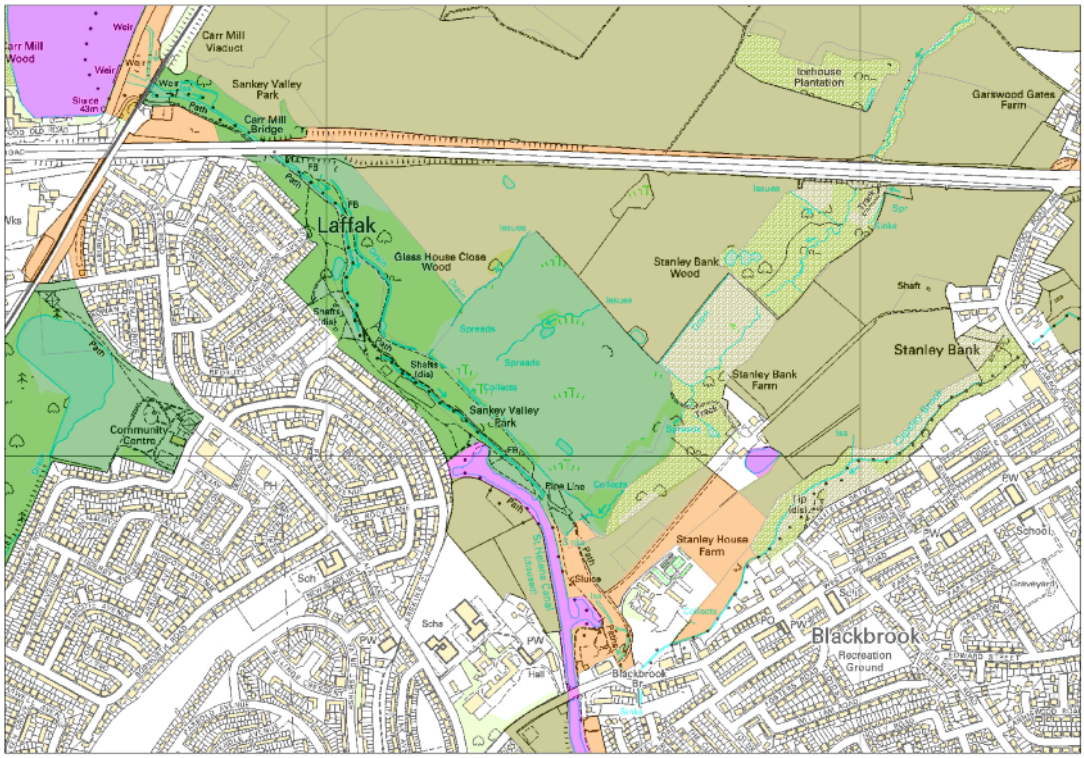

Figure 72 Stanley Bank Meadows SSSI (Nature Reserve), Sankey Valley Park (Public Park), Field Systems and Woodland Sub Types in Haydock.

Stanley Bank Meadows - Situated in Haydock this site is also partly designated as a Site of Special Scientific Interest (SSSI) due to the unique habitats found there. The site, which comprises of two areas of Ancient Semi-natural Woodland and an area of damp neutral grassland, was originally designated in 1994 and is approximately 24 ha in size. It is a site populated by a number of rare species, which are of national and regional interest, such as the English Bluebell (a protected species under the Wildlife and Countryside Act 1981), Adders Tongue Fern, Willow Tit and Purple Hairstreak Butterfly. It is one of only 58 sites throughout St Helens with more than 100 different species of plant within the area, making it a very valuable habitat for wildlife. The site contains an extensive area (14.9 ha - the area characterised as 'Nature Reserve' by

the MHCP) of damp unimproved neutral grassland, a rare habitat in Merseyside, which is dissected by more acidic south-west–north-east orientated valleys.[28]

There is a general scattering of trees and shrubs and some larger blocks of scrub within the meadow and the site includes semi-natural alder woodland, oak woodland and willow scrub on the valley slopes bounding the eastern and southern edges of the meadow. The meadow is species-rich with many plants which are typical of damp Midlands unimproved neutral grassland. Common bent, Yorkshire fog, common knapweed and reed canary-grass are codominant in the sward, which includes species such as compact rush, common fleabane *Pulicaria dysenterica*, sneezewort, wild angelica, tufted hair-grass *Deschampsia cespitosa*, ragged robin, purple loosestrife *Lythrum salicaria* and marsh woundwort *Stachys palustris*. Several plants occur which are restricted in distribution in Merseyside, such as bristle club-rush *Isolepis setacea*, adder's-tongue, yellow-wort, common yellow-sedge *Carex demissa*, squarestalked St John's-wort *Hypericum tetrapterum*, and the particularly uncommon spiked sedge *Carex spicata*. The site is also notable for the large colonies of common spotted-orchid *Dactylorhiza fuchsii*, southern marsh-orchid *D. praetermissa* and their hybrids which occur.[29]

Locally dense areas of grey willow scrub occur which are associated with reed canary-grass and herbs such as wild angelica and marsh thistle. The short valleys which dissect the meadow are dominated by bracken with wavy hair-grass, and are partially colonised by willow and birch scrub. In excess of 130 higher plant species are recorded within the main meadow area, including 19 species of grasses. A rich moss and liverwort flora is also present. The northern slopes of the Black Brook valley support predominantly alder woodland with frequent elder, hawthorn, grey willow and crack willow. The small section of Stanley Bank Wood included within the site comprises pedunculate oak and sycamore. There is a mixed field layer including wavy hair-grass, creeping soft-grass and bracken giving way in wet areas to stands of

[28] www.english-nature.org.uk/citation/citation_photo/1002821.pdf. (Accessed 19 July 2010).

[29] www.english-nature.org.uk/citation/citation_photo/1002821.pdf. (Accessed 19 July 2010).

yellow iris, floating sweet-grass, reed canary-grass and bulrush. The diversity of habitats present supports a wide range of insect and bird life. Breeding birds include willow warbler, reed bunting, yellow hammer and redpoll.

St Helens also contains five sites that have been designated Local Nature Reserves (LNR).[30]

Siding Lane, Rainford - This Local Nature Reserve is situated just off the Rainford bypass. Designated in 2001 and covering an area of more than 7 ha. Siding Lane LNR is the site of the former Rainford Colliery. The shaft was sunk through sixteen feet of wet gravel and sand in 1860. The 1926 coal strike marked a decline in the pit, which finally closed in 1928.[31]

Over time, Birch woodland colonised the spoil heaps and today it is a scenic woodland, rich in wildlife. The damp shady habitat provides perfect conditions for a range of fungi including the colourful but poisonous Fly Agaric. Locally rare, the Hartstongue fern provides winter interest along the various old walls on the site. Pipistrelle Bats forage along the woodland rides and over the old reservoir in the summer months whilst the adjacent farmland provides habitat for hares. It is an area of birch / oak woodland with grassland and pond habitats. This site is another important site for the English Bluebell, as well as other regionally important species such as the Northern Dock, Common Comfrey and Black Bryony.[32]

Thatto Heath Meadows - Designated in 2001 and covering 4.5 ha, the meadows contain unimproved grasslands and hedgerows, providing an important habitat for many different species of plants, birds and mammals. There is also a stream valley running through the site, again providing additional habitats. An unusual remnant of countryside within an urbanised and industrial area, the stream valley retains much of

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[30] www.sthelens.gov.uk/lgnl.htm?id=1008. St Helens Council web (Accessed 19 July 2010)

[31] www.sthelens.gov.uk/lgnl.htm?id=1008. St Helens Council web (Accessed 19 July 2010)

[32] www.sthelens.gov.uk/lgnl.htm?id=1008. St Helens Council web (Accessed 19 July 2010)

its pre-industrial landform and traces of field patterns dating back to 1843. The site was originally part of Four Lane holdings from the 1970s.[33]

Clinkham Wood - An unusually large urban woodland with a spring fed stream and marsh areas and a number of rock outcrops. The wood is mostly, made up of oak, sycamore and ash with some birch. The field layer includes Bluebell, wavy-hair grass and the locally rare Wood Forget-me-not, Green Alkanet and Great Mullein. The site, which contains over 172 plant species and a diverse range of birds and mammals, was designated in 1999 and covers an area of 7.91 ha.[34]

Parr Hall Millennium Green, St Helens - This is an area of grassland and marsh habitat that has existed for well over 200 years. Containing regionally and locally important species this site was designated as a Local Nature Reserve in 2003 and covers an area of approximately 6 ha. The site also contains water vole habitats along the stretch of the St Helens Canal. These habitats are protected under Schedule 5 of the Wildlife and Countryside Act 1982. This area contains many regionally important species of plants including the Yellow-wort, Field Pepperwort and Common Comfrey. It contains over 87% of plants that are native to the Borough of St Helens.[35]

Colliers Moss Common (North Side) - Colliers Moss Common was designated in 2004 and is a raised bog which had coal spoil and power station waste dumped on it in the 1950s. The site was reclaimed by The Groundwork Trust who followed ecological principles in the restoration approach. The highly acidic waste was treated and has now regenerated into extensive lowland heath. The remnants of mossland around the fringes of the site have also been restored and areas of sphagnum moss are expanding. The site supports a range of notable species including water vole,

[33] www.sthelens.gov.uk/lgnl.htm?id=1008. St Helens Council web (Accessed 19 July 2010)

[34] www.sthelens.gov.uk/lgnl.htm?id=1008. St Helens Council web (Accessed 19 July 2010)

[35] www.sthelens.gov.uk/lgnl.htm?id=1008. St Helens Council web (Accessed 19 July 2010).

common lizard and 16 species of dragonfly including Blacktailed Skimmer and Emperor.[36]

[36] www.sthelens.gov.uk/lgnl.htm?id=1008. St Helens Council web (Accessed 19 July 2010).

9.4.3 Other (Recreational and Ornamental)

This character Sub Type was recorded in the MHCP as Recreational and Ornamental (Other). As such, it included many open, very small scale green spaces, green corridors and derelict land. As such, there is a great deal of overlap between this and another Sub Type - Rough Land (Other) - and the two should probably be combined to form an overall 'open space' character.

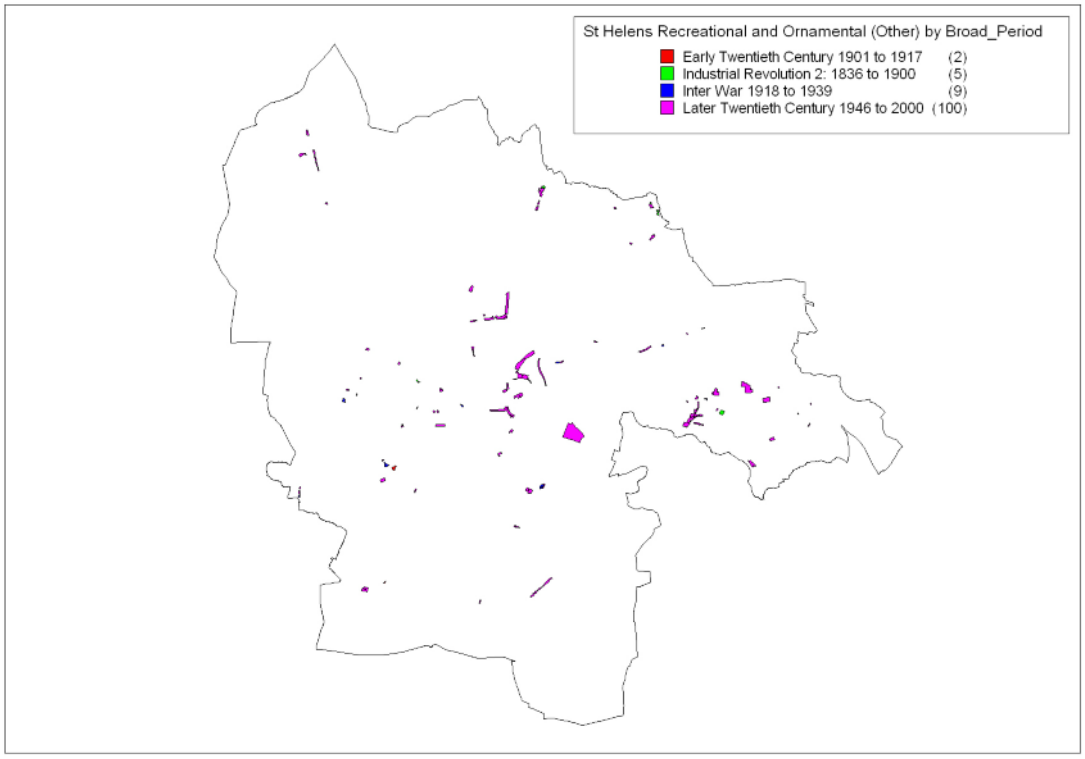

Figure 73 Current (2003) Recreational and Ornamental (Other) in St Helens by Broad Period of origin

By itself, this MHCP Sub Type constitutes 6.09% (76.30 ha) of the Recreational and Ornamental Broad Type in St Helens. The Sub Type is dominated by green corridors and spaces. Although spread throughout the district, a noticeable concentration of greenspace occurs on the outskirts of St Helens Town. A number of small greenspaces, green corridors, urban commons, managed greenspace and rough land make up the remainder. Some of these are associated with large-scale housing estates, whilst others are the sites of former (demolished) industrial, communications

(railway), civil and residential buildings. Some appear as 'buffers' - greenspace found between developed (residential and industrial) and undeveloped (open fields) land.

Also included in the character type are small recreational areas within the commercial cores of St Helens, Rainford, Billinge and Newton-le-Willows (Earlestown).

The Recreational and Ornamental (Other) Sub Type is dominated by post-1945 sites, although a few earlier sites exist: a small (0.44 ha) plot of recreational land to the rear of a public house in Chapel Brow, Billinge; two plots of land in Downhall Green, near Garswood (including 0.55 ha of green space at the junction of Rectory Road and Billinge Road); a very small (0.20 ha) green space plot in Denton's Green; and the largest (at 0.93 ha) plot - Earlestown Market Square. Newton-le-Willows has held a market by Royal Charter since the 16th century. By the 1890s, the Earlestown area of Newton-le-Willows had outgrown the older part of the town and so the market was moved to its current location in Earlestown and the market square is the town's centre-piece. Today trading takes place on Friday, with a mixed flea market/car boot sale every Saturday. The Market Square also houses an impressive town hall, fronted by a war memorial.

Recreational and Ornamental (Other) by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	5	2.24	2.93
Early Twentieth Century 1901 to 1917	2	0.67	0.87
Inter War 1918 to 1939	9	2.53	3.31
Later Twentieth Century 1946 to 2000	100	70.87	92.88
Total	116	76.30	100%

Table 33 Current (2003) Recreational and Ornamental (Other) in St Helens by Broad Period of origin

Early 20th century and Inter War sites are closely associated with urban development, particularly large-scale housing estates. Here, the majority of sites are either purpose built green space (particularly at road junctions) or conversion sites of former industrial, rough land or recreational (allotments) sites (e.g. Thatto Heath).

The majority of post-1945 sites are either conversions of former industrial land (the largest plot being the former Ashton's Green Colliery site at 13.34 ha), former

residential areas (notably in Parr) or rough land (Earlestown and Newton-le-Willows). There has also been some compartmentalisation of land by current and former Communications routes (particularly along the route of the A580 East Lancashire Road).

Urban green sites are scattered throughout the district. Whilst some of these are isolated and have become fragmented as a result of urban development, many of these patches are linked to varying degrees by green corridors (or networks). Consequently, within St Helens, there is connectivity between habitat patches, reducing the effects of fragmentation and therefore providing the opportunity for populations to migrate from one location to another, maintaining genetic diversity and reducing the probability in some circumstances of local extinction events (Begon, Harper and Townsend, 1996).

Open spaces, including parks, playgrounds, amenity green space, nature reserves and the countryside, are diverse locations that provide opportunities for a range of formal and informal leisure, passive and active sport, recreation and play. Open spaces are more accessible to a wider range of people than some sport and leisure facilities and are better able to realise the aims of social inclusion and equality of opportunity. The provision of open spaces and recreation provision is also key to an ideal, sustainable and thriving community. Furthermore, there is an aesthetic value of small amenity green space sites within housing areas.

9.4.4 Public Park

Public Parks comprise 27.67% (346.93 ha) of the Recreational and Ornamental Broad Type in St Helens. Public Parks are concentrated in a broad ring encircling St Helens Town Centre. Outlying parks are also found in Rainford and Newton-le-Willows. The earliest public parks are located on the urban (predominantly residential) fringe of St Helens Town Centre - two pre-1900 parks towards the west of the Town (Thatto Heath Park and Victoria Park) and two early 20th century sites to the east (Gaskell Park and Sutton Park). These early parks are conversions from former estate houses. Inter War parks are more widespread, being found on the outskirts of St Helens Town Centre (Sand Lodge, Sankey Valley Park, Taylor Park and Sherdley Park) and to the east in Newton-le-Willows (Mesnes Park). The majority of these are conversions from former estate houses, although two are former industrial sites (Sand Lodge and Sankey Valley Park). The majority of St Helens Parks (by general size and number of polygons) originated in the post-1945 period (62.19% - 215.77 ha). They are found throughout the Borough, and the majority are large-scale conversions of former industrial (disused or extraction) or rough (moss) land.

Public Park by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	3	20.58	5.93
Early Twentieth Century 1901 to 1917	2	13.10	3.78
Inter War 1918 to 1939	9	97.49	28.10
Later Twentieth Century 1946 to 2000	71	215.77	62.19
Total	85	346.93	100%

Table 34 Current (2003) Public Park in St Helens by Broad Period of origin

Merseyside has an important place in the history of urban parks, with both Liverpool and Birkenhead taking pioneering steps in the first half of the nineteenth century. During the Industrial Revolution, there was an influx of craftsmen, merchants and industrial workers into St Helens that led to an increase in population density. At first, people who were wealthy enough enclosed and developed their estate around a hall or mansion house some distance away from the town and industry. Some of these industries (notably the chemical industry) took a heavy toll on the health of their workforce.

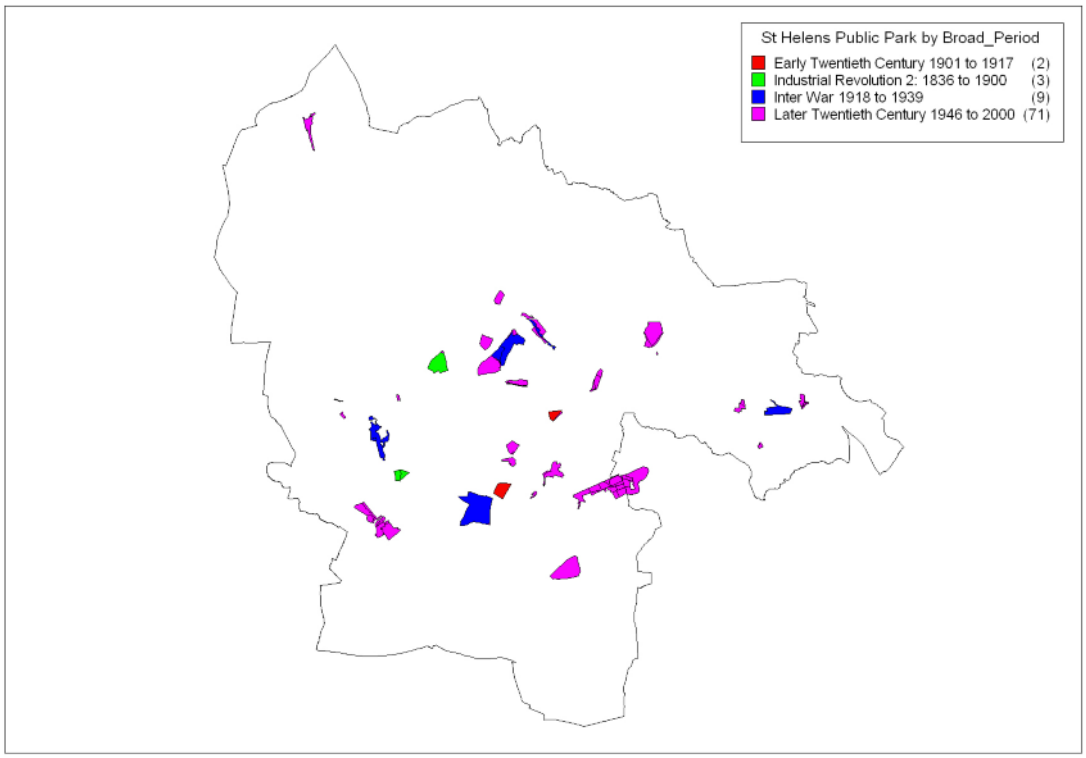

Figure 74 Current (2003) Public Parks in St Helens by Broad Period of origin

It was not until the middle of the 19th century that local committees began urging the use of land for recreational and health purposes. Using the Liverpool and Birkenhead Parks as examples, the committees argued that the economic benefit to the health of the working people was of great importance. Parks began to be obtained, sometimes through private donation (as philanthropic or altruistic donations by landowners and industrialists) or at public expense, in order to alleviate the effects of industrialisation.

With the Charter of Incorporation to St Helens in 1868, the newly created Council gained powers to create, fund and maintain municipal parks - pre-empting the Public Health Act of 1875 which gave local authorities the power to provide 'public walks' and 'pleasure grounds' for the enjoyment and benefit of the local population.

By the second half of the 19th century the St Helens Corporation had purchased a number of sites on which parks were established. The first was Thatto Heath Park (1884), followed by Victoria Park (1887), Taylor Park (1893), Queens Park (1899) and Parr Recreation Ground (1900). The St Helens Corporation were also progressive in

the provision of public swimming baths (Boundary Road Public Baths were opened to the public on 31 July 1890).

In the first half of the twentieth century, parks remained an important element of civic pride, but they suffered badly from reductions in local government funding and rising fear of crime in the 1970s and 1980s. Most recently, community groups have successfully reclaimed and renovated some parks, often with the help of Heritage Lottery funding, and there is a renewed interest in their history and social role

Some of the parks have been designated for their historic and landscape value. Ornamental parks not only contain structures and features specifically designed to enhance and highlight particular aspects of the landscape, but have the potential to preserve a variety of features relating to the previous use of the land, including deer park boundaries, field systems and settlement remains.

Parks and open spaces were seen as a potential health benefit, as much as an opportunity for leisure. The popularity of the parks remained largely undiminished until 1939, when the Second World War changed park life forever.

During the Second World War railings and monuments were taken for the war effort, barrage balloons were tethered from the playing fields and many parks suffered bomb damage. The austerity of the post-war years meant that the parks entered what seemed like a terminal decline. In the 1980s compulsory competitive tendering of the Thatcher administration took power away from local authorities and impacted on maintenance and development in the parks. Many parks slid into a downward spiral of vandalism and misuse, and in some cases became no-go areas.

St Helens Parks

Thatto Heath Park - when a local industrialist and landowner called Samuel Taylor VIII leased a parcel of land in Thatto Heath for £600 from the Duchy of Lancaster after he had finished extracting sandstone. The site of Taylor's quarry is depicted on the Ordnance Survey 6" First Edition map of Lancashire, 1850. Taylor urged the St Helens Corporation to buy the land as he thought it suitable for a pleasure ground. The Corporation agreed and established a park in 1884. Between the founding of the

park and 1893 (Ordnance Survey 6" map of Lancashire, 1893), the original 3.32 ha park was extended, with the acquisition and remodelling of a 2.4 ha plot of former industrial land (the site of the former Ravenhead Bottle Glass Works).

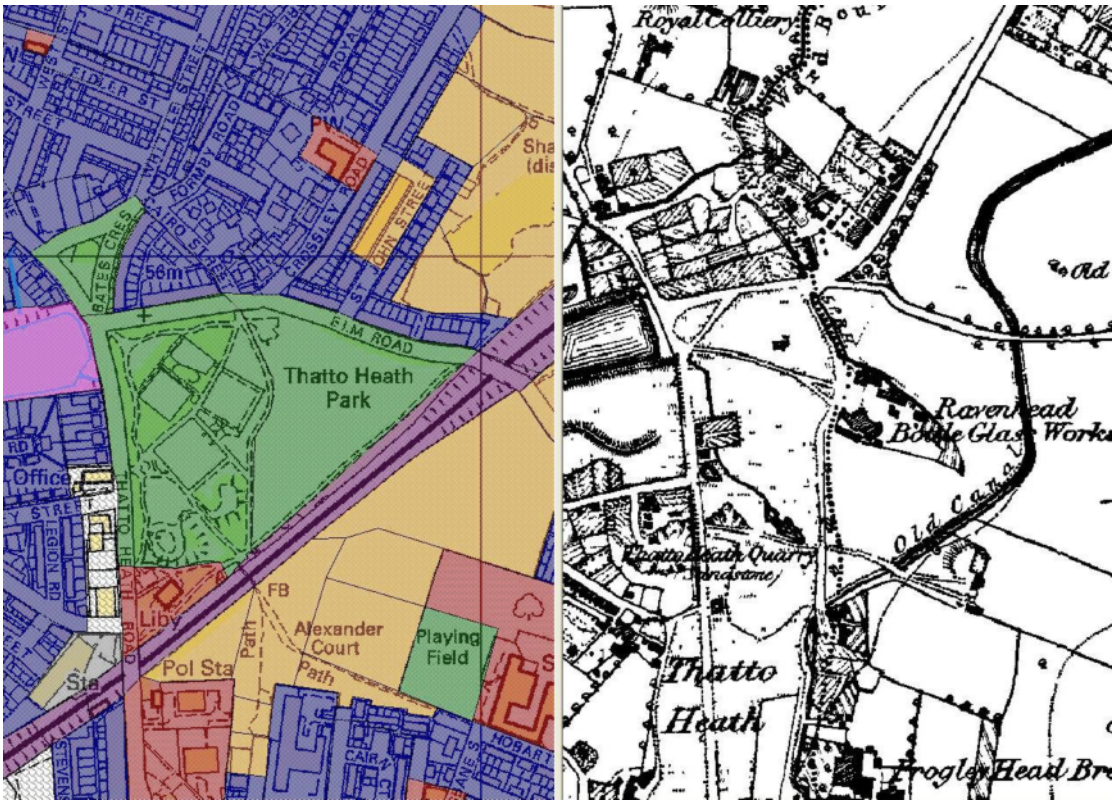

Figure 75 Thatto Heath Park on Current (2003) Mapping and on the Ordnance Survey 6" First Edition map of Lancs. 1850.
Established in 1884, the park was originally the site of a stone quarry and glass works.

Sherdley Park - was purchased immediately after the Second World War from the Hughes Family. It formerly contained two halls, one of which was transformed into a farm house by Michael Hughes in 1806. The new hall was eventually demolished in the late 1940s due to subsidence. For over 150 years, the Hughes Family allowed limited public access to the parkland, but a large perimeter wall restricted access and

the parkland entrances were locked at night. Church galas, as well as other regular events took place in the park grounds, but only with permission of the Hughes family.[37]

The Sherdley estate began to break up in the 1930s. Sherdley Park was sold to St Helens Corporation on 27th June 1949 for £18,700. At the time of the sale, the local press reported that the council intended to develop the estate along the lines of a cultural centre for sport and recreation and said that *"every effort will be made to retain the beauty of the parkland"*. The surrounding wall was demolished and in the early 1950s it was opened as a public park for the enjoyment of the citizens of Sutton and St Helens.[38]

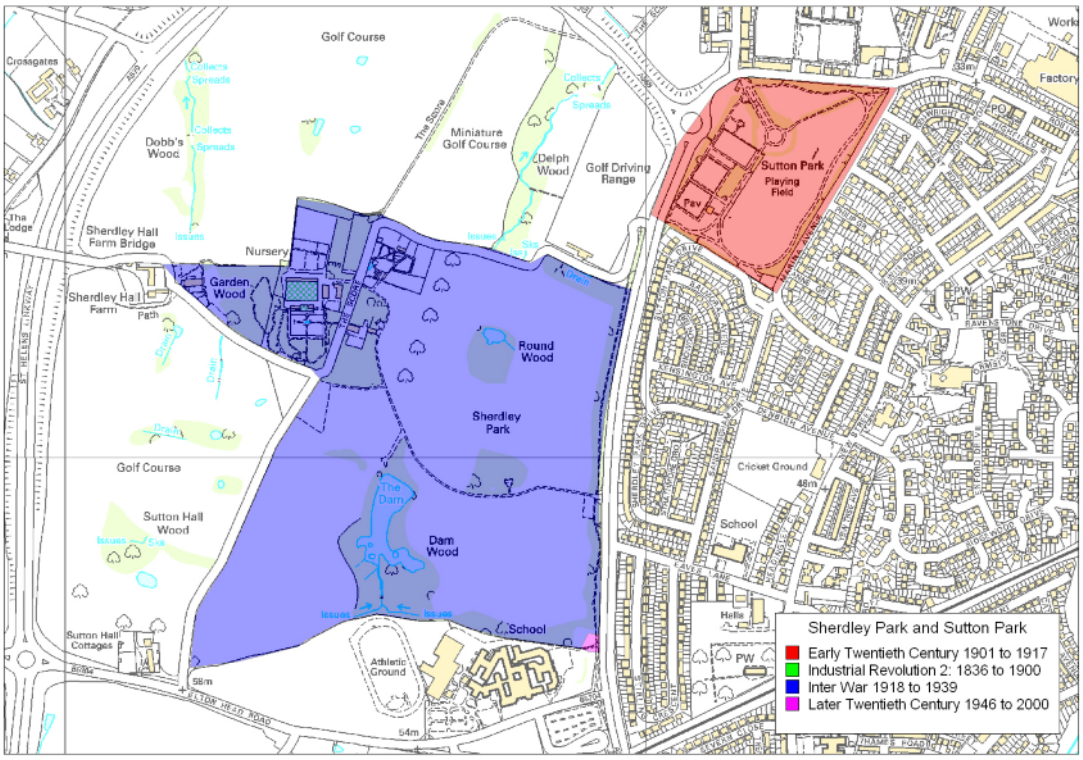

Figure 76 Sherdley Park (blue) and Sutton Park (red), Sutton Broad Period origin.

[37] www.suttonbeauty.org.uk/sherdleypark.html. (Accessed 16 July 2010).

[38] www.suttonbeauty.org.uk/sherdleypark.html. (Accessed 16 July 2010).

Sherdley Park is the largest public park in the Borough of St Helens, occupying over 135 ha (336 acres). It is also the most popular, attracting visitors from all over Merseyside, not just from within St Helens. Sherdley Park is also the venue for St Helens Festival, which in its previous incarnation of St Helens Show, dates back to 1968. In 1974 an 18 hole municipal golf course was opened in Sherdley Park and a driving range was added later. The park's facilities include Pets' Corner, two play areas, a dam with large pond, several woodland areas, a wildflower meadow, areas of amenity grass land for informal play and a walled garden.[39]

Sutton Park - Like Sherdley Park, the land was originally owned by the Hughes family as part of their Sherdley Estate. For 150 years until WWII, the three Michael Hughes of Sherdley Hall were the major landowners in the Sutton district. The last in the line, Colonel Hughes, enabled the creation of Sutton Park on 9 May 1903 when he agreed to sell some of his land to St Helens Corporation for £2,628. Hughes insisted on a clause in the document that stipulated that entrance gates would be constructed for the new park which would: "*...be of a handsome type with pillars of stone of a massive character and be maintained as such forever."* [40]

Plans were submitted that same year for stone pillars and 14' 3½" wide cast iron entrance gates costing £52 10 shillings. The pillars still remain to this day, but the gates and railings are believed to have been removed during the Second World War.[41]

As Sherdley Park was in private hands and not automatically accessible to the public, local residents embraced Sutton Park enthusiastically, especially on Sundays and on some summer evenings when regular band concerts took place. A lodge, drinking fountain, bandstand and bowling greens were incorporated soon after the park opened and hard courts were added about 1924.[42]

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[39] www.suttonbeauty.org.uk/sherdleypark.html. (Accessed 16 July 2010).

[40] www.suttonbeauty.org.uk/suttonpark.html. (Accessed 16 July 2010).

[41] www.suttonbeauty.org.uk/suttonpark.html. (Accessed 16 July 2010).

[42] www.suttonbeauty.org.uk/suttonpark.html. (Accessed 16 July 2010).

In January 2007 St Helens Hospital applied for planning permission to convert a substantial part of Sutton Park into a temporary car park for the workmen employed on the new £100 million hospital build nearby. Within a matter of days the proposals were shelved after strong protests by the local community, demonstrating Sutton Park's importance to their environment. A Friends of Sutton Park group was formed in July 2007 as a direct result of the local community coming together to fight the car park proposals.[43]

Bankes Park - the park is located to the north of St. Helens, set beside the A571, Main Street, Billinge. It is an urban park of 1.53 ha in size and was handed over as a gift to the local community 1949, from the landowner, the Bankes family. The park today has appropriate facilities to meet the needs of a local community and visitors and includes an on-site car park, children's equipped play area, tennis courts, kick-about area, pathways, annual bedding displays, tree and shrub planted areas, park information point and seating areas.

Victoria Park - around 1850 John Andsell, a solicitor in the small but rapidly expanding town of St Helens, requested the building of Cowley House - the original name of the Mansion House. Following her husband's death, Mrs Andsell vacated Cowley House and the grounds and the house were bought for £110,000 by St Helens Corporation, in order to establish a public park. Almost opposite Andsell's gates was the driveway leading to Windlehurst, the home of a local businessman and industrialist - David Gamble, who donated some land to the Corporation to build the park.

Changes were made such as a new entrance way and the park was to be open daily to the public. This was the first public park in St Helens and was opened on Monday 14 April 1886. The Mansion building was transformed into an art gallery and museum. Many of the exhibits were donated as gifts by local individuals and remained on display until the building ceased to be a museum in 1966.The 14 ha urban park contains the Mansion (Grade II Listed), a Grade II Listed Lodge and a Grade II Listed

[43] www.suttonbeauty.org.uk/suttonpark.html. (Accessed 16 July 2010).

grotto. The lodge was built in the 1840s, constructed in stucco with a hipped slate roof. The Grotto, also of the 1840s, is constructed in rubble walling of industrial waste and glass with stone dressings. The grotto contains many carved stones, including coats of arms and heraldic symbols, which have been inserted into the walls.

The project acknowledges that the following descriptions and text was sourced, and reproduced, here almost entirely from the English Heritage Register of Parks and Gardens of Special Historic Interest (available via English Heritage, The National Heritage List for England).

Taylor Park lies 2 kilometres to the west-south-west of St Helens town centre and the irregular T-shaped site is about 20 ha in area. The short south boundary to Prescot Road is marked by a low late 20th-century brick retaining wall with steps giving access to a grassed area on which is sited a brick and stone plaque commemorating the centenary of the opening of the park in 1893. The southern section of the park adjoins a golf course to the west and housing, generally early 20th-century, to the east. The golf course boundary is marked by 20th-century metal fencing and the eastern domestic garden boundaries by high brick walls and timber fencing. At the centre of the park the western boundary follows a stepped line to the south of the quarry before returning north. To the south and west of the quarry the boundary with the golf course is marked by a low stone wall, to the park side, and 20th-century metal fencing.

In the north of the park the east and north-east boundaries, adjacent to Big Dam, adjoin late 19th-century villa properties and are generally marked by high brick walls. The northern boundary of the park, marked by early 20th-century railings, adjoins the tree-lined Chain Walk which. The line of Chain Walk is indicated on the 1894 OS map and is shown with tree planting on the 1927 edition. The western and eastern boundaries of the park appear to follow field boundaries indicated on the 1770 estate map.

The surrounding area to the north, east, and south of the park is mainly residential with some industrial sites. To the east a private bowling green is sited immediately to the south of the park entrance from Grosvenor Road. Immediately to the north-west,

former pleasure grounds adjoining Eccleston Hall have been developed for hospital and residential purposes.

Taylor Park occupies land which was formerly part of the Eccleston estate where the earliest record of a hall dates from 1374. The estate was divided and sold in the early 19th century with a part, including the hall, purchased by Samuel Taylor VI (died 1820) in 1812. In 1834 a new hall was built by Samuel Taylor VII using stone from the quarry now within Taylor Park. In 1880 Samuel Taylor VII offered 37 acres (around 15 ha) to the Town Council for use as a public park, but due to the many restrictions and conditions attached the offer was not accepted. In 1892 his grandson, Samuel Taylor VIII offered 47 acres (about 19 ha), valued at £7000 and with fewer conditions, for the same purpose and this was accepted by the Council (newspaper cutting, 29 October 1892). The land was transferred to the Council on 13 May 1893 (King 1976) and the remaining estate sold to Sir Gilbert Greenall.

The irregular tract of land, running from north to south to the east of Eccleston Hall, included the main approach drive to the Hall from the south, and the right was retained for it to be used, by horse or carriage, in association with the Hall (King 1976). The site included three areas of water: from north to south these were Eccleston Bottom Dam (formerly the St Helens Waterworks Reservoir); Big (formerly Great) Dam on which the Council were granted fishing and boating rights but had a duty to maintain the structure while Taylor retained the water storage rights; and Little Dam which the Council were at liberty to fill in (newspaper cutting, 29 October 1892). Big and Little Dams were constructed by Basil Thomas Eccleston (died 1789) and are indicated on an estate map of 1770. Eccleston Bottom Dam (outside the area here registered) was built by Samuel Taylor VI and is shown on the 1850 OS map as 'The New Reservoir'.

In March 1893 proposed plans for laying out the park were presented to the Council Parks and Markets committee by the Town Surveyor (newspaper cutting, 16 March 1893). The committee subsequently visited the site (newspaper cutting, 18 March 1893) and applied to the Local Government Board for a loan of £3000 for laying out the park (newspaper cutting, 5 April 1893). The Town Surveyor, Mr Broom, also designed railings, entrances, shelters, and a lodge for the new park. The park was

officially opened on 18 May 1893 by the Mayor, Mr A Sinclair, in the presence of Samuel Taylor and is shown as Taylor Park on the 1909 OS map.

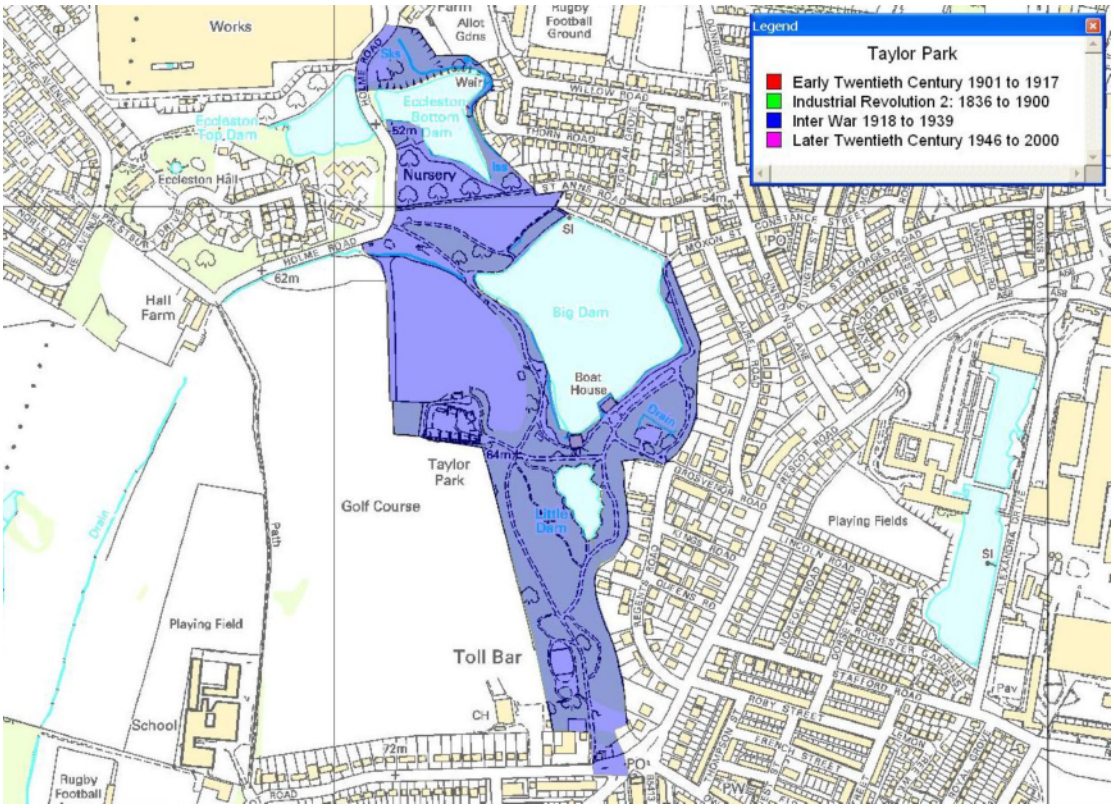

Figure 77 Taylor Park, St Helens. Although becoming a park in 1893 due to extensive alterations and boundary changes in the early 20th century, the MHCP recorded the park as belonging to the Inter War (1918 to 1939) period.

Comparison of the 1894 and 1927 OS maps indicates the late 19th- and early 20th-century alterations and additions to form the public park (although originating in the late 19th century, due to extensive alterations and boundary changes in the early 20th century, the MHCP recorded the park as belonging to the Inter War period). These include the clearance of vegetation from Big and Little Dam, new entrances, new paths often lined with coniferous trees, planting and paths within the quarry, and a shelter and flagstaff on high ground to the north of the quarry. There is little evidence however that the northern section of land including Eccleston Bottom Dam and lying to the north of Chain Walk, running east/west between St Ann's Road and Holme Road (outside the area here registered) was included within the designed public landscape. The 1937 OS map indicates that the land immediately to the south of Eccleston

Bottom Dam, adjoining Chain Walk, was in use as a nursery and it is understood that this use continued into the late 20th century.

In 1926 Little Dam was converted into a paddling pool. In 1930 a boathouse was built on the south bank of Big Dam and by 1937 a tennis court had been added in the south of the park (OS). In 1920 and 1951 the Pilkington family donated two adjoining sections of land to the park, to the west of Big Dam, amounting in total to roughly 3 ha; these form the area known as the Mount. In 1970 a cafe was built to the south of Big Dam. Taylor Park remains (2001) in use as a public park and is in the ownership of St Helens Metropolitan Borough Council.

Sankey Valley Country Park - the park follows the course of England's first canal, the Sankey Navigation. However, from 1864 the condition of the canal had started to decline and by 1898 the Ravenhead Branch had been closed. By 1932 the whole canal beyond Newton Common Lock was also abandoned. Sankey Sugar Works continued to use the canal until 1959. The canal was officially abandoned in 1963, ending 200 years of industrial history. From this time onwards much of the canal was destroyed, huge sections were filled in using rubble from the demolished terraced houses around the borough. The lock chambers were destroyed and the old lock gates were damaged beyond repair. The surrounding land became a polluted wilderness as the industrial waste and domestic refuse of St Helens was dumped.[44]

St Helens Council realised the potential of the Valley as an area of natural beauty. The 1974 report by the Borough's Technical Services Department had highlighted the need to reclaim large areas of derelict land in and around the Valley. Further reports during 1975 and 1976 by the Council along with survey work on the wildlife, land form, soil structure and plant life by Merseyside County Council helped persuade the Countryside Commission to make a grant for the reclamation of this derelict land. After three years of research, planning, surveys and endless meetings, work was finally

[44] www.secure.sthelens.net/website/svp.nsf. Sankey Valley Country Park web site (Accessed 16 July 2010).

started in 1977 on the creation of the first countryside park to be developed in St Helens - Sankey Valley Park.[45]

The park is nearly 13 km (8 miles) long and, as it crosses the boundary into the neighbouring district, is managed in partnership with Warrington Council. The park is home to a wealth of different habitats and a vast array of different plants and animals. Habitats on and around the park include oak woodland, willow scrub, various grasslands, reed beds, lakes, ponds, flashes and brooks, along with remnants of the St Helens Canal. Since Sankey Valley Country Park was established in the late 1970's, its plant and animal species lists have continued to grow. So far, over 150 species of bird have been seen, along with 22 mammal species, 22 butterfly species, 15 dragonfly and damselfly species, and many hundreds of other animals, plants and trees.[46]

[45] www.secure.sthelens.net/website/svp.nsf. Sankey Valley Country Park web site (Accessed 16 July 2010).

[46] www.secure.sthelens.net/website/svp.nsf. Sankey Valley Country Park web site (Accessed 16 July 2010).

9.4.5 Sports Ground

This character Sub Type includes playing fields, recreational land and sports grounds, ranging in size from small-scale playing fields and bowling greens, through to large-scale sports facilities (and associated buildings) and golf courses. There is a certain degree of overlap between this Sub Type and the Public Park Sub Type (the results could be combined). Many public parks appear to be 'sports' orientated - with large-scale provision for sporting activities such as cricket, tennis and athletics. Where this occurs, the park has been classified as a sports ground. The character type also includes large professional sports facilities (for example football stadiums) and therefore contains commercial characteristics.

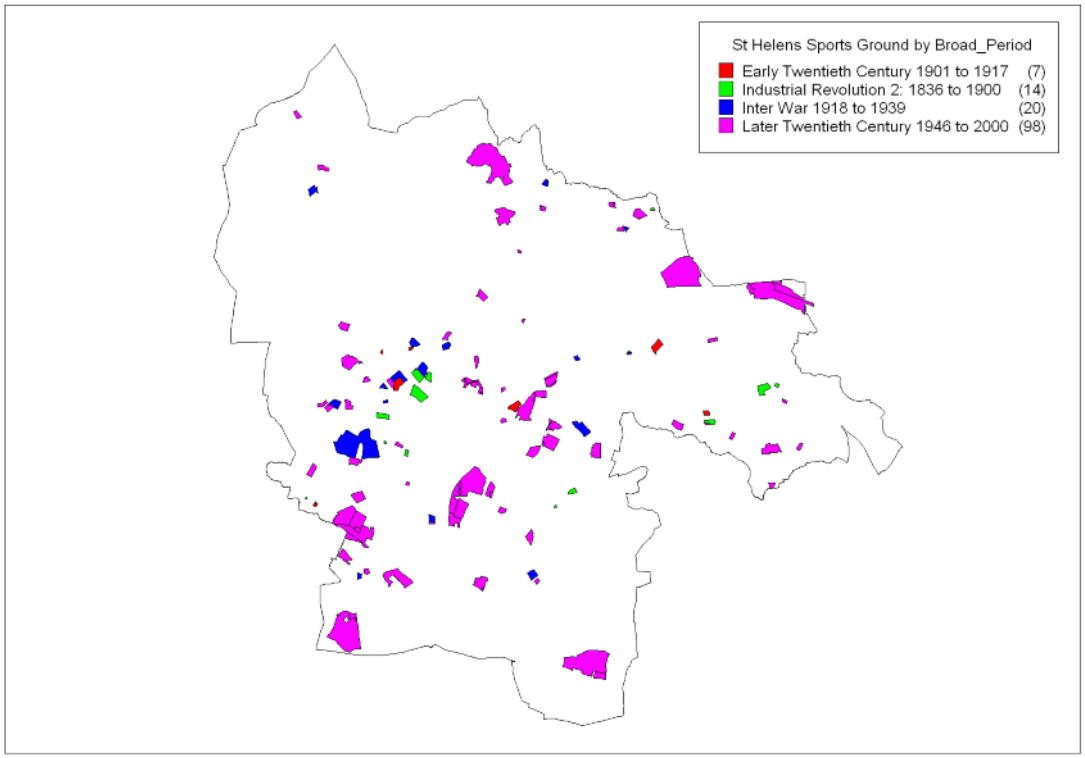

Figure 78 Current (2003) Sports Grounds in St Helens by Broad Period of origin

This Sub Type can be found throughout the district, with smaller and more often older sites (stadia, playing fields and recreation grounds) located within and on the immediate fringes of the urban cores, and much larger sites (golf and horse racing

courses) in the rural hinterland. Sports grounds make up approximately 56% (704.46 ha) of the Recreational and Ornamental Broad Type in St Helens.

Different sporting activities have been popular at different times in the past, and some evidence of these trends can be seen by looking at the periods in which facilities were founded. Bowling greens, cricket grounds and tennis courts were popular in the late 19th to early 20th century. Haydock Park (Horse Racing Course) founded in the late 19th century makes up nearly 61% (49.19.ha) of the Industrial Revolution 2 (1836 to 1900) total.

Large-scale open playing fields, public pitches and recreation grounds became more common in the Inter War and post-1945 periods. Post-war playing fields are generally associated with contemporary housing developments, frequently large planned estates. This implies local authority involvement in their original creation. In the post-war period there was a fall-off in the creation of new bowling greens and cricket grounds. However, substantial areas of new open-area recreational facilities, including football and rugby grounds, continued to be founded in the later 20th and early 21st Centuries. The perimeters of larger-scale playing fields often respected early boundaries relating to settlements or field systems.

Sports Grounds by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	16	80.71	11.45
Early Twentieth Century 1901 to 1917	7	16.52	2.35
Inter War 1918 to 1939	20	91.97	13.06
Later Twentieth Century 1946 to 2000	96	515.26	73.14
Total	139	704.46	100%

Table 35 Current (2003) Sports Grounds in St Helens by Broad Period of origin

Six broad areas containing pre-1900 Sports Grounds were recorded by the MHCP, of which the largest group are located to the west of St Helens Town Centre - Cowley Hill (Victoria Park), Denton's Green (Cricket Ground and Queens Park Recreational Centre), Eccleston (Football Ground) and Thatto Heath (Thatto Heath Park). Smaller

pre-1900 sites can also be found here and elsewhere in the Borough (Billinge, Garswood, Haydock, Sutton, Earlestown and Newton-le-Willows). These are limited to cricket and rugby pitches, and bowling grounds. The largest single pre-1900 Sports Ground is Haydock Park Horse racing Ground (49.19 ha).

Thirteen early 20th century Sports Grounds were recorded, comprising extensions and alterations to existing sports establishments (Denton's Green Athletic Ground, and St John's Playground, Earlestown) and a number of new sites to the south and east of St Helens (Gaskell Park, Sutton Park).

The majority of sports grounds date to the Inter War period (13.06% - 91.91ha) and the later 20th century (73.14% - 515.26 ha) being relatively large-scale sites. The Inter War period saw the introduction of golf courses to the south of St Helens Town (see below). Golf course construction continued throughout the later 20th century and continues today. The Inter War period also saw the construction of Mesnes Park in Wargrave (Newton-le-Willows).

Sports Grounds are a predominantly later 20th century creation, with just over 73% (515.26 ha) dating to this period. They are relatively large-scale developments (including many golf courses) and are found throughout the Borough, although there is a distinct concentration in the centre-east, south-west and south-east of St Helens Town, and in the south of the Borough (Rainhill and Bold). Some are purpose built greenfield sites, whereas others have been located on former industrial or rough land (Sutton Moss, Bold Moss). Later 20th century sites have also been constructed in Newton-le-Willows, Rainford, Billinge, Garswood and Eccleston.

St Helens Rugby League Football Club was founded in 1873, and moving to its ground at Knowsley Road in 1880, it was a founder member of the breakaway Northern Union in 1895, from which the 13-a-side game we know today evolved. They have won the Challenge Cup twelve times - most recently in 2008 - and took home the Super League Championship five times.

Golf courses - there are seven golf courses in St Helens, representing 51.64% (363.76 ha) of the Sports Grounds Sub Type in the district, and 29.01% of the Recreational and Ornamental Broad Type total. They range in area from about 48.34 ha (Eccleston Golf Course) to about 62 ha (Sherdley Park Golf Course). The average size for golf courses in the Borough is 51.97 ha.

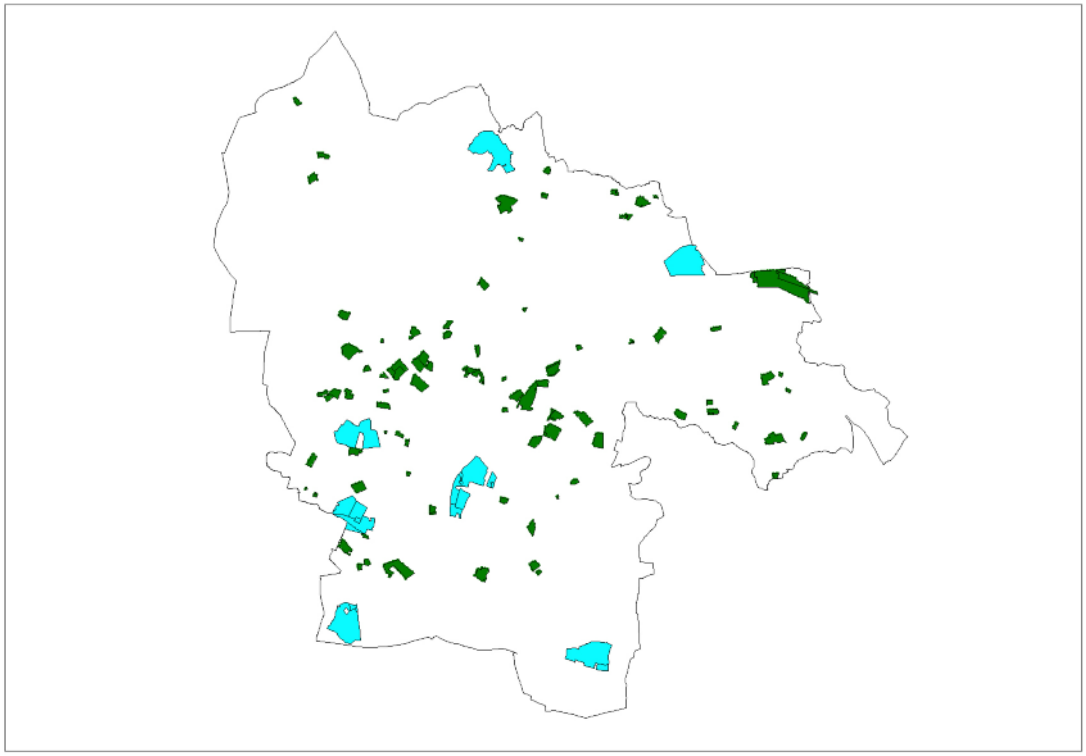

Figure 79 St Helens Golf Courses (depicted in light blue). Green (other Sports Ground). (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

Grange Park Golf Club, Toll Bar, Eccleston - a traditional parkland course set in the industrial town of St Helens. Although the club was, established in 1891 the course is not depicted as such until the Ordnance Survey 6" map of Lancashire, 1939. In respect of this, the course was given an Inter War date by the MHCP. Its 6420 yards from the medal tees is a true test of golfing skill. The courses main defence are the greens, which are regularly amongst the best in the county. Some 40 years ago, Lord Pilkington and the then Club Captain, Bert Fairclough, shook hands on a deal that created a tradition which endures to this day. As part of a 999-year lease, it was agreed that Grange Park would pay Pilkington Brothers Limited a nominal peppercorn rent. Lord Pilkington, a proud Lancastrian and lover of roses readily agreed to the

suggestion from the Club Captain that this nominal rent should be paid in the form of a single rose. In the ensuing 40 years, it has become tradition that the Club Captain presents a single Red Rose on Midsummer's Day to a senior member of the Pilkington management team.[47]

Sherdley Park Golf Club - The club was formed in 1973 when Mr Fred Gore and Mr Bill Robinson held a meeting in what was then the Park Café. Early meetings took place in the Bull and Dog before the club took over the café and made it their Clubhouse ("The Tavern"). The undulating 18-hole parkland course measures 5912 yards, par 71 and provides a challenge to golfers of all abilities. Sherdley Park has held a multitude of opens, charity competitions and the South Lancashire Championship, with the course record still set at seven under par.[48]

Eccleston Park Golf Club - set in 48 ha of beautiful parkland, it is a gentle undulating 6,185 yard par 70, 18 hole parkland course. Set in tranquil surroundings, with winding streams and lakes presenting a challenging experience for golfers of all levels.

Houghwood Golf Course, near Billinge - Local farmers Peter Turner, Richard and Trish Valentine agreed that Billinge Hill overlooking the Lancashire Plain provided an ideal location for a new eighteen hole golf course. The early 1990s were spent carefully researching and planning the exciting new venture, and seeking the necessary planning permission. Work started during 1994 and the parkland course opened in 1996.

During the next few years the course was enhanced with the planting of 35,000 trees, a permanent track was constructed to allow the use of buggies and trolleys all year round and in 1999 the clubhouse was extended to cope with the growing demand. [49]

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[47] www.grangeparkgolfclub.co.uk Grange Park Golf Club (Accessed 16 July 2010).

[48] www.sherdleyparkgolfclub.co.uk/index.html (Accessed 16 July 2010).

[49] www.houghwoodgolfclub.co.uk/AboutUs/History.aspx. (Accessed 16 July 2010).

Horse Racing - Haydock Racecourse. Haydock Park, in spite of this close proximity to industry, is in a setting of woodland and tree-lined avenues. It still retains much of the atmosphere of a park, a reminder of the days when it was in the possession of the Leghs, a great Lancashire family, who on elevation to peerage took the name of Newton from their local connections and later moved to Cheshire. A series of meetings were first instituted at Newton-le-Willows, two and a half miles away, in 1752. [50]

The Newton meetings, which apart from a break about the 1820s, continued until 1898. The initial stages appear to have been mainly sponsored and patronised by members of the Newton Hunt, one of the many Lancashire Hunts that thrived in the days before so much of the southern part of the county was given over to industry. For instance, in the 1850s the Hon. W Gerard had the Garswood Harriers kennelled at Garswood Park, on the opposite side of the road to the present racecourse, as well as a pack of staghounds which from time to time hunted fox. [51]

For some years, the Newton race meetings, which were held on an extensive stretch of common known as Golborne Heath, were similar to those in many other parts of the country. Although mainly supported by hunting folk, the racing seems to have been open to all who cared to come along and enjoy the sport.[52]

The arrival of industry into the area appears to have given a boost to the organisers and even 100 years ago the pattern of the present Haydock Park meeting as a gathering ground for the sporting folk of the county, apart from hunting interests, was being moulded. A painting, by Charles Towne, showing the meeting of 1831 reveals a

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[50] www.haydock-park.co.uk/. Haydock Park Racecourse web site (Accessed 16 July 2010).

[51] www.haydock-park.co.uk/. Haydock Park Racecourse web site (Accessed 16 July 2010).

[52] www.haydock-park.co.uk/. Haydock Park Racecourse web site (Accessed 16 July 2010).

well-packed series of grandstands and an advertisement for the 1843 meeting announced "good beds and good stables at all the inns in Newton".[53]

In 1898, however, the promoters decided to make a move to another site and with the late John Davies (who did so much to develop the Manchester Racecourse at Castle Irwell) as one of the guiding hands, a long term lease of land at Haydock Park was obtained from Lord Newton, whose ancestors of the Legh Family had been connected with the Newton races ever since their inception. The following February the first ever Haydock Park meeting was held under National Hunt rules and there was flat racing under Jockey Club rules in May and August of the same year.

In 1889 admission into Tattersalls was £1.00 per day for flat racing and 15 shillings for National Hunt meetings. The cheaper rings were 4 shillings and 1 shilling, plus 1 shilling entrance onto the course. Annual membership was 5 guineas, payable at the beginning of the year.[54]

From the end of the last century until racing was abandoned during the Second World War, Haydock Park was gradually developed until it became the scene of some of the most popular and best attended fixtures of the Northern calendar. The railway line from Manchester to Liverpool ran past the course and a station was built immediately opposite the main entrance. This line and station is now closed. During the war years, not only was racing abandoned, but the course was taken over for military purposes with troops from all the Allied Nations being quartered there. Nissen Huts soon filled the paddocks and the United States Army authorities erected glider huts about the course itself.[55]

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[53] www.haydock-park.co.uk/. Haydock Park Racecourse web site (Accessed 16 July 2010).

[54] www.haydock-park.co.uk/. Haydock Park Racecourse web site (Accessed 16 July 2010).

[55] www.haydock-park.co.uk/. Haydock Park Racecourse web site (Accessed 16 July 2010).

After the end of hostilities, racing resumed after the remains of Army occupation were eventually removed and the paddocks assumed their former state. The stabling was extended and the first post-war meeting took place on 14 and 15 August 1946.[56]

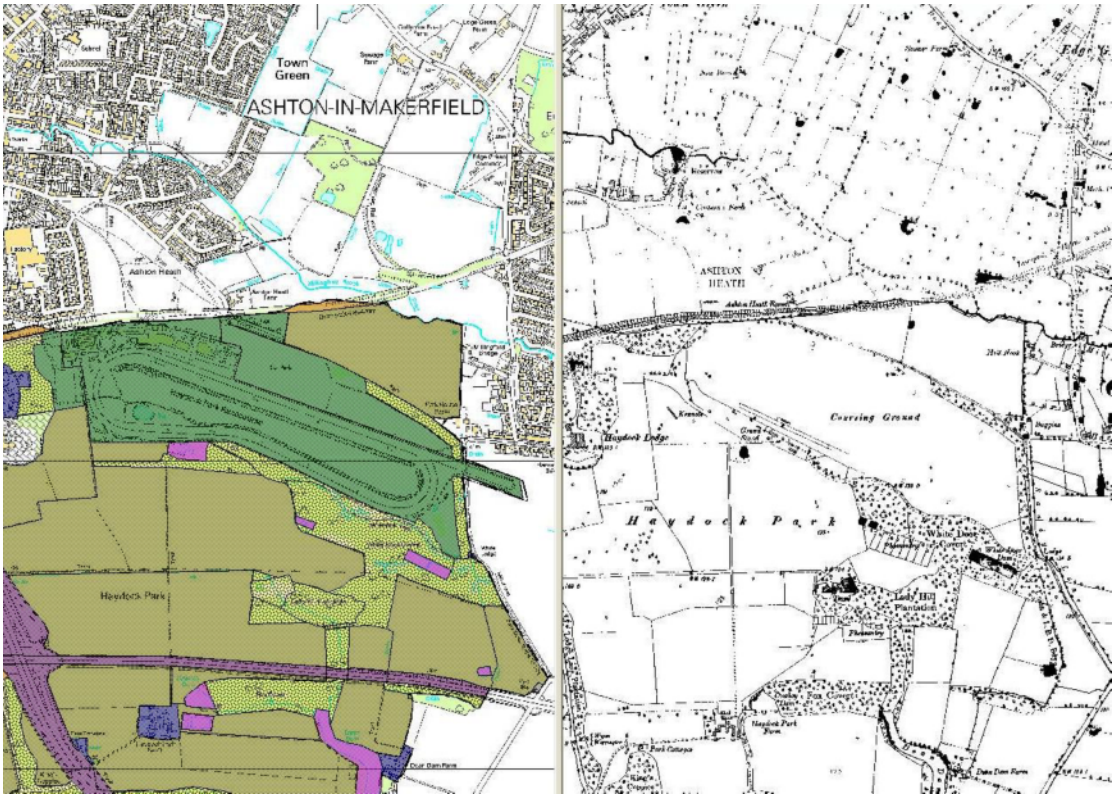

Figure 80 Haydock Park Horse Racing Course on Current (2003) mapping and on the Ordnance Survey 6" map of Lancs. 1908.
The course is depicted as a 'Coursing Ground' on the 1908 map.

Haydock has a compact, only a couple of 100 yards separate the stables, containing over 150 boxes from the main stand. Between the two is the parade ring, recently extensively refurbished. The facilities at Haydock Park include 33 private viewing

[56] www.haydock-park.co.uk/. Haydock Park Racecourse web site (Accessed 16 July 2010).

boxes which are sited over 3 floors of the Tommy Whittle Stand and can accommodate up to 20 guests in each.[57]

The course itself is a left handed oval circuit of just over one and a half miles, with a straight run in of 5 furlongs. The steeplechase course is mainly inside that used for flat events. All of the stands command virtually uninterrupted views of the entire course and this is one aspect that visitors to Haydock Park find advantageous. Not only are the spectators well catered for, but a post-war innovation had been the provision of a hostel for stable boys and girls. Originally a building used by the American troops as a hospital was converted for the purpose, but proved so popular that the accommodation was extended to cater for up to 70. Over the years, the hostel was moved once again and then in 1985 a new hostel block was built at the back of the stables. There is now accommodation for 60 lads and 14 girls and more recently a luxurious conservatory has been added.[58]

[57] www.haydock-park.co.uk/. Haydock Park Racecourse web site (Accessed 16 July 2010).

[58] www.haydock-park.co.uk/. Haydock Park Racecourse web site (Accessed 16 July 2010).

9.5 Industrial Broad Type

Within St Helens there are 901.99 ha of Industrial land. This represents about 6.59% of the total area of St Helens. Industrial sites were identified on Current mapping largely by their labels of 'Works' or 'Industrial Estate'. Trade directories and the internet were consulted when identifying the 'narrow' Industrial MHCP types. However, it was beyond the scope of the project to consult these sources for all industrial sites in the district. As the nature of the industry carried out could not be identified for a great many sites, a very high proportion of sites have been recorded simply as 'Industrial Works', making it difficult to make a meaningful analysis of the distribution of different types of industry. However, the proliferation of industrial estates and sites labelled 'Works' rather than with a specific industry infers areas of mixed industry that are more characteristic of modern times than of the 19th and early 20th centuries. Many sites are now occupied by a mix of industrial and commercial companies.

Industrial Sub Type	Number of Polygons	Area (Hectares)	Percentage
Disused Industry	22	116.42	12.91
Extraction Industry	5	44.27	4.91
Glass Industry	21	71.77	7.96
Industrial	189	307.22	34.06
Iron Industry / Foundries	2	13.71	1.52
Manufacturing Industry	80	203.50	22.56
Municipal Depot	26	38.34	4.25
Municipal Works	23	76.02	8.43
Nursery	8	11.32	1.26
Warehousing	10	19.42	2.15
Totals	386	901.99	100%

Table 36 The Ten Principal Current (2003) Industrial Sub Types in St Helens

Ten principal Current MHCP types were identified for detailed analysis on the basis of their presence in the landscape or their historical significance. A further historical MHCP Sub Type was also identified (Chemical Industry) but this does not form part of

the current St Helens character. In the past, however, this industry, alongside other now defunct industries, would have played an important (integral) part in the development of St Helens.

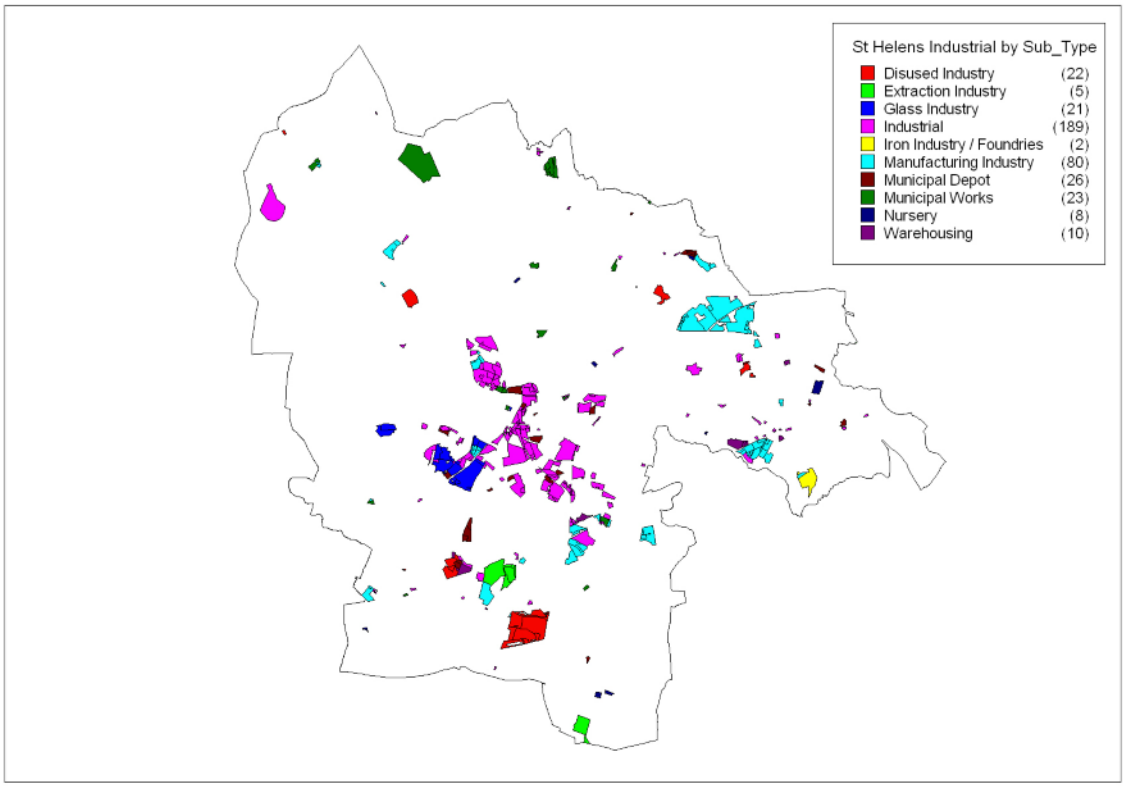

Figure 81 Current (2003) Industrial Sub Type in St Helens

The majority of St Helens current industrial sites are Industrial (34.06%), followed by Manufacturing (22.56%) and Disused Industry (12.91%). Of the Current 901.99 ha of industrial land, 87.06% (785.27 ha) dates to the Later 20th century. The next largest industrial block dates to pre-1900, forming 8.53% (76.95 ha) of the current total.

Pre-1900 industrial sites are found throughout the district, with noticeable concentrations in and around the historic core of St Helens Town (predominantly glass industrial), Sutton (Industrial) and Marshall's Cross (Extraction Industry). Further pre-1900 sites occur at Pewfall near Haydock (currently a disused coal mine) and the Vulcan Village Industrial site (Iron Foundry and Manufacturing Industries). The location of Pre-1900 industries are closely associated with communication, transport

and trade - initially, industrial activity was located alongside the Sankey Canal. Ribbon development occurred alongside the canal for some time, although the major focus of industrial development occurred immediately adjacent to the railway.

Industrial by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	35	76.95	8.53
Early Twentieth Century 1901 to 1917	9	4.38	0.49
Inter War 1918 to 1939	17	35.39	3.92
Later Twentieth Century 1946 to 2000	325	785.27	87.06
Totals	386	901.99	100%

Table 37 Current (2003) Industrial in St Helens by Broad Period of origin

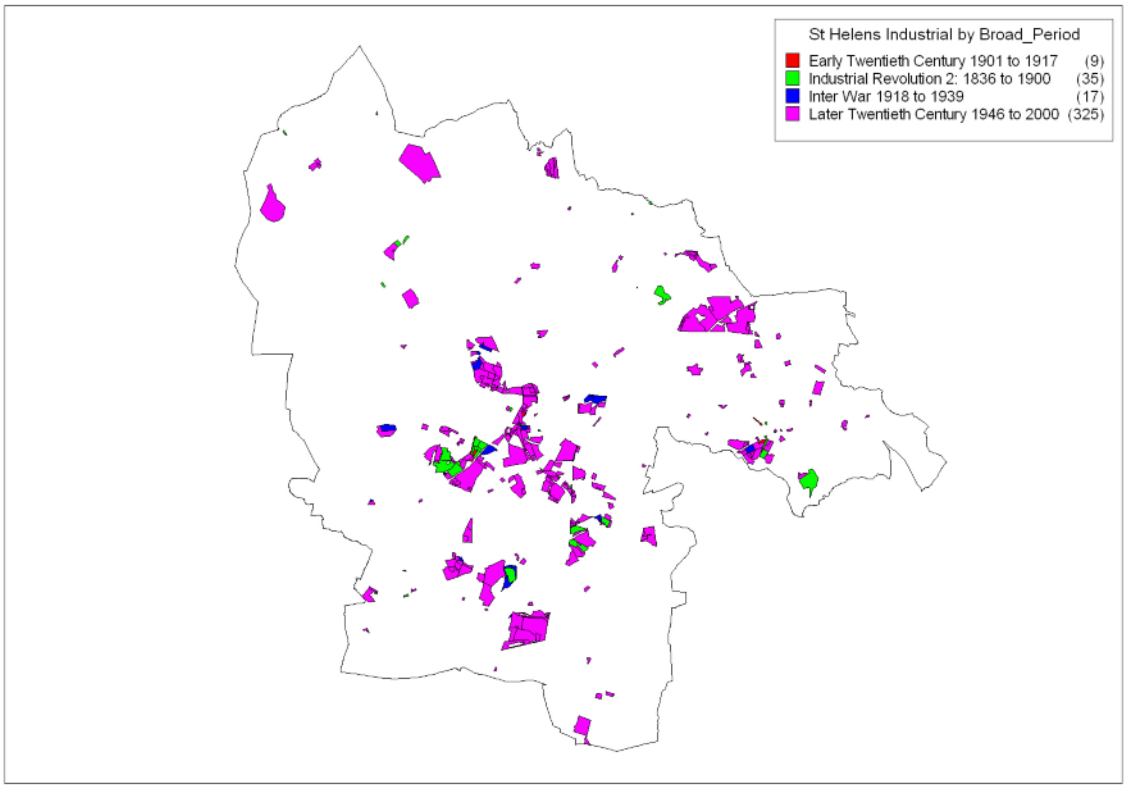

Figure 82 Current (2003) Industrial Sub Type in St Helens by Broad Period of origin

Early 20th century sites are, much like earlier industrial development, found in close association with transport routes. Many pre-1900 and Early 20th century industrial sites are also associated with terraced housing of the same date.

Inter War sites are concentrated in the south of the district, surrounding the historic core of St Helens Town, often in association with large housing estates. These include a glass manufactory in Eccleston, manufacturing industry at Gerards Bridge, extraction industry at Marshall's Cross, and a sewage farm (Industrial Sub Type) at Broad Oak. Outside of St Helens Town, Inter War sites are restricted to a single Manufacturing site in Newton-le-Willows.

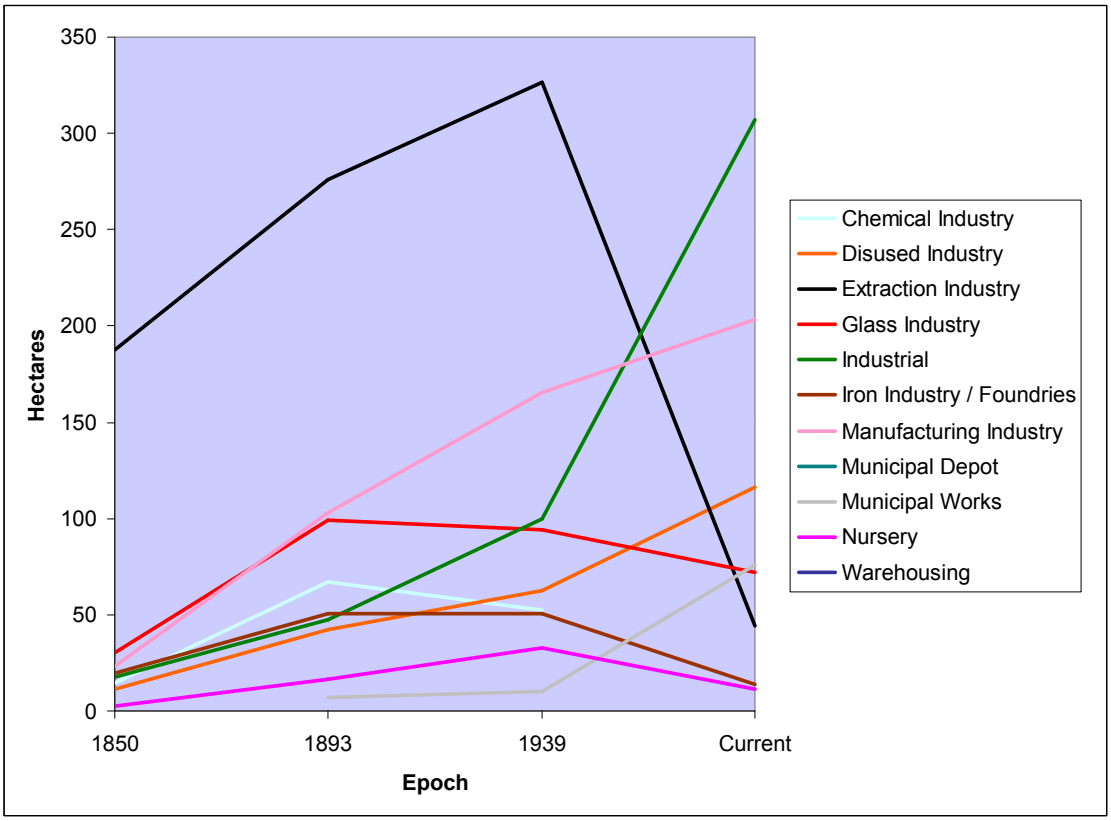

Figure 83 Graphical Representation of St Helens Industry Sub Types through time

Later Twentieth Century sites are found throughout the district, with noticeable concentrations along communication routes (predominantly railway, but also along the

former Sankey Canal and major roads). Smaller-scale industries are found interspersed amongst earlier industries and residential areas, notably in St Helens Town Centre and Newton-le-Willows.

Many large-scale sites (as industrial parks) are sited on the fringes of both established (in the case of St Helens) and relatively new (Haydock) residential areas - in areas that were previously greenfield (field system) land. Large-scale sites include modern refuse dumping areas on land formerly Rough Land (Holiday Moss, near Rainford) or Disused Industry (the former quarry site at Billinge Hill, near Billinge).The largest post-1945 industrial site are the Haydock Lane and Fishwicks Industrial Estates (combined) at approximately 92 ha.

The surviving historic industrial buildings in St Helens display a wide variety of architectural types and dates, yet many of these have been altered in both form and function. Commerce and industry appear to be the most common reuses of industrial sites. Many disused sites have been converted to ornamental and recreational use, or left as rough land.

St Helens Industrial Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Chemical Industry	14.41	67.03	52.13	0
Disused Industry	11.53	42.19	62.44	116.42
Extraction Industry	187.46	276.01	326.52	44.27
Glass Industry	30.11	99.05	94.31	71.77
Industrial	17.44	47.44	100.13	307.22
Iron Industry / Foundries	19.32	50.59	50.46	13.71
Manufacturing Industry	23.41	103.21	165.48	203.5
Municipal Depot	0	0	0	38.34
Municipal Works	0	7.26	10.01	76.02
Nursery	2.79	16.45	33.07	11.32
Warehousing	0	0	0	19.42

Table 38 St Helens Industrial Sub Types through time

The St Helens study has been relatively successful in identifying the extent of historic industrial character in the district, assessing the condition of structures way beyond the scope of the project. Historic origins were established by comparing the footprints of buildings depicted on historic map sequences with those on modern mapping. Often the detailing of early mapping is vague and the true extent of the survival of historic buildings and their contexts is difficult to ascertain. Modern buildings may have footprints the same as or similar to those of their predecessors, and it may not be obvious from mapping that they are different structures.

9.5.1 Chemical Industry

No Current Chemical Industry sites were recorded in the district. However, the chemical industry was, until relatively recently, an important contributor to the growth and development of St Helens. Many of the early chemical industry sites have either been altered to Manufacturing or Industrial Sub Type use, converted to other Broad Types (Commercial and Civil), removed to make way for other character types or, because of unsuitable ground conditions, demolished and left as Rough Land (Brownfield) sites.

The industry was dominated by one, specialised activity - the production of alkali during the 19th century. Alkali was used in the direct production of soap and detergents, and as an integral part of the glassmaking industry.

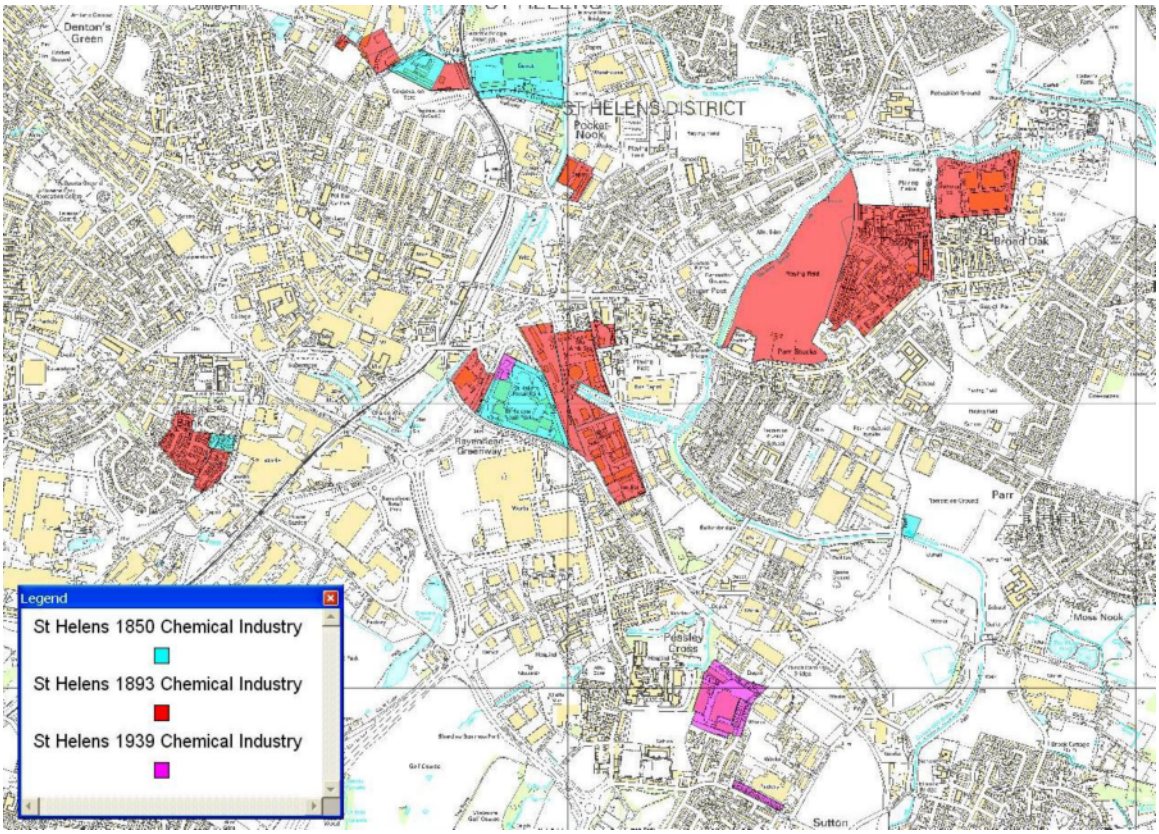

Figure 84 The sites of past Chemical Industries in St Helens (none Current)

An **Alkali Industry** became established in St Helens during the early 19th century to supply soda to the Liverpool soap industry. British production started in Liverpool in

the early 1820s (notably James Muspratt's Vauxhall Road Alkali Works) and sites were established at St Helens soon after. The first factory in St Helens was built at Gerard's Bridge using the Leblanc process of making soda by decomposing salt from Cheshire. The Gerard's Bridge site established in 1828 by Muspratt and Josias Christopher Gamble was a successful, if very polluting, factory located on the junction between the St Helens Canal and St Helens Railway.

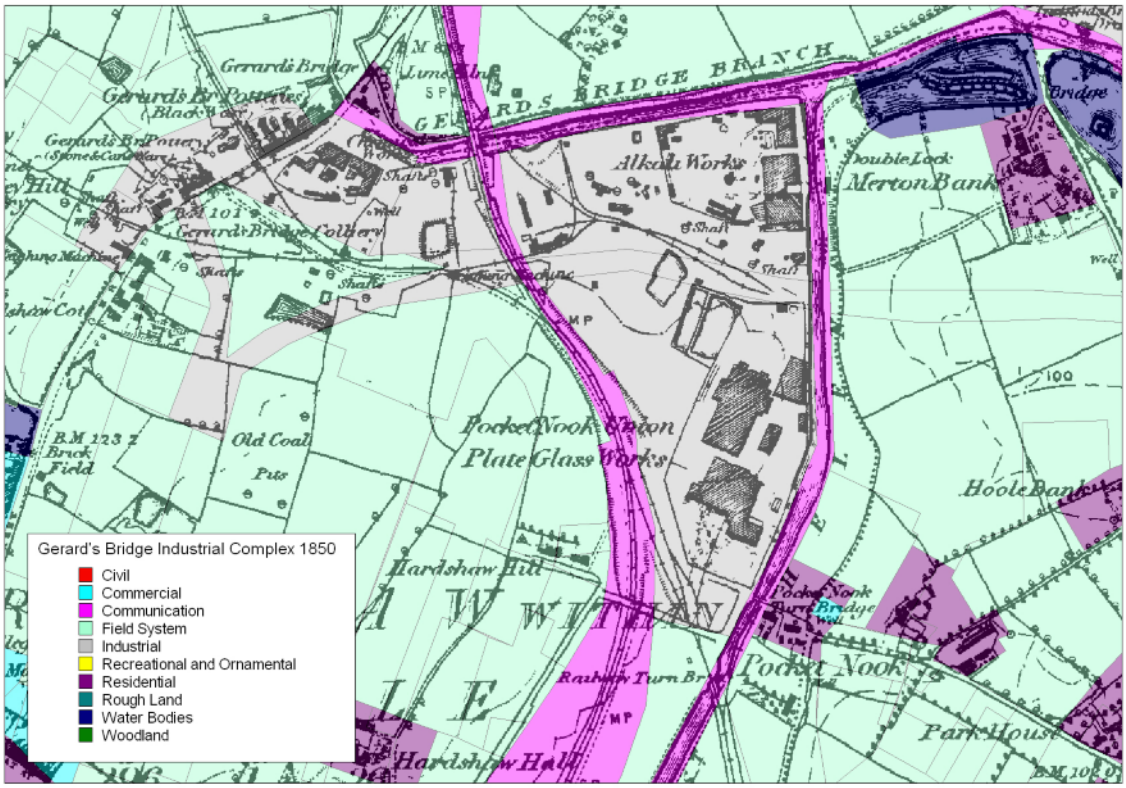

Figure 85 The Gerard's Bridge Industrial Complex in 1850.
Industries shown are the Muspratt and Gamble Alkali Works, The Pocket Nook Union Plate Glass Works, Gerard's Bridge Potteries and Gerard's Bridge Colliery. Also shown are the north to south aligned St Helens Railway line and the St Helens Canal (Ordnance Survey 6" First Edition map of Lancs. 1850) (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

In 1830, the partnership between Muspratt and Gamble ended, Gamble stayed at the Gerard's Bridge site and Muspratt moved to a new site at Newton-le-Willows, close to the new railway between Liverpool and Manchester and on the St Helens Canal (Barker and Harris, 1993).

In LeBlanc's process, the salt is treated with pure sulphuric acid to produce sodium sulphate; this is then burned in a soda furnace with lime and coal to produce crude soda, commonly called 'soda ash'. The main drawback with LeBlanc's process was

that it produced fumes which turned into clouds of hydrochloric acid when they mixed with water vapour in the air. There were also other hazardous by-products including nitrogen oxides, sulphur and chlorine gas which often escaped, or were released into the atmosphere. At first there were limited attempts to disperse the gas with most manufacturers releasing the gas from tall chimneys (the chimney of Muspratt's works in Vauxhall Road, Liverpool was reputed to be over 70m high) and the number of such chimneys in an area became a barometer of industrial activity (Jarvis and Reed, 1999).

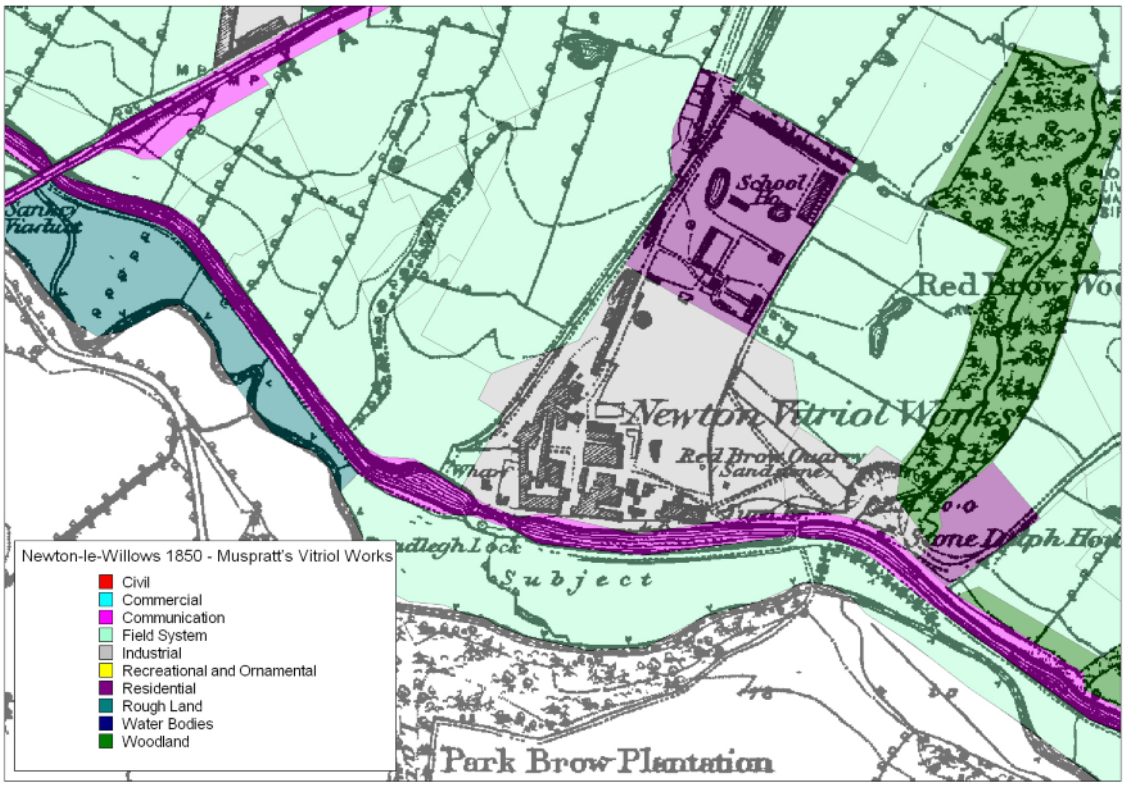

Figure 86 James Muspratt's Vitriol Works, Newton-le-Willows (Ordnance Survey 6" First Edition map of Lancs. 1850).

In 1836, a local businessman and engineer called William Gossage devised a washing tower to remove the dangerous fumes. He used a nearby disused windmill, filled with brushwood, with water sprayed in at the top and the smoke fed in at the bottom; the water dissolved most of the acid, although at the time he allowed this to run off into nearby rivers.

In the early 19th century, the Newton-le-Willows area was well wooded and highly cultivated, belonging to rich and influential land-owners. At this time, the Leblanc process was inefficient; appliances for the condensation of the acids were so imperfect that a large quantity of corrosive gas escaped, causing great destruction to the surrounding vegetation and pollution of the waterways. Even after Gossage's invention few manufacturers adopted the 'acid tower' with which to condense their hydrochloric gas. Many did not understand the principles involved as very few chemical works had qualified chemists before the 1880s. Furthermore, few industrialists saw the need to invest in the towers as they were not required by law to do so (Jarvis and Reed, 1999). While the detrimental effects of acid gas on already poor environmental conditions had been noted, there was still a four-fold increase in soda production in St Helens was recorded over the period 1845-1865. James Muspratt was repeatedly involved in litigation because of the pollution caused by his factories - in 1838 he was cited as causing a public nuisance, yet escaped with a fine of one shilling having 'proved' that muriatic (hydrochloric) acid gas possessed beneficial properties. From 1830 to 1850 Muspratt was harassed by almost continuous and expensive litigation, which finally resulted in his being compelled to close and abandon both of his works (Barker and Harris, 1993).

By the early 1860s, the weight of opinion from landowners, farmers, doctors and public forced the government to intervene. A law was passed to encourage factories to reduce their pollution (the 1863 Alkali Works Act) and required Gossage towers to be used (similar cleaning systems are in use today, usually referred to as 'scrubbers'). As a result, a number of 'cleaner' LeBlanc factories followed and soon St Helens was a major centre for the manufacture of soda and later bleaching powder.

After studying at University College in London and Glasgow's Andersonian College, Josias Gambles' son David Gamble (1823-1907) joined the family firm. By the mid-1840s, though still only in his twenties, David took over most of the responsibility for running the business. Under his leadership experiments on turning waste products into useful chemical agents were carried out. During the 1840s David Gamble began to get involved in local government. When St Helens got an Improvement

Commission in 1845 Gamble was one of its first members and later became its chair. Then when St Helens received its Charter of Incorporation from Parliament in 1868, David Gamble became the Borough's first Mayor, a position which he held again in 1882 and 1886.[59]

Kurtz Chemical Company (The Sutton Alkali Works) was established before 1840 and was one of the largest chemical plants in the area producing soda and bleaching powder. The original factory was expanded in 1846, beyond Warrington New Road to Langtree Street (now Jackson Street), following the inheritance of the factory by Andrew Kurtz.

As a concerned chemical manufacturer, Kurtz was instrumental in the establishment of St Helens' first hospital on Marshalls Cross Road in 1873. Kurtz later gave the town its first public baths in 1878. The Warrington New Road extension was built on the site of a chemical waste dump, and included a refining house in which chlorate of potash was crystallised in lead-lined wooden settling tanks. On the 12th may 1899, an explosion in the refining house resulted in widespread destruction, five fatalities and ten people seriously injured (Presland, 1995).

Further important late 19th century chemical (alkali) works included the Globe Alkali Company (founded 1890, closed 1920), The Greenbank Alkali Works Company (1890 to 1914), Henry Baxter (1890 to 1927), James McBryde and Company (1890 to 1920), St Helens Chemical Company (1890 to 1891), Sutton Lodge Chemical Company (1890 to 1896), Thomas Walker (1890 to 1892), The Atlas Chemical Company (1890 to 1898) and Duncan McKechnie (1891 to 1925).

The decline of the Leblanc manufacturers followed the development of the Solvay ammonia-soda process in the 1880s which was much more efficient and less polluting. The Solvay process featured an 80 foot tall 'carbonating tower', in which ammoniated brine was poured down from the top while carbon dioxide bubbled up from the bottom, producing the desired sodium carbonate. In an attempt to compete the British Leblanc Soda Manufacturers formed the United Alkali Company in 1890,

[59] www.mersey-gateway.org/server.php?show=ConNarrative.128&chapterId=871 Mersey Gateway web site (Accessed July 2010)

which shifted its interest away from St Helens to concentrate on its production at Widnes. As a result, each of the Leblanc works in St Helens closed during the first three decades of the 20th century. By 1930 the alkali industry of St Helens had ceased.

The process of alkali production was very inefficient and resulted in large volumes of waste. Before 1850 little or no attempt was made to recycle waste products from one process as raw materials for another process. From the LeBlanc process, for every tonne of salt decomposed, half a tonne of hydrogen chloride gas was produced with about two tonnes of alkali waste (Jarvis and Reed, 1999). Any products surplus to needs were deposited on agricultural land where it was often buried, although the most common practice was to leave it in large mounds. The 'Mucky Mountains' of Newton-le-Willows are predominantly waste and bi-products from James Muspratt's vitriol and alkali works. Wastes have also been identified at a number of locations in St Helens, especially alongside Sankey Canal.

St Helens was foremost in the production of **pharmaceuticals** during the later 19th to mid 20th century. Thomas Beecham (1820 to 1907) was founder of Beechams, which became one of the United Kingdom's largest pharmaceutical businesses. Born in Curbridge in Oxfordshire, Beecham first began selling cures and laxatives as a travelling salesman in the 1840s. He moved to Liverpool, then Wigan (in 1847) where he started selling Beecham's Pills (laxative) through a mail order service. By 1859 he was based in St Helens where he started advertising as well as selling his pills. He created a network of agents throughout Lancashire and Yorkshire, and by 1884 he had expanded his business so much that he was able to open his first factory in Westfield Street. This cost around £30,000 to build - with its clock tower, the factory was a large sight on the St Helens skyline.

The clock tower and office buildings on Westfield Street are Grade II Listed Building, designed and built by H.V. Krolow and H. May in two phases. Built in red brick and sandstone, with terracotta dressings, Welsh slate roof coverings, red clay ridge tiles and sheet lead to tower and turrets. It stands three storeys high. The main entrance has a keystone incorporating a bust of the founder, arch spandrels with figures bearing text which reads "Worth a guinea a box, largest sale in the world." referring to Beecham’s Pills. The buildings are now owned and used by St Helens Technical College (Pollard and Pevsner, 2006).

In 1889, Beecham handed over half of his business to his son Joseph. Joseph used new advertising techniques to publicise Beecham's products, including a booklet of facts and figures for children, photographic views and musical scores. In 1895, Thomas Beecham retired and moved to live in Southport. He died on 6 April 1907 and was buried at St Helens Borough Cemetery.

Despite the loss of the founder, Beecham's continued to grow - Beechams diversified during the late 1930s, adding various products to its product chain. For example, in buying Brylcreem in 1939, it added hair products for men. In 1943, it decided to focus more on improving its research and built the Beecham Research Laboratories in Brockham Park, Surrey. The Westfield Street factory in St Helens was extended in 1934, 1948 and again in 1956. The original laxative pills, and their marketing, were the basis for Beecham's Patent Pills, which became Beecham's Estates and Pills in 1924, eight years after the death of Sir Joseph Beecham. The pills continued to be made by a succession of Beecham Pills Limited, Beecham Pharmaceutical Limited, Beecham Heath Care, and as SmithKlineBeecham until 1998.

Other, less-well documented chemical industries are also recorded. In the Sutton area the British Sidac Ltd works are known to have used carbon disulphide, bleaches and acids to make rayophane packaging films and photographic paper.

9.5.2 Disused Industry

Disused Industry represents 12.91% (116.42 ha) of the current Industrial Broad Type in St Helens. The term was applied to any former site of industrial activity which was in advanced state of dereliction, and that could be easily identified from mapping or aerial photography. Further disused industries will occur, but these have been incorporated into another 'cross-over' Sub Type - Rough Land (Other Land).

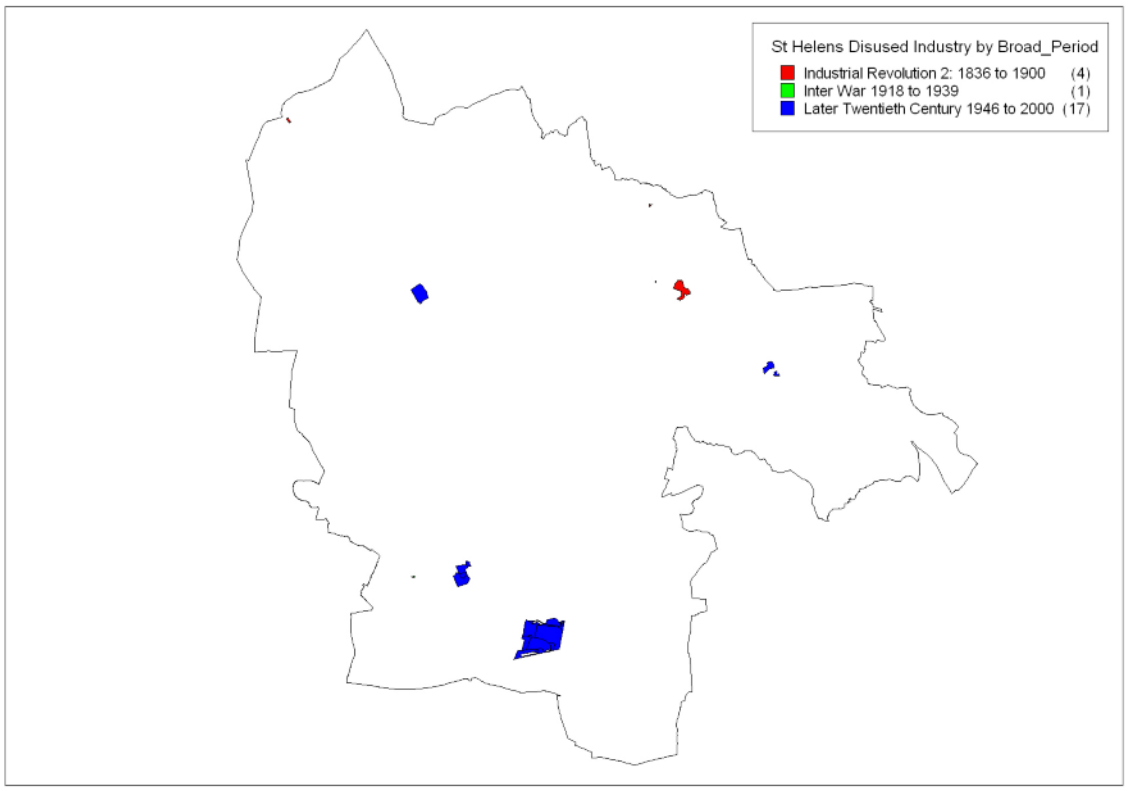

Figure 87 Current (2003) Disused Industry Sites in St Helens by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The majority of Disused Industry sites date to the later 20th century (93.07% - 108.35 ha) and are associated with either old (close or exhausted) collieries and extraction pits, or former glass factories. Due to underlying ground conditions (instability, subsidence, waste, toxicity) many of these sites have had little or no subsequent activity, and have either reverted to Rough Land (Other Land) or been converted to Recreational and Ornamental use. Some sites have been built upon, but often as large-scale constructions with shallow 'rafted' foundations (such as modern

warehouses). There are a handful of disused sites that have been redeveloped as residential or commercial areas.

Disused Industry by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	4	7.95	6.82
Inter War 1918 to 1939	1	0.13	0.11
Later Twentieth Century 1946 to 2000	17	108.35	93.07
Total	22	116.42	100%

Table 39 Current (2003) Disused Industry Sites in St Helens by Broad Period of origin

One early MHCP example of a Disused Industry in St Helens is the abandoned coal mine workings at Pewfall near Seneley Green, which date to before 1900. Abandoned coal shafts (as 'Old Coal Pits') and workings (as 'Old Engine Houses') are shown on the Ordnance Survey 6" First Edition map of Lancs, 1850. Further old coal shafts are found in the immediate vicinity and much further afield - as far north as Manor House Farm, Garswood and as far south as Florida Farm, Haydock. The depiction of 'old workings' suggests that the colliery was no longer in use by 1850. The actual colliery site (depicted as Fall Colliery on the 1850 mapping) appears to have been left derelict since then, with no apparent demolition or rebuilding.

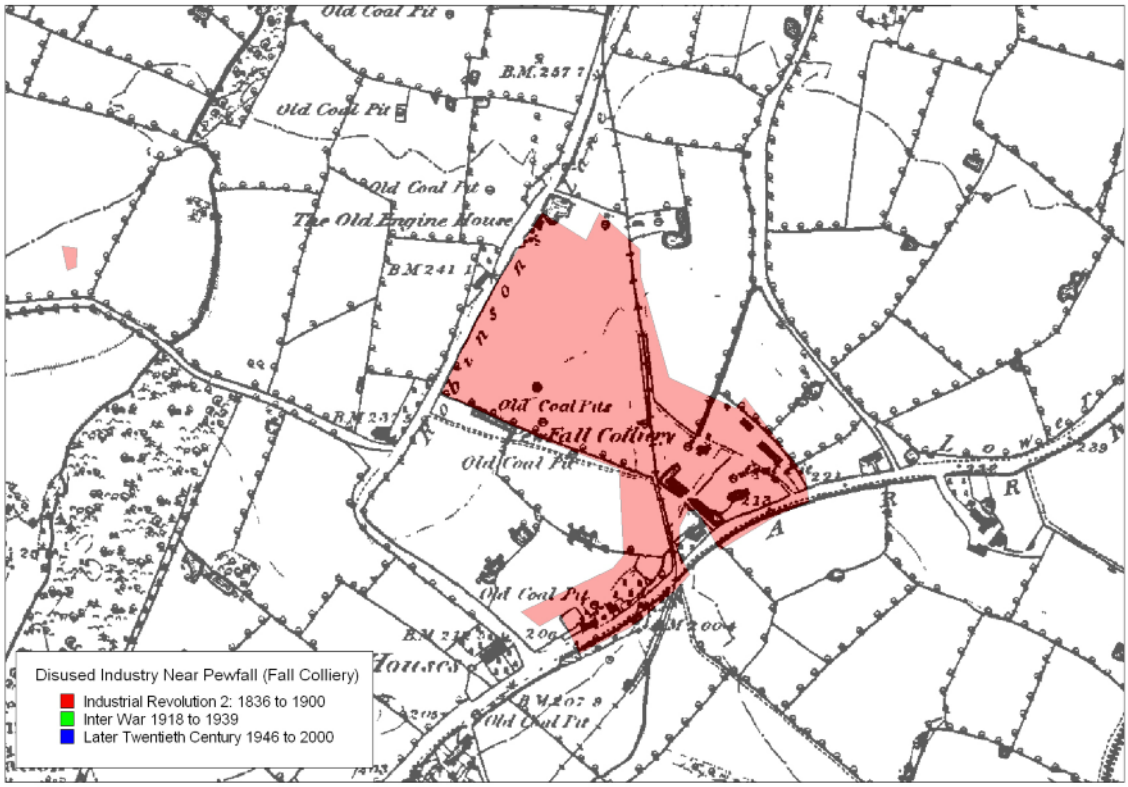

Figure 88 Disused Industry near Pewfall, Seneley Green.
The red polygon shows the extent of the Current (2003) Disused Industry area, although the actual mine workings (as old shafts) stretched much further afield. The area shows many 'old coal pits' and an 'old engine house', suggesting that the coal workings here had gone out of use by 1850. No subsequent activity, Industrial or otherwise, has occurred since then (Ordnance Survey 6" First Edition map of Lancs. 1850) (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Later Disused Industrial sites include the remnants of Lea Green Colliery in Sutton Heath and Sutton Manor Colliery.

The Sutton Heath and Lea Green Collieries Company was a major industrial company in the St Helens area in the mid 19th century, owning a number of mines and brickworks. About 550 men worked at Lea Green pit which was situated in Lowfield Lane and was sunk in c.1875 by James Radley. Radley also initially owned the nearby Sutton Heath Colliery which was recorded in 1873 as having two pits and was situated at the corner of Eltonhead Road and Sutton Heath Road. Upon his death on March 28th, 1885, James Radley's widow briefly owned the colliery before apparently selling it onto the newly created Sutton Heath & Lea Green Collieries Ltd c.1890. For many years during the 20th century, Sutton Heath served as a pumping pit and mining activities were concentrated at nearby Lea Green. Lea Green colliery had a

reputation for producing high quality coal but like many other pits, accidents involving injuries and fatalities were common place. The colliery closed in 1964.[60]

Sutton Manor Colliery was located in the village of Sutton Manor, on the southern fringe of St Helens. The sinking of No.1 shaft, started in May 1906, and was completed by December 1909, to a depth of 1,823 feet. The No.2 shaft was begun in July 1906, and was sunk at 22 feet in diameter reaching the Wigan series of seams by December 1910. Sinking was resumed in April 1912, and the shaft was then deepened at 18 feet in diameter to a total depth of 2,343 feet to just below the Arley seam. A linking or staple shaft between Nos. 1 and 2 shaft levels was completed in 1912. A third shaft was started in 1914, but as a result of the First World War, sinking was suspended at a depth of 180 feet below the surface. This shaft was subsequently filled in.[61]

The Colliery was re-organised in the period 1952-57, during which time No.1 shaft was deepened 683 feet to provide downcast ventilation to the lower level and eliminate the staple shaft. During the same period, No.2 shaft was deepened 183 feet to permit installation of new shaft winding equipment.[62]

In the spring of 1968 there was a re-organisation when coal production ceased in No.1 pit and all work was concentrated in the more economic faces in No.2 pit. The scheme meant a reduction of about 1400 men in the labour force. No.1 shaft was still used for essential ventilation and winding operations.[63]

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[60] www.suttonbeauty.org.uk/suttonhistory/mineworking.html Sutton Beauty & Heritage web site (Accessed July 2010)

[61] www.suttonbeauty.org.uk/suttonmanorcolliery.html Sutton Beauty & Heritage web site (Accessed July 2010)

[62] www.suttonbeauty.org.uk/suttonmanorcolliery.html Sutton Beauty & Heritage web site (Accessed July 2010)

[63] www.suttonbeauty.org.uk/suttonhistory/mineworking.html Sutton Beauty & Heritage web site (Accessed July 2010)

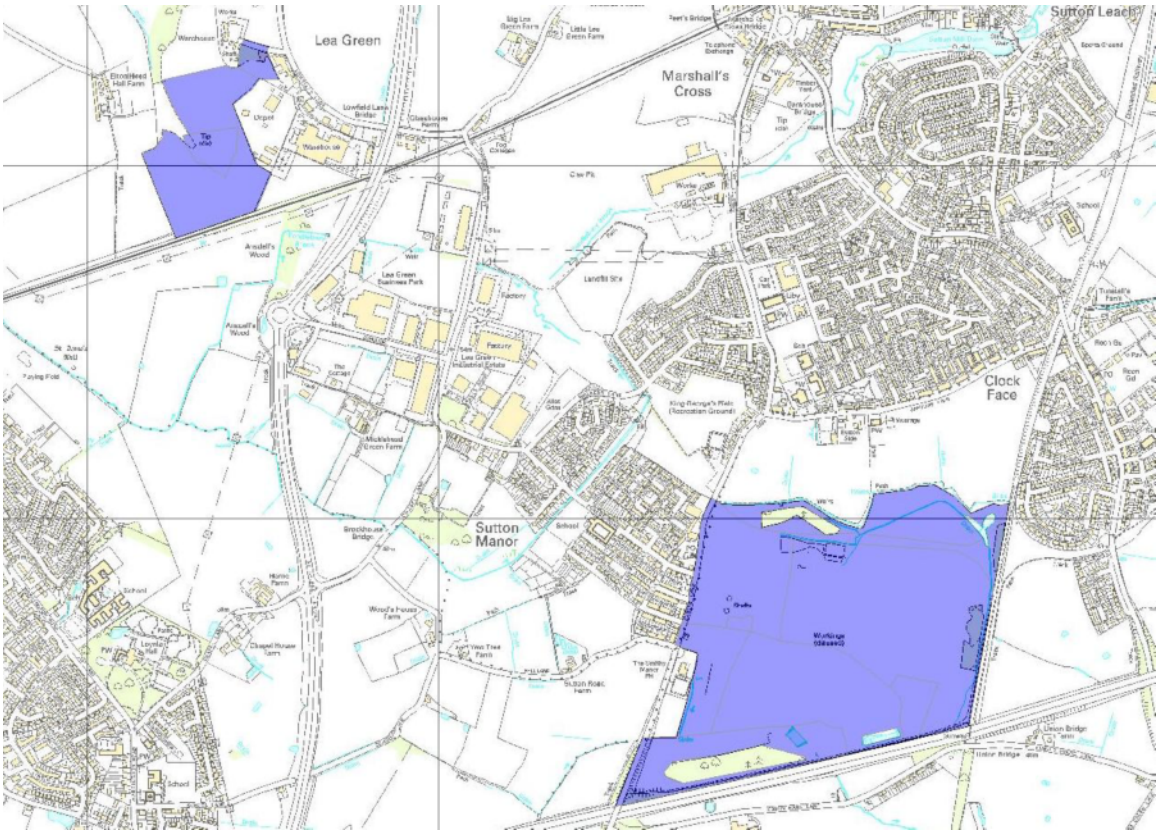

Figure 89 The sites of Lea Green (north) and Sutton Manor Collieries (south) as Disused Industry in St Helens district

In April 1973, a £200,000 development scheme was announced to open up further reserves in the Barrows Green area of the colliery in the Wigan Four Feet, Higher Florida and Trencherbone seams. The scheme involved the driving of two 1,150-yard underground roadways through a major geological fault, together with associated improvements to underground manriding, conveying and control systems, and was expected to extend the life of the colliery.[64]

Production was obtained from two faces in the Higher Florida and Wigan Four Feet seams and the coal then marketed locally to power stations, general industry and the

[64] www.suttonbeauty.org.uk/suttonmanorcolliery.html Sutton Beauty & Heritage web site (Accessed July 2010)

domestic market. Methane gas was piped from the coalface and used in the steam generating plant on the surface.[65]

The Colliery also sold surplus methane gas to the ICI Pilkington Sullivan works at Widnes. Between five and seven million therms of methane, equivalent to over three million gallons of oil, was supplied via a five-mile long pipeline linking Sutton Manor with the ICI works. Cooling, distribution and pumping facilities were sited at the colliery, and filtration and metering equipment at the customers' works. The scheme, costing £3 million, took 15 months to complete, and was officially "switched on" on 14 July 1983. Methane from Sutton Manor Colliery provided approximately 50 per cent of the fuel requirement of ICI Widnes works, which produced speciality chemicals.[66]

In March 1985 the proposed £17.5m Stage II Scheme received Board approval and work was immediately commenced on major project installations. However, Sutton Manor Colliery finally closed in 1991.[67]

Haydock was one of the United Kingdom's richest areas in coal and coal mining, having up to 13 collieries working at one time. Wood Pit Colliery appears to have been started after 1850, as is it first depicted on the Ordnance Survey 25" map of Lancashire, 1893. It was the last colliery to be closed in Haydock, in 1971. Following closure, the site remained derelict until 1999, when the area (combined with the nearby former Lyme Colliery site) received planning permission to operate as a landfill site. Permission was granted allowing the deposition of non-hazardous waste materials and the movement of waste tips, to restore the land - eventually creating a County Park (including nature conservation areas and a recreational amenity). At the time of recording (2003), and prior to landfill operations, the MHCP characterised the

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[65] www.suttonbeauty.org.uk/suttonmanorcolliery.html Sutton Beauty & Heritage web site (Accessed July 2010)

[66] www.suttonbeauty.org.uk/suttonmanorcolliery.html Sutton Beauty & Heritage web site (Accessed July 2010)

[67] www.suttonbeauty.org.uk/suttonmanorcolliery.html Sutton Beauty & Heritage web site (Accessed July 2010)

majority of the area as Rough Land (Other Land), with the Wood Pit Colliery singled out as a Disused Industry.

The site had been the scene of a Mining accident explosion on 7th June 1878 which a subsequent Report of the Inspector of Mines concluded claimed the lives of 189 men and boys. 15 victims were not included in the Inspector's report but their names "appeared in the Coroner's Inquest and in some cases in the burial registers". If included, the final death toll would have been 204.

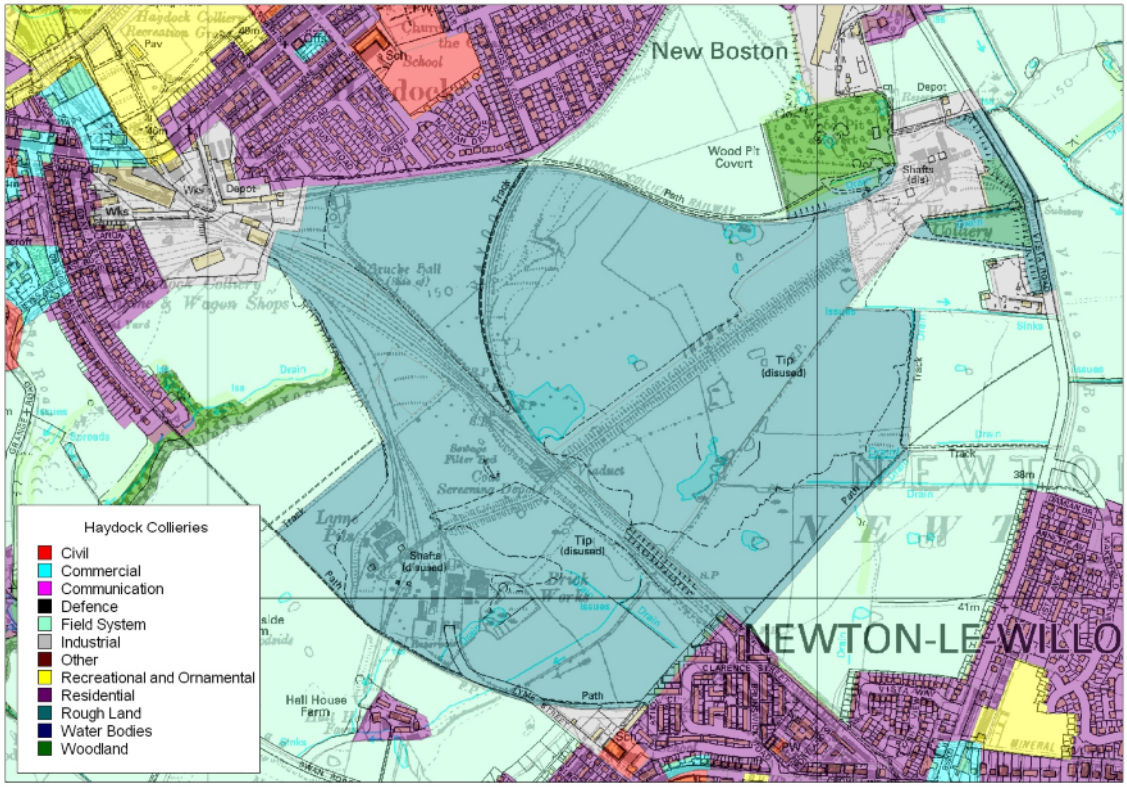

Figure 90 The site of former Haydock Collieries, depicted on the Current 2003 mapping (with the Ordnance Survey 25" map of Lancs. 1939 as an underlay).
Depicted are: Wood Pit Colliery (northeast) as Disused Industry, Lyme Pit (south) as Rough Land, and the Haydock Colliery Engine and Wagon Sheds (northwest) as a modern Industrial site. Colliery infrastructure, as railway track, can be seen on the underlying earlier map (removed post 1971).
Also shown are the modern Rough Land (Other Land) and modern Residential areas. The earlier mapping shows the site of Bruche Hall which, even on the earliest mapping (Ordnance Survey 6" map of Lancs. 1850), appears in a ruinous condition. Subsequent industrial activity removed all above-ground traces of the hall, although archaeological (below-ground) structures may exist.

9.5.3 Extraction Industry

Until the 1700s the St Helens industry was almost entirely based on small scale home based initiatives such as linen weaving and cloth making. The landscape during the later 17th century was dotted with similarly small scale mining operations, notably for coal. It is coal to which the town owes its initial growth and development and, subsequently, the symbiotic relationship shared with the coal dependent chemical and glass industries (Barker and Harris, 1957).

Typical of the district, the number of records recorded as 'previous character types' is significantly higher than for those present as 'Current'. This may partly a reflection of the level of information about the nature of industrial sites that is available on Current mapping, but it is more reflective of the decline in these industries over the past 150 years.

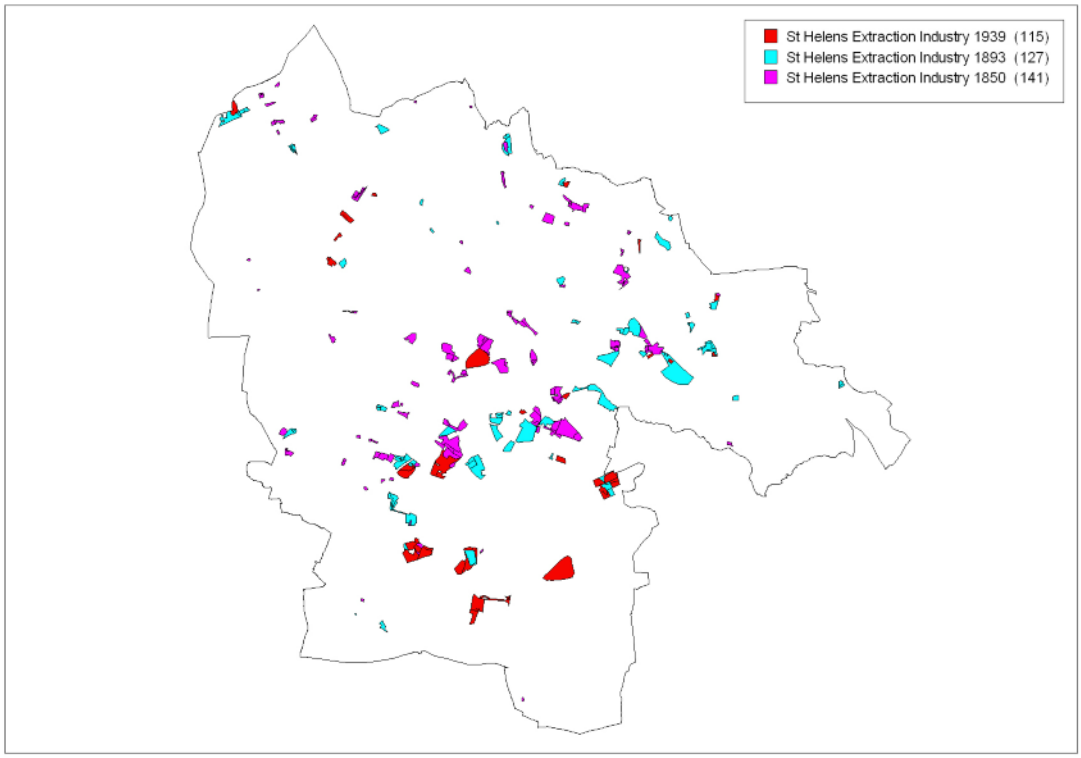

Figure 91 Past Extractive Industries in St Helens

From the 1850 (Epoch 1) mapping, extractive activities are numerous but generally small-scale (141 polygons, 187.12 ha in total, roughly 1.33 ha average size) and located towards the centre and north of the district, often near or immediately adjacent to the Sankey Navigation Canal. By Epoch 2 (1893) the number of sites had decreased, but the area covered by these sites had, inversely, increased (127 polygons, 276.01 ha in total). Furthermore, the average size of each site has increased to 2.17 ha. The sites and appear concentrated in the central part of the district with many adjacent to the Sankey Canal, but also beginning to appear around Haydock and on towards Newton-le-Willows. By 1939, the number of sites dropped to 115 polygons, but the actual area covered had increased to 326.52 ha. This possibly reflects the agglomeration and intensification of extractive industries as large-scale sites - the average size for extractive sites depicted on the 1939 mapping was 2.84 ha.

The town of St Helens is built both physically and metaphorically on coal: the original motto of the Borough coat of arms was "Ex Terra Lucem", roughly translated as "out of the earth comes light". Owing primarily to the abundance of winnable coal reserves, the quality of the local sand, the nearby availability of Cheshire salt and the transport revolution centred on the region, several industries were established in St Helens, most notably the chemical and glass industries (Barker and Harris, 1957).

In addition to coal, over the centuries a number of other extractive industries have been based on glass sand, sand and gravel, marl, clay, sandstone and pebble beds. Widespread disposal of industrial and domestic waste has occurred within the Borough over the last 250 years.

The Extraction Industry character type accounts for 4.91% (44.27 ha) of the Industrial Broad Type in St Helens. Current extractive sites are limited to two areas: the first is a clay pit on the outskirts of St Helens at Marshall's Cross, and the second is a sand and gravel pit to the south of Bold Heath. The site to the south of Bold Heath is a recent excavation, as it was only identified from the MHCP aerial photograph layer (it is not clearly depicted on the Current mapping).

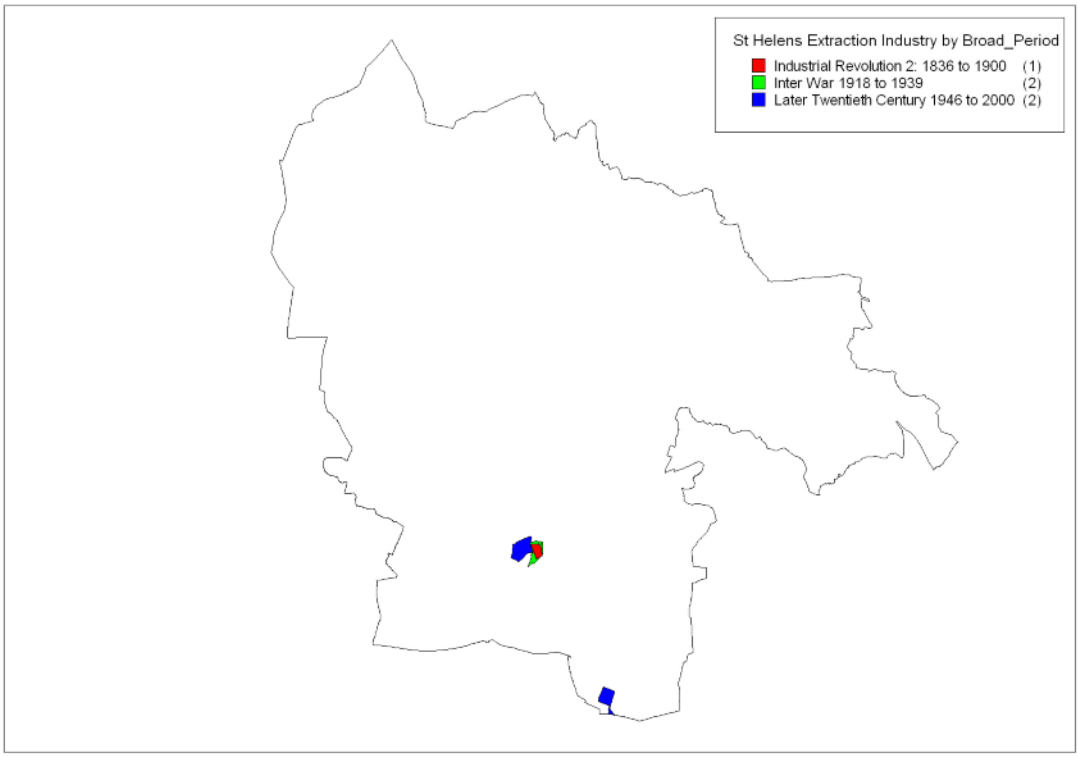

Figure 92 Current (2003) Extraction sites in St Helens by Broad Period of origin

The Marshall's Cross site has origins in the Industrial Revolution 2 (1836 to 1900) period, being first depicted on the Ordnance Survey 6" map of Lancashire, 1908, as a 'Brick and Tile Works' and associated clay pit. The later Ordnance Survey 6" map of Lancashire,1938, shows expansion of the clay pit, and on the current mapping the pit measures some 31.75 ha (at its height, the Brick and Tile Works covered some 37.42 ha). Although still in limited operation, the site is gradually being closed down, with the void left by past extraction being used for landfill and eventual land regeneration.

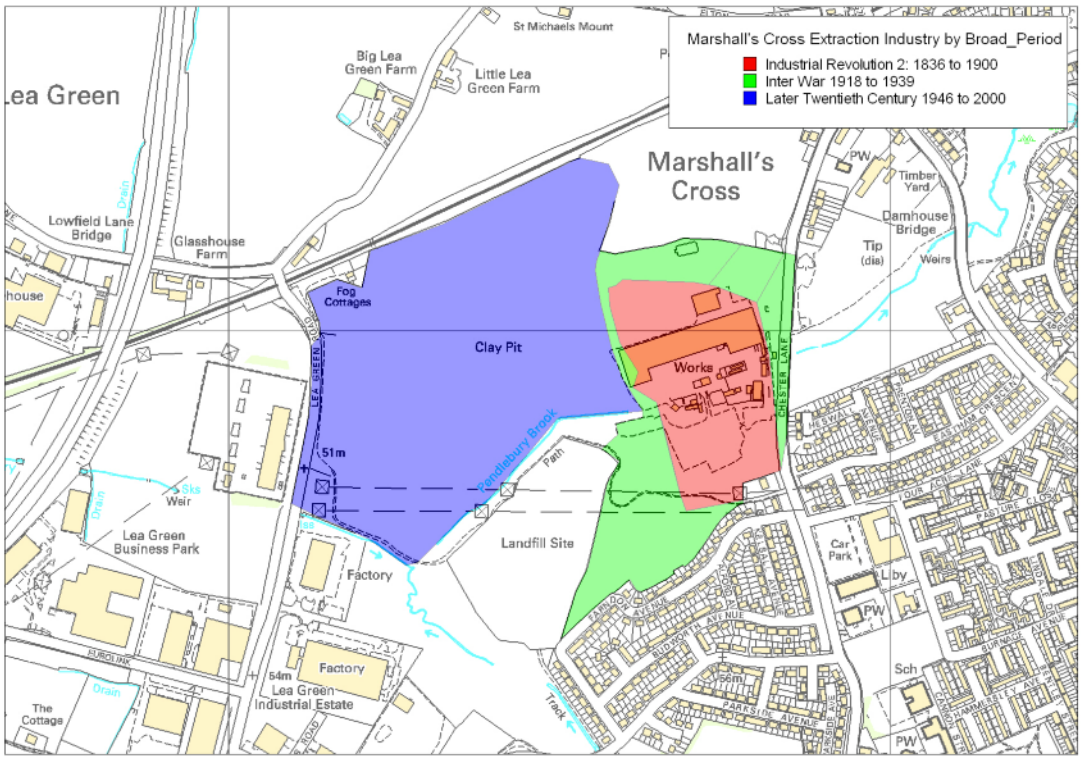

Figure 93 Marshall's Cross Clay Pit by Broad Period of origin

The infilling of voids created by mineral extraction including sandstone quarries, clay extraction for brick making, marl and peat extraction include examples at Billinge Hill, Buff Quarry and Holiday Moss. There are currently two operational landfill sites in the Borough and over thirty four closed landfill sites, many of which preceded the waste licensing regime. The nature and distribution of these former mineral workings in the St Helens area are summarised in the following table.

Material	Distribution	Comments
Glass Sand	Within the outcrop of Shirdley Hill Sand (concentrated in the northwest of the Borough)	Shallow workings to remove sand present beneath soil cover. Used in glass industry. Often quickly restored for agriculture
Sand and Gravel	Occasional workings in melt out till sequences	Small scale, shallow (<1m). Used for aggregate
Marl	Numerous, widespread especially south of Eccleston, Windle, Sutton and Parr. Almost entirely situated on occurrences of melt out till	Small scale, shallow (<1m) winning of calcareous subsoil to improve topsoil. Many pits now backfilled
Clay	Clay pits were common especially around Thatto Heath, Croppers Hill, Peasley Cross, Parr, Parr Stocks and Ravenhead. Working sandy clays from melt out tills and occasionally weathered clays (fireclays) from underlying mud rocks	Pits often small although some larger pits (near Ravenhead up to 375 ha and up to 20m deep). Mainly used for the manufacture of mugs, stoneware, bottles, sanitary pipes and bricks. Comparison of Ordnance Survey maps for 1850 and 1893 indicates that many pits were rapidly excavated and backfilled.
Sandstone	35 quarries working both Permo-Triassic (southern area) and Carboniferous Sandstones (northern area) and the Chester Pebble Beds (southern area)	Small bedrock quarries - building stone and aggregate (particularly Chester Pebble Beds). Many backfilled.

Table 40 The Mineral Extraction Industry in St Helens

Coal is known to have been worked in the Borough dating back to at least the mid-16th century (Barker and Harris, 1954, 7). It was not a major activity at this time because of the distance between the coalfield and the markets in Cheshire and Liverpool. Mines were small due to technical difficulties and drainage problems and often comprised several workings spread over a number of fields.

During the Industrial Revolution St Helens was transformed by rapid expansion of mining and the growth of numerous coal-based manufacturing industries. The initial impetus for this expansion came from construction of a canal link between the coalfields and the River Mersey allowing the cheap transportation of coal to Liverpool and the Cheshire Saltfields.

The Sankey Canal, completed in 1757, had a major effect on the coal industry as mines opened up all along its route with colliery expansion being largely governed by proximity to the canal. In the period prior to 1845, two main groups of collieries were evident, those close to the Sankey Canal and its extensions and the collieries which relied on road transport to Liverpool. Although the Ravenhead area is now dominated by the glass industry, in the 18th century it was a very different picture, with successful coal mines persuading the glass and copper industries into the area by offering them concessionary rates on coal. Sarah Clayton and Charles Dignall were two of the first industrialists to mine coal, although Sarah Clayton's pits appear to have been concentrated in Parr, adjacent to the Sankey navigation. John Mackay is, perhaps, the best known and most successful coal merchant who sank pits in the St Helens area. The construction of the St Helens and Runcorn Gap Railway also led to a great expansion of the coal industry in the 1830s and 1840s.

Between 1836 and 1846 there was a threefold increase in coal production with approximately one million tons produced in 1846. The massive expansion of the coal industry was achieved by extending the underground network, sinking new pits and the use of techniques of near or total extraction. As mining techniques developed it was possible to penetrate to deeper coal seams which extended the life of the collieries. The position is well illustrated by the map of St Helens in the 18th century (Barker and Harris, 1954, opp. p.14), where a minimum of 25 collieries are shown, in contrast to a total of 7 other industries. It is noticeable from this map, and the later Ordnance Survey 6" First Edition map of Lancashire, 1850, that there were numerous small pits and shafts, many of which were unsuccessful. In the latter half of the 19th century (post 1845) there was a trend towards the concentration of coal production in four main areas, Gerard's Bridge, Blackbrook, Peasley Cross and Parr, reflecting the presence of high quality seams. By I860 coal production had risen to two million tons per year.

During the 20th century the number of collieries gradually declined as the industry was rationalised and sites proved uneconomic. By 1927 only a scattering of collieries remained with only the Parr and Ravenhead areas supporting more than four collieries. Since 1945 open cast working gradually replaced deep mining. It is estimated that 5,000 ha of land in the Borough have been worked in this way. This

has mainly been in the north east around Old Garswood Park due to the nature of the geology but also to the south west of Sutton Heath and in the Ravenhead area.

The significant decline in coal mining during the 1980s had a severe effect on St Helens. The last collieries to operate in the area were Sutton Manor and Parkside which closed in the early 1990s. The coal industry has had a major impact on the area and a considerable legacy of derelict land, spoil tips, shafts, adits, coal bed methane, minewater discharge and other potential liabilities remains.

9.5.4 Glass Industry

Glass Industry represents 7.96% (71.77 ha) of the Current Industrial Broad Type in St Helens. The majority of the current glass industry dates to the later 20th century (55.32% - 39.70 ha) concentrated in the Ravenhead area of St Helens - the largest post-1945 is the large-scale Ravenhead Works (c.29 ha). Pre-1900 sites include much altered Ravenhead Plate Glass and Sheet Glass works. The town's pre-eminence as a glass-working centre was emphasised by the rapid development of the local bottle-making industry. St Helens in the 19th century could boast the manufacture by the most modern methods of every type of glass - plate, rolled, crown, flint and bottle.

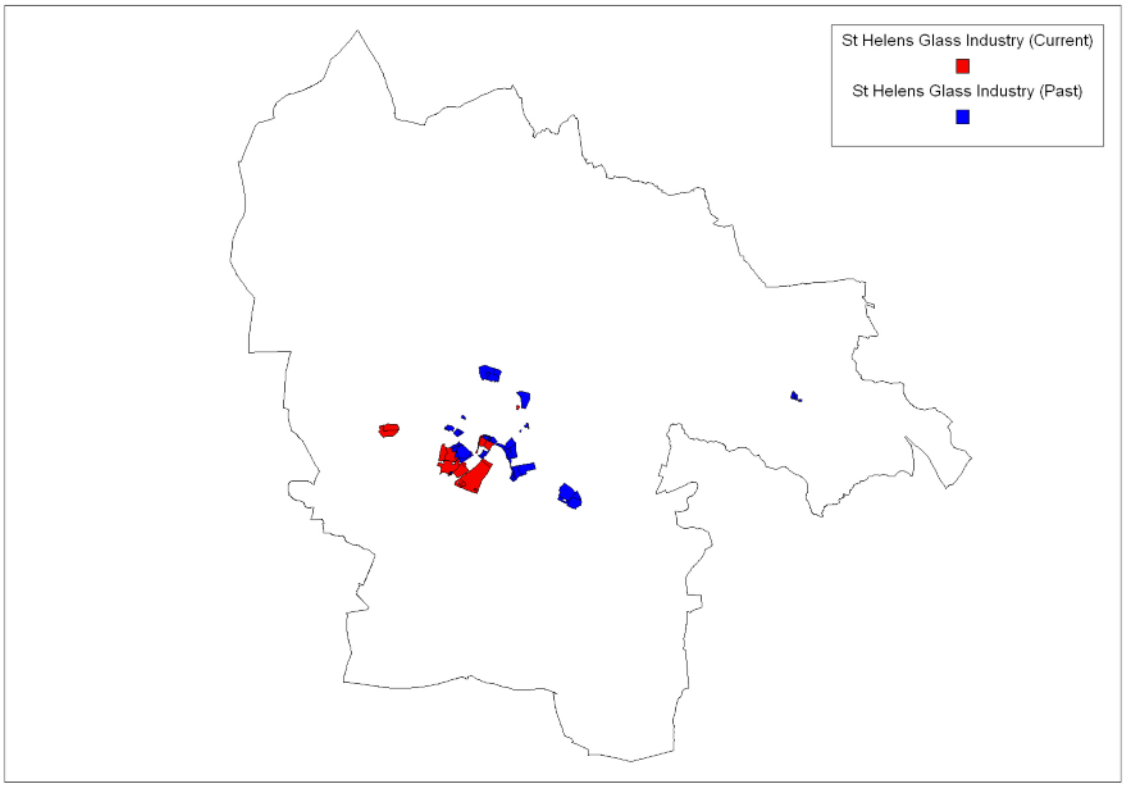

Figure 94 Current (2003) and Past Glass Industry in St Helens

The current character type total (71.77 ha) represents a fraction of the past glass making industry in St Helens. In 1850, the total was just over 30 ha, rising to a high point in 1893 at just over 99 ha. By 1939, the industry had slightly reduced to around

94 ha. The current total, although set at nearly 72 ha, is mainly office and organisational space, with little actual glass-making taking place.

Glass Industry by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	8	26.75	37.27
Early Twentieth Century 1901 to 1917	2	0.82	1.13
Inter War 1918 to 1939	2	4.51	6.28
Later Twentieth Century 1946 to 2000	9	39.70	55.32
Total	21	71.77	100%

Table 41 Current (2003) Industrial Sub Type in St Helens by Broad Period of origin

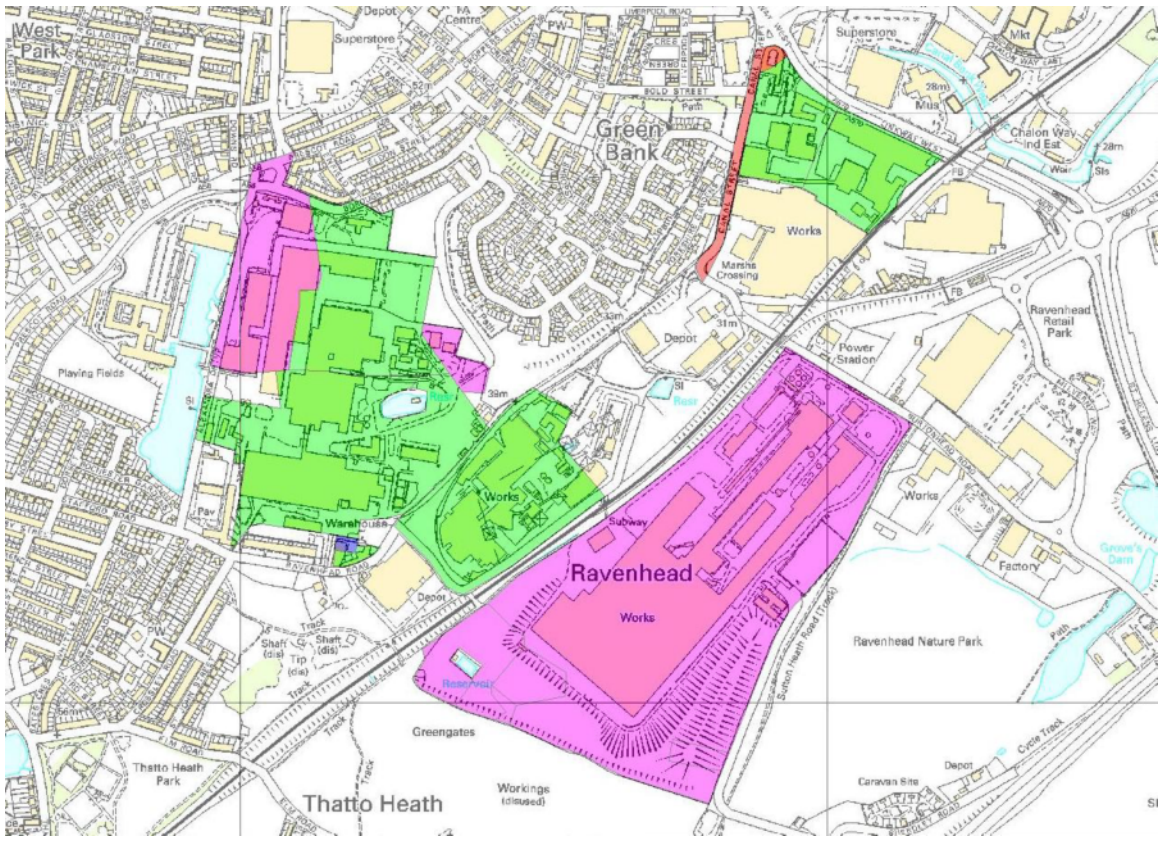

Figure 95 Current (2003) Glass Industry in Ravenhead, St Helens

Glassmaking first came to Lancashire before 1605, with the establishment of a furnace at Haughton Green to the southeast of Manchester; later in the 17th century, the Leaf family set up a furnace at Warrington in 1650, and another at Sutton, in the

Ravenhead area of St Helens, in 1688. The early 18th century saw further developments, with the Hugenot Henzy brothers constructing a glass-house at Prescot in 1719, and another at Thatto Heath, St Helens, in 1725. Glass manufacture continued on a small-scale for several years, but its expansion was limited by poor transport links (Bell, 2002).

This situation changed with the expansion of the South Lancashire Coalfield and improvements in transport links, such as the opening-up of turnpike roads, the Sankey Navigation Canal and the railways. The new transport routes benefitted not only the coal industry, but also stimulated a range of other enterprises. By the 1770s the St Helens area was well served by furnaces and coal-using workshops. The copper and chemical industries, attracted by good transport and cheap coal, became the mainstays of the economy of St Helens (Bell, 2002).

These economic developments made St Helens a very attractive place for the glassmaker. The first requirement was for a large supply of coal, and the town was practically built upon it. Serviceable sand was also available locally and suitable fire-clay could be extracted from within the coal-measure strata. With the opening of the Sankey Canal, there was now ready access to alkali as well, either from the St Helens chemical factories, or via the canal. Initially the glass making industry used soda ash produced in Liverpool produced through the burning of imported kelp. However, the LeBlanc process adopted in St Helens during the early 19th century (see Section 9.5.1) offered a larger supply of cheaper alkali. Growth in the regional market for glass also stimulated the Lancashire glass industry - a building boom vastly increased the demand for window glass (Bell, 2002).

These factors led to the establishment of a number of glass companies around St Helens in the late 18th to mid-19th centuries. These included British Cast Plate Glass Company in Ravenhead (1773) and the Eccleston Crown Glassworks (1792). Smaller firms in the Merseyside area included the Union Plate Glass Works, built in 1836 and the London and Manchester Plate Glass Company at Sutton Oak. Perhaps the most important St Helens glass manufactory was the St Helens Crown Glass Company, founded in 1826, by partners including Peter Greenall of the brewing family, and William Pilkington.

The British Cast Plate Glass Manufactory was the first glass-works to be established in Ravenhead. Founded in 1773, the first casting took place in 1776. The original superintendent, a Frenchman from St Cobain, France, was Jean Baptiste Graux de la Bruyiere, who was probably responsible for the construction of the magnificent casting hall, the "Cathedral," with its massive casting table - a building unique in Britain - and for the pot rooms (later to become the pattern store and joiners' shop). He was probably also responsible for the polishing and grinding rooms, as well as for the engine shop, into which a Boulton and watts steam engine was installed in 1789.

The Ravenhead Glass Works had many similarities with the St Cobain glass works and it is likely that Bruyiere used his knowledge of the French works when he built the English works. The casting hall was extended in 1812 and 1836, and again in 1843 and 1860, with a new engine house being built in 1846 to house a new Boulton and Watts engine. The casting hall was the largest single industrial building in Britain at the time of its construction. Sadly, it was destroyed by fire in 1973 and demolished in 1974. The grinding rooms, pot house and engine houses have also been demolished, leaving little of real importance, except for the domestic buildings of the period.

Pilkingtons purchased the British Plate Glass Company in 1901 and used the works to supplement the capacity of the Cowley Hill works, which the firm had acquired in 1876. The last plate glass was manufactured at Ravenhead in 1917. Today the site is occupied by the Pilkington Fibre-glass plant, The Pilkington PLC head office and the Pilkington Glass Museum.

The Eccleston Crown Glass Works, established in 1792, remained the only factory making window glass by the Crown method until 1822. In the years 1828-29, William west, the managing partner, was implicated in fraud on the excise duty payable on Crown glass. This eventually led to the break-up of the partnership and, finally, to the sale of the works in 1834. The works remained idle until 1846, when it was purchased by Richard Hadland for £2,000, who began to manufacture rolled plate glass. In 1853, Pilkingtons bought the works, then equipped with four furnaces, for £13,500 and continued to make plate glass there. The works became disused in 1898, demolished after the Second World War, and today the site has been redeveloped as a supermarket.

The St Helens Crown Glass Works (now Pilkingtons Sheet Works) was founded in 1826. There were six proprietors in all, but the two most famous were Peter Greenall (the founder of the Greenall Whitley brewery company) and William Pilkington. James Bell was the technical expert at the works and it was he who acquired, close to his own flint glass works, a long, narrow strip of land (about 1 ha) stretching from the present-day corner of Watson Street and Grove Street. A glasshouse was immediately constructed and tables of glass were blown and flushed there for the first time on 14 February 1827. After 1827, Bell was involved in litigation concerning the excise duty payable on his flint glass works and he was finally forced to sell his shares. William Pilkington and Peter Greenall became the major shareholders and, by 1849, Pilkington Brothers had become sole owners.

In the early 19th century, the window glass industry was almost exclusively concerned with producing crown glass. This type of manufacture was gradually superseded in the late 1830s and early 1840s by the introduction of sheet glass made by the blown cylinder process. The repeal of the glass excise duty in 1845, whereby the financial advantages bestowed upon crown glass manufacturers were removed, placed many companies using the cylinder process (Pilkington's in St Helens, Chances of Birmingham, Hartleys of Sunderland and Cooksons of Newcastle) in a stronger position introduction than those which continued to make only crown glass. Although the blown cylinder process was expensive, it produced far superior glass. By 1860 Pilkington and Chances had nine furnaces, three more than Hartley's, and between them these three glassmaking firms were producing 75% of all the window glass made in this country. In the mid-19th century, three innovations helped to streamline the glassmaking industry - the Siemens regenerative gas furnace (1863) which was economical on fuel; the Beivez 13hr cooling oven (1870) which reduced annealing time; and the Siemens tank furnace (1873) which replaced the traditional pot furnace, making glass melting a continuous process. The superior quality of the blown cylinder glass led to Crown glass becoming less popular and, by 1872, the last St Helens Crown house had been closed down.

(The project acknowledges that the above Glass Industry description and text was largely sourced, and reproduced, here almost entirely from Bell, 2002).

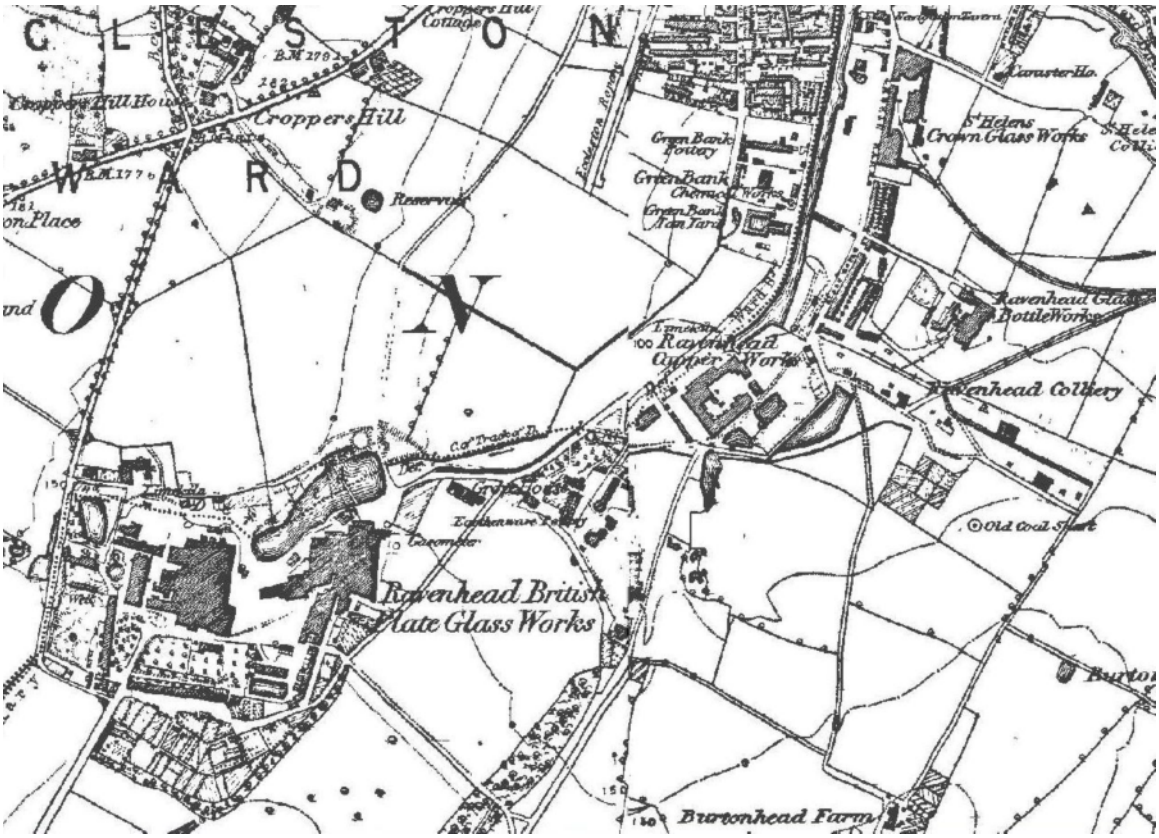

Figure 96 The Ravenhead Glass Industry depicted on the Ordnance Survey 6" First Edition map of Lancs. 1850.
Shown are the Ravenhead British Plate Glass Works, the St Helens Crown Glass Works and the Ravenhead Glass Bottle Works. Also shown are interconnected industries - the Ravenhead Copper Works, Ravenhead Colliery, Green Bank Chemical Works and Green Bank Pottery. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

During the last quarter of the 19th century, strong competition was felt from the European manufacturers (particularly from Belgian and French firms) as their production capacity expanded. This competition was made more sever by the growing self-sufficiency of the United States market, which had been one of the most important export outlets. The growth of industrialisation in the United States and European competition led to the collapse of British exports. One by one, British companies succumbed and by 1903, within 30 years of Pilkington's entry into the flat glass industry, it had become the sole British producer. As a result, Pilkington was able to acquire factory sites throughout the St Helens area - in 1901 it bought the Ravenhead works.

Pilkington's survival can be attributed to two main reasons - after 1894, Pilkington was the only plate glass manufacturer which also produced sheet, rolled, plate and

cathedral glass, all of which continued to yield profits which balanced the difficulties in the plate market. Furthermore, Pilkington had also been able to achieve comparatively low manufacturing costs, as a result of numerous innovations and improvements in manufacture.

From 1870 to 1914, Pilkington's was involved in the production of sheet, rolled and plate glass. In the manufacture of plate glass Pilkington achieved outstanding success in the Inter War years. At the end of the First World War, the plate process was basically the same as that introduced at Ravenhead in 1883. However, in the early 1920s Pilkington co-operated with the Ford Motor Company of America in developing the continuous flow process, and at the same time was itself developing a method of grinding and polishing.

The demand for plate glass was greatly increased by the rise of the mass production motor industry. The need for specialist production of safety glass led to the formation of the Triplex Safety Glass Company in 1923. In 1929 Pilkington and Triplex formed a joint company to build a works at Eccleston which initially produced laminated glass.

By 1938 Pilkington had acquired an interest in glass-fibre production and by 1944 established a new works at Ravenhead for the production of insulation materials. Early development in the manufacture of glass fibre reinforcements was carried out at Firhill (Glasgow) and nearby Birkenhead.

In 1959, Pilkington’s invented the 'Float Process' of manufacture, which is used throughout the world to produce high quality glass for buildings and vehicles. Here, molten glass, at approximately 1000ºC, is poured continuously from a furnace onto a shallow bath of molten tin. It floats on the tin, spreads out and forms a level surface. Thickness is controlled by the speed at which solidifying glass ribbon is drawn off from the bath. After annealing (controlled cooling) the glass emerges as a 'fire' polished product with virtually parallel surfaces.

Pilkington’s remained in private hands until 1970 when it was made into a public company, with 10% of the family's shares were issued to the public. A new research and development complex was built at Lathom near Ormskirk, and a new headquarters at St Helens.

The recession of the1980s resulted in the reduction of employees at the St Helens plant - from 11,500 to 6,700 between 1981 and 1986. However, by 1986, a new fibreglass insulation plant was opened in St Helens, and further expanded this division through acquisition of rock fibre and plastic foam insulation business, and of insulation contracting companies. Today, Pilkington's continues to invest in the local St Helens economy with proposed upgrades of the wired glass production factory and the building of a new large-scale mirror glass plant at its Cowley Hill site.

Few industrial buildings survive; a plaque in Watson Street marks the site of the first Crown house. Pilkington's Ravenhead Offices on Factory Row was originally a house built in 1773. The head office at Grove Street built by Nedland-Taylor, with its extension by Rowse, was vacated in 1964 for new premises in Prescot Road. The modern extension, but not the original building, has been listed and so may escape redevelopment. During late 1985, the two great warehouses, Jubilee and Klondyke, also built by Nedland-Taylor, were demolished.

The Grade II Listed Ravenhead Offices on Factory Row was at first a house, built c.1773. Soon afterwards, it was converted into offices. Constructed in brick with stone dressings, and slate roofs. The main block is of three storeys and six bays, with a low two-storey, three-bay block to left and end three-bay pedimented block.[68]

The Head Offices at Pilkington's Glass works are Grade II Listed, comprising two buildings of differing dates and styles - The Office Building to the south of Watson Street were built in 1886 by R Medland Taylor. The buildings were extended on Canal Street side 1924 by Briggs & Thornley and again (late 1930s) by H.J. Rowse. Constructed in red brick and terracotta and a slate roof. It stands one storey high, with an attic, having eleven bays. It also has a top cornice and parapet. The interior of the Medland Taylors offices include Board Rooms with wooden door surrounds and partitions. So-called 'clerks' hall' aisled with clerestories, iron columns, the roof with large curved braces, high collar and shaped king posts. The Grove Street Offices were built in 1937-41 by H.J. Rowse with Kenneth Cheeseman in Brick with concrete

[68] http://lbonline.english-heritage.org.uk English Heritage Listed Buildings on line (Accessed July 2010)

dressings. Style influenced by Dutch architecture, especially W. M. Dudok. Main block of two storeys with basement and central partly-underground garage has curved facade to junction with Canal Street. Basement has alternate courses of projecting bricks. This building by an important early 20th century architect, is significant for its style, influenced by Dutch expressionist architecture, and its excellent planning, forming a striking landmark in the centre of St Helens.[69]

Offices, attached canteen block and landscape gardens (Borough Road, St Helens) are Grade II Listed. These buildings were designed by Fry, Drew and Partners, built between 1959 and 1963 and are currently used offices. The twelve storey tower, 52 m high dominates the town. These buildings represent one of the best and earliest examples of a headquarters building on a 'green field' site. The original landscaping, to the west of Alexandra Drive, survives intact, including the lake and the original bridge.[70]

On the banks of the Sankey Canal, the No.9 Old Tank House (known locally as 'The Hotties'), with the remains of the glass cone, still stands and adjacent to it is a warehouse built in the same style and probably of the same date, c.1883. Since most of the early buildings associated with the glass industry have gone, the preservation of the cone became a conservation priority (especially as the cone was the only one of this date in the United Kingdom). The Tank House is the earliest remaining gas-fired continuous tank furnace in Europe. The building was Grade II* Listed in 1985, and is now also classed as a Scheduled Monument. Between 1991 and 1997, Lancaster University archaeological Unit (LUAU; now Oxford Archaeology North) conducted as phased programme of standing building survey, excavation, and oral and documentary research targeted on the remains of Pilkington's No. 9 Tank House (Krupa and Heawood, 2002).

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[69] http://lbonline.english-heritage.org.uk English Heritage Listed Buildings on line (Accessed July 2010)

[70] http://lbonline.english-heritage.org.uk English Heritage Listed Buildings on line (Accessed July 2010)

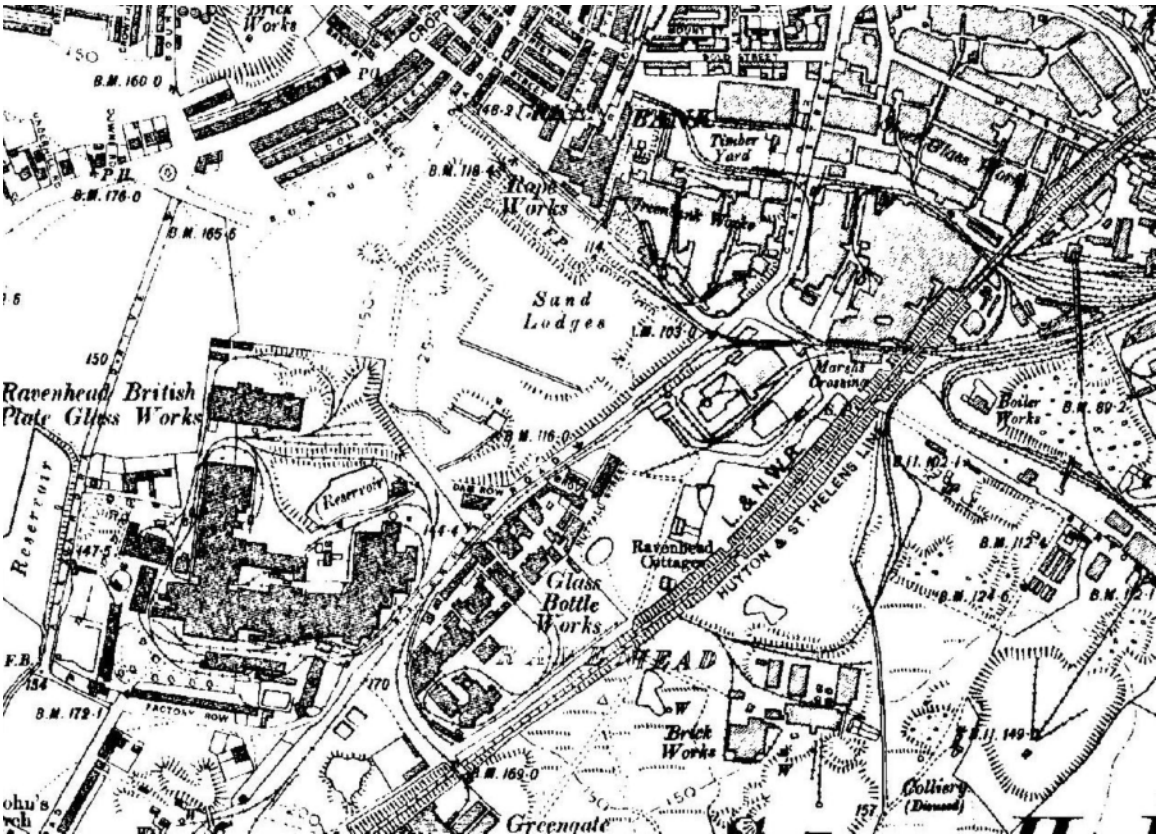

Figure 97 The Ravenhead Glass Industry in 1927.
Shown are the expanded Ravenhead British Plate Glass Works and Sheet Glass Works. Additional glass industry includes a new site for the Ravenhead Bottle Glass Works. By this time the colliery and copper works had become disused, while new sites include brick works and other extractive industries.

The other classes of glass works were the flint and bottle glass works, the former producing wine glasses and articles of tableware. The best known in the 19th century were the **Ravenhead Flint Glassworks and the Eccleston Flint Glassworks**. The Ravenhead works was founded in 1822 on the site of a disused iron foundry. However, a series of misfortunes led to the collapse of the company and the works were finally put up for sale in August, 1845. The Eccleston works show a similar picture of failure. It opened in the late 1830s and was abandoned in 1866. Only one concern, that of Samuel and Charles Bishop, prospered during the middle years of the 19th century.

Of the bottled glass works, only two, **Nuttall and Co**., which opened in the 1840s, and the **Shirdley Bottle Works**, were successful. By 1889, 870 people were employed at the Shirdley works and 450 at the Ravenhead site. Nuttall's and Co. amalgamated with Cannington Shaw and Co. in the 1850s and is now the United Glass Sherdley

Works. United Glass possessed one of the most impressive buildings of the industrial age - the No. 7 bottle-making shop. This building, constructed c.1886 with a Siemens tank furnace, was originally one of a line of bottle-making shops. It now stands in isolation and is in a derelict and dangerous condition (although having Grade II Listing and Scheduled Monument status). It lies within an area being developed for the new St Helens 'Saints' Rugby League Stadium (July 2010).

9.5.5 Industrial

The Industrial Sub Type represents 34.06% (307.22 ha) of the Industrial Broad Type in St Helens. The type encompass a number of different kinds of sites, including those labelled as 'Industrial Estates' or 'Works' on current mapping. Sites were also characterised as these types where they could be recognised as industrial but where a more specific use was not recorded on mapping and could not be otherwise ascertained. This accounts for the high representation of general industrial works in St Helens. Industrial works sites can consist of a single building, whilst estates tend to represent larger areas with groups of buildings that appear to encompass several separate businesses.

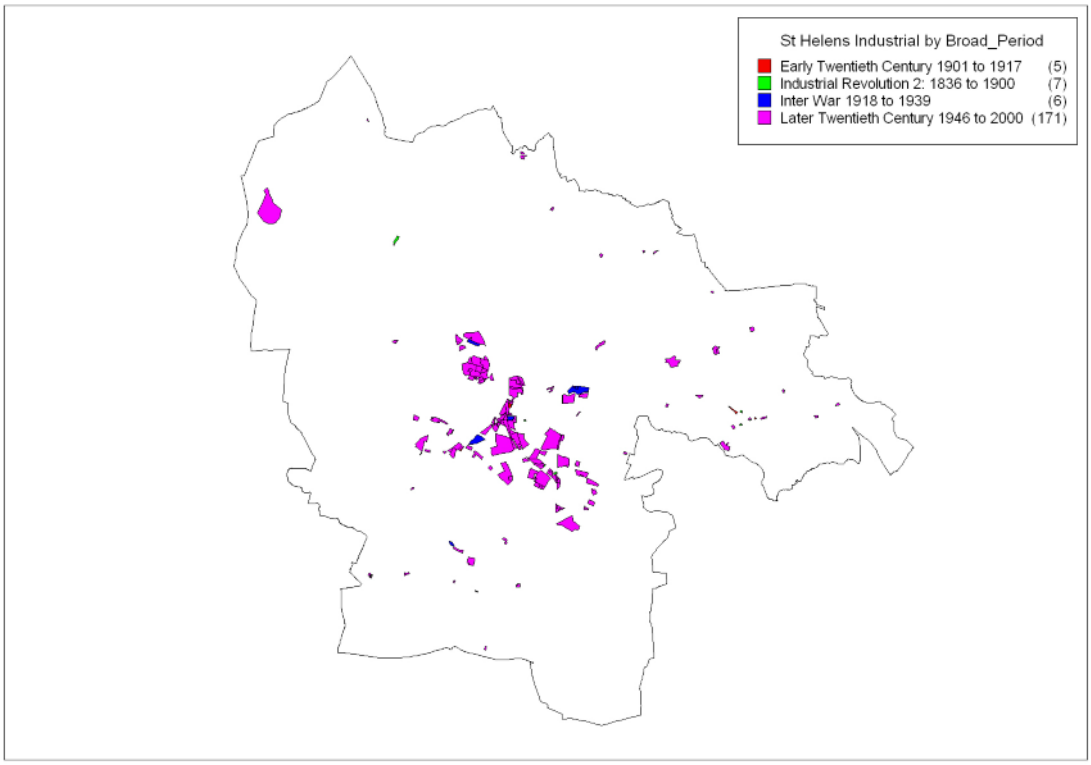

Figure 98 Current (2003) Industrial Sub Type in St Helens by Broad Period of origin

There is a firm association between industrial works, commercial business parks and distribution centres, and these often have a similar impact on the landscape – many of these sites include purpose-built medium to large sheds which often form large

estates. These are concentrated into several distinct industrial and commercial zones in St Helens.

Other Industrial MHCP types in St Helens include Food manufactories, Sawmills and Brickworks. Also included are outlying agri-business buildings - large-scale poultry houses, meat processing plants and animal shelters built in the later 20th century.

Typical of the district, the number of records recorded as ‘previous character types’ is significantly higher than for those present as ‘Current’. This may partly a reflection of the level of information about the nature of industrial sites that is available on Current mapping. It may also reflect a decline in these industries.

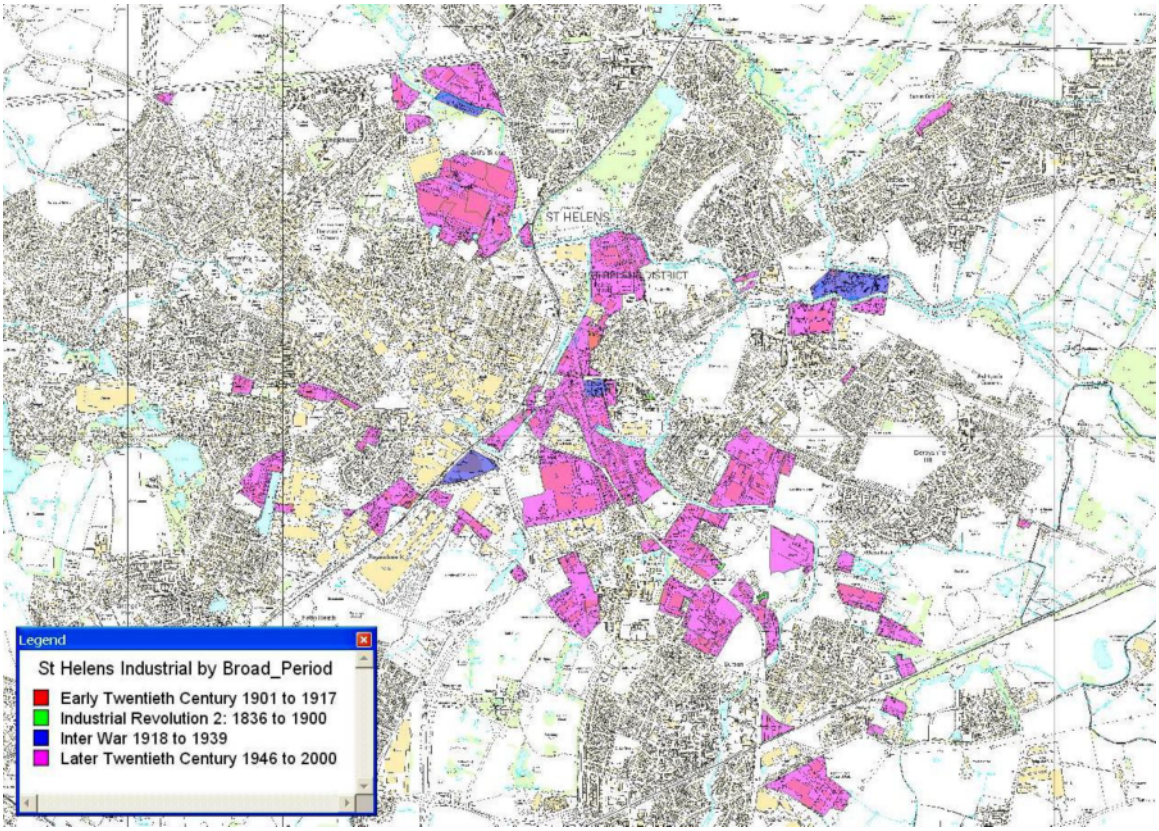

Figure 99 Current (2003) Industrial Sites in St Helens.
The majority of post-1945 Industrial sites are located alongside major communications routes, notably the Sankey Canal, rail tracks (some as disused railway) and major roadways. Many of the sites are replacement or conversions, on land formerly of an industrial nature.

Not recorded by the MHCP project were the many small-scale industrial works established as St Helens developed in the 18th and 19th centuries. Although integral parts of the historic urban landscape, these were often not identified on contemporary mapping and were generally too small to warrant individual records in the MHCP database. However, where buildings of a likely industrial character were observed on 19th century mapping, this was noted in the summary sections of records for those areas.

Industrial by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	7	1.96	0.64
Early Twentieth Century 1901 to 1917	5	1.78	0.58
Inter War 1918 to 1939	6	15.41	5.02
Later Twentieth Century 1946 to 2000	171	288.07	93.76
Total	189	307.22	100%

Table 42 Current (2003) Industrial in St Helens by Broad Period of origin

The majority of the Industrial Sub Type belongs to the Later 20th century (93.76% - 288.07 ha), followed by Inter War (5.02% - 15.41 ha), Industrial Revolution 2 (0.64% - 1.96 ha) and Early 20th century (0.58% - 1.78 ha) survivals. Late 19th and Early 20th century Industrial sites tend to be small (an average size of 0.32 ha). Combined, the two periods contribute 1.22% (3.74 ha) of the St Helens Industrial total. Late 19th and Early 20th century Industrial buildings and structures are found in three separate areas - in Newton-le-Willows and in Sutton (both as ribbon development along established transport routes) and in Rainford.

Early 20th century sites are concentrated in Newton-le-Willows, although some sites occur in St Helens town. Few Inter War sites were recorded, the majority of these located in St Helens town centre (as ribbon development).

Later 20th Century sites tend to be larger in both scale and operation, often forming part of a much larger Industrial Parks. The sites are found throughout the district, the majority in St Helens town centre, sited on previously industrial areas (as conversions or replacement new-builds) alongside major transport routes (canal, road and rail). They are, on the whole, medium to large-scale sites (average size is 1.70 ha). One of

the largest (31.77 ha) is the re-use of the former St Helens Plate Glass Works, Gerard's Bridge, where the original plate glass hall (first depicted on the Ordnance Survey 25" map of Lancashire, 1893) has been converted into more generalised industrial use, with some alteration and extensions. Furthermore, new industrial buildings have been constructed to the north of the earlier hall, occupying land formerly a chemical works. Later buildings have also removed communications (railway) infrastructure, but the factory reservoirs still remain. The original glass manufactory was built on a former coal mining and potteries area which had both gone out of use sometime in the period 1850 to 1893.

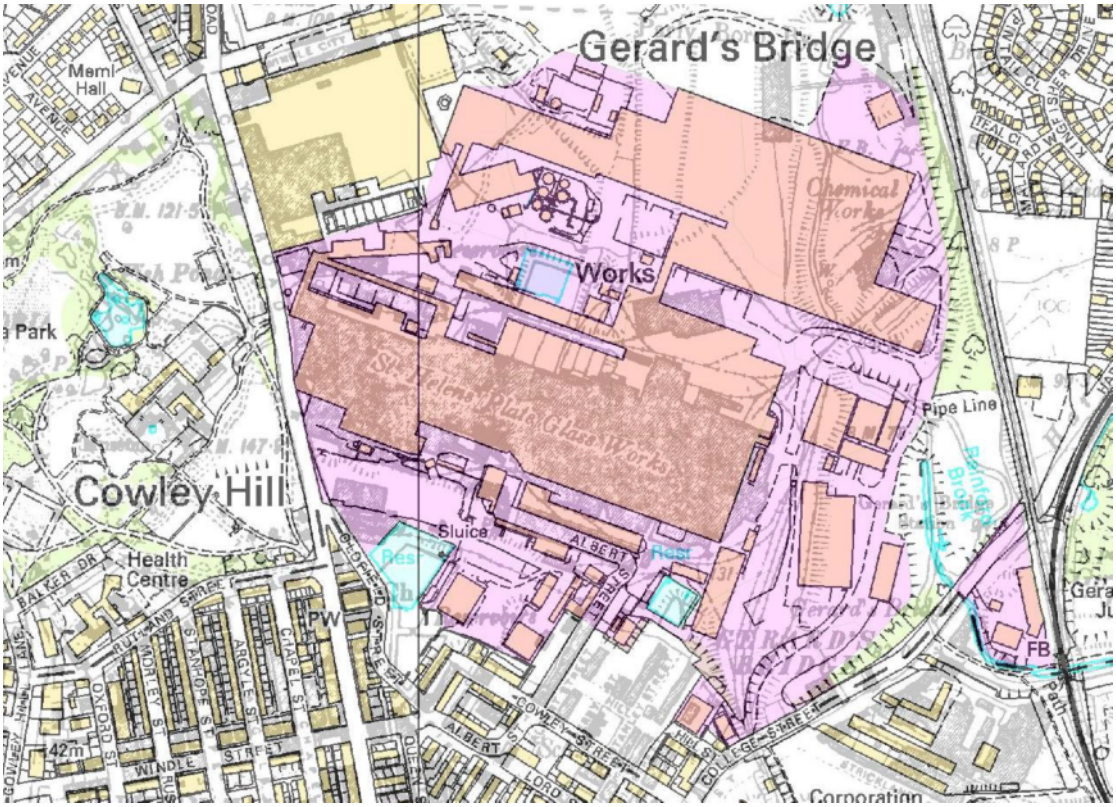

Figure 100 Industrial buildings in Gerard's Bridge depicted on Current 2003 mapping (pink polygon), with the Ordnance Survey 25" map of Lancs. 1927 as underlay.
Depicted are the original St Helens Plate Glass Works building (built around 1893), with later extensions to the north and east (on land formerly a chemical works). (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

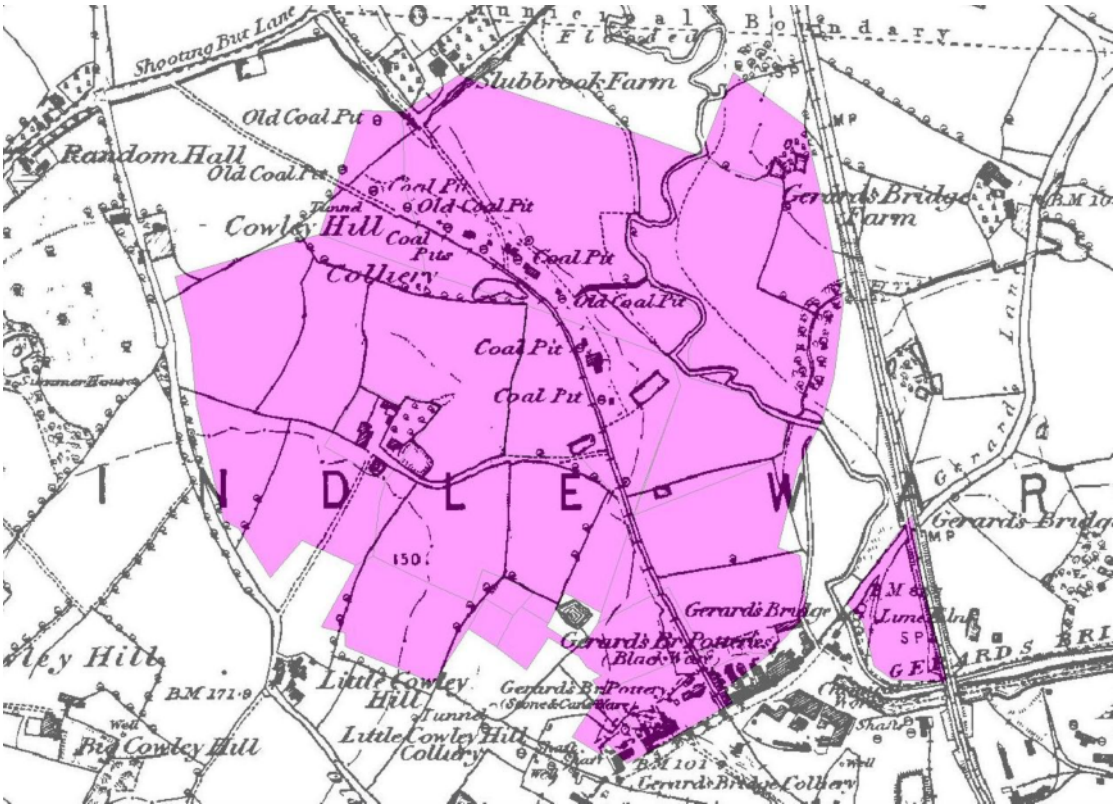

Figure 101 Gerard's Bridge in 1850 - prior to the construction of the St Helens Plate Glass Works.
An area of coal mining and pottery production (Ordnance Survey 6" First Edition map of 1850).

The largest (27.61 ha) single later 20th century site is a depot site in Moss Nook, which is depicted as being 'disused' on modern mapping. The true nature of this depot could not be determined, although mapping from the 1970s depicts a number of radio masts and antennas immediately to the southeast (these have been removed). The site, situated on former mossland and having a remote nature, could therefore have served either a military or commercial purpose. Although depicted as being 'disused' on the Current mapping, the remaining buildings here appear to be in use and are in a good order of upkeep. Possibly currently used as agricultural stores - therefore, the MHCP recorded the site as Industrial.

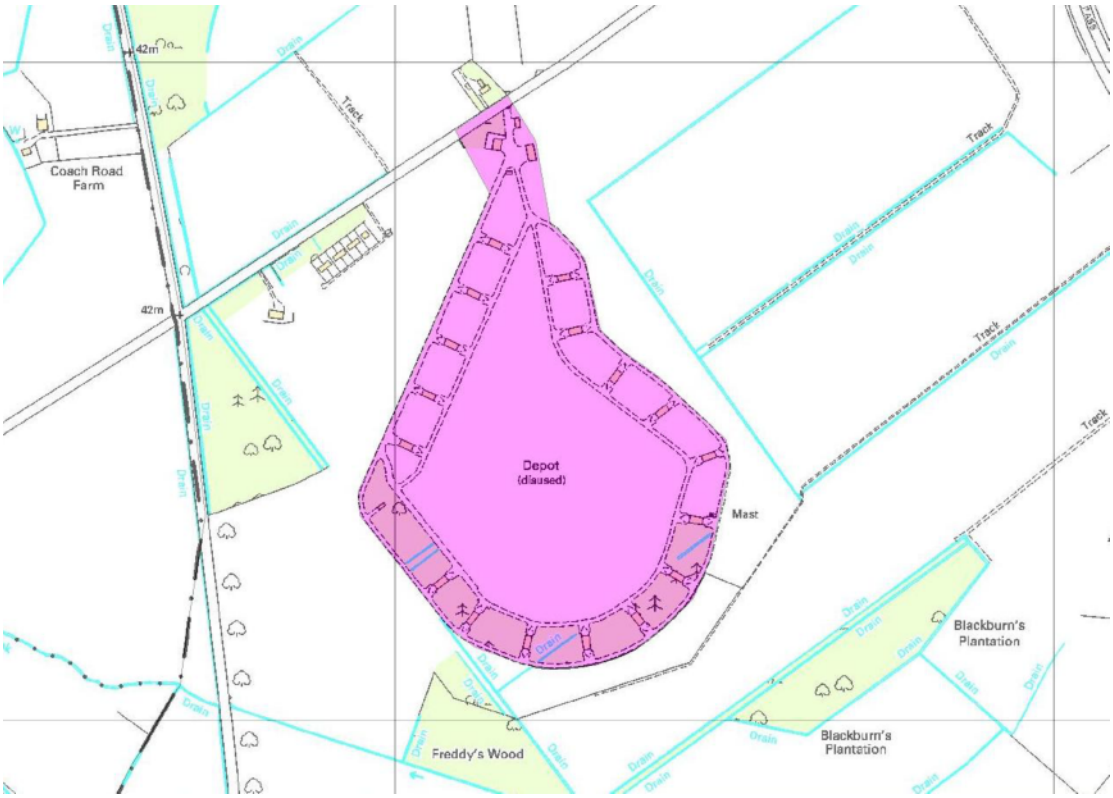

Figure 102 Industrial building in Moss Nook, St Helens.
Possible commercial or military buildings, now possibly agricultural buildings.

9.5.6 Iron Industry / Foundries

In St Helens, there was only one large-scale Iron Foundry recorded by the MHCP, located at the Vulcan industrial complex near Newton-le-Willows. The site represents 13.71% (1.52 ha) of the St Helens Industrial total. Even here, although given an Iron Industry / Foundries Sub Type at the time of recording (2003), the factory has since closed and been demolished to make way for a new housing development (2007).

There are some metal trades and foundries currently active in the borough of St Helens that have not been recorded by the MHCP. These may not have been specifically named on current mapping, are too small and may have been overlooked, or may form part of wider industrial complexes or estates. The MHCP Sub Types 'Manufacturing' and 'Industrial' probably include further examples of metal production and working sites.

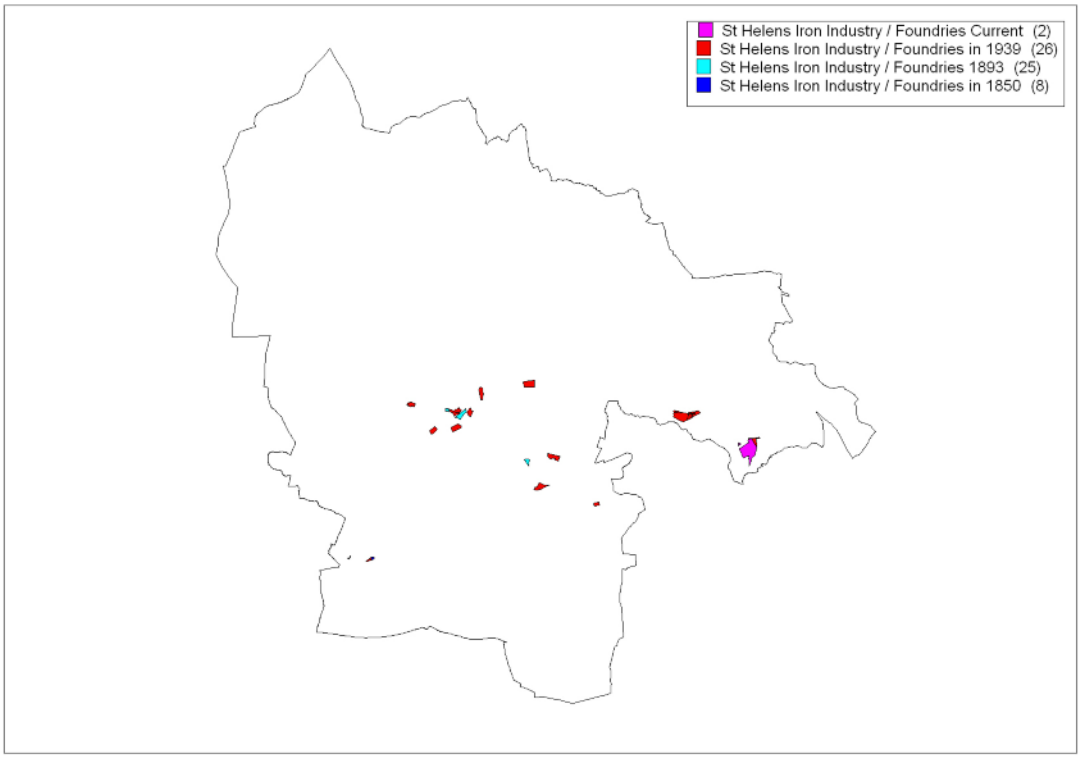

Figure 103 Past and Present St Helens Iron Industry / Foundries

Foundries (iron, steel, copper and other metals) would have formed an integral part of the industrial make-up of St Helens, notably in the industrial centre of St Helens town in close association with other industries (extractive, chemical and manufacturing).

Iron founding was established in St Helens in the form of Lee Watson's Iron Foundry, later to be known as Dalglish's in 1798. Dalglish's Iron Foundry and Engineering Works developed to be an engineering firm of considerable importance both nationally and internationally and remained a major employer in the Borough for well in excess of 100 years. The company finally went out of business in the 1930s as a consequence of the Depression of the 1920s and 1930s. The works was demolished in 1939.

The Ordnance Survey 25" map of Lancashire, 1939, depicts nine foundries surrounding St Helens town centre, the majority of these located on railway lines. Outside of St Helens, important past (former) foundries include the Viaduct Foundry near Newton-le-Willows.

The smelting and founding of metals, including copper, iron and lead, formerly of great importance to the industrial development of St Helens is now represented by one firm of brass founders. The last iron foundry, the Atlas Foundry, established in 1837 was demolished in 1990. Industrial wastes associated with smelting and founding include metal slags. The deposit of such materials on and around metal works is to be anticipated.

The **Vulcan Foundry** was founded in 1830 by Charles Tayleur, a Liverpool engineer and the owner of the Bank Quay Foundry in Warrington, in collaboration with Robert Stephenson. At this time Stephenson was managing a locomotive works in Newcastle-upon-Tyne, but finding it difficult to transport heavy locomotives from Newcastle to Lancashire for use on the Liverpool and Manchester Railway. It was realised that a locomotive manufacturing works in Lancashire would obviate the cost involved in transporting locomotives from Newcastle, and in 1832 a new engine factory was built at Newton-le-Willows. The factory was opened as Charles Tayleur

and Company, but became the Vulcan Foundry in 1847 and acquired limited liability in 1864.[71]

The first locomotive to be built at the foundry was produced for a Mr Hargreaves of Bolton, the founder of what was to become the North Union Railway (now the West Coast Mainline between Wigan and Preston). The locomotive was called 'Tayleur' in honour of the foundry's co-founder, and was based on Stephenson's "Planet" design. This was shortly followed by three more locomotives for the nearby Warrington and Newton railway that opened in 1831. As the Vulcan Foundry swung into full production, skilled workers were attracted from other parts of Lancashire as well as further afield. To house their workers Tayleur and Stephenson built a model village beside their factory, Vulcan Village. Completed in 1835, the Village comprised six 'Rows' of houses and at one time had its own Post office, School, Laundry and Public House. The Village provides an excellent small-scale example of a "workers village" and in 1986 was designated a Conservation Area.[72]

Sometime after 1832, Robert Stephenson left the partnership, probably due to pressure from Stephenson's Tyneside associates. The company was renamed the Vulcan Foundry Company in 1847, and in the same year it acquired the Bank Quay Foundry in Warrington. The Vulcan Foundry focused on building locomotives; while the Bank Quay Foundry produced girders for bridges (it was here that the material for the Menai Straits Tubular Bridge was prepared). The Bank Quay Foundry was also responsible for the world’s first iron sea-going vessel named the 'Tayleur' which sank on its maiden voyage. During the mid 19th century, the Vulcan Foundry Company was associated with many distinguished early locomotive engineers including William Kirtley and Sir Daniel Gooch.[73]

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[71] www.enuii.org/vulcan_foundry. Vulcan Foundry Newton-le-Willows web site (Accessed 21 June 2010)

[72] www.enuii.org/vulcan_foundry. Vulcan Foundry Newton-le-Willows web site (Accessed 21 June 2010)

[73] www.enuii.org/vulcan_foundry. Vulcan Foundry Newton-le-Willows web site (Accessed 21 June 2010)

Locomotive building continued during the mid-19th century and in 1852 the foundry's long standing connection with India commenced with the export of eight 2-4-0 passenger locomotives for the Great Indian Peninsula Railway - the locomotives used on the first public railway in India, from Bombay to Thana in 1853. In 1871, the Vulcan built the first Locomotive to run in Japan, and from then onwards Vulcan Locomotives became more widely known due to the quality of materials and excellence of their construction with many examples outlasting the products of rival companies in service. In 1898, the company name changed again to the Vulcan Foundry Ltd, dropping the word 'company'.[74]

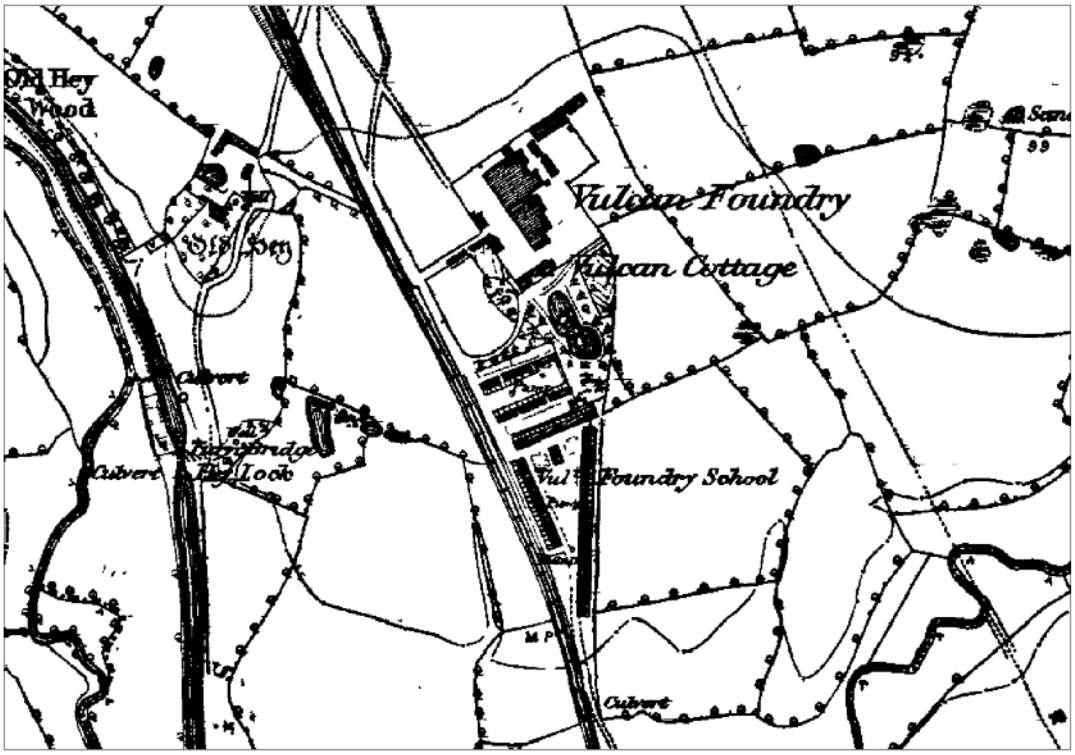

Figure 104 Vulcan Foundry and Vulcan Village depicted on the Ordnance Survey 6" First Edition map of Lancs. 1850.

[74] www.enuii.org/vulcan_foundry. Vulcan Foundry Newton-le-Willows web site (Accessed 21 June 2010)

During the 1914-1918 War the foundry undertook a large amount of armament work and this was repeated again for a number of years prior to WW2 up to 1943 when the works was engaged to produce Tanks and other munitions for the War Department along with Torpedoes and Gun Mechanisms for the Admiralty. By this time, the foundry had its own railway station, Vulcan Halt, on the former Warrington and Newton Railway line from Earlestown to Warrington Bank Quay.[75]

Throughout the Inter War years, the foundry survived the trade recessions with the aid of more orders from India, some from Tanganyika and Argentina, and a large order in 1934 from the LMS for 4-6-0 "Black Fives" and 2-8-0 Stanier-designed locomotives. In 1931, the foundry supplied the first experimental diesel shunter to the London, Midland and Scottish Railway and in 1938 it supplied ten diesel railcars to New Zealand Railways (the NZR RM Vulcan Class). It was also during the Inter War years that the foundry started to build electric locomotives - thirty one so-called "Crocodile" electric locomotives in 1928 for the Indian market.[76]

From 1939 the works was mostly concerned with the war effort, becoming involved with the development and production of the Matilda tank, as well as other munitions such as torpedoes and gun mechanisms for the Admiralty. In 1943 production again reverted to Locomotives and 390 'Austerity' 2-8-0 locomotives were constructed for the Ministry of Supply for the use of the War Department. In 1944 the Vulcan Foundry acquired Robert Stephenson and Hawthornes Ltd. At the end of hostilities in 1945 Locomotives were again manufactured for export and home railways with the 'Liberation' class locomotives built and delivered in 1946 for the rebuilding of continental Europe.[77]

The foundry now started to advance its work in manufacturing Diesel Locomotives and a new Erecting Shop was built in 1948 for this specific purpose. The foundry became a major supplier for both domestic and foreign railways, including diesel-electrics to

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[75] www.enuii.org/vulcan_foundry. Vulcan Foundry Newton-le-Willows web site (Accessed 21 June 2010)

[76] www.enuii.org/vulcan_foundry. Vulcan Foundry Newton-le-Willows web site (Accessed 21 June 2010)

[77] www.enuii.org/vulcan_foundry. Vulcan Foundry Newton-le-Willows web site (Accessed 21 June 2010)

British Railways. The works developed a prototype Gas turbine locomotive, the British Rail GT3.[78]

In 1962 the business became part of the English Electric Group, although it still produced diesel engines under the name Ruston Paxman Diesels Limited, which had been moved from Lincoln. Locomotive manufacture finished in 1970. From the 1970s, output was mainly for marine and stationary applications, but the factory was the supplier of choice for British Rail Engineering for locomotives built at Doncaster and Crewe.[79]

The factory passed through various hands as English Electric was bought out by GEC, which in turn became GEC Alsthom, then Alsthom, and finally as part of MAN B&W Diesel in 2000. At the end of 2002, the works closed with the ex-factory buildings being demolished in 2007. The associated workers' cottages, known as "Vulcan Village" still survive at the southern end of the site.[80]

(The project acknowledges that the above descriptions and text on the Vulcan Foundry was sourced, and reproduced, here almost entirely from the web page The Vulcan Foundry Newton-le-Willows www.enuii.org/vulcan_foundry)

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[78] www.enuii.org/vulcan_foundry. Vulcan Foundry Newton-le-Willows web site (Accessed 21 June 2010)

[79] www.enuii.org/vulcan_foundry. Vulcan Foundry Newton-le-Willows web site (Accessed 21 June 2010)

[80] www.enuii.org/vulcan_foundry. Vulcan Foundry Newton-le-Willows web site (Accessed 21 June 2010)

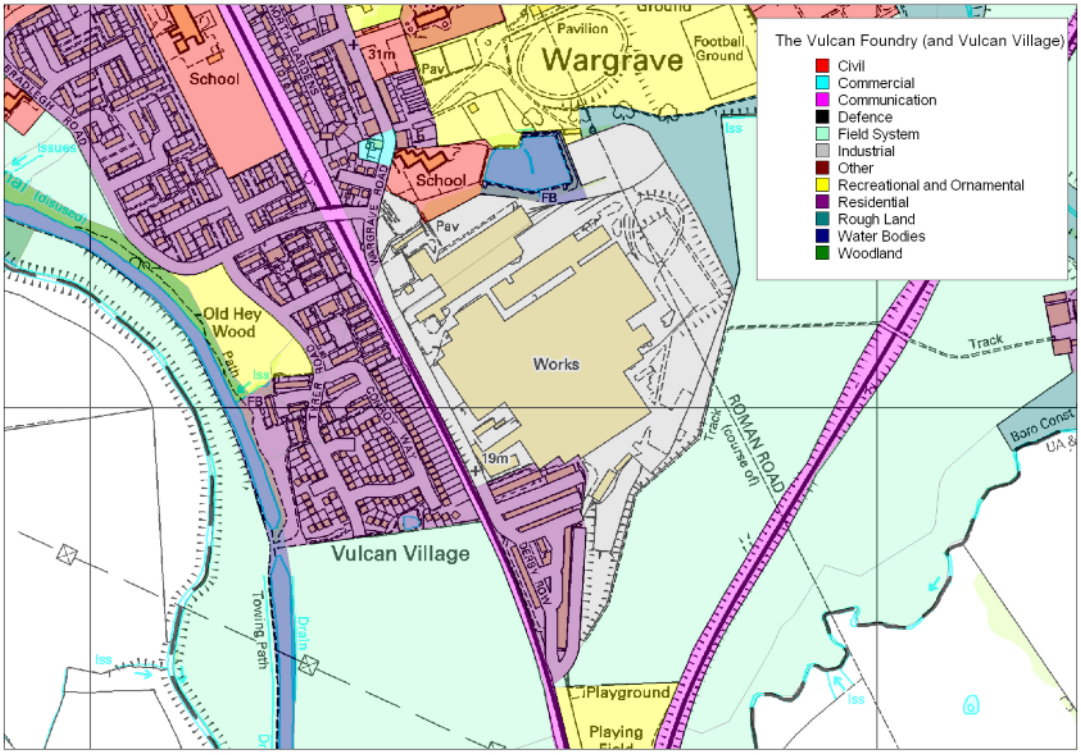

Figure 105 Iron Industry / Foundry in St Helens - The Vulcan Foundry and Vulcan Village, Newton-le-Willows (Current 2003 mapping).

The **Viaduct Foundry** was founded by Jones, Turner and Evans in 1833 on the junction between the Sankey Navigation Canal and the London and Northwestern Railway (L.N.W.R.) and, among other products, including pumping machinery for the nearby coal mines, a large number of locomotives were built in the early days. By 1852 the owners were Jones and Potts, and the works covered about 3 ha and included some 33 workers' cottages, all of which were later demolished to make way for development of the factory under railway management.[81]

[81] www.n-le-w.co.uk/index.php?option=com_content&task=view&id=54&Itemid=27. History of Newton-le Willows & Earlestown web site (Accessed 21 June 2010).

Towards the end of 1852, the locomotive shops at Crewe had become inadequate for the number of repairs required, and it was decided that the Edge Hill Works in Liverpool should concentrate wholly on locomotive work. Additional accommodation had to be found for the operations of the Wagon Department of Northern Divisions of the London & North Western Railway (LNWR). Negotiations were entered into with Jones and Potts, who were prepared to lease the foundry. Seven years later the LNWR purchased the property outright.[82]

The Viaduct Works, along with the nearby McCorquodale's Printing Factory (1846) and the Sankey Sugar Company (1855) led to the establishment of the Earlestown residential area in the mid 19th century (see Section 9.3.2). Houses were built for the men and their families of these factories, named after Sir Hardman Earle, a director of the L.N.W.R. By 1860 there were more than 600 houses in Earlestown.[83]

The rapid expansion of the works under L.N.W.R. ownership was begun by Mr. Owen Owen, the first Works Superintendent, and continued from 1867 by Mr. J.W. Emmett. The importance of the Earlestown works as the principal wagon works of the L.N.W.R. was recognised in 1895 when it was visited by the International Railway Congress on 28 June. The personnel employed by the works in 1901 was about 2,000 and its capacity reported at the time was 4,000 new wagons, 13,000 heavy repairs and 300 new horse-drawn vehicles of various types. The period from 1903 to 1923 was not remarkable for great changes, although in 1913-14 the White Shop was built. It was so named as it was constructed from reinforced concrete and steel which was a departure from tradition as the rest of the works was built in local red brick. Wagon building continued through to the 1950s. However, following the Beeching Report, the Viaduct Works closed in 1964. Many of the smaller industrial buildings were converted to light engineering and manufacturing use; these still remain to the north of the site,

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[82] www.n-le-w.co.uk/index.php?option=com_content&task=view&id=54&Itemid=27. History of Newton-le Willows & Earlestown web site (Accessed 21 June 2010).

[83] www.n-le-w.co.uk/index.php?option=com_content&task=view&id=54&Itemid=27. History of Newton-le Willows & Earlestown web site (Accessed 21 June 2010).

currently used as commercial buildings. The larger foundry buildings have been converted into warehousing.[84]

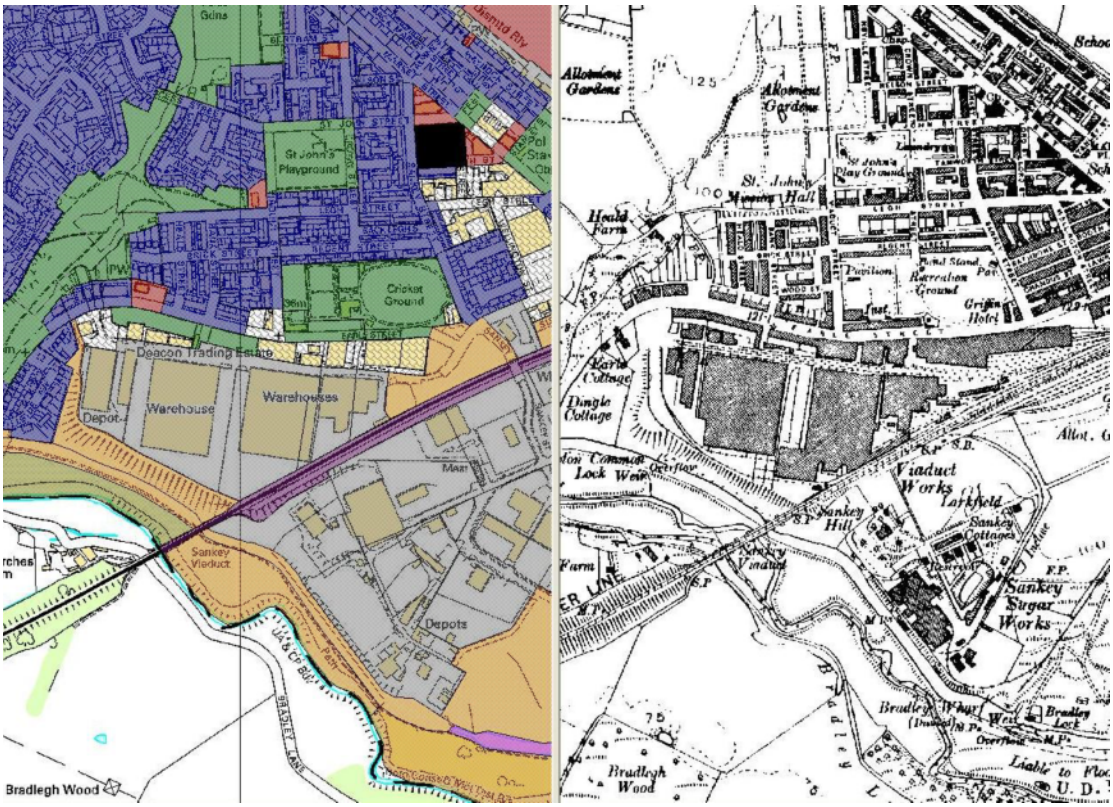

Figure 106 The area of the Viaduct Foundry depicted on Current 2003 mapping and on the Ordnance Survey 25" map of Lancs. 1939.
The foundry buildings have been converted into Industrial (Warehousing) or Commercial (Office) use. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The Copper industry was attracted to the coalfield by the need for cheap fuel to smelt ores brought in from Anglesey. In 1772 The Warrington Company established a factory at Blackbrook close to a branch of the Sankey Canal. A second factory owned by the Parys Mine Company was built at Ravenhead in 1779. The Ravenhead Copper Works was ideally situated and canal flats could sail from within two miles of the mine

[84] www.n-le-w.co.uk/index.php?option=com_content&task=view&id=54&Itemid=27. History of Newton-le Willows & Earlestown web site (Accessed 21 June 2010).

virtually up to the smelting house, whilst the refined copper could be shipped from the factory direct to Liverpool.

By the mid-19th century there were eight main copper works in St Helens. This was the high point of the copper Industry in St Helens and from the latter part of the 19th century, more and more copper was smelted where it was mined and many of the works in St Helens closed by 1900. The last copper works, at Sutton Rolling Mill, was closed in 1982. Industrial wastes related to by-products of copper smelting (slag composed of iron and sulphur) may be anticipated to be present in areas of man-made ground close to 19th century copper works.

9.5.7 Manufacturing Industry

The Manufacturing Industry character Sub Type type accounts for just over 22.56% (203.50 ha) of the Industrial Broad Type in St Helens. Current manufacturing industry is found in five areas: a small group to the northwest of St Helens (in Rainford), immediately skirting St Helens town centre, in a band the south of the district (from Rainhill, Sutton Manor, Sutton Leach through to Bold), a large industrial complex in Haydock, and to the immediate southwest of Newton-le-Willows. Smaller, quite isolated manufacturing industries are also found dotted throughout the district. The majority of records are, whatever date, sited near or immediately adjacent to major communications routes. The majority of surviving pre-1900 sites are located near major railway lines, while the more recent (and often larger) post-1945 sites are located near major arterial roadways. The bulk of sites appear to date to the later 20th century (86.11% - 175.24 ha).

Typical of the district, the number of records recorded as ‘previous character types’ is significantly higher than for those present as ‘Current’. This may partly a reflection of the level of information about the nature of industrial sites that is available on Current mapping. It may also reflect the removal (wartime destruction) and decline in these industries. In earlier centuries, St Helens had a thriving pottery industry and watching making industry, none of which survive today.

Not recorded by the MHCP project were the many small-scale industrial works established as St Helens developed in the 18th and 19th centuries. Although integral parts of the historic urban landscape, these were often not identified on contemporary mapping and were generally too small to warrant individual records in the MHCP database. However, where buildings of a likely industrial character were observed on 19th century mapping, this was noted in the summary sections of records for those areas.

Perhaps the earliest manufacturing site can be found to the southwest of Newton-le-Willows - manufacturing industry centred on the former Newton Vitriol Works. The industrial complex here was founded before 1850, being the site of Muspratt's chemical works. The site soon became the focus for other industrial sites, including a sugar manufactory (the Sankey Sugar Works). Pre-1900 sites can be found in St

Helens - perhaps the earliest is a manufacturing complex, sited on land formerly the Ravenhead Bottle Works (and associated terraced housing). A manufacturing site here is first depicted on the Ordnance Survey 25" map of Lancashire,1893, possibly connected to the glass industry (this could not be determined). The buildings appear to have been extended in the early 20th century.

Two further pre-1900 sites occur near Bold - the first is a general store and sheeting works located on the junction between the Liverpool and Manchester and St Helens L&NWR lines. This building first appears on the Ordnance Survey 25" map of Lancashire, 1893 and, although much altered and extended, survives today. Immediately south of this building is a former Manure Works (1893) and then Glass Manufactory (1908), which survives pretty much intact. Later 20th century manufacturing industry has surrounded these buildings.

Manufacturing Industry by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	10	17.50	8.60
Early Twentieth Century 1901 to 1917	2	1.78	0.88
Inter War 1918 to 1939	6	8.98	4.41
Later Twentieth Century 1946 to 2000	62	175.24	86.11
Total	80	203.50	100%

Table 43 Current (2003) Manufacturing Industry in St Helens by Broad Period of origin

The Manufacturing Industry character type is predominantly late 20th century in origin (86.11%) the largest area is located immediately north of Haydock - the Haydock Lane and Fishwicks Industrial complex Park (26.85 ha) at approximately 92 ha. Although sited on what used to be a major railway line (The LNWR St Helens branch), the development of the site owes nothing to this means of communication (the line having closed in advance of its founding). The growth of these industrial estates is wholly linked to road communication - located immediately north of the A580 and west of the M6 Motorway. Immediately north of the two estates is another late 20th century industrial estate (Park Industrial Estate) which is also linked to the M6 Motorway.

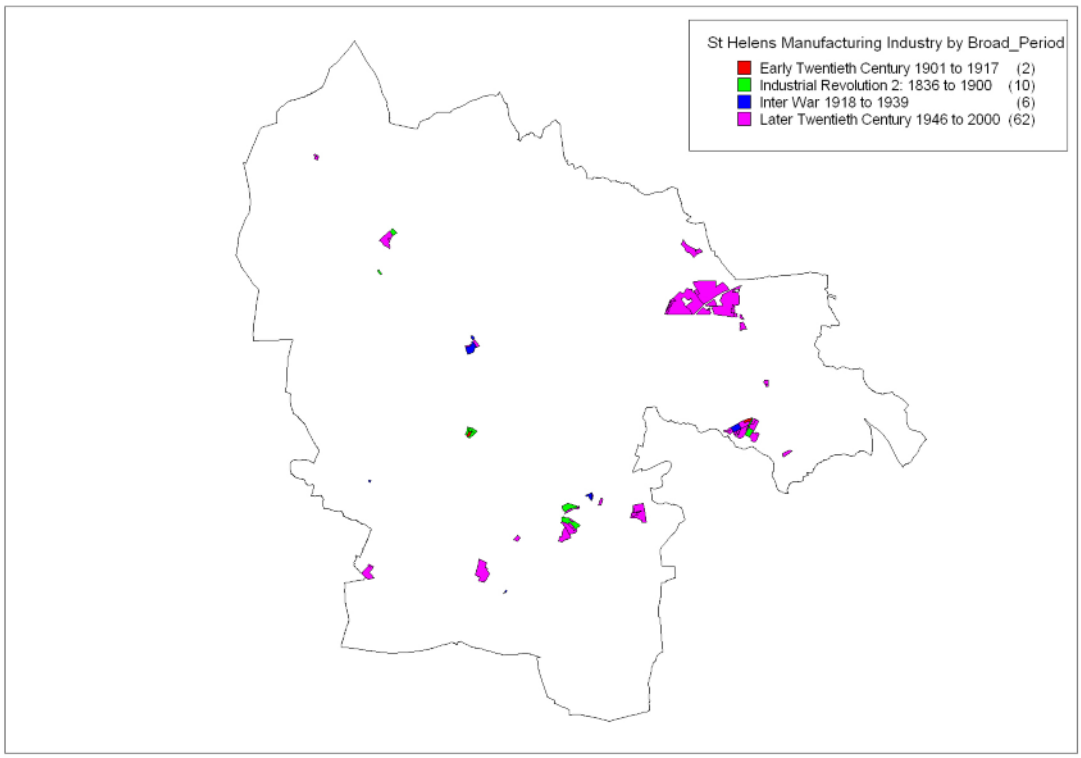

Figure 107 Current (2003) Manufacturing Industry in St Helens by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

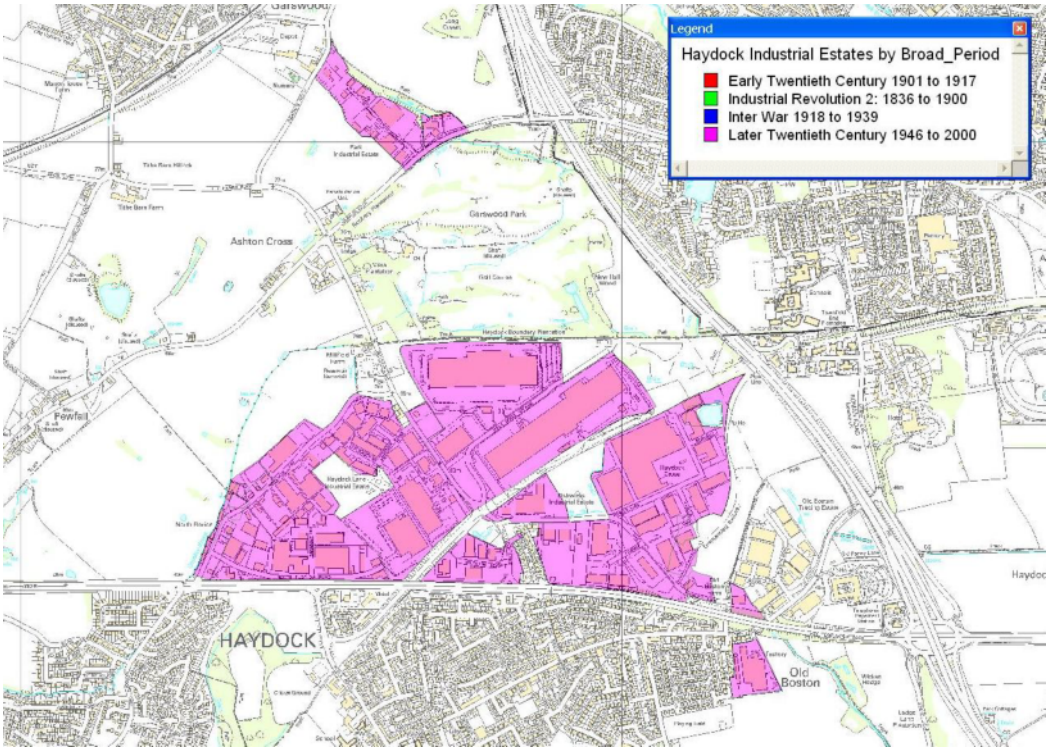

Figure 108 Haydock Industrial (Manufacturing) Estates by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.5.8 Municipal Depot

Municipal Depot represents almost 4.25% (38.34 ha) of the Industrial Broad Type in St Helens. All date to the later 20th century, with the majority found on the fringes of St Helens Town. A few sites occur to the north and east of the district. Many 'depot' sites depicted on the modern mapping have been included within the 'Industrial' Sub Type. Furthermore, it was difficult to ascertain if many of the depot sites depicted the district, were truly 'municipal' in nature or function.

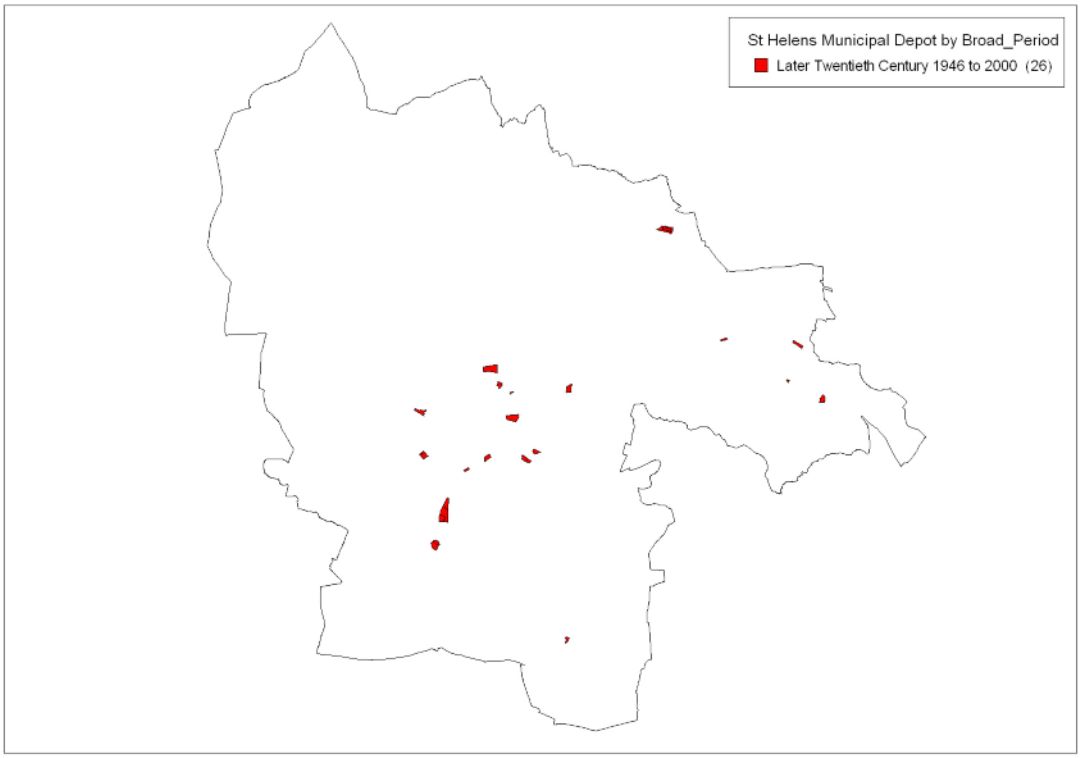

Figure 109 Current (2003) Municipal Depot Sites in St Helens by Broad Period of origin

9.5.9 Municipal Works

This character type represents almost 8.43% (76.02 ha) of the Industrial Broad Type in St Helens, and includes features such as electricity substations, telephone exchanges, gas works, refuse processing plants, landfill sites (on the site of former extraction industry) and sewage or water treatment works. Nearly 96% of municipal works polygons date to the Later 20th century (95.69% - 72.74 ha), with the remainder (4.31% - 3.28) dating to the Industrial Revolution 2 (1836 to 1900) period. The four polygons that date to pre-1900, make up three individual sites: a pumping station at Leyland Green; a former explosives and fuse magazine in Bold; and a gas and water works in Rainhill.

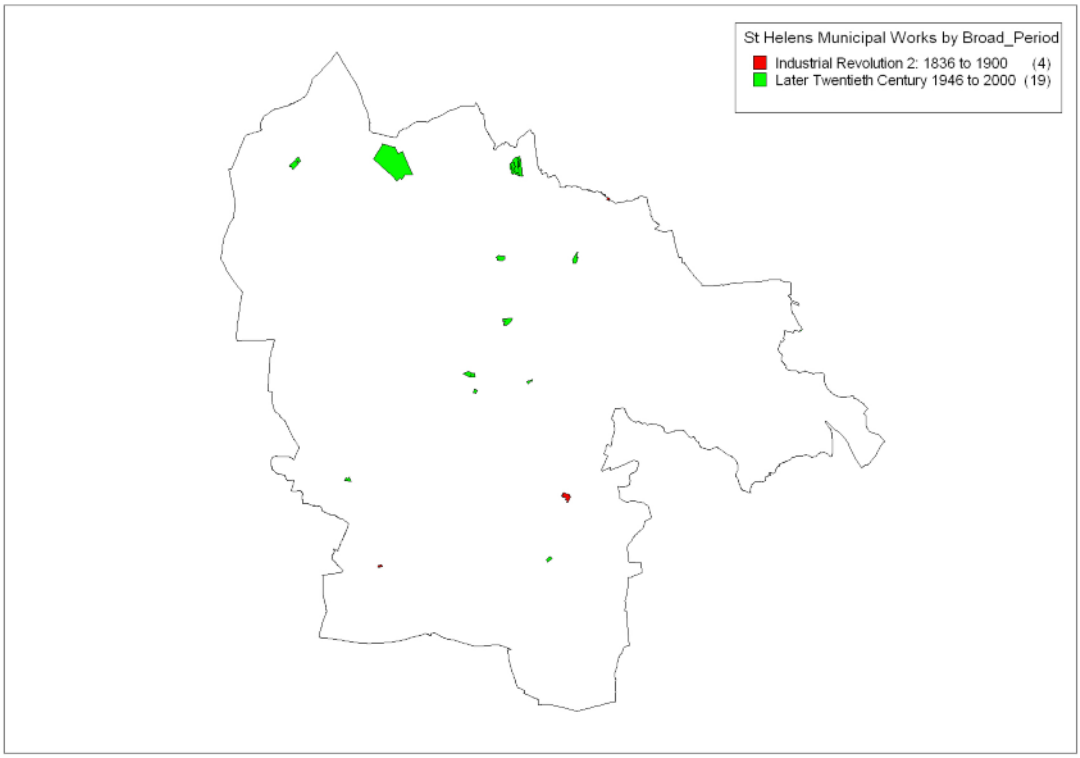

Figure 110 Current (2003) Municipal Works in St Helens by Broad Period of origin

Later 20th century sites are more frequent, located generally in the north of the district and are much larger than their pre-1900 counterparts. The largest include landfill sites - the former quarry site at Billinge Hill (10.76 ha) and the former mossland area of Holiday Moss (46.73 ha)

Municipal Works by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	4	3.28	4.31
Later Twentieth Century 1946 to 2000	19	72.74	95.69
Total	23	76.02	100%

Table 44 Current (2003) Municipal Works in St Helens by Broad Period of origin

9.5.10 Nursery

Within St Helens, 11.32 ha of land are covered by the Nursery Sub Type, representing around 1.26% of the current Industrial Broad character. Nursery has been included within the industrial category as it is predominantly industrial (horticultural) in nature. However, the Sub Type also contains Ornamental and Recreational (forming green spaces alongside allotments), Woodland and Commercial elements. Nursery incorporates a range of horticultural activities, including industrial and market vegetable plots, garden centres, some orchards and commercial tree growing. The number of current nursery sites is but a small part of what was once a thriving industry. The high-point of the industry was during the Inter War years. Many former nursery sites have been lost, having been built upon (predominantly residential, then commercial use) or converted in recreational land. However, a few have been left to become Rough Land Scrub or secondary Woodland sites.

Nurseries are found throughout the district, with no noticeable concentrations. All MHCP records (8 polygons) date to the later 20th century. The majority of modern nursery sites have been constructed on greenfield plots (formerly small, regular and semi-regular field systems), with only one on the site of a former colliery (near Park Colliery in Garswood). Later 20th century Nurseries are generally small-scale (on average 1.42 ha). The largest single site is a 5.36 ha block of commercial 'nursery' land at Elms Farm, to the north of Newton-le-Willows. Here, the land has recently been converted from field system (small regular and small semi-regular fields) into a commercial nursery.

Nursery by Broad Period	Number of polygons	Area (Hectares)	Percentage
Later Twentieth Century 1946 to 2000	8	11.32	100%
Total	8	11.32	100%

Table 45 Current (2003) Nursery in St Helens by Broad Period of origin

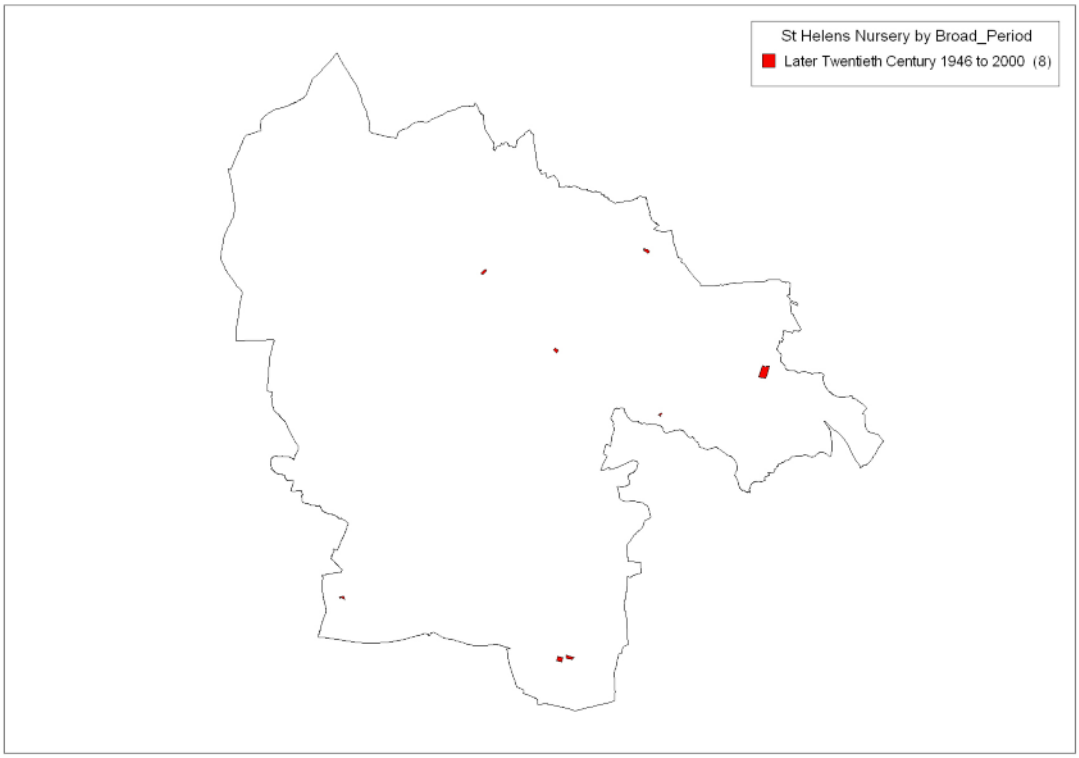

Figure 111 Current (2003) Nursery St in Helens by Broad Period of origin

9.5.11 Warehousing

Industrial warehousing accounts for 2.15% (19.42 ha) of the Current Industrial Broad Type in St Helens. Only those sites that were depicted as 'distinct' warehouses were recorded - the character is closely, often directly, associated with other Industrial Sub Types, in as much many industrial activities require storage facilities (particularly engineering industries). Where warehouses were depicted on the modern mapping, yet found to be associated with other industrial buildings (such as 'Works'), the site was recorded using either the 'Manufacturing Industry' or 'Industrial' Sub Type. Furthermore, many surviving warehouses have recently been converted into residential, commercial or civil buildings. As such, although still recognisable (from the ground) as warehousing, the MHCP has recorded them according to their current use.

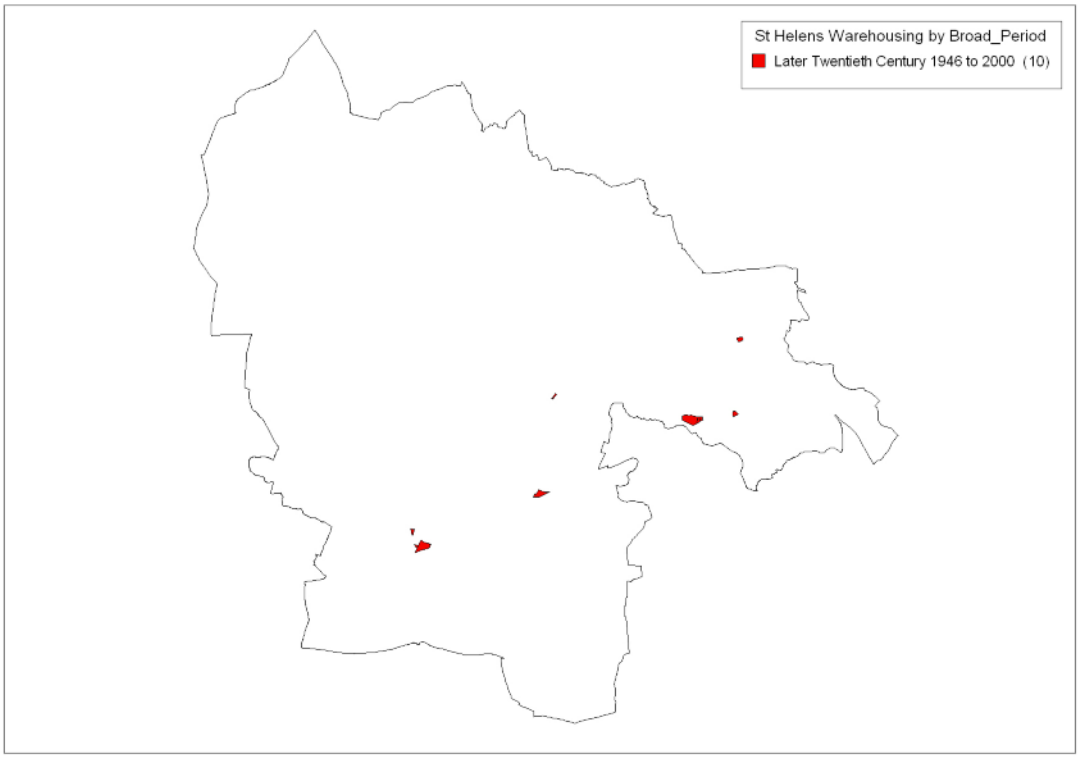

Figure 112 Current (2003) Warehousing in St Helens by Broad Period of origin

Warehousing is concentrated in the south of the district, all of it dating to the later 20th century. The majority of sites are found in direct association with communications routes - of the seven identified sites (10 polygons), five warehouses are located on the

main Liverpool to Manchester Railway line. A single site is located on the A49 (former Romano Road) adjacent to the M6 Motorway at Newton-Haydock Bridge; classed here as Warehousing but likely offices (Commercial Broad Type).

Warehousing by Broad Period	Number of polygons	Area (Hectares)	Percentage
Later Twentieth Century 1946 to 2000	10	19.42	100%
Total	10	19.42	100%

Table 46 Current (2003) Warehousing in St Helens by Broad Period of origin

Figure 113 Warehousing /Commercial at Newton-Haydock Bridge, Newton-le-Willows. The site is situated immediately west of the M6 Motorway and on the line of the A49, a former Roman Road.(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The largest site (7.76 ha) is a group of warehouses that have been converted from former Iron Industry use - the former Viaduct Iron Foundry.

9.6 Civil Broad Type

Within St Helens there are 358.51 ha of land which contains the Civil Broad Type. This represents around 2.62% of the total St Helens area. Eight principal MHCP Sub Types were identified for detailed analysis on the basis of their presence in the landscape or their historical significance:

Cemetery
Colleges/University Area
Cultural
Hospitals
Institution
Places of Worship
Police Station
Schools

Civil Sub Type	Number of Polygons	Area (Hectares)	Percentage
Cemetery	10	28.70	7.46
Colleges/University Area	5	11.40	3.18
Cultural	37	14.30	3.99
Hospitals	15	23.57	6.58
Institution	13	8.77	2.45
Places of Worship	112	49.82	13.90
Police Station	9	2.64	0.74
Schools	117	219.24	61.15
Totals	318	358.51	100%

Table 47 Current (2003) Civil Sub Type in St Helens

Civil establishments are evenly dispersed throughout the district, with the largest ones (by individual size) tending to be educational institutions, hospitals and cemeteries. The majority of records date to the Later 20th century (1946 to 2000) at 64.27% - 230.30 Ha, followed by Inter War (1918 to 1939) sites at 20.58% (73.77 ha) and then Industrial Revolution 2 (1836 to 1900) sites at 13.93% - 49.90 ha. The majority of pre-

1900 sites are small-scale, comprising places of worship, schools, cultural buildings, cemeteries and hospitals. The majority of post-1945 sites are schools.

Civil by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 1: 1751 to 1835	1	0.31	0.09
Industrial Revolution 2: 1836 to 1900	71	49.90	13.93
Early Twentieth Century: 1901 to 1917	15	3.15	0.88
Inter War 1918 to 1939	51	73.77	20.58
Later Twentieth Century 1946 to 2000	179	230.30	64.27
Twenty First Century 2001-2050	1	1.08	0.29
Total	318	358.31	100%

Table 48 Current (2003) Civil in St Helens by Broad Period of origin

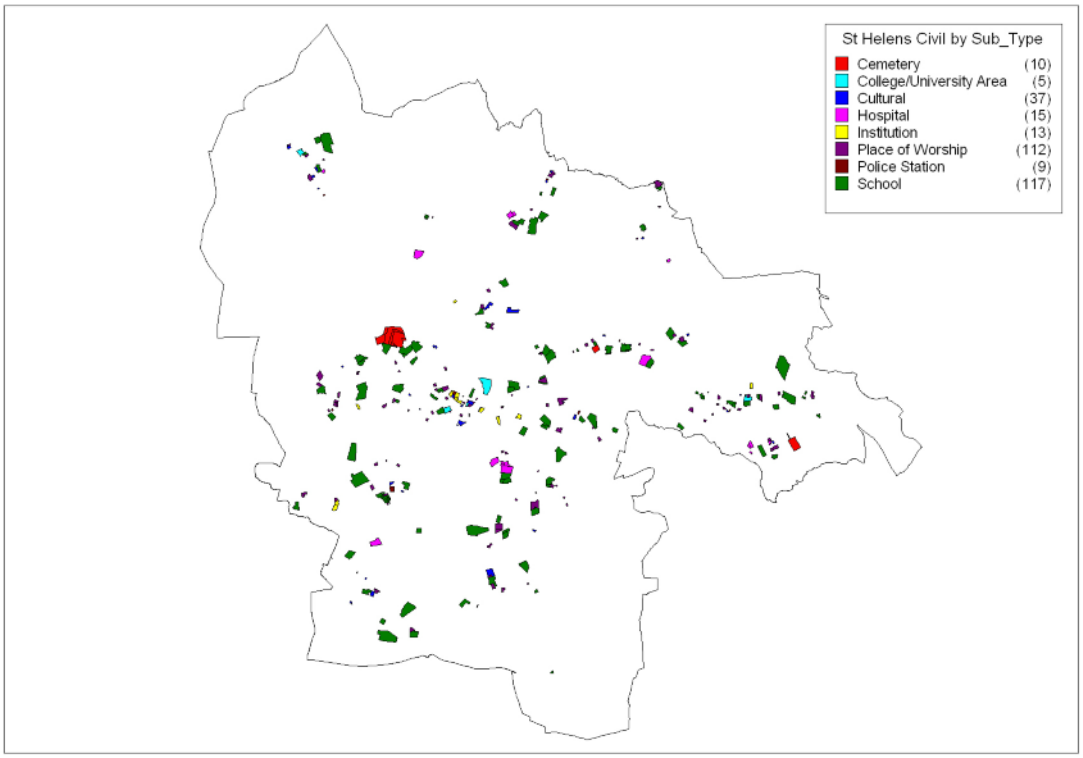

Figure 114 Current (2003) Civil Broad Type in St Helens by Broad Period of origin

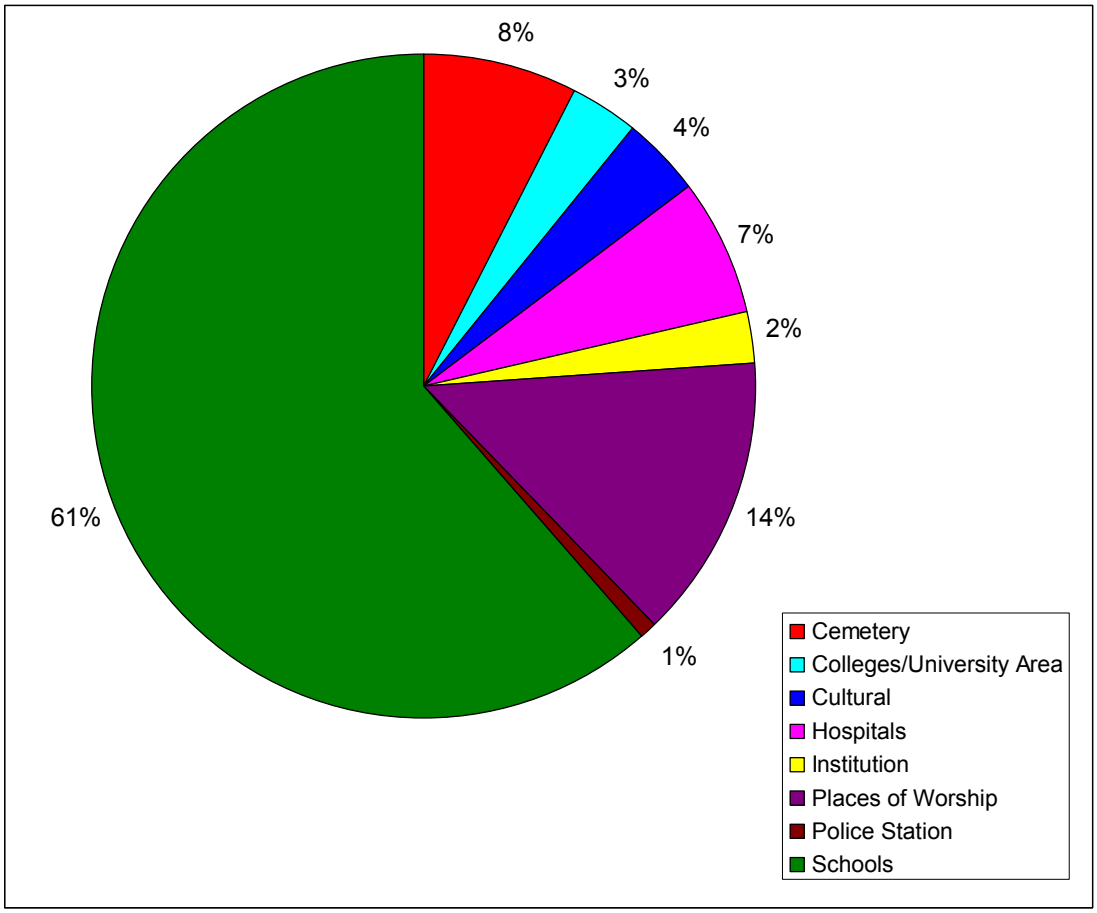

Figure 115 Pie chart of Current (2003) St Helens Civil Sub Type (% of land)

St Helens Civil Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Cemetery	0.71	13.68	17.64	28.76
College/University	0	0	0	11.4
Cultural	0	1.63	7.03	14.3
Hospital	12.69	54.32	70.32	23.58
Institution	0.68	0.69	9.89	8.77
Place of Worship	17.1	34.39	49.42	49.82
Police Station	0	0.92	1.83	2.64
School	3.71	18.98	72.89	219.24

Table 49 Current (2003) St Helens Civil Sub Type through time

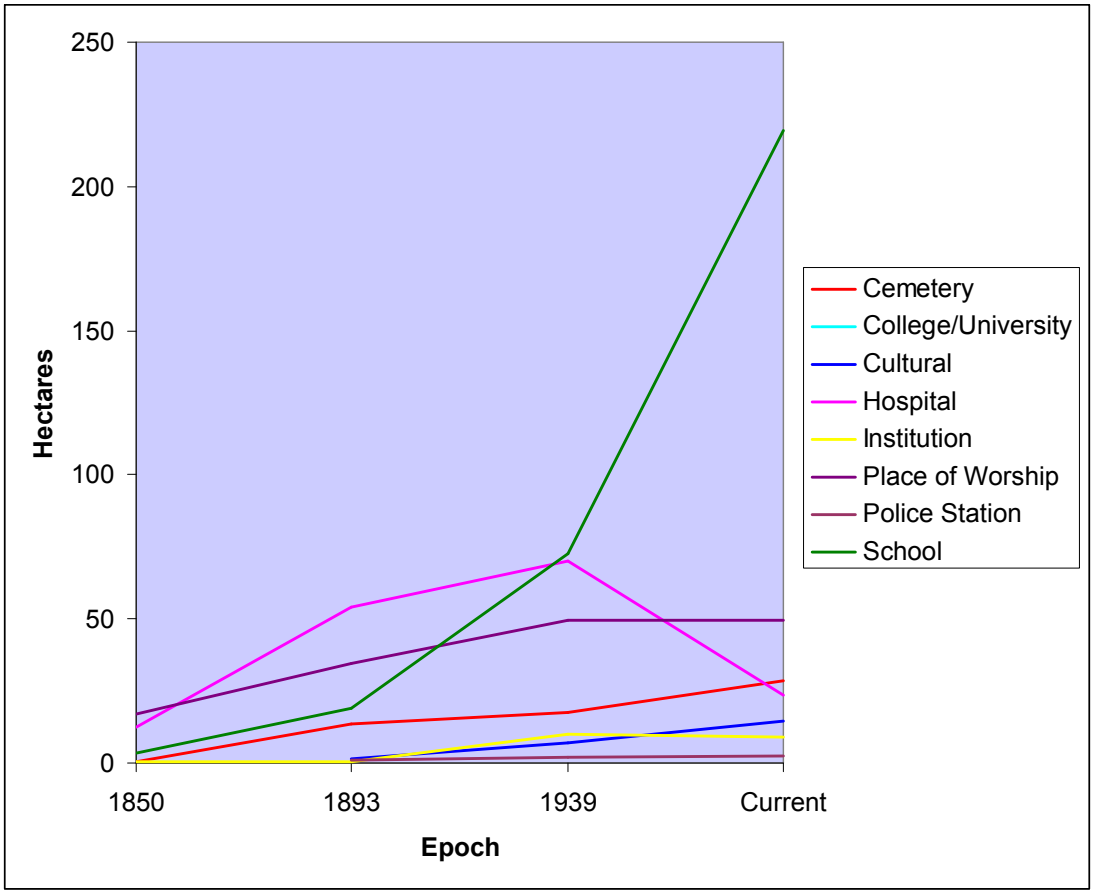

Figure 116 Graphical Representation of St Helens Civil Sub Type through time

9.6.1 Cemetery

Cemeteries are defined as burial grounds that are not associated with an established church or chapel. Thus, burial grounds and graveyards associated with churches, chapels or other places of worship were included in the Place of Worship Sub Type. Sites may, however, include extensions and or additions to ecclesiastical burial grounds and contemporary mortuary chapels.

The primary purpose of this type of open space is for burial of the dead and quiet contemplation but they can also function as havens for wildlife conservation and biodiversity. They can also contribute landscape benefits to the local area, local amenity benefit for walking and relaxation and 'sense of place'.

Cemeteries represent 7.46% (28.70 ha) of the Civil Broad Type in St Helens. Cemeteries are found at three locations in the district - the largest, Borough Cemetery in Windlehurst, covers some at 21.44 ha. Borough Cemetery was founded in the mid-19th century but enlarged in the Inter War and late-20th centuries. The next largest, the late-19th century Newton-le-Willows Cemetery is some 4.79 ha. The smallest, an Inter War graveyard in Blackbrook, measures some 1.69 ha. A single cemetery founded before 1850 was recorded - the Roman Catholic burial ground at Windleshaw, which was later incorporated into the Borough Cemetery (forming part of the Borough Cemetery total area).

Cemetery by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	3	12.66	44.02
Inter War 1918 to 1939	5	11.38	39.57
Later Twentieth Century 1946 to 2000	2	4.72	11.41
Total	10	28.76	100%

Table 50 Current (2003) Cemetery in St Helens by Broad Period of origin

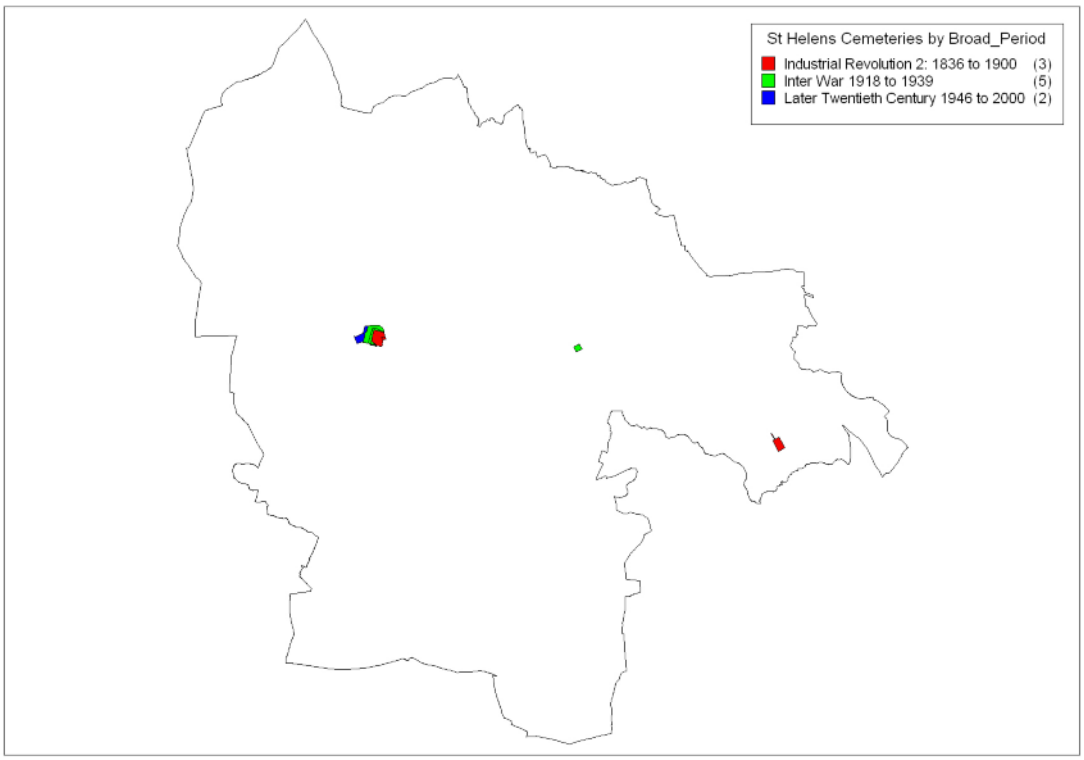

Figure 117 Current (2003) Cemetery in St Helens by Broad Period of origin

St Helens Cemeteries

St Helens Borough Cemetery (also known as Borough Cemetery, Windleshaw Cemetery and St Helen's Cemetery). This cemetery is currently designated a Grade II Registered Park and Garden, and contains a number of Listed Buildings. It is a complex early High Victorian (1856-58) public cemetery for a provincial town - the buildings and layout were by an eminent local architect Thomas Denville Barry who specialised in cemeteries in the region (including Toxteth in Liverpool). In the layout of the cemetery, Barry made dramatic use of the undulating topography. The cemetery has an extensive and complex planting, set out by a prolific and nationally renowned designer, Edward Kemp which complements Barry's layout and survives relatively complete (despite the loss of two of the original three chapels).

A public cemetery opened in 1858 with designs for buildings and laying out by Thomas Denville Barry and planting specification by Edward Kemp, extended in c.1912 to the design of the Borough Engineer, Arthur W. Brindley. The c. 11ha cemetery is situated c. 3km to the north-north-west of St Helens town centre. To the

west and north the roughly square site is bounded by mid and late-20th century extensions of the cemetery (outside the area here registered), with burial areas laid out in a grid pattern. Extension ground to the north adjoins the East Lancashire Road, constructed in the 1930s, and to the west the Crematorium grounds, enclosed to the east and north-east by a high evergreen hedge, together with future burial ground, currently in cultivation, extend to Rainford Road.

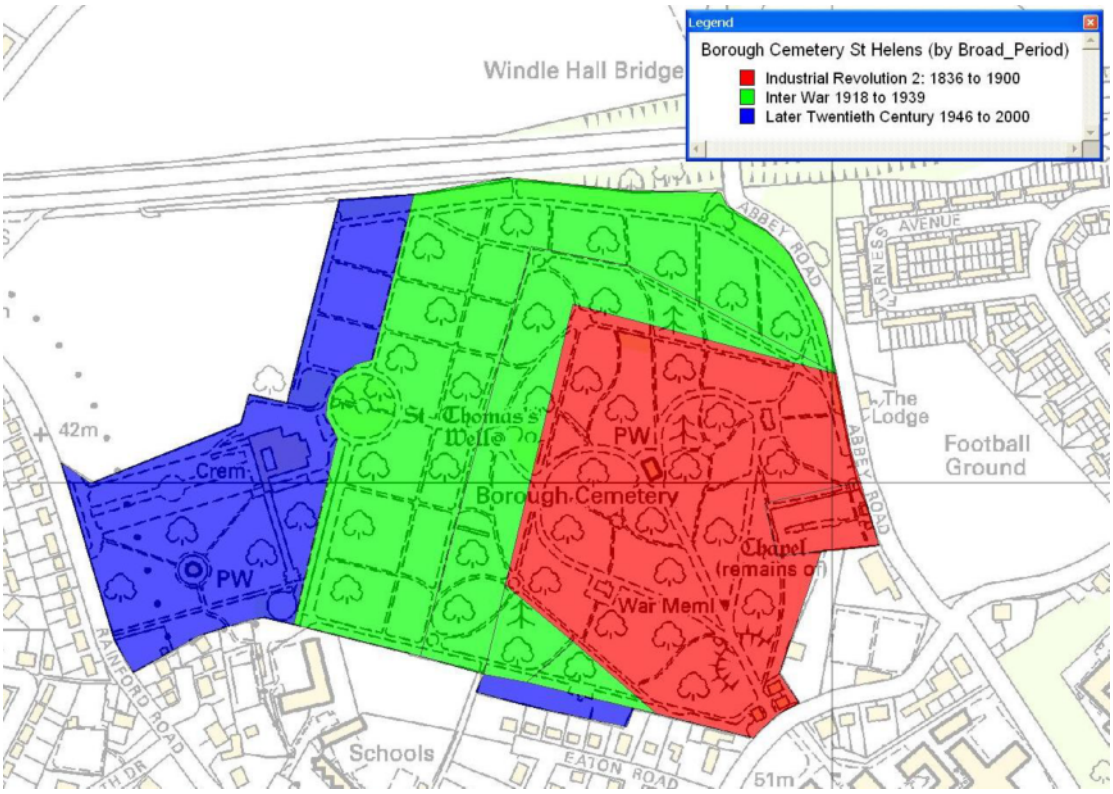

Figure 118 Borough Cemetery, St Helens by Broad Period

To the south the cemetery adjoins the grounds of a school, this boundary being marked by a high stone wall, an area of open ground formerly a cemetery yard with glasshouses (OS 1937) and 20th century housing where the boundary is marked by 20th century fencing. The irregular eastern boundary adjoins Elm Lodge, a 19 century villa, and a 17th century Roman Catholic burial ground (outside the park area registered as of Special Historic Interest). The small rectangular plot of the latter extends into the cemetery, with the boundary marked by a low stone wall, and contains the ruined tower and walls of a 14th century chantry chapel (Listed Grade II*), known as Windleshaw Abbey, and the shaft of a 17th century cross (Scheduled

Monument Listed Grade II). To the north of the 17th century burial ground the cemetery adjoins Abbey Road with the boundary generally marked by a high stone wall. At the north-east corner of the cemetery the west boundary wall to Abbey Road is lower, with evidence of former railings, giving a view into the cemetery from the road and a residential property opposite which is a former lodge to Windle Hall to the north.

The ground within the cemetery is very gently undulating, with the adjoining 1930s and later extension grounds falling to the north and west with views out over these areas to the surrounding country from the north-west boundary. To the west, south, and east the surrounding area is largely residential with 20th century housing. Land to the north, beyond the East Lancashire Road, is largely in agricultural use.

The principal entrance is from Hard Lane at the south-east corner of the site and lies at the centre of an elongated semicircular inset from the road. Two lodge buildings are of similar design in coursed stone rubble with ashlar dressings below steeply pitched blue slate roofs. The layout and design of the principal entrance dates from 1856 and is by T D Barry with 20th century alterations. Immediately to the north of the north-east lodge is a single-storey building, similar in materials and design to the lodges, save for a lower roof pitch, and with an incised stone bearing the inscription 'Jubilee 1887'.

Some 190m north-north-east of the principal entrance there is access into the cemetery from Abbey Road via the 17th century burial ground. This entrance, in the northern boundary wall of the burial ground is marked by a pair of 19th century cast-iron gates flanked by stone piers and is indicated on the OS map of 1893-4. An entrance from the East Lancashire Road into the 1930s extension ground is situated 500m north-north-west of the principal entrance. From Rainford Road to the west there is access into the cemetery through the late-20th century Gardens of Remembrance and the 1930s extension ground. On the southern boundary, 250m west of the principal entrance an access track from Rainford Road leads into the cemetery with the vehicular entrance marked by 20th century iron gates. This entrance formerly served as a groundsmen’s compound area adjoining the cemetery (OS 1893-4) which was later incorporated into the burial area (OS 1937).

The Church of England mortuary chapel is sited at the head of an axial approach drive 220m north-north-west of the principal entrance. The single-storey stone chapel with blue slate roof is in the Decorated Gothic style with a short bell tower above the main south-east door. The head of the bell tower has possibly been altered. The design of 1856 is by T D Barry and is the only one remaining of three mortuary chapels which he designed for the cemetery. The chapel is similar in style to Barry's chapel (Listed Grade II) at Toxteth Park Cemetery (Liverpool) which dates from 1855-6.

The cemetery is generously planted with mature trees and shrubs generally in keeping with that indicated on the 1893-4 OS map. The cemetery also contains a profusion of fine 19th and early-20th century monuments, in particular lining the entrance drive to the south-east of the chapel and within the two halves of the heart-shaped burial area. The graves of many notable local people include that of the Beecham family, of Beecham's Powders fame, and, c. 45m north-east of the Church of England chapel, the late-19th century table tomb monument of the glass-manufacturing Pilkington family.

In 1959-62 a Crematorium and detached Chapel of Remembrance by architect Harry Bannister were constructed and set within formal lawned grounds adjoining the extended cemetery to the west (outside the area here registered).

(The project acknowledges that the above description and text for St Helens Borough Cemetery was sourced, and reproduced here, almost entirely from the English Heritage Register of Parks and Gardens of Special Historic Interest.)

Newton-le-Willows Cemetery, Park Road, Wargrave. The 1884 chapel is a brick octagon within a square, with porch and lancets. Designed and built by R. Brierley, Surveyor to the Newton Improvement Commissioners.

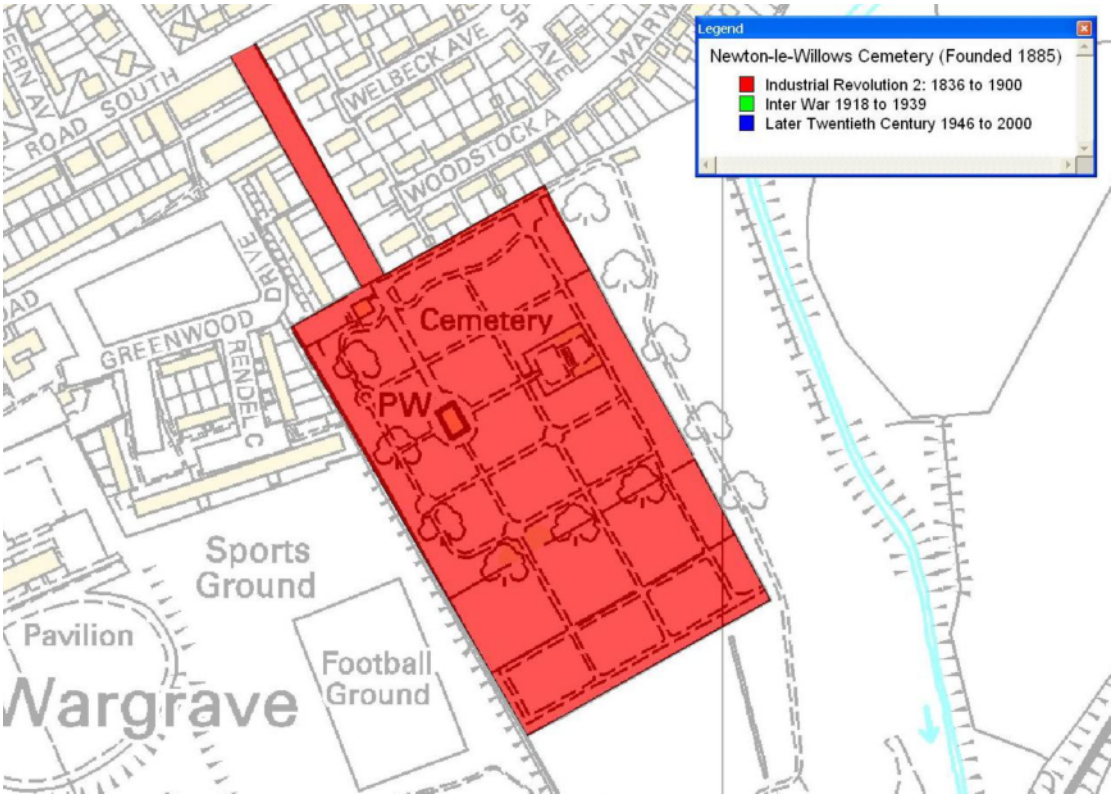

Figure 119 Newton-le-Willows Cemetery

9.6.2 College / University Area

College and University buildings account for about 3.18% (11.4 ha) of the Civil Broad Type in St Helens. The town has seven educational institutions offering post-16 education in Cowley Language College, Rainford High Technology College, Rainhill High, St Aelred's High, Sutton High (all 11-18 secondary schools), Carmel College (a sixth form college) and St Helens College (a general Further Education College). Five polygons were recorded by the MHCP, all dating to the late 20th century.

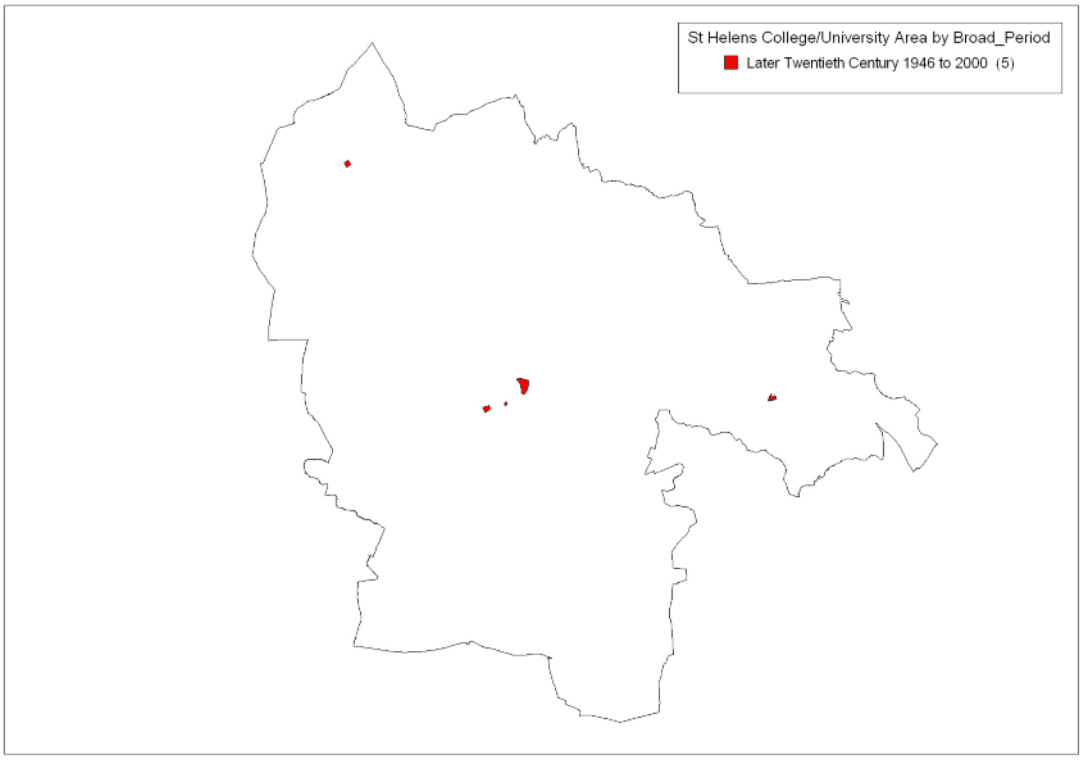

Figure 120 Current (2003) University Areas in St Helens by Broad Period of origin

St Helens College on Water Street, St Helens offers a wide variety of Higher and Further Education courses including degree courses, foundation degrees, BTECs and professional qualifications at the college's Business School. The main college building occupies parts of the former Beecham's Factory, including refaced post-war blocks and the original building on the corner of Westfield Street. Built in two phases in 1884-

7, with a later (1990s) bowed glass link wing that closes the courtyard, designed by Ormrod & Partners (Pollard and Pevsner, 2006).

College/University Area by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Later Twentieth Century 1946 to 2000	5	11.40	100%
Total	5	11.40	100%

Table 51 Current (2003) College/University Area in St Helens by Broad Period of origin

There are no universities in St Helens; many local people who go to university often take advantage of the surrounding universities such as Edge Hill (Ormskirk), Liverpool, Manchester, Salford and Chester. The district does have an excellent performing arts college - the De La Salle School, Mill Brow. As part of the Centre for the Performing Arts, a building was constructed in 2003-4 by John McAslan and Partners (Pollard and Pevsner, 2006).

9.6.3 Cultural

The Cultural Sub Type contains all buildings of cultural, municipal or civic nature, including; council offices (unless included in the Commercial office Sub Type), community centres, public halls, libraries, museums, theatres and public baths. Cultural buildings account for about 4% (14.30 ha) of the Civil Broad Type in St Helens district, the main concentration of such buildings are in the commercial (and residential) cores of St Helens Town Centre, Rainford, Carr Mill (Clinkham Wood), Newton-le-Willows and Rainhill.

By the nature of their functions, cultural buildings are predominantly to be found in urban or commercial centres. There is a great deal of overlap between the Cultural and other Civil and Commercial Sub Types. In some instances, cultural buildings have been incorporated into the Commercial Core Sub Type (not receiving a separate Cultural characterisation) - this is particularly true for Commercial Cores dating to the Industrial Revolution 2 (1836 to 1900) period and earlier.

The higher-status types of civic buildings such as town halls are often grand and ornate buildings of architectural significance. Civic institutions of less high status such as libraries may also be representative of the design movements of their time. Civic and municipal institutions may form complexes of contemporary buildings set in formal grounds or gardens.

Mid to late-19th and early 20th century cultural buildings are generally large-scale public buildings covering the arts (museums, concert halls, theatres and monumental sculptures) and civic duties (halls and council offices). However, the MHCP recorded only two pre-1900 cultural buildings (the Gamble Institute in Victoria Square, St Helens and Earlestown Town Hall). This is an obvious underrepresentation, as there are many buildings of this period found elsewhere in St Helens district. Many mid to late-19th and early 20th century cultural buildings have been incorporated into other MHCP Broad and Sub Types (for instance Civil Institution or Commercial Core). Furthermore, although still standing, many pre-1900 cultural buildings have been converted to other uses (particularly commercial retail and office activities).

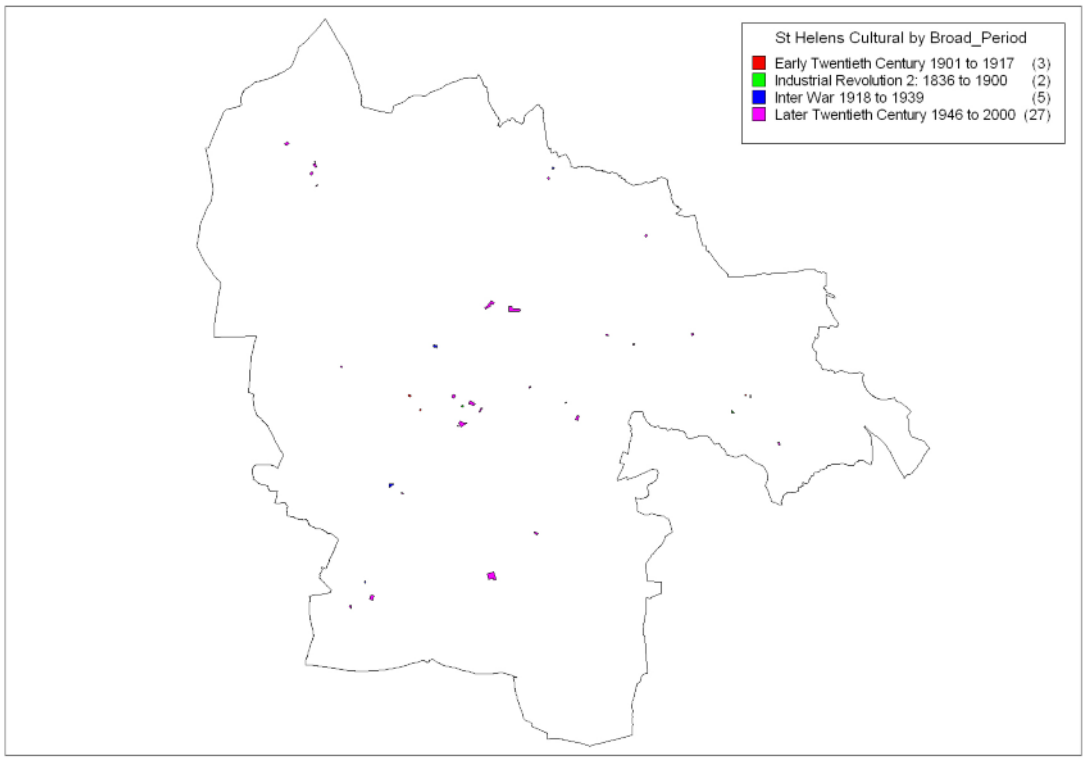

Figure 121 Current (2003) Cultural Sub Type in St Helens by Broad Period of origin

Cultural by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	2	0.34	2.38
Early Twentieth Century 1901 to 1917	3	0.37	2.59
Inter War 1918 to 1939	5	1.24	8.67
Later Twentieth Century 1946 to 2000	27	12.35	86.36
Total	37	14.30	100%

Table 52 Current (2003) Cultural in St Helens by Broad Period of origin

Examples:

The Gamble Institute on Victoria Square was built in 1894-6 by Briggs & Wolstenholme, in Free Style pressed brick and terracotta. The alkali baron David Gamble offered the St Helens Corporation a plot of land and £25,000 to erect a free public library and technical school, 'assisting our people to make themselves equal or superior to those counties where technical education has been an institution for a great many years'. Unfortunately, £25,000 did not prove enough to complete the building, missing a fourth floor and having a lack of exterior embellishment (Pollard and Pevsner, 2006). The Gamble Institute, along with the Town Hall (Civil - Institution), the Prudential Building (Commercial Core), Victoria Square (Recreational and Ornamental - Other) and a number of Commercial Core buildings, form the St Helens Victoria Square Conservation Area.

Earlestown Town Hall was built in 1892-3 by Thomas Beesley in red brick with moulded and rubbed brick dressings, slate roofs. Built in an eclectic Queen Anne style with Flemish influences, it stands two storeys high plus attic and basement and having a five-stage clock tower incorporated on the northeast corner. The building was originally called a public hall rather than a town hall because at the time of its construction the seat of local government in the area was at nearby Newton Town Hall. However, shortly after its construction it became known as Earlestown Town Hall as the accommodation at Newton-in-Makerfield (later Newton-le-Willows) was outgrown. The building is Grade II Listed.[85]

The largest group (by total area and number of polygons) are post-1945 buildings, occupying nearly 88% (12.54 ha) of the Civil total. The majority of modern cultural buildings are found within historic cores, comprising buildings with a wide range of functions, including local libraries, community halls, museums and local government establishments. Many later 20th century establishments are conversions of former industrial or commercial activities, particularly museums where past activities (whether

[85] www.lbonline.english-heritage.org.uk Accessed 2 July 2010

directly or indirectly associated with the building) are celebrated and displayed to the general public (for example the World of Glass Museums and Exhibition Centre or the North West Museum of Road Transport, St Helens).

The World of Glass Museum opened in 2000. Proposals for a 'Celebration of Glass' emerged as part of the strategy to regenerate derelict land south of the town centre in the late 1980s. In 1991, drawings were prepared for a glass exhibition and museum on the northern bank of the Sankey Canal to house the Pilkington and Borough Museum collections, to be linked by a glazed bridge to the restored Pilkington's No.9 Tank House to the south (Scheduled Monument). The concept was realised by Geoffrey Reid Associates, although the idea of reviving glass-making in the tank house was never realised (Pollard and Pevsner, 2006).

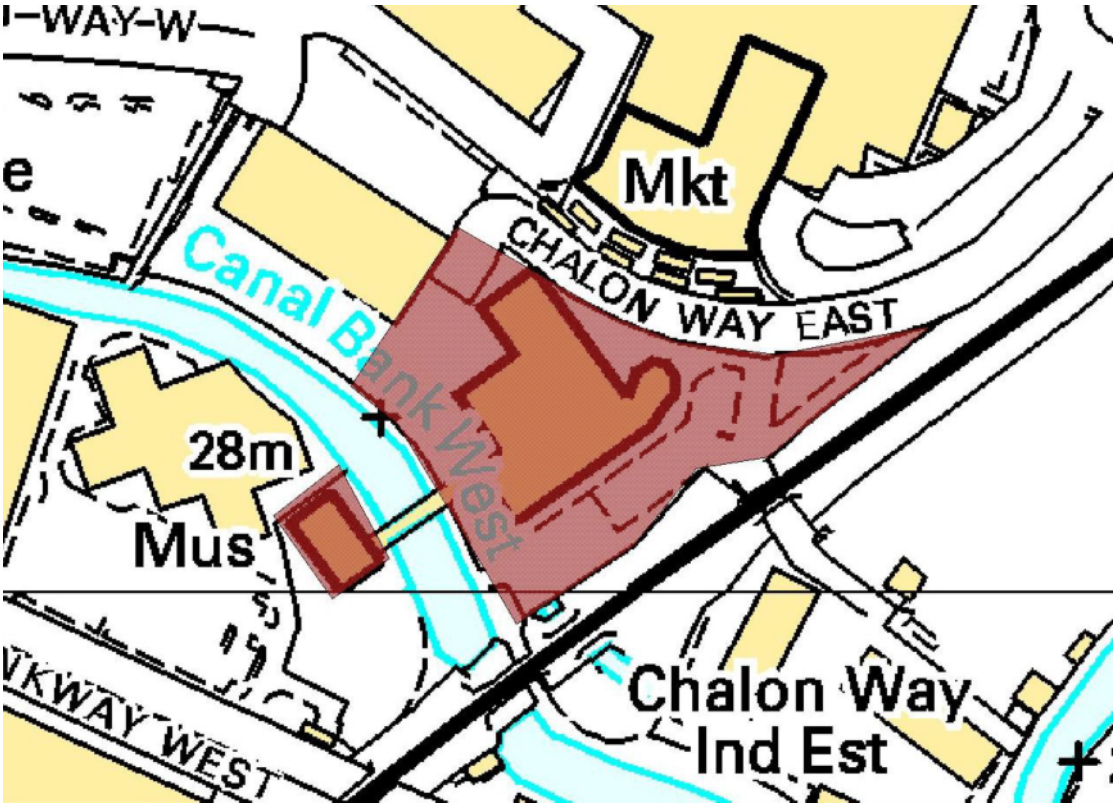

Figure 122 The World of Glass Museum and Exhibition Centre, Chalon Way, St Helens (MHCP polygon in red).

The North West Museum of Road Transport (formerly St Helens Transport Museum) is based in Hall Street Depot, the ex-St Helens Corporation Transport Depot. The MHCP has erroneously recorded the museum (Current Cultural Sub Type)

as having origins in the Industrial Revolution 2 (1836 to 1900) period, albeit that the 'depot' use of the site is from this period.

A depot has been on this site since 1881 when privately owned horse trams entered service in St Helens. These were later replaced by steam trams which, in turn, were replaced by electric trams. The depot was extensively rebuilt for the electric trams in 1899, essentially the existing structure. [86]

St Helens Corporation took over the New St Helens and District tramway company in 1919, continuing tramway operation. Trolleybuses were introduced in 1927. The electric power was supplied from a substation in nearby Tolver Street. In 1929 the Tolver Street part of the depot was opened as a bus garage, being converted into the present workshops after the trams had ceased running.

The last tram ran in 1936, leaving a mixed trolleybus / motorbus fleet until the trolleybuses were abandoned in 1958. During this time various alterations were carried out, such as the building of a bus wash and paint shop inside the depot. In the mid 1960s, a garage was opened in Jackson Street, leaving Hall Street primarily for maintenance, with bus washing being done at Jackson Street.[87]

The St Helens fleet was absorbed into the Merseyside Passenger Transport Executive in 1974, but things continued as before until problems were experienced maintaining modern vehicles in a building which was not designed for them.

In 1984 newly built workshops were opened behind the Jackson Street depot. Hall Street was subsequently closed and sold back to St Helens Council, and remained

[86] www.holmes.pwp.blueyonder.co.uk/museum.html North West Museum of Transport web site (Accessed 2 July 2010)

[87] www.holmes.pwp.blueyonder.co.uk/museum.html North West Museum of Transport web site (Accessed 2 July 2010)

empty until 1986 when the North West Museum of Transport Society vehicle collection was moved in. [88]

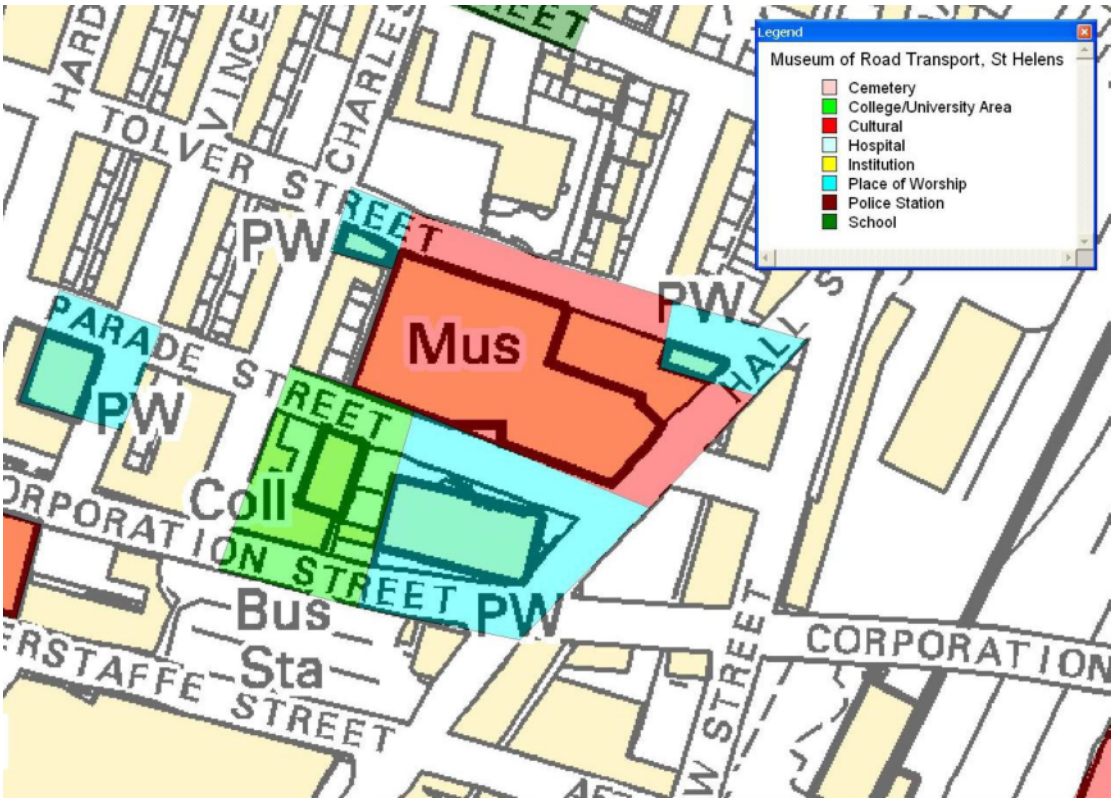

Figure 123 The North West Museum of Road Transport, Hall Street, St Helens (MHCP polygon in red)
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

[88] www.holmes.pwp.blueyonder.co.uk/museum.html North West Museum of Transport web site (Accessed 2 July 2010)

9.6.4 Hospital

The Hospital Sub Type constitutes 6.58% (23.58 ha) of the Civil Broad Type in St Helens. The category includes sheltered housing and retirement homes, hospitals, and larger scale clinics and surgeries. Nine separate MHCP hospital sites were recorded, the largest (and earliest) in Peasley Cross, St Helens.

In the second half of the 19th century, it was recognised that increasing urbanisation was bringing new health risks associated with poor living conditions. Social reforms to counteract this were put in place, and this led to the establishment of numerous hospitals and medical facilities. Three different kinds of hospitals existed in the past. Some of the earliest hospitals were run as charities and were known as voluntary hospitals. Hospitals were also set up by Poor Law authorities. In the 20th century public health authorities began to run hospitals.

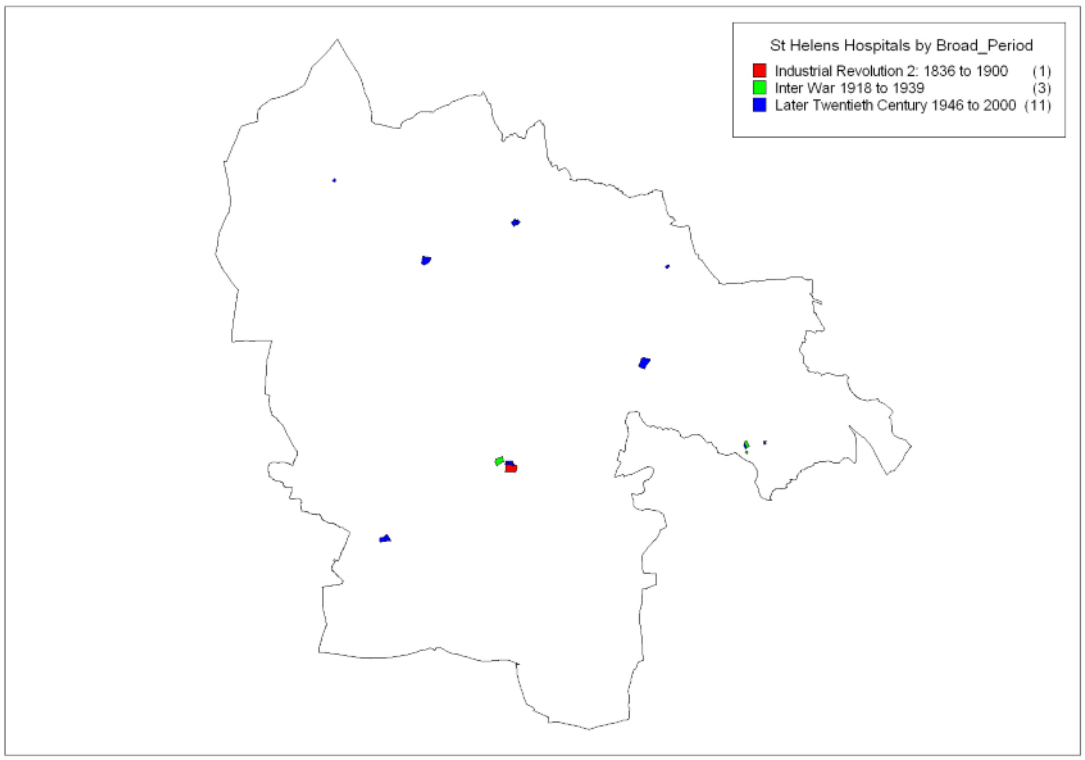

Figure 124 Current (2003) Hospitals in St Helens by Broad Period of origin

Hospitals Broad by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	1	4.09	17.35
Inter War 1918 to 1939	3	3.68	15.62
Later Twentieth Century 1946 to 2000	11	15.80	67.03
Total	15	23.57	100%

Table 53 Current (2003) Hospitals in St Helens by Broad Period of origin

The majority of extant hospitals (67.03% - 15.80 ha) date to the Later 20th century, followed by pre-1900 building stock (17.35% - 4.09 ha) and then Inter War builds (15.62% - 3.68 ha). No buildings (or building expansions) date to the early 20th century (1901 to 1917) period, which appears surprising. Perhaps the survival of this phase of building is particularly low; many hospitals of this date were located within the town centres and were lost through post-war redevelopment. Furthermore, many late Victorian and Edwardian hospitals have been substantially altered, or even rebuilt, on the same site (including former Workhouse / Hospital sites). Examples of St Helens Hospitals:

St Helens Hospital, Marshall's Cross Road (Peasley Cross). Begun in 1873 in a villa house - the asymmetrical block with beheaded tower - it was extended first in 1884, then by Briggs & Wolstenholme in 1902-4, which is most of what can be seen from the road. The best building is behind, Biram & Fletcher's substantial Neo-Georgian nurses' home of 1935-8. There is also a sub-High Tech late 20th century service wing (Pollard and Pevsner, 2006). St Helens Hospital is currently part of the St Helens and Knowsley Teaching Hospitals (NHS Trust).

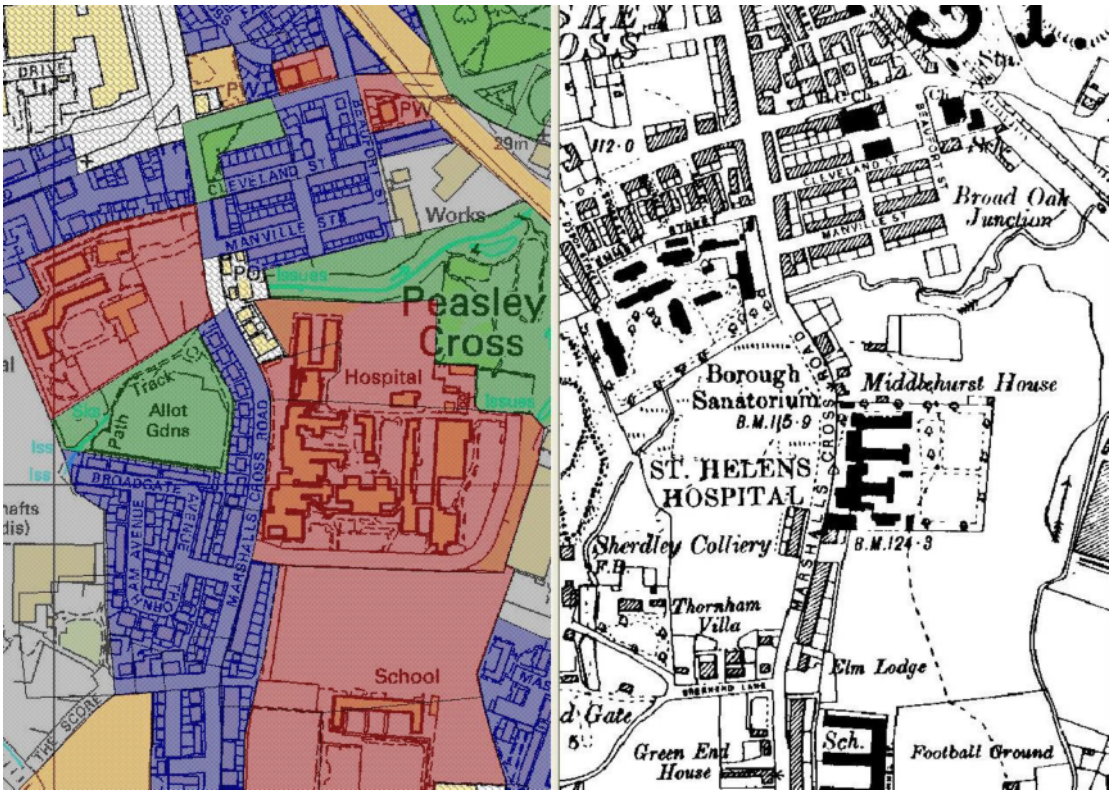

Figure 125 St Helens Hospital, Marshall's Cross depicted on Current (2003) mapping and the Ordnance Survey 6" map of Lancs. 1939.
To the northwest is the site of the former Borough Sanatorium (constructed between 1908 and 1927), now the site of a new hospital annexe ()

Not recorded by the MHCP is the former **Rainhill Hospital** (Nutgrove Road, Rainhill). It was not depicted on the Current (2003) mapping because it was demolished and the southern annexe land was developed as a park (Recreational and Ornamental) and the northern annexe site developed into housing (Residential) prior to 2003. It is included here as an example of change and loss of a former Listed Building and landmark (delisted on 11 March 2009). Built as the Lancashire County Lunatic Asylum (1847-51 by H.E. Elmes) the southern building represented the main construction with a larger annexe building constructed to the northwest. The present hospital site, located southwest of the original hospital site, is a modern construction built in the post-1945 period built upon the grounds of a former lodge house to the County Lunatic Asylum.

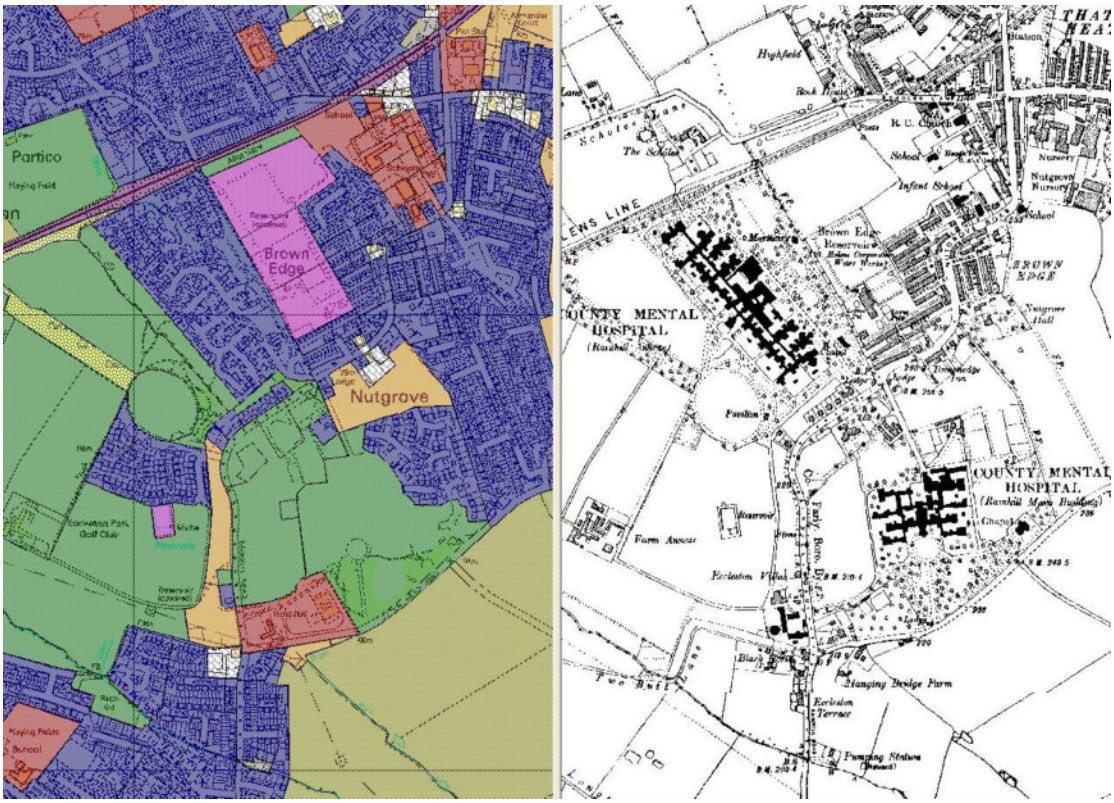

Figure 126 The site of Rainhill Hospital on Current (2003) mapping and the Ordnance Survey 6" map of Lancs. 1939.
Both hospital annexes were demolished prior to 2003 The existing Rainhill Hospital (red polygon to the centre-bottom of the 2003 mapping). (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

War Memorial Hospital / Newton Community Hospital (Bradleigh Road, Earlestown) started its life as two separate hospitals. An isolation hospital was the first to be built by the local authority and was completed in 1912. It had its own nurses home, laundry and kitchen. After the First World War, a fund was started to build a War Memorial Hospital, as a memorial to the fallen in the war. The foundation stone was laid on 15 September 1923, with the official opening some four months later. It had a theatre and outpatients department. After the Second World War the hospital became jointly known as 'The Newton Cottage Hospital' and came under the jurisdiction of the Warrington and District Hospital Management Committee.

When reorganisation took place in 1974, St Helens and Knowsley Area Health Authority became the guardian of the hospital, and its name was changed to 'Newton Community Hospital'. The original isolation hospital was refurbished in the 1990s, and a new annexe building was built to the immediate southwest. The hospital is currently run as part of the St Helens and Knowsley Teaching Hospitals (NHS Trust).

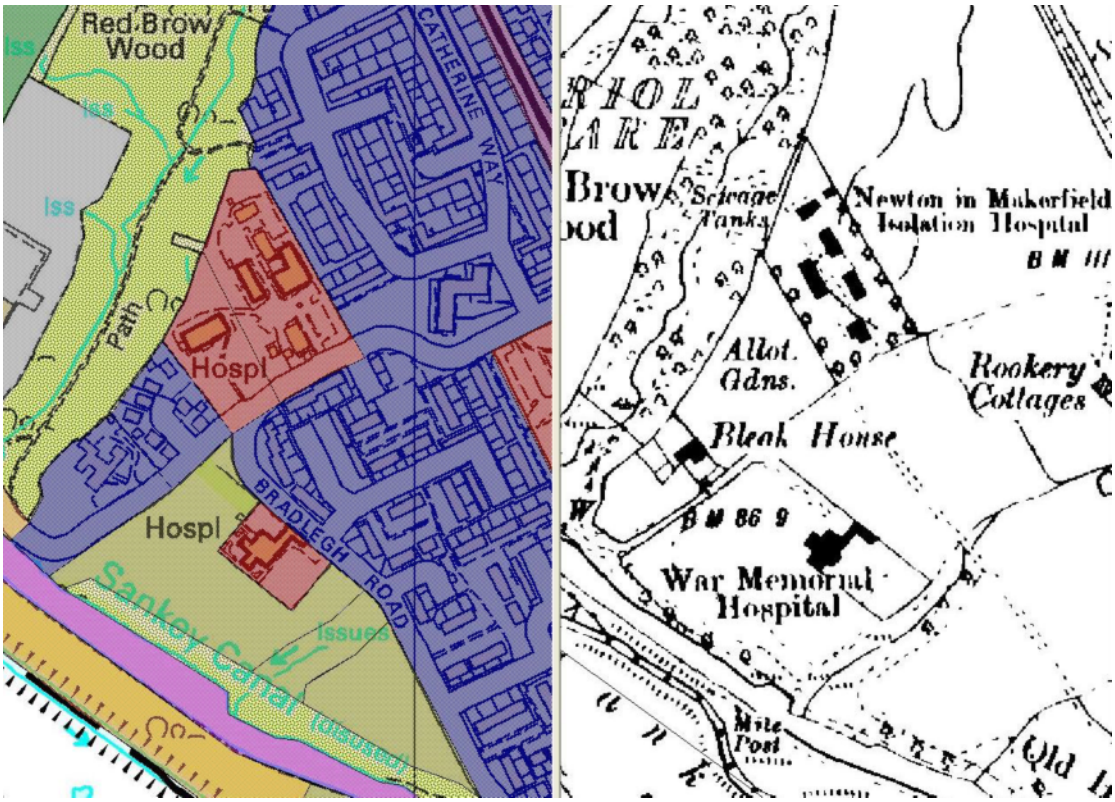

Figure 127 Earlestown Hospital depicted on Current (2003) mapping and as the War Memorial Hospital and Isolation Hospital on the Ordnance Survey 6" map of Lancs. 1939.

9.6.5 Institution

The Institution Sub Type contains buildings that could not be assigned a definitive category or could not be reliably identified from the modern mapping. As such, it contains a range of buildings of differing origins and usage including; ambulance and fire stations, law courts, civic buildings and local government offices not attributed to Cultural or Commercial (Office) Sub Types.

The Institution Sub Type accounts for 2.45% (8.77 ha) of the current Civil Broad Type in St Helens. Many very small institutional buildings were not recorded, being assigned to Commercial (Office or Core) status. Furthermore, as with Civil (Cultural) buildings, there is a great deal of overlap between the Institution Sub Type and the Commercial (Core) and Commercial (Office) Sub Types.

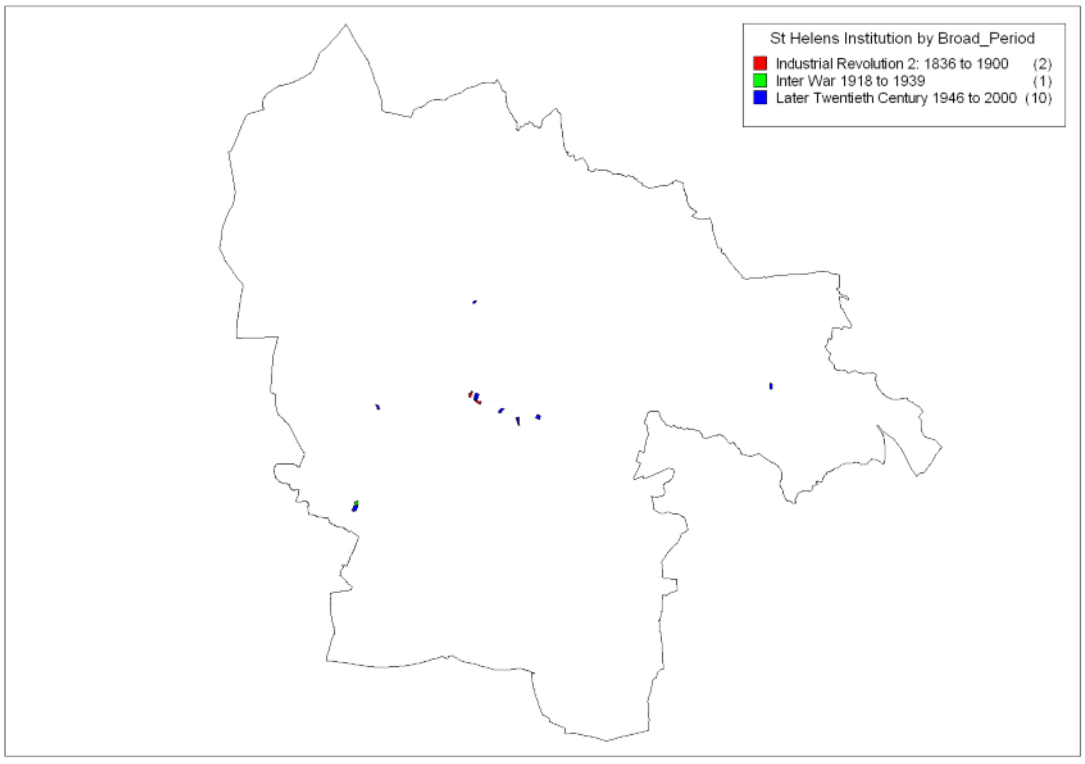

Figure 128 Current (2003) Institution in St Helens by Broad Period of origin

The majority of Institutions recorded by the MHCP occur in St Helens Town Centre, with a few outlying examples in Newton-le-Willows and Eccleston. The buildings are predominantly post-1945 constructions (77.65% - 6.81 ha).

Institution by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	2	1.26	14.37
Inter War 1918 to 1939	1	0.70	7.98
Later Twentieth Century 1946 to 2000	10	6.81	77.65
Total	13	8.77	100%

Table 54 Current (2003) Institution in St Helens by Broad Period of origin

Examples:

St Helens Town Hall was recorded as an Institution Sub Type by the MHCP (perhaps erroneously) and should be incorporated into the MHCP Cultural Sub Type. Either way, the building is a well articulated composition of two and three storey building (Victoria Square Conservation Area Appraisal, St Helens Council, March 2010). This Victorian Gothic style building responds to its civic context in location, size, fenestration and detailing, making it a landmark in the Conservation Area (Ibid). However, Pevsner regards the town hall rather less favourably, describing it as Gothic, in a drab brick with much stone, with a thin asymmetrical placed tower. The composition sorely misses the lift given it by the spire which burnt down in 1913' (Pollard and Pevsner, 2006, 557). The Town Hall originally housed the full gamut of Victorian public services: courts, police, library, the fire brigade beneath an assembly room, as well as Council Chamber and offices (Pollard and Pevsner, 2006).

Another example of an Institutional building is **St Helens YMCA**, which started out as a regular meeting of young men in the town. In the early days there were various meeting places, but in 1902 work started on a new building in St Helens. The YMCA

moved into a fine building on the corner of North Road and Duke Street. This was one of the first purpose-built YMCA buildings in the country and was opened in 1903. [89]

The building was designed by Briggs and Wolstenholme, and is one of St Helens's brightest buildings: pinkish Ruabon brick with lashings of terracotta details of various 17th century types and a turret over the former entrance with a terracotta dome. The building has weaker mid and late-20th century extensions (Pollard and Pevsner, 2006).

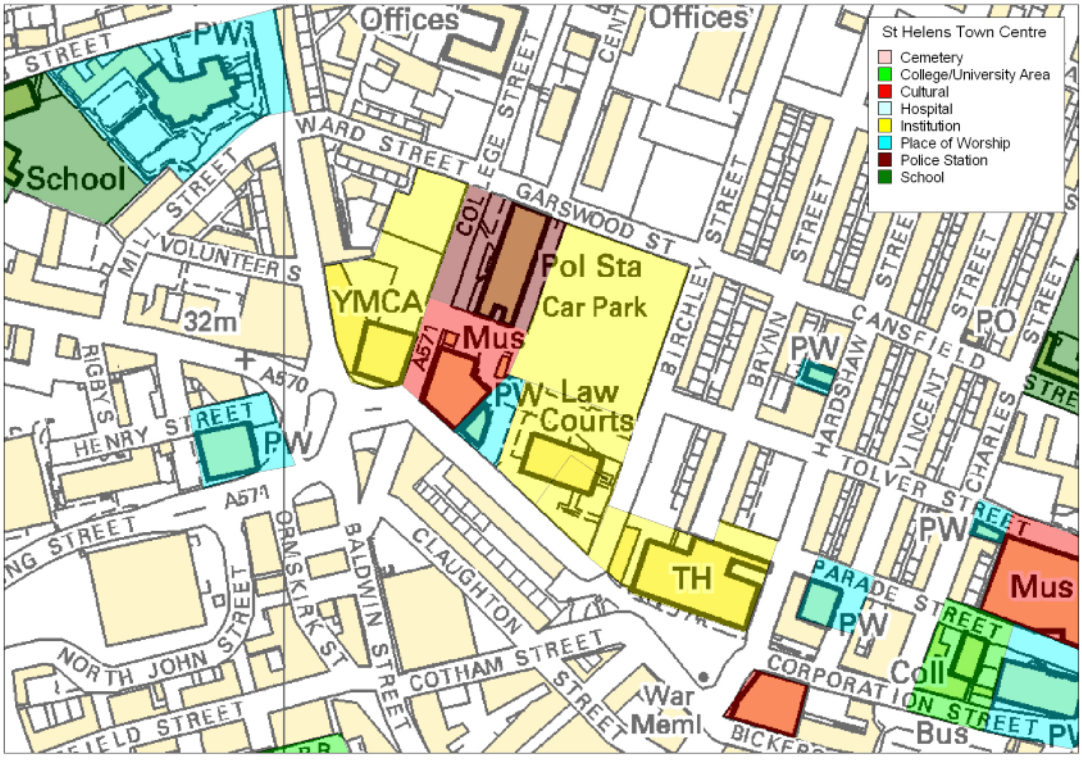

Figure 129 St Helens Town Centre, including Victoria Square, the Town Hall, the Gamble Institute, the Law Courts and the YMCA Building
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In 1956 a new hostel was opened, greatly enhancing the number of people that could be accommodated. In the 1980s, St Helens YMCA began to look at accommodation

[89] www.sthelensymca.org.uk/ St Helens YMCA (Accessed 2 July 2010)

provision. The hostel was refurbished and the YMCA examined alternative types of accommodation - especially “move-on”. The YMCA was one of the first pilot foyer projects in the country. The Foyer Project offers a solution to the no job-no home-no job cycle and helps many people to progress.[90]

In the early 1990s, St Helens YMCA opened Central Court, adjacent to the existing building. This provided first stage “move-on” accommodation offering a degree of independence. In the late 1990s, Norman Salisbury Court was developed - eventually providing 44 independent living flats nearby, extending accommodation to three stages of housing, the first in the country. St Helens YMCA obtained a further building in Corporation Street., which was refurbished and used initially for our expanding Training Department. In 2000, the Squash Club - in the old Capitol Cinema - underwent a major refurbishment to become St Helens YMCA Sports & Fitness Club, providing sports and fitness facilities to a wider selection of the local community.[91]

The majority of modern (post-1945) Institutional buildings are ambulance or fire stations, found throughout St Helens district. However, modern Institutional buildings also include the Law Courts. For example, the St Helens Law Courts on Corporation Street, built in 1980 and designed by R.A. Mallet of St Helens Metropolitan Borough Council. They are a rectangular and low brick construction, set back from the street in soft landscaping and contain three top-lit courtrooms wrapped in ancillary accommodation to insulate proceedings from outside noise (Pollard and Pevsner, 2006).

[90] www.sthelensymca.org.uk/ St Helens YMCA (Accessed 2 July 2010)

[91] www.sthelensymca.org.uk/ St Helens YMCA (Accessed 2 July 2010)

9.6.6 Place of Worship

Places of Worship and other religious buildings represent near 14% (49.82 ha) of Civil Broad Type in St Helens. The first category represents churches and chapels of all denominations, as well as meeting houses, Kingdom Halls, mosques and synagogues. Small religious houses, including Non-conformist chapels of the 19th century, were either recorded individually (where they were visible) or as attributes of residential areas. Examples of the Religious (non-worship) type included Salvation Army Halls, convents (sometimes with attached nursing homes) and church halls. Sunday Schools were more-often-than-not, recorded as educational rather than religious institutions.

The overwhelming majority of sites of worship in the Borough are Christian churches and chapels. The majority of religious sites date to the Industrial Revolution 2 (1836 to 1900) period at 52.35% (26.08 ha), followed by later 20th century (1946 to 2000) examples at 31.29% (15.59 ha). Early 20th century and Inter War sites accounted for 2.39% (1.19 ha) and 13.37% (6.66 ha) respectively.

Many of the Borough's medium to large sized churches were built in the 19th century as part of urban and suburban expansion, forming an integral part of the built and social environment. Many of these were high status, ornate buildings of architectural significance. Within the immediate environment of many churches and chapels were associated features such as lych gates, graveyards, halls and presbyteries, all of which may themselves be of historical interest or architectural merit. Graveyards may contain unusual grave markers or fine sculpture. However, some chapels, particularly those built in the second half of the 19th and the early 20th century, occupied relatively small plots and did not have associated burial grounds or buildings.

Whilst many religious buildings are protected through listing, others are vulnerable to demolition but still form an important element of the urban landscape and should be sympathetically reused where they are no longer used for their original purpose. It is not unusual for urban chapels or churches to be reused as warehouses or for other commercial purposes or, more recently, as apartments; those in more rural settings may be particularly suitable for residential conversion.

Place of Worship by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 1: 1751 to 1835	1	0.31	0.62
Industrial Revolution 2: 1836 to 1900	52	26.08	52.35
Early Twentieth Century: 1901 to 1917	8	1.19	2.39
Inter War 1918 to 1939	14	6.66	13.37
Later Twentieth Century 1946 to 2000	37	15.59	31.29
Total	112	49.82	100%

Table 55 Current (2003) Place of Worship in St Helens by Broad Period of origin

Churches continued to be built in the 20th century, with about fourteen built between the 1900 and the 1939, and a further thirty-seven dating to the second half of the 20th century, including both character areas and the smaller sites recorded as attributes of residential areas. Many of the churches built in the post-war period are associated with the development of large scale housing estates.

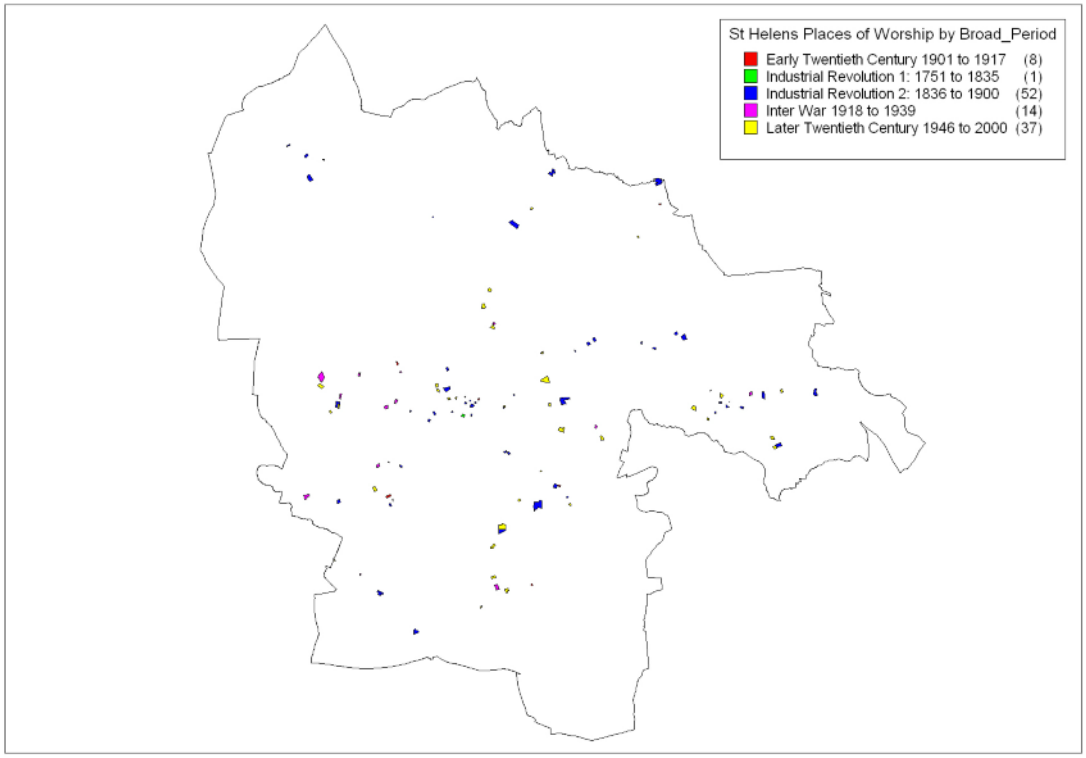

Figure 130 Current (2003) Place of Worship in St Helens by Broad Period of origin

Examples of St Helens Place of Worship[92]

Medieval Place of Worship

Ruins of **Windleshaw Abbey** in Roman Catholic Cemetery (Chapel of Saint Thomas of Canterbury), Abbey Road, St Helens. Grade II* Listed. West tower and part of walls of chantry chapel of Sir Thomas Gerard, known as Windleshaw Abbey. c.1453. Stone. Tower has pointed entrance and west window with signs of tracery head, probably of 3-lights.

Post Medieval Places of Worship

Friends' Meeting House, Church Street, St Helens. Grade II Listed. Meeting house built 1679-92, altered 1763. Stone with stone slate roof. Two storeys, two bays. Segmental-headed entrance between 2nd and 3rd windows has sundial over dated 1753. Left return has large projecting stack. The oldest meeting house still in use in the Historic County of Lancashire (Pollard and Pevsner, 2006. p.556).

Scholes House, Eccleston. Grade II* Listed. Mainly 1681, but with remains of earlier work, dating from the time when it was a friary - e.g. five praying cells, a priest's hole and a chapel.

18th Century Places of Worship

Church of St Aidan, Main Street, Chapel End, Billinge. Grade II* Listed. Dated 1718 over entrance; transept dated 1907 by T. G. Jackson. Stone with stone slate roof. Four-bay nave, transept and re-sited apse. Nave has flat Doric pilastrade with Ionic entablature; embattled parapet with urns. Round-headed windows have triple keystones and 3-light reticulated tracery. Interior: Round-arched arcades with Doric

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[92] The project acknowledges that the following descriptions and text were sourced, and reproduced here, almost entirely from the English Heritage's Listed Buildings Online database as accessed in 2010: www.lbonline.english-heritage.org.uk, and Pollard and Pevsner (2006).

columns on high plinths, tunnel-vaulted roof. West gallery on slender iron columns, the church originally had side galleries, removed c.1907. Painted board in nave commemorates rebuilding of 1717-1718. Some stained glass windows. A good example of an early Georgian church.

Church of Our Lady Help of Christians, Portico Lane, Portico. Roman Catholic chapel built 1789-90. Almost certainly by George Marsh, joiner and builder, of Liverpool. Built by Friar Nicholas Sewell. It conforms to the normal design of pre-Emancipation chapels in the north of England, i.e. one simple range, in brick, containing presbytery and chapel back-to-back, conceived to be anonymous, without outward ecclesiastical form or Catholic ornament (Pollard and Pevsner, 2006).

Early to mid 19th Century Places of Worship

Church of St Mary and Presbytery, Birchley Road, Chapel End, Billinge. Grade II Listed. Catholic church and presbytery. Church of 1828, with mid 19th century apse and presbytery. Stone with slate roof. three-bay nave with impost band and cornice; pedimented west gable. Round-headed windows have keystones and leaded glazing, and rectangular panels above.

Church of St Anne, Rainford. Grade II Listed. 1837, altered. Red sandstone. No division between nave and chancel. West end in Georgian style with grouped round-headed lancet windows. Very wide proportions, with wide aisles in Perpendicular style, also chancel. West tower dated 1837. Open timber roofs.

Church of St James the Great, Church Road, Haydock. This interesting church is actually three buildings. The first is the former National School of 1837, with cusped lancets. Attached to its east is the first church proper, 1866 by W. & J. Hay which is tiny, brick and aisle-less. The Hay building is now the north aisle of the second church by Douglas and Fordham, 1889-91 and is of unusual design - structural timber-framing with brick nogging on a sandstone plinth (Pollard and Pevsner, 2006).

United Reformed Chapel, Crow Lane East, Newton-le-Willows. Grade II Listed. Chapel, originally congregational. c.1840. Stone with slate roof. Setback buttresses and coped gable with plinth at apex. Wheel window over blind straight-headed window, with trefoil over. Two porches of two bays with outer two-light straight-headed windows and inner Tudor-arched entrances with gables over.

Church of Emmanuel, Church Drive, Wargrave. Built here as Newton's first parish church in 1840-1 to serve its new industrial community (Vulcan Village). Red sandstone with a curious west steeple (Pollard and Pevsner, 2006).

Church of St Mary Immaculate, Blackbrook Road, St Helens. Grade II Listed. Catholic Church. 1844-5. By Weightman and Hadfield. Stone with slate roof. Four-bay nave with later narthex, chancel, north vestry and south Orrell chapel (Ritual west is actual north). Nave has 3-light windows with Geometrical tracery between weathered buttresses.

Welsh Chapel, Sutton Road, Sutton Oak. Grade II Listed. Includes No. 2 Lancots Lane. Chapel c.1850s. Squared industrial waste with brick-faced front and stone dressings, slate roof. 2 round-headed windows with alternate stone voussoirs and small-paned fixed glazing. Central round-headed entrance with alternate stone voussoirs; inset Tuscan doorcase has paired doors with fielded panels. The building is one of only two in St Helens to be built of industrial waste (Holy Trinity, Traverse Street).

Christ Church, Church Road, Eccleston. Grade II Listed. Parish church. 1838, designed by the lord of the manor, Samuel Taylor, a cotton manufacturer. Rock-faced red sandstone ashlar (quarried locally). Welsh slate roof. W steeple, nave, chancel, transepts, lean-to vestry south of chancel. Three-stage tower, the middle stage the only party of the church not rock-faced and with continuous blind arcade; triple belfry openings; needle spire. Interior: hammer-beam roof; quadripartite wooden vault over crossing. The best woodwork had all be brought from elsewhere (some from St Peter, Liverpool); pulpit (late 17th century); communion rails and parts of W gallery incorporate work that Pevsner considers to be 18th century Flemish or French Rococo.

Holy Trinity Church, Seneley Green. Grade II Listed. 1837-8, J. Palmer; chancel of 1914 and top stage of tower of 1938. Stone with slate roof. Gothic Revival. Five-bay nave has west transepts and west tower; chancel has vestry to north. Nave has clasping buttresses and paired lancets between gabled buttresses. Transepts have paired lancets, clasping buttresses and shallow coped gables.

Roman Catholic Church of St Bartholomew, Rainhill Stoops, Rainhill. Grade II Listed. 1840. Very imposing. West end has 6 massive fluted Ionic columns with frieze

and pediment up steps, with large door under portico. Interior has tall massive Corinthian columns forming aisles, and a round apse with a half-dome. Coffered barrel vault ceiling over nave.

Church of St Nicholas, New Street, St Helens. Grade II Listed. 1848-9. Sharpe and Paley, tower of 1897. Rubble walling, with ashlar dressings and slate roof. Five-bay nave with aisles under lean-to roof; west tower; chancel with south organ loft. Aisles have cornice with beasts and parapet; three-light windows with Geometrical tracery. Gabled south porch with pointed entrance of one order. Clerestory has spherical triangle windows. Tower has diagonal buttresses; west window of three lights with transom; two-light louvered bell openings; embattled parapet; low stair turret. three-bay chancel has gabled setback buttresses and foliated cornice and parapet.

Church of Holy Trinity, Traverse Street, St Helens. Grade II Listed. 1857. W. and J. Hay; apse of 1883-4 by J. Gandy. Rubble walling of industrial waste with sandstone dressings, slate roof. Nave with south porch, transepts and apse. Nave of three bays has windows of two lights between weathered buttresses. The church is one of two buildings in St Helens to be built entirely of industrial waste, probably from local chemical works (Welsh Chapel, Sutton Road).

Church of Holy Cross and Saint Helen, Corporation Street, St Helens. Grade II Listed. Catholic church. 1860-2. J. J. Scoles. Rock-faced stone with ashlar dressings, slate roof. Single vessel nave and chancel with aisles under lean-to roofs, transepts and side chapels under lean-to roofs; north porch. Eight-bay nave has three-light windows with Curvilinear tracery, those to clerestory have segmental pointed heads; aisle windows between weathered buttresses.

Church of St Mary and St John, Crow Lane East, Newton-le-Willows. Grade II Listed. Catholic Church. 1864, spire 1880. By E. Blount. Rock-faced stone with ashlar dressings, slate roof. Nave with aisles under lean-to roofs, NW steeple, chancel with flanking gabled chapels. Tower has setback buttresses and lancets; paired lancet bell openings; splayed spire.

Church of St Peter, Broad Oak Road, St Helens. Grade II Listed. 1864-5. J. Medland Taylor. Rubble walls, a mixture of red and yellow sandstone and industrial waste, with red and yellow stone dressings; slate roof. Nave with aisles under cat-slide roof. South west tower and south transept; chancel with south vestry and north organ loft

under cat-slide roof. Tower has angle buttresses, cusped lancets and paired bell openings. South entrance has pointed tympanum with quatrefoil and crossed keys. Spire has squat pyramids in angles and weather vane.

Later 19th to early 20th Century Places of Worship

Presbyterian Church, Tolver Street, St Helens. Amateurish Gothic building of 1867-8 by Corson and Aitken of Manchester. Burnt down in 2004 (Pollard and Pevsner, 2006).

Church of St John Evangelist, Crossley Road, St Helens. Grade II Listed. 1869-70. J.M. and H. Taylor. Rubble walling of stone and industrial waste with brick banding and brick and stone dressings, slate roof. Nave with double-pitched roof and north porch; chancel with north chapel and south organ loft under lean-to roofs. Nave of 4 bays with deep, weathered buttresses flanked by lancets.

Church of St John Baptist, Market Street, Earlestown. 1875-8 by C.T. Whitley & Fry. A big church which would have been far more imposing if the west tower, which was not begun until the 1920s, had been completed. Yellow quarry faced stone and red stone dressing (Pollard and Pevsner, 2006).

Church of All Saints, Rainford. Grade II Listed. 1877-8, tower completed 1903; Jubilee chapel, 1928. Austin and Paley. Rock-faced stone with ashlar dressings and bands, and slate roof. Nave with aisles under lean-to roofs, chancel with south chapel, north east tower. Tower has low diagonal buttresses; octagonal bell stage with square pinnacles in angles; louvered bell openings; embattled parapet and pyramidal roof.

Methodist Church, Nutgrove Road, Nutgrove. 1883. Italianate box with pediment, large twin round headed windows and Doric porch. Soft red brick and extensive red stone dressings (Pollard and Pevsner, 2006).

Church of St Mark, North Road, St Helens. 1883-5 by James Gandy of St Helens. Paid for by the alkali baron David Gamble. A serious, competent building with a very well composed west front. Red brick, with lancet windows, deep roofs and a southwest broach steeple. The brickwork is exposed inside (Pollard and Pevsner, 2006).

Baptist Church, Hall Street, St Helens. A simple brick box of 1888-9 dressed up in 1904 with anew east end by John Willis & Sons of Derby (Pollard and Pevsner, 2006).

Church of St Thomas, Westfield Street. 1890-1. Harsh red brick with a prominent northwest tower. The chancel is by Aldridge and Deacon. The successful Free Gothic tower and nave are 1908-10 by Frank S. Biram. They replace a Gothic Church erected by the local brewer and town father Peter Greenall in 1839-40 as the focus of his Westfield Estate. Following a fire in 1960, the nave was reconstructed (Pollard and Pevsner, 2006).

Christ Church United Reformed Church, West End Road, Haydock. 1891-2 by T.W. Cubbon. Hard, pinkish brick. Decorated style with good northwest steeple, forming a well-balanced picturesque composition with a linked chapel-like hall (Pollard and Pevsner, 2006).

Church of All Saints, Ellamsbridge Road, St Helens. Grade II Listed. 1891-93. By Austin and Paley. Dressed, snecked red sandstone. 20th century cement-tile roof. Cruciform plan having five-bay aisled nave with porch and two-bay chancel with chapel and vestry. Orientated north-south; ritual orientation used here. Gothic Revival style.

Church of St Thomas, Denton's Green Lane. 1892-3. A modest Pugin and Pugin church, constructed in quarry-faced red sandstone, with an undersized west tower (Pollard and Pevsner, 2006).

Church of St Austin, Heath Street, Thatto Heath. 1895 by Sinnott, Sinnott & Powell. In brick with paired lancets. Red stone northwest tower and west front added by E. Quirke in 1905 (Pollard and Pevsner, 2006).

Church of St Peter, Newton-le-Willows. Grade II Listed. 1892-1901. By Demaine and Brierley. Stone with slate roofs. Single vessel nave and chancel, lean-to aisles, west tower with north and south porches, south chapel and north organ loft and vestry. Free Perpendicular style. Five-bay nave; aisles with parapets and elliptical-headed windows of three lights; two-light straight-headed clerestory windows. West tower has west entrance with five-light window.

Church of St Mary, West End Road, Haydock. 1908-10 by E.H. Barker. Towerless in quarry-faced red sandstone and a glazed-brick interior (Pollard and Pevsner, 2006).

Church of All Saints, Crow Lane, Newton-le-Willows. 1913-14 by William & Segar Owen. Minor Perpendicular, without the intended west tower or transepts (Pollard and Pevsner, 2006).

Inter War and Post-1945 Places of Worship

Inter War and post-war religious sites are found throughout the district, but many are found in direct association with large Inter War housing estates. Following the Second World War, many large-scale religious/educational institutions were founded (as Roman Catholic schools with attached convents or presbyteries) on the outskirts of modern housing estates.

Church of St Helen, Church Street, St Helens. Grade II Listed. 1916-26. W.D. Caroe. Brick with stone dressings, slate roof. Single vessel nave and chancel, aisles under lean-to roofs, north east tower and chapel, south vestry. West end has narthex and flanking turrets; four pointed entrances in segmental headed architraves, quatrefoil panelling above. Flying buttresses support nave, which has five-light window with Perpendicular tracery. Tower has diagonal buttresses and smaller side buttresses. The church shows imaginative use of brick work; the tower is an important local landmark.

Church of St Mary Lowe House, North Road, St Helens. Grade II Listed. Catholic Church. 1924-30. C.B. Powell. Rock-faced stone with ashlar dressings, slate roof. Nave with aisles; west tower with flanking porches; crossing dome with round transept and chancel apses; south war memorial chapel and north rounded chapel apse. The style is a combination of Gothic and Byzantine elements. Tower has setback buttresses, gabled west entrance has round arch of three orders with mosaic tympanum; doors have decorative iron strapwork. The church is an important local landmark and is a richly decorated exercise in the Byzantine style combined with Gothic exterior details.

Church of St Luke, Knowsley Road, Eccleston. 1929-31. Building was delayed until St Helens parish church was completed. By Biram & Fletcher (Pollard and Pevsner, 2006).

Church of St Theresa, Cannon Street, Sutton Manor. Roman Catholic Church begun 1930. J. Sydney Brocklesby prepared sketch designs based on his St Oswald at Ashton-in-Makerfield, but it was built without him. Too ambitious a scheme for a poor mining community, building ceased in 1932. After the Second World War, the idea of a dome was abandoned and the building was completed in 1953 with a clerestory constructed in brick. Constructed in a round-arched, free Romanesque style with a distinctly Italian feel to the improvised west front (Pollard and Pevsner, 2006).

Church of St David, Eskdale Avenue, Moss Bank. 1956-7 by J.M. Wilson. A well-balanced front with a prominent square campanile on the left, low arcades in front of it, and a bare wall on the right. Constructed in brick and concrete, the church is grouped with a vicarage and hall round a courtyard (Pollard and Pevsner, 2006).

Church of St Patrick, Common Road, Earlestown. 1957-8. By Felix A. Jones of Jones & Kelly, Dublin. Italian Romanesque style in brick and pebbledash, with a west loggia, south campanile and blank apsidal chancel (Pollard and Pevsner, 2006).

Church of St Patrick. Loughrigg Avenue, Moss Bank. Roman Catholic church. 1963-4 by F.X. Velarde Partnership. A complex of hall, presbytery and church forming a picturesque Modernist group of asymmetrically pitched roofs (Pollard and Pevsner, 2006).

Church of St Teresa of Avila, Devon Street, Eccleston. Roman Catholic chapel. 1964 by J.B. Ellis. Expressed concrete frame, brown brick panels. Apsidal east end, blank narrow clerestory and angled projecting windows on the north and south facades a la Coventry Cathedral (Pollard and Pevsner, 2006).

Methodist Church, Burrows Lane, Eccleston. 1966. By Penn-Smith and Weston. Square in plan with gables on all four sides extending to the ground, roof steeply pitched (Pollard and Pevsner, 2006).

Church of St Julie, Howard's Lane, Eccleston. Roman Catholic chapel. 1969. By L.A.G. Pritchard and Sons. A red brick box with attached hall and presbytery. Reputedly the world's first church dedicated to Julie Billiart, 1751-1816, foundress and first Superior-General of the Congregation of the Sisters of Notre Dame of Namur (Pollard and Pevsner, 2006).

Church of St Anne, Monastery Road, Sutton Manor. 1973. Octagonal with attached octagonal chapel and deep roof (Pollard and Pevsner, 2006).

United Reformed Church, King Street, St Helens. 1976 by Peter Bridges and Martin Purdy. Nearly square in plan, low and mostly roof. Crucifix apart, completely un-churchlike (Pollard and Pevsner, 2006)

9.6.7 Police Station

The MHCP identified nine separate police stations on the Current mapping, representing around 0.77% (2.64 ha) of the Civil Broad Type in St Helens. They are found throughout the district, the older buildings located within historic settlement cores. More recent police stations are located within post-1945 housing estates. The majority of police stations (88.25% - 2.33 ha) date to the later twentieth century (1946 to 2000).

Police Stations by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Early 20th Century 1901 to 1918	1	0.09	3.40
Inter War 1918 to 1939	1	0.21	7.95
Later Twentieth Century 1946 to 2000	7	2.33	88.25
Total	9	2.64	100%

Table 56 Current (2003) Police Station in St Helens by Broad Period of origin

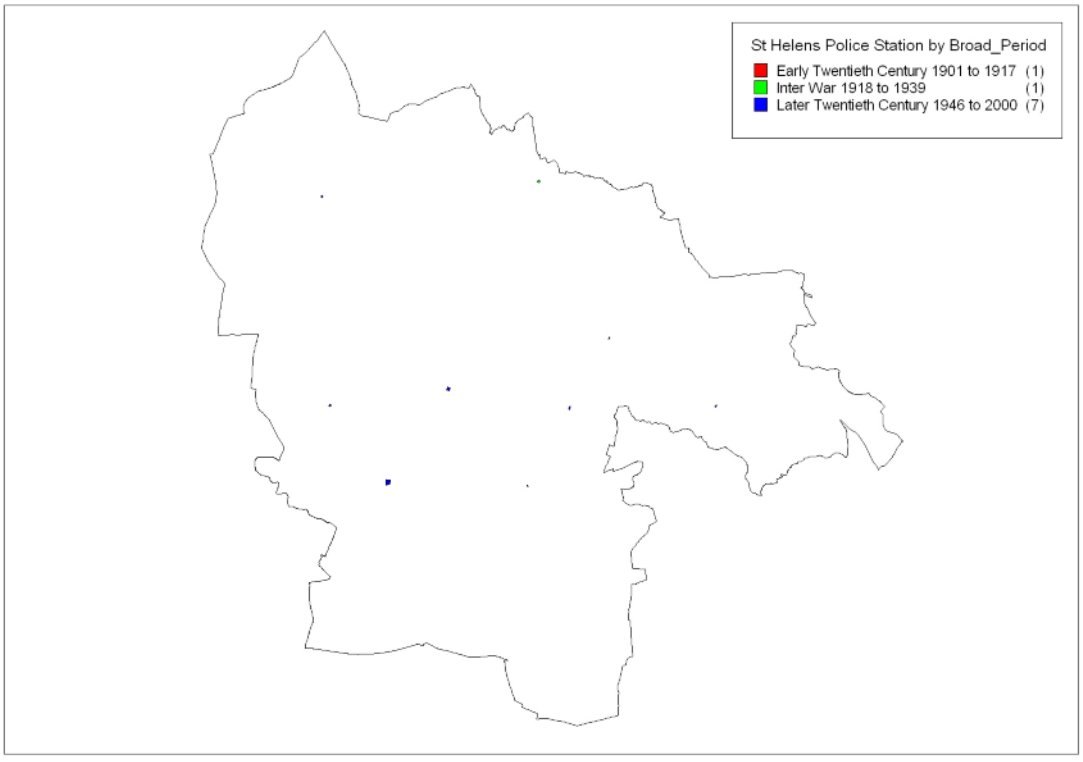

Figure 131 Current (2003) Police Station in St Helens by Broad Period of origin

9.6.8 Schools

Educational houses are an integral part of many historic urban landscapes, and schools represent the greatest area of Civil land use in St Helens. This is a product both of the large amounts of land taken up by outside space associated with some schools, and the large number of individual sites. Schools cover approximately 219 ha, just over 61% of the Civil Broad Type in St Helens.

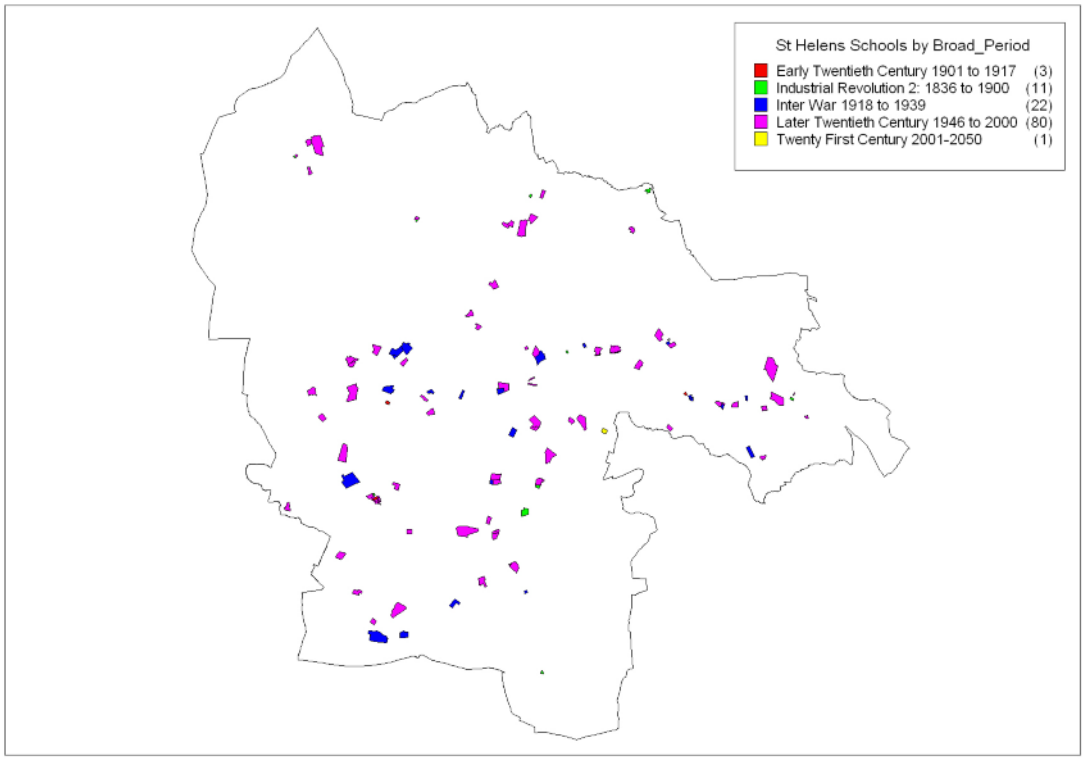

Figure 132 Current (2003) Schools in St Helens by Broad Period of origin

Schools can easily be identified on current and historic mapping as they are usually named. In total 117 polygons were recorded for the MHCP schools Sub Type. There are currently 69 schools listed within the St Helens Local Education Authority area (omitting private or privately funded schools). The listed schools comprise: Nursery

(1), Infant (1), Primary (52), Junior (1) and Secondary (10) schools. There are also three special schools in the Borough.[93]

Education houses have been a part of the vernacular environment since the post-medieval period. Early examples were often founded by religious or charitable societies. In the mid- to late 19th century social welfare reforms led to an organised national system of education.

Second Reform Act of 1867 and Forster's Education Act of 1870 caused elementary schools to be built in areas where educational facilities were not provided. Contemporary colleges and institutions were also founded, with the intention of improving the skills of the labour force.

Schools associated with later 19th and early 20th century terraced houses tend to be small. Larger schools, often with extensive playing fields, were built in the 20th century. Extensive phases of school and college building activity occurred in both the Inter War and post-war periods; many were built in association with suburban housing developments. The majority of modern schools are purpose built installations on land formerly open fields.

In general, the distribution of schools runs parallel to residential development in the district. Eleven schools (polygons) were identified with pre-1900 origins, making up just under 2.5% of the total; the majority of these are located in the historic centres of Rainford, Billinge, Crank, Downhall Green, Newton-le-Willows, Blackbrook, Sutton, Nutgrove and Bold Heath. Pre-1900 schools tend to be small-scale buildings, being on average 0.5 ha large. Many former schools have been converted to commercial or residential use.

Only three Early Twentieth Century (1901 to 1917) schools were recorded, these being found in West Park, Thatto Heath and Earlestown, and appear to be associated with terraced housing of this period.

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[93] www.sthelens.gov.uk/ St Helens council web site (Accessed 1 July 2010).

Nearly 23% of the all schools (nineteen sites) date to the Inter War period (1918 to 1939), with many of these located in the urban fringes of St Helens Town Centre and outlying historic centres (Rainhill, Portico, Newton-le-Willows) often within or on the outskirts of large-scale Inter War housing estates. Inter War schools are generally large-scale, with extensive teaching buildings and sports fields (an average of 2.27 ha).

Around 74% (approximately 161 ha) of the schools in St Helens district date to the second half of the 20th or early 21st century, with most of these located on the urban fringes of the major settlements. These are large-scale developments, with extensive facilities (2.02 ha average size).

Schools by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	11	5.46	2.49
Early Twentieth Century: 1901 to 1917	3	1.50	0.68
Inter War 1918 to 1939	22	49.89	22.76
Later Twentieth Century 1946 to 2000	80	161.31	73.58
Twenty First Century 2001 to 2050	1	1.08	0.49
Total	117	219.24	100%

Table 57 Current (2003) Schools in St Helens by Broad Period of origin

Examples of St Helens Schools

One of the earliest schools in St Helens is **Dean School House**, Newton Lane, Newton-le-Willows. The building was at first a school, but is currently used as a house. Constructed in 1677, with a 20th century extension to the rear. Constructed in stone with a slate roof, it stands one storey high (with attic) and has two bays. The entrance has a lintel inscribed: ‘JOHN STIRRUP BUILT THIS SCHOOL HOUSE .....

1677'. Door is original, with decorative hinges. The house has recently been restored and much stonework was renewed.[94]

Nugent House Special School, Chapel End, Billinge. Constructed as a house in the early 19th century, the building was later converted into a school. Constructed in stone with a slate roof, two storeys high and three bays (Grade II Listed Building).[95]

The former **National School** on Warrington Road, Rainhill (recorded as Commercial Offices by the MHCP) was begun by Edward Welch c.1840, with a later infants school extension in 1848. The building was extended in 1875 and the front taken down an rebuilt one bat forward in 1884. It is all one storey high, constructed in ashlar with round-arched lancets and thin buttresses to match the nearby church (also by Welch). The whole building has a nice symmetrical façade to the road (Pollard and Pevsner, 2006).

Cowley Hill School, Cowley Hill Lane in St Helens was constructed 1875-82, by H. Sumners of Liverpool, for the Cowley Trustees; enlarged 1896 and 1913, and altered. Brown brick in English garden wall bond with red sandstone dressings, slate roofs with red cockscomb ridge tiles. Irregular plan formed by main range on north-south axis with short projecting wings and various additions to rear. Built in a debased Gothic style. An extension, built 1911-12 (dated 1911 over doorway) linked to the earlier Cowley School building by an external corridor. The school originated as Dame School established by will of Sarah Cowley in 1716, became Cowley British School (College Street) in 1847, and Higher Grade School 1875, for which this building was erected; designated Grammar School 1946; closed 1991.[96]

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[94] www.lbonline.english-heritage.org.uk. English Heritage Listed Buildings on line (Accessed 1 July 2010)

[95] www.lbonline.english-heritage.org.uk. English Heritage Listed Buildings on line (Accessed 1 July 2010)

[96] www.lbonline.english-heritage.org.uk. English Heritage Listed Buildings on line (Accessed 1 July 2010)

Cowley High School, Hard Lane St Helens was built as a Boys' School in 1930 with some classical-Modern details. The girls arrived in 1992 on completion of the generous brick blocks, from Biram & Fletcher's 1911-12 Edwardian Baroque building at the old site on Cowley Hill Lane (Pollard and Pevsner, 2006).

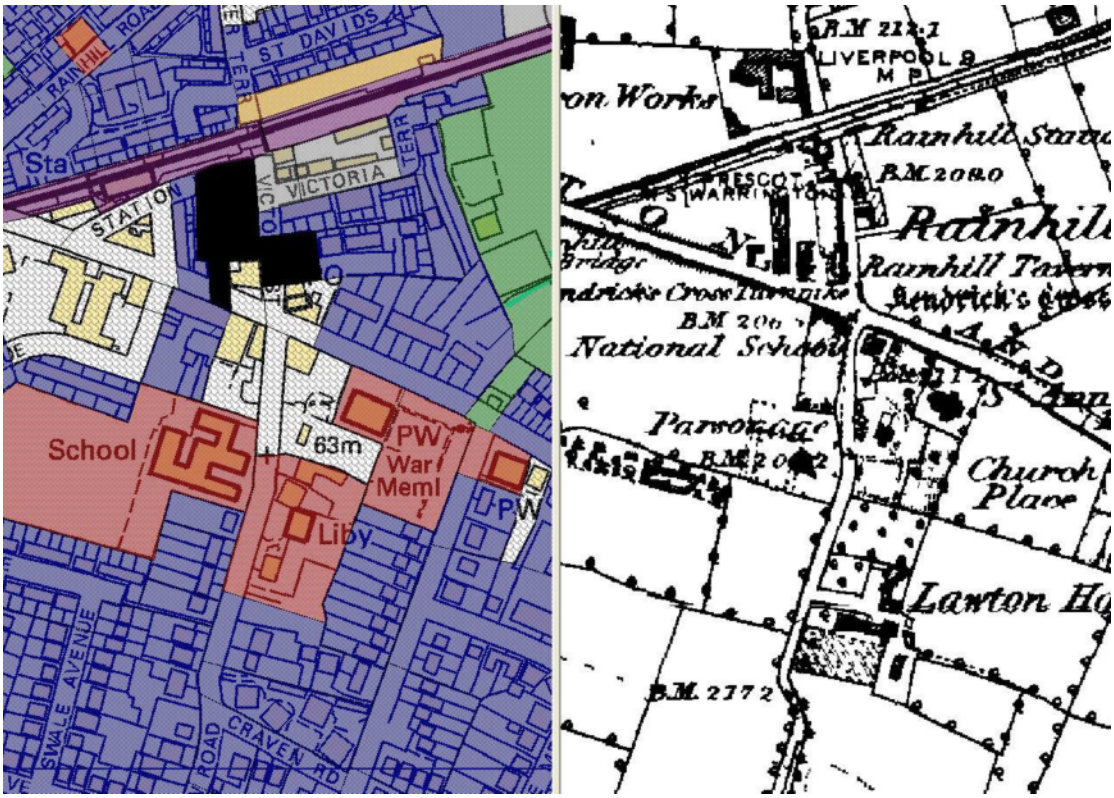

Figure 133 The site of the former National School on Warrington Road, Rainhill on the Current (2003) mapping and as depicted on the Ordnance Survey 6" map of Lancs.1850.
The school buildings remain, but have been converted into Commercial use. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

9.7 Commercial Broad Type

Commercial buildings range from small corner shops to huge department stores, from corner pubs to Victorian 'gin palaces', from simple offices to huge speculative office blocks. Warehouses are dealt with in the Industrial Broad Type.

Most commercial buildings post-date 1840. Many building types - offices, pubs, shopping arcades, department stores, and hotels - are largely nineteenth-century creations. Victorian and Edwardian commercial buildings have transformed our townscapes and gave many English town centres their distinctive character. Shops and pubs can also play a particular role in enlivening residential districts too.

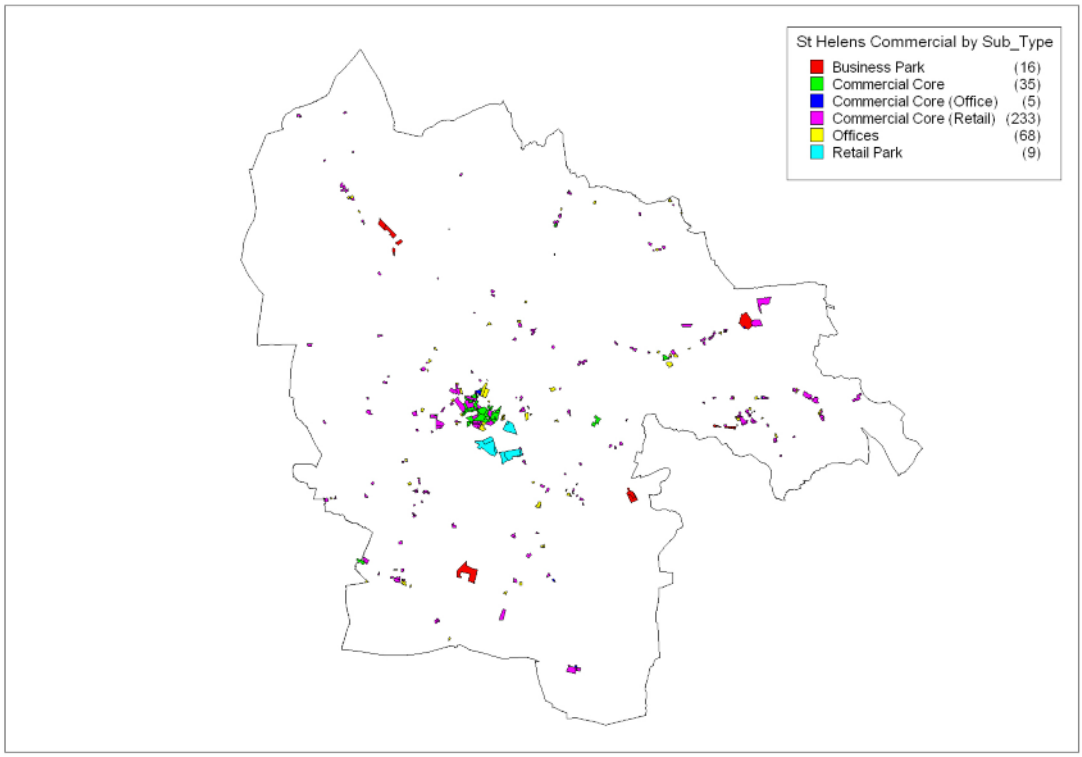

Figure 134 Current (2003) Commercial Sub Type in St Helens

There are currently 214.95 ha of land assigned to the Commercial Broad Type, representing around 1.57% of the St Helens total. Many of the commercial MHCP types share characteristics such as the scale of buildings and sites and the types of locations in which they are generally to be found, and can be grouped together.

Commercial activity is dominated by the Commercial Retail (44.32% - 95.27 ha) sector, followed by Business Parks (15.04% - 32.33 ha), Commercial Core (13.72% - 29.50 ha) and Retail Parks (13.65% - 29.34 ha). A large part of these Sub Types are contained within the central historic core of St Helens Town and, to a lesser extent the cores Newton-le-Willows, Rainford, Billinge and Rainhill. Commercial activity is also present as ribbon development along major transport routes, notably in Haydock.

The majority of pre-1900 Commercial buildings are concentrated in St Helens Town Centre, with a few others scattered around the district, located in historic cores - the earliest commercial centres (from the MHCP) are located at Rainford, Billinge, Garswood, Newton-le-Willows and Rainhill.

Modern (post-1945) commercial buildings are found throughout the district, but there are noticeable concentrations of retail units and shops in St Helens Town Centre, Rainford, Rainhill and the western part of Newton-le-Willows. Modern Business and Retail Parks tend to be found on the outskirts of urban areas, located along current communication routes - for example at St Helens, Rainford, Haydock (New Boston), Lea Green and Bold. The majority of Business Parks have been constructed on greenfield sites and along major communications routes. Three large Retail Parks at Ravenhead Greenway have been built overlying former industrial sites.

Commercial Sub Type	Number of Polygons	Area Hectares)	Percentage
Business Park	16	32.33	15.04
Commercial Core	35	29.50	13.72
Commercial Core (Office)	5	2.12	0.98
Commercial Core (Retail)	233	95.27	44.32
Offices	68	26.38	12.27
Retail Park	9	29.34	13.65
Totals	366	214.95	100%

Table 58 Current (2003) Commercial Sub Type in St Helens

The vast majority of the commercial Broad Type dates to the Later 20th century - approximately 68% (147 ha) belonging to this period. Later 20th and 21st century sites tend to be medium to large-scale developments (on average 0.69 ha). Earlier, pre-1900, commercial sites are comparatively small (0.43 ha).

Commercial by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	114	49.14	22.86
Early Twentieth Century 1901 to 1917	3	0.67	0.31
Inter War 1918 to 1939	16	4.88	2.27
Later Twentieth Century 1946 to 2000	229	147.00	68.39
Twenty-First Century 1001 to 2050	4	13.25	6.16
Totals	366	214.95	100%

Table 59 Current (2003) Commercial in St Helens by Broad Period of origin

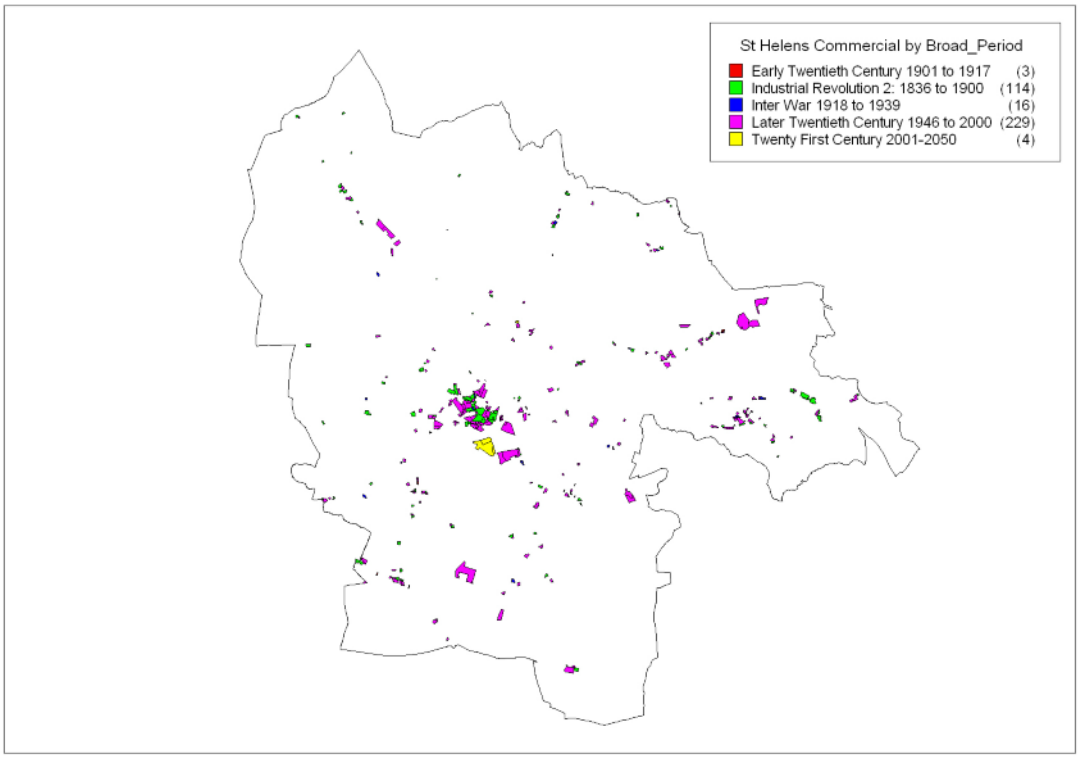

Figure 135 Current (2003) Commercial in St Helens by Broad Period of origin

9.7.1 Business Park

Business Parks and distribution centres represent 15.04% (32.33 ha) of the Commercial Broad Type in St Helens. They are found at five separate locations in the district - Rainford, Haydock (Old Boston), Lea Green, Bold and Newton-le-Willows. Physically, they are closely linked with industrial areas, and are purely a Later 20th (and 21st century) creation. Business Parks generally comprise medium to large-scale buildings, sheds or warehouses with associated yards, bays and car parks. It was possible to identify distribution centres, warehousing and other storage facilities by noticing the presence of lorry bays and cargo container yards on aerial photographs. Of the five Business Parks, three have been constructed on former industrial land. All have a close association with industrial sites and warehousing, and are all located along major current (and former) communications routes.

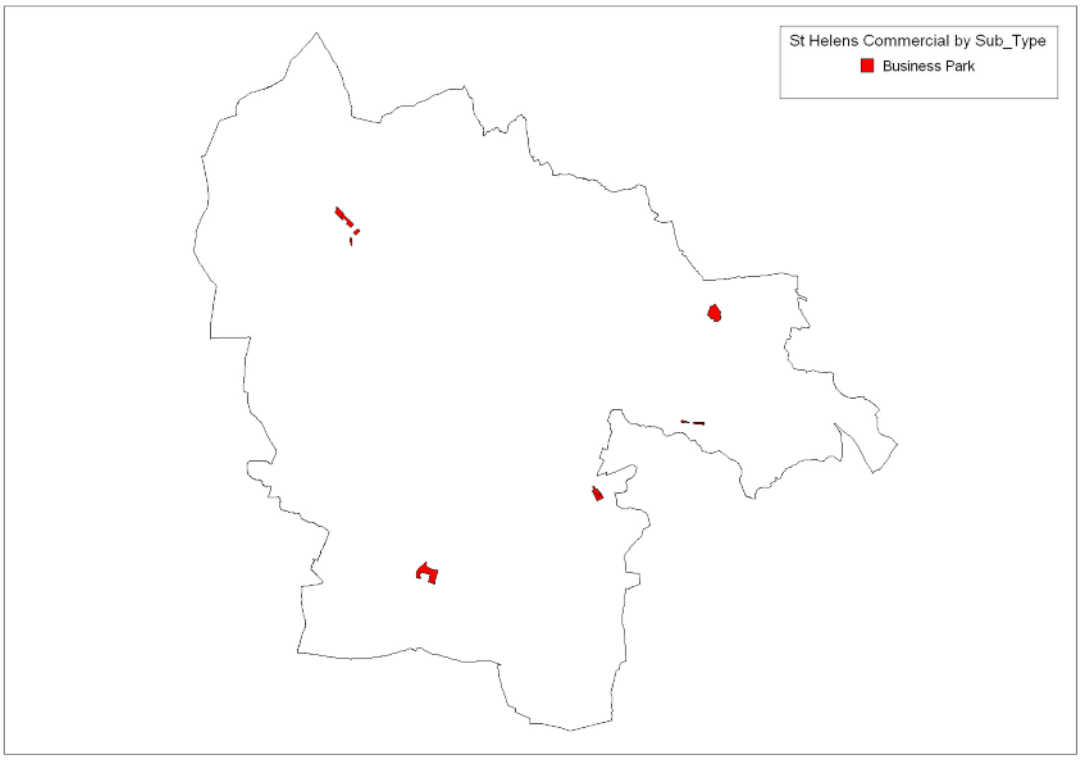

Figure 136 Current (2003) Business Park Sub Type in St Helens

The Diamond, Hazel and Millbrook Business Parks in Rainford, have been constructed on land formerly a sand/gravel washing site and an associated former pottery manufactory (Rainford Potteries), located along the route of the L.M.S.R. St

Helens Railway between St Helens and Rainford. The Rainford Business Parks are found in close association with Rainford Industrial Estate.

The Bold Business Centre has been constructed on land formerly part of Bold Colliery, close to the Bold Industrial Park (some 200 m south). The Deacon Trading Estate in Newton-le-Willows on land originally part of the Viaduct Foundry. Both the Bold Business Centre and the Deacon Trading Estate are found adjacent to the mainline Liverpool to Manchester Railway.

The two remaining sites (the Old Boston trading Estate near Haydock, and the Lea Green Business Park) appear to have been constructed on Greenspace land. However, from an inspection of earlier mapping, it was found that the Old Boston site lies immediately east of a former colliery (Old Boston Pits) while the Lea Green Estate is built upon an old mine shaft (from the Ordnance Survey 6" First Edition map of 1850). The Lea Green Business Park is located on the intersection between the St Helens A570 Linkway Road and the Liverpool to Manchester Railway while the Old Boston Estate is located near the junction between the A580 East Lancashire Road and the M6 Motorway.

9.7.2 Commercial Core

The Commercial Core Sub Type represents just nearly 30% (13.72 ha) of the Commercial Broad Type in St Helens. The category comprises commercial establishments at the heart of the social landscape, forming the commercial core of urban centres. There is also a great deal of overlap with two other Commercial Sub Types - Commercial Core (Retail) and Commercial Core (Office). The three Commercial Core Sub Types could be combined, to provide a 'general' view of commercial activity within urban cores.

Typically such areas comprise streets containing a mix of buildings originating in different periods (dating from at least the mid-19th century onwards), with markets, shopping precincts, a variety of retail outlets, and businesses including banks, post offices and public houses.

Six separate Commercial Cores were identified, corresponding to the established historic settlement cores - the greatest concentration, centred on St Helens Town Centre, dates to the Industrial Revolution 2 (1836 to 1900) period. Although some of these cores have much earlier (pre-1836) origins, the MHCP has given all cores an Industrial Revolution 2 (1836 to 1900) default setting.

Commercial Core by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	19	18.85	69.90
Later Twentieth Century 1946 to 2000	16	10.65	36.10
Total	35	29.50	100%

Table 60 Current (2003) Commercial Core in St Helens by Broad Period of origin

Omitted are the Commercial Cores of Rainford, Garswood, Haydock, Newton-le-Willows and Rainhill - these having been recorded using other Commercial Sub Types, or that their commercial cores were either too small and/or fragmented, and could not be reliably identified from the mapping.

The most recent commercial cores are located adjacent to well established historic / commercial cores, as expansions to or replacements of earlier commercial or residential activity (as at St Helens Town centre). Many of the sites were established on or near well-established communication routes (particularly railway lines and roadways).

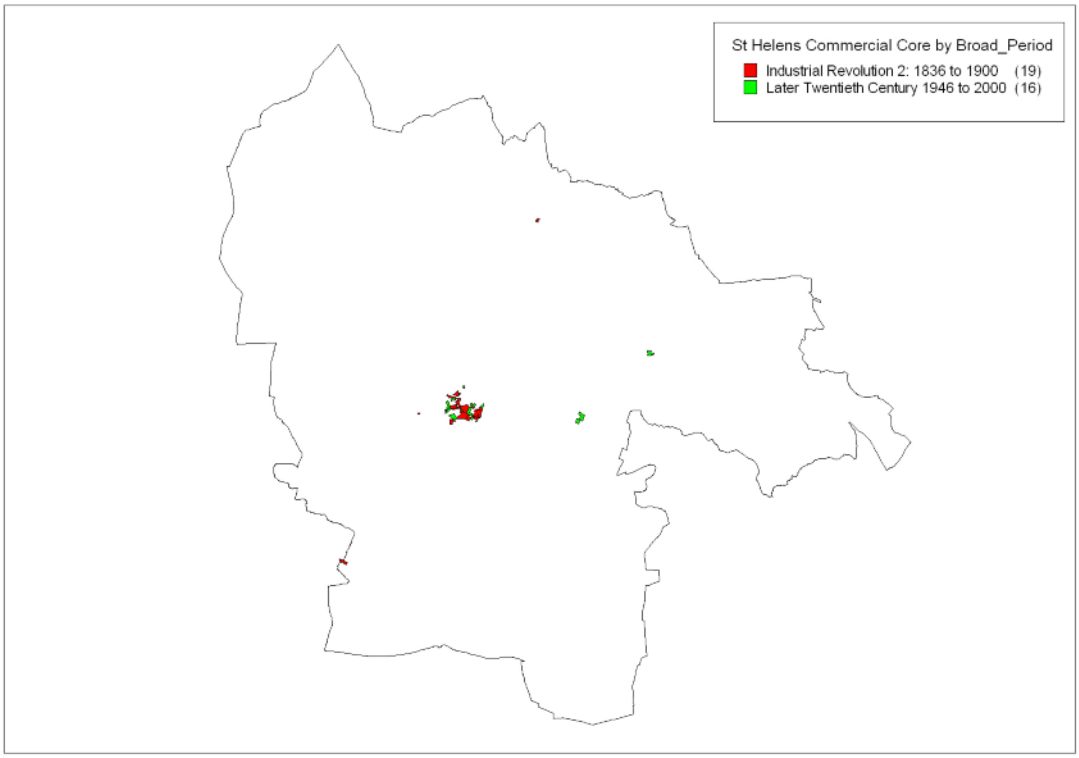

Figure 137 Current (2003) Commercial Core in St Helens by Broad Period of origin

Many commercial urban cores still retain substantial elements of the Georgian and Victorian high street, which contribute greatly to historic character. Buildings of the 19th and early 20th centuries were often ornately decorated; the surviving Georgian Victorian buildings in Southport are a good example.

The settlement of St Helens was created by a number of scattered and disparate industries. The town grew slowly and untidily into a recognisable town - the location and requirements of industry determined St Helens' straggling and spidery form (Pollard and Pevsner, 2006). This straggling morphology is particularly noticeable in the Commercial Core - although having a reasonably well defined town centre, the general pattern is a patchwork of large ex-industrial units or small infill sites within

areas of Victorian terraces, some of which have become vacant as a result of housing clearance or closure of small industrial units. Many ex-industrial sites have been left derelict, suffering from contamination and poor environment making them inappropriate for residential or commercial use. The recent closure of several large industrial complexes has resulted in an extensive supply of Brownfield land. Historically there appears to have been very little activity in relation to the conversion of industrial and commercial buildings. Despite the Boroughs industrial past, few of the buildings left over have been of the type, nature and structure required for successful conversion (some prominent conversions schemes have occurred immediately outside the Commercial Core - the former Pilkington Head Office has recently been converted into 42 dwellings and commercial floor space).

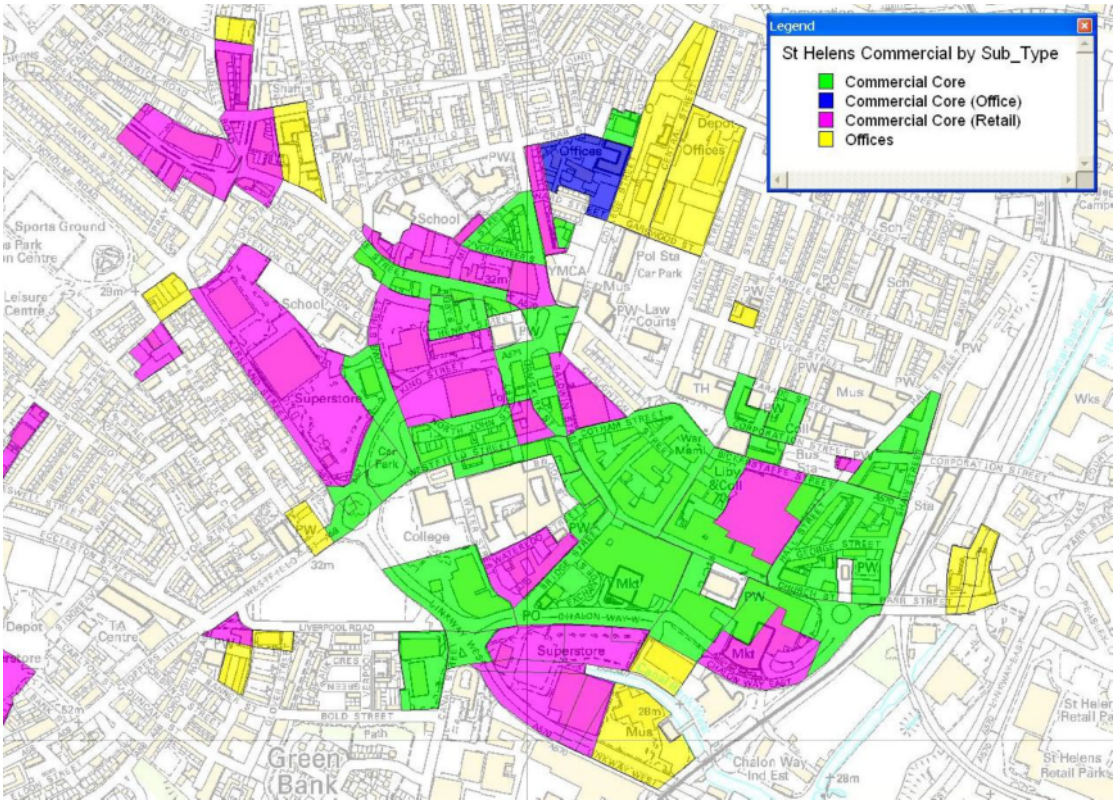

Figure 138 St Helens Town Centre - Commercial Sub Types

The 1960s and 1970s saw the virtual elimination of the St Helens' historic town core, leaving the town with fragmented core and a selection of grey, square plots. The late 20th century architecture is of simplistic design and constructed in concrete with large panels of fenestration which contrasts markedly with the remnants of sandstone and red brick vernacular architecture (Landscape Character Assessment of St Helens, St

Helens Council & Land Use Consultants, 2006). In some places this predominant building form, although broadly corresponding to the historic street pattern, encroaches upon the narrow road form and has markedly changed the scale proportions of built form to street pattern. Along with pedestrianisation, this has led to the fragmentation of the historic street structure, patterns of movement and use in the core of St Helens. There is a further lack of sense of urban character and place (Ibid). According to Pevsner, architecturally there is too little of quality in St Helens. The Town Centre (Commercial Core) is '… an unhappy mix of mainly, mediocre 19th century survivors and second-rate post-war development' (Pollard and Pevsner, 2006. 552). However, a number of notable 19th century commercial buildings can be found in the George Street Quadrant.

The George Street area of St Helens appears to have been the focus of the second development phase of St Helens (the first phase was the industrial town which grew up around the head of the Sankey Canal at Greenbank and Liverpool Road). The development of the railways on the eastern side of the town resulted in an eastwards shift of the town centre, with expansion occurring over a relatively short period. The Ordnance Survey 6" First edition map of Lancashire,1850, a large swathe of open land (field systems) between the present Church Street and Corporation Street, except for a Friends Meeting House, the Raven Inn and a terrace of houses on Church Street near to the junction with Hall Street. By the Ordnance Survey 25" map of Lancashire, 1893, whole areas had been developed with the exception of three small sites at the corner of Haydock Street and George Street. The development was varied, including livery stables, iron works, shops, a dentist, a meeting hall and dwelling houses. The present-day George Street is a mixture of building styles and dates - the area is not homogenous in style. There is, however, a hierarchy of building types: those on the perimeter streets are more elaborate in details or are of greater height, whereas those in the core are mostly more modest. Significant buildings are to be found at the corners of street: The Alfred Public House, Dave's the Barbers, the Masonic Lodge and the Assembly Rooms (St Helens Council, September 2009. George Street Conservation Area).

To the west of the George Street lies Victoria Square, an area characterised by Commercial and Civic buildings. The area is a large open space which accommodates a number of important civil and commercial buildings, statues and memorials. It is surrounded by three major buildings, the Town Hall, the Gamble

Institute and the Prudential Building - all drawing from various Victorian styles. The block was designated a Conservation Area in 2000 and contains a number of Listed Buildings and structures (St Helens Council, March 2010. Victoria Square Conservation Area Appraisal).

Major investment is currently transforming the urban centre - the towns' industrial quarter is being developed into a retail, cultural and communications hub, with former industrial land being reclaimed for use as hotels, shopping areas, museums and housing regeneration. The recent George Street redevelopment programme has focused on the improvement of building exteriors, parking, security, street furniture and paving. This has attracted several new businesses to the quarter. The surrounding area has also received recent attention, including improved car parking facilities at the Hardshaw Centre (Ibid).

9.7.3 Commercial Core (Office)

9.7.4 Offices

Five instances of the Commercial Core (Office) Sub Type were recorded by the MHCP, with the vast majority of records (68) being assigned the more generalist 'Offices' Sub Type. The five Commercial Core (Office) examples all date to the later 20th century, while the vast majority of the Offices Sub Type (98.29% - 25.93 ha) date to this period. From the Offices Sub Type, a single building dating to the Industrial Revolution 2 (1836 to 1900) was recorded, constituting 0.49% (0.13 ha) of the Sub Type. A single building dating to the 21st century was also recorded.

When combined, the Commercial Core (Office) and Offices Sub Types constitute 13.25% (28.50 ha) of the Commercial Broad Type in St Helens. The Commercial Core (Office) and Offices Sub Types include buildings of a civil, commercial or privately owned / operated nature (no distinction between office use could be made). Combined the Sub Types comprise buildings within the urban core of St Helens Town Centre, and the historic cores of Newton-le-Willows, Rainford, Rainhill, Sutton (and Sutton Leach) and Haydock. A number of office blocks and buildings were also recorded, found scattered throughout the district.

Commercial Core (Office) & Offices by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	1	0.13	0.46
Later Twentieth Century 1946 to 2000	71	28.05	98.42
Twenty First Century 2001 to 2050	1	0.32	1.12
Total	73	28.50	100

Table 61 Current (2003) Combined Commercial Core (Office) & Office Sub Type in St Helens by Broad Period of origin

Both Sub Types contain a range of public and private offices, with the majority (98.42% - 28.05 ha) dating to the Later 20th century. The majority of Later 20th Century records are either 'new-builds' (on site previously open fields or rough land) or 'replacements' on the site of former commercial, industrial or residential character. This is particularly true for building in St Helens and Newton-le-Willows Town Centres

- built on the site of former industrial and residential buildings that were removed by post-war redevelopment.

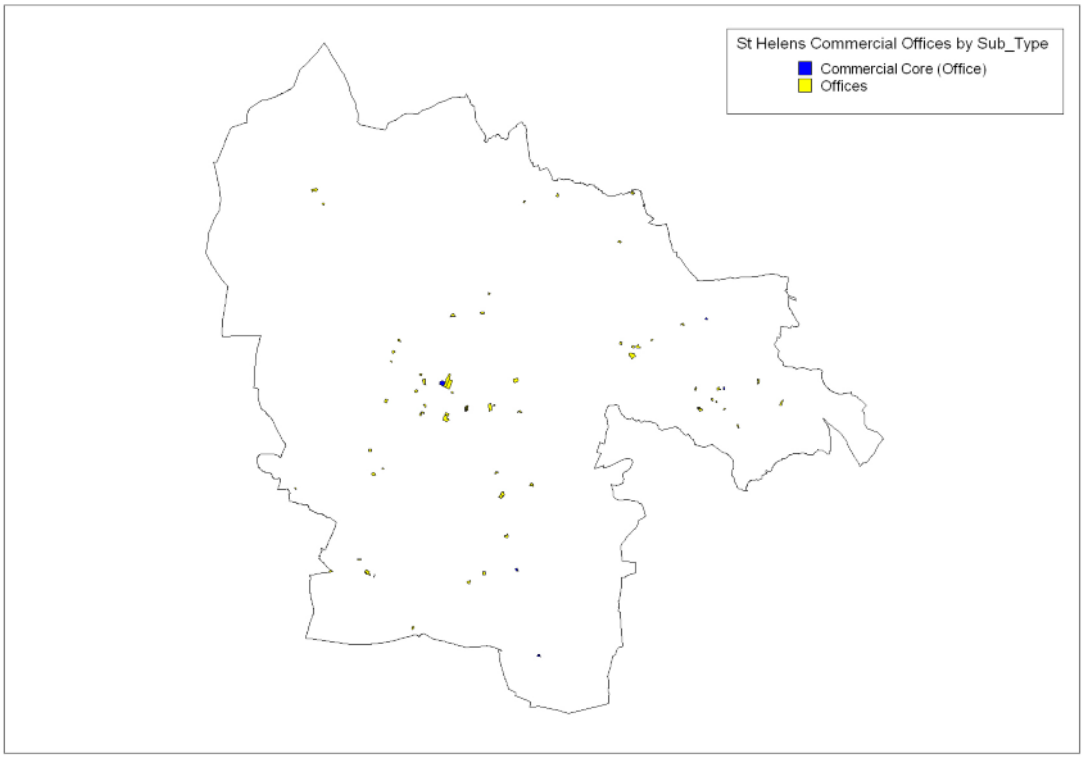

Figure 139 Current (2003) Commercial Core (Office) and Office Sub Types in St Helens

9.7.5 Commercial Core (Retail)

The Commercial Core (Retail) Sub Type comprises 44.32% (95.27 ha) of the Commercial Broad Type in St Helens. Retail activity is evenly distributed through the district, yet there is some clustering of retail outlets within urban cores or on the immediate urban fringes.

Just over 62% (59.57 ha) of all Commercial Core (Retail) sites date to the Late 20th, with the majority of these polygons located in the commercial centre of St Helens. Many large-scale Later 20th century sites are located along major communications or on the urban fringes.

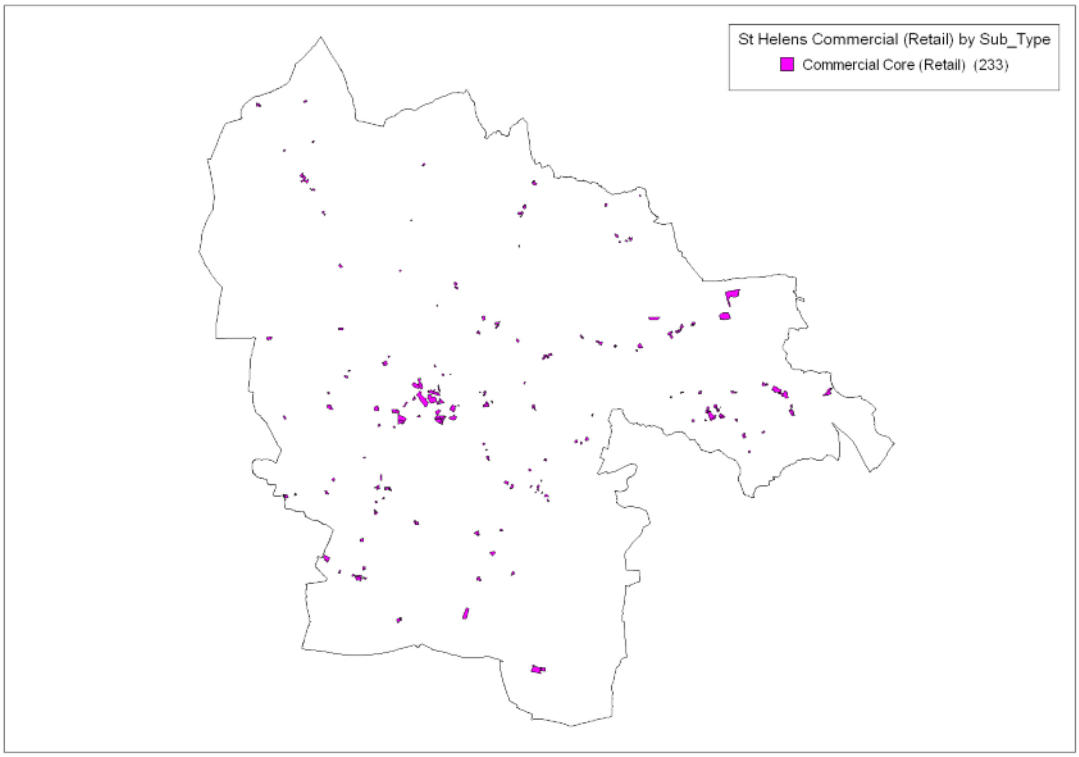

Figure 140 Current (2003) Commercial Core (Retail) in St Helens by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

Pre-1900 sites comprise nearly 32% of the Commercial Core (Retail) Sub Type in St Helens. They are generally small sites (often single buildings, such as shops and public houses) found throughout the district, although there are noticeable concentrations towards the north of St Helens Town Centre. Smaller blocks are found

within urban and historic cores - located near, and often adjacent to, established communication routes (Rainford, Billinge, Haydock, Newton-le-Willows, Sutton and Rainhill). There are very few early Commercial Retail sites in the central and southern parts of St Helens - many pre-1900 Commercial Retail blocks were removed through post-war planning and redevelopment. Outside of St Helens Town Centre, the largest pre-1900 blocks occur in the western and eastern areas of Newton-le-Willows. Early 20th century establishments are often found adjacent to pre-1900 sites, particularly in Rainhill. Inter War and immediate post-war sites are also found as expansion of pre-existing commercial sites, or replacement of former residential areas (St Helens Town Centre). Later 20th century sites are found throughout the district, with noticeable concentrations in the central part of St Helens Town Centre and the western area of Newton-le-Willows (as replacement buildings on land formerly industrial, commercial and residential character). Ribbon developments have also occurred in Rainhill, Haydock, Sutton Manor and Bold Heath.

Commercial Core (Retail) by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	94	30.16	31.66
Early Twentieth Century 1901 to 1917	3	0.67	0.70
Inter War 1918 to 1939	16	4.88	5.12
Later Twentieth Century 1946 to 2000	120	59.57	62.52
Total	233	95.27	100

Table 62 Current (2003) Commercial Core (Retail) in St Helens by Broad Period of origin

The Landscape Character Assessment of St Helens (St Helens Council & Land Use Consultants, 2006) identified a Commercial Retail Ring surrounding St Helens. This character area roughly corresponds to the later 20th century Commercial Core (Retail) identified by the MHCP. The LCA character area occupies the flat broad valley floor wrapping round the historic core to the south. It is characterised by a variety of buildings of various sizes and scales but they are predominantly built in the 20th century, large in scale, and often contemporary architecture and sited in poor physical relationship to each other. There is a partially open character formed by the larger scale buildings and the open space voids (often derelict land) between them (Ibid).

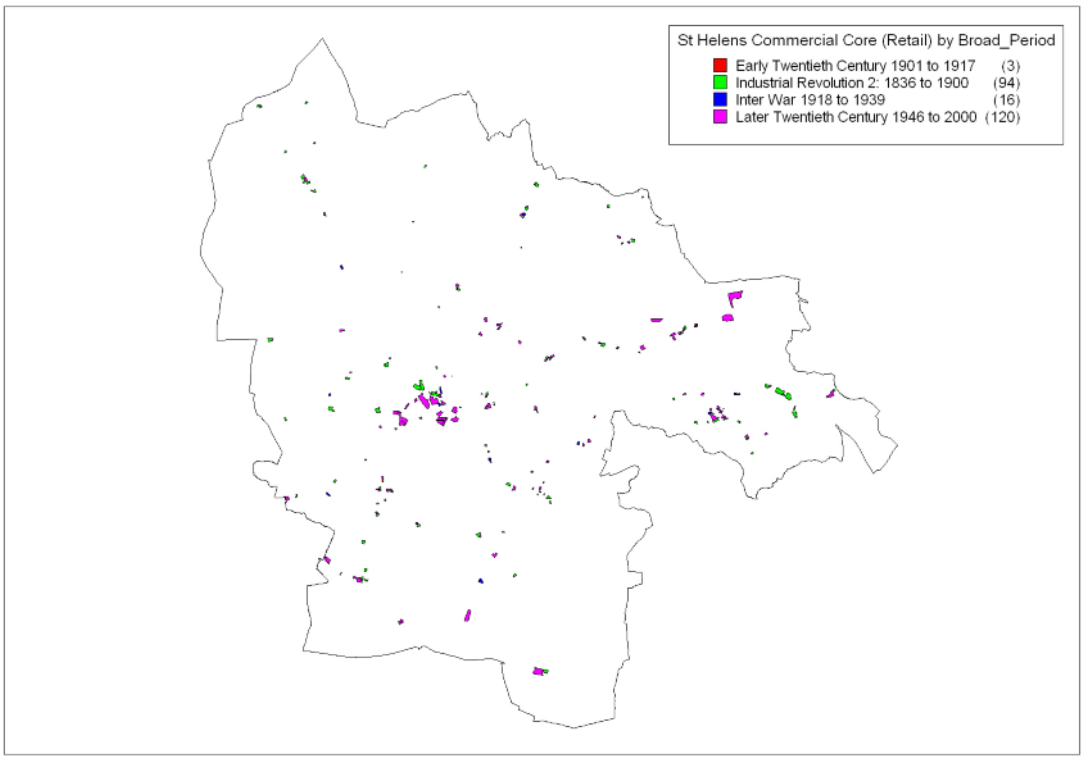

Figure 141 Current (2003) Commercial Core (Retail) in St Helens by Broad Period

The MHCP identified a 4.5 ha retail block in Newton-le-Willows, corresponding to the High Street Conservation Area, the line of which appears to have been established in the Medieval period (High Street and Willows Park Conservation Area Appraisal, St Helens Council, January 2009). Today, High Street in Newton-le-Willows is a mixed use area with commercial properties accounting for nearly 45% of the properties. Most of these offices and retail outlets were not purpose built but were usually converted dwelling houses. Many of them are situated mainly between Walmsley Street and Golborne Street to the west side, and between Rob Lane and the small modern housing estate known as Rokeden (St Helens Council, January 2009. High Street and Willows Park Conservation Area Appraisal).

The historical street layout is characterised by linear grouping of mixed-use buildings of similar characteristics, on either side of a broad, tree-lined slightly curving road. There appears to be little conscious design in the buildings of High Street. Rather, the buildings show a natural evolution of vernacular building methods, which even over a period of three centuries provide their own harmony. The Pied Bull Hotel, the arched entrance to Randall's nurseries, the former Magistrate's Court and the Oak Tree Inn

on Crow Lane East are exceptions, reflecting the greater importance attached to those buildings. High Street displays two main architectural styles: Georgian and Victorian. Architecturally, the (older) Georgian properties make up nearly 15% of all the buildings in the High Street while the Victorian 80% (Ibid).

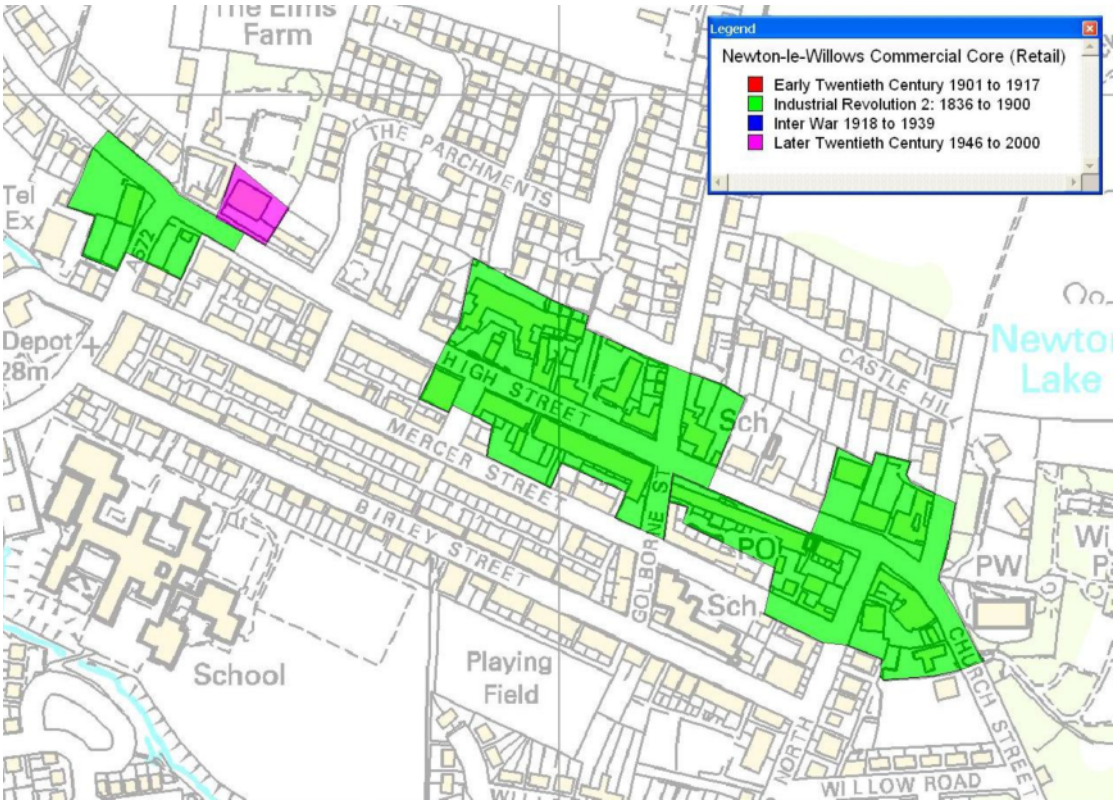

Figure 142 High Street, Newton-le-Willows by Broad Period of origin
The MHCP Commercial Core (Retail) area in green roughly corresponds to the High Street Conservation Area Period (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

High Street is a thriving commercial street. Of the approximately 113 properties along the street, nearly 50 of them are commercial (32 of which have shopfronts). Shopfronts therefore make a significant contribution to the streetscape of High Street. Commercial properties are situated in the main between Walmsley and Golborne Streets on the south-western side, and between Rob Lane and the small housing estate known as Rokeden, on the north-eastern side. There is a sequence of service and retail outlets with a mix of traditional and modern shopfronts from numbers 55 to 107 (odd) High Street, all directly fronting the street. The double storey bay window on Jolley's Chemist on number 77 breaks down the continuous frontage, providing a visual punctuation to the streetscape. However, in general High Street's shopfronts

have not survived well; there only four original shopfronts and windows remaining in the area: numbers 45/47, 63, 87 and 93 High Street. The loss of most of the historic shopfronts makes the survival of the few remaining so much more important (Ibid).

9.7.6 Retail Park

Retail Parks make up nearly 13.65% (29.34 ha) of the current Commercial Broad Type St Helens. Three Retail Parks were identified by the MHCP, all of them located at Ravenhead Greenway to the south of St Helens Town Centre. They are purely later 20th century constructions, built upon land formerly industrial in nature - from the Ordnance Survey 25" map of Lancashire,1939, this was the site of the St Helens Sheet Glass Works, the Ravenhead Sanitary Pipe Brick Works, the Kurtz Chemical Works, Peasley Cross Colliery, Mc Kechnie Works and a Red Oxide Works. Most, if not all of these industries had closed, become disused and left derelict (as rough land or wasteland) prior to the construction of the Retail Parks. The later 20th century Retail Park development has utilised brownfield land that is in close proximity to major communications routes.

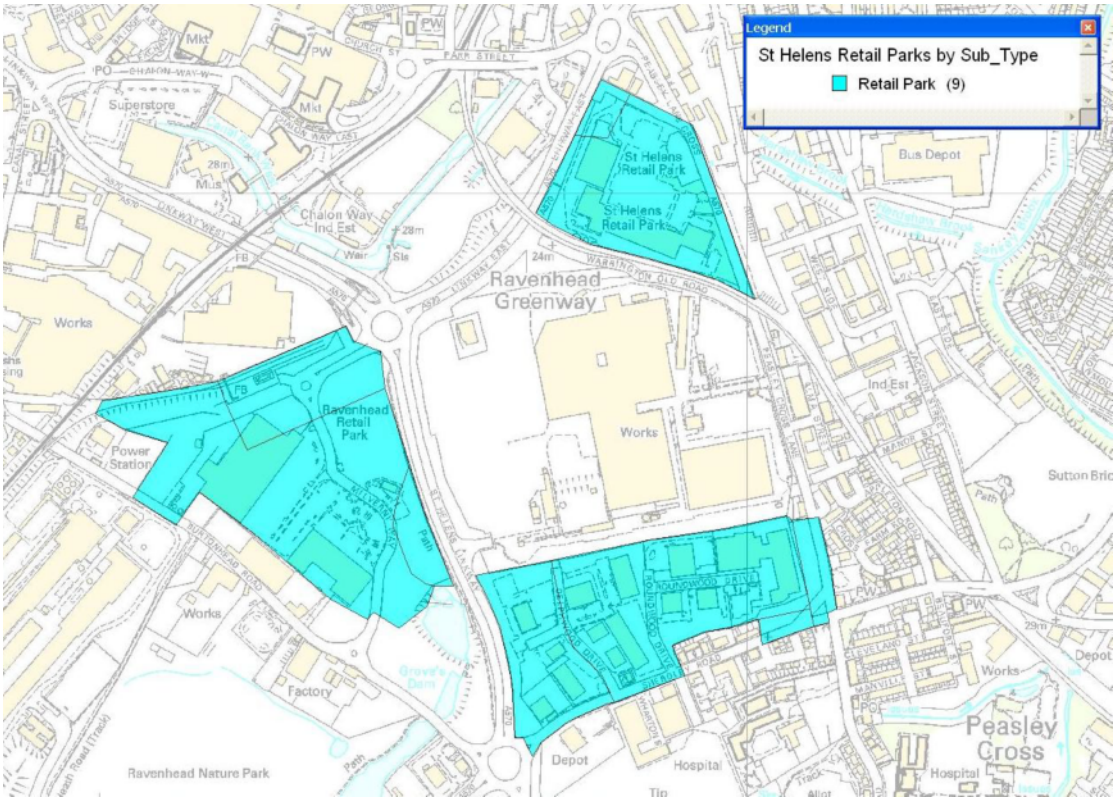

Figure 143 Current (2003) Retail Park Sub Type in St Helens

9.8 Communication Broad Type

Within St Helens, the Communication Broad Type covers 280.43 ha of land, representing roughly 2% of the total area. Two Current, and one historical MHCP Character Sub Type relating to different aspects of the transport network were identified for detailed analysis on the basis of their presence in the landscape or their historic significance:

Canals - actual waterway, associated furniture, basins and locks
Rail - railway line, train station, freight terminal, train depot
Roads - communication system including historic routes, modern arterial and major roads, motorways.

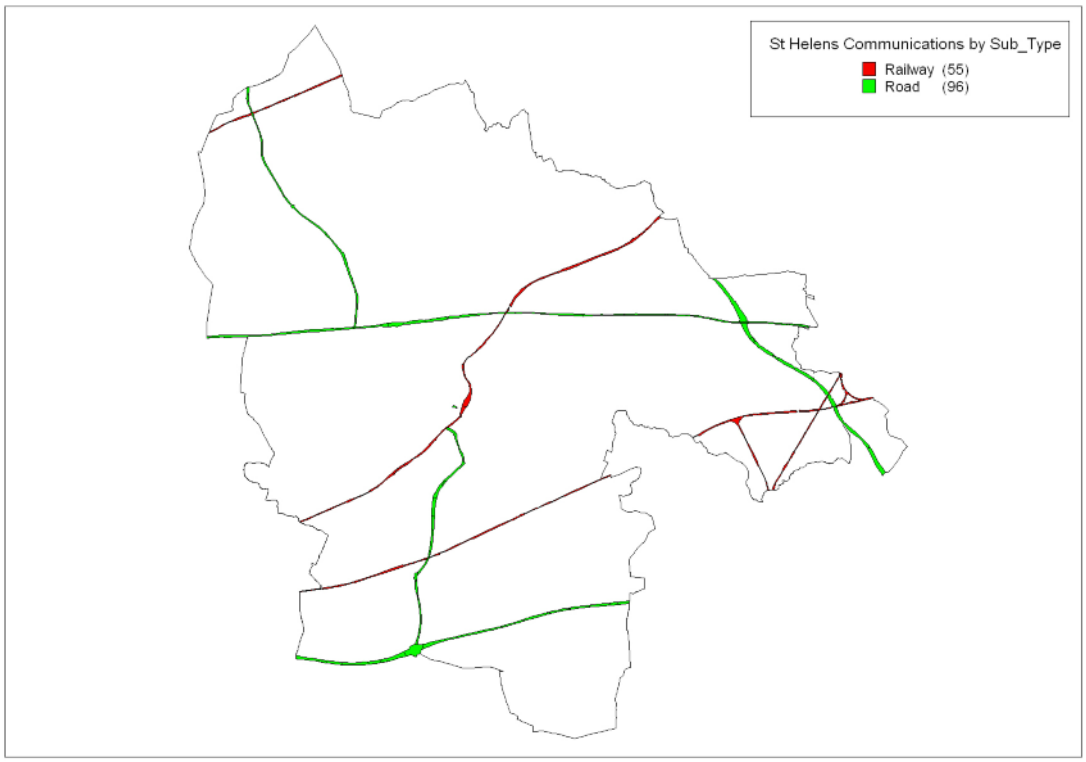

Figure 144 Current (2003) Communication Sub Type in St Helens

St Helens contains a number of communication features that were established before 1850. These include important turnpike roads that have led to urban and industrial development.

The main 19th century railways have generally survived as linear features although the nature of their usage has changed in the 20th century. Disused lines have tended to survive as footpaths or walkways within public parks, with only minimal redevelopment taking place. Industrial railways, sidings and colliery tramways do tend to have been lost.

Not recorded on the Current (2003) mapping is an important, but no-longer used communication route - the Sankey (or St Helens) Canal.

The most prominent communications features in modern St Helens are the East Lancashire Road (established in the Inter War period) and the motorways, with the M62 running west to east and crossing the southern part of St Helens, and the M6 running northwest to southeast.

Communication Sub Types	Number of Polygons	Area (Hectares)	Percentage
Railway	55	94.14	33.57
Roads	96	186.29	66.43
Totals	152	280.43	100%

Table 63 Current (2003) Communication Sub Types in St Helens

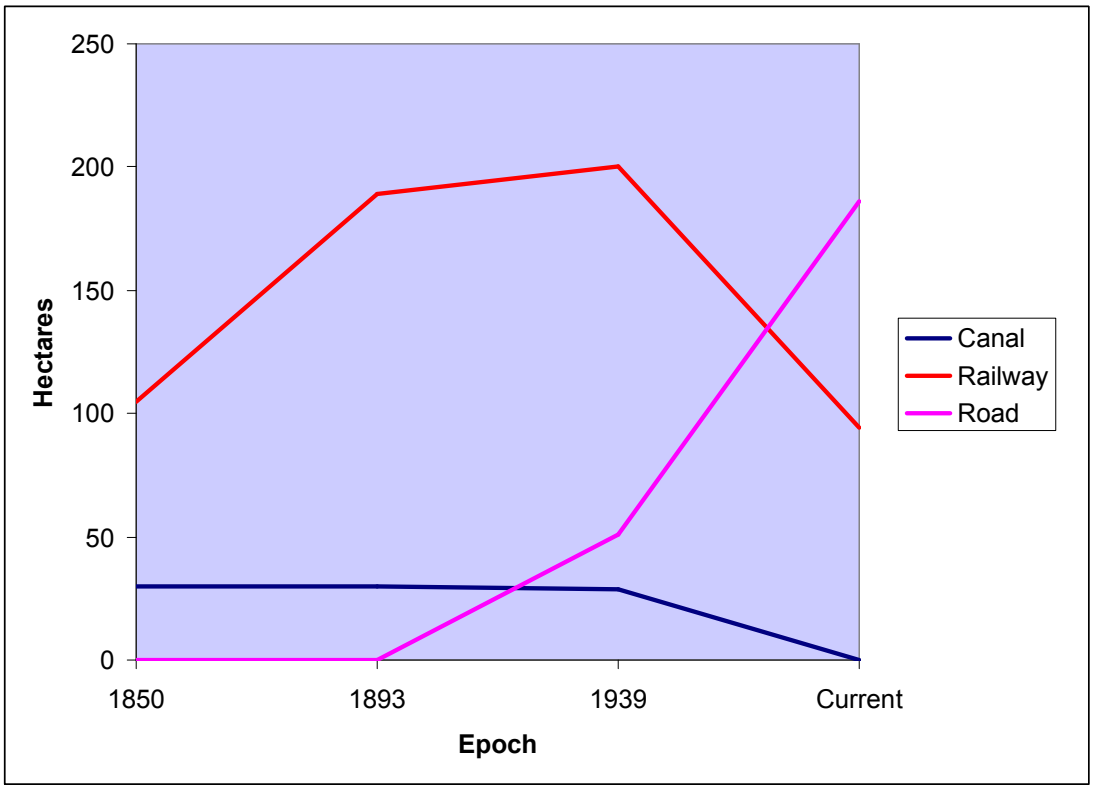

Figure 145 Graphical Representation of St Helens Communication Sub Types through time

St Helens Communication Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current (Hectares)
Canal	30.02	30.02	28.93	0
Railway	104.64	189.37	200.19	94.14
Road	0	0	50.84	186.29

Table 64 St Helens Communication Sub Types through time

9.8.1 Canal

The Sankey (later St Helens) Canal does not form a Current MHCP character type, with much of the course of the canal filled in, derelict and overgrown. Restoration of the canal has opened up some of the waterway.

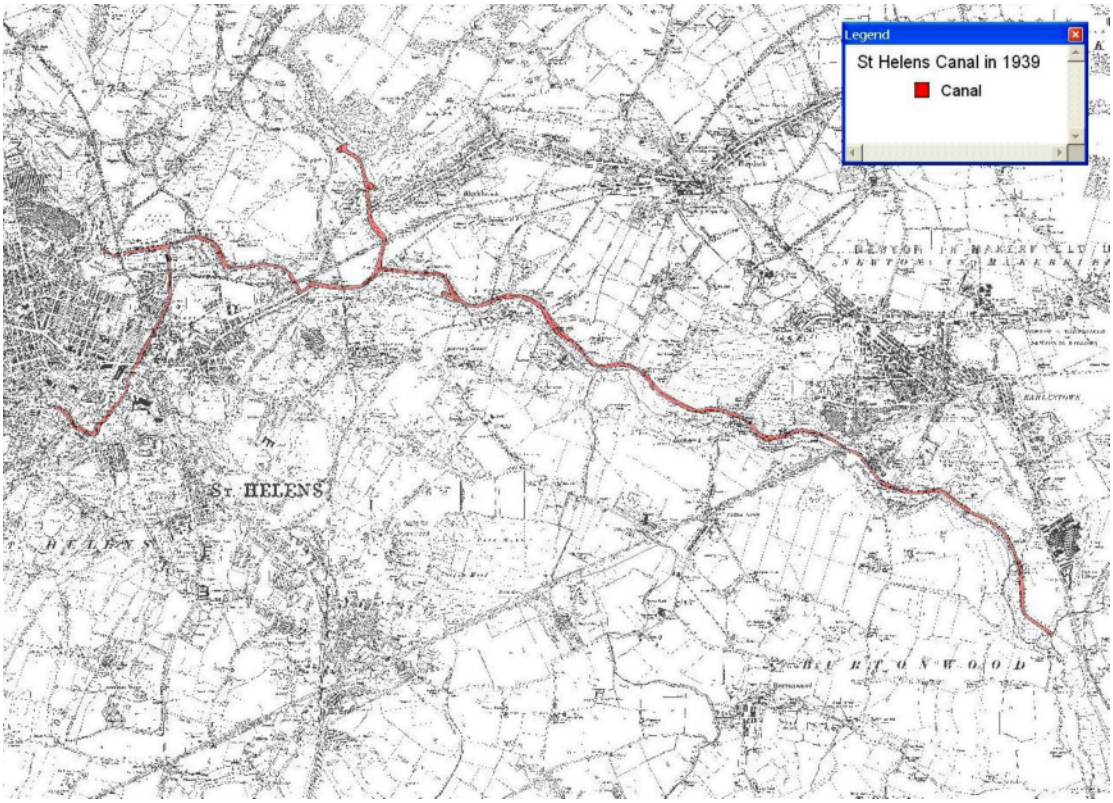

Figure 146 Route of the St Helens (Sankey Canal) depicted on the Ordnance Survey 6" map of Lancs. 1939.

The Sankey Canal was originally known as the Sankey Brook Navigation and later as the St Helens Canal (1846). It lays claim to being the first modern canal in England, or the first canal of the industrial age, and indeed it opened before the more famous Bridgewater Canal. By the 18th century, rivers such as the Mersey and Weaver were

being navigated for some distance, and boats were even getting nearly a mile up the Sankey Brook to Sankey Bridges.[97]

During the late 18th to early 19th century, there was a growing demand for coal by salt manufacturers on the Weaver and new industries in Liverpool, but the only means of transporting the abundant coal from around Warrington, Parr and Haydock was by horse or cart over poor roads. [98]

The idea of making the Sankey Brook navigable was put forward and gained support. In 1755 an Act of Parliament was passed to make the brook navigable as far as Broad Oak. So, officially, this was to be a traditional river navigation, but it is believed that the engineers knew that the brook was too shallow and twisting to be of practical use, so they constructed a completely separate canal alongside the brook. So, even though it was known as The Sankey Brook Navigation, it was, in practice, a discrete canal - the first to be built in England in modern times. [99]

It opened as far as the Old Double Lock by 1757 - 6 years before the first part of the Bridgewater Canal opened. Yet the Bridgewater is often proclaimed to be the first canal, since it was openly promoted as a canal rather than a river navigation! It is thought that the idea of building a separate canal was so radical that the Sankey's financial backers would be frightened away. [100]

The canal was constructed with broad locks to accommodate the traditional Mersey "flats" or sailing barges that already plied the Mersey. Because these had masts for their sails, all of the bridges on the canal were built as swing bridges. Later, when the railways were built, they also had to install swing bridges to cross the canal, with the exception of George Stephenson's Manchester to Liverpool railway - the world's first passenger railway - which crossed the canal by way of the Sankey Viaduct near

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[97] www.penninewaterways.co.uk/sankey/sa2.htm (Accessed 6 July 2010)

[98] www.penninewaterways.co.uk/sankey/sa2.htm. (Accessed 6th July 2010)

[99] www.penninewaterways.co.uk/sankey/sa2.htm. (Accessed 6th July 2010)

[100] www.penninewaterways.co.uk/sankey/sa2.htm. (Accessed 6th July 2010)

Earlestown. The arches were 70 feet high, giving plenty of headroom for the boats' masts.[101]

In 1762, a 1.5 mile extension was built at the southern end, from Sankey Bridges to a new lock onto the Mersey at Fidlers Ferry (also known as Fiddlers Ferry). This bypassed the narrow, winding course of the Sankey Brook below Sankey Bridges, that was only navigable at high tides. The Penny Bridge branch was extended to Stanley Colliery at Blackbrook Quay in 1770. Between 1770 and 1772 a further branch was constructed, south from the Gerard's Bridge branch, to Boardmans Bridge, south of the present St Helens railway station. This branch was reached by the construction of the New Double Lock and eventually came to be regarded as the "main line".[102]

In 1778, a further extension was added, going westwards alongside the Hardshaw Brook, then southwards to Ravenhead, to serve the Ravenhead Copper Works and the Crown Glass Works. The canal was proving very successful and profitable. In addition to sending out coal, it was used for bringing in raw materials for the various chemical works that grew up all along the route, including a concentration of glassworks in St Helens.[103]

In 1830, the company faced competition when construction started on a railway between St Helens and Runcorn Gap. Its response was to go ahead with a further 3 mile extension from Fidlers Ferry to Widnes, which opened in 1833, five months after the railway. The canal extension, with its twin locks onto the Mersey, proved very successful, while the railway's business was disappointing. A toll-cutting battle almost left the railway bankrupt and it was obliged to merge with the canal in 1845 to form the St Helens Canal and Railway Company. The canal continued to carry more tonnage

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[101] www.penninewaterways.co.uk/sankey/sa2.htm. (Accessed 6 July 2010)

[102] www.penninewaterways.co.uk/sankey/sa2.htm. (Accessed 6 July 2010)

[103] www.penninewaterways.co.uk/sankey/sa2.htm. (Accessed 6 July 2010)

than the railway for many years, but the company began to invest its profits in constructing new railways rather than maintaining the canal.[104]

In 1864 the canal and railway became a part of the London and North Western Railway, who took its canal responsibilities more seriously. They found they needed to spend large amounts of money on dredging and remedial works. They later found that spillages from chemical works were polluting the canal and causing damage to lock gates. In the 1890s, substantial repairs were needed to counter the effects of mining subsidence - a problem for many canals in mining areas.[105]

The canal from St Helens to Ravenhead was infilled in 1898 as part of the extension of Pilkington's glass works. From 1900 traffic on the upper section of the canal dwindled and by the 1930s, the canal above Newton Common had been closed to navigation, with many of the bridges being replaced by fixed bridges. Sugar was still being carried to the Sankey Sugar Company in Earlestown until the 1950s but after that trade ceased the canal was officially abandoned in 1963.[106]

The canal was neglected and several sections in filled with waste materials and domestic refuse between 1963 and the mid-1970s. Halton, Warrington and St Helens undertook various improvements on those sections of canal still in water between the late 1970s and 1980s, which greatly improved the appearance and amenity value of the canal. However, a large proportion of the canal had been in filled and several large obstacles had been constructed across the line of the canal preventing navigation from being re-established. The canal is a significant recreational and nature conservation resource and is a valuable wildlife corridor for species such as Water Vole, bats particularly Daubenton’s Bats, Kingfisher and dragonflies (Merseyside Biodiversity Group. North Merseyside Biodiversity Action Plan Canals, July 2008).

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[104] www.penninewaterways.co.uk/sankey/sa2.htm. (Accessed 6 July 2010)

[105] www.penninewaterways.co.uk/sankey/sa2.htm. (Accessed 6 July 2010)

[106] www.penninewaterways.co.uk/sankey/sa2.htm. (Accessed 6 July 2010)

The Sankey Canal Restoration Society (SCARS) was formed in 1985, with the help and encouragement of the St Helens Groundwork Trust. The principal aim of the Society is to achieve the full restoration of the Canal. To bring this about, the Society actively publicises and promotes the cause of the Canal, particularly in the three Boroughs through which it runs - Widnes (Halton), Warrington, and St Helens.

(The project acknowledges that the previous descriptive text was sourced, and reproduced here, almost entirely from Pennine Waterways web site www.penninewaterways.co.uk)

9.8.2 Railway

Railway represents 33.57% of the Communications Broad Type in St Helens. Practically all of it is made up of 19th century railway lines that are in current use. However, historically the railway network was much larger - some have been dismantled but are still visible as landscape features, and some still in use albeit no longer as part of the national rail network.

In the mid 19th century St Helens was crossed by a number of railway lines connecting the Port of Liverpool with the industrial heartlands of Lancashire. These lines are still in operation today and are found in two distinct bands in St Helens: a single line to the north connecting Liverpool to Bury, and two central lines connecting Liverpool to Wigan and Manchester. St Helens also contains branch lines (in Newton-le-Willows) connecting the north to Runcorn, Chester and towns in the south of England.

The 19th century lines can be dealt with separately:

Northern Line - A 3.3 km (in St Helens) southwest to northeast-aligned section of the Liverpool to Bury railway runs through Rainford. The Liverpool and Bury Railway was formed in 1845 and opened on 28 November 1848. The line ran from Bury via Bolton and Kirkby to Kirkdale, where it shared lines with the Liverpool, Ormskirk and Preston Railway into Liverpool Exchange station. In 1846 it merged with the Manchester & Leeds Railway the line was eventually finished after the merger to form the Lancashire and Yorkshire Railway. The line eventually formed part of the Lancashire and Yorkshire Railway, 59.5 km Liverpool to Manchester route via a junction with the Manchester and Southport Railway at Wigan. From 1858 it was connected to the Skelmersdale Branch and the St Helens Railway at Rainford Junction (Marshall, 1969; Marshall, 1970).

Rainford Junction was built by the Lancashire and Yorkshire Railway as a replacement station for its existing facilities on the Liverpool Exchange to Wigan Line. The reason for the relocation of its station was to facilitate interchange with both the St Helens Railways line to St Helens which opened on 1 February 1858 and the East Lancashire Railways line to Ormskirk which opened on 1 March1858.[107]

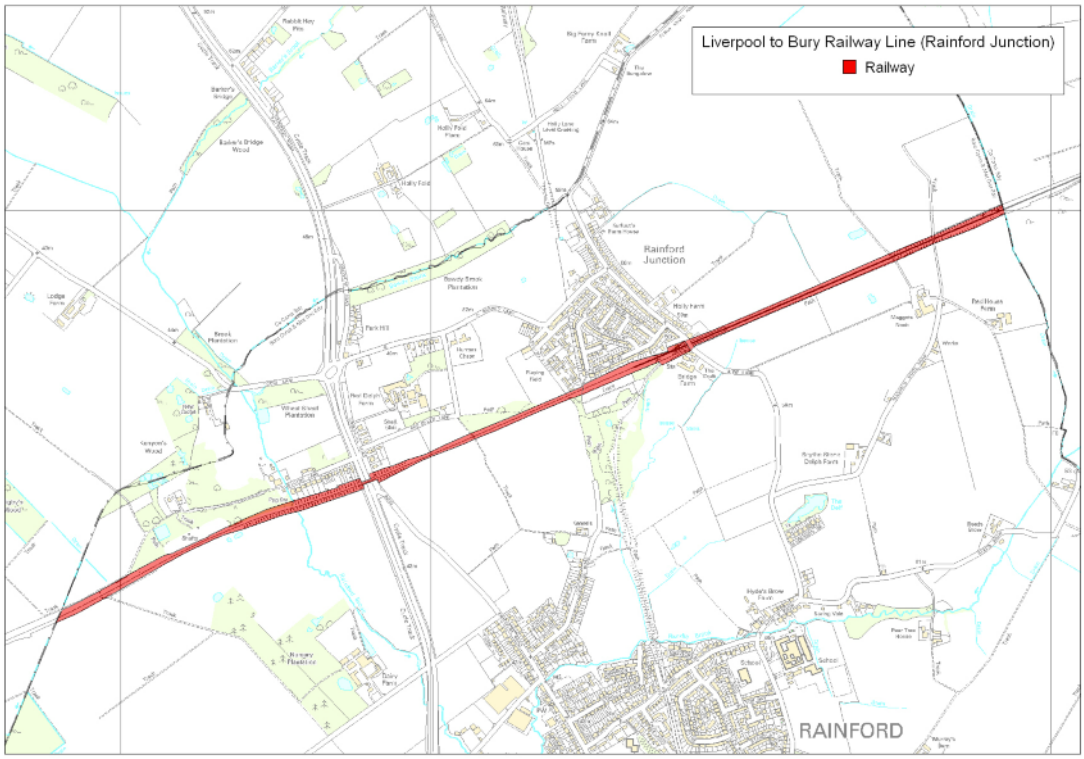

Figure 147 Liverpool to Bury Railway - Rainford Junction (Current 2003 mapping)
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Both lines came into the new station from a westerly direction, the St Helens line curving in from the south and the Ormskirk from the north. A single track link line was provided between the St Helens and the Ormskirk lines which bypassed the station but it was mostly used by goods services.[108]

[107] www.disused-stations.org.uk/r/rainford_junction/index.shtml Accessed 6th July 2010

[108] www.disused-stations.org.uk/r/rainford_junction/index.shtml Accessed 6th July 2010

By 1906 the L&Y was operating 19 services per day to Ormskirk with a Railmotor (11 on a Sunday). In 1923 all of the lines into Rainford Junction became part of the LMS but they did not alter the pattern of services. Trains still ran independently to St Helens and to Ormskirk. Passengers wishing to travel the entire length of the line had to change at Rainford Junction.[109] However after 1945 passenger numbers declined and in 1951 all of the halts on the Ormskirk line and all of the St Helens line stations closed. The service to Ormskirk continued until 5th November 1956. The line remained in use for goods services until 1964. Rainford Junction Station is still open today but it was renamed Rainford in 1973. Part of the Ormskirk Platform can still be seen at the end of the Wigan platform.[110]

Central Line - The route was established in the early 19th century as part of the Liverpool and Manchester Railway (L&MR). The L&MR was the world's first inter-city passenger railway in which all the trains were timetabled and were hauled for most of the distance solely by steam locomotives (Marshall, 1969; Marshall, 1970).

The line opened on 15 September 1830 and ran between the cities of Liverpool and Manchester. The L&MR was primarily built to provide faster transport of raw materials and finished goods between the Port of Liverpool and mills in Manchester and surrounding towns. The proposed Liverpool & Manchester Railway was considered to be a serious economic threat to the Bridgewater Canal, which was making a fortune by shipping goods between Liverpool and Manchester. In 1826, after several years of debate, Parliament gave permission for the Manchester & Liverpool Railway to be built in 1826. Passenger trains started at the Crown Street Station in Liverpool and terminated at Water Street in Manchester (Marshall, 1969; Marshall, 1970). The directors of the Liverpool & Manchester Company were unsure whether to use locomotives or stationary engines on their line. To help them reach a decision, it was decided to hold a competition where the winning locomotive would be awarded £500. The idea being that if the locomotive was good enough, it would be the one used on

[109] www.disused-stations.org.uk/r/rainford_junction/index.shtml Accessed 6 July 2010

[110] www.disused-stations.org.uk/r/rainford_junction/index.shtml Accessed 6 July 2010

the new railway. The competition was held at Rainhill during October 1829. Each competing locomotive had to haul a load of three times its own weight at a speed of at least 10 mph. The locomotives had to run twenty times up and down the track at Rainhill which made the distance roughly equivalent to a return trip between Liverpool and Manchester. Afraid that heavy locomotives would break the rails, only machines that weighed less than six tons could compete in the competition. Ten locomotives took part. The "Rocket", built by George (1781 - 1848) and his son Robert Stephenson (1803 - 1859), won the competition. The Liverpool & Manchester Railway was opened on 15 September 1830. In 1845 the L&MR was absorbed by its principal business partner, the Grand Junction Railway (GJR); the following year the GJR formed part of the London and North Western Railway.

The line still operates as a secondary line between the two cities - the southern route, the former Cheshire Lines Committee route via Warrington Central is the busier route.

Later 19th Century Lines

The growth of Liverpool and Manchester in the later 19th century necessitated the construction of further direct lines between the two cities, and the addition of branch lines linking rapidly developing towns and industrial centres in Knowsley.

A branch-line, linking Huyton with St Helens, was opened on 1st November 1871 as part of the London and North Western Railway (Reed, 1996). **Huyton** station acts as an interchange between the Liverpool-Wigan Line and the northern route of the Liverpool-Manchester Line which diverge soon after Huyton Station.

The **Cheshire Lines Committee** (CLC) was the second largest joint railway in Great Britain, with 143 route miles. Despite its name, approximately 55% of its system was in Lancashire. In its publicity material it was often styled as the *Cheshire Lines Railway*. It served Liverpool, Manchester, Stockport, Warrington, Widnes, Northwich, Winsford, Knutsford, Birkenhead, Chester and Southport (Holt, 1978).

The Cheshire Lines group was formed by a joint committee of the Great Northern Railway and the Manchester, Sheffield and Lincolnshire Railway (MS&LR) in 1862 to regulate traffic on four proposed lines in Cheshire. This was made official by the Great Northern (Cheshire Lines) Act of 1863. The MSLR had leased the St Helens Canal & Railway Co line between Warrington and Garston to gain access to Liverpool docks,

this line was subsequently leased and then absorbed by the LNWR The Midland Railway (MR) became an equal partner under the Cheshire Lines Transfer Act of 1865. Under the Cheshire Lines Act of 1867, it became a wholly independent organisation, although its management consisted of three directors of the three companies. Its purpose was to gain control of lines in Lancashire and Cheshire, an area which was dominated by the LNWR. In its early years, the driving force behind the expansion of the railway was Sir Edward Watkin (Holt, 1978).

It was granted the powers to build a line to Liverpool, opened 1873, from a temporary station in Manchester, 54.7 km long. The section nearest Liverpool from near Cressington was along the Garston and Liverpool Railway, which had been absorbed on 5 July 1865. From 1874 the CLC was headquartered at Liverpool Central station.

In 1923 the Midland Railway, along with the LNWR, was grouped into the London, Midland and Scottish Railway, while the MS&LR (by then the Great Central Railway) became part of the London and North Eastern Railway. The line continued to be joint, with a 1/3 share LMS and a 2/3 share by the LNER. On nationalisation in 1948 both parent companies became part of British Railways, and shortly afterwards operation of the CLC lines came under the control of the London Midland Region (Holt, 1978).

Lost Railway Lines

As well as providing a passenger service, the rail network played a vital part in the development of industry, allowing the fast transportation of raw materials, fuel and goods. Warehouses, sidings, goods yards and goods sheds were prominent features in the landscape until the mid-20th century. However, many such features have been lost with the 20th century decline of industry and an increased reliance on the road network for bulk transportation.

St Helens and Runcorn Gap Railway, later known as **St Helens Railway**, was an early railway company which opened in 1833. It ran originally from the town of St Helens to the area which would later develop into the town of Widnes. During the construction of the Liverpool and Manchester Railway in 1829 a group of local industrialists arranged for a survey to be carried out between Cowley Hill Colliery, just to the north of St Helens, and the River Mersey at Runcorn Gap.

They wanted to find a location where a dock capable of taking vessels of 30 tons could be constructed. The survey was conducted by Charles Blackner Vignoles who had also undertaken survey work for the Liverpool and Manchester Railway.

A route was determined and an estimated cost of £119,980 to build the line was put forward. In January 1830 a prospectus was issued and a subscription list for 1200 shares at £100 each was opened at the Fleece Inn in St Helens. Shares sold rapidly and on 11 June 1830 Peter Greenall of the famous brewing family was elected Chairman of a Board of ten directors.

Whilst all this had been going on, authorisation for the St Helens & Runcorn Gap Railway had been sought. A bill for its construction had been posted on 16 February 1830 and Royal Assent was granted on 29 May 1830. The project ran from June 1830 through to 21 February 1833. An extension was added to Runcorn Gap in July 1833, linking the Sankey Canal to the line. At first, passenger services were not operated down to Runcorn Gap but public demand led to the railway company hiring two passenger coaches from the Liverpool and Manchester Railway at £1 per month and a passenger service was introduced in September 1833.

Amalgamation of the St Helens and Runcorn Gap Railway with the Sankey Brook Navigation Canal Company in 1845 allowed further expansion. In 1850, the newly formed St Helens Canal and Railway made a start on an extension of the line from Runcorn Gap at Widnes through to Garston. Large ships could reach Garston more easily and the railway company wanted to take advantage of this. On 1 July 1852, the extension to Garston was formally opened for business. A new Runcorn Gap Station was opened on the west side of the Waterloo Crossing, which led to the closure of the original 1833 station. During the construction of the Garston extension, permissions had been sought to build a line from Widnes Dock Junction to Warrington. Work had commenced quickly and by 1 February 1853 the line was completed. A link from the north to the west allowed trains to travel directly between St Helens and Garston and a link from the east to the south allowed trains to travel between Warrington and Widnes Dock.

A line was established between Rainford Junction (and the Liverpool to Bury line) and St Helens on 1 February 1858, with stations at Rainford Village, Rookery, Old Mill Lane, Crank, Moss Bank and Gerards Bridge.

In 1860 the London and North Western Railway had plans to open a line from Edge Hill to Garston, providing a direct link to Liverpool. In setting up this line, the L&NWR bought out the St Helens Canal and Railway Company.

In July 1922, thirteen LNWR trains left Rainford Village for St Helens (Shaw Street) each weekday, all carrying only third class passengers, first class accommodation not being provided.

On 1 January 1923 hundreds of private railway companies were merged into four private companies at the instigation of the government, which wanted to simplify matters for industry and passengers. The Widnes to St Helens Railway became part of the London Midland & Scottish Railway (LMS). Within a couple of years the LMS had stamped its brand on the line by changing station signs and introducing new liveries to locomotives and coaches, but otherwise things continued to run much as they had in LNWR days (Reed, 1996).

During the Second World War the line was of national importance as it provided direct links to docks along the River Mersey at Widnes, Garston and South Liverpool. Passenger services were cut back during the war years to allow more freight trains to run (Reed, 1996). By July 1946, the LMS timetable showed ten weekdays passenger trains to St Helens, still described as 'one class only'. British Railways took over the LMSR on 1 January 1948 and withdrew the passenger service on 18 June 1951, closing the station. Freight trains continued to pass through the village for a few more years, before these, too, were withdrawn on 6 July 1964 and the railway line was closed and lifted. Much of the railway's route through Rainford has been converted to a 'linear park', with shorter stretches used for housing and small-scale industry.

(The project acknowledges that the previous descriptive text was sourced, and reproduced here, almost entirely from Reed, 1996 & Holt, 1978)

9.8.3 Road

Roads and motorways make up around 66.4% of the Communications Broad Type in Knowsley. Only road-related features which were on a sufficiently large scale were recorded. These included all motorways and larger sections of dual carriageway, major road junctions and intersections, and some large scale public transport interchanges. All of the areas of these types that were recorded have a character originating in the mid to later 20th century, or the early 21st century.

Major Roads

St Helens contains a 13.84 km stretch of the East Lancashire Road (A580), starting at Moss Wood in the west (on the boundary with Knowsley District) through to Golborne in the east. The Liverpool - East Lancashire Road was Britain's first purpose built intercity highway linking the cities of Manchester and Liverpool. It was officially opened by King George V on 18 July 1934. A feature of the road even today is the large width of the land-take. The explanation for this is that the road, although built initially as a single carriageway, was designed ultimately to comprise triple carriageways - the two outer ones were to be for slower traffic and were to be added later when traffic levels justified it. This futuristic layout did of course not occur as the road was actually upgraded to dual carriageways. However, the stretch within the Liverpool City boundary was designed and built as a dual carriageway. Lay-bys with water points were provided for Steam powered vehicles, which were still in use in the 1930s.[111]

There were a large number of accidents in its early years, attributed to its single carriageway and many side access points. It was largely as a result of this that when the issue of a new north-south route through the County arose it was realised dual carriageways with grade separation was essential. The line of the New Road avoids built-up areas as far as possible and whilst it does not materially shorten the distance

[111] www.lancashire.gov.uk/environment/historichighways/eastlancs/index.asp. Lancashire CC web site (Accessed 5 July 2010)

between the two cities of Liverpool and Manchester, it was felt that as the old Liverpool and Manchester County Road (A57) passes through towns, and in some parts is very narrow and circuitous, it would be impracticable to widen it due to the cost of acquiring business and house property.[112]

Joining onto the East Lancashire Road is a 6.33 km, roughly northwest to southeast-aligned road - the A570 Rainford Bypass. Work on the Rainford bypass started in February 1939, but due to the outbreak of the Second World War was not completed until 1950.

A 5.5km section of the A570 continues south of St Helens to meet the M62 Motorway near Rainhill.

Motorways

The origins of the motorway in the Merseyside began with the adoption of the 1930s German autobahnen idea by British road planners. A group known as the German Road Delegation, numbering 224 members, including Members of Parliament, representatives of highways authorities, highways engineers and others involved in vehicle operation carried out a tour of inspection of the system in 1936. The group was so impressed, that plans were drawn for an extensive motorway network, linking the major cities of England, Scotland and Wales.

The M62 runs in a sinuous, roughly east to west direction across the southern part of the district. The motorway, which was first proposed in the 1930s, and originally conceived as two separate routes, was built in stages between 1971 and 1976, with construction beginning at Pole Moor and finishing in Tarbock on the outskirts of Liverpool. (Amos, 1974). Originally, the section of the M62 west of Manchester was intended to be a separate motorway linking Liverpool with Salford, but a continuous motorway between Leeds and Liverpool was deemed to be more feasible, known as the M52. Construction of the motorway between Liverpool and Manchester started in

[112] www.ciht.org.uk/motorway/m62queeccles.htm. The Motorway Archive Trust web site (Accessed 5 July 2010).

1971, with the construction of a link between the M57 and the M6 motorway.[113] Concurrently, a contract to link the M6 with Manchester was under way, which required the removal of unsuitable material and drainage of the land. This section was completed in August 1974, creating a continuous link between Ferrybridge and Tarbock.[114]

The section between Tarbock and Liverpool was the last section of the motorway to be completed, in 1976, due to the difficulties of building an urban motorway. In total, two viaducts, ten bridges and seven underpasses had to be constructed to secure the structural integrity of the surrounding residential area. The motorway, however, reached only as far as Queens Drive (Junction 4), leaving the first three junctions unbuilt.[115]

In St Helens, the motorway starts at Halsnead Park (on the border with neighbouring Knowsley District), meets with the north to south bound A570 Trunk Road at Sandhill Farm, and then runs eastward towards Great Sankey - a distance of some 6.8 km.

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[113] www.ciht.org.uk/motorway/m62queeccles.htm. The Motorway Archive Trust web site (Accessed 5 July 2010).

[114] www.ciht.org.uk/motorway/m62queeccles.htm. The Motorway Archive Trust web site (Accessed 5 July 2010).

[115] www.ciht.org.uk/motorway/m62queeccles.htm. The Motorway Archive Trust web site (Accessed 5 July 2010).

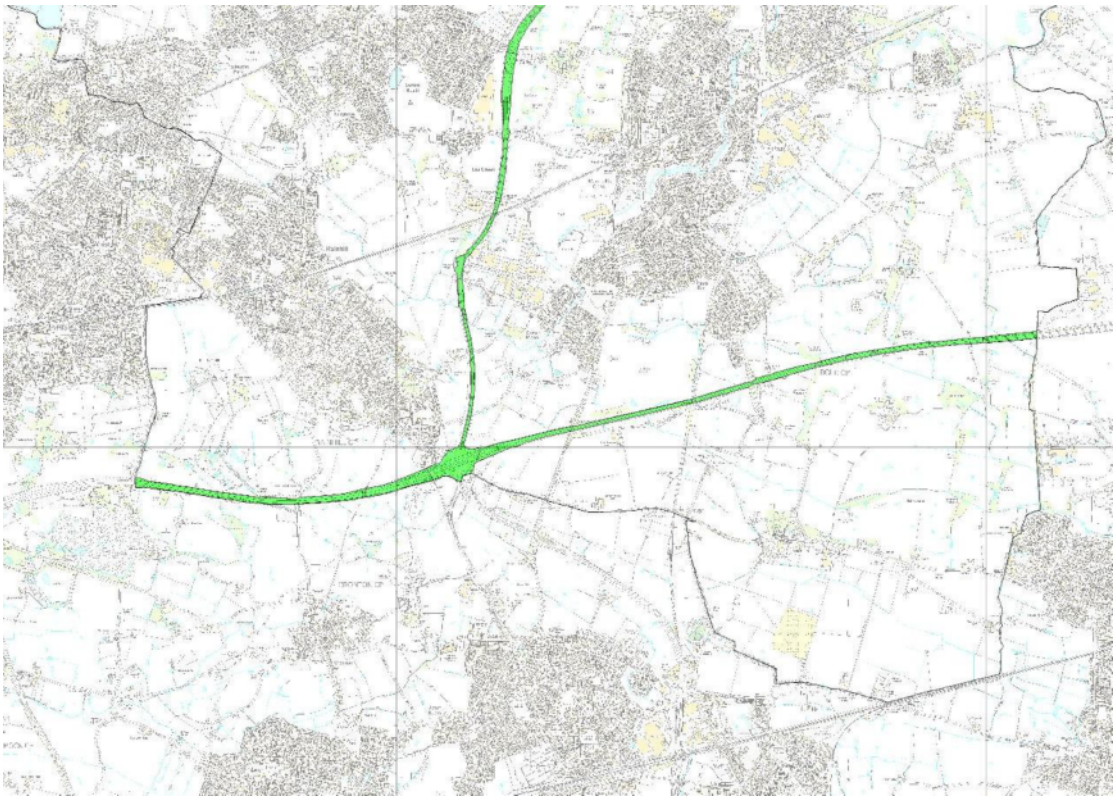

Figure 148 Route of the M62 (aligned east to west) and A570 Trunk Road (aligned north-south) in St Helens

The M6 Motorway was part of the original 1936 plan, linking London and the Midlands with the northwest of England, Carlisle and eventually Glasgow. The Minister of Transport at that time, the Rt Hon Leslie Burgin, also visited the German autobahnen and recommended that, as an experiment, approval should be given to a scheme put forward by Lancashire County Council for the construction of a motorway 62 miles long, passing through the County between Warrington and Carnforth. Wigan was to be by-passed on the Western side, and Preston and Lancaster to the East. Some preliminary survey work was undertaken but the start of the War prevented any further progress.[116]

[116] www.lancashire.gov.uk/environment/historichighways/m6.asp. Lancashire CC web site (Accessed 6 July 2010).

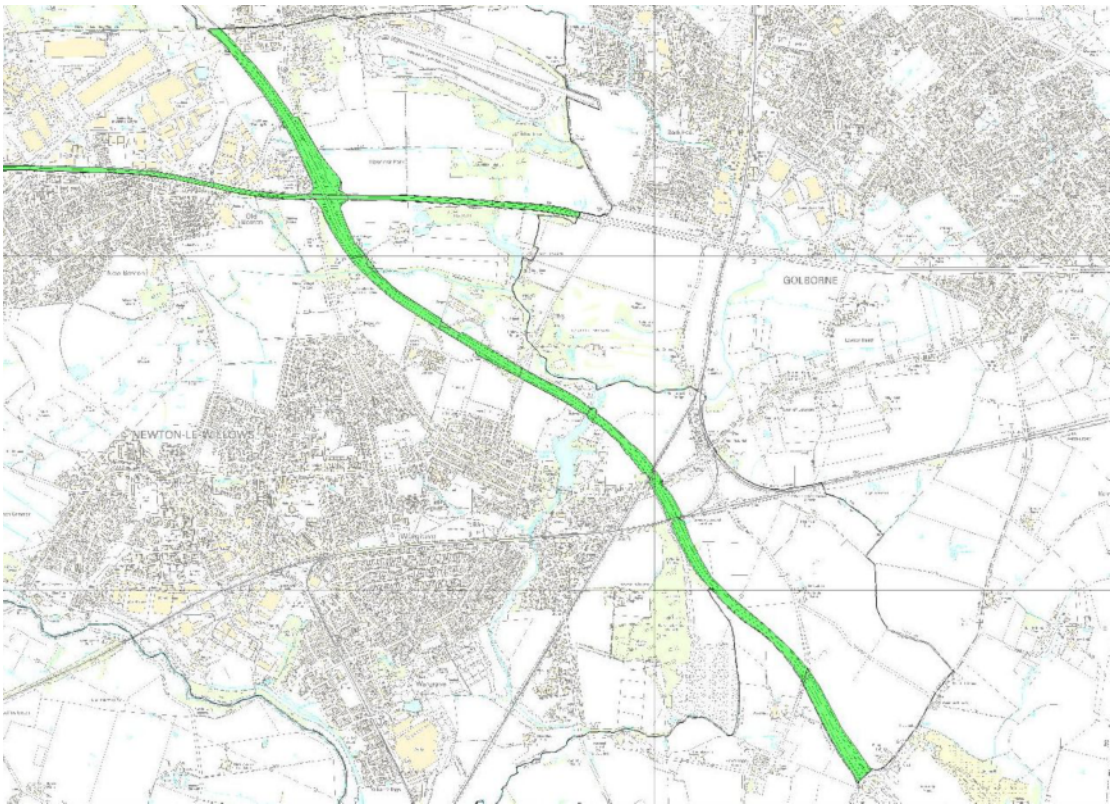

Figure 149 Route of the M6 (aligned northwest- southeast) and the A580 East Lancashire Road (east - west) in St Helens

In June 1958, while the Preston and Lancaster By-passes were under construction, the route of the 27 miles of motorway between Thelwall and Preston, bypassing Warrington on the east and Wigan on the west, was confirmed. Two major bridges were required the thirty-six span Thelwall Bridge (the Thelwall Viaduct), over the Manchester Ship Canal and the River Mersey and the six-span Gathurst viaduct across the Douglas valley west of Wigan.[117]

Because of their size and complexity an early start on their construction was vital and work began in September 1959. This was one of the earliest examples of the system

[117] www.lancashire.gov.uk/environment/historichighways/m6.asp. Lancashire CC web site (Accessed 6 July 2010).

of advance works in motorway construction, a practice which became generally accepted as a means of dealing with particularly difficult obstacles.[118]

The St Helens stretch of the M6 Motorway starts on the border with Lancashire, just south of Ashton-in-Makerfield. It runs northwest to southeast direction, meets the A580 East Lancashire Road at Old Boston, then runs northwest to southeast until it meets the district boundary near Winwick - a distance of some 6.06 km.

(The project acknowledges that the previous descriptive text was sourced, and reproduced from The Motorway Archive Trust (formerly www.ciht.org.uk/motorway)

[118] www.lancashire.gov.uk/environment/historichighways/m6.asp. Lancashire CC web site (Accessed 6 July 2010).

9.9 Rough Land Broad Type

The Rough Land Broad Type comprises natural and semi-natural land types, including mosslands, grassland/scrub, moorland, unimproved land and other land (rough land). Much of the other land (rough land) Sub Type is composed of green space, modern scrub, urban commons and derelict land created from both residential and industrial clearance. In general, rough land as open space can be any area that has no actual building on it but not necessarily vegetated.

Rough Land Sub Type	Number of polygons	Area (Hectares)	Percentage
Moss (Wetlands)	2	5.76	0.97
Other Land (Rough Land)	319	556.04	94.13
Scrub	26	28.97	4.90
Total	347	590.77	100%

Table 65 Current (2003) Rough Land Sub Type in St Helens

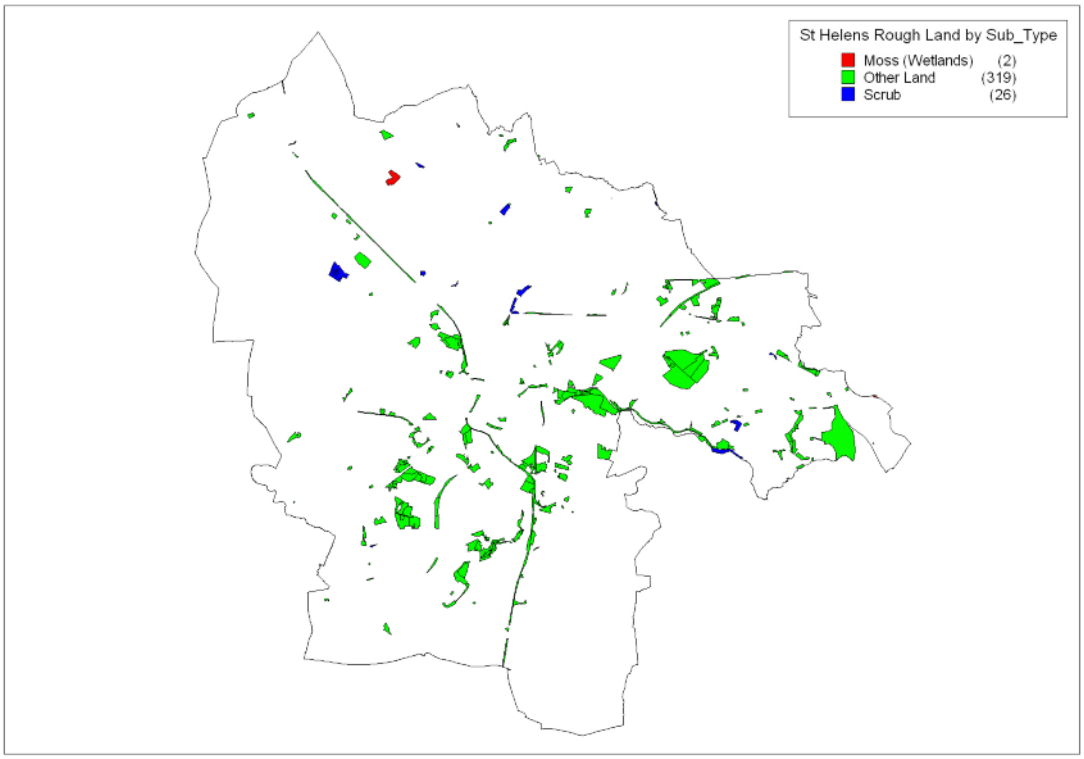

Figure 150 Current (2003) Rough Land Sub Type in St Helens

The Rough Land Broad Type constitutes around 591 ha, approximately 4.32% of the land in St Helens. The majority of the Rough Land Broad Type is made up by Other Land (Rough Land) at around 94% (556.04 ha).

The majority of the Broad Type was created in the post-1945 period (approximately 77% - 452.88 ha) as the result of demolition and clearance, particularly of past industrial (extractive and glassmaking), communications (railway) and residential sites. The next largest block (13.3% - 78.59 ha) dates to the Inter War period, and primarily comprises scrub and derelict land. Rough Land has gradually increased during the period 1850 to 2001 as more-and-more sites have become either derelict or considered open space. However, the figure is expected to fall as many rough land sites are currently being transformed - regenerated as nature parks and community woodland schemes.

Rough Land by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	35	58.22	9.86
Early Twentieth Century 1901 to 1917	3	1.07	0.18
Inter War 1918 to 1939	40	78.59	13.30
Later Twentieth Century 1946 to 2000	269	452.88	76.66
Total	347	590.77	100%

Table 66 Current (2003) Rough Land in St Helens by Broad Period of origin

9.9.1 Moss (Wetlands)

Mosslands form 0.97% (5.76 ha) of the current Rough Land Broad Type in St Helens. The MHCP recorded two areas of mossland (wetland) - located to the north of the district at Kings Moss near Rainford, and to the extreme east at Highfield Moss near Newton-le-Willows. However, buried peats (as former wetland or mossland) extend much further, but were not recorded as such by the MHCP with the above-ground character recorded (usually) as field systems, recreational and ornamental land or other rough land types. In some places, peat deposits are over 1 metre deep, but the surface MHCP character does not reflect this. In areas where peat deposits are thought to exist (Cowell and Innes, 1994), a note was made in the MHCP recording system (in the Additional Attributes drop-down box).

Historically, the St Helens Mosslands (as a landform) were much larger, extending across West Lancashire Plain (Kirkby Moss, Reeds Moss, Kings Moss, White Moss, Holland Moss and Holiday Moss), to the immediate south of St Helens Town (Parr Moss) and through to the extreme east (Highfield Moss). Small patches of mossland were present in valley bottoms, particularly around Moss Bank near Clinkham Wood.

Wetlands are good environments for the preservation of organic remains, including pollen and charcoal. They can preserve an often unbroken record of human impact on the environment through the good preservation of palaeoenvironmental and other organic remains such as carbonised material. The MHCP recorded the two examples as belonging to the Industrial Revolution 2 (1836 to 1900) period (being the earliest occurrence on the historic mapping used) although their chronology is naturally much older.

The extant mosslands character comprises 0.97% (5.76 ha) of the Rough Land Sub Type. From regression analysis of the MHCP dataset, mossland has gradually diminished in size (and depth) from the high-point of 358.62 ha in 1850, to 150.6 ha in 1893, through to the present level of 5.76 ha. Even as late as 1939 (from the Ordnance Survey 25" map of Lancashire, 1939) there were c.114 ha of Mosslands in St Helens district. Much of this land has been converted to rough pasture or grassland during the past one hundred years – the largest remaining patch of mossland is centred on Rainford (as part of the Central Mosslands), with a very small patch near

Newton-le-Willows (the Southern Mosslands). However, much of the peat that formed the mosslands can be found underlying modern grassland – in certain places, the depth of peat is quite considerable (in nearby Knowsley Park it is up to 5m thick).

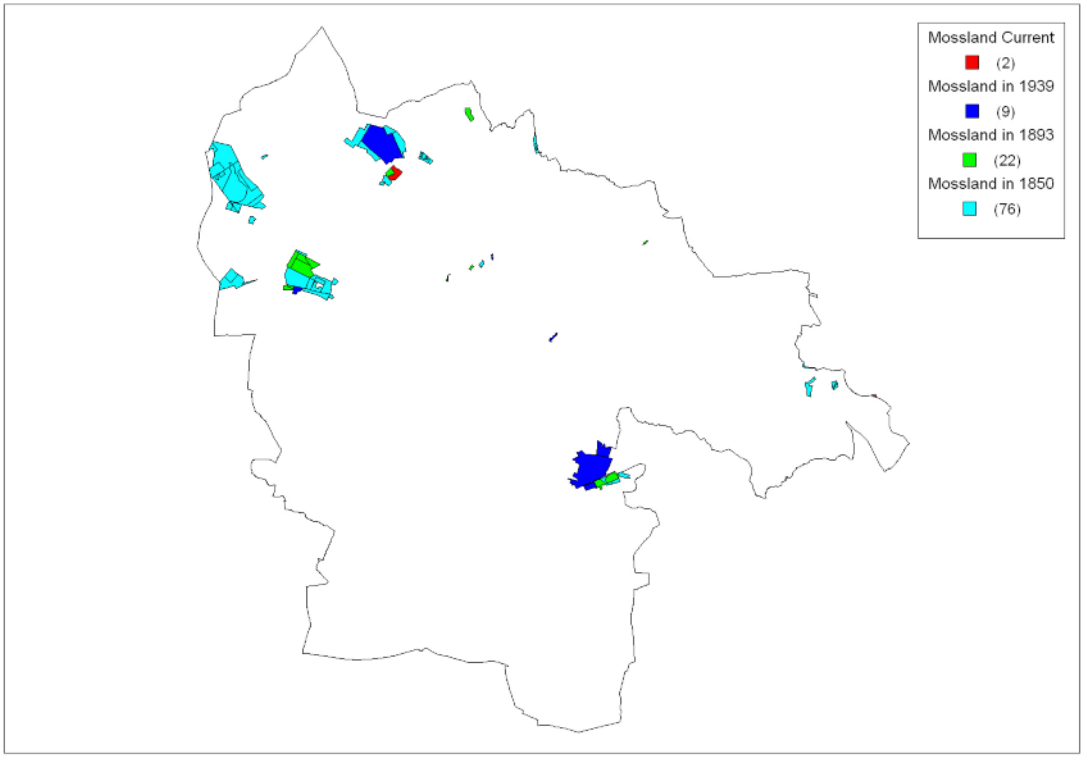

Figure 151 Distribution of Past and Current (2003) MHCP Mossland in St Helens

The Rainford Mosslands form part of the Central Mosslands Area, identified during the survey by of the Wetlands of Merseyside Cowell and Innes, 1994). As a whole, the Central Mosslands occupy an area of c.1100 ha, and are found in the historic townships of Kirkby, Knowsley, Simonswood, Windle and Rainford. They stretch in a belt c.#7 km long from north to south, widening from 3 km in the south between Knowsley Park and the western edge of St Helens, to c. 5 km between the north-eastern edge of Kirkby and the north-western edge of the town of Rainford.

The Central Mosslands can be divided into three separate areas, all of which are found surrounding the historic core of Rainford. In fact, Rainford is the only nucleated settlement to have developed in this mossland-dominated landscape (Cowell and Innes, 1994).

The three areas identified by Cowell and Innes are:

> West-Central Group: Kirkby, Simonswood and Knowsley Park Mosses.
> Central Group: Windle Moss, Reeds Moss, Rainford Moss and Catchdale Moss surviving in place name only).
> East-Central Group: Kings Moss, Holiday Moss, Holland Moss, White Moss and Bickerstaff Moss.

The Southern Mosses lie within an area of extensive boulder clay and Carboniferous sandstone. The main area of peat lies within the Metropolitan district of St Helens - where a small belt of relict mossland is located on the south-eastern edge of the town, comprising the adjacent mosses of Sutton, Parr, Bold and Burtonwood. A second peat area lies within the Metropolitan Borough of Knowsley, located on the southern edge of the township of Eccleston, adjacent to the former boundary of the medieval town of Prescot. Although peat deposits are present, the current landform is dominated by fieldscapes or residential areas (as recorded by the MHCP). There is limited potential for archaeological deposits but research has indicated (Cowell & Innes, 1994) that there has been settlement in the area from the Romano-British period onwards (c 43 - 410 AD). In the medieval and post-medieval periods (c. 1100s - 1700s AD) mosses were used mainly for grazing, fuel wood right up to the beginning of enclosing mossland in the late post medieval period

The area of the Parr Moss complex is first recorded in 1230 AD (Farrer and Brownbill, 1907, 358) but not until the post-medieval period is it shown on any maps. It is depicted as unenclosed land on Yates's map of Lancashire (1786) as it essentially still was in 1850 when the Ordnance Survey 6" First Edition map shows it as being divided between the four townships of Sutton, Parr, Bold and Burtonwood. About half of the area had been drained and enclosed by the start of the 19th century, and the south and eastern parts reclaimed between 1848 and 1913. However, although industrial developments had grown up all around the mossland, Parr and Sutton Moss remained as open ground (Cowell and Innes, 1994). During the mid to late 20th century the mossland area was severely curtailed when it was used as a tip for nearby Bold Colliery - the tip is c. 40 m high and covers 80% of the former area of the moss. As small area, totalling c.12 ha on the east of the former moss is all that survives, which has been left as semi-natural vegetation (recorded by the MHCP as a Later 20th century Nature Reserve).

St Helens contains 3.04 ha of mire / bog habitat, concentrated around Holiday Moss, Kings Moss and Reeds Moss (North Merseyside Biodiversity Action Plan - St Helens Phase 1 Habitat Survey. Porter, R. 2005). For the purposes of the MHCP, this habitat has been included within the Wetland (Mossland) Sub Type. Similarly, the Phase 1 Habitats of 'Swamp' (18.18 ha) and 'Marshy Grassland' (40 ha) have been incorporated within the MHCP Rough Land Broad Type, as part of the Wetland (Mossland) sub-type, or within the Field System Broad Type.

It is important to stress the difference between the MHCP and NMBAP studies - the MHCP is a 'broad-brush' characterisation, and does not distinguish between differing habitats (or sub-habitats) to the same degree as the NMBAP survey.

Phase 1 habitat type	Phase 1 habitat code	Area of habitat (ha)
Wet modified bog	E1.7	3
Blanket Bog	E1.6.1	0.04
Total bog / mire	0	3.04
	0	0
Swamp	F1	0
Swamp	F1, F1.1, F1.2	18.18
Marshy grassland	B5	40
Total swamp / marshy grassland	0	58.18

Table 67 Adapted from the NMBAP St Helens Phase 1 Habitat Survey (Porter, 2005)

9.9.2 Other Land (Rough Land)

The Other Land (Rough Land) Sub Type comprises all land that could not be given a distinct Sub Type, including some derelict land, urban and semi-rural grasslands, urban commons and small areas of urban green space (the majority of which has been created from former industrial or residential clearance). As such, the Sub Type is generally confined to urban or urban fringes. The MHCP Sub Type constitutes 94.13% (556.04 ha) of the Rough Land Broad Type.

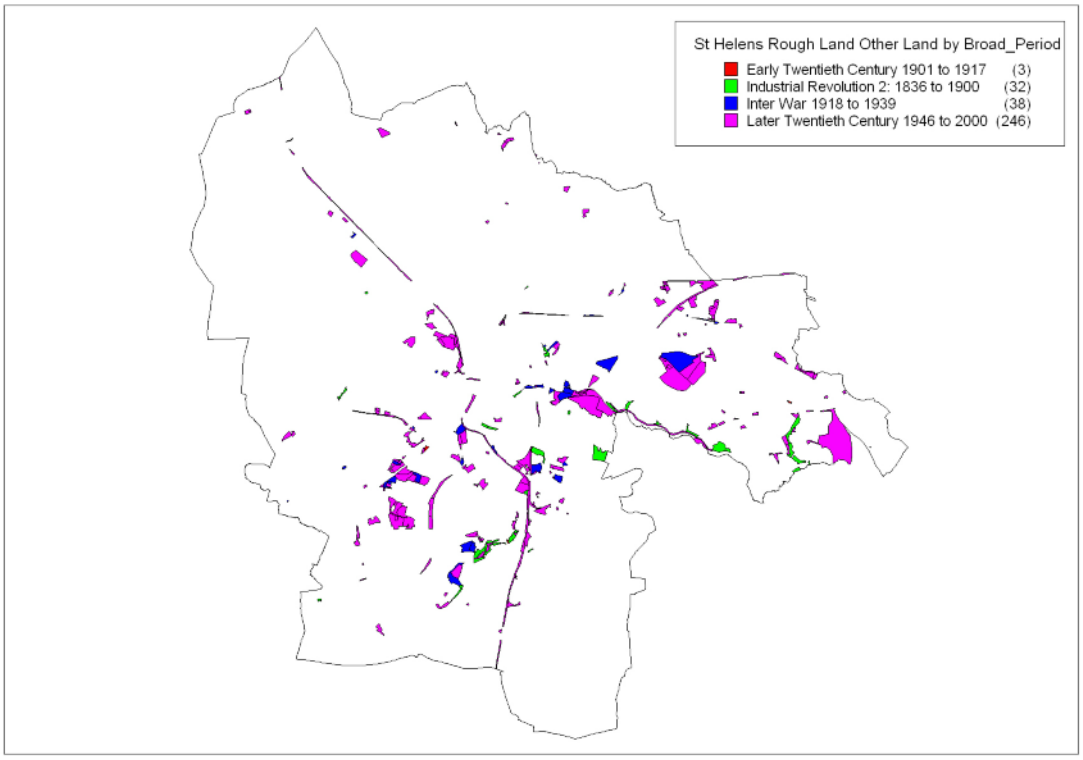

Figure 152 Current (2003) Other Land (Rough Land) in St Helens by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

The Sub Type is predominantly a 20th century creation, with 77.15% (428.99 ha) being created post-1945. The Sub Type occurs throughout the district, with notable concentrations to the south of St Helens Town and to the east near Newton-le-Willows. The majority of sites are rough grassland/scrub sites located on former industrial sites, or as green corridors created from former communications routes.

In some cases, open urban land has remained unused for long enough to have been colonised by vegetation. These 'urban commons' often used become informal recreational space. The time scale and process of vegetation development on such sites varies with substrate and locality and may produce distinctive local or regional variants of grassland communities, tall herb assemblages, scrub and woodland. A growing number of ecological investigations have revealed that there exists a complementary and distinctive fauna (Tomlinson, 1997).

The earliest Other Land (Rough Land) sites include former canals (notably the Sankey Canal), mosslands, mill dams and weirs that have been left to dereliction. One of the earliest rough land sites is Parr Flat, which forms part of the Moss (wetlands) character type.

Other Land (Rough Land) by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	32	50.65	9.11
Early Twentieth Century 1901 to 1918	3	1.07	0.19
Inter War 1918 to 1939	38	75.33	13.55
Later Twentieth Century 1946 to 2000	246	428.99	77.15
Total	319	556.04	100%

Table 68 Current (2003) Other Land (Rough Land) in St Helens by Broad Period of origin

Examples

Although recorded by the MHCP as having a Rough Land character (in conjunction with an MHCP Artificial Water Body), **Sutton Mill Dam** is currently used as a nature park. The 10.5 hectare wildlife nature park is situated between Clock Face Road, Leach Lane and Mill Lane. The waters of the dam were used for the milling of corn via a water mill in Mill Brow. The Ordnance Survey 6" First Edition map of Lancashire, 1850, depicts Sutton Mill (Corn) to the east of the Mill Dam. The mill is believed to have been operational between 1784 and 1894 but was left disused for some years. The area around the old mill was at first a popular tourist spot, but eventually became overgrown and neglected. In 1976 plans were drawn up for the filling in of the lake with industrial waste. As a result of local community action (the Sutton Mill Dam Action

Group), the waste storage proposals were rejected. St Helens Council bought the site and commissioned the Groundwork Trust to regenerate the site.[119]

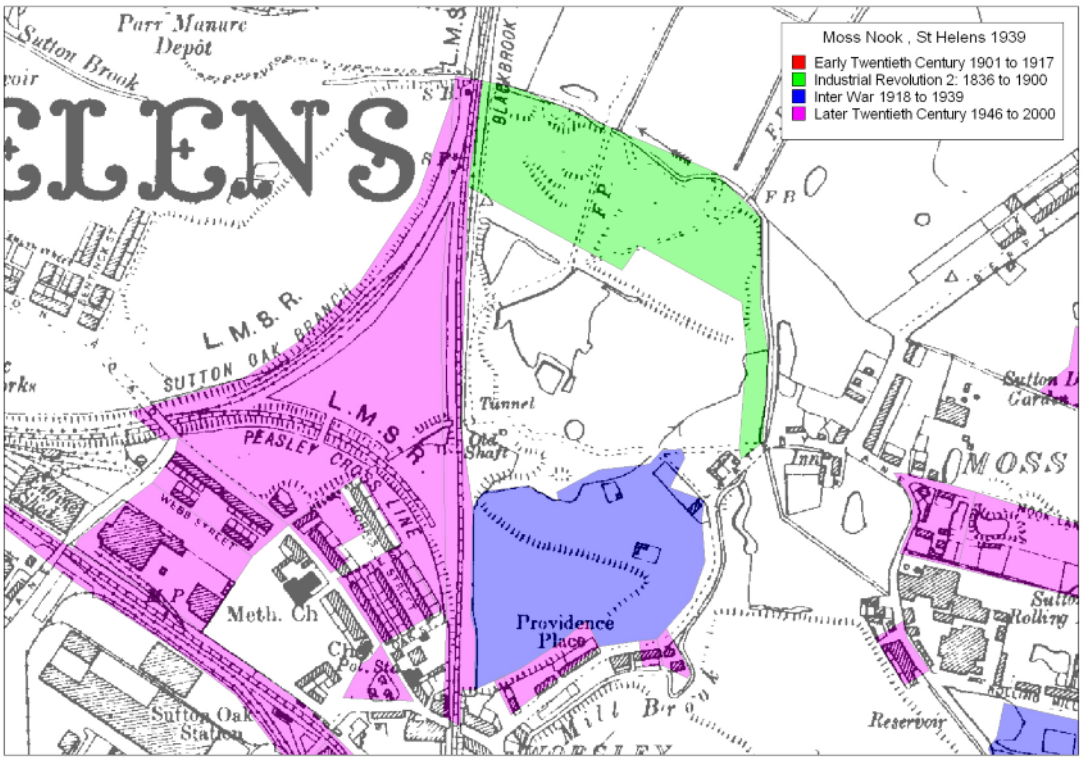

Figure 153 Current (2003) Other Land Sub Type area in Moss Nook, St Helens, depicted on the Ordnance Survey 6" map of Lancs. 1939.
The Industrial revolution 2 (1836 to 1900) land is depicted in green, alongside former areas of rough (now industrial) land - the site of possibly early coal extraction. Also shown is a railway junction and Sutton Oak Station - in use at the time of the 1939 mapping, but now also categorised as rough land. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

A sizeable area in the **Moss Nook, St Helens** appears to have been left derelict since 1893. From the historic mapping, it is unclear as to what industry (or industries) may have created this landform character - the Ordnance Survey 6" First Edition mapping shows a reasonably uniform landscape of small, regular and semi-regular fields with few industrial sites. By the Ordnance Survey 6" map of Lancashire, 1893, the area appears derelict and whatever industry came between these two dates appears to have been short lived. It is likely (from documentary records) to have been former

[119] www.suttonbeauty.org.uk/suttonmilldam.html. Sutton Beauty & Heritage web site (Accessed 8 July 2010).

(very early) coal mining alongside Sutton Mill Brook. The Ordnance Survey 6" map of Lancashire, 1908, depicts a disused colliery, coal shafts and reservoirs. The Ordnance Survey 6" map of Lancashire, 1939, depicted the rough land area, alongside railway lines (in use in 1939) which were to subsequently become disused (and become further rough or disused industrial land).

Towards Newton-le-Willows is a large area (5.7 ha) of rough land - the site of the former **Newton Vitriol Works** and Red Brow Sandston Quarry. The former chemical industry is depicted on the Ordnance Survey 6" First Edition map of Lancashire, 1850, but closed down soon after (Barker and Harris, 1993). It appears that the land was cleared of all industrial buildings and machinery, with only waste tips and waste ground left. The Ordnance Survey 6" map of Lancashire 1893 depicts a cleared, rough land site which has, subsequently never been developed on (probably due to its hazardous and toxic nature).

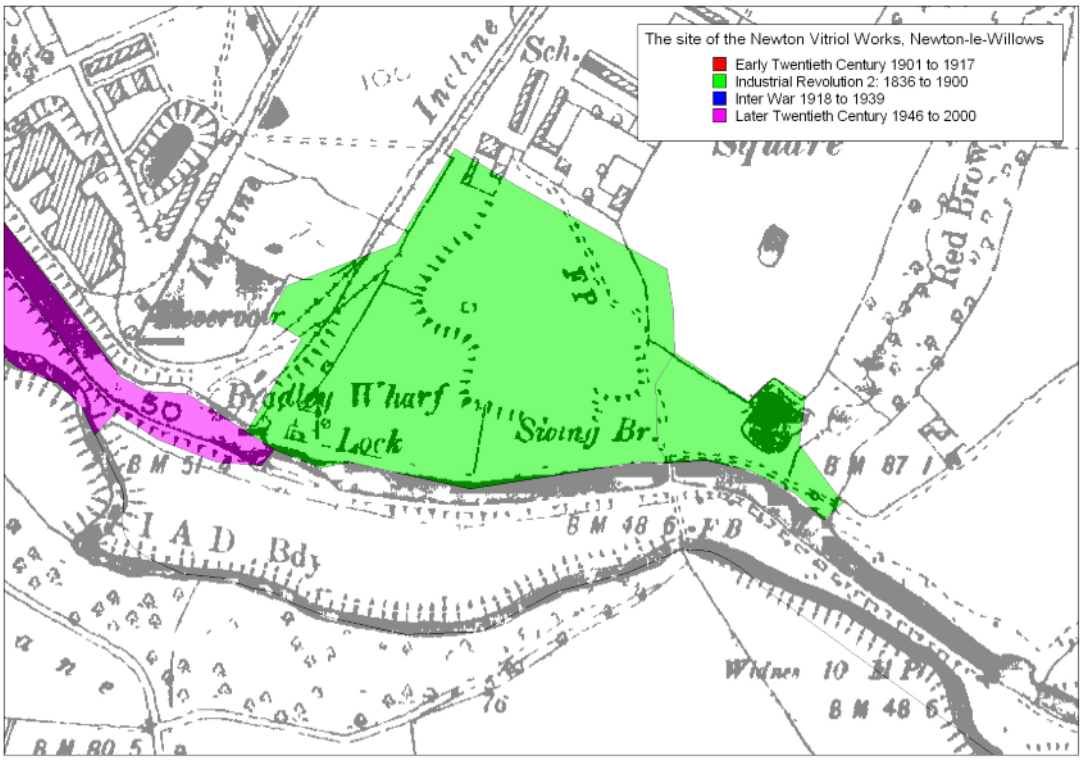

Figure 154 The site of the former Newton Vitriol Works and Red Brow Sandstone Quarry as depicted on the Ordnance Survey 6" map of Lancs. 1893.
When compared to the Ordnance Survey 6" First Edition map of Lancs. 1850 there appears to have been a wholesale demolition and levelling of the site sometime in the period between 1850 and 1893. The land has not been developed on since.

The largest tracts of Other Land (Rough Land) are former extraction sites, where large collieries (coal mining) and open-cast quarry sites (and their waste products) have been left derelict. Some sites have been used as landfill for domestic and industrial refuse, and then capped to form nature parks and/or recreational amenity land (as part of urban regeneration programmes).

One of the largest former colliery sites recorded by the MHCP is **Haydock Colliery (Wood Pit and Lyme Pit)** complex. Following closure, the site remained derelict until 1999, when the area (combined with the nearby former Lyme Colliery site) received planning permission to operate as a landfill site. Permission was granted allowing the deposition of non-hazardous waste materials and the movement of waste tips, to restore the land - eventually creating a County Park (including nature conservation areas and a recreational amenity). At the time of recording (2003), and prior to landfill operations, the MHCP characterised the majority of the area as Rough Land (Other Land), with the Wood Pit Colliery singled out as a Disused Industry. Further Other Land (Rough Land) colliery sites can be found at Ashton's Green (c. 60 ha), Parkside (c. 51 ha), Eccleston Hall Colliery (c. 2.6 ha) and Sutton Heath / Nutgrove Colliery (c. 28 ha).

Many former colliery sites have been left as rough land - derelict open sites, often containing a range of buildings and machinery (as industrial archaeology). Furthermore, many of these 'brownfield' sites act as important nature pools - some brownfield sites have surprisingly high levels of biodiversity and are home to nationally rare and endangered species, particularly invertebrates (Merseyside Biodiversity Group, July 2009. North Merseyside Biodiversity Action Plan- Urban Green Infrastructure).

For example: Siding Lane Local Nature Reserve (LNR) is the site of the **former Rainford Colliery**. The shaft was sunk through sixteen feet of wet gravel and sand in 1860. The 1926 coal strike marked a decline in the pit, which finally closed in 1928. Over time, Birch woodland colonised the spoil heaps and it is a scenic Birch and Oak woodland, rich in wildlife. The damp shady habitat provides perfect conditions for a range of fungi including Fly Agaric. Locally rare, the Hartstongue Fern can be found along various old walls on the site. This site is also an important site for the English

Bluebell, as well as other regionally important species such as the Northern Dock, Common Comfrey and Black Bryony. The former colliery site has been re-colonised by a wide variety of fauna, including Pipistrelle Bat and numerous moth species.[120]

Former clay extraction (brick and pipe production) formed part of Other Land (Rough Land) sites, used as landfill until closure in 2005 - some of these sites are currently undergoing landscape transformation. The 'Brickfield Project' in St Helens is a good example. Here, former the former clay pits are in the process of being transformed into a nature park (through the Newlands Scheme). Ibstock Brick Ltd - known locally as Roughdales - is located on part of the site, as is the Lord St Helens landfill site, owned by Ibstock Brick and operated by Cory Environmental. [121]

Part of the Brickfields site was left as Rough Land during the Inter War period, although most of the site dates to the post-1945 period. Recorded by the MHCP as a mixture of Industrial and Rough Land character (2003) the site is now being fully developed as an amenity area by the Groundwork St Helens and The Forestry Commission. The current Brickfields site also makes up part of The Mersey Forest - the Community Forest for Merseyside and North Cheshire - which is delivering environmental improvement projects across large parts of area. Work on Brickfields includes the creation of multi-purpose leisure trails, wildflower meadows and wetland habitats.[122]

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[120] www.sthelens.gov.uk/lgnl.htm?id=1008. St Helens Council web site (Accessed 7 July 2010).

[121] www.sthelens.gov.uk/lgnl.htm?id=1008. St Helens Council web site (Accessed 7 July 2010).

[122] www.newlandsproject.co.uk/brickfields.php. Newlands web page (Accessed 7 July 2010)

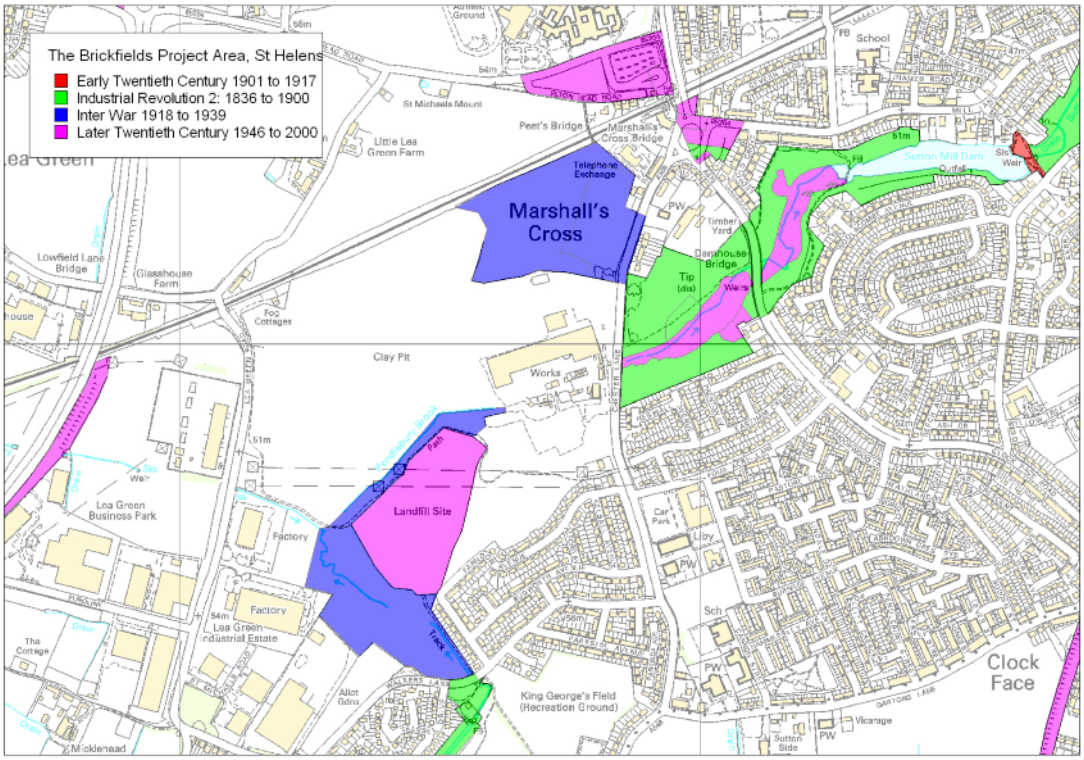

Figure 155 The Brickfields Project Area, St Helens.
The MHCP recorded the majority of the area as a mix of Industrial (extraction and disused industry) and Rough Land character types.

Green corridor land, recorded in Other Land (Rough Land) Sub Type, consists of former communications routes and industrial railway track (former colliery track). Much of the former railway track and sidings were dismantled in the later 20th century. Disused railway tracks and sidings form green corridors, linking areas of open space found throughout the district. The network of corridors are important as they not only have an amenity value (i.e. form attractive routes on which walkers, horse riders and cyclists can travel for business and pleasure in safety) but also contribute to biodiversity as wildlife corridors - facilitating the migration between different habitat cores.

The Other Land (Rough Land) Sub Type also contains a number of small, semi-natural green spaces and grasslands, many of which were created from the demolition of former residential and industrial buildings. These small plots are important as 'green spaces' within urban centres, providing visual, residential, cultural, recreational, strategic and ecological (wildlife) benefits.

9.9.3 Scrub

Much like Other Land (Rough Land), much of the Scrub land within St Helens is of 20th century origin. It comprises mainly of small semi-natural stands of brushwood and rough grassland plots, many of which are the result of residential and industrial demolition and clearance, although a few natural sites do occur. Scrubland is evenly distributed throughout St Helens, although the largest tracts of scrub land are located to the north of the borough. The MHCP Sub Type constitutes nearly 29% (4.90 ha) of the current Rough Land Broad Type. This is much smaller than the total scattered (73 ha) and dense or continuous scrub (2 ha) found reported in the recent St Helens Phase 1 Habitat Survey (Porter, 2005). The reasons for this discrepancy are very much like those outlined above for the Woodlands Broad Type.

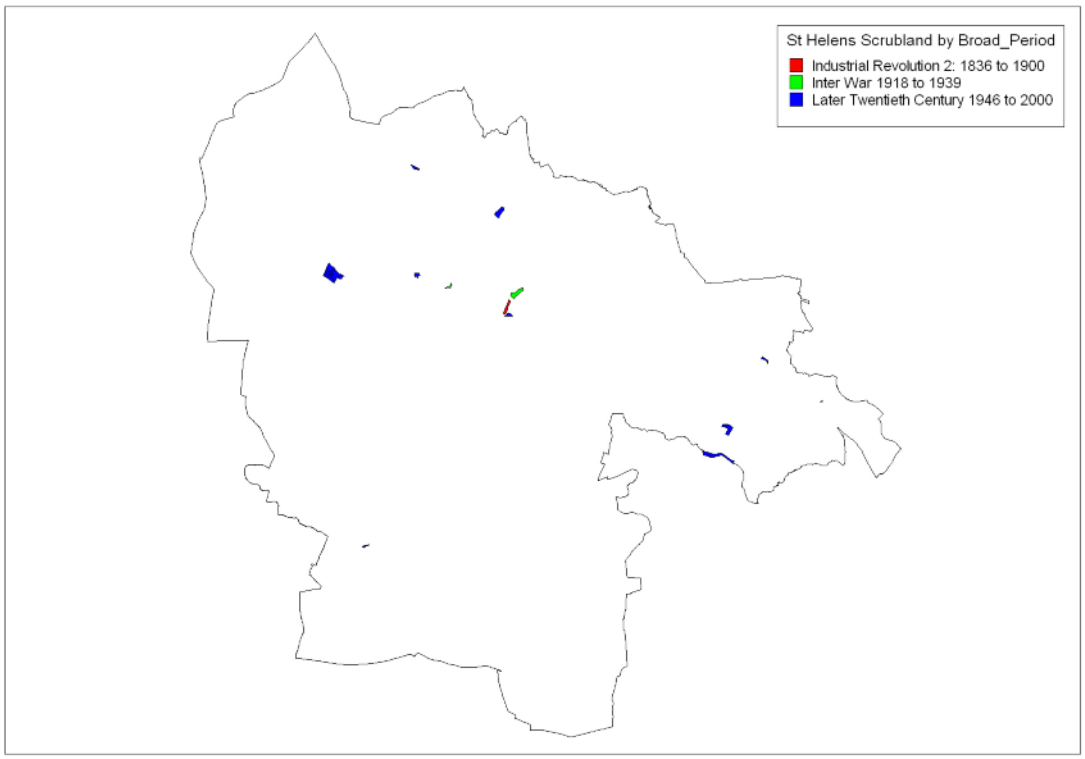

Figure 156 Current (2003) Scrub in St Helens by Broad Period of origin

Of the scrub Sub Type, twenty-three polygons are of 20th century date (82.47%), two polygons of Inter War date (11.27%), and a single polygon of pre-1900 origin (6.26%).

For the pre-1900 site, the scrubland was created from an earlier industrial site (Carr Mill, to the east of Clinkham Wood). A corn mill, associated weir and mill race is depicted on the Ordnance Survey 6" First Edition map of Lancashire, 1850. By 1893,

the mill had been demolished and with compartmentalisation of the land by a railway line, the land reverted to rough land (eventually to scrub). The essentially scrub nature of this parcel of land has not changed since the 1890s. In the immediate vicinity, further scrub land has been created - immediately adjacent to Mill Dam (in the Inter War period) and to the south by compartmentalisation by the A580 East Lancashire Road (in the later 20th century). The three parcels of scrubland now form the outer reaches of the Sankey Valley Park (Nature Reserve).

Scrub by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	1	1.81	6.26
Inter War 1918 to 1939	2	3.26	11.27
Later Twentieth Century 1946 to 2000	23	23.89	82.47
Total	26	28.97	100%

Table 69 Current (2003) Scrub in St Helens by Broad Period of origin

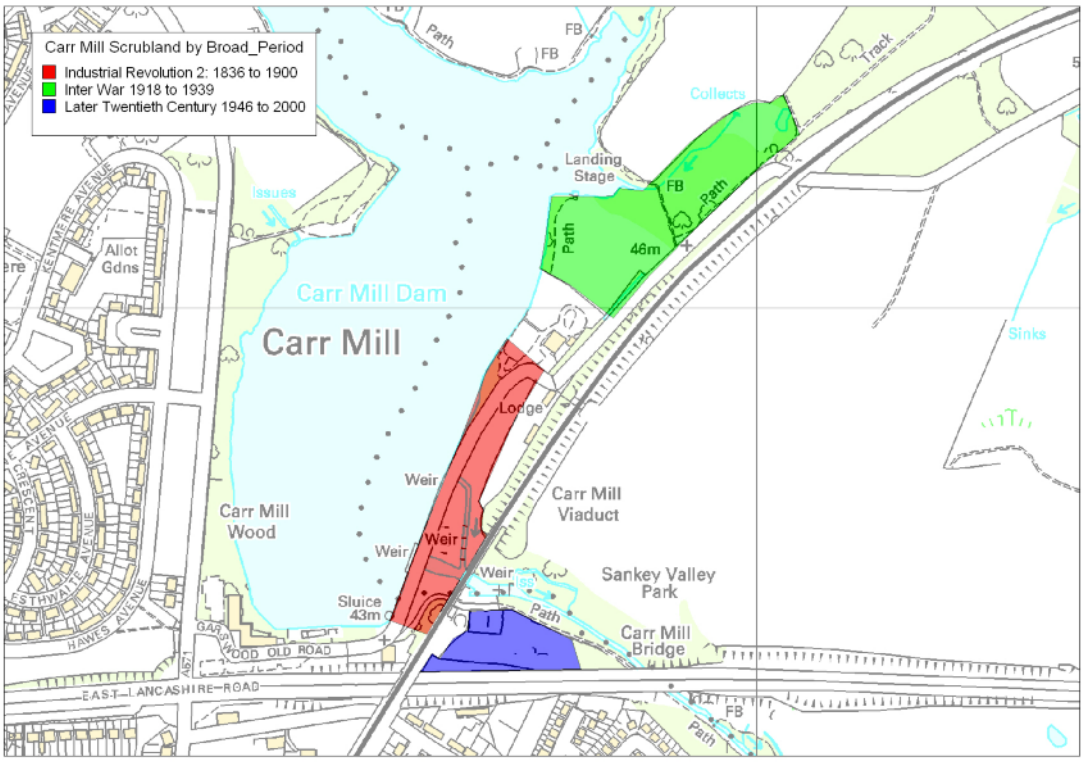

Figure 157 Scrub land in the vicinity of Carr Mill, St Helens

The majority of scrubland is a later 20th century creation - through dereliction of former industrial land or through the allowance of former rough pasture or grassland (as former Field Systems). Two good examples of this can be found to the south of Earlestown near Newton-le-Willows:

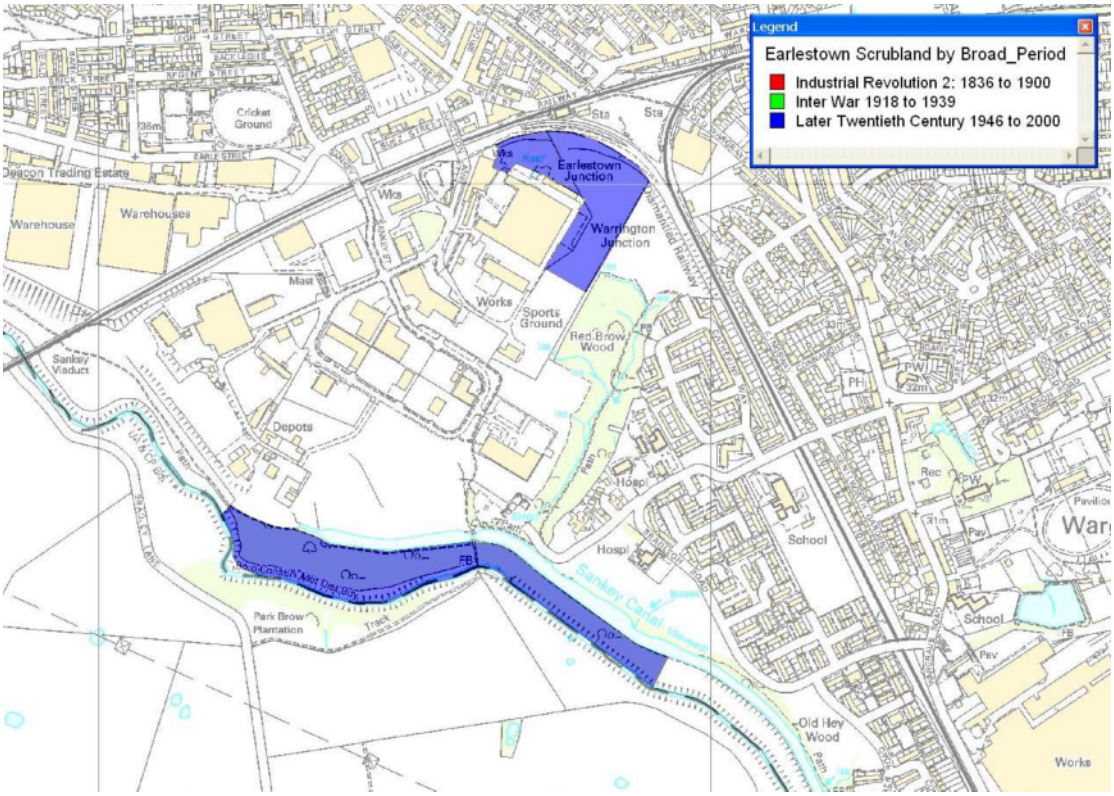

Figure 158 Later 20th century scrub development south of Earlestown, Newton-le-Willows. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

At Earlestown Junction, immediately to the north of modern factory a building (incorporating a converted 'Biscuit Machinery Works' - Ordnance Survey 6" map of Lancashire, 1939) is a small plot of land that has recently been left to develop scrub. The enclosure of the land by a curving branch railway line in the 1850s (Ordnance Survey 6" First Edition map of 1850) and the proximity of the 1893 factory buildings has deterred further development on this land. Since 1893 this plot of land has been left as Rough land. Recently, shrubby trees and scrub has developed (as evidenced from the MHCP aerial photograph layer). Accordingly, the 2.49 ha of land was recorded by the MHCP as Rough Land - Scrub. This may be a purposeful occurrence - masking or hiding the factory from the railway line.

To the south, adjacent to the Sankey Canal, is a long strip of land (4.68 ha) that is changing to scrub. On the historical mapping, the area is depicted as being 'liable to flooding'. It is possible that this area has been purposely left to develop scrub (as land consolidation) or is just an accidental occurrence.

The largest scrubland area is located to the immediate west of Hill Top Farmhouse, Windle. The 9.8 ha scrubland site was created by the dereliction of a former clay pipe works and associated clay pits during the later 20th century

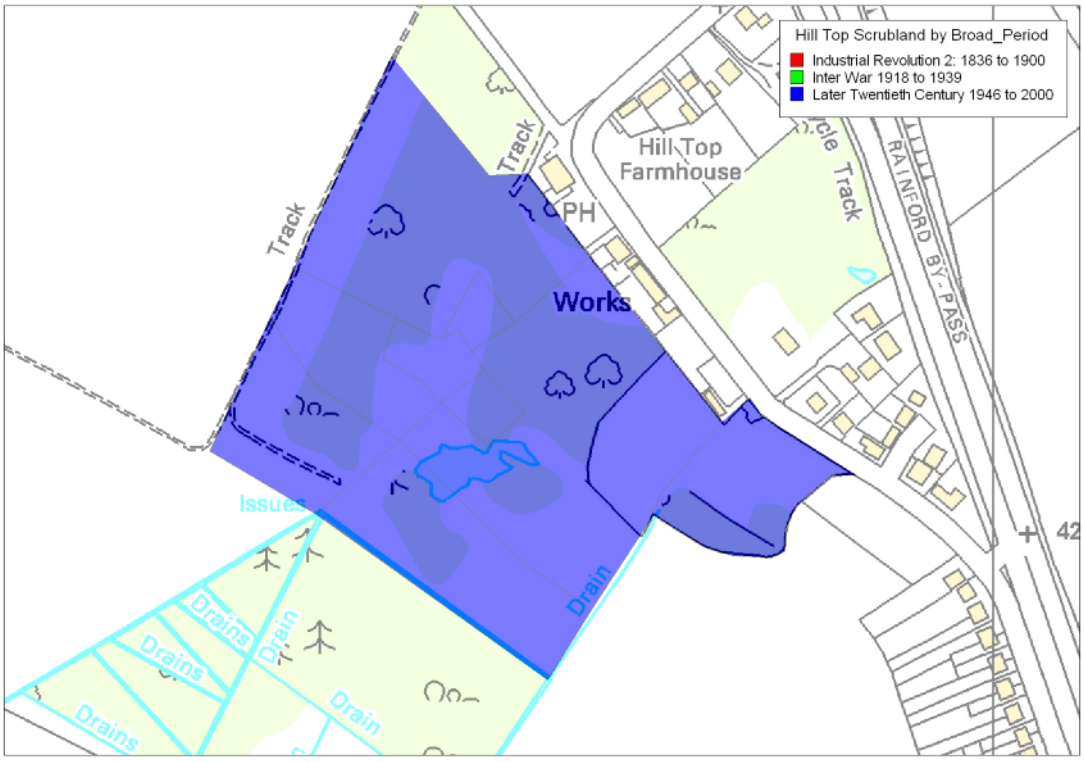

Figure 159 Scrub land on the site of a former clay pipe factory & associated clay pits at Hill Top, Windle.
The factory buildings remain (recorded as Manufacturing Industry by the MHCP) with the former clay pits left as rough land (scrub)

9.10 Other Land Broad Type

The Other Land Broad Type forms 0.01% (1.92 ha) of the St Helens total. Five separate sites were identified - all of them apparently car parks dating to the later 20th century, constructed on former character types (usually demolished Residential or Industrial land). They comprise: a car park to the rear of the Red Cat Hotel in Crank (representing a Commercial extension onto former Field System); a car park site in Rainhill (formerly Residential - Terraced); and three sites in Newton-le-Willows (constructed on former Residential - Terraced, Civil and Industrial land).

9.11 Water Bodies Broad Type

One hundred and twenty-four water bodies (polygons) were recorded as current character areas in St Helens, equating to eighty-five separate artificial (reservoirs, mill dams and man-made lakes) and thirty-five separate natural or semi-natural (ponds and streams) sites. The MHCP did not include ornamental lakes or ponds cut for Public Parks, as these were incorporated within the overall Recreational and Ornamental Broad Type. Similarly, a number of artificial water bodies associated with Industrial sites (such as coal mines and glassmaking) have been incorporated into that particular MHCP Broad Type. Furthermore, the MHCP only recorded those water bodies over a certain size or those which had a historical dimension. Water bodies constituted 1.34% (182.86 ha) of the St Helens MHCP Study Area. Artificial Water bodies formed 88.9% (162.56 ha) of the Broad Type, while and Natural water bodies constituted 11.1% (20.30 ha).

Water Bodies Sub Type	Number of Polygons	Area (Hectares)	Percentage
Artificial Water Bodies	85	162.56	88.90
Natural Water Bodies	39	20.30	11.10
Total	124	182.86	100

Table 70 Current (2003) Water Bodies Sub Type in St Helens

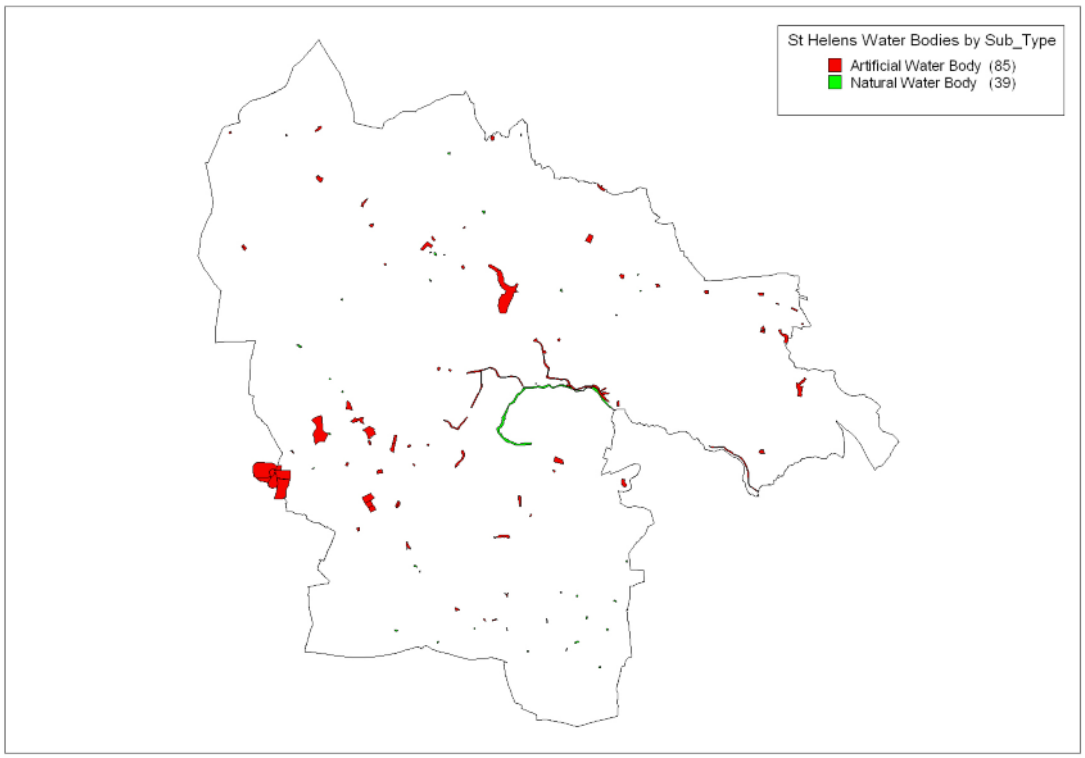

Figure 160 Current (2003) Water Bodies Sub Type in St Helens

The majority of Water Body dates to the Industrial Revolution 2 (1836 to 1900) period. All Natural Water Body and 54.47% (88.54 ha) of Artificial Water Body, belong to this period. Reservoirs, mill dams and man-made lakes form the majority of pre-1900 Artificial Water Body. Early 20th century Water Bodies are restricted to the southwest of the district as enlargements of earlier (19th century) reservoirs. Later 20th century Water Bodies include further reservoir enlargement and the re-establishment of former watercourses (as recreational water bodies). The Artificial Water Body Sub Type includes re-opened sections of the St Helens (Sankey) Canal.

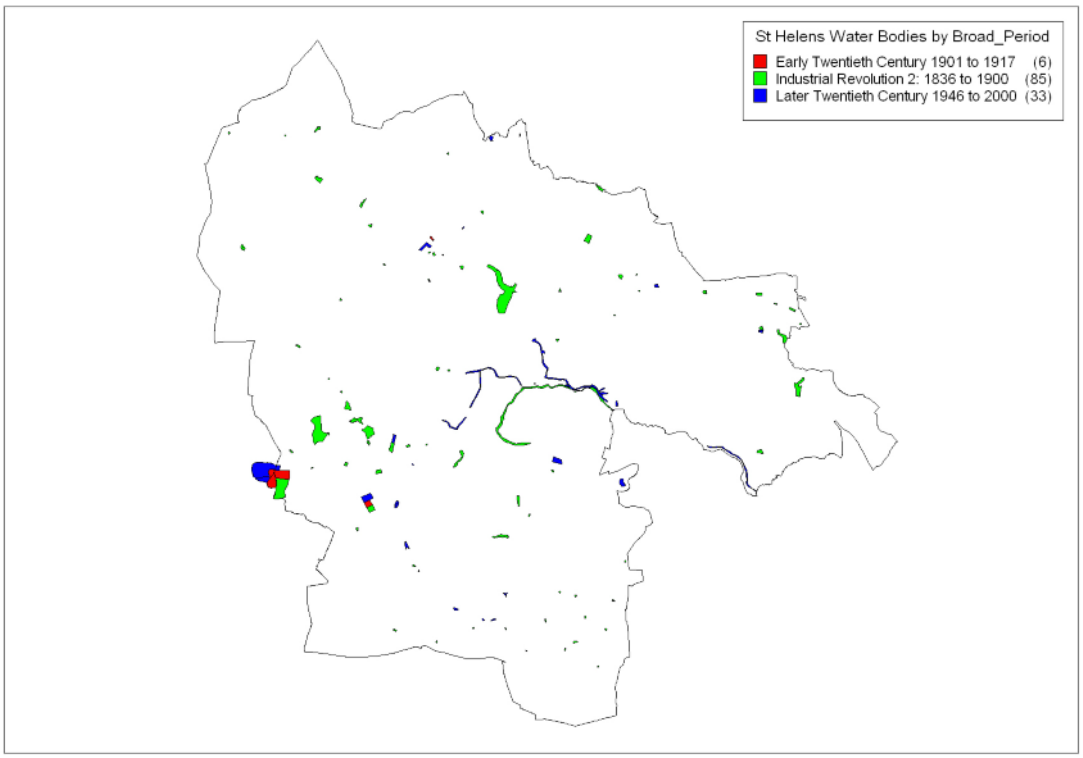

Figure 161 Current (2003) Water Bodies in St Helens by Broad Period of origin

Water Bodies by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	85	108.84	59.52
Early Twentieth Century 1901 to 1917	6	16.39	8.96
Later Twentieth Century 1946 to 2000	33	57.62	31.52
Total	124	182.86	100

Table 71 Current (2003) Water Bodies in St Helens by Broad Period of origin

9.11.1 Natural Water Body

Natural Water Body accounts for 11.1% of the St Helens MHCP Study Area, the majority of these can be found in a broad-belt surrounding St Helens Town Centre. The Sub Type comprises a number of small ponds and a single watercourse (a 4.6 km section of the Sutton Mill Brook).

All Natural Water Body was given a default Broad Period date of Industrial Revolution 2 (1836 to 1900) period in the MHCP database (this representing the earliest period of mapping used in the project). Many of these will have purely natural and extremely ancient origins. However, some will have more recent origins as ponds created through the extraction of clay, marl, sand and gravel. Furthermore, many watercourses, such as Sutton Mill Brook, may have been modified in some way - their courses altered, straightened or dammed.

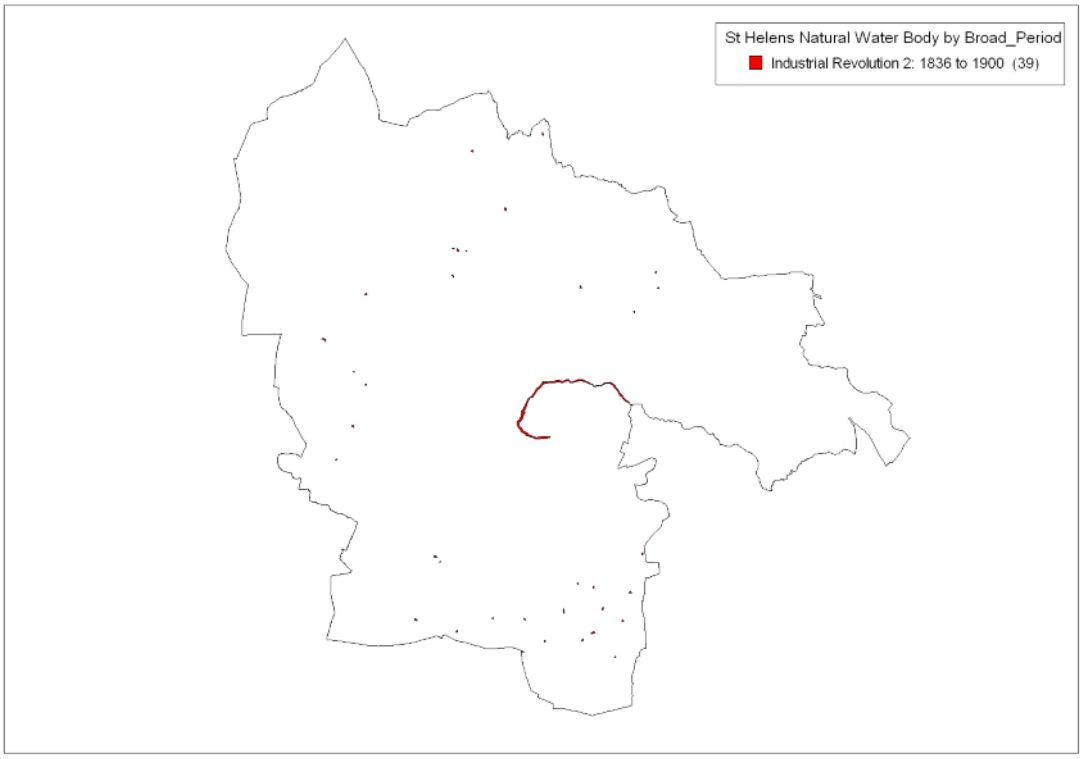

Figure 162 Current (2003) Natural Water Bodies in St Helens by Broad Period

The lowlands of north-west England are rich in field ponds. The majority of these ponds are former marl pits, excavated to provide material to improve soil fertility. In other places ponds now occur in clay and gravel pits, and close to mills where they were created as reservoirs for industrial purposes.

Many ponds have a fringe of swamp, rough grassland, scrub or trees to supplement the aquatic habitat. These areas are of particular importance in providing cover for birds and amphibia, especially where surrounding land is built-up. In such circumstances ponds may serve as habitat "stepping stones" assisting local wildlife migrations and increasing the variety of species on farmland and in urban areas. The urban and industrial expansion of St Helens has led to the creation of "isolated countryside" - semi-natural habitats which have become surrounded by urban development. Where such "islands" retain habitats of significance it is important that these should retain their value and one way to assist this is through maintaining, or re-establishing, habitat connections with other sites (Tomlinson, 1997).

9.11.2 Artificial Water Body

Artificial Water Body account for 88.9% of the Water Body total. The majority of Artificial Water Body (in terms of geographical size and number) are reservoirs - the majority of these are located in the southwest of the district, near Eccleston. This is followed by mill dams and man-made lakes, then small pits created by clay, marl and gravel extraction. The Sub Type also includes re-established sections of the St Helens (Sankey) Canal.

The earliest artificial water bodies were mill dams, created through the damming of local streams and brooks. Damming created a large expanse of water that could be used for not only the milling of corn, but also for other industrial purposes. The largest of these is Carr Mill Dam near Billinge. At nearly 23 ha, the dam is the largest inland body of water on Merseyside.

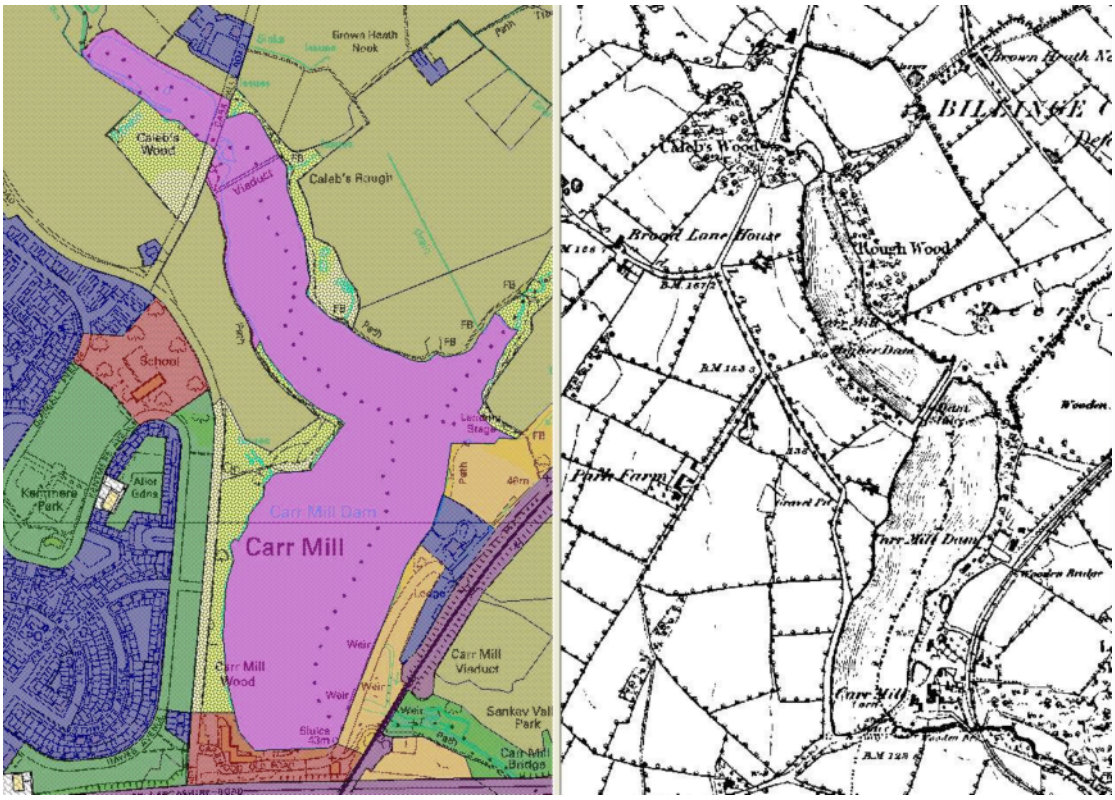

Figure 163 Carr Mill Dam Depicted on Current (2003) mapping & the Ordnance Survey 6" First Edition map of Lancs.1850 (showing the site of the former Carr Mill).

At first, the dam appears to have been created to provide water for the nearby Stanley Bank Iron Slitting Mill established in 1773 (to the south east and along Blackbrook, currently within Sankey Valley Park) The Slitting Mill used iron ingots from the smelting works at Carr Mill (Adams, 2009)

Other Mill Dams were created during the mid to late 19th century, including Sutton Mill Dam and Newton Lake (serving the former Newton Printing Works and Newton Paper Mils). The MHCP also recorded a number of reservoirs associated with 19th century industry, particularly those associated with the glassmaking - to the south of St Helens, at the Ravenhead Plate Glass (Pilkington) Works and towards the north at the former St Helens Plate Glass Works. The Pilkington site includes a late 20th century ornamental lake extension - the South Lake. The lake and surrounds form part of a Grade II Listed Building (along with the Head Offices and Canteen Blocks).

A number of man-made lakes (also confusingly called dams) were also created near Private Estate houses - having ornamental, domestic and industrial use. A good example of this are the former St Helens Corporation Water Works Reservoirs near Eccleston Old Hall, built as drinking-water reservoirs within the grounds of the Estate House.

One of the earliest drinking-water reservoirs (and waterworks) was excavated to the north of Prescott Road, within the bounds of Knowsley Park. A group of four reservoirs were dug by the Liverpool Corporation Water Works. Beginning in 1850s the reservoirs were subsequently enlarged after 1939. Not only has the excavation of these reservoirs resulted in the loss of parkland (mainly plantation woodland) but also an apparent district boundary change.

Further 19th century drinking-water reservoirs can be found at Montrey Reservoir, Seneley Green and Brown Edge Reservoir, Nutgrove. The Brown Edge Reservoir, established in the late 19th century (it is first depicted on the Ordnance Survey 25" map of 1893) has had a number of enlargements, the first in the early 20th century and then a later 20th century enlargement. A small number of drinking-water reservoirs were created during the later 20th century (at Crank and Billinge).

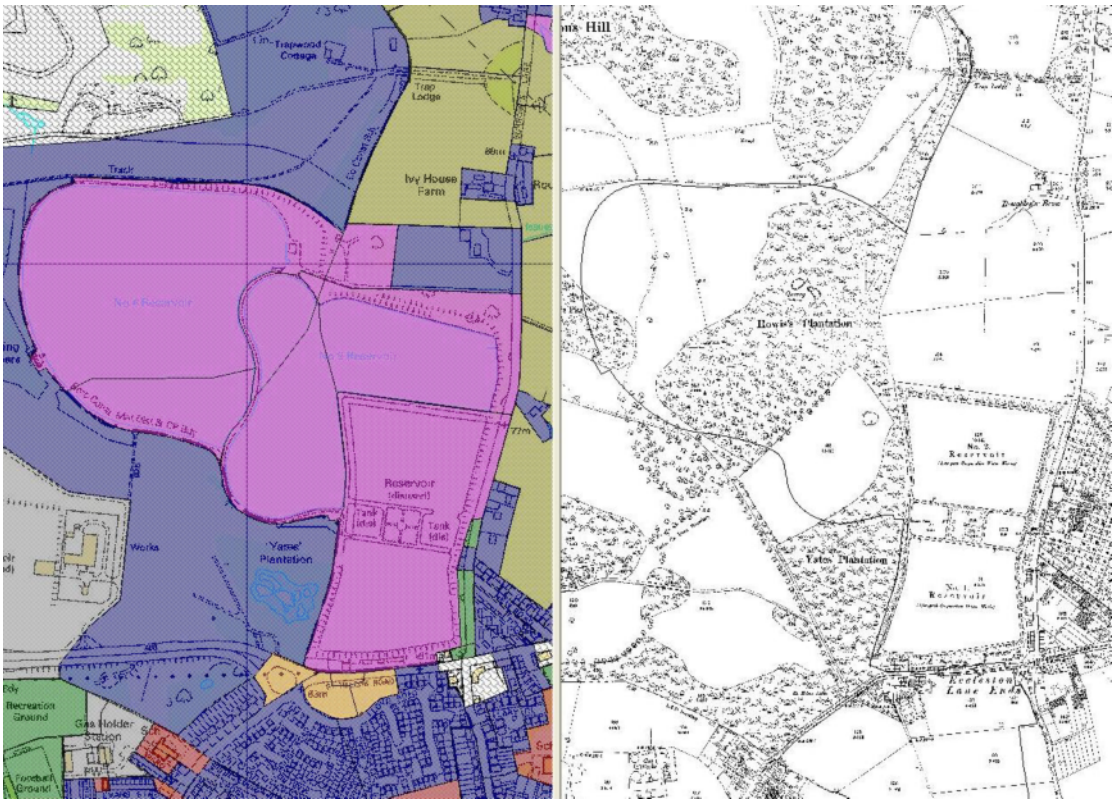

Figure 164 Prescott Road Reservoir on Current Mapping and on the Ordnance Survey 25" map of 1893.
The 1893 map depicts the 11.8 ha No.1 Reservoir constructed by the Liverpool Corporation Waterworks, and the original extent of Knowsley Park before subsequent reservoir enlargements. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

9.12 Defence Broad Type

9.12.1 Other

9.12.2 Camp

In St Helens, the Defence Broad Type contains two Sub Type characters - Camp and Other (Defence). Within St Helens there are 4.63 ha of Defence land, representing about 0.03% of the total area. Two Defence sites were recorded by MHCP (Military) Broad Type - a later 20th century Territorial Army Centre in Green Bank, St Helens and an Inter War site (currently disused) at South Lane Farm, Bold Heath.

Defence Sub Type	Number of Polygons	Area (Hectares)	Percentage
Other	2	1.53	33.05
Camp	1	3.10	66.95
Totals	3	4.63	100%

Table 72 Current (2003) Defence Sub Types in St Helens

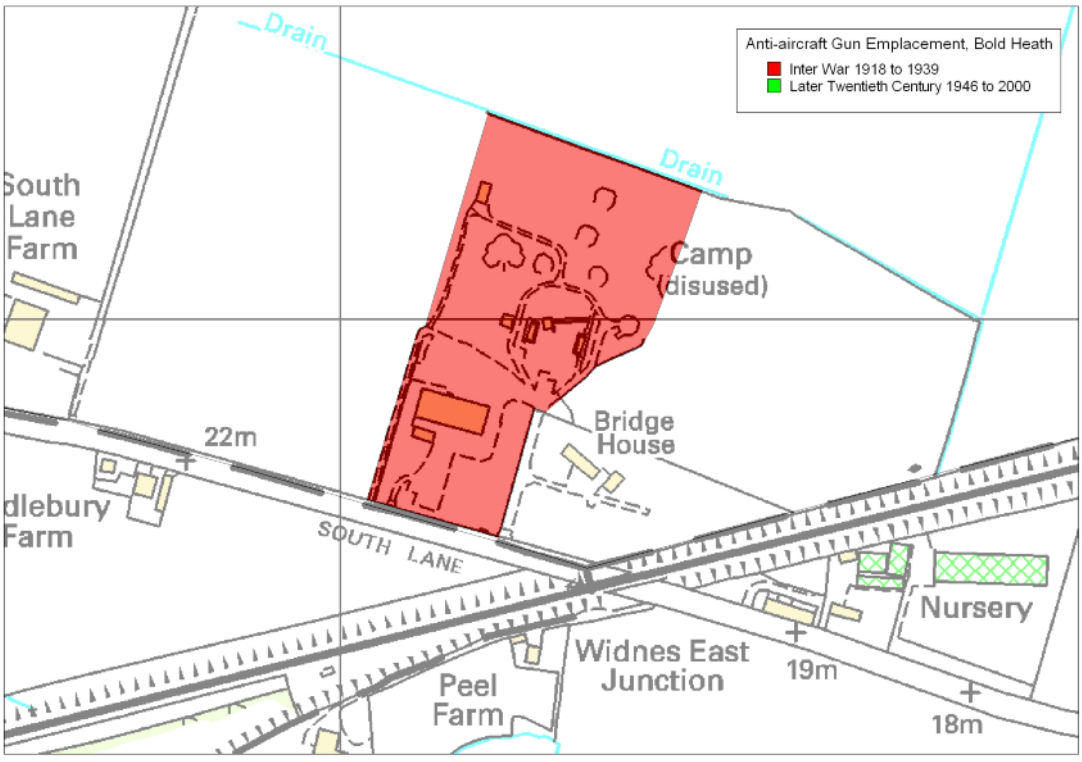

Figure 165 Anti-aircraft Gun Emplacement (Scheduled Monument) in Bold Heath

The site near South Lane Farm, Bold Heath is depicted as a 'Camp (Disused)' on Current (2003) mapping and is a Scheduled Monument. It contains the remnants (concrete emplacement, machinery and ancillary buildings) of a Second World War heavy anti-aircraft gun, placed to protect nearby Burtonwood Airfield.

The Burtonwood Aerodrome became one of the largest American air stations in the country, and as well as being a bomber base it was the supply station for all American forces in Europe. Part of the M62 motorway was built on the actual runway.