

# DITTON RAIL FREIGHT PARK, WIDNES, CHESHIRE



## Archaeological Desk- Based Assessment



**Oxford Archaeology North**

December 2005

**The Environment  
Partnership**

Issue No: 2005-06/468

OAN Job No: L9637

NGR: SJ 50222 84342

**Document Title:** DITTON RAIL FREIGHT PARK, WIDNES, CHESHIRE

**Document Type:** Archaeological Desk-Based Assessment

**Client Name:** The Environment Partnership

**Issue Number:** 2005-06/468

**OA Job Number:** L9637

**National Grid Reference:** area centred NGR SJ 50222 84342

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## SUMMARY

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Oxford Archaeology North was commissioned by The Environment Partnership (TEP), on behalf of Halton Borough Council, to undertake an archaeological desk-based assessment of part of the proposed development area for the Ditton Strategic Rail Freight Park, Widnes, Cheshire (NGR SJ 50222 84342) (Planning Reference 05/0948/FUL). The study area comprised the western section of a wider proposed development site to the immediate south of the railway line between Ditton and Widnes, the eastern section having already been covered by a previous archaeological assessment.

The desk-based assessment, undertaken in December 2005, covered a radius of 1km from the centre of the western part of the development site and included visits to the Cheshire Historic Environment Record, Lancashire County Record Office, consultation of the Merseyside Historic Environment Record, and OA North's library. Two sites with Statutory Designation were identified: Lovels's Hall (Site 1) lies to the north of the proposed development site and is a nationally designated site; Hale Bank conservation area (Site 22) borders the site to the south, and is a locally designated area.

The majority of the proposed development site consists of undeveloped agricultural land and is thought to hold considerable archaeological potential. Roman and medieval finds, recovered from the site in the nineteenth century (Site 2), suggest that Roman or prehistoric settlement remains may exist in the vicinity. The finds were made at a considerable depth, probably due to a large build up of estuarine deposits during the last two thousand years; these deposits possess significant palaeoenvironmental potential and any archaeology may be extremely well-preserved. Excavations in advance of the construction of the nearby A5300 (Sites 3 and 4) proved the potential for the existence of hitherto unknown prehistoric remains associated with Ditton Brook.

Within the proposed development area are a number of other sites of archaeological potential, some of which may date to the medieval period, for instance the former trackway associated with Lovel's Hall (Site 6). However, the majority of the sites date to the post-medieval period, particularly those associated with former buildings or potential buildings identified through cartographic sources (Sites 13, 18 and 19). There is also the potential that some of the undated sites, such as field names (Sites 7 and 13) may provide evidence of medieval or earlier activity.

The assessed significance of the sites identified within the proposed development area, and the likely impact of any future development will have upon them, has contributed to the recommendations for further archaeological assessment. These include a site-wide geophysical survey, followed by a programme of archaeological trial trenching, targeted on specific areas of potential identified by this assessment and by the geophysical survey. In addition, those sites with a Statutory Designation (Sites 1 and 22) may need to be considered in terms of indirect impact; it is recommended that English Heritage and the local conservation officer are consulted in these cases.

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## ACKNOWLEDGEMENTS

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Oxford Archaeology North would like to express thanks to Graeme Atherton of The Environment Partnership (TEP) for commissioning the work, and to staff of the Lancashire County Record Office in Preston for their assistance. Further thanks are due to Rob Edwards at the Cheshire Historic Environment Record, to Mark Hart at the Merseyside Historic Environment Record, to Mark Leah, the Historic Environment Planning Officer (Archaeology) at Cheshire County Council, and to Nick Herepath, the regional Portable Antiquities Scheme Liaison Officer, for their help and information.

The desk-based assessment was researched and written by Tony Lee, with drawings produced by Mark Tidmarsh. The report was managed by Jamie Quartermaine and Stephen Rowland, who also edited the report, along with Alan Lupton.

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## 1. INTRODUCTION

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### 1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 Following proposals by Halton Borough Council (Planning Reference 05/0948/FUL) for the construction of a Strategic Rail Freight Park at Ditton, Widnes, Cheshire (NGR SJ 50222 84342), Cheshire County Council Historic Environment Service (CCCHES) requested that a programme of archaeological investigation be undertaken to further inform the planning process. Accordingly, Oxford Archaeology North (OA North) was commissioned by The Environment Partnership (TEP) to undertake an archaeological assessment of land forming part of the proposed development area. Ditton Strategic Rail Freight Park, along with the site of the former Parkside Colliery in St Helens, has been designated by the Regional Development Agency as being capable of meeting the need for strategic inter-modal freight terminals to support the Government's integrated transport policy.
- 1.1.2 The area for the proposed project is situated on the south side of the Liverpool-Manchester Freight Branch Line, around the site of the former Ditton Junction railway station. The site is divided into two areas; that to the east of Hale Road has been covered by a previous desk-based assessment (Innovis 2005a; Innovis 2005b). The western part of the development area, the subject of this investigation, covers an area of 42 hectares. The proposed development will comprise the construction of a 250m x 400m warehouse surrounded by a landscaped open space corridor, with rail sidings, structure planting, and ponds.
- 1.1.3 The archaeological investigation, undertaken in December 2005, consisted of an initial desk-based assessment. The results of this work, as detailed in this report, will be used to inform an evaluation strategy to assess the nature, extent, and survival of any archaeological remains that may be present and that are under threat from the proposed development. This will enable any requirements for mitigation work to be identified and undertaken prior to the submission of a planning application. An assessment of the significance of the known archaeological resource and the subsequent impact of the proposed development has been undertaken, employing the criteria used for scheduling monuments as detailed in Planning Policy Guidance Note 16, Annex 4 (DoE 1990).

### 1.2 LOCATION, TOPOGRAPHY AND GEOLOGY

- 1.2.1 **Location:** the study area is located immediately to the south of the village of Ditton (centred on NGR SJ 50222 84342) a settlement that has effectively been absorbed by the westward sprawl of the conurbation of Widnes. This part of Cheshire, north of the River Mersey, formed part of the historic county of Lancashire until 1974. In the Local Government Reorganisation of 1998, Widnes and Runcorn and the surrounding area were included in the newly

created unitary authority of Halton Borough. Although the proposed development site is located wholly within Halton Borough, the surrounding study area extends into Merseyside to the west. The majority of the land within the application site boundary is agricultural at present. The site is bounded to the north by a freight branch line of the Liverpool/Manchester railway, to the south by agricultural land, and to the east by a residential area. Part of the western section of the site boundary follows the line of the Cheshire/Merseyside County boundary; and beyond this is mostly agricultural land.

- 1.2.2 **Topography:** the area is situated between two tributaries of the Mersey: Ditton Brook to the north and Ram's Brook to the south. The local area is characterised by the estuarine nature of the lower Mersey valley, with intertidal mud/sand flats and low exposed cliffs, and by its generally low lying, low relief topography (Countryside Commission 1998). The site lies 1km north-west of the River Mersey's present day course, and has a typical height of 10m above mean sea level (Ordnance Survey 1981).
- 1.2.3 **Geology:** the Mersey valley has a geology of predominantly drift material, marine and river alluvium, areas of Shirley Hill windblown sand, and extensive areas of boulder clays with pockets of glacial sands, gravels and basin peats. The underlying solid geology consists of sandstone and pebble beds of the Permo-Triassic (Cheshire County Council forthcoming).

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## 2. METHODOLOGY

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### 2.1 PROJECT DESIGN

2.1.1 A project design was not required for this project but the programme of work was undertaken in full compliance with the desk-based assessment methodology outlined in the Cheshire County Council document *Guidance and General Conditions for Archaeological Contractors and Consultants in Cheshire* (2003).

### 2.2 DESK-BASED ASSESSMENT

2.2.1 The study area focused on an area within a 1km radius of the centre of the proposed development site covering the site itself and its immediate surroundings. Relevant information from the wider area has been summarised in order to place the results of the assessment into context. All known archaeological sites within the study area and its environs have been included in the Site Gazetteer (*Section 4, below*). In order to undertake the desk-based assessment, several sources of information were consulted.

2.2.2 ***Cheshire Historic Environment Record (CHER)***: the Historic Environment Record held in Chester was consulted to establish the presence of sites of cultural heritage interest already known within a 1km radius centred on the proposed development site. Aerial photography was consulted from this source for the study area.

2.2.3 ***Merseyside Historic Environment Record (MHER)***: part of the study area falls within Merseyside and, therefore, the Historic Environment Record held in Liverpool was consulted to establish the sites of cultural heritage interest already known in this area.

2.2.4 ***Lancashire Record Office (LRO)***: the study area falls within historic Lancashire and, therefore, the County Record Office in Preston was visited to consult primary and secondary published sources.

2.2.5 ***The Portable Antiquities Scheme***: Nick Herepath, the regional Finds Liaison Officer, was consulted regarding any finds reported from within the study area.

2.2.6 ***Oxford Archaeology North***: OA North has an extensive archive of secondary sources relevant to the study area, as well as numerous unpublished client reports on work carried out both as OA North and in its former guise of Lancaster University Archaeological Unit (LUAU). These were consulted where necessary.



## **2.3 ARCHIVE**

- 2.3.1 A full archive has been produced to a professional standard in accordance with current English Heritage guidelines (English Heritage 1991). The paper and digital archive will be deposited with the Cheshire HER in Chester. Copies of the report together with an index to the project archive will be sent to the Cheshire Record Office.

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## 2. RESULTS

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### 3.1 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

- 3.1.1 **Prehistoric Period:** the Ditton Brook, which runs east/west within the northern part of the study area, was an important area for exploitation in the Mesolithic, based presumably on access to river resources and as a channel of communication (Cowell and Philpott 2000, 211). The earliest archaeological evidence in the locality is a flint scatter dating from this period, discovered on the south side of Ditton Brook during archaeological investigations in advance of the construction of the A5300 link road (Site **3**). The scatter was concentrated around a tree hollow and it has been speculated that this may be evidence of a temporary camp (*ibid*). Further finds of struck flint (Site **4**), dating to the Mesolithic and Neolithic periods, were discovered 200m to the north of Site **3**, suggesting continuity of exploitation of the area (*ibid*).
- 3.1.2 Within the development site itself, a number of finds were made by workmen digging an artesian well in 1881. As well as Roman and medieval artefacts, other finds of worked oak and stags horns (sic) were reportedly found preserved in peat at a depth of over 6m (Thompson Watkin, 1881) (Site **2**). These were, at the time, thought to be the shorings for a Roman well (*ibid*) but may have had earlier origins as the deposits closely resembled those recorded by the University of Manchester Palaeoecological Research Unit at Gate Warth Farm, Warrington, 10km north-east of the study area (Archaeology Data Service 2005). This excavation demonstrated the survival of sequences of floodplain deposits up to 11m deep, which contained peat, timbers, animal bones and deer antlers. A radiocarbon date from the base of the peats indicates that they began to accumulate during the Late Bronze Age (*ibid*). If the findings at Site **2** did represent a prehistoric well, this suggests the presence of a settlement in the vicinity, focused on Ditton Brook.
- 3.1.3 Place-name evidence suggests the possible presence of a prehistoric or early medieval burial mound within the proposed development area. Barrow Flat (Site **7**) is a field name recorded on the tithe map of 1845 (DRM 32/1) and Barrow's Farm (Site **10**) is first named on the Ordnance Survey (OS) map of 1849.
- 3.1.4 Evidence of Iron Age activity for historic Lancashire is poorer than other parts of the country (Haselgrove 1996, 61) and this can be said for much of North West England. This may be in part due to a lack of proper investigation however, and one important site has recently been discovered within the study area. A high status Iron Age occupation site, surrounded by a double-ditched enclosure, has been partially excavated at Brook House Farm (Site **15**). The site appears to have been abandoned during the first century AD, possibly as a consequence of the arrival of the Roman army in the region (Cowell and Philpott 2000, 66).
- 3.1.5 North of the Mersey the area of historic Lancashire and Yorkshire is generally considered to have been the tribal land of the *Brigantes*, whose leader

Cartimandua, concluded a treaty with Rome soon after the invasion of Claudius in AD 43. At the time of the conquest, the area was characterised as a region with a decentralised political structure with a dispersed settlement pattern and low population density (*op cit*, 175). It is now often considered that the *Brigantes* were a tribal hegemony centred on the north Yorkshire region, surrounded by a series of client tribes on the periphery. If that indeed was the case, then it is tempting to suggest that the enclosure at Brook House Farm may have belonged to one such local leader.

- 3.1.6 **Roman Period:** both finds and documentary evidence testify that the Mersey basin saw some intermittent military activity and probable non-military contact with the Roman world before the permanent Roman occupation of the area in the later AD 70s (*op cit*, 176). The A5300 project provided valuable new evidence of Romano-British rural settlement within the region. Activity was established at two locations at least, including the apparent reoccupation of the Brook House Farm Iron Age enclosure (Site 15) some time in the second century (*op cit*, 66). The Ochre Brook site, 4km north of the study area, was a large-scale rural settlement that produced unexpected evidence of a connection with the XX Legion in its involvement in tile and pottery production which, by virtue of a rare tile stamp, could be closely dated to AD 167 (*op cit*, 94). The stamp suggests that the manufacture was undertaken by civilian contractors exploiting the site on behalf of the Legion, raising interesting questions over the organisation of tile manufacture in the latter half of the second century. The regional findspots of the stamped tile indicate that the tile was destined for Chester, and that this was presumably short-term production in response to a sudden demand for the reroofing of buildings (*op cit*, 213). The sites discovered demonstrate a considerably greater settlement density than had generally been predicted for the lowland North West of England, and further chance finds from the vicinity show that this emerging pattern can be detected across a wider area. Within the proposed development site two late first century coins have been discovered at a depth of 5m (Site 2).
- 3.1.7 **Early Medieval Period:** following the demise of the Roman infrastructure in the fifth century AD Britain reverted once more to a tribal system based on small warrior-led kingdoms (Cowell and Lewis 2002, 123). Anglian settlement is mainly attested in the early seventh century when the area became part of the kingdom of Northumbria after the battle of Chester in AD 614 (CCC forthcoming). Improvements in agricultural practices saw the population expand and settle in areas that had hitherto been unfavoured due to the soil conditions. Elements of Old English are found in the present day settlement names of Ditton, Hale, Halewood, Widnes, Oglet and Speke. Speke may alternatively have Old Norse origins and may be associated with Scandinavian settlers from Ireland and the Isle of Man in the tenth century. Archaeological evidence for this period is scarce in the region and no sites are known from the study area.
- 3.1.8 **Later Medieval Period:** in 1086, Hale with Halewood formed one of the six berewicks of King Edward's manor of West Derby (Farrer 1907, 141). The "wood of Hale" is mentioned in many early charters, often with reference to the rights of taking firewood (*op cit*, 150). This period is characterised by

further expansion of agriculture and population, although settlement appears to have remained largely dispersed. Corn mills became a feature of the landscape during this time and it is possible that Ditton Corn mill (Site 5) has later medieval origins. Another common feature of this period is moated sites and one such site, Lovel's Hall (Site 1), is situated within the study area. Most moated sites were usually constructed between the twelfth and fourteenth centuries and the dwellings erected within the moat would have belonged to families of considerable wealth and status (Lewis 2000).

3.1.9 **Lovel's Hall:** the estate is thought to originally have belonged to the Holland family in the fourteenth century (Farrer 1907, 212). The manor was, perhaps, of lesser status than the family's supposed castle at Upholland but it is likely that it represents the principal medieval holding of Halewood (Poole 1906, 248). Its name was presumably taken from the ownership of the Lovel family after the marriage of Sir John Lovel and Maud Holland (Lewis 2000, 233). The most famous member of the Lovel family, and the last to inhabit Lovel's Hall, was Francis Lovel (born 1454), who was created Viscount Lovel during the brief reign of Richard III (Poole 1906, 248). He was one of Richard's most trusted friends and fought at Bosworth Field in 1485 where Richard was killed. Lovel fled and returned to England in 1487 as part of a two thousand strong rebel army led by Lambert Simnel, who was laying claim to the throne. The insurgents were finally defeated at Stoke on 16th June 1487 in what is generally considered to have been the last battle in the War of the Roses (*ibid*). Lovel's house and lands at Halebank were conferred by the Crown upon the first Earl of Derby, and the abandonment of the Lovel's Hall site is likely to date from the late 1480s (*ibid*). Viscount Lovel was immortalised as one of the leading characters in Shakespeare's *Richard III*. The site of Lovel's Hall is now represented by a grassy platform c 60m square, surrounded by a dry moat up to 23m wide and 1.6m deep. A small moat extension to the south-east is interpreted as a fish pond. The site's considerable archaeological potential is, however, entirely untested.

3.1.10 **Post-medieval Period:** the Estate Map of Halewood dating from 1783 shows that much of the study area remained under the ownership of the Earl of Derby. Although the study area remained largely agricultural, the surrounding area saw much development in the nineteenth century, especially the town of Widnes, which became an important centre for industry. The area developed an extensive transport network in the early nineteenth century, with Widnes being situated at the Mersey terminus of both the Sankey Brook Navigation and the St Helens and Runcorn Gap Railway, opened in 1833. The railway and canal were both served by Widnes Dock, which was opened in the same year. The efficient transport system allowed the easy transport of coal from Lancashire and salt from Cheshire to Widnes. The industrialists of Widnes experimented with alkali for the soap industry and when the first purpose-built chemical factory was established in Widnes by John Hutchinson in 1847, it saw the start of the transformation of this hitherto rural area, which included the reclamation of large areas of marshland. Seven chemical works were in operation in Widnes by 1855, all using the "Leblanc" process in which soda ash was made from sodium sulphate by burning it in furnaces with lime and coal (Ashmore 1982, 69). The population of Widnes increased rapidly in the

later nineteenth century; the 6905 persons recorded in the 1861 census had increased to 30,011 by 1891 (Diggle 1961, 71). It would appear, however, that the incessant industrialisation of the town had its down sides: a journalist in the *Daily News* of 1883 noted that Widnes was the “dirtiest, ugliest and most depressing town in England” (*ibid*).

3.1.11 Within the study area, the most significant change was the arrival of the railway line and station at Ditton in 1852. The line was opened by the St Helens and Runcorn Gap Railway as an extension to their network that gave them access to Garston Docks. In 1869 London and North Western Railway opened a new direct line from Ditton to Weaver Junction via its new bridge across the Mersey between Widnes and Runcorn. This created a busy Junction at Ditton (Site **20**) from where trains could reach Liverpool, Manchester, St Helens, Crewe and Chester, and necessitated the building of a new station slightly further to the east of the existing one. In 1912, a serious crash occurred at the station when a train travelling from Chester to Liverpool came off the tracks at 60mph and hit the road bridge, killing the crew and all passengers in the first two carriages (Site **21**). The station did not make headline news again until May 1994 when it became the first post-privatisation station to be closed by the new track company *Railtrack* (Wright 2005).

## 3.2 MAP REGRESSION ANALYSIS

- 3.2.1 *Earl of Derby Estate map, 1783* (Fig 3): this shows the study area south of Ditton Brook. The site of Lovel’s Hall is depicted as an earthwork, with numerous small fields adjacent to its north and east sides. These, and the narrow fields situated around the houses situated on Hale Bank Road, are likely to represent post-medieval enclosure of medieval open fields. The larger areas to the east are indicative of post-medieval enclosure of common land, heath, or former marsh or woodland areas. The eastern edge of the study area site is not shown on the map.
- 3.2.2 *Yates’ Map of Lancashire, 1787*: this is far less detailed than the previous map but does show several buildings situated along Hale Bank Road and Hale Road, including Ditton Corn mill (Site **5**) and the course of Ditton Brook. No buildings are shown within the proposed development area.
- 3.2.3 *Halewood Parish tithe map 1845*: this shows the study area in some detail for the first time, with several trackways within the development area and a large number of small irregular fields within a post-medieval field system. The name of each field is given in the corresponding apportionment. A group of fields to the north of Hale Bank Road are named ‘Linnow’, and probably belonged to the nearby Linner Farm. ‘Lin’ is the Old English and Old Norse word for flax and probably relates to the growing of the crop for the production of linen in these fields (Wyld and Hirst 1911, 368). It has been alternatively suggested that the origin of the name Linnow comes from ‘Linale’ the park which was first noted in the area in 1323-4 (Farrer 1907). In the east of the study area, the field name ‘Barrow Flat’ (Site **7**) may indicate that a prehistoric or early medieval burial site is located in the vicinity. ‘Chapel Field’ (Site **14**) suggests the presence of a place of worship in the

vicinity. The adjacent fields ‘Nearer Red Hill’ and ‘Further Red Hill’ near the centre of the study area (Site 13) may be an indication of the colour of the earth, and if so, could indicate mineral content, with the possibility of some related industrial activity. The fields around the site of Lovel’s Hall are named ‘Cart Yards’; and it has been suggested that this may be a corruption of ‘Court Yards’ (Lewis 2000, 233). Further south, ‘Barn Hey’ suggests a barn may once have stood in this field (Site 8). Numerous ponds are shown, and some of these may be former marl pits. The tithe map also shows that Ditton Brook had been canalised by this time.

- 3.2.4 **Ordnance Survey, 1849, 1:10560** (Fig 4): little has changed since the publication of the tithe map four years earlier. The map gives names to several features first shown on the tithe map: The track running northwards from Hale Bank Road towards the site of Lovel’s Hall is “Mire Meadow Entry”; “Potter’s Lane” (Site 9) runs southward from Hale Bank Road and suggests that one of the buildings shown along the road was involved in the production of ceramics; the Cock and Trumpet Inn (Site 11) is also named for the first time. Clap Gate, Barrow’s Farm and Rock Low are all shown in the east of the study area. The name “Barrow” is again suggestive of a prehistoric or early medieval burial ground, and the name “Low” is also associated with tumuli (D Elsworth *pers comm*).
- 3.2.5 **Ordnance Survey, 1893, 1:2500** (Fig 5): this map shows that large-scale reorganisation of the landscape has taken place since 1849. The small irregular fields that had predominated have largely disappeared, replaced by much larger, more regular fields. These were considered much more suitable for the steam-driven ploughs that became popular in the second half of the nineteenth century. The railway was shown for the first time with Ditton Junction Station (Site 20) to the east and Hale Bank Station to the west. Ditton Corn mill (Site 5) appears to have been demolished and replaced by the “Windmill Inn”. There was an increased number of dwellings along the principal thoroughfares, and Hale Bank Terrace can be seen in the south-east of the study area. “Mire Meadow Entry” had fallen out of use and was shown as a field boundary, and an unnamed track to the east shown on the previous OS map (Site 6) had been removed completely. The area to the east of the study area had become much more industrial by this time. No map sheets from this date were available for the south-east of the study area.
- 3.2.6 **Ordnance Survey, 1907, 1:2500**: a school was by this date situated on the west side of Hale Road. Elsewhere, little had changed from the previous map although a group of wells was shown within the proposed development area. One of these may be on the site referred to by Thompson Watkin (1881) when describing the discovery of medieval, Roman and possibly prehistoric artefacts (Site 2).
- 3.2.7 **Ordnance Survey, 1927, 1:2500** (Fig 6): several groups of semi-detached dwellings had appeared along the north side of Hale Bank Road, west of the Cock and Trumpet Inn by the date of this map. To the north, Lovell Terrace can be seen and a number of small allotment gardens were situated nearby. There had been several more changes to the existing field boundaries and Ditton Sleeper Depot (Site 12) had been constructed. No map sheets were

available for the western part of the study area at the Lancashire Record Office, and the time constraints of the project precluded a more detailed search.

- 3.2.8 **Ordnance Survey 1937, 1:2500:** Blackburne Avenue residential estate, which borders the proposed development site to the east, had been built and the area marked as “wells” on the previous maps was now occupied by a pump house and tanks. No map sheets were available for the western extent of the study area.
- 3.2.9 **Ordnance Survey 1981, 1:25000:** a small residential estate had been built immediately to the north of Blackburne Avenue, which had itself been extended further south. The pump house and tanks appear to have been replaced by two small extraction pits.

### 3.3 AERIAL PHOTOGRAPHS

- 3.3.1 Several runs of digital dataset aerial photographs from the 1940s, 1970s and 2000 were viewed on ARCGIS at the Cheshire HER. The site of Lovel’s Hall (Site 1) was clearly visible as a rectangular cropmark but no further sites were identified.

### 3.4 ARCHAEOLOGICAL INTERVENTIONS

- 3.4.1 The most recent archaeological work undertaken in the area comprised a desk-based assessment of the section of the proposed development area immediately to the east of the present study area. This study was incorporated into an Environmental Impact Assessment for the site (Innovis 2005a; 2005b). The study ascertained that the area was largely uninhabited marshland until the nineteenth century when it became the site of a chemical works and a dumping ground for chemical waste. Borehole evidence showed that a thick layer of alluvium, with pockets of peat, was sealed under the chemical waste layer. A desk-based assessment in advance of the installation of a sludge main was undertaken in 1997 (Gifford and Partners). The pipeline crosses the proposed development site and the report considered the area to have limited archaeological potential. No archaeological fieldwork has been undertaken within any part of the proposed development area.

## 4. SIGNIFICANCE OF THE REMAINS

### 4.1 INTRODUCTION

4.1.1 In total, 21 sites of archaeological interest were identified within the study area (Fig 2), of which seven lie within the current proposed development area itself. Of these 21 sites, two have Statutory Designation: Lovel's Hall (Site 1) is a Scheduled Monument (SM 13435), and an area along Halebank Road is designated as Hale Bank conservation area (Site 22). Of the remainder of the sites, two were included in the Cheshire HER (Sites 2 and 5), two were recorded in the Merseyside HER (Sites 3 and 4), eleven sites were identified from cartographic sources (Sites 6, 7, 8, 9, 10, 11, 12, 13, 14, 18, and 19), two from the database of the *Portable Antiquities Scheme* (Sites 16 and 17), and two sites were found through a search of the internet (Sites 20 and 21). The detailed results of the assessment are shown in the Site Gazetteer (*Appendix I*).

4.1.2 The types of sites identified are summarised by period in the table below:

Period	No of sites	Sites
Mesolithic	2	Flint scatters (3, 4)
Iron Age	1	Enclosure (15)
Roman	1	Coins, pottery and possible well (2)
Medieval	2	Moated manor (1), knife pommel (17)
Medieval – post-medieval	3	Lane (6), corn mill (5), field name (14)
Post-medieval	10	Field name (8), lane (9), farm (10), inn (11), railway depot (12), coin (16), building (19), railway station (20), railway crash site (21), conservation area (22)
Unknown	2	Field names (7 and 13)

Table 1: Number of sites by period

### 4.2 CRITERIA

4.2.1 There are a number of different methodologies used to assess the archaeological significance of sites; that to be used here is the 'Secretary of State's criteria for scheduling ancient monuments' which is included as Annex



4 of PPG 16 (DoE 1990). The sites previously listed (*Section 4*, above) were considered using the criteria, with the results below.

4.2.2 **Period:** perhaps the most significant sites for their period are the Iron Age enclosure (Site **15**), the Mesolithic flint site (Site **3**), and the possible prehistoric well (Site **2**). These all have regional significance in relation to their period. The remainder of the non-designated sites, with the exception of the possible barrow site (**7**), are likely to be no more than of local importance for their period.

4.2.3 **Rarity:** Lovel's Hall (Site **1**) is a nationally significant site for its rarity, and is characteristic of 'high' medieval aristocratic settlement. The study area contains a number of other sites that may be considered to be of regional rarity. These include:

- the Iron Age enclosure (Site **15**)
- the Mesolithic flint scatter site (Sites **3**)
- the possible prehistoric well (Site **2**)

If Barrow Field (Site **7**) did prove to contain evidence for an ancient cemetery, this would be regionally important for its rarity. The remainder of the sites are considered to be of little rarity and therefore of local importance.

4.2.4 **Documentation:** the site of Ditton Junction Railway Station (Site **20**) and the crash site (Site **21**) potentially have a large amount of significance based on the value of their documentary history. The prehistoric sites identified during the A5300 road project (Sites **3**, **4**, and **15**) now derive their significance from the documentation of the findings. Elsewhere, cartographic sources have proved significant in helping to identify a number of potential new sites. The record of field names on the 1849 tithe map (DRM 32/1) suggests the presence, and possible former presence of structures (Sites **8** and **14**) a road (Site **6**) a barrow site (Site **7**) a corn mill (Site **5**) and industrial sites (Site **9** and **13**). The Halewood Estate Map (1783) also indicates that buildings existed in the area (Sites **18** and **19**).

4.2.5 **Group value:** given the scarcity of evidence of prehistoric activity in the region, any prehistoric evidence found associated with the well (Site **2**) and Barrow Field (Site **7**), is likely to have an enhanced group value with those prehistoric sites in the north-west of the study area (Sites **3**, **4** and **15**). Sites **3** and **4** have particular group value due to their proximity to Ditton Brook and because they may be contemporary. Any surviving elements of Ditton Station (Site **20**), Ditton Sleeper Depot (Site **12**), and any evidence of the fatal train crash (Site **22**) would have group value for their railway heritage. The former lane (Site **6**) would have group value with Lovel's Hall (Site **1**) if it could be proved to be the original access road to the moated manor. The possible post-medieval agricultural structures identified by cartographic sources would have group value for their association with local agricultural management practices (Sites **8**, **10**, **18**, and **19**).

- 4.2.6 **Survival/Condition:** the extent of survival and condition of buried archaeological remains within the study area is unknown. However, given borehole evidence from the site immediately to the east (Innovis 2005b) and the deposits encountered when digging an artesian well (Site 2) it is considered likely that a considerable depth of deposits with archaeological potential survive relatively undisturbed in good condition. The site of Lovel's Hall (Site 1) is also thought to contain undisturbed archaeological deposits. Other sites that no longer appear extent may survive as below ground remains (Sites 5, 6, 7, 8, 10, 18 and 19).
- 4.2.7 **Fragility/Vulnerability:** none of the identified sites are particularly fragile or vulnerable; however this is difficult to assess for those that comprise below-ground remains only. Those sites that lie within the proposed development area (Sites 2, 6, 7, 8 and 13) are more vulnerable to damage than those that are outside the area and may only suffer indirect effects.
- 4.2.8 **Diversity:** the well site (Site 2) includes diverse elements; Medieval, Roman and possibly prehistoric remains were encountered, suggesting continuity of use. The double-ditched enclosure (Site 15) also appears to have had more than one phase of occupation. The trackway and fields (Site 6) were part of a larger, more complex, and therefore more diverse, landscape.
- 4.2.9 **Potential:** given the recent findings on the A5300 project, as well as the presence of a Roman or prehistoric well within the application site, there is significant potential for the discovery of unknown prehistoric or Roman sites, including settlement evidence. The A5300 project found evidence of tile manufacturing supplying the Roman legionary fortress at Chester. It is almost certain that these tiles were transported across the Mersey in the vicinity of the study area, and there is the possibility of finding evidence for this transport link, as well as for more general Roman activity in the area. Any such archaeological sites may survive in excellent condition, given the significant depth of overburden deposits that are likely to be present; these deposits are also likely to contain well preserved palaeoenvironmental evidence.
- 4.2.10 Due to the likelihood of alluvial deposits covering any pre-medieval sites, the absence of cropmarks identified from aerial photographs may not be a reliable indicator of a lack of archaeology in this area.

### 4.3 SIGNIFICANCE

- 4.3.1 On the above criteria, the study area potentially contains buried remains of national, regional or local importance. These remains include:
- Lovel's Hall, a nationally important Scheduled Monument (Site 1).
  - The Roman or prehistoric well and any associated settlement (Site 2). may be regionally significant because of the diversity of date, rarity, and the potential for palaeoenvironmental remains.

- A possible prehistoric or early medieval burial site (Site **7**), which is regionally significant on the basis of rarity and period.
- Field systems, trackways and buildings associated with a medieval and post-medieval agricultural landscape (Sites **5, 6, 8, 10, 13, 14, 18** and **19**), which are locally significant because of their group value and rarity.
- Remains of Ditton Sleeper Depot (Site **12**) and the nineteenth century Ditton Junction Railway Station (Site **20**) and crash site (Site **21**), locally significant because of their contribution to the area's railway heritage.

4.3.2 A summary of significance is presented in the table below:

<b>Sites</b>	<b>Period</b>	<b>Significance</b>
Lovel's Hall Scheduled Monument ( <b>1</b> )	Medieval	National
Well ( <b>2</b> )	Prehistoric, Roman, medieval	Regional
Potential barrow ( <b>7</b> )	Prehistoric/early medieval (putative site)	Regional
Elements of the agricultural landscape ( <b>5, 6, 8, 10, 13, 14, 18, 19</b> )	Medieval/post-medieval	Local
Railway sites ( <b>12, 20, 21</b> )	Post-medieval	Local

Table 2: Summary of site significance

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## 5. IMPACT AND RECOMMENDATIONS

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### 5.1 IMPACT

- 5.1.1 The precise construction details of the proposed development showing groundworks and depth of impact are yet to be made available. However, a site layout plan has been provided (D1058.01.001 RevC) which shows that the majority of the site within the application boundary will be affected. Although the exact nature of groundworks associated with proposed development is as yet unknown, it is likely that those relating to landscaping, particularly for ponds, will have a deep impact. The impact of the construction of the large building in the centre of the site is also likely to be significant, as levelling of the ground as well as excavation for deep foundations, may be undertaken.
- 5.1.2 The desk-based assessment has shown that the potential for unidentified archaeological remains, particularly from the prehistoric or Roman period, is considered to be high. The site has remained largely undeveloped and it is thought likely that any archaeological evidence may be well preserved within alluvial deposits, potentially at depths reaching several metres. Given that the archaeology may be buried at depth there is the possibility that the proposed groundworks will not directly impact the more significant buried resource. No borehole or trial pit information was made available to confirm the presence of estuarine deposits however.
- 5.1.3 At this stage it is believed that the Scheduled Monument of Lovel's Hall (Site 1) will not be directly affected. There may be some indirect impacts however, such as visual, or impact on setting, that will need to be considered.
- 5.1.4 The proposed development site borders the Hale Bank conservation area (Site 22) to the south and it is unclear at this stage whether any part of the area will be directly affected. Conservation areas include sections of land or buildings that have been deemed to possess special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Indirect impacts such as noise and pollution should therefore be considered.

### 5.2 RECOMMENDATIONS

- 5.2.1 Current legislation draws a distinction between archaeological remains of national importance and those remains considered as being of lesser significance. The latter may undergo preservation by record, where local or regional significance can be demonstrated; by contrast, Scheduled Monuments are more typically preserved *in situ* and may only be disturbed subsequent to the granting of Scheduled Monument Consent by the Department for Culture, Media and Sport.
- 5.2.2 No sites have been identified within the boundary of the proposed development area that may be considered as being of national importance and therefore, merit preservation *in-situ*. There are, however, remains of potentially regional and local significance, which would require preservation

by record should they be affected directly by any future development of the site. The extent and scope of any such mitigation response would be dependent upon the groundworks required for redevelopment, and would be finalised once design proposals are known. It is, however, possible at this stage to make some provisional recommendations.

- 5.2.3 A site inspection should be undertaken prior to any fieldwork taking place in order to check for any hitherto unrecorded sites of cultural heritage interest. There is the possibility that geophysical surveys would reveal a buried archaeological resource. However, conventional geophysical techniques (Magnetometry and Resistivity) will not reveal archaeological features at depth, and given that there is evidently considerable deposits of overburden in some parts of the site, these particular techniques may not be very productive. It is recommended that the data from any previous ground investigations is made available, to clarify whether a thick layer of overburden is indeed present on site, and to provide guidance as to where conventional geophysics can be effectively applied. An alternative is to use ground probing radar (GPR) in specific targeted areas; however, this would be impractical to use across the whole of the site because of the higher cost of the technique.
- 5.2.4 Following on from the geophysics it is recommended that a programme of archaeological evaluation trenching be undertaken, covering at least 5% of the site, with the trenches excavated to the maximum depth of proposed development impact. Some of these trenches should be targeted upon anomalies or features identified by the geophysics and the site inspection. It should be noted that in the event of significant remains being encountered during the course of the proposed investigation, archaeological mitigation may be required, the nature of which would be dependent on the evaluation results.
- 5.2.5 It is recommended that English Heritage be contacted regarding any indirect impacts that the proposed development may have on Lovel's Hall Scheduled Monument (Site 1), as well as for advice regarding the extent of the required constraint corridor. It is also recommended that the Halton Borough Conservation Officer be contacted for advice regarding the Hale Bank conservation area (Site 22).
- 5.2.6 A summary of the site-specific recommendations is presented in the table below:

Site no.	Type	Period	Impact	Recommendations
1	Moated site	Medieval	May be indirectly affected	Contact English Heritage
2	Well	Roman/ Prehistoric	Likely to be affected	Evaluation trenching
6	Trackway and field systems	Medieval/ post-medieval	Likely to be affected	Evaluation trenching
7	Possible burial site	Prehistoric/ early medieval	Likely to be affected	Evaluation trenching

<b>Site no.</b>	<b>Type</b>	<b>Period</b>	<b>Impact</b>	<b>Recommendations</b>
<b>8</b>	Possible site of building	Post-medieval	Likely to be affected	Evaluation trenching
<b>12</b>	Ditton Sleeper Depot	Post-medieval	Unlikely to be affected	None
<b>13</b>	Possible site of industrial activity	Unknown	Likely to be affected	Evaluation trenching
<b>14</b>	Possible site of a chapel	Medieval/post-medieval	Unlikely to be affected	None
<b>18</b>	Site of a building	Post-medieval	Likely to be affected	Evaluation trenching
<b>19</b>	Site of a building	Post-medieval	Likely to be affected	Evaluation trenching
<b>22</b>	Hale Bank conservation area	Post-medieval	May be affected	Contact Halton Borough conservation officer

Table 3: Gazetteer sites at risk from development, with recommendations

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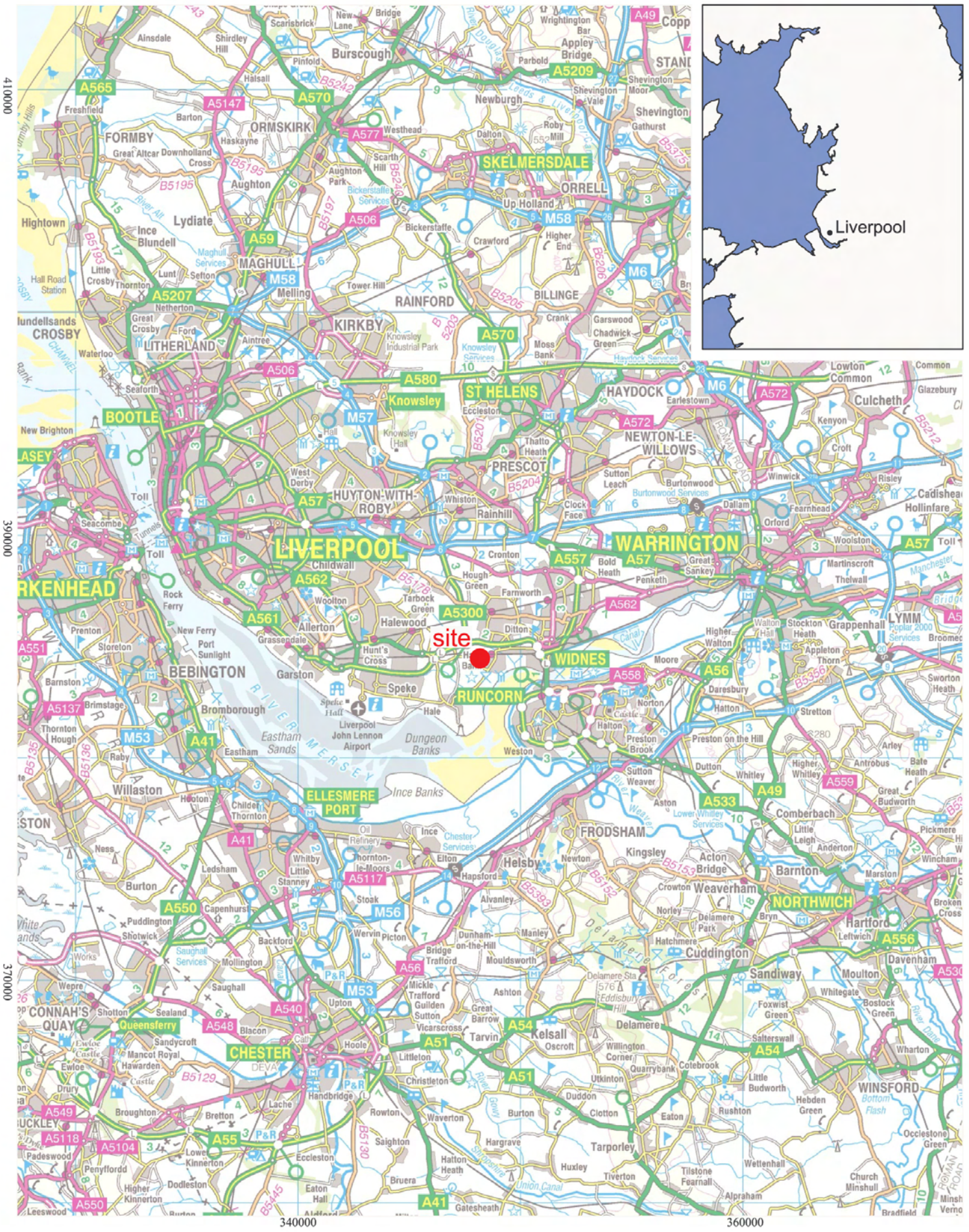
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Figure 1: Location Map





Figure 3: Earl of Derby's estate map of Halewood, 1783

0 100m





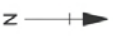
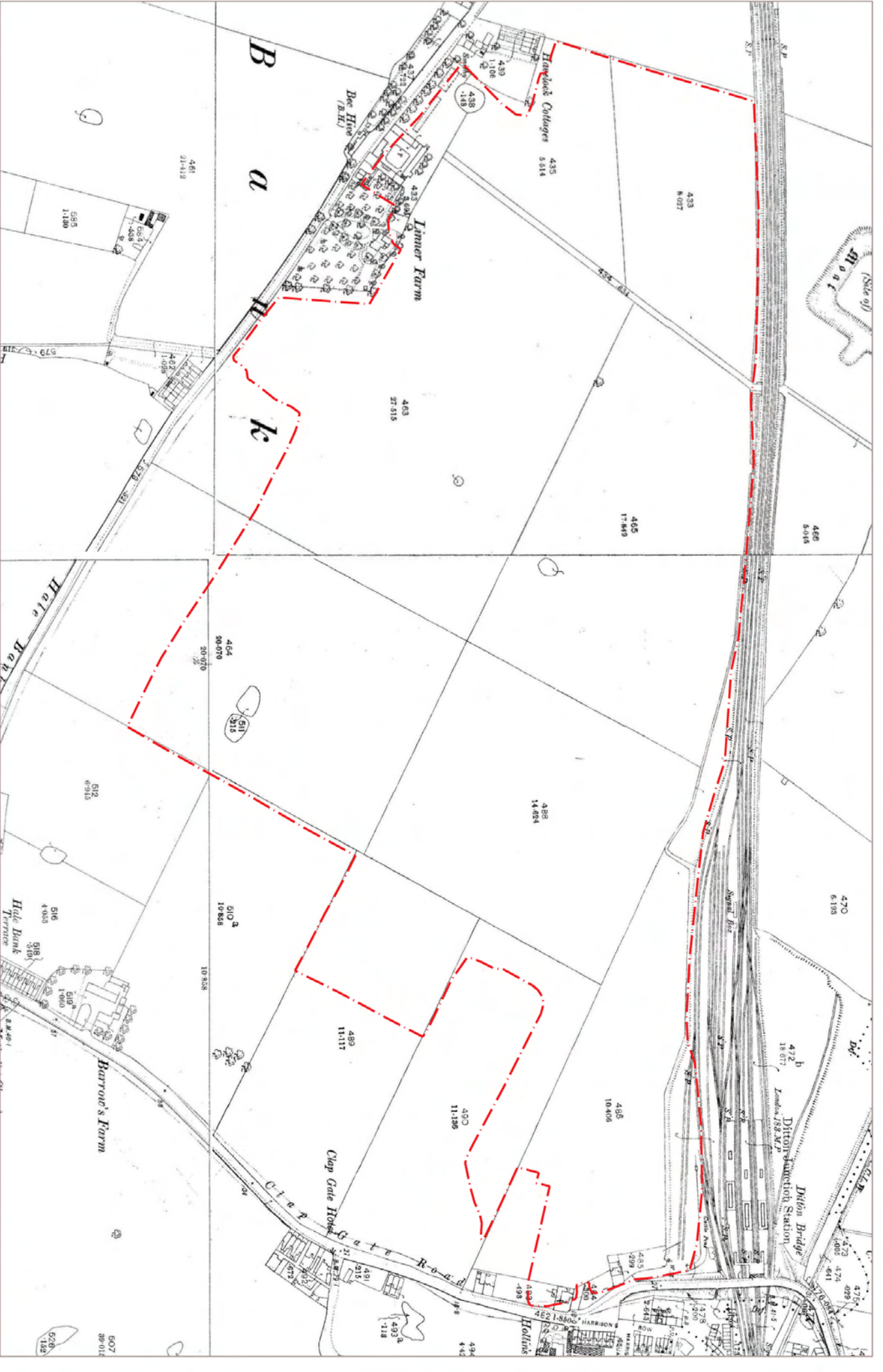
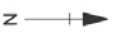


Figure 5: Extract from Ordnance Survey map, 1893, 1:25000



0 100m  
Scale 1:5000 @ A4



Figure 6: Extract from Ordnance Survey map, 1927, 1:25000

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## APPENDIX 1: GAZETTEER OF SITES

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<b>Site number</b>	<b>1</b>
<b>Site name</b>	Lovel's Hall moated site and fishpond
<b>NGR</b>	SJ 4786 8478
<b>Site type</b>	Moated manor site
<b>Period</b>	Medieval
<b>HER number</b>	CHER 73
<b>Designation</b>	Scheduled Monument (13435)
<b>Sources</b>	Lewis 2000; Poole 1906
<b>Description</b>	The monument comprises a moated site which was occupied by Lovel's Hall, and 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 c50m square surrounded by a dry moat up to c23m wide x 1.6m deep. On the east side a rectangular extension of the moat measuring c15m long x 8m wide x 1m deep is interpreted as a fishpond. A low east/west bank 0.1m high x 1m wide crosses the platform and is thought to represent a former field boundary.
<b>Assessment</b>	The site lies outside the proposed development area and will not be affected at this stage.

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<b>Site number</b>	<b>2</b>
<b>Site name</b>	Possible well, Roman pottery and coins
<b>NGR</b>	SJ 4873 8455
<b>Site type</b>	Well
<b>Period</b>	Prehistoric/Roman
<b>HER number</b>	CHER 74
<b>Designation</b>	-
<b>Sources</b>	Thompson Watkin 1881
<b>Description</b>	In 1881 workmen sunk an artesian well on the site of a spring near Ditton Station. 12ft from the surface they found a twelfth/thirteenth century jug, at 14ft two late first century Roman bronze coins and a sherd of Samian pottery. Below this a layer of peaty earth produced "...quantities of bones, stag's horns and worked bog oak" considered as shoring for an ancient well.
<b>Assessment</b>	The site lies within the proposed development area and is likely to be affected.

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<b>Site number</b>	<b>3</b>
<b>Site name</b>	Ditton Brook South
<b>NGR</b>	SJ 4750 8510
<b>Site type</b>	Archaeological excavation of flints within a tree bole
<b>Period</b>	Prehistoric
<b>HER number</b>	MHER 4785.14
<b>Designation</b>	-
<b>Sources</b>	Cowell and Philpott 2000
<b>Description</b>	Archaeological investigations prior to the construction of the M57-A652 link road identified three possible areas of prehistoric activity. Potentially the most significant of these was subject to excavation. The main evidence came from the distribution of flintwork, of Mesolithic date, in a sandy layer immediately beneath the topsoil. There were 201 pieces in all. The scatter was focused on a small hollow, thought to be a tree bole.
<b>Assessment</b>	The site lies outside the proposed development area and will not be affected.

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<b>Site number</b>	<b>4</b>
<b>Site name</b>	Ditton Brook North
<b>NGR</b>	SJ 4750 8530
<b>Site type</b>	Archaeological evaluation site – flint scatters
<b>Period</b>	Prehistoric

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<b>HER number</b>	MHER 4785.15
<b>Designation</b>	-
<b>Sources</b>	Cowell and Philpott 2000
<b>Description</b>	Archaeological investigations prior to the construction of the M57-A562 link road found 28 pieces of struck flint in two evaluation trenches. The flintwork was found scattered thinly across the trenches and were of Mesolithic and possibly Neolithic date. There was no indication of any clustering of flintwork that could have represented former locations for settlement or similar activity.
<b>Assessment</b>	The site lies outside the proposed development area and will not be affected.

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<b>Site number</b>	<b>5</b>
<b>Site name</b>	Ditton Corn mill
<b>NGR</b>	SJ 4900 8470
<b>Site type</b>	Windmill
<b>Period</b>	Medieval/post-medieval
<b>HER number</b>	CHER 75
<b>Designation</b>	-
<b>Sources</b>	Yates 1787; Bott 1986; Ordnance Survey 1893
<b>Description</b>	The corn mill is shown on Yates' map, but was demolished sometime before 1893, when the OS map of that year shows the Windmill Inn on the site.
<b>Assessment</b>	The site lies outside the proposed development area and is unlikely to be affected at this stage.

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<b>Site number</b>	<b>6</b>
<b>Site name</b>	Lane off Hale Bank Road
<b>NGR</b>	SJ479 844
<b>Site type</b>	Trackway and field system
<b>Period</b>	Medieval/post-medieval
<b>HER number</b>	-
<b>Designation</b>	-
<b>Sources</b>	DRM 32/1
<b>Description</b>	A trackway is shown on the Halewood tithe map extending northwards from Hale Bank Road towards the site of Lovel's Hall (Site 1). This may have been the original approach road to the moated manor. The area surrounding the trackway contains an extensive field system, typical of a post-medieval agricultural landscape.
<b>Assessment</b>	The site lies within the proposed development area and is likely to be affected.

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<b>Site number</b>	<b>7</b>
<b>Site name</b>	Barrow Flat
<b>NGR</b>	SJ 4870 8450
<b>Site type</b>	Fieldname
<b>Period</b>	Prehistoric/early medieval (potential)
<b>HER number</b>	-
<b>Designation</b>	-
<b>Sources</b>	DRM 32/1
<b>Description</b>	The tithe apportionment names this field 'Barrow Flat' suggesting that a prehistoric or early medieval burial mound may have existed in the vicinity.
<b>Assessment</b>	The site lies within the proposed development area and is likely to be affected.

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<b>Site number</b>	<b>8</b>
<b>Site name</b>	Barn Hey
<b>NGR</b>	SJ 4760 8450
<b>Site type</b>	Fieldname
<b>Period</b>	Post-medieval
<b>HER number</b>	-
<b>Designation</b>	-

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<b>Sources</b>	DRM 32/1
<b>Description</b>	The tithe apportionment names this field 'Barn Hey' suggesting a barn may have existed in the vicinity.
<b>Assessment</b>	The site lies within the proposed development area and is likely to be affected.

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<b>Site number</b>	<b>9</b>
<b>Site name</b>	Potter's Lane
<b>NGR</b>	SJ 4790 8390
<b>Site type</b>	Lane
<b>Period</b>	Post-medieval
<b>HER number</b>	-
<b>Designation</b>	-
<b>Sources</b>	DRM 32/1; Ordnance Survey 1849
<b>Description</b>	A track extending southwards from Hale Bank Road is shown on the Halewood tithe map and is named Potter's Lane on the 1849 OS map.
<b>Assessment</b>	The site lies outside the proposed development area and will not be affected.

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<b>Site number</b>	<b>10</b>
<b>Site name</b>	Barrow's Farm
<b>NGR</b>	SJ 4850 840
<b>Site type</b>	Farm
<b>Period</b>	Post-medieval
<b>HER number</b>	-
<b>Designation</b>	-
<b>Sources</b>	DRM 32/1; Ordnance Survey 1849
<b>Description</b>	A farm is shown on the Halewood tithe map and is named as Barrow's Farm on the 1849 OS map. The farm appears to have been demolished and been replaced by housing sometime between 1907 and 1927.
<b>Assessment</b>	The site lies outside the proposed development area and will not be affected.

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<b>Site number</b>	<b>11</b>
<b>Site name</b>	Cock and Trumpet Public House
<b>NGR</b>	SJ 4830 8390
<b>Site type</b>	Public House
<b>Period</b>	Post-medieval
<b>HER number</b>	-
<b>Designation</b>	-
<b>Sources</b>	DRM 32/1; Ordnance Survey 1849
<b>Description</b>	A building is shown on the tithe map and is named as the Cock and Trumpet on the 1849 OS map.
<b>Assessment</b>	The site lies outside the proposed development area and will not be affected.

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<b>Site number</b>	<b>12</b>
<b>Site name</b>	Ditton Sleeper Depot
<b>NGR</b>	SJ 4840 8470
<b>Site type</b>	Railway depot
<b>Period</b>	Post-medieval
<b>HER number</b>	-
<b>Designation</b>	-
<b>Sources</b>	Ordnance Survey 1927
<b>Description</b>	Ditton Sleeper Depot is first shown on the 1927 OS map.
<b>Assessment</b>	The site lies outside the proposed development area and is unlikely to be affected at this stage.

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<b>Site number</b>	<b>13</b>
<b>Site name</b>	Nearer and Further Red Hill
<b>NGR</b>	SJ 4780 8460
<b>Site type</b>	Field name
<b>Period</b>	Unknown
<b>HER number</b>	-
<b>Designation</b>	-
<b>Sources</b>	DRM 32/1
<b>Description</b>	The title apportionment names two adjacent fields 'Nearer Red Hill' and 'Further Red Hill.' This is a possible reference to the colour of the soil and may be an indication of the mineral content.
<b>Assessment</b>	The site lies within the proposed development area and is likely to be affected.

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<b>Site number</b>	<b>14</b>
<b>Site name</b>	Chapel Field
<b>NGR</b>	SJ 4880 8450
<b>Site type</b>	Fieldname
<b>Period</b>	Medieval /post-medieval
<b>HER number</b>	-
<b>Designation</b>	-
<b>Sources</b>	DRM 32/1
<b>Description</b>	The title apportionment names a field in this area 'Chapel Field' suggesting that a chapel existed in the vicinity.
<b>Assessment</b>	The site lies outside the proposed development area and is unlikely to be affected at this stage.

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<b>Site number</b>	<b>15</b>
<b>Site name</b>	Brook House Farm
<b>NGR</b>	SJ 4730 8500
<b>Site Type</b>	Double-ditched enclosure
<b>Period</b>	Late prehistoric
<b>HER number</b>	-
<b>Designation</b>	-
<b>Sources</b>	Cowell and Philpott 2000
<b>Description</b>	A cropmark site identified on aerial photographs was investigated as part of the archaeological works associated with the construction of the M62-A562 link road. It consisted of a pennanular double ditched enclosure and a small portion of the site was excavated in an attempt to date the feature. The evidence suggested a high status Iron Age occupation site; the finding of a unique, pyramid shaped timber plinth, was dated to the late Bronze Age and suggests that there may have been earlier activity on the site.
<b>Assessment</b>	The site lies outside the proposed development area and will not be affected.

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<b>Site number</b>	<b>16</b>
<b>Site name</b>	West of Middlefield Farm
<b>NGR</b>	SJ 476 841
<b>Site Type</b>	Findspot
<b>Period</b>	Post-medieval
<b>HER number</b>	-
<b>Designation</b>	-
<b>Sources</b>	Portable Antiquities Scheme
<b>Description</b>	An Elizabeth I sixpence dated 1569 was found in 2002 at this approximate location by a metal detectorist.
<b>Assessment</b>	The site lies outside the proposed development area and will not be affected.

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**Site number** 17  
**Site name** South-west of Middlefield Farm  
**NGR** SJ 475 837  
**Site Type** Findspot  
**Period** Medieval  
**HER number** -  
**Designation** -  
**Sources** Portable Antiquities Scheme  
**Description** A medieval copper-alloy knife pommel was found in 2002 at this approximate location by a metal detectorist.  
**Assessment** The site lies outside the proposed development area and will not be affected.

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**Site number** 18  
**Site name** North-east of Linner Farm  
**NGR** SJ 482 843  
**Site Type** Site of building  
**Period** Post-medieval  
**HER number** -  
**Designation** -  
**Sources** Earl of Derby Estate Map (1783)  
**Description** A dark shaded area on the map is thought to represent a building. The building is not recorded on the tithe map of 1845  
**Assessment** The site lies within the proposed development area and is likely to be affected.

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**Site number** 19  
**Site name** East of Linner Farm  
**NGR** SJ 479 842  
**Site Type** Site of building  
**Period** Post-medieval  
**HER number** -  
**Designation** -  
**Sources** Earl of Derby Estate Map (1783)  
**Description** A dark shaded area on the map is thought to represent a building. The building is not recorded on the tithe map of 1845  
**Assessment** The site lies within the proposed development area and is likely to be affected.

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**Site number** 20  
**Site name** Ditton Junction Railway Station  
**NGR** SJ 487 846  
**Site Type** Site of railway station  
**Period** Post-medieval  
**HER number** -  
**Designation** -  
**Sources** Wright 2005  
**Description** Ditton Junction Station opened in 1852, was rebuilt in 1869, and closed in 1994. "Junction" was dropped from the station's name in 1973. All buildings relating to the station were demolished in 2005 and only the platforms remain.  
**Assessment** The site lies on the edge of the proposed development area and may be affected.

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**Site number** 21  
**Site name** Ditton Junction Railway crash site  
**NGR** SJ 488 846  
**Site Type** Site of train crash  
**Period** Post-medieval  
**HER number** -

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<b>Designation</b>	-
<b>Sources</b>	Wright 2005
<b>Description</b>	In 1912 a serious crash occurred at the station when a train travelling from Chester to Liverpool came off the tracks at 60mph and hit the road bridge, killing the crew and all passengers in the first two carriages. It is not known whether a memorial stands at the site.
<b>Assessment</b>	The site lies on the edge of the proposed development area and may be affected.

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<b>Site number</b>	<b>22</b>
<b>Site name</b>	Hale Bank conservation area
<b>NGR</b>	SJ 476 843
<b>Site Type</b>	Conservation area
<b>Period</b>	Post-medieval
<b>HER number</b>	-
<b>Designation</b>	Conservation area (designated in 1984)
<b>Sources</b>	Halton Borough Council
<b>Description</b>	An area along Hale Bank Road was designated a conservation area in 1984. Conservation areas are of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
<b>Assessment</b>	Part of the area lies within the proposed development area and may be affected.

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## ILLUSTRATIONS

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### **FIGURES**

Figure 1: Location Map

Figure 2: Gazetteer sites plan

Figure 3: Extract from the Earl of Derby's Estate map, Halewood, 1783, (not to scale)

Figure 4: Extract from Ordnance Survey map, 1849, 1:10560

Figure 5: Extract from Ordnance Survey map, 1893, 1:2500

Figure 6: Extract from Ordnance Survey map, 1927, 1:2500