



Listed Buildings and Scheduled Monuments in Halton: Widnes

(Updated: December 2020)



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INTRODUCTION

Listed buildings are defined as buildings, objects or structures that have been judged to be of special architectural or historic interest and included on a register called a Statutory List of Buildings of Architectural or Historic Interest held by the Department of Culture, Media and Sport. Listing a building is a legal procedure intended to protect the nation's built architectural and historic heritage.

Buildings are classified in grades to show their relative importance;

- **Grade I** - these are buildings of exceptional interest.
- **Grade II*** - these are particularly important buildings of more than special interest.
- **Grade II** - these are buildings of special interest, which warrant every effort being made to preserve them.

A Scheduled Monument is a 'nationally important' archaeological site or historic building given protection against unauthorized change that is included in the Schedule of Monuments kept by the Secretary of State for Digital, Culture, Media and Sport.

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The most publicly available up to date Historic England Data can be obtained from [HistoricEngland.org.uk](https://historicengland.org.uk).

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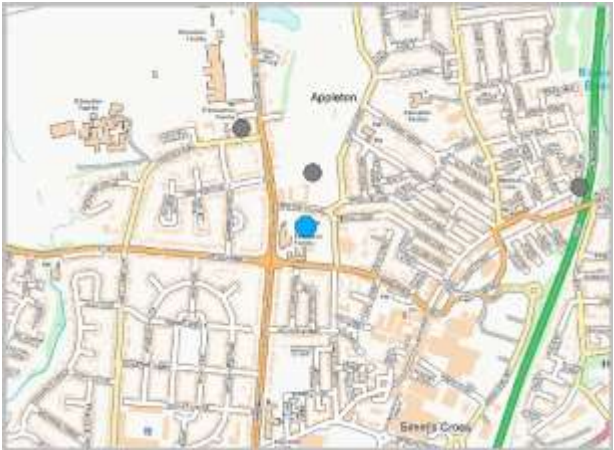


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CHURCH OF ST.BEDE APPLETON ROAD WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983
List Entry No. 1130411	Ward: Appleton
Listing NGR. SJ5145086295	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1130411	Conservation Area: -
	Catholic Church, 1847, by Weightman & Hadfield, in red sandstone with slate roof. Large west tower with angle buttresses, gargoyles and crenellations. The windows are paired lancets to nave, curvilinear to the chancel (with stained glass) and trefoil to clerestorey. The main entrance, in the tower is in Decorated style. Interior: Side aisles formed by alternate round and octagonal sandstone columns supporting large Gothic arches. Nave roof has exposed rafters with scissor bracing and simple hammerbeam supports, whereas the chancel has rafters formed into braced collar trusses, also with hammer beam supports. Plastered walls and ceilings between timbers. Central altar of 1850 reputed to be a design of A.W. Pugin. Large organ at high level in tower area.
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BRICK SEWER VENT MILL BROW WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983
List Entry No. 1130416	Ward: Appleton
Listing NGR. SJ5228986417	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1130416	Conservation Area: -
 © Crown Copyright	
Sewer ventilating shaft possibly by J.S.Sinclair Engineer circa 1893. Red brick with blue brick plinth standing approximately thirty feet high and four feet square internally. The shaft tapers upwards, and has narrow sunken features on each face, two in the lower half, with rounded heads, one to the upper part with keystone. The vent has a weathered projecting cap with corbel support. The only remaining shaft of an early sewage system designed to take effluent from the chemical industry.	

WAR MEMORIAL VICTORIA PARK, WIDNES, HALTON, CHESHIRE Date listed: 21 August 2007 Grade II	
Grade. II	Date listed: 21 August 2007
List Entry No. 1392210	Ward: Appleton
Listing NGR. SJ5147186462	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1392210	Conservation Area: -
	COMMEMORATION OF THE/MEN OF THIS PLACE WHO MADE/THE SUPREME SACRIFICE IN/THE GREAT WAR OF 1914 – 1919 THIS FOUNDATION STONE WAS LAID 28TH AUGUST 1920 BY ALDERMAN EDWIN WOOD - MAYOR'.
© Crown Copyright	
First and Second World Wars memorial, 1921, by Harold E Davies, sculpture by Herbert Tyson Smith, Portland stone and York stone. WWII inscription and plaques added in 1950. Tall obelisk-style design on square plinth and stepped platform surmounted by flaming urn, approx. 50 feet high. Stepped square platform with angled corners. Large, tall square York stone plinth above with angled corners set forward like buttresses. Sides of plinth set with 30 large bronze tablets bearing names of WWI fallen. Painted carvings of laurel wreaths to each angled corner. Smaller rectangular bronze tablets to top of plinth bear names of WWII fallen. Front (S) face: inscription across top of small plaques reads 'IN MEMORY OF THE MEN OF WIDNES WHO CAVE THEIR LIVES/ 1939 - 1945/ UNVEILED BY ALDERMAN T SWALE MAYOR 12TH APRIL 1950'. Wide inset panel to centre of WWI names bears inscription 'ERECTED BY THE CITIZENS OF THE BOROUGH OF WIDNES/IN	Remaining faces of plinth bear inscription '1914 - 1919' above lower plaques and '1939 - 1945' above upper plaques. Tall obelisk-like column of Portland stone with colonnaded base. S face of column base: Carved bas-relief depicting Borough coat of arms and motto 'INDUSTRIA DITAT'. Richly carved stonework surround to upper part replicated on each base face. Inscription beneath relief reads 'THIS MEMORIAL WAS UNVEILED/ SEPTEMBER 28TH 1921 BY THE/RIGHT HON THE EARL OF DERBY KG'. W face: 'TO OUR/ GLORIOUS/DEAD/1914 - 1919/ 1939 - 1945'. N face: 'THEIR NAME LIVETH FOR EVERMORE' and carved foliage design beneath. E face: 'THE BLOOD/OF HEROES/IS THE SEED/OF FREEDOM'. Large carved crosses set in relief to each face of top part of column; those to N and S faces displaying carved palm branches beneath, those to E and W faces displaying carved laurel wreaths. Urn with flames surmounts top of column. HISTORY: Several designs were submitted for the commission of a war memorial at Victoria Park. Harold E Davies' design was finally selected and the memorial was unveiled in a ceremony on ~8~ September 1921 after a civic procession from Widnes Town Hall led by the Mayor and the 17th Earl of Derby, K.C.. A further 8 bronze plaques bearing the names of 289 local men killed during WWII were unveiled in a ceremony in April 1950 led by the Mayor. The memorial cost £6000 and was paid for by public subscription. Herbert Tyson Smith was the sculptor and Messrs Stewart

Jones, the builders. A further £4000 raised was used to establish a social fund for the poor of Widnes. Documents and periodicals were built into the foundations of the memorial as a time capsule and record of the time to be uncovered by future generations. A small number of bronze name plaques were stolen in the late 1970s/early 1980s but all were later recovered and reinstated although some were damaged and had to be replaced. It is unknown which are the more modern replacements.

SUMMARY OF IMPORTANCE: Intricately carved and highly imposing war memorial in an obelisk design dating to 1921 and commemorating the men of Widnes who lost their lives during the First and Second World Wars (plaques for the latter were added in 1950 along with an inscription). Incorporating symbolic imagery, richly detailed carvings, and standing more than 50 feet high, the memorial is a striking and prominent architectural feature within Victoria Park and the local area. The fact that the memorial's sculptural work was carried out by the nationally significant artist Herbert Tyson Smith further enhances the memorial's special architectural and historic interest. Consequently it is recommended for listing at grade II



HOUGH GREEN RAILWAY STATION LIVERPOOL ROAD WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983
List Entry No. 1330351	Ward: Bankfield
Listing NGR. SJ4852586457	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1330351	Conservation Area: -
	Station 1872. Brown brick with slate roof, 1 storey 8 bays with cross bays on H plan. The platform canopy has a 3 arched fascia with dagger, trefoil and diamond in quatrefoil motifs supported on 4 cast iron columns. Sandstone plinth. Quoins have bowtell moulding. Slightly gothic headed sashes in pairs set in openings, with splayed reveals and heads and weathered sills. Original doors have panel infilling of raking boards. Cross wing barge boards are carved in three different designs. Roof has feature courses of shaped slates and stacks with elaborate offsets.
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PAIR OF CEMETERY CHAPELS BIRCHFIELD ROAD HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983
List Entry No. 1130412	Ward: Birchfield
Listing NGR. SJ5114787372	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1130412	Conservation Area: -
	Pair of chapels, 1897. Rock-faced red sandstone, H on plan, with cross wings and central tower. Slate roof with red crested tile ridge. Stone octagonal steeple to tower. Projecting plinth and ashlar corner buttresses. Main windows in Decorated style; tower and secondary windows are lancets. Labels to door and windows. Much stained glass. Modern glazed door to central tower entrance with Gothic head filled with reeded strips. Side doors are oak boarded with imitation strap hinges. At the rear of the cross wings there are octagonal apses with pyramid roofs and a modern wall filling the space between the apse projections. A Crematorium has been provided within this building without detracting from its original character.
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NORLAND'S HOUSE NORLANDS LANE WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983
List Entry No. 1330352	Ward: Birchfield
Listing NGR. SJ5064588870	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1330352	Conservation Area: -
	Farm house early C18 with alterations and additions. Whitened brickwork with stone dressing. 2 storey and attic 2 bay with 2 storey 2 bay added wing to East. Rusticated quoins, stone plinth and floor bands. Remaining sash windows recently replaced by casements. Interior: Stopped bevelled beams, ledged and battened and 2 panel doors, 6 panel doors with fielded panels, some with H hinges. Staircase with turned balusters, cut and bracketed string, swept rail and dado panelling.
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GOSSAGES TOWER MERSEY ROAD WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 06 October 1983
List Entry No. 1130415	Ward: Central & West Bank
Listing NGR. SJ5126184117	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1130415	Conservation Area: -
	Offices, now Works, built circa 1860 for early chemical manufacturers Hutchinson & Co. Rendered with slate roof, mainly four storeys with two storey wing. Classical features include projecting plinth, rusticated quoins, projecting bands at sill level, curved heads with keystones and architrave to ground floor windows, flat moulded heads elsewhere. There is a moulded string course midway up ground floor windows and a moulded eaves cornice. Sash windows to main buildings, triple at ground floor. Double two panel bolection moulded entrance door, with plain fanlight, flanked by flat pilasters. The two storey section and the interiors are not of interest. This is a dominant building in the landscape which was formerly known as the Tower Building.
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FORMER TRANSPORTER BRIDGE POWER HOUSE VICTORIA PROMENADE WIDNES HALTON CHESHIRE	
Grade. II*	Date listed: 31 October 1983
List Entry No. 1130419	Ward: Central & West Bank
Listing NGR. SJ5110783706	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1130419	Conservation Area: West Bank Promenade
	Small red sandstone rectangular building built on 3 levels, 1901. Twin steeply pitched slate hipped roofs, with ridge terminal finials, now over- covered with green felt. Upper storey, at former bridge level, has Gibbs surrounds to door and window openings, a stone moulded cornice with modillions and a torus moulded plinth. The lower levels are rock faced and there is a white glazed tiled tunnel with rusticated external arch at the lowest level. This is 1 of 3 support buildings which survive the Transporter Bridge, closed in 1961. Now used as an Electricity Board Sub-Station.
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CHURCH OF ST MARY VICTORIA PROMENADE WIDNES HALTON CHESHIRE	
Grade. II*	Date listed: 31 October 1983
List Entry No. 1135930	Ward: Central & West Bank
Listing NGR. SJ5130783790	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1135930	Conservation Area: West Bank Promenade
© Crown Copyright Parish Church 1908-10 by Austin & Paley. Red sandstone with red tiles to main roof and lead to roofs of aisles. West tower embraced by aisles, five bay nave, transepts and chancel in perpendicular style.	Square tower with projecting full height octagonal staircase to S.E. corner and corner buttresses S.W. corner. Oak panelled door in Gothic opening with large perpendicular style windows above and louvred perpendicular windows at bell-stage to all faces. North West porch set diagonally to building. All windows are perpendicular style, those of the chancel having stained glass. There is a Latin religious text carved in masonry above the clerestorey windows on the east side only. Interior: Massive octagonal columns support tower and enclose an 8 ribbed vault with circular opening for bell rope. Large paneled round columns support chancel arch and 4 smaller octagonal columns, supporting Gothic arches, form the aisles. The single bay north transept contains the organ whereas the south transept Lady Chapel is three bays in length. The wall surfaces are rock faced and the main roof has collar trusses with curved struts from the tie beams.

WAYSIDE PULPIT TO CHURCH OF ST MARY VICTORIA PROMENADE WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983
List Entry No. 1325946	Ward: Central & West Bank
Listing NGR. SJ5131383762	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1325946	Conservation Area: West Bank Promenade
 © Crown Copyright	Circa 1910 by Austin and Paley. Octagonal red sandstone ashlar pulpit set in boundary wall of St.Mary's Church approached up 6 steps. Like the Church. q.v. the pulpit has a religious text cut into its masonry which reads :- "Go out into the highways and compel them to come in that my house may be filled".
	

MERSEY LOCKS ST.HELENS CANAL WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983
List Entry No. 1330354	Ward: Central & West Bank
Listing NGR. SJ5139184209	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1330354	Conservation Area: -
 © Crown Copyright	East lock with restored gates, one of pair of locks where the St Helens Canal joins the River Mersey at Spike Island, 1833 with later alterations and repairs. The locks control a difference in water level of 12' between canal and river level. Constructed of large timber with massive posts and rails; the canal end gate with catwalk. Gate restoration to east lock and removal of gates and sealing of north end of west lock formed part of an enhancement scheme in 1981.
	

WIDNES TOWN HALL VICTORIA SQUARE WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983
List Entry No. 1330355	Ward: Central & West Bank
Listing NGR. SJ5140685256	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1330355	Conservation Area: Victoria Square
 © Crown Copyright	Town Hall 1885, by F & G Holme, in brickwork with terra cotta dressing and slate roof. Symmetrical 9 window 2 storey facade. Gable and centre entrance bays, which have large windows, are set forward. Ornate segmental pediment to front entrance supported on console blocks and twin pilasters; above this, at first floor level, there are Griffins bearing shields. There are bands of tiles every 3 courses up to the first floor level string course, aprons to first floor windows and swags and faces to keystones of second floor windows. The windows are all sashes. There is a modillion eaves cornice and above this a parapet part balustrade and part solid brickwork. The roof has a reeded tile ridge and the chimneys pilaster strips. Interior not of interest.
	

ROMAN CATHOLIC CHURCH OF ST MARIE LUGSDALE ROAD WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 22 Dec 2006
List Entry No. 1391829	Ward: Central & West Bank
Listing NGR. SJ5171685299	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1391829	Conservation Area: -
	Canted sanctuary, with paired lancets with trefoil heads to each facet rising from moulded string course. INTERIOR: Spacious and lofty interior with arched open roof trusses incorporating thin metal tie rods. The roof is underdrawn with wooden boarding, that to the apse with painted and stencilled decoration. Aisle arcades with tall slender ashlar columns with plainly-shaped and painted capitals supporting tall pointed arcade arches. Arched heads to lancet windows to both aisles and apse are carried on slender attached columns. West end with glazed entrance screen below wide shallow arch which carries the galleried front to the organ loft. Wooden altars terminate the aisles, which, together with the nave retain original benches throughout. The apse incorporates a richly decorated and inscribed alabaster reredos with painted scenes depicting The Nativity, The Annunciation (made up of separate illustrations of the Angel Gabriel and the Virgin Mary) and the Assumption, set on gold backgrounds. These are attributed to J.A. Pippet (1841-1903) of Hardman and Co, Birmingham. A richly-carved altar and benediction throne is set below an elaborate canopy to the centre of the reredos. There are marble rails to the main altar and side altars.
© Crown Copyright	
Roman Catholic church. 1864, by E.W. Pugin, architect. Red brick with sandstone dressings and blue brick banding beneath a Welsh slate roof covering. PLAN: Linear single cell plan with nave and apse beneath a single roof structure and lean-to aisles with steeply-pitched monopitch roofs terminating just below the eaves line of the nave. EXTERIOR: Liturgical west front with 3 stepped lancets to coped nave gable, set above paired doorways with shouldered sandstone lintels. At gable apex an open bellcote with cross finial, supported on corbelled stonework and miniature columns. Flanking 7-bay aisles with shallow stepped buttresses separating paired aisle lancets with hood moulds. North aisle with gabled doorway to west end bay, with gable copings above wide moulded stone pointed arch. Within arch head, a mosaic tympanum with the inscription 'I am the Immaculate Conception', added in 1931. Below the tympanum, paired doorways separated by a shallow stone column. East end gables to aisles incorporate large circular openings with hood moulds below cross finials.	HISTORY: Edward Welby Pugin (1834-1875) was trained by his father A.W.N. Pugin, and became the foremost Catholic church architect of his generation. St Marie's Church is an example of Pugin's 'industrial' designs, which were intended to provide capacious and well-finished places of worship for expanding communities such as Widnes, where a rapidly developing chemicals industry provided employment for, amongst others, Irish immigrants. The construction of the church was funded by congregation members, and the church remains closely associated with the nearby St Gerard's school, formerly St Marie's Junior School, although the surrounding terraced housing has now been demolished.

SOURCES: Roderick O'Donnell 'Pugin, Edward Welby' The Dictionary of National Biography. Oxford University Press. 2004-6.

SUMMARY OF IMPORTANCE: St Marie's Church, Widnes is of special architectural interest as a mid- C19 Catholic church designed by E.W. Pugin, the most notable Catholic church architect of the midlate C19, and built during his most significant period of church commissions.

Although modelled with restraint and simplicity externally, this spacious and lofty church survives in almost complete condition with Pugin's interior design clearly readable throughout, the focal point of which is a richly decorated example of an altar and reredos ensemble which dominates the apse of the building. The church is little-altered, and retains most of the original fixtures and fittings designed by Pugin. It thus fully meets the criteria for listing.



KINGSWAY HEALTH CENTRE AND ASSOCIATED WALLS, GATES AND RAILINGS KINGSWAY WIDNES HALTON CHESHIRE	
Grade: II	Date listed: 7th May 2009
List Entry No. 1393291	Ward: Central & West Bank
Listing NGR. SJ5132585407	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1393291	Conservation Area: Victoria Square
	
© Crown Copyright	
List Entry Summary This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.	
Reasons for Designation Kingsway Health Centre is designated at Grade II for the following principal reasons:	
It is a rare example of a 1930s comprehensive health centre outside of London. The building is a striking design in the Moderne style which also incorporates Art Deco elements both externally and internally * It is well-preserved both externally and internally, and the original plan layout of the building remains intact * The building's plan form, and the incorporation of large windows and skylights to every area, maximises light and air within the building, which echoes the designs of the Finsbury Health Centre, London (Grade I) and Pioneer Health Centre, Peckham (Grade II*) * It has significant socio-historic interest in representing regional political will for improved public health and welfare provision	
during the 1930s, ten years before the creation of the NHS	
History During the 1930s there was concern within Widnes that the town's scattered healthcare facilities were inadequate. In 1938 it was decided to build a central health clinic providing a full programme of facilities including dentistry, podiatry, and numerous consulting rooms. The Kingsway Health Centre was constructed under the supervision of the Widnes Borough Engineer's Department in 1938-9 to the designs of Austin T Parrott, and opened in August 1939 shortly before the outbreak of WWII. The main contractors for the building were Atlas Building & Construction Company of Warrington and the total construction cost was £18,000. The health centre remained in use until 2006 when a new building was constructed nearby. Former health centre, 1938-9, by Austin T Parrott, steel frame clad in mellow red brick laid in Flemish garden wall bond, metal-framed windows, flat roof, mainly 2-storeys plus basement, Moderne style with Art Deco elements.	
PLAN: Rectangular footprint with short rear projections. 2-storey U-shaped block composing front and side wings, 1 1/2 storey waiting room to centre rear, single storey L-shaped rear projections.	
EXTERIOR: Parapet with rendered concrete copings conceals flat roof. Large multi-light windows in same style to all elevations. Bands of vertically laid headers in darker brick below windows and vertically laid stretchers above windows and beneath parapet (in darker brick above sun-trap windows). Front elevation: Symmetrical design. Glazed entrance tower to centre with extremely large 14-light window with geometric	

patterned glazing bars, lights continue around to each side at top of tower. Top lights and roof raised above parapet, which curves down into the tower. Wide main entrance with moulded surround to ground floor (doors replaced) with relief lettering above reading 'HEALTH CENTRE', large cantilevered moulded concrete hood above. Long 14-light horizontal window bands with vertical and horizontal glazing bars to both floors at each side of entrance tower. Projecting wings to each end of elevation with curved corners incorporating sun-trap windows (continuing around to side elevations) and shallow projecting front panels rising above parapet. Panels contain three vertical channels to ground floor and tall vertical window to first floor set within a wide channel with a small projecting brick and concrete feature with cantilevered metal balcony above.

Left (N) side elevation: Large window to centre of ground floor with flanking geometrically shaped concrete features attached vertically to wall with light fittings to underside, metal double doors accessed by steps to each side of central window with flanking side lights. Wall projects below in style of plinth with concrete copings, two slender piers rising from plinth flank each doorway; those to the outside are taller. Central window and doorways set beneath a continuous cantilevered concrete hood with curved edges to the inside above window. Two large windows to outer bays, sun-trap windows to each end of elevation. Eleven windows to first floor in same style as ground floor but slightly smaller with sun-trap windows to each curved end. S side elevation: Five windows to centre of each floor (those to ground floor are larger) flanked by full-height plain pilaster strips rising above parapet. Two windows to outside bays with sun-trap windows to each curved end of elevation. Rear elevation: External stack to right wing serving basement boiler. Entrance tower raised above roof level with door to rear leading on to roof terrace (hidden from view by parapet). Waiting room with three large multi-light windows with raised concrete banding detail above, two doorways with horizontal panelling set to each side of windows with horizontal windows above. Single-storey projections stepped in from edge of side wings, flat roofs continue across to form hoods above doorways, windows to side returns, door to left return of right projection with

flanking brick piers in same style as those to left (N) side elevation. Rainwater hoppers with horizontal mouldings to all elevations.

INTERIOR: Original layout remains intact with waiting room to centre rear of building, glazed entrance/stair hall and reception to centre front occupying entrance tower, clinic rooms and offices to front and side wings and rear projections. Original features include doors, tiled walls to toilets and storage areas with patterned Art Deco coloured borders, large sinks with angled tiled units below, partly glazed cubicles with sliding doors, and concealed services including radiators set within dedicated wall alcoves. Entrance hall with cantilevered concrete open-well stair with metal 'ship's rail' type balustrade and wreathed newel post to ground floor set upon a circular concrete pier. Lower flight between ground floor and first half-landing is not cantilevered, bottom steps with chequerboard edge decoration fan outwards and curve into entrance hall. Green Vitrolite tiled walls to entrance hall and dados to stair and first floor landing. Large 1 1/2 storey waiting room lit by large multipaned skylights with doors with shaped architraves leading off into consulting and treatment rooms, later removable partitioning to rear of waiting room. Later inserted glazed screen and fire doors to first floor landing behind stair balustrade. First floor corridor alongside rear external wall of front wing lit by horizontal windows (hidden from view to rear elevation). Deep coved ceilings to first floor rooms and skylights to some rooms under later suspended ceilings. Front rooms to first floor of side wings with original built-in shelving. Plain plank and batten door to top of main stair leads to roof terrace.

SUBSIDIARY FEATURES: Tall brick wall (laid in Flemish garden wall bond) surmounted by concrete copings and decorative Art Deco iron balustrade with intermittent brick piers encloses site. Western entrance with curved flanking walls and double gates with ironwork in same style as railings. Further gate in similar style to east end of the south wall (providing vehicular access into rear car park). Pedestrian gate with more ornamental treatment towards west end of the south wall. Low brick walls with rendered concrete copings in front of building surmounted by metal balustrades in same style as main boundary wall, short brick piers surmounted by tall globe electric lights incorporated into front wall flanking two steps in line with W entrance.

SOURCES: Pollard R & Pevsner N. 2006: The Buildings of England Series; Lancashire: Liverpool & the South-West, New Haven & London, Yale University Press, p652.	Selected Sources Books and journals Pevsner, N, Pollard, R, The Buildings of England: Lancashire, Liverpool and the South-West, (2006), 652



FORMER WIDNES CORPORATION BUS DEPOT MOOR LANE WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 24 November 2020
List Entry No. 1472426	Ward: Central & West Bank
Listing NGR. SJ5104485282	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1472426	Conservation Area: -
 © Crown Copyright	* the architectural treatment of the front elevation lifts the building above the purely functional and underlines a civic pride with a foundation stone laid by the Mayor, attractive terracotta detailing and lettering, and three impressive full-height vehicle entrances topped by triangular pediments; * it has a high degree of survival, with later alterations that are relatively minor and do not impinge significantly upon the clear special interest of the whole. Historic interest: * built in 1923, the building is a particularly early surviving example of a bus depot built at a time when motorised buses were becoming, and were to remain, the primary form of road-based public transport in England;
List Entry Summary Bus depot, 1923 for Widnes Corporation. Workshop of 1945 and a 1949 canteen and bike shed. Reasons for Designation The former Widnes Corporation Bus Depot of 1923, with a 1945 workshop and 1949 canteen and bike shed is listed at Grade II for the following principal reasons: The former Widnes Corporation Bus Depot of 1923, with a 1945 workshop and 1949 canteen and bike shed, is listed at Grade II for the following principal reasons: Architectural interest: * a rare and largely intact example of a purpose-built bus depot, which is earlier in date than the few other listed examples nationally; * the original plan of the depot is retained and clearly legible comprising a large shed-like garage spanned by a steel-framed roof without intermediate support with a front range housing offices, a maintenance workshop and stores;	* Widnes Corporation was one of the first councils in the country to start a bus service after parliament granted the Widnes Corporation Act in 1908 and their subsequent construction of a purpose-built bus depot was a very visible investment in this policy. History Widnes Corporation was one of the first councils in the country to start a bus service after a House of Commons Select Committee considered its bid to operate a bus service both within the borough and to communities outside the borough on 7 April 1908. Having passed through parliament, the bill was given Royal Assent in August 1908 to become the Widnes Corporation Act 1908. Bus services began on Good Friday 9 April 1909 using four Commer covered-top double deck buses; Widnes Corporation was the first operator in the country to use covered, rather than open-topped, double deck buses. Two single deck buses were added to the fleet in 1912, and between 1914 and 1930 22 Tilling Stevens petrol electric buses were incorporated into the fleet.

The buses were initially housed behind the former Widnes market, but a new purpose-built depot was built on Moor Lane in 1923 and the company moved into these premises in 1924. The building contained a large covered garage for the buses, with a lower front range containing offices and a workshop. The building is first shown on the 1:10560 Ordnance Survey map revised in 1925 to 1926, published in 1928. At this time it was a large, rectangular building with a small outshot on the west side, containing a store and oil tank. It is similarly shown on the 1:2500 OS map revised in 1937, published in 1939, when it also has a very small extension to the rear and is labelled Omnibus Depot (Widnes Corp).

In 1945 a new workshop range was built at the rear of the yard on the west side of the depot. A narrow rear extension was built in 1949 to provide a canteen and a bike shed.

In 1950 five new bus inspection pits were built inside the garage of the main depot and perhaps at the same time the new vehicle entrance on Caldwell Road was inserted. A single-storey store was added to the yard. Around this time the first-floor windows at the east end of the office range were altered too to add extra windows. The 1:250 OS map published in 1958 shows the building with its present footprint.

Following a local government reorganisation in 1974 Widnes became part of the much larger Halton Borough and the bus company was renamed Halton Transport. It was privatised in 1986 and ceased trading in January 2020.

Details

Bus depot, 1923 for Widnes Corporation. Workshop of 1945 and a 1949 canteen and bike shed.

MATERIALS: orange brick, orange terracotta decoration, a steel roof structure, and corrugated metal, asbestos or plastic roofing sheets.

PLAN: a large rectangular building running east-west containing a full-height covered garage to the rear and a lower office and workshop range to the front.

There are three original vehicle entrances passing through the front range and an inserted vehicle entrance entering directly into the garage from Caldwell Road to the east. The front range is divided into three blocks by the vehicle entrances; to the left and right of the middle vehicle entrance are two-storey offices and stores; to the left of the left-hand vehicle entrance is a workshop which is full-height to the interior. At the west end is a small open yard with a tall single-storey, rectangular workshop to the rear, attached to the west gable wall of the depot. Also attached to the west gable wall is a small, single-storey store and oil tank and another single-storey store to the front of the yard.

EXTERIOR Not inspected: information from other sources. The rectangular bus depot occupies a corner site at the junction of Moor Lane and Caldwell Road. The two-storey front office range faces south onto Moor Lane. It has a double-pitched roof and behind is the large, full-height garage with a higher double-pitched roof. It is built of orange brick in English garden wall bond (3:1) with a plinth with terracotta coping, a moulded terracotta string course at first-floor window sill level, and a moulded terracotta eaves cornice incorporating a band of dog-tooth decoration. The roofs are now covered in corrugated metal or asbestos sheeting. The garage has ten ridge ventilators and a row of roof lights to each side.

The office range has three double-height vehicle entrances spaced along the front elevation, each beneath a triangular pediment with an inset triangular panel. The middle and right-hand pediments both have shaped terracotta finials; that to the left-hand pediment is missing. The three vehicle entrances are flanked by cast-iron hoppers and down pipes, with one more hopper and down pipe at the left-hand end of the elevation. The left-hand and middle vehicle entrances have rolled steel joist (RSJ) lintels resting on stone impost blocks, and modern, metal roller shutters. The panel of the middle pediment is inset with terracotta with the date 1923 and WIDNES beneath in raised lettering. To either side, at first-floor level, is a terracotta panel with raised lettering set into the wall: the left panel says CORPORATION; the right panel says GARAGE. At ground-floor level to the left of the middle vehicle entrance is a grey granite foundation stone laid by the Mayor and dated October 26 1923. The right-hand vehicle entrance is located at the corner of the building and has a timber lintel with a moulded terracotta cornice above (painted yellow).

To the left of the left-hand vehicle entrance there are two two-light, square-headed windows on the ground floor and two single-light, square-headed windows on the first floor (a single full-height workshop internally). The windows have terracotta surrounds with moulded sills, lintels and alternating jambs, with stepped hood moulds over. The ground-floor windows also have terracotta mullions. The windows have four-pane mullion and transom timber frames with the smaller top lights bottom-hinged to open inwards. Between the left-hand and middle vehicle entrances there are two pedestrian doorways flanking three ground-floor windows and two first-floor, single-light windows. Two of the ground-floor windows and both the first-floor windows have similar terracotta surrounds with stepped hood moulds. The left ground-floor window (originally a single-light window) has been altered to form a wider rectangular window with a soldier brick lintel and multi-pane timber window frame. The left doorway has a terracotta frame with alternating jambs and a stepped hood mould, and a four-panel timber door. The right doorway (beneath the Corporation panel) is larger with a terracotta doorcase with pilasters and fluted consoles with foliate panels supporting an entablature. Raised lettering to the frieze says **ENGINEER** beneath a stepped hood mould. The panelled double doors have a rectangular overhead. Between the middle and right-hand vehicle entrances there are two original pedestrian doorways flanking three ground-floor windows, the right-hand window now converted to a doorway, and four altered first-floor windows (originally two single-light windows). To the right of the middle vehicle entrance is a second large doorway with a similar terracotta doorcase (beneath the Garage panel). The frieze says **SUPERINTENDENT** beneath a stepped hood mould. It too has panelled double doors with a rectangular overhead. The original right doorway has a terracotta frame with alternating jambs and a stepped hood mould, and a six fielded-panel door.

The single-light window to its left has been converted to a doorway retaining the terracotta alternating jambs, lintel and stepped hood mould. It has a panel door with a rectangular overhead. The two remaining two-light windows on the ground floor have terracotta surrounds, mullions and stepped hood moulds. The four first-floor windows have a concrete sill and lintel band. The large, rectangular windows have metal casements.

The east gable walls of the office range and the garage have a pier and panel construction with a plinth, flush terracotta brick string band at first-floor level, and terracotta edging to the top of the panels. The moulded terracotta eaves cornice and dog-tooth decoration continues round from the front elevation. The lower office gable apex has a shaped terracotta finial; that to the garage gable apex is missing. There is a cast-iron hopper and down pipe to the valley between the two roofs. The garage gable has four shallow buttresses and a central ventilation roundel. There is an inserted vehicle entrance to the left of centre with a timber-fronted lintel. Recessed and attached on the right-hand side is the single-storey brick canteen with a mono-pitch roof. In front is a brick wall enclosing a small yard with a gateway into the yard and a second, narrower gateway to a passageway along the side of the canteen and bike store.

At the left-hand end of the front elevation and abutting the west gable wall of the front range is a small, single-storey brick extension with a mono-pitch roof. The front elevation continues the moulded terracotta string course from the office range. It has two windows (boarded up), one narrow and one wider, with terracotta soldier lintels and sills. A doorway to the right has a soldier lintel and four-panelled door. The west gable of the office range retains the terracotta eaves cornice and a partial finial. The gable apex of the garage is covered in corrugated metal sheeting. The lower workshop range is attached to its left-hand side and the single-storey store and oil tank is attached to its right-hand side.

The workshop range stands at the rear of the west yard. It is built of orange brick in English garden wall bond (3:1) with a double-pitched roof of corrugated sheeting. The south, front elevation has a double-height central entrance with sliding double timber doors to the exterior. To each side are three large rectangular windows with concrete sills and lintels.

Four of the windows have timber frames of five vertical panes and two of the windows to the right have multi-pane metal frames. The west gable wall is blind. The rear elevation has similar windows with concrete sills and lintels and multi-pane metal frames.

The single-storey store attached to the west gable of the garage has a flat roof behind a low parapet with shaped terracotta coping to the southern side; the northern side has a parapet of brick headers. Standing against the west wall is a large, rectangular oil tank enclosed by a low brick wall.

INTERIOR Not inspected: information from other sources. The garage is a wide, open space with a concrete floor and painted brick walls with shallow brick buttresses. It is spanned by riveted steel trusses set into the buttresses and without intermediate supports to the wide spans. The roof is lined with timber boarding. A number of iron pipes run the length of the garage beneath the roof trusses and are linked to a cross pipe at the west end. In the north-east corner of the garage is a large, circular fuel tank enclosed by a brick wall. At the west end of the floor are five bus inspection pits.

The front range has three blocks separated by the three full-height three vehicle entrances. The blocks to each side of the middle vehicle entrance are of two storeys, each with an external staircase rising against the end walls flanking the vehicle entrance. Both staircases have a steel supporting frame with a first-floor landing and steps with concrete treads and a steel balustrade with slender, square balusters and a shaped handrail. At the foot of the staircases are wide ground-floor doorways with four-panelled doors and at the head are doorways with part-glazed doors with timber lower panels and four horizontal upper panes. The elevations facing into the garage have large, segmental-arched windows on the ground floor with four-pane mullion and transom timber frames with the smaller top lights bottom-hinged to open inwards. The left-hand elevation also has a segmental-arched doorway. Inside the blocks have spine corridors.

On the ground floor the offices to the outside have plastered walls and large borrowed-light partitions and half-glazed doors, all with textured glass, opening onto the corridors. Interconnecting doorways have solid, panelled doors. On the inside of the corridors, the stores have painted brick walls and solid, panelled doors. On the first floors the offices are sealed. Doors opening onto the corridors are half-glazed and the outside rooms have borrowed-light partitions onto the corridors. The rooms are heated by cast-iron radiators.

The west block in the front range houses a full-height workshop space (although appearing two-storey externally). It has painted brick walls and a similar visible riveted steel truss roof structure with R WHITE & SONS WIDNES stenciled on the trusses. The roof is lined with timber boards. There is a large, double-height doorway with a sliding timber door in the east wall (opening onto the vehicle entrance) and a pedestrian doorway into the garage space.

The workshop is full-height with painted brick walls and an under-drawn roof structure. At the west end is a two-storey stores area with a timber staircase up to the first floor. At the east end is a double-height doorway with sliding timber doors connecting the workshop to the garage, with a similar, external doorway into the yard to the south. Beneath the windows are fixed timber benches with metal sheets covering the work surfaces. There is a travelling overhead hoist running on a rolled steel joist (RSJ) frame

Sources

100 Years 1909-2009 Halton Transport (centenary booklet)

Legal

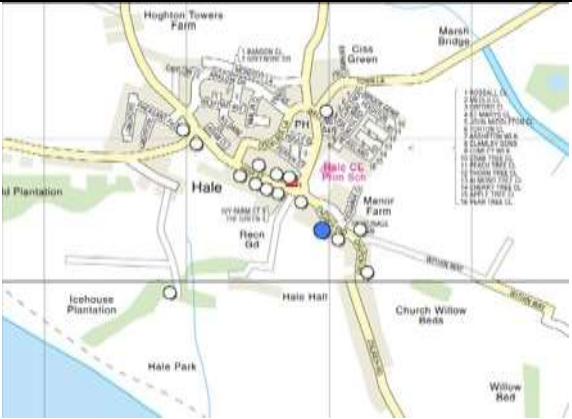
This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.



22 HIGH STREET (south side) HALE HALTON CHESHIRE	
Grade. II	Date listed: 28 May 1958
List Entry No. 1115609	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4669682385	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1115609	Conservation Area: -
	Cottage 1665 (on timber), timber framed front and rear with brick gables and thatched roof. Single storey and attic, 6 bays in large framing, modern single storey addition to East gable in brickwork with slate monopitch roof. Altered windows and boarded door. Timber with "RE" and date. Interior: bevelled beams, heavy floor joists and cruck trusses.
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42 AND 44 HIGH STREET (south side) HALE HALTON CHESHIRE	
Grade. II	Date listed: 28 January 1971
List Entry No. 1115617	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4678782338	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1115617	Conservation Area: Hale Village
	Limewashed brick two storey cottages, C18, formerly with slate roof, recently altered to concrete tiles. Each cottage has two 3-light windows on each floor: these were formerly horizontal sliding sashes but have recently been altered to triple casements. Centre paneled doors with small timber porches.
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45, 47, 49 AND 51 HIGH STREET (north side) HALE HALTON CHESHIRE	
Grade. II	Date listed: 28 January 1971
List Entry No. 1115649	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4681282352	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1115649	Conservation Area: Hale Village
	Two pairs of two storey lime-washed brick cottages with slate roofs, C18. Each cottage has 2- light casements in gabled half-dormers and 2-light horizontal sliding sashes to first floor gable ends. There are treble light casements at ground floor level. Windows in the facade have segmental arched heads. Boarded front entrance doors in small timber lattice porches.
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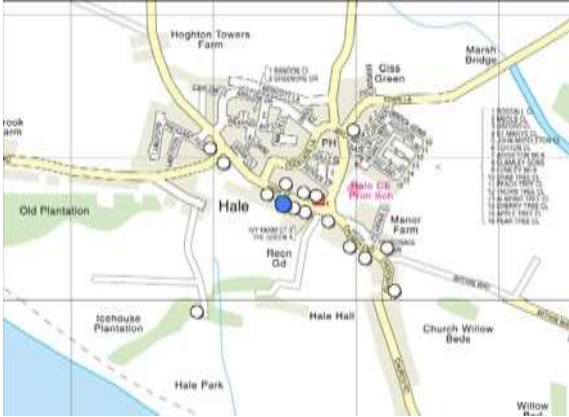
14 CHURCH END HALE HALTON CHESHIRE	
Grade. II	Date listed: 28 January 1971
List Entry No. 1130452	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4699982189	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1130452	Conservation Area: Hale Village
	Cottage late C17, formerly timber framed now C18 lime washed bricks with thatched roof and plain brick stacks. Three bays, single storey with attic, gable to highway. Three 2 light small-paned horizontal sliding sash windows and panelled front door. Internally exposed sandstone fireplace wall, cruck trusses, oak wallplates with mortices and trenail holes, bevelled beams and heavy floor joists, a sleeping loft with simple ladder access, bevelled purlins and early rafters.
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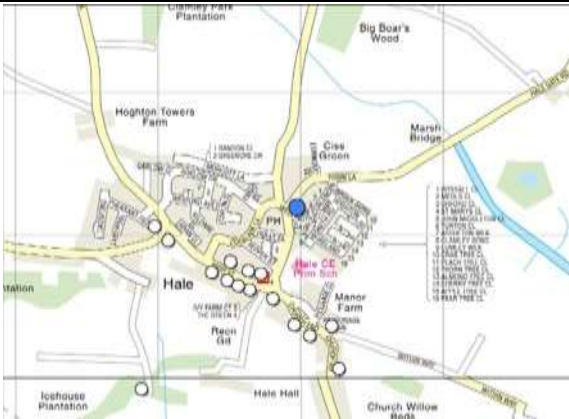
16, 18 AND 20 CHURCH END HALE HALTON CESHIRE	
Grade. II	Date listed: 28 January 1971
List Entry No. 1130453	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4703782161	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1130453	Conservation Area: Hale Village
	Three cottages late C17 formerly timber framed, now C18 lime washed brick with thatched roof and plain brick stacks. Single storey and attic, eleven 2 light small-paned horizontal sliding sash windows, three with external shutters. Boarded front doors. Sections of the wallplate of the earlier timber framing can be seen at eaves level and internally cruck trusses are hidden behind plasterwork.
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CHURCH OF ST.MARY CHURCH END HALE HALTON CHESHIRE	
Grade. II*	Date listed: 28 January 1971
List Entry No. 1130454	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4713482031	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1130454	Conservation Area: Hale Village
	Parish church 1754 with C14 west tower, rebuilt internally 1981. Red sandstone ashlar with slate roof rectangular plan in five bays. Square tower with corner buttresses and crenellations. Boarded oak door in gothic opening with drip mould and simple geometrical window above. Also curvilinear louvre windows to all faces at bell stage. Windows to the body of the church round headed with springing blocks and keystones and leaded light glazing but the chancel gable window is Venetian in form glazed in large squares. Interior Georgian west gallery on 2 Tuscan stone columns. A close boarded polished chestnut roof divided into panels by cross beams and with large timber side coves replaces the original open timber roof destroyed by fire in 1977.
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SMITHY GARAGE NOS. 41 AND 43 HIGH STREET (NORTH SIDE) HALE HALTON CHESHIRE	
Grade. II	Date listed: 28 January 1971
List Entry No. 1130455	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4675182398	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1130455	Conservation Area: Hale Village
	Part lime-washed brick cottages with slate roof, C18. West end has timbered gable and overhanging stuccoed coved eaves and moulded timbers. There is a small paned timber window above the large modern ground floor window. Main middle portion of building occupied by garage. No.41 occupies the south gabled wing which is now of C19 appearance. No.43 occupies the rear portion of the east wing.
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OLD SCHOOL HOUSE 4 HIGH STREET (south side) HALE HALTON CHESHIRE	
Grade. II	Date listed: 28 May 1958
List Entry No. 1130456	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4656982463	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1130456	Conservation Area: -
	Stone dressed brick two storey building, 1739, with garden front and gable to highway. Centre gabled wing has round arched entrance with keystone surmounted by plaque dated MDCCXXXIX and a flat headed window with 2 horizontal sliding sashes. Other windows are segmental headed with treble horizontal sliding sashes. The roof supports a cupola on a framework. A vertical sundial is fixed to the south east corner of the building. (Now used as a private house).
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38 AND 40 HIGH STREET (south side) HALE, HALTON CHESHIRE	
Grade. II	Date listed: 28 January 1971
List Entry No. 1130457	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4677382344	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1130457	Conservation Area: Hale Village
	Pair of cottages late C18 lime washed brick with slate roof 2 storeys one bay each with front gables. Each cottage has a horizontal sliding sash on each floor with Gothic label course above, the upper windows being in the facade gables. No.38 has a boarded door and No.40 a panelled door, both in small modern porches. Roof of large slates with sandstone ridge, centre cluster of three octagonal brick chimneys.
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32 AND 34 TOWN LANE HALE HALTON CHESHIRE	
Grade. II	Date listed: 30 November 1982
List Entry No. 1130458	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4699082594	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1130458	Conservation Area: -
	Pair of red brick cottages, late C17 with early C19 alterations, in English Garden Wall Bond. Single storey with attic, single storey rear linked out- buildings forming a 'T' on plan. Rendered plinth and gable ends. Three gable half-dormers in old slate roof of diminished courses with sandstone ridge. Heavy label courses above 3 ground floor flush casement windows, 2 replacement ledged and battened entrance doors with strap hinges. Bear attic windows are horizontal sliding sashes. The outbuilding to No 34 has been altered but No 32 retains its slate roof with sandstone ridge. Some timber eaves gutter remains at the rear. Internally in No 32 there is a cottage staircase, ledged and battened doors with wrought iron H hinges, one Jacobean style two panelled door and exposed main roof timbers.
© Crown Copyright	
	

ICE HOUSE 400 METRES WEST OF THE FORMER HALE HALL WIDNES, HALTON CHESHIRE	
Grade. II	Date listed: 12 December 1984
List Entry No. 1278048	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4644281958	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1278048	Conservation Area: -
	Ice House, probably mid C19. In red brick under earth mound. A spherical chamber, approximately 4 metres in diameter, partly below ground level, approached along a short tunnel. The chamber is built in stretcher bond and has a small door opening, with rebated stone blocks to head and jambs, at the inner end. A stone step, at the outer end of the tunnel, gives the position of the original external entrance. The ice house was constructed near to a pond from which ice was obtainable during winter.
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HALE HEAD LIGHTHOUSE LIGHTHOUSE ROAD HALE HALTON CHESHIRE	
Grade. II	Date listed: 28 January 1971
List Entry No. 1320324	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4718780914	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1320324	Conservation Area: -
	
© Crown Copyright	
Disused small lighthouse on top of cliff at Hale Head. Early C20 whitened brickwork circular tapering with metal roof. Metal entrance door with semi-circular arch above. Single window to Keeper's Room. Light chamber has metal plate riser and riveted hemispherical roof with weather vane, also an external catwalk with flag pole. Now forms part of a residential holding associated with modern bungalow built near the base of the lighthouse	

CHURCH OF ST MICHAEL ST MICHAEL'S ROAD WIDNES HALTON CHESHIRE	
Grade. II*	Date listed: 31 October 1983
List Entry No. 1325926	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4944885334	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1325926	Conservation Area: -
 © Crown Copyright Catholic Church 1876-9, by Henry Clutton, in red sandstone ashlar with slate roof. Cruciform with 8 bay arcade which passes the short transepts and takes in the chancel. At the west end of the nave there is an impressive tower with steep saddleback roof.	The main entrance, in the tower, is a pair of large board filled 3 panel doors in a Gothic opening with treble shaft treatment, this idea is extended upwards to the 3 bell-stage lancets which are framed by shafts with rings. The gables of the chancel and transepts have rose windows with stained glass, elsewhere windows are large lancets. Steep pitched roof with crested ridge tiles surrounded by eaves parapet in the form of a continuous open arcade. Interior: Twin coupled shafts with early Gothic style crocket caps run throughout the length of the building and support Gothic aisle arches and a hardwood boarded barrel vaulted ceiling which is common to the chancel and nave. The north transept has the organ and the south confessionals. The chancel has yellow sandstone walls and marble floors, whereas the nave has plastered walls. Built for a Jesuit community expelled from Germany in 1872.
	

2 AND 2A CHURCH END HALE HALTON CHESHIRE	
Grade. II	Date listed: 28 January 1971
List Entry No. 1278048	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4689782292	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1278048	Conservation Area: Hale Village
	2 storey Lime-washed brick house mid.C18. Original sandstone ridge but recently a stone slate roof was replaced by large concrete tiles. 2 near flush 16 paned sash windows each floor with flat rusticated heads. There is a similar painted window over the front entrance door. The door has octagonal panels and moulded doorcase with cornice. Interior: Not of interest.
© Crown Copyright	
	

THE MANOR HOUSE 21 CHURCH END HALE HALTON CHESHIRE	
Grade. II*	Date listed: 28 May 1958
List Entry No. 1330339	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4709682182	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1330339	Conservation Area: Hale Village
 © Crown Copyright Former vicarage mid C17 refaced and improved circa 1700 as the Manor House. Very fine symmetrical facade of weathered brown bricks with red sandstone dressing. 2½ storeys and 5 bays. Giant rusticated pilasters to centre bay surmounted by pediment with carved panel, matching pilasters form the quoins.	6-panel door framed by Corinthian columns supporting a richly ornamental swan-neck pediment. The first floor central window is flanked by Corinthian pilasters supported on large moulded consoles. Ground and first floor windows are sash and there are blind oval windows to the second floor, all in moulded stone frames. There is a heavy eaves cornice and balustraded parapet. Interior: The Entrance Hall has full height panelling with fluted pilasters and a staircase with carved brackets, twisted balusters and low panelling to staircase wall. A secondary staircase has shaped flat balusters. This internal joinery is thought to date with the facade alterations.
	

4 AND 6 HALE ROAD HALE HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983 (amend 1 Nov 2006)
List Entry No. 1330340	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4648982499	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1330340	Conservation Area: Hale Road
 © Crown Copyright	EXTERIOR: No.6: Central boarded entrance door, external lattice porch flanked by two 6-light triple-sash horizontal sliding sash windows. Timber-framed gabled dormer with triple horizontal sliding sash. Ridge stack to centre above door. S gable end with overhanging thatch, triple sliding sash window, C20 uPVC conservatory. No.4: Boarded entrance door, external porch flanked by two horizontal sliding sashes, rise in eaves line to right, further horizontal sliding sash to ground floor, ridge stack to N end of thatch, casement window to upper floor of N gable end. Single storey brick lean-to with slate roof runs full length of W elevation of cottages, casement windows, two rear doors.
Pair of lime washed brick cottages (No.6 to left, No.4 to right), late C17, 1 1/2 storey, mainly thatched, far N end of building forming part of no.4 with slate roof (possibly raised), plain stacks.	INTERIOR: No.6: lobby entry plan, back-to-back brick fireplace (rebuilt), raised floor levels, late C17 boarded doors (some with strap hinging), winding stair behind
	

fireplaces to upper floor. Lounge to right of lobby with oak beamed ceiling, pantry/storage area off to W side in lean-to, access to kitchen in SW corner of lounge. Lounge to left of lobby with bevelled ceiling beam running E-W, door in W wall leading to kitchen in lean-to, door in S wall to conservatory. Kitchen with stone flag floor, oak ceiling beam running N-S, door in W wall to garden, door in N wall to bathroom. Upper floor originally two rooms, S room now partitioned to create landing and separate toilet, inglenook chimney breast to both bedrooms. N room with Queen strut truss set into party wall, supported by tie beam, ridge beam, two side purlins (running length of cottage), half-rafters (some being C20 replacements). S room with two altered trusses with hybrid tie beams and uprights. No.4: 2 1/2-room linear ground floor plan, lean-to containing kitchen and bathroom to rear, C20 inserted gas fires and surrounds, late C17 boarded doors, steep stair in NW corner of central room up to bedroom at N end of cottage, two oak purlins, wide 8-light casement window.

HISTORY:

Nos. 4 & 6 Hale Road are believed to date to the late C17.

SUMMARY OF IMPORTANCE:

Nos. 4 & 6 Hale Road (incorrectly listed in 1983 as No.1 Hale Road) form a pair of semi-detached late C17 lime washed brick cottages with a thatch and slate roof. Retaining their original floor plan, construction and much of their original fabric (albeit with rebuilt and replaced fireplaces, and repairs to part of the roof in No.6) including boarded doors, horizontal sliding sashes, beveled oak beams, and winding stair and Queen strut truss roof with surviving side purlins, ridge beam and half-rafters to No.6. Nos. 4 & 6 Hale Road are important survivals of modest rural vernacular architecture.



55, 57 AND 59 HIGH STREET (north side) HALE HALTON CHESHIRE	
Grade. II	Date listed: 28 January 1971
List Entry No. 1330341	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4685082334	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1330341	Conservation Area: Hale Village
	Limewashed brick two storey cottages, C18, formerly with slate roof, recently altered to concrete tiles. Each cottage has two 3-light windows on each floor: these were formerly horizontal sliding sashes but have recently been altered to triple casements. Centre paneled doors with small timber porches.
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46 HIGH STREET (south side) HALE HALTON CHESHIRE	
Grade. II	Date listed: 28 January 1971
List Entry No. 1330342	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4680482332	Parish: Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1330342	Conservation Area: Hale Village
	Limewashed brick single storey cottage, C18, with stone plinth. Slate roof, centre chimney. 3 small horizontal sliding sash windows. Boarded front door.
© Crown Copyright	
	

THE HOLLIES DERBY ROAD WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983
List Entry No. 1130413	Ward: Farnworth
Listing NGR. SJ5168287395	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1130413	Conservation Area: -
	House late C18 brown brick with slate roof 2 storeys 3 bays. Doric fluted column doorcase with dental moulded frieze and superior radial bar fanlight. Modern Mullion windows with stone sills and skewback heads. Stone band at first floor sill level and cornice with blocking course. Gable copings. Said to be the one time home of Ludwig Mond.
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CHURCH OF ST.LUKE PIT LANE WIDNES HALTON CHESHIRE	
Grade. II*	Date listed: 30 May 1963
List Entry No. 1130417	Ward: Farnworth
Listing NGR. SJ5170687751	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1130417	Conservation Area: -
	Aisle windows curvilinear or lancet forms but there are perpendicular windows in the chancel and south transept. Clerestorey windows are pitched dormers, very little stained glass. The tower, chancel and transept are crenellated and the chancel has crocketed finials. Interior arcade gothic arches supported on octagonal columns with exception of the 2 north east bays which are circular with stiff leaf caps and common to the memorial chapel. The chancel has choir stalls with poppyheads. Oak screens separate the chapel from the north aisle and nave and the choir from the organ chamber. The chancel has a fine panelled oak ceiling and the nave braced collar trusses. The chapel contains good alabaster and marble monuments from 1635 and 1822.
© Crown Copyright	
Church of St. Luke 30.5.63 II* Parish Church 1190 with C14 tower and alterations in C17 and C19. Red sandstone with slate roof. Square west tower 5 bay nave, side aisles, a south transept and chancel narrower and less lofty than the nave. Entrance porches are opposite in north and south aisles. Tower has corner buttresses, curvilinear west window and smaller louvred windows to all faced at bell-stage.	
	

BRIDEWELL ADJACENT TO ST LUKE'S CHURCH PIT LANE WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 30 May 1963
List Entry No. 1330353	Ward: Farnworth
Listing NGR. SJ5174287749	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1330353	Conservation Area: -
	Former Bridewell now used for storage, 1827 -over door, Red sandstone with slate roof. Plain rectangular lock up in south east corner of the Churchyard.
© Crown Copyright	
	

BOLD BRIDGE Nr Bold Bridge Cottages Bold St Helens / Halton	
Grade. II	Date listed: 05 April 2016
List Entry No. 1432249	Ward: Farnworth
Listing NGR. SJ5233989458	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1432249	Conservation Area: -
 © Crown Copyright	* Historic interest: it has strong historic interest as one of the earliest bridges of the railway age, constructed on the world's first rail to ship line; * Engineer: it was designed by the notable railway engineer Charles Blacker Vignoles who was also the engineer of the pioneering Liverpool and Manchester Railway; * Design interest: it has an unusual 5-arched design with a main central arch spanning the former railway line that is both elliptical and skewed; * Architectural interest: the bridge's banded rustication, shaped voussoirs, impost bands and a parapet incorporating panelled pedestals provide a level of detailing far above the purely functional.
Details Five-arched angled road bridge over the St Helens & Runcorn Gap Railway line, 1832, by Charles Blacker Vignoles. The bridge has a main elliptical central arch, which is skewed and spans the former railway line. This main arch is flanked by two smaller arches on each side, which have been blocked up and are largely hidden from view by overgrown vegetation and earth bankings. All the arches have banded rustication, impost bands, shaped voussoirs and prominent keystones. Above the arches is a projecting carriageway band (designed like a stringcourse) and a low parapet composed of massive stone blocks with rounded copings and intermittent carved panelled pedestals. The bridge splays outwards at each end, with the parapets terminated by further carved panelled pedestals. Reasons for Designation Bold Bridge, constructed in 1832 on the St Helens and Runcorn Gap Railway, is listed at Grade II for the following principal reasons:	History Bold Bridge was constructed in 1832 and was originally known as 'Five Arched Bridge'. It was constructed as part of the St Helens and Runcorn Gap Railway (later known as the St Helens and Widnes Railway), which had been promoted by local colliery owners to provide a line between St Helens and a new dock on the River Mersey at Runcorn Gap. The bridge carried the Liverpool-Warrington turnpike (now the A57/Warrington Road) over the railway. In 1829 a group of local businessmen and colliery owners commissioned Charles Blacker Vignoles, the surveyor of the Liverpool and Manchester Railway, which was being built at that time, to undertake a survey of the proposed line. He was later appointed as engineer. An Act of Parliament was obtained on 29 May 1830 and the original capital was £120,000. However, work proceeded slowly and costs overran. The line opened in February 1833 and became the world's first rail to ship facility when the Runcorn Gap dock was fully completed in August 1833. Although it was principally a mineral railway, the

line also carried passengers from early on. Due to steep inclines parts of the line were operated by stationary engines, but in the late 1840s/early 1850s improvements were made to enable the use of locomotives along the whole length of the line.

In 1845 the railway merged with the Sankey Brook Navigation Co to become the St Helens Canal and Railway Co. Branch extensions were added to Garston Docks in the west and Warrington in the east in 1852 and 1853 respectively, with this east-west line later being leased by the London and North Western Railway (LNWR). The entire company was acquired by the LNWR in 1864.

The original part of the line, on which Bold Bridge is located, closed to passengers in 1951, and to freight in the 1980s; the track was subsequently lifted. Much of the old railway route in Widnes was lost when a new expressway link to the M62 was created, but a 2.7km section of the original line, including the section underneath Bold Bridge, was converted into a footpath and cycle path in 2014.

Charles Blacker Vignoles (1793-1875) first trained in law, but in 1817 he set sail for America where he became the assistant to the state civil engineer in Charleston, South Carolina. In 1821 he became city surveyor in St Augustine, Florida, and in 1823 he published a map of Florida. However, he returned to England in 1823 where he continued to work as a surveyor, becoming assistant to James Walker, engineer of the London Commercial Docks. By mid-1824 he had his own offices in Hatton Garden and his career in railway design began, commencing with carrying out surveys for the Rennie brothers for a line between London and Brighton, and a line between Liverpool and Manchester. In the 1830s Vignoles surveyed and constructed a number of English railways, particularly in Lancashire, as well as railways in Ireland, France and Germany. He later worked in Ukraine, Switzerland, Brazil and Spain before retiring in 1863. Vignoles has at least 10 listed bridges, viaducts and tunnels to his name in England.



FORMER CHURCH OF ST PIUS X AND ATTACHED CAMPANILE Sefton Avenue Widnes WA8 9JY	
Grade. II	Date listed: 19 November 2018
List Entry No. 1455848	Ward: Farnworth
Listing NGR. SJ5141087384	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1455848	Conservation Area: -
	* internally the main worship space demonstrates an impressive simplicity and is unified through the dramatic full-height pointed arches to the nave which are echoed in the side windows, niches for the altars and the entrances to the confessionals; Historic interest: * FA Jones was part of Jones and Kelly, a prominent Irish architectural firm responsible for several ecclesiastical buildings in the C20; this church is one of the few identified examples of the firm's work in England.
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Summary Former Roman-Catholic church with campanile, 1959, designed by Felix A Jones of Jones and Kelly of Dublin. The attached presbytery and church hall, also the low wall to the east end of the church, are not included in the listing Reasons for Designation The former Roman Catholic Church of St Pius X, including the attached campanile, is listed at Grade II for the following principal reasons: Architectural interest: * it is an architecturally bold example of a relatively small-scale mid-C20 Roman Catholic church; * the church and campanile have a well-executed overall design, to create a successful stripped-back and free interpretation of a traditional architectural style;	History During the 1950s an early-C20 suburban house and adjoining land was bought by the Catholic Archdiocese of Liverpool as the site for a new church. The Roman Catholic Church of St Pius X was designed by Felix A Jones of Jones and Kelly of Dublin and sited within the eastern part of the site. The church opened in 1959 as an offshoot of the Church of St Bede, Widnes (Cheshire). The house was retained and used as the presbytery, and the former garage attached to the north was converted for use as a church hall and extended to provide toilet facilities. Following The Second Ecumenical Council of the Vatican in the early 1960s there was some internal re-ordering including bringing forward the High Altar, removing the communion rails, dismantling the original pulpit and reusing the stone-rubble cladding in other locations within the church. In 1979 an inspection revealed issues with spreading within the brick arches and this was addressed by internal reinforcement. A report in 1987 noted the completion of the arch repairs; the same report noted that some of the parquet floor blocks had lifted due to loss of adhesion.

The church closed in 2015 and internal features including the seating and Stations of the Cross were removed.

Felix A Jones worked for the firm Jones and Kelly, first formed in 1919 by his father, Alfred Edwin Jones, and Stephen Stanislaus Kelly. The firm was appointed to design St Pius X on the strength of their work between 1957 and 1958 at the Church of St Patrick, Newton-le-Willows (St Helens, Merseyside), which was designed in a Romanesque style.

Details

Former Roman-Catholic church with campanile, 1959, designed by Felix A Jones of Jones and Kelly of Dublin. The attached presbytery and church hall are not included in the listing.

MATERIALS: the body of the church and the campanile is built in yellow brick, with concrete and stone detailing. The church has a pitched tile roof.

PLAN: the church has a rectangular footprint on an east-west alignment with, unusually, the nave to the east and chancel to the west. Attached to the south-west is a campanile above a single-storey flat-roof range.

EXTERIOR: the church is a single-storey gable-end building with a pitched roof with swept eaves, and cross finials over the east and west gable ends. The east gable-end faces onto Sefton Avenue and contains a central main entrance with double doors flanked by stained-glass windows and limestone-rubble cladding, set within a concrete frame which forms a pediment about the doors. There is a blue-mosaic threshold in front of the entrance, and over the pediment are three multi-coloured mosaic shields. Above is a large five-light, straight-sided, concrete-framed, triangular-headed window with concrete mullions forming five lights. The central entrance is flanked to either side by a small concrete-framed single-light window and a large full-height flat pilaster decorated with projecting bricks set in a diamond shape. Set into the right pilaster is the building's foundation stone. The north and south elevations are divided into seven bays by narrow inward-curving buttresses. Most of the bays contain a large pointed-arched window with a concrete sill.

The top of the west gable end is blind and can be seen above a single-storey flat-roof range that wraps around the west end of the church; this range is lit by single-light windows.

A slender, 21m tall campanile rises from the centre of the flat-roof rear range and is angled on a slightly different alignment to the church. On each side of the tower are concrete-framed belfry louvres. Originally the campanile was decorated by tall metal crosses; they were removed at an unknown date and at around the same time steel restraint straps were fitted to every joint in the concrete framed apertures to address a concrete spalling problem.

INTERIOR: the church is entered through the east end into a lobby. To the right is a pair of metal gates, with elongated hexagonal frames containing coloured glass decorated with a cross motif that partition off the former baptistery (later a small shop). To the left is a staircase leading up to the choir gallery. A set of doors within a glazed-timber screen leads into the nave. The nave is a large open space divided into six bays by full-height, stack-bonded-brick pointed arches springing from the parquet floor and with single timber bands attached to the top of the arch. The painted plaster ceiling is contrasted by the ribs of these arches and also the exposed-brick window bays. Either side of the nave's west end are two confessional rooms; one of which has been converted into a store; the confessional bays and overlights to the doors follow the pointed-arch motif seen in the nave. The chancel is located at the west end and is illuminated by side windows. It has a central sanctuary defined by a pointed arch within which the High Altar stands on a raised marble and parquet-floor platform. Flanking the sanctuary are side altars recessed within pointed-arched niches. The altars, pulpit, font and lecterns are clad in a combination of mosaic, timber, marble and limestone rubble. All of the pews and the 14 Stations of the Cross have been removed. The stained-glass windows have a common motif of a ruby cross on a fading blue and yellow background. Some of the panes have been replaced, particularly on the south side of the nave. A door in the south-west corner of the church leads into a corridor flanked by service rooms, with square roof lights and two large concrete ceiling beams that support the campanile above.



WIDNES NORTH RAILWAY STATION VICTORIA AVENUE WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983
List Entry No. 1106340	Ward: Highfield
Listing NGR. SJ5127887104	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1106340	Conservation Area: -
	Station, 1872. Brown brick walls with sandstone plinth and slate roof and alternate treble courses of plain and shaped slates and with lead roll ridges. 1 storey, 8 bays, cross bays on H plan. Cross wing gable bargeboards, supported by gallows brackets, are carved in 3 different designs. The platform canopy has a 3 arched fascia with dagger, trefoil and diamond in quatrefoil motifs, supported on 4 cast iron octagonal columns. Walls have beaded quoins. Slightly Gothic-headed sashes, in pairs, set back in openings with splayed reveals and heads. The mullions have elaborate offsets, stone sills. Stacks with elaborate offsets. Original doors have panel infilling of raking boards. A drinking fountain, set against the station wall, has a shell/bulrush motif with the date '1872' above. The waiting room has a substantial plaster cornice, partly worked on the ceiling, and a fireplace surround with elaborate offsets.
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103, 105, 107 AND 109 HIGHFIELD ROAD WIDNES HALTON CHESHIRE	
Grade. II	Date listed: 31 October 1983
List Entry No. 1130414	Ward: Highfield
Listing NGR. SJ5125286596	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1130414	Conservation Area: -
	Terrace, early C19, of 4 two storey brown brick cottages. Slate roof with tiled ridge and red brick chimney stacks. Very heavy stone eaves cornice, painted white, with modillion treatment. Stringcourse at first floor window sill level, heavy label courses to ground and first floor windows and door heads. Triple round headed casements with 'Y' tracery at head, some with glazing bars removed. The original front doors have round heads to match windows.
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Cranshaw Hall Moated Site WIDNES HALTON CHESHIRE	Scheduled Ancient Monument.
Grade. -	Date first scheduled: 28 November 1991
List Entry No. 1011888	Ward: Farnworth
Listing NGR. SJ5176288738	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1011888	Conservation Area: -
 © Crown Copyright	Details The monument is Cranshaw Hall moated site. It includes an island partially occupied by the 19th century rebuilding of Cranshaw Hall and farm buildings of approximately the same date. In the centre of the buildings is a cobbled yard that is an original feature containing a sandstone-lined well. The remainder of the island comprises lawns, ornamental shrubbery gardens and an access drive. The surrounding moat has been infilled - this task finally being completed in the late 1950's. The line of the moat's W arm can be traced across the lawn as a shallow depression c.15m wide x 0.2m deep. A modern sectional dwelling has been erected above the S end of the moat's W arm while farm outbuildings overlie part of the E arm. Access to the island was originally by a bridge. Cranshaw is first mentioned in 1270 and the moated site was in existence by 1400. The island is depicted on the 1840 Tithe Map as containing Cranshaw Hall and three subsidiary buildings. Cranshaw Hall, its farmbuildings, the sectional building and all service pipes; a greenhouse; a propane gas holder; the access drive, a path and all flagged areas are excluded from the scheduling. The ground beneath all these features, however, is included. Selected Sources Other (copy of original given by owner), Darvill, T., MPP Single Monument Class Description - Moats, (1988) Smith (Site Owner), To Robinson, K.D. MPPFW, (1990) SMR No. 5188/1, Merseyside SMR, Cranshaw Hall Moat, Title: Bold Tithe Map Source Date: 1840 Author: Publisher: Surveyor: Title: Ordnance Survey 25": 1 mile 1st Edition Source Date: 1893 Author: Publisher: Surveyor:
Around 6,000 moated sites are known in England. They consist of wide ditches, often or seasonally water-filled, partly or completely enclosing one or more islands of dry ground on which stood domestic or religious buildings. In some cases the islands were used for horticulture. The majority of moated sites served as prestigious aristocratic and seigneurial residences with the provision of a moat intended as a status symbol rather than a practical military defence. The peak period during which moated sites were built was between about 1250 and 1350 and by far the greatest concentration lies in central and eastern parts of England. However, moated sites were built throughout the medieval period, are widely scattered throughout England and exhibit a high level of diversity in their forms and sizes. They form a significant class of medieval monument and are important for the understanding of the distribution of wealth and status in the countryside. Many examples provide conditions favourable to the survival of organic remains. The monument is one of an important group of moated sites in the former township of Bold. Despite modern infilling of the moat the monument will retain considerable archaeological evidence of the original Cranshaw Hall, its subsidiary buildings and bridge.	



Standing Cross in St Luke's churchyard, Farnworth, beside the south porch FARNWORTH WIDNES HALTON CHESHIRE	Scheduled Ancient Monument.
Grade. -	Date first scheduled: 15 December 1995
List Entry No. 1013781	Ward: Farnworth
Listing NGR. SJ5170887738	Parish: -
https://historicism.org.uk/listing/the-list/list-entry/1013781	Conservation Area: -
	excess of 12,000. However, their survival since the Reformation has been variable, being much affected by local conditions, attitudes and religious sentiment. In particular, many cross-heads were destroyed by iconoclasts during the 16th and 17th centuries. Less than 2,000 medieval standing crosses, with or without cross-heads, are now thought to exist. The oldest and most basic form of standing cross is the monolith, a stone shaft often set directly in the ground without a base. The most common form is the stepped cross, in which the shaft is set in a socket stone and raised upon a flight of steps; this type of cross remained current from the 11th to 12th centuries until after the Reformation. Where the cross-head survives it may take a variety of forms, from a lantern-like structure to a crucifix; the more elaborate examples date from the 15th century. Much less common than stepped crosses are spire-shaped crosses, often composed of three or four receding stages with elaborate architectural decoration and/or sculptured figures; the most famous of these include the Eleanor crosses, erected by Edward I at the stopping places of the funeral cortege of his wife, who died in 1290. Also uncommon are the preaching crosses which were built in public places from the 13th century, typically in the cemeteries of religious communities and cathedrals, market places and wide thoroughfares; they include a stepped base, buttresses supporting a vaulted canopy, in turn carrying either a shaft and head or a pinnacled spire. Standing crosses contribute significantly to our understanding of medieval customs, both secular and religious, and to our knowledge of medieval parishes and settlement patterns. All crosses which survive as standing monuments, especially those which stand in or near their original location, are considered worthy of protection. Despite the loss of its original shaft, the plinth and base of this cross survive well. The cross stands in it's
© Crown Copyright A standing cross is a free standing upright structure, usually of stone, mostly erected during the medieval period (mid 10th to mid 16th centuries AD). Standing crosses served a variety of functions. In churchyards they served as stations for outdoor processions, particularly in the observance of Palm Sunday. Elsewhere, standing crosses were used within settlements as places for preaching, public proclamation and penance, as well as defining rights of sanctuary. Standing crosses were also employed to mark boundaries between parishes, property, or settlements. A few crosses were erected to commemorate battles. Some crosses were linked to particular saints, whose support and protection their presence would have helped to invoke. Crosses in market places may have helped to validate transactions. After the Reformation, some crosses continued in use as foci for municipal or borough ceremonies, for example as places for official proclamations and announcements; some were the scenes of games or recreational activity. Standing crosses were distributed throughout England and are thought to have numbered in	

original position on the south side of the church and served to remind the medieval traveller or local inhabitant of the sanctity of that enclosure.

Details

The monument includes a cross in the churchyard of the parish Church of St Luke at Farnworth in Widnes. The cross has a medieval base and plinth on which a sandstone cross with a broken lantern was constructed in the restorations of the church in the last decade of the 19th century. The plinth measures 1.3m by 1.34m and stands only 0.09m above the turf. It is constructed of sandstone blocks and was mortared together.

The base is a single block of sandstone 0.75m by 0.76m and stands 0.18m high above the plinth. This has a socket hole measuring 0.38m by 0.38m which now houses the restored cross shaft and broken lantern. The shaft and lantern are 2.87m high. The shaft is square and is cut into an octagonal section above the base. The Victorian work is of good quality. The metal posts for the church signboard and a tombstone of 1812 1m to the south east are excluded from the scheduling although the ground beneath is included.



Lovel's Hall moated site and fishpond, Widnes WIDNES HALTON CHESHIRE	Scheduled Ancient Monument.
Grade. -	Date first scheduled: 08 Jan 1971 (amend 07 Aug 1996)
List Entry No. 1014390	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4787384782	Parish: -
https://historicengland.org.uk/listing/the-list/list-entry/1014390	Conservation Area: -
	development. The earthworks survive well and the monument is a good example of a small single-homestead type moated site and fishpond. Despite some plough damage to the upper levels of deposits, considerable remains of the buildings which formerly occupied the island will survive.
© Crown Copyright Around 6,000 moated sites are known in England. They consist of wide ditches, often or seasonally water-filled, partly or completely enclosing one or more islands of dry ground on which stood domestic or religious buildings. In some cases the islands were used for horticulture. The majority of moated sites served as prestigious aristocratic and seigneurial residences with the provision of a moat intended as a status symbol rather than a practical military defence. The peak period during which moated sites were built was between about 1250 and 1350 and by far the greatest concentration lies in central and eastern parts of England. However, moated sites were built throughout the medieval period, are widely scattered throughout England and exhibit a high level of diversity in their forms and sizes. They form a significant class of medieval monument and are important for the understanding of the distribution of wealth and status in the countryside. Many examples provide conditions favourable to the survival of organic remains. Lovel's Hall moated site remains in relatively undamaged condition and untouched by modern	Details The monument comprises a moated site formerly occupied by Lovel's Hall, said to be the residence of Francis Lovel, who was created Viscount Lovel by Richard III in 1483. Lovel's Hall moated site consists of a mainly grassy platform c.50m square surrounded by a dry moat up to c.23m wide x 1.6m deep. On the east side a rectangular extension of the moat measuring c.15m long x 8m wide x 1m deep is interpreted as a fishpond. A low bank 0.1m high x 1m wide crosses the platform from west-east and is thought to represent a former field boundary. Most moats were constructed between 1250-1350 and are generally seen as the prestigious residences of the lords of the manor. The moat in such circumstances marked the high status of the occupier, but also served to deter casual raiders and wild animals. The fence running north-south across the west half of the monument is excluded from the scheduling, however, the ground beneath the fence is included. Selected Sources Books and journals Poole, C, Old Widnes and its Neighbourhood, (1906) Other Capstick, B., FMW Report, (1987) Darvill, T., MPP Single Monument Class Description - Moats, (1988) Dennison, E., MPP Single Monument Class Descriptions - Fishponds, (1988)



Duck decoy pond 200m south east of Marsh Bridge WIDNES HALTON CHESHIRE	Scheduled Ancient Monument.
Grade. -	Date first scheduled: 02 Feb 1976 (amend 16 Jul 1996)
List Entry No. 1014717	Ward: Ditton, Hale Village & Halebank
Listing NGR. SJ4780382677	Parish: Preston Hale CP
https://historicengland.org.uk/listing/the-list/list-entry/1014717	Conservation Area: -
 © Crown Copyright	5ha with a depth of water of not more than a metre. The number of pipes varies from one to more than five, often arranged in symmetrical patterns around the central pool. Although once common features of lowland England (being particularly associated with the east and south east coasts), modern drainage has modified or destroyed all but a few examples. Most examples which survive in a near-complete state of preservation will be considered of national importance and worthy of protection. The duck decoy at Hale survives remarkably well, retaining the ironwork which supported the nets for the pipes. The brick lined features are well preserved and the drains are cleaned out and functioning. The survival of working features of the site give important information on the original management and function of the decoy during the 17th century.
Decoy ponds are artificially created or modified pools of water onto which wildfowl were lured to be trapped and killed for food and for feathers. They consist of a central pool off which lead a number of curving arms or ditches, known as pipes. Nets were constructed over the narrowing ends of these pipes towards which the birds were lured by the decoyman and his dog. Screens were erected along the sides of the pipes with carefully placed gaps so that the dog would be visible to the birds only when his appearance would lead the birds towards the nets at the ends of the pipes. Once at the ends the nets would be dropped and the decoyman was able to wring the birds' necks. The tradition of constructing such ponds appears to have begun in the medieval period, with the simplest designs indicating an early date. The more familiar decoy pond, however, is said to have originated in Holland and to have been introduced into England in the 17th century. The word 'decoy' is said to derive from the Dutch 'eendenkooi' meaning 'duck cage'. Their greatest popularity came in the 18th and 19th centuries when large numbers were built, with a small number continuing in use until World War II. The ideal size for a decoy pond was between 1ha and	Details The monument includes a pentagonal enclosure with an outer ditch, containing a pond with five regularly spaced curving pipes leading into the corners of the pentagon. There is also a boat dock on the north side of the pond bearing a date stone marked 1638. It was constructed as a duck decoy in which the birds were driven into the pipes which were covered over by nets stretched over a frame of iron hoops. This was an important source of food for the manor during the 17th and 18th centuries, yielding an average catch of 1000 birds in a season. The outside bank stands to a height of 2m above the marsh and averages 10m in width at the base. Each side is 120m long. The outside ditch is 5m wide and 2m deep. Inside the bank is a narrow path with drains taking overflowing water to an outfall on the east side. In the centre is a roughly pentagonal pond 90m across, and leading from each corner is a pipe 50m long, 8m wide and tapered at the end.

These are still covered by the remains of the iron hoops which were to support the nets at the apex of the pipes. Each pipe was constructed of brick at the sides, with a clay bottom. On the north side of the pond is a small dock for a boat also constructed of brick, with a date stone marked RC 1638. The area enclosed is 1.8ha. A small brick-built hut on the island, which was an addition to the decoy, provided a shelter for those working the pond. On the north side of the decoy there is a modern swing footbridge over the moat which may occupy the position of an earlier bridge. The footbridge and its footings are not included in the scheduling, although the ground beneath is included.

Selected Sources

Books and journals

Dugdale, T, *Curiosities of Great Britain: Volume V91*

