### **World Heritage Scanned Nomination**

File Name: 1150.pdf UNESCO Region: EUROPE AND NORTH AMERICA

SITE NAME: Liverpool - Maritime Mercantile City

DATE OF INSCRIPTION: 7th July 2004

**STATE PARTY:** UNITED KINGDOM

CRITERIA: C (ii) (iii) (iv)

### **DECISION OF THE WORLD HERITAGE COMMITTEE:**

Excerpt from the Report of the 28th Session of the World Heritage Committee

*Criterion (ii):* Liverpool was a major centre generating innovative technologies and methods in dock construction and port management in the 18th and 19th centuries. It thus contributed to the building up of the international mercantile systems throughout the British Commonwealth.

*Criterion (iii):* the city and the port of Liverpool are an exceptional testimony to the development of maritime mercantile culture in the 18th and 19th centuries, contributing to the building up of the British Empire. It was a centre for the slave trade, until its abolition in 1807, and to emigration from northern Europe to America.

*Criterion (iv):* Liverpool is an outstanding example of a world mercantile port city, which represents the early development of global trading and cultural connections throughout the British Empire.

### **BRIEF DESCRIPTIONS**

Six areas in the historic centre and docklands of the maritime mercantile City of Liverpool bear witness to the development of one of the world's major trading centres in the 18th and 19th centuries. Liverpool played an important role in the growth of the British Empire and became the major port for the mass movement of people, e.g. slaves and emigrants from northern Europe to America. Liverpool was a pioneer in the development of modern dock technology, transport systems, and port management. The listed sites feature a great number of significant commercial, civic and public buildings, including St George's Plateau

1.b State, Province or Region: Liverpool, England

1.d Exact location: N53 24 24.0 W2 59 40.0







Nomination of Liverpool Maritime Mercantile City for Inscription
on the World Heritage List





### Maritime Mercantile City

# LIVERPOOL

Nomination of Liverpool - Maritime Mercantile City for Inscription on the World Heritage List

Cunard Memorial and Liver Building, Pier Head © English Heritage

Nomination of Liverpool - Maritime Mercantile City for Inscription on the World Heritage List

This document has been produced under the direction of the Liverpool World Heritage Liaison Group and Core Steering Group and co-ordinated by Liverpool City Council.

The Liaison Group gratefully acknowledges the assistance of many individuals and organisations, without whom this document could not have been produced. A full list of acknowledgements is provided at the rear of the document, but special thanks are due to English Heritage, North West Development Agency and Liverpool Vision for their support.



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# Foreword by the Secretary of State

t is now over fifteen years since the UK nominated its first tranche of sites for Inscription on the World Heritage Site list. In June 1999, the Government announced the twenty-five cultural and natural sites to be included on the UK's new Tentative List of sites for possible future nominations for World Heritage status. In identifying these sites we took into account UNESCO's World Heritage Committee's desire to widen the range of sites included in the World Heritage list. We therefore produced proposals which we believed represented values and places that are truly of universal significance, and which we hope will help further to extend the concept of World Heritage beyond the monumental and architectural, which are already well represented on the List.

I am delighted that the Government is now able to nominate formally the commercial city and waterfront of Liverpool. Liverpool was founded by Royal Charter in 1207 and its commercial port is an outstanding example of Britain's global influence from the 18th century to the early 20th century and the vital role it played in achieving that global significance. The site includes fifteen surviving historic docks, six monumental dockside warehouses and many other important dock structures such as the dock security walls. The port also contains one of the finest, and most complete, Victorian commercial districts in Britain and the stunning trio of buildings at the Pier Head form one of the most dramatic and recognisable waterfronts in the world. The great wealth created by Liverpool's mercantile activity enabled Liverpool Corporation and its leading citizens to provide a wealth of cultural buildings and collections to improve the life of its people and to demonstrate civic pride. The site therefore also includes the area of concentrated cultural buildings centred on the magnificent St. George's Hall.

I would like to express my thanks for the way in which so many people and organisations have worked in partnership to develop this nomination document. On behalf of the UK Government, I am delighted to give my full support to this nomination for World Heritage status.



**The Rt Hon Tessa Jowell MP**Secretary of State for Culture, Media and Sport

Tosh Jum.

# Preface by Councillor Mike Storey

s leader of Liverpool City Council, I am delighted that Liverpool is being nominated as a World Heritage Site. These are particularly exciting times for Liverpool as we aim to become, once again, one of the leading cities in the world.

Liverpool's trading links over the last 300 years have spread its fame and influence across the globe. In years gone by that trade, including the movement of people both enforced and voluntary, created vast wealth in the city and funded the highly impressive architectural and technological heritage that survives today in great abundance and of which we are so proud. World Heritage Site status will give international recognition to the outstanding value of our historic buildings and structures and the contribution of our role in World History. We accept that this great honour will bring responsibilities but we are already determined to care for our heritage, by applying sound conservation policies and practice.

After well documented problems in the late 20th century, Liverpool is now undergoing a renaissance. Growing public and private investment is resulting in the restoration of historic buildings, the construction of new buildings, the transformation of public spaces and the creation of a competitive economy and sustainable employment. This has all brought a renewed confidence to Liverpool, and we are keen to encourage new development to sustain the city's regeneration, provided that it is in the right place and of a suitably high standard. A number of major developments are currently being proposed in Liverpool, such as the "Fourth Grace" and the Kings Dock Arena. They will inevitably have some impact on the character of the waterfront, but the great challenge that faces us is to ensure that they have a positive impact. Liverpool has a tradition and a continuity of change and I do not believe that World Heritage Site status will seek to end that tradition.

The World Heritage Site Management Plan will have a crucial role to play in ensuring that the objectives of conservation and regeneration are both achieved. In supporting Liverpool's nomination as a historic port, sight should not be lost of Liverpool's continuing role as a port. More tonnage than ever before is still passing through the Port of Liverpool, and its contribution to the regional economy is still of vital importance.

In 2003, Liverpool will be commemorating the 60th anniversary of the Battle of the Atlantic, and the crucial role that the city played in it. In 2007, Liverpool will be celebrating the 800th anniversary of its foundation under the Royal Charter of King John. Liverpool is already a national Centre of Culture, and, hopefully, in 2008 will be the European Capital of Culture. It would be marvellous, and befitting, if Liverpool could be inscribed as a World Heritage Site in 2004.

Liverpool City Council recognises that it can only improve the fortunes of the city with the help and support of partner organisations and the people of Liverpool. It is therefore heartening that this nomination bid has received support from the public and is truly a partnership of the bodies listed on Page 7.



**Councillor Mike Storey** CBE, Leader of Liverpool City Council

Mile Stary

# Introduction by Sir Neil Cossons

### Introduction to the Liverpool World Heritage Bid nomination document

iverpool is one of the great cities of the world. Indeed, it was a world city well before the concept of world cities had been invented. It is difficult to over-estimate Liverpool's importance for the United Kingdom's economy during the nation's extraordinary economic growth in the eighteenth and nineteenth centuries. Liverpool, gateway to North America, was itself linked by the world's first passenger railway to Manchester (itself the world's first industrial city).

It is, perhaps, in their nature for major cities to go through cycles of both growth, decline and renaissance. Liverpool's decline in the twentieth century has meant that its historic environment was, to some degree, protected from some of the major clearances and redevelopment schemes which led to catastrophic losses in other cities. Its current resurgence offers an extraordinary opportunity not only to preserve its legacy but to use its outstanding historic environment as a cornerstone for economic and cultural regeneration.

To ensure that Liverpool's historic environment plays a central role in the city's future growth, in March 2002 English Heritage and Liverpool City Council launched a major initiative – the Historic Environment of Liverpool Project. The project is being run in partnership with the North West Development Agency, Liverpool Vision, National Museums and Galleries on Merseyside and the City of Culture Company. It comprises a range of initiatives, from detailed study of the city's buildings and archaeology, and the design and implementation of a Buildings at Risk strategy, through to a number of community projects and exhibitions. The development of a bid for World Heritage status has been a central element of the project.

A MORI poll which English Heritage commissioned at the start of the project left no doubt that the large majority of people in Liverpool care very strongly about their historic buildings. They care about them not only because of their historic importance but for the contribution they make to the city's memorable character and distinctiveness. Liverpool's historic environment has a crucial role to play in the city's future and I am delighted to add English Heritage's support to this bid.



Chairman of English Heritage Sir Neil Cossons

6

# Liverpool World Heritage Core Steering Group

The following organisations at committed to Liverpool's Nomination for World Heritage status:

































# World Heritage List

### NOMINATION FORM

### Convention concerning the protection of the world cultural and natural heritage

nder the terms of the Convention concerning the Protection of the World Cultural and Natural Heritage, adopted by the General Conference of UNESCO in 1972, the Intergovernmental Committee for the Protection of the World Cultural and Natural Heritage, called "the World Heritage Committee" shall establish, under the title of "the World Heritage List", a list of properties forming part of the cultural and natural heritage, which it considers as having outstanding universal value in terms of such criteria as it shall have established.

The purpose of this form is to enable State Parties to submit to the World Heritage Committee nominations of properties situated in their territory and suitable for inclusion in the World Heritage List.

This "Nomination Document" has been prepared in accordance with the "Format for the Nomination of cultural and natural properties for inscription on the World Heritage List" issued by UNESCO.

The form has been completed in English and is sent in three copies to:-

The Secretariat
World Heritage Committee
Division of Cultural Heritage
UNESCO
Place de Fontenoy,
75352 Paris 07 SP
France

UNITED NATIONS EDUCATIONAL SCIENTIFIC AND CULTURAL ORGANISATION

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# 1. Identification of Property



Shipping off George's Baths, Liverpool JW Carmichael © NMGM

"...the flower of all England's shipping belonged to Liverpool: the river and the docks were always busy with the best ships of the time."

John Masefield *The Conway* 1933



### Identification of Property

### 1 a) COUNTRY

United Kingdom

### 1 b) STATE, PROVINCE OR REGION

Liverpool, England

### 1 c) NAME OF PROPERTY

Liverpool - Maritime Mercantile City

### 1 d) EXACT LOCATION ON MAP AND INDICATION OF GEOGRAPHICAL COORDINATES TO THE NEAREST SECOND

he Site is within the City of Liverpool, which is in the North West Region of England. It is approximately 180 miles north west of London, the country's capital city.

Liverpool is on the West Coast of England and on the East Bank of the River Mersey, at its estuary with the Irish Sea. The location of the site is shown on Plan 1 The Site extends approximately 4 kilometres from north to south and 1 kilometre from east to west at its widest.

The northernmost part of the Site (the northern end of the

Dock Wall) is at:

Latitude 53. 25' 51" Longitude -2. 59' 49" National Grid 333776 393168

The southernmost part of the Site (The Wapping/Queens

Dock Bridge) is at:

Latitude 53. 23' 44" Longitude -2. 59' 08" National Grid 334485 389240 The westernmost part of the Site (the North West corner of Salisbury Dock) is at:

Latitude 53. 25' 20"

Longitude -3 00' 16"

National Grid 333259 392209

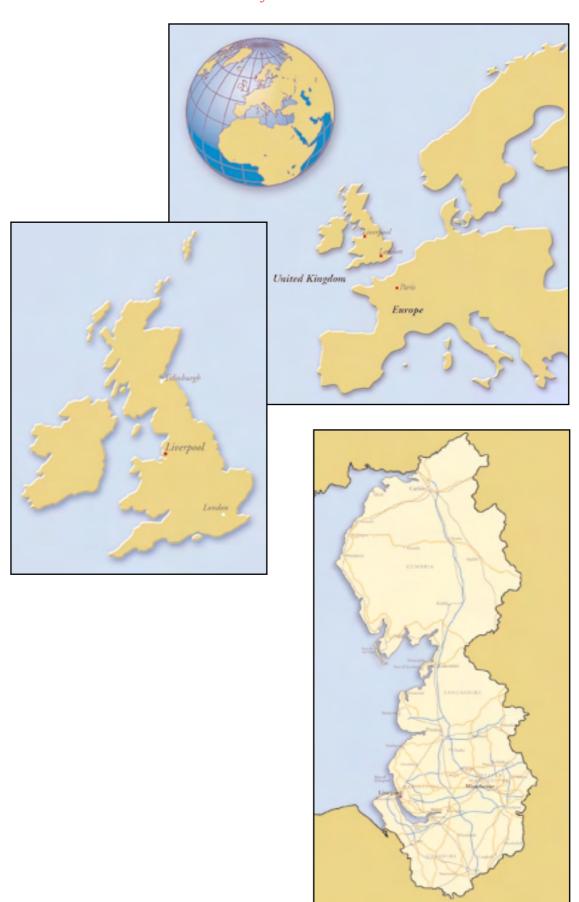
The easternmost part of the Site (Lime Street Station) is at:

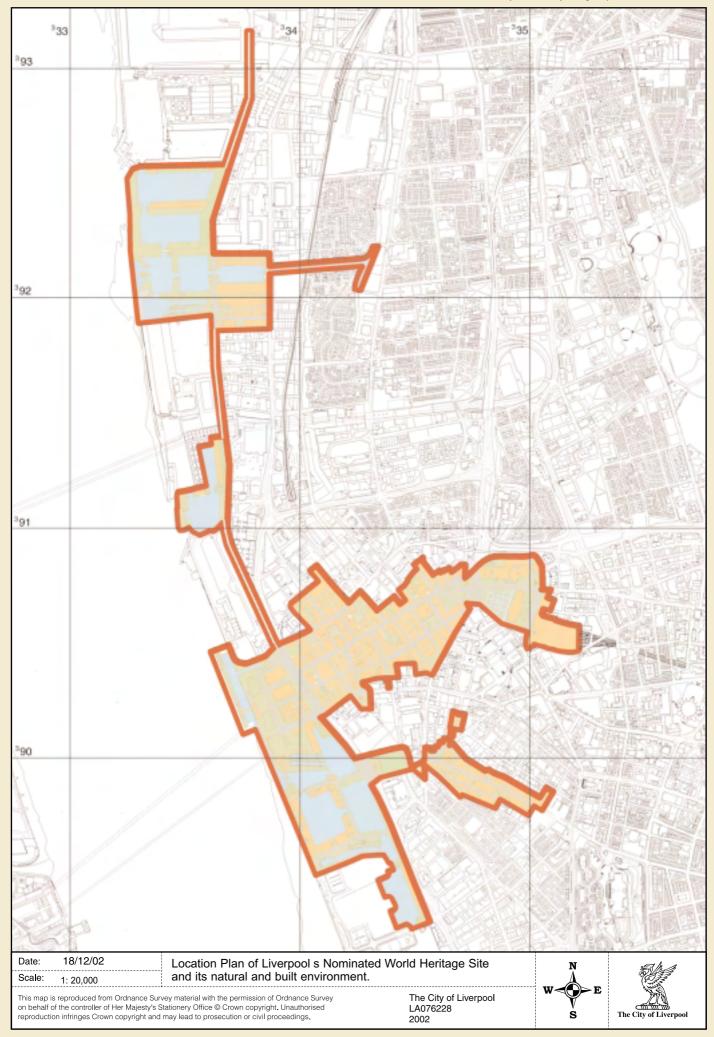
Latitude 53. 24' 28" Longitude -2 58' 29" National Grid 335215 390567

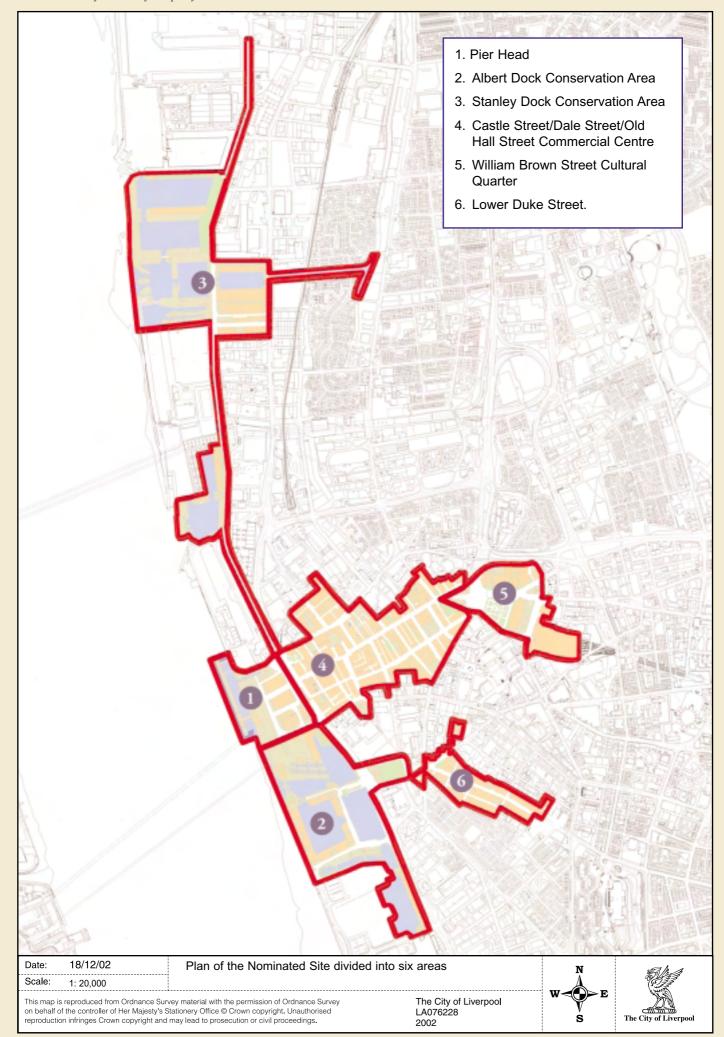
### 1 e) BOUNDARY OF NOMINATED SITE AND PROPOSED BUFFER ZONE

The boundary of the nominated site is shown on Plan 2. The nominated site is divided into the following six areas, shown on Plan 3:

Plan 1 Identification Plans







### Area 1 The Pier Head

The Pier Head from The Strand to the river, including the Royal Liver Building, the Cunard Building, the Port of Liverpool Building, George's Dock Ventilation Shaft and Tunnel Offices, the Pier Head Piazza and the Landing Stage.



Pier Head Group from River Mersey



Liverpool Landing Stage c. 1900

### Area 2 Albert Dock and Wapping Dock

- ◆ The Albert Dock, The Albert Dock Warehouses, Salthouse Dock, Canning Dock, Canning Half-tide Dock and Canning Graving Docks.
- ◆ Dukes Dock, Wapping Basin, Wapping Dock and Wapping Warehouse
- ♦ The site of Old Dock.



Stevedores at Albert Dock– E Chambre Hardman © E. Chambre Hardman Trust



Grading and Packing Tea with electronic Tea Shaking Machine, © NMGM

### Area 3 The Stanley Dock Conservation Area

- ◆ The whole of the Dock Wall along Bath Street, Waterloo Road and Regent Road, including the pavement and kerb on the E side and the rail track on the W side,
- An area to the W of the Dock Wall up to the river incorporating Salisbury Dock, Collingwood Dock, Nelson Dock, Bramley-Moore Dock, the Victoria Tower and Clarence Graving Docks,
- An area to the E of the Dock Wall incorporating a stretch of the Leeds and Liverpool Canal, the locks between the canal and Stanley Dock, Stanley Dock itself with its original warehouses, the tobacco warehouse and both sides of Dublin Street
- Princes Half-Tide Dock, Waterloo Warehouse and East Waterloo Dock.



Stanley Dock Tobacco Warehouse



Stanley Dock Warehouse, Men Weighing Tobacco Leaf 1918 © NMGM



Entrance to Stanley Dock-W Herdman Courtesy LRO

### Area 4 Castle Street/Dale Street/Old Hall Street Commercial Area

- ◆ The Castle Street/Dale Street/Old Hall Street commercial centre from The Strand in the SW to Hatton Gardens and Preston Street in the NE.
- The SE boundary includes all of the buildings on the N side of Victoria Street, Cook Street and James Street, and the historic warehouses of Matthew Street, Temple Court, Button Street, Rainford Gardens, the N side of Harrington Street and Derby Square with its monument.
- The NW boundary runs along the back of the buildings fronting onto Dale Street at varying distances from Dale Street and includes all of the buildings S of Tithebarn Street/Chapel Street from Moorfields to St. Nicholas's Church.
- A group of office buildings bounded by Bixteth Street, Union Street and Rumford Place and Chapel Street.
- The office buildings, warehouses, houses and tunnel entrance between Victoria Street and the rear of further buildings on the N side of Dale Street (Queensway).



India Buildings Doorway-E Chambre Hardman © E. Chambre Hardman Trust



Hargreaves Building, Chapel Street-W Herdman Courtesy LCC



Town Hall Looking West-W Herdman Courtesy LCC



Water Street-c. 1829 Courtesy LCC

### Area 5 The William Brown Street Cultural Quarter

- Liverpool Museum, The Central Library, The Walker Art Gallery, The Former County Sessions Court, Lime Street Station and St. George's Hall.
- ◆ St. George's Plateau and St. Johns Gardens.



Steble Fountain C.T. Prescott © NMGM



Lime Street, Liverpool



The Museum Steps-E Chambre Hardman © E. Chambre Hardman Trust

### Area 6 Lower Duke Street

- ◆ The warehouses on the S side of Duke Street from Kent Street at the E end to Hanover Street at the W end, and the warehouses on the S side of Henry Street.
- The warehouses and houses on the N side of Duke Street from Colquitt Street in the E to Hanover Street in the W.
- ◆ The warehouses and offices on the N side of Hanover Street from Paradise Street in the W to Stanley Buildings in the E.
- ◆ The warehouses on the S side of Parr Street and Wolstenholme Square and
- ◆ The Bluecoat Arts Centre and warehouses on College Lane.



Merchants' Houses, Duke Street - c. 1950 Courtesy LRO



Union News Room, Duke Street Courtesy LRO



Bluecoat Chambers - c. 1910 Courtesy E. Crighton

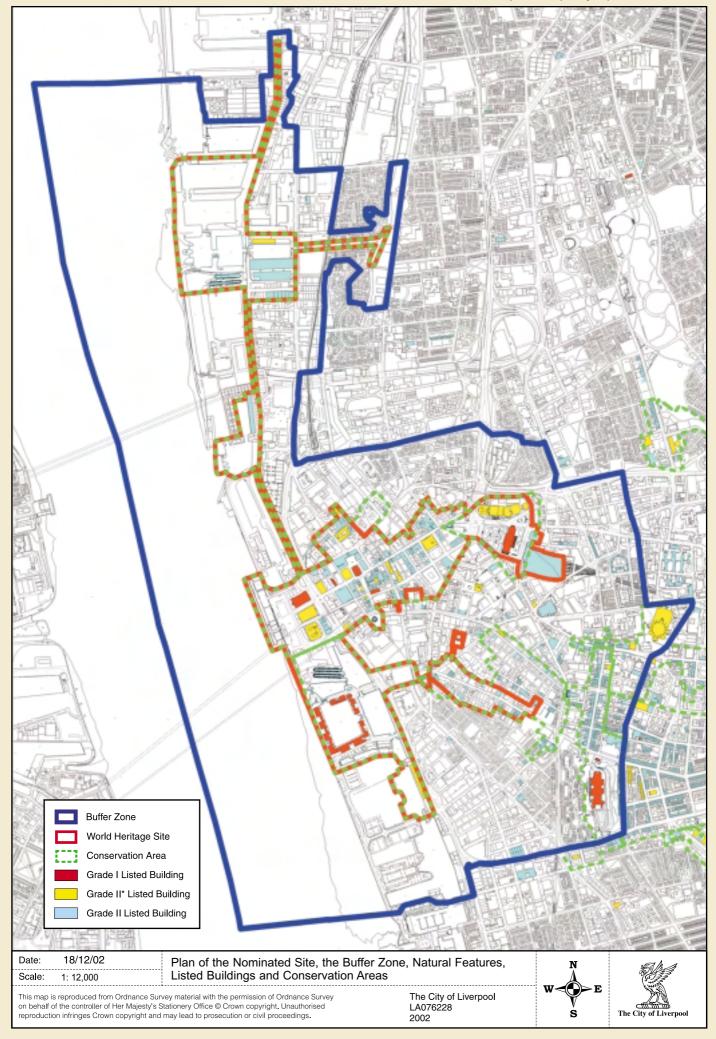
The proposed buffer zone is shown on Plan 4,

The proposed buffer zone has been developed to ensure that future development in the setting of the nominated site respects the values of the nominated site. The boundaries of the proposed buffer zone will be confirmed through a process of stakeholder consultation, during the on-going production of the World Heritage Site Management Plan.

### *1 f) AREA OF NOMINATED SITE AND BUFFER ZONE*

The area of the nominated site is approximately 136 ha. The area of the Buffer Zone is approximately 750.5 ha.





# 2. Justification for Inscription



River Mersey and Old Dock - c.1720 © NMGM

"...the inhabitants have of late years, and since the visible encrease of their trade, made a large basin or wet dock, at the east end of the town, where, at an immense charge, the place considered, they have brought the tide from the Mersee to flow up by an opening that looks to the south, and the ships go in to the north; so that the town entirely shelters it from the westerly and northerly winds, the hills from the easterly, and the ships lye, as in a mill-pond, with the utmost safety and convenience."

Daniel Defoe - A Tour Through the Whole Island of Great Britain (1721-26)



### Justification for Inscription

### 2A - STATEMENT OF SIGNIFICANCE

### Introduction

he City of Liverpool is without doubt a historic city of international standing and significance. It is celebrated globally for its historical and contemporary cultural achievements in the fields of music and sport, but its outstanding universal value stems from its historic role as an eminent international seaport from the early 18th century to the early 20th century and the surviving urban landscape that testifies to that role.



The period from the early 18th to the early 20th century saw fundamental, worldwide changes in human society. Liverpool played a major role in these changes, particularly through its involvement in the development of world trade; the Industrial Revolution; the growth of the British Empire; and the mass movement of people, particularly to the New World.

Liverpool was also a pioneering city and its tradition of innovative development made it an international leader in the fields of dock technology, port management, building construction methods and transport systems.

The nominated site is a complete and integral urban landscape that encompasses much of the very heart of the City of Liverpool and provides tangible and coherent evidence of the city's historic character and significance.



Castle Street-c.1829 Courtesy LCC

The nominated site contains a number of internationally significant architectural assemblages including the Pier Head Group, the William Brown Street Civic Buildings, the Docks and Warehouses and the Commercial Centre. In addition to the architectural legacy, the nominated site has a rich cultural legacy of historical and cultural collections.

The spirit of innovation and ambition that characterised Liverpool's historic rapid rise to eminence still prevails in the city today and the ongoing regeneration and renewal initiatives are seeking to return Liverpool to a position as a world city. At the turn of the 21st century, the city is at the forefront of the urban regeneration movement and contains many examples of pioneering and successful approaches to urban regeneration in a historic context. The inscription of the nominated site would be a major step in the continued regeneration of the city.

### Liverpool's Role in World History

### **Development of World Trade**

Global trading is one of the hallmarks of modern history. Early sea exploration from Europe had opened up many new markets, first with Africa and the Americas, then India, the Far East and Australasia. The rapid expansion of world trade since the 18th century can be largely traced to two factors: the Industrial Revolution and the growth of the European imperial powers.

The scale of Britain's international trade grew exponentially as the Industrial Revolution gathered pace, and Liverpool was, through innovation, location and ambition, able to capture a huge share of that trade. Up until the mid 18th century, Britain's major commercial ports were London and Bristol, but during the 18th, 19th and early 20th centuries, Liverpool flourished and quickly became Britain's leading provincial commercial port and Europe's foremost



transatlantic port. By the middle of the 19th century over 40% of the world's output of traded manufactured goods was produced in Britain and over 25% of international trade was conducted through Britain. Britain was only able to achieve this pre-eminent status because of its transport infrastructure and port facilities. Liverpool's vast and innovative port and commercial facilities were critical to Britain's economic development, especially the growth in its international trade.



The scale of Liverpool's role in Britain's development, and in world trade in general, should not be underestimated. Between 1780 and 1830 the revenues of the Port of Liverpool increased forty times over, making it the most important port in Britain and the Empire to be administered by a single Port Authority. The port had grown to such eminence that by the end of the 19th century a third of the total shipping in Britain was conducted through Liverpool and one seventh of the entire world's shipping was registered in Liverpool. Throughout the 19th century, the port was also the most significant transatlantic port in Europe.

Liverpool made a key contribution to maintaining Britain's involvement in world trade during World War II, not only because the merchant shipping that was based in Liverpool continued to supply the nation with food, other domestic supplies and armaments, but also because the Combined Operations Headquarters, controlling the Western Approaches, was based in Exchange Buildings from 1941. The Battle of the Atlantic was the longest running



campaign of the war, and the allied defence relied heavily on the co-ordination of convoys and their escorts from Liverpool and the rapid mobilisation of naval ships and aircraft from nearby Hooton Park and other airfields.

### The Industrial Revolution

Britain was the first country to undergo radical industrial transformation and the Industrial Revolution was well established by the late 18th century. The Industrial Revolution was not marked by a single event, nor does it have a specific start date. However, it had its origins in cultural, social and economic shifts that occurred throughout Britain and Europe during the early and mid-18th century.

As the Industrial Revolution gathered pace in the 18th century, Liverpool's ambitious port developments left it well placed to support, and take advantage of, the growing manufacturing industries in northern and central England. Liverpool handled the lion's share of trade emanating from these pioneering new industries, as well as supplying much of their raw material. Liverpool was influential in enabling the growth of a number of internationally significant centres of industrial production, including: cotton in Lancashire; wool in Yorkshire (as exemplified by the World Heritage Site at Saltaire); salt and chemical extraction in Cheshire; ceramics in Staffordshire and iron in Shropshire (as exemplified by the World Heritage Site at Ironbridge).

As well as directly aiding these industries through exporting and importing material, Liverpool provided vital supplies of food and building materials needed to support the growing populations of the new urban centres in the north of England.

### The Growth of the British Empire

The British Empire was, at its peak, a vast conglomeration of disparate dominions and colonies held together by Britain's naval dominance and mercantile strength. Liverpool, with its role in the growth of world trade and the development of the Industrial Revolution, was a significant factor in the success of the British Empire. The role Liverpool played as the largest provincial port city in Britain, and as the leading transatlantic port in Europe, was crucial to the Empire's growth. Liverpool also supplied much-needed expertise and technology to the colonial ports.



### The Mass Movement of People

As well as trade in goods, Liverpool has a long tradition of transporting people, as emigrants and as slaves and during wartime.

The slave trade was hugely influential in the economic success of the western world in the 18th and 19th centuries. The Portuguese were the first to capture native Africans and forcibly transport them for labour in the 15th century. Other European countries soon joined the exploitation, and the early exponents from Britain were the merchants from London and Bristol. It was they who established the infamous 'Triangle Trade' between Europe, Africa and America: from Britain, manufactured goods were taken to Africa; from Africa, slaves were transported to the Americas and the Caribbean; and from the Americas and the Caribbean, sugar, cotton and rum (amongst other goods) returned to Britain. By the mid 18th century

Liverpool merchants had assumed dominance in the trade. Between 1699 and 1807, Liverpool's traders transported 1,364,930 African captives in 5,249 voyages, compared to London's 744,721 in 3,047 voyages and Bristol's 481,487 in 2,126 voyages.

The immorality and vileness of the slave trade cannot be denied. Through the cruel and enforced trade in people, the social, cultural and racial mix of human society has become radically altered; the repercussions of which are still to be felt today. Liverpool played a significant role in the trade and ultimately this role has had a profound effect on modern human society. Liverpool is not proud of the role it played in the slave trade, the City of Liverpool has offered its unconditional apology and participates in an annual Day of Atonement.

As well as the despair of the slave trade, Liverpool also offered hope to millions of people as they sought new lives

across the world. The first emigrants to pass through Liverpool were the 18th century European settlers on their way to the Caribbean to establish the sugar plantations, or to mainland America to found new colonies. Later, during the 19th century, Liverpool dominated the European emigration routes to the United States of America. Of the 5.5 million emigrants who crossed the Atlantic from Britain between 1860 and

1900, 4.75 million sailed from Liverpool. Of the 482,829 emigrants who sailed from Europe to the United States in 1887, 199,441 sailed from Liverpool, and of these, 68,819 were continental Europeans, 62,252 were British and 68,370 were Irish. The scale of emigration from Liverpool peaked in 1904 at around 270,000 people. The last major episode of mass movement of people from Liverpool was during World War II when a total of 1,747,505 service personnel passed through

Liverpool's docks on their way to, and from, various theatres of war. Liverpool's role in the mass movement of people has had a profound effect on the cultural, social and racial make-up of the world. Few, if any, other port cities have had such a sustained and influential role on the lives of so many people



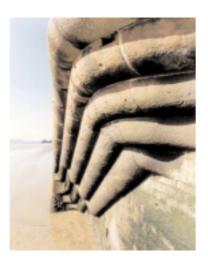
Liverpool Landing Stage-c.1850 Courtesy LCC

and the development of so many nations.

### Liverpool's Tradition of Innovative Development

### **Pioneering Dock Technology**

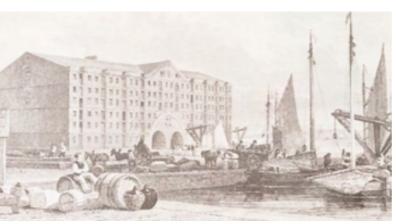
Liverpool's success was due to many factors, including the port's determination to keep ahead of its international competitors in the development and deployment of



innovative technology. In 1715 the Town Corporation opened the world's first commercial enclosed wet dock. This overcame the natural limitations of the river and was a key catalyst in Liverpool's growth. The 'Old Dock', as the 1715 dock became known, was only the first of a rapid succession of new additions. By the end of the 18th century a further five docks had been built and by the end of the 19th century 120 hectares of enclosed docks had been constructed along a seven-mile length of the Mersey.

Many of these docks incorporated innovative and pioneering technological ideas that were subsequently copied and adopted in ports around the world. These included:

◆ The construction of dockside warehousing (Duke's Dock 1783);



Duke's Dock Warehouse-Early 19th century Courtesy LRO

- ◆ The internal linking of dock systems;
- ◆ The fireproof construction of warehouses;
- The first installation of hydraulic cargo handling machinery in 1847;

Perhaps most importantly the continuous evolution of dock construction techniques, such as retaining wall construction, was made possible by Liverpool's continuous engagement in dock construction and reconstruction.

### Port Management

Liverpool was a leader in the management of docks. The city was the first port to utilise a major non-profit-making board, the Mersey Docks and Harbour Board (MDHB) (founded 1857), to manage the growth and development of the docks. The port had also seen the appointment in 1824 of the world's first full-time salaried civilian dock engineer, Jesse Hartley (in office 1824-1860). He and his successor, George Fosbery Lyster (in office 1861-1897) played key roles in the development of dock engineering and broader engineering management. The dock engineers that trained under Hartley and Lyster carried their methods around the world to ports as diverse as: Alexandria, Bombay, Buenos Aires and Fremantle, further promoting Liverpool's eminent position and aiding the development of other internationally important ports.

### **Building Construction Methods**

Many buildings in Liverpool demonstrate significant technological innovations. The remarkable commercial expansion of the city attracted entrepreneurs who were



willing to invest in innovative and potentially more profitable enterprises and buildings. Key examples include:

- Oriel Chambers (1864) was one of the first office buildings to be clad in glazed curtain-walling;
- ◆ The Royal Liver Building (1911) was one of the earliest and most innovative multi-storey reinforced concrete office building in the world;
- ◆ The Martins Bank Building (1927-32) is an early

- example of a completely ducted office and of a low-temperature ceiling heating system;
- The Royal Insurance Buildings (1897-1903), the Tower Buildings (1906) and the Stanley Dock Tobacco Warehouse (1901) were amongst the earliest large steelframed buildings in England;
- ◆ Lime Street Station (1851), at the time of its construction, was the world's largest iron spanned structure of its kind and its surviving replacement, the north shed (1868), was briefly the largest span in the world.

### **Transport Systems**

Although Liverpool did not play a pre-eminent role in the development of new transport technologies it did pioneer the use of new technologies in the service of trade and industry. The city was often the first, or one of the earliest users, of new technologies and was particularly adept at expanding the use of existing technologies. Liverpool played a crucial role in the development of three key transport technologies: canals, railways and road tunnels.

#### **Canals**

The importance of canals was recognised at an early stage by Liverpool and the development of the Sankey Brook Navigation, the first man-made canal in England and the first commercial canal in the world, was assisted by the Liverpool Dock Trustees, Liverpool Corporation and Liverpool merchants. More significant was Liverpool's involvement in the Leeds and Liverpool Canal, designed to link the industrial heartlands and coalfields of Lancashire and Yorkshire with the Liverpool Docks. Construction of the canal began in 1770 and was finally completed in 1816. The final link to Stanley Dock was completed in 1848. It was, at 127.25 miles (c.204km), the longest single canal in England, and also the most profitable. The Bridgewater, Trent and Mersey and Ellesmere Canals were also constructed primarily to carry goods to and from Liverpool

#### Railways

The development of the railways fundamentally changed the economy of Britain, and ultimately the world. They had a greater all-round impact than canals and created deep social changes alongside the economic shifts. Liverpool was at the forefront of the development of the use of rail. The Liverpool and Manchester Railway was opened on the 15th September 1830 and was the world's first commercial railway to carry passengers, goods and mail. The railway was also the first to be double-track throughout and entirely steam hauled. The railway's gauge of 4 feet 8.5 inches (c.1.42m) has also been adopted on a near-universal basis by all other railways. The railway set the pattern for the development of all other mainline railways of the 19th century.

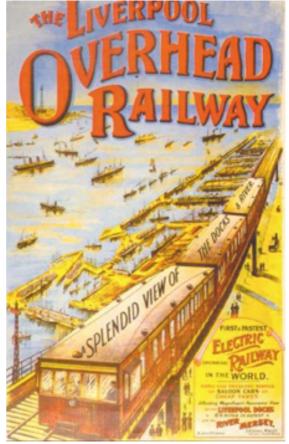
The railway originally terminated at Edge Hill, some 2km east of the current terminus at Lime Street. This location led to the development of a series of remarkable railway



Wapping Tunnel 1830 Courtesy LRO

tunnels and cuttings from Edge Hill to Wapping Dock, later to Lime Street and finally to Waterloo/Princes Docks. These tunnels and cuttings between the docks, the heart of the city and the original railway, exemplify the manner in which Liverpool utilised and adapted technology to suit its needs and to support the commercial activity of the city.

The Mersey Railway Tunnel was not the first, nor the longest, steam railway tunnel when it was opened in 1886. However, in 1903 it became the first under-water electrified railway in the world. Liverpool continued the development of electric railways with the opening of the world's first electric overhead railway in 1893. The overhead railway included a host of innovative features, which were copied by



Liverpool Overhead Railway



Queensway Tunnel Entrance with light shaft Courtesy LCC

similar urban railways around the world.

### **Road Tunnel**

The Queensway Road Tunnel under the Mersey was opened on 18 July 1934. At 2.13 miles (c.3.4km) in length, it was at the time of its opening, the longest under-water road tunnel in the world. What truly sets it apart from other tunnels is the aesthetic beauty of its visible architecture. The main art deco style portal and two of the ventilation shafts lie within the nominated site and are outstanding examples of the combination of art, form and functionality, achieved by the Liverpool architect Herbert Rowse.



### The Nominated Site's Urban Landscape

The nominated site encompasses much of the heart of the City of Liverpool and includes the outstanding dock complexes. The site is a unique urban landscape that bears testament to Liverpool's historic, technological and social significance as well as demonstrating the city's 800 years of urban evolution. In particular, it demonstrates the 200 years of bold innovation and mercantile growth that

characterised Liverpool's development from the early 18th century to the early 20th century. The urban landscape comprises a rich architectural legacy, historic and authentic townscape and an evolved historical layout. Some degradation of these has occurred in the 20th century because of war and modernisation, but this has not obliterated the all-pervading historic townscape, layout and fabric of the Site.

The scale, quality and diversity of the site's remarkable collection of mercantile, civic and industrial buildings are tangible evidence of the wealth and power of Liverpool's merchants and trading partners. This urban landscape contains a number of key elements and architectural ensembles that, in many respects, can be considered to be of outstanding universal value in their own right.

### The Pier Head Waterfront

The focal point for Liverpool's waterfront is the Pier Head and in particular the group of three buildings of the early 20th century, namely the Royal Liver Building, the Cunard Building and the Port of Liverpool Building. They form a dramatic manifestation of Liverpool's historical significance and provide an instantly recognisable icon for the city and the nominated site. Their vast scale, so pioneering for Europe at the time, allows them to dominate the waterfront



The Pier Head Group Courtesy LCC

when approaching Liverpool by ship. They were a statement of optimism and ambition; and they still capture the attention of all who pass by.

#### The Warehouses

Prior to the introduction of steam-ships and railways,



delivery and collection arrangements for perishable goods were unreliable, and so warehouses were vital buildings for the storage of those goods at the port. The nominated site contains a broad and comprehensive collection of warehouses dating from the 18th century to the 20th century. An example of a purpose-built warehouse adjacent to a merchant's house, is the c.1799 warehouse at 57 Parr Street adjacent to Thomas Parr's Palladian mansion. Only the foundations survive of the pioneering 1783 Duke's Dock warehouses, which were the first secure dockside warehouses, but the concept was refined further at the iconic complexes of Albert Dock, Stanley Dock, Wapping Dock and Waterloo Dock

The surviving examples of these warehouses and dock complexes are one of the most instantly recognisable aspects of the site's architectural form and urban landscape. As an ensemble, they supply tangible evidence of Liverpool's innovative traditions and form a discrete link with Liverpool's historic role as an eminent port city.

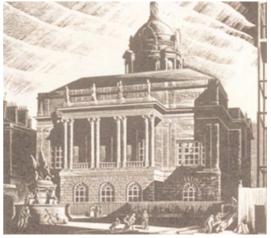
### The Architecture of the Commercial Centre

Liverpool as an eminent port needed an infrastructure of commercial offices, banks and exchanges to support its trading activities. The commercial centre of Liverpool contains a fabulous assemblage of predominantly 19th century buildings, built to service the needs of Liverpool as well as to impress its clients and competitors. These commercial buildings are focused around Castle Street, Dale Street and Victoria Street, and they exhibit an eclectic range of architectural styles drawing their inspiration from trading nations across the globe. Key examples include the Greek Revival-style Bank of England and the Eastern influenced Adelphi Bank on Castle Street.

The eclectic mix of styles, the ambitious designs and the exuberant decoration of the buildings in the Commercial Centre are a celebration and manifestation of the city's wealth and trading links. As an ensemble they form one of the finest collections of commercial architecture from the era of the British Empire.

### The Civic and Cultural Buildings

The nominated site contains an outstanding ensemble of civic and cultural buildings including the Town Hall (1754), the Municipal Buildings (1860-66) and Bluecoat Chambers (1717). The most impressive are the William Brown Street group, containing St. George's Hall (1840-55), William Brown Museum and Library (1857-60), Walker Art Gallery (1877), Picton Reading Room and Hornby Library (1875-79 and 1906), County Sessions House (1882-84) and the College of Technology and Museum Extension (1898-1909). St. George's Hall is widely acclaimed as perhaps the finest single piece of European neo-classical architecture and together all the buildings in the group make the William Brown Street group arguably the finest ensemble of 19th century neo-classical architecture in the world.



Liverpool Town Hall and Exchange Flags-c. 1935 Courtesy LCC

All the civic and cultural buildings in the site, taken together as a whole, are remarkable representations of the civic pride and spirit of Liverpool in the 19th and 20th century. They are direct tangible evidence of the wealth and



ambition of the city and its eminent status in the British Empire and wider world.

### The Domestic Buildings

Most of the original residential buildings of the nominated site have been displaced by commercial buildings over the last 200 years, with many of the merchants moving into the Canning area to the east in the early/mid 19th century. However, the nominated site does have some good examples of buildings of the late 18th and 19th centuries that were originally in domestic use, with a particular concentration around Duke Street. These include the terraced artisans' houses at 17-25 (odd) Duke Street and the grand merchant's house of Thomas Parr on Colquitt Street. There are also a few isolated examples of originally domestic

premises in the Dale Street Commercial Centre, notably 135-9 Dale Street and 7 Union Street.

# The Nominated Site's Historical and Cultural Collections

#### **Historical Collections**

Repositories in the nominated site hold a number of unique historical collections that add considerable value to the site's historical significance. These include the Merseyside Maritime Museum's collection of merchant shipping records, a complete set of minute books of the Dock Trustees from 1793 and an almost complete record of the transactions of the Mersey Docks and Harbour Board from 1858 onwards.

The Liverpool Record Office holds extensive collections of archives and local study materials, dating from 13th century to the present and which are of international significance, charting the growth of Liverpool and the movement of people through it. The E Chambre Hardman Collection and the Stuart Bale Collection of photographs are unique and comprehensive visual records of Liverpool's cultural traditions during the 20th century. These collections taken together supply direct primary evidence of Liverpool's key periods of historical development and significance.

#### **Cultural Collections**

The mercantile wealth of Liverpool enabled the creation of many exceptional collections of fine art, objects and books from around the world. These were mostly collected privately and were subsequently donated to the city. For instance, the collections of medieval manuscripts and rare



books at the Central Library have been amassed since 1856. The collection has many rare and beautiful works of outstanding importance, including the "double elephant



Carolina Parakeet from JJ Audubon's Birds of America 1827-1834 Courtesy LCC

folio" of Audubon's Birds of America. Liverpool's role as a seaport was also instrumental in enabling collectors to travel the world and amass material, for example Arnold Ridyard (Chief Engineer of the Elder Dempster shipping line) bequeathed 2,500 ethnographical objects, reflecting the many ports of call of Elder Dempster ships.

The collection of over 1,000 ship models at the Merseyside Maritime Museum comprises one of the finest collections of its kind in the world. There is also a smaller collection of ships and boats and marine paintings at the Merseyside Maritime Museum. These reflect Liverpool's role as a major seaport and the spiritual home of the British Merchant Navy.

The collections all demonstrate Liverpool's international connections and cultural traditions. They supply considerable material evidence of the wealth, power and importance of the city throughout the 18th, 19th and 20th centuries and form a major component of the Site's historic significance.

#### 2B - COMPARATIVE ANALYSIS

On the premise that Liverpool is being nominated as the supreme example of a port of the British Empire, the main comparisons to be made are with other British ports. However, Liverpool is also the paramount example of a European port of emigration, and some comparisons with European competitors are made.

#### **National Comparisons**

Only two major British ports (Glasgow and Southampton) were able to handle the ever-larger ships, which came into service in the late 19th century, with only comparatively modest deepening work. The others, namely London, Liverpool, Bristol and Hull needed massive works to their impounded docks systems, the cost of which put all of them into greater or lesser degrees of difficulty and thus illequipped to face the 'shipping revolution' which began in the 1960s and still continues. In each case, large areas of the older docks - in the case of Liverpool everything upstream of the Pier Head - were beyond adaptation to new needs

and passed out of commercial use during the 1970s.

#### London

In terms of tonnage and revenue, London is the only port in Britain to which Liverpool can realistically be compared. These two ports carried more material between them in the 19th century than all other British ports combined. Although London handled slightly more cargo than Liverpool, there are a number of critical differences between the ports.

The first is that before the formation of the Port of London Authority in 1908, the 'Port of London' was in fact six distinct private companies on very widely separated sites. Each company developed their own facilities in relative isolation, and consequently they lack the stylistic and technological coherence of Liverpool's docks, whose development was overseen by a succession of full-time dock engineers.

Another key difference stems from London's role as the nation's and the Empire's capital city. This gave London a host of other governmental, social and administrative functions alongside trade, commerce and industry. In contrast, Liverpool had none of these additional roles and it owed its existence and development almost exclusively to the operations and wealth associated with the port. Therefore, while Liverpool's urban landscape is a celebration of shipping and trade, London's landscape derives its identity from a range of other competing influences.

Perhaps the key difference is in the survival and coherence of the historic docks and their associated urban landscapes. For instance, St Katherine's Dock (a pioneering dock designed by Thomas Telford and a direct predecessor of many of the eminent Liverpool Docks) only has two surviving warehouses. The St Katherine's Dock site underwent extensive urban regeneration in the 1970s and unlike Liverpool's docks, it has not survived in such an authentic and integral form. In other areas of London Docklands, economic pressures, especially in the late-20th century, have led to such extensive demolition and



Warehouses at St Katherine's Dock, London-c. 1960 Courtesy LCC

redevelopment that, in contrast to Liverpool, few genuinely historic features remain.

#### Hull

Hull has a long history as a port, and was recognised as an important trading centre a century before Liverpool built 'Old Dock'. The growth of Hull during the 19th century was fuelled by coal exports, which accounted for the majority of its tonnage. By 1870, the level of tonnage ranked Hull as the third largest port in Britain. During the last quarter of the 19th century, Hull's tonnage increased 400% whilst Liverpool grew by only 250%.

The reliance on a single dominant export is a major difference between the ports. Whilst Hull relied on coal, Liverpool operated a mixed international trade supported by worldwide ocean-going cargo liner firms. Hull's development also lagged behind Liverpool. Hull's 19th century docks lacked the scale, grandeur or innovative qualities of Liverpool's great docks. Many of Hull's docks still survive but do not compare to Liverpool in terms of scale or innovation.

Overall, Hull is a smaller port city than Liverpool. During the 19th century it lacked the grand ambition and success of Liverpool and consequently never matched its development and eminence. The two ports are, however, closely connected by emigration to America in the 19th century. For many years Hull acted as a feeder port for people travelling from central and northern Europe to Liverpool.

#### Bristo

Bristol has a long and distinguished history as a trading port. In 1700 it was the third largest town in England and the second largest port. It had an important place in voyages of world exploration, it was an early leader in the slave trade and wine trade, it had early trade guilds and it was connected to London by Brunel's Great Western Railway by 1841. However, a difficult navigational passage up the Avon and a huge tidal range have always hampered it: it is the only major British port with a tidal range worse than Liverpool's. Bristol attempted to overcome the latter problem by constructing a 'Floating Harbour'. This innovative piece of dock engineering allowed Bristol to improve its operation as a port but its development was hampered, unlike Liverpool's, by the lack of adjacent space to expand into and further investment. Instead, new docks were built several miles downstream at Avonmouth and Portishead, effectively dividing the port. In 1873 Bristol handled 411,014 tonnes of cargo compared with Liverpool's 6,574,014 tonnes. This difference highlights the success of Liverpool's investment and ambitions. The 20th century regeneration of the docks at Bristol has not been uniformly sensitive, and the surviving elements cannot be considered as authentic as Liverpool's.

#### Glasgow

Glasgow often claimed to be the 'Second City of Empire' and its rich wealth of important civic architecture is certainly impressive. The wealth of the city was founded on

its vast industrial might derived from its coal, steel, shipbuilding and locomotive building industries, as well as its strong commercial sector. However, the port at Glasgow only handled about one sixth of the tonnage of Liverpool and the city, unlike Liverpool, owes more to its industrial wealth and success rather than its commercial acumen. Glasgow, although a comparable city of the British Empire, is not a comparable port city of the British Empire.

#### International Comparisons

Liverpool is being nominated as the supreme example of a port at the time of Britain's greatest global influence but it is also significant for its paramount role as a European trans-Atlantic port of emigration. Liverpool is highly unusual in the extent to which, as a city, it came to almost solely rely on shipping, commerce and ancillary industries. The following comparisons are made with other European ports and other iconic ports from around the world, with the aim of demonstrating Liverpool's unique position.

#### Hamburg, Germany

Hamburg was an important port at an earlier date than Liverpool, with the vast hinterland of the Elbe, down which colonial, Mediterranean and Asiatic goods were distributed in the 17th century. Hamburg's trade is also now much bigger than Liverpool's, but much of this, including the huge container port, is of recent origin. However, it was not as important as Liverpool during the period of Liverpool's period of greatest growth, and even at that time, when its improvements were subsidised from Imperial funds, it remained comparatively shallow: the Kaiser Harbour extension of 1903 being only 23ft 6in compared to 37ft at MHW Sandon Dock at Liverpool.

After the middle of the 19th century Hamburg, Bremen and Antwerp began to challenge Liverpool's dominance in the emigration of Germans and Scandinavians to America. In 1891, the Hamburg-Amerika Line took 75,835 steerage passengers, compared with the White Star Line's 35,502 and the Cunard Line's 27,341, although this included picking up passengers from Mediterranean ports such as Genoa, Naples, Barcelona, La Coruna, Bilbao, Vigo and Le Havre.

Hamburg's waterfront is impressive, but it has had three major restorations: following the Great Fire of 1842, the conversion into a warehouse port in the mid-1880s and reconstruction after massive bomb damage in World War II.

#### Marseilles, France

Marseilles was an important Mediterranean port in the 18th Century, but had only a minor role in France's colonial commerce. In the 19th century Marseilles was France's second port for emigrant ships, after Le Havre, and was remarkable because ships leaving there made calls in Genoa and Naples to pick up Italian emigrants, or sometimes waited for ships from those ports. Even so the number of emigrants was nowhere near the number leaving from

Liverpool: in 1874, only around 10,000 emigrated on ships from Marseilles.

#### Barcelona, Spain

Barcelona was an important port in the Middle Ages, and the Drassanes shipyard and warehouses was used for shipbuilding and storage from the 13th century until the Spanish Civil War. It remains as a superb example of Gothic maritime architecture on a grand scale, but bears little



Warehouses in Barcelona © Courtesy LCC

comparison with the great 19th century warehouses of Liverpool.

Barcelona was a busy port in the 18th and 19th centuries for Mediterranean and Atlantic trade, but only one substantial warehouse from that period survives on the



The Dressanes Shipyard and Warehouses, Barcelona Courtesy LCC

seafront and virtually all of the historic docks and historic sea-wall have been lost .

#### Baku, Azerbaijan

Baku is an ancient city and port. Its description as the 'oil capital of the world' reflects its role in the meteoric growth of the oil industry of the region. Before this, the port had some general trade but, as its population of 13,381 in 1860 demonstrates, it was not a major 19th century port. In many respects Baku can be more meaningfully compared with single export trade ports, such as Cardiff (Wales), that grew rapidly in a very short space of time, rather than an

eminent broad-based trading port such as Liverpool, which evolved over a longer period.

#### Bombay, India

Bombay was another port of the British Empire. Only three docks and a number of riparian tidal berths and jetties serve the port itself. Although the city is renowned for its many fine civic and mercantile buildings, these relate more to its governmental and industrial roles rather than its commercial trading functions. The lower level of dependency on port activities is demonstrated by the fact that, in 1873, when Bombay's population was over double that of Liverpool, the port at Bombay handled 902,157 registered tons of shipping, compared with Liverpool's 6,574,742.

#### New York and Manhattan, USA

New York and Manhattan have long links with Liverpool relating to the mass emigration of people through Liverpool to the USA, via Manhattan, in the 19th century. The two cities also have a "Friendship Agreement" and strong project links. The Manhattan skyline is undoubtedly one of the finest and most iconic 20th century skylines in the world, its strongest aspect being revealed, as with Liverpool's, from on the river. However, the New York and Manhattan ports



New York Waterfront © Kim Tan do not have any impounded docks, only tidal piers.

Manhattan has largely focused on passenger traffic throughout its history and New Jersey focused on goods. The city, however, grew on wealth generated by means other than port-related activities. Overall, Liverpool and New York/Manhattan were very different in their historic development, form and function, but they do share a common link in history.

#### St Petersburg, Russia

St Petersburg was the second largest manufacturing centre in the Russian Empire. As such, its port role was a secondary feature of its identity. Liverpool too had a manufacturing base but this was mostly narrowed down, by 1860, to two categories: processing of goods handled in port (e.g. corn milling) and ancillaries to the shipping industry; a very different proposition to St Petersburg's broad manufacturing base. Although St Petersburg is an

imperial port, it is not purely a port city and it operated on a smaller scale than Liverpool.

#### Shanghai, China

Shanghai has a long history stretching back to the Ming Dynasty (1368-1644). It has always been an important manufacturing centre and is now perhaps the most important in China. The river port at Shanghai has no docks, but it does have one of the world's most recognisable skylines along with Manhattan and Liverpool. Indeed, it is believed that the buildings on the Bund were influenced by Liverpool's waterfront and Liverpool is formally twinned with Shanghai (as it is with Dublin, Cologne and Corinto). The port was not the dominant reason for Shanghai's



Shanghai Waterfront Courtesy LCC

growth and unlike Liverpool, many other values have guided the evolution of the city.

#### Existing World Heritage Sites

There are a number of World Heritage Sites specifically inscribed as ports. Others, such as the Sites in Bruges, Dubrovnik, Havana, Naples, Amsterdam, Barcelona and Valencia, consist of buildings or groups of buildings in ports, but are not specifically inscribed as ports.

#### World Heritage Sites inscribed as ports include:

#### ♦ Bryggen, Norway

A 14th - 16th century Hanseatic trading port, consisting mainly of wooden buildings.

#### ♦ Cartagena, Columbia

A port, fortress and group of monuments with extensive fortifications.

### Coro and its port, Venezuela

An early 16th century colonial port.

#### ♦ Hoi An, Vietnam

A Southeast Asian trading port dating from the 15th -

19th century , reflecting indigenous and colonial influences.

#### ♦ Island of Goree, Senegal

The largest slave-trading centre on the African coast from the 15th - 19th century.

#### ♦ Karlskrona, Sweden

A late 17th centurynaval port and city.

#### ♦ Lubeck, Germany

An Hanseatic port founded in the 12th century and consisting primarily of 15th and 16th century buildings.

#### ♦ Old Rauma, Finland

An old wooden Nordic port constructed around a 15th century church.

#### ♦ Oporto, Portugal

A river port demonstrating 1,000 years of continuous evolution and growth.

# Pythagoreion and Heraion of Samos, Greece An ancient fortified port dating back to the 3rd century BC.

#### ◆ Stralsund and Wismar, Germany

Two of the major trading centres of the Hanseatic League of the 14th and 15th centuries.

#### ♦ Tipasa, Algeria

An ancient port conquered by the Roman Empire, now in ruins.

#### ♦ Tyre, Lebanon

A Phoenician and Roman port city.

#### ♦ Venice, Italy

A major maritime city of the 10th century, holding works of some of the world's finest artists.

#### ♦ Visby, Sweden

The main Hanseatic port on the Baltic with over 200 13th century warehouses and dwellings surviving.

Of the ports inscribed on the World Heritage List, only Hoi An, the Island of Goree, Oporto and Riga were active during the 18th, 19th and early 20th centuries, at the peak of Liverpool's historic significance. The other ports on the list include a number of 14th to 16th century Hanseatic ports focused on the Baltic, three ancient ports and two fortified or naval ports. Of the four ports active alongside Liverpool, none bears real comparison. The Island of Goree was a major slave trading centre, but lacked the broad trading base and civic buildings that personify Liverpool. Hoi An is a major broad-based trading port but very much expresses the colonial tradition and is on a smaller scale than Liverpool. Oporto has a long history of trading, industry and commerce, but as a river port lacks the comprehensive dock systems of Liverpool and also operated on a smaller scale. Overall, none of the Sites currently on the WH List express the values and historical traditions manifested in Liverpool and its outstanding urban landscape.

#### **Comparative Analysis: Conclusions**

No single site equates with the values and meanings associated with Liverpool. All of the other major ports in Britain, except London, lagged behind Liverpool in terms of their development and prestige, whilst London itself identified more with its multitude of other functions and values over its role as a port, and cannot purely be seen as a maritime city.

Internationally, no other major port was so solely focused on trade and commerce, and no other port expressed the wealth, ambition and power of the British Empire, or any other empire, like Liverpool. Ports on the World Heritage List tend to be older or longer-lived than Liverpool, but none currently captures the values and historical significance expressed by Liverpool's urban landscape. As it did in the 18th, 19th and early 20th centuries, Liverpool still stands apart from all other comparable ports. especially in the degree of survival of its port infrastructure and historic urban landscape.

# 2C-AUTHENTICITY AND INTEGRITY

#### Overview

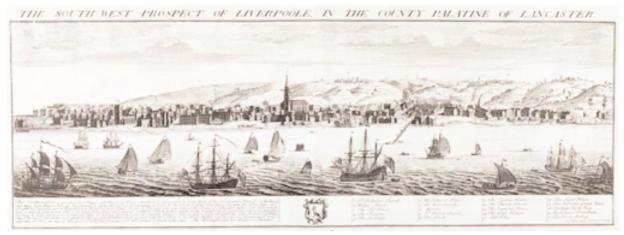
The nominated site fulfils all the criteria for authenticity and integrity, in relation to World Heritage, as set out in the Nara Document on Authenticity (1994) and the Operational Guidelines for the Implementation of the World Heritage Convention (UNESCO 1999).

#### Urban Landscape

Liverpool's most significant tangible authenticity is its urban landscape; this is comprised of a historic townscape and urban layout that includes examples of 18th, 19th and 20th century buildings, docks, monuments, archaeological sites and collections. The urban landscape of the site retains strongly coherent evidence of the historic form of the city. The townscape, layout and buildings have been affected to some degree by the catastrophic impact of World War II, piecemeal redevelopment, major changes in the social and economic environment and the imposition of modern vehicular access, but they essentially remain in an authentic and integral form. The ongoing regeneration initiatives have recognised the uniqueness of the site's urban landscape and are seeking to conserve this within the context of an evolving city.

The urban landscape of the nominated site is a unique example of a great seaport, which had global influence form the early 18th century to the early 20th century through its trading connections and technological innovation and can rightly be considered to be of outstanding universal value.





Buck's View of Liverpool 1725 Courtesy LCC

#### **Urban Layout**

Liverpool is an historic city that has been continuously inhabited since at least 1207. The city has developed since then, and will continue to develop, under the influence of socio-economic and cultural change, as well as being driven by the ambitions of its residents. The town grew slowly at first but this accelerated during the 17th and 18th centuries, before a period of extremely rapid growth in the 19th century and early 20th century. The original street pattern of medieval Liverpool can still be traced in the nominated site, and the layout developed during the 18th and 19th centuries still forms the dominant street pattern of the nominated site and the wider city. The layout of the site and the wider city has of course been altered in places due to evolution and catastrophic events, such as the 1941 May Blitz. However, overall the form and layout of the site's streets and roads is authentic to the principal periods in the site's development.

#### The Docks

Wapping Dock, Albert Dock, Duke's Dock, Salthouse Dock, Canning Dock, Canning Half-tide Dock, Waterloo Dock, Salisbury Dock, Collingwood Dock, Princes Half-Tide Dock, Nelson Dock, Bramley-Moore Dock and Stanley Dock all survive as water-filled basins within the nominated site. None of these docks are currently

operational, although some still handle leisure boat traffic. Canning Graving Docks and Clarence Graving Docks survive within the nominated site: the former operated by Merseyside Maritime Museum and the latter still used for ship-repairs. The retaining walls of the docks are authentic to the time of their construction or reconstruction and many original ground surfaces and ancilliary structures and objects survive in situ around the docks.

Old Dock, Manchester Dock, Chester Basin and George's Dock all lie within the nominated site. These have been infilled during various stages in the site's historic development and they remain as archaeological resources, surviving in varying degrees of completeness below ground.

#### Warehouses

The great dockside warehouses at Wapping Dock, Albert Dock, Waterloo Dock and Stanley Dock are no longer in use for their original function. Repairs and alterations required to convert them to new uses have been kept to a minimum and have not significantly affected their authenticity and integrity.

There are many other warehouses in the nominated site, mainly off Duke Street and Dale Street. These date from the 18th century to the early 20th century. These have become a distinctive building type in the streets of Liverpool and are valued for their local character. Many of



the warehouses have been converted to live/work accommodation often in keeping with their original

functions, or they have become disused. Conversions have attempted to retain authenticity wherever possible. As a group they have retained their authenticity of design, material, workmanship and the integrity of their setting and inter-relationships.



#### Banks, Offices and Exchanges

Most of the banks, offices and exchanges of Liverpool's historic port were located in the area around Castle Street and Dale Street, centred on the Liverpool Exchange and the Town Hall. All these buildings lie within the nominated site. The buildings exhibit an array of architectural styles and materials and they are crucial to the overall integrity of the port as a reflection of the vital role played by commerce in the development of the city. The commercial architecture survives in great profusion within the nominated site and much of it is still in commercial use. Many of the buildings have been adapted in minor ways to meet changing demands, the ground floor shop fronts being the most obvious examples, although authentic shop fronts do survive in places, e.g. the India Buildings. Future uses of the buildings, as envisaged by the regeneration initiatives, will seek to preserve their authenticity and the conservation of their fabric through continued occupancy, primarily by live/work communities. Overall, the commercial buildings

survive in an intact and authentic form and character, and many retain their authentic functions.

#### The Cultural and Civic Buildings

Liverpool's cultural and civic buildings are concentrated mainly, but not exclusively, around William Brown Street. The William Brown Street group is one of the finest formal arrangements of neo-classical buildings in the world. The formal layout of the area survives in an authentic form, as do all the principal buildings. All repairs to the buildings, especially those to the Museum and Library, which was damaged in World War II, have been carried out sensitively and in accordance with the best practice available at the time of repair. Other civic buildings across the site, including the Town Hall, the Municipal Office and Bluecoat Chambers, are in a similarly authentic state of



repair to the William Brown Street group.

#### **Historic and Cultural Collections**

The historic and cultural collections contain thousands of original creations by people from around the world. They are an authentic record of the site's cultural heritage and artistic tradition.

#### Cultural Traditions and Intangible Heritage

The interaction of different cultures from around the world in Liverpool has been a significant factor in its rich cultural history and has almost certainly contributed to its remarkable cultural tradition of creativity in various forms of expression and art. People from across the United Kingdom, particularly Scotland, Ireland and Wales have long been drawn to Liverpool, initially to take advantage of the trading opportunities in one way or another. Many people from across Europe came to Liverpool, some were en route to the New World but then chose to stay and some came to meet the demand for their specific skills. From further afield, Liverpool has the oldest Chinese community in Europe and long-established Jewish and African communities. As a great seaport, Liverpool has always been visited by sailors from around the world, keen to take advantage of their shore leave, and at the same time adding to the cosmopolitan character of the city.

At the turn of the 20th century there were more consulates in Liverpool than any other provincial city. With total

justification, the slogan for Liverpool's bid to be Capital of Culture for 2008 is "Liverpool - The World in One City." One of the most popular forms of cultural expression is that of music, and whilst music is in itself not the basis of the nomination for World Heritage Site status, it is an integral part of the culture and heritage of the city and attracts many visitors to the city. The Beatles are perhaps the most famous 20th century musical phenomenon in the world and Liverpool was their birthplace. The Beatles and their music figure highly in Liverpool's perception of what gives Liverpool its special identity. The annual Mathew Street Festival, which is a celebration of The Beatles and their music, regularly attracts crowds in excess of 200,000. Paul McCartney admits "The big factor about Liverpool was it being a port ... with all these influences from your home, the radio, the sailors and the immigrants, Liverpool was a huge melting pot of music."

In a MORI poll commissioned by English Heritage in 2002, 46% of people cited The Beatles and their music as giving Liverpool its special identity, but there is also a strong tradition of classical music in Liverpool. The Royal Philharmonic Society was founded in 1840, and is one of the oldest in Europe. Along with the world-wide "brand" of The Beatles, other globally recognised images of the City of Liverpool today are Liverpool Football Club, Everton Football Club and The Grand National Steeple Chase.

In the mid-late 20th century, Liverpool has produced many famous comedians and playwrights, such as Willy Russell, Alan Bleasdale and Jimmy McGovern. Liverpool has also had its own successful writers and poets such as Nicholas Monsarrat (*The Cruel Sea*), William Roscoe (*Mount Pleasant*), Roger McGough and Beryl Bainbridge but is more famous for inspiring writers from elsewhere, including Charles Dickens, J. B. Priestley and Herman Melville. The subject matter for the novels, plays, poems and jokes does of course cover a wide spectrum, but inevitably the focus is often upon the river and the trade that was the main activity upon it.

The significant point is that the authenticity of Liverpool's mercantile maritime history has been translated into a rich cultural heritage. Furthermore that cultural heritage is not a thing of the past but is still celebrated in the self-image of the city and in its traditions, such as the Mathew Street Music Festival, the Biennial Arts Festival and especially by the River Festival.

For people emigrating from Liverpool or simply leaving for a long and perilous voyage, this town on the west bank of the Mersey would have held a special place in their hearts and memories, and would have stayed with them, perhaps, for the rest of their lives. For emigrants the authenticity of Liverpool as a world seaport meant a new way of life and for sailors it often meant an arduous life of months or even years away at sea. A further indication of how Liverpool's global influence has been felt is that there are towns called

Liverpool in New South Wales, in Nova Scotia and Greenland.

## *2D - CRITERIA UNDER WHICH INSCRIPTION IS PROPOSED*

Liverpool - Maritime Mercantile City is proposed for inscription as "The supreme example of a commercial port at the time of Britain's greatest global influence".

The nominated site is a complete and integral urban landscape that provides coherent evidence of Liverpool's historic character and bears testament to its exceptional historic significance.

The site is nominated for inscription under the following three criteria:

Criterion (ii) The nominated site exhibits an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design

Liverpool was an innovator and pioneer in many fields, especially dock technology, port management and transport systems. One of Liverpool's most significant achievements was the construction in 1715 of the Old Dock, the world's first commercial enclosed wet dock. This was the beginning of a movement to create artificial docks in tidal estuaries that spread throughout the British Empire and the world. Liverpool's technologically innovative dock complexes with their warehouses eventually set the standard for all other port developments. Liverpool was also one of the first ports to use a single non-profit-making board to govern the development of the port and the first to appoint a full-time dock engineer. The city also exported trained dock engineers to other ports, which aided the development of many now internationally important ports.

Many buildings also demonstrate significant architectural innovations including the early use of glass to clad buildings, the use of reinforced concrete in large buildings and the development of steel-framed buildings. Lime Street Station was, in 1851, the largest iron-spanned building of its type in the world and set the standard for other similar buildings. Taken together, the diverse architecture of the site is a manifestation of the evolution of European architecture from the early 18th to the early 20th century, and constitutes one of the finest integral surviving ensembles from this period in the world.

Liverpool's role as an international seaport from the early 18th century to the early 20th century placed it in contact with cultures and civilisations from around the world. This contact led to the exchange and movement of ideas and values in the fields of architecture and technology. Liverpool's role as an international port was crucial in

connecting the city to fashions, ideas, cultures and architectural developments around the world. It played a key part in influencing the culture and architectural styles of the city. Likewise, it enabled the technology and culture of Liverpool and the rest of Great Britain to be taken across the world.

The variety in the site's, and particularly the Commercial Centre's, architectural ensemble stems from the 18th and 19th century European tradition of appropriating and adapting 'exotic' styles in architecture and reflects the many cultures that Liverpool came into contact with. The site includes buildings modelled on the temples of Ancient Greece, Venetian Palaces, French Chateaux, Eastern architecture, early American skyscrapers and medieval cathedrals. This ensemble is one of the finest examples of this tradition surviving in the world.

# Criterion (iii) The nominated site bears a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or has disappeared

Liverpool was the leading international seaport of the British Empire and Europe's foremost transatlantic port from the 18th century to the early 20th century. Liverpool was a highly successful general-cargo port, for both import and export, and a major European port of trans-Atlantic emigration. The principal imported commodities were tobacco, cotton, corn, other foods, timber and other raw materials to supply the growing population and industry of its wide hinterland. The principal exported commodities were manufactured goods, such as cotton yarn and piecegoods, woollens, metals and metal goods, including machinery and vehicles. As a result, Liverpool contributed significantly to the global impact of the industrial revolution and the growth of the British Empire.

The urban landscape of the site, including its architecture, layout, dock complexes and transport systems, combined with the comprehensive cultural and historical records held on the site, form a unique testimony to the commercial acumen and mercantile strength of the British Empire in the period from the early-18th century to the early 20th century. No other port in Britain, the former British Empire or the world bears such testimony.

The British Empire was created principally to increase the wealth of Great Britain through trade. The colonies throughout the world provided relatively cheap sources of raw materials and captive markets for manufactured goods. Liverpool has been described as "The Second City of the Empire" because of its success in generating huge profits almost solely from the imperial trade, and it exhibits the fruits of that trade, through its lavish commercial, civic and cultural buildings. Liverpool still displays the means of carrying out that trade, through the surviving functional docks and transport systems. Lawrence James, in *The Rise* 

and Fall of the British Empire goes so far as to say in the early 1980s:

"The abandoned docks of London and Liverpool and Bristol are among the grander monuments to Britain's moment of empire and world power"

#### Criterion (iv) The nominated site is an outstanding example of a type of building or architectural or technological ensemble or landscape which illustrates a significant stage in human history

The nominated site is a complete and integral urban landscape that includes an outstanding architectural and technological ensemble of buildings, structures and archaeological remains. The landscape of the site developed primarily during the 18th, 19th and early 20th centuries during the Industrial Revolution, the growth of the British Empire and general European expansion throughout the world. These processes are significant stages in human history that have shaped the current geo-political, social and economic environment.

Liverpool's role as the major international seaport of the British Empire and its role in the success of the Industrial Revolution in Britain, places it at the heart of both of these processes. The development of its urban landscape during this period reflected these roles. The wealth and power expressed in the commercial buildings of Liverpool are a direct testament to the success and ambitions of the British Empire and the Industrial Revolution. The magnificent surviving dock complexes, including the archaeological remains of Old Dock, illustrate the technological innovations of the Industrial Revolution and bear witness to its achievements.

The site's outstanding urban landscape is a result of the development of Liverpool as a leading European seaport during the Growth of the British Empire and the Industrial Revolution, and it illustrates in tangible form both of these significant historical processes.

The massive scale of Liverpool's port activities in the 19th century generated strong links and interaction between Liverpool and the developing industrial hinterland of northern England and Wales. Indeed, Liverpool is still known humorously as "the capital of North Wales"!

In the 18th and 19th centuries, international trade, through the demand for raw materials to feed the industrial revolution, encouraged young men to travel the world in search of their fortune by establishing plantations and other sources of raw materials. Similarly, the demand for large numbers of sailors to man the ships encouraged many men from Liverpool and its surroundings to go to sea. In addition, the massive volume of trade in Liverpool required thousands of dock workers to load and unload the various goods. The administration of the shipping business, the British Empire and diplomatic duties also brought special



# 3. Description



St George's Hall, Liverpool 1854 Sir James Pennethorne © Boydell Galleries

"Liverpool town destined to become the centre of English trade... the slave trade the basis of its commercial greatness. The foundation of the United States, the manufacturing development of Manchester and Birmingham, and the spread of English trade over the whole world, have done the rest... Liverpool is a beautiful town."

Alexis Tocqueville - Journeys in England and Ireland 1853



# Description

### 3 a) Description of Property

#### BRIEF DESCRIPTION OF THE NOMINATED WORLD HERITAGE SITE

iverpool is the supreme example of a commercial port developed at the time of Britain's greatest global influence - from the 18th century through to World War 1. The city evolved throughout that period, and has continued to do so. Continuity of planned change is a strong characteristic of Liverpool's history in that period and can still be seen in its townscapes today. The nominated site consists of a range of townscapes from different phases of development and they combine to create a dynamic and varied urban form that is of outstanding interest.

Throughout the 19th century it was the principal trans-Atlantic port of Europe, for the trans-shipment of a wide variety of goods and for mass emigration from Northern Europe to America. By the end of the century some 120 ha .of wet docks were enclosed by 10 km of fortress-like dock walls. These served a commercial district with offices and exchanges unrivalled outside London, with the three buildings at the Pier Head as its most impressive showpiece. The vast wealth generated by mercantile trade was used to create a cultural quarter around William Brown Street where the buildings and their contents remain a testament to the city's cultural values.

The proposed WHS focuses on

- The earlier surviving docks and their warehouses, from Wapping Dock to Stanley Dock with the magnificent Albert Dock and Pier Head at their centre
- The immediate commercial hinterland comprising the Castle Street Commercial Centre, and an area to the East of Albert Dock comprising the historic town warehouses around Lower Duke Street.
- ◆ The William Brown Street Cultural Quarter.

#### Docks

The development of enclosed commercial wet docks was pioneered at Liverpool: the Old Dock at Canning Place was the world's first commercial enclosed wet dock. It was constructed over a period of 5 years and by 1715 a 1.4 ha. dock was in operation. A further five docks were in use by

the end of the century. Little of the fabric of these early docks has survived at, or above, ground level, following the great 19th century remodelling of the docks when they became Britain's Atlantic gateway and the great emigration port for much of Western Europe. Recent (2001) archaeological excavations have revealed that much of Old Dock's dock basin wall, dock edge coping, timbers and cobbled surfaces have survived below ground.

One of the earliest above-ground structures, the 1821 brick section of the dock wall adjacent to Princes Dock is attributed to John Foster, while the grandest, historic structures are the work of Jesse Hartley who was Dock Engineer from 1824 to his death in 1860. Hartley designed the great fireproof warehouses at Albert Dock, Stanley Dock and Wapping Docks, ornamental hydraulic towers and pump houses, and enclosed further parts of the dock system with granite boundary walls with turreted gate entrances. His work was continued by the Lysters, father and son, who were Dock Engineers until 1897 and 1913 respectively and they were responsible for many other structures, such as Waterloo Warehouse and Stanley Tobacco Warehouse.

#### Warehouses and Commercial Centre

For a century before the docks were enclosed, most of the warehouses were privately owned and for many years were located in the town close to, or even attached to, the merchants' houses in the streets focussed on the Old Dock, some distance inland from the Mersey. Some of these warehouses survive in the Duke Street area. Commercial offices, banks and exchanges in and around Castle Street and Dale Street had replaced most of the earlier properties by the end of the 19th century. These now comprise one of the finest commercial districts in Britain with massive ornate office blocks such as Tower Buildings and innovative buildings such as Oriel Chambers. The expression of commercial activity culminated in the magnificent trio of buildings at the Pier Head - the former offices of the Mersey Docks and Harbour Board (1907), the Royal Liver Building (1911) and the Cunard Building (1916).

#### **Cultural Quarter**

The great prosperity of the city in the 19th century, which was generated by shipping and trade of goods for Britain's burgeoning industries, was matched by a desire and an ability to display civic pride by the construction of prestigious public buildings. The monumental classical buildings erected around William Brown Street create one of the finest cultural groupings in the country. The public buildings combine with the public spaces of St. George's Plateau and St. John's Gardens and other surrounding buildings to create a townscape of great distinction.



#### FULL DESCRIPTION OF THE PROPERTY IN THE PROPOSED WORLD HERITAGE SITE

The Liverpool World Heritage Site nomination includes a substantial part of Liverpool's historic waterfront and docks from Stanley Dock in the north to Wapping Dock in the South, its commercial office centre from the Pier Head to the Queensway Tunnel entrance, the Cultural Quarter around William Brown Street and the west end of Duke Street from Hanover Street to Slater Street. It does not include all of the city centre, nor all of the heritage assets in the city, but what it does include is a contiguous area, dominated by historic buildings and structures with a strong link to Liverpool's maritime mercantile heritage.

In this description, the Site is divided into geographical areas (see Plan 3)) of the city, which are first described and assessed in general terms. Individual buildings and structures within and adjacent to those areas are then described and assessed in more detail.

#### Area 1. The Pier Head (Plan 5)

The focal point of the waterfront is the trio of buildings at the Pier Head- the Royal Liver Building, the Cunard Building and the Port of Liverpool Building. Collectively, they are the instantly recognisable image of Liverpool, particularly The Royal Liver Building with the two copper Liver birds perched on top of the towers. Together with the open space of the Pier Head, they comprise one of the most impressive waterfronts in the world.

The Pier Head group of buildings dominate the waterfront as seen from the opposite bank of the river, or as one approaches Liverpool by ship. The three buildings are set in the context of great warehouses to the north and south, the intensity of commercial buildings to the east and the two cathedrals beyond on the skyline, but their huge scale and extrovert character command instant attention. Their plots were created at the beginning of the 20th century as a result of municipal enterprise to improve the river frontage. Each building stands on a separate plot, and is expressed in a



different architectural style, rich in symbolic ornamentation. Together they combine impressively to form a group of outstanding presence.

#### Royal Liver Building 1908-11

#### Listed Grade I

The head offices of the Royal Liver Friendly Society, which had its origins as a mid-19th century burial club was designed by Aubrey Thomas. It is notable as one of Britain's first multi-storey reinforced concrete framed buildings. Stylistically unique in England, it is more akin to the early tall buildings of America such as the Allegheny Court House (1884) by H. H. Richardson and the Garrick (formerly Schiller) Theatre by Adler and Sullivan, with eclectic Baroque, art nouveau and Byzantine influences in its modelling.

It has nine bays to the principal frontages and thirteen bays on the secondary return sides and the ground and first floors are deeply rusticated. The top floor steps back behind a Doric colonnade, taking advantage of the technical possibilities offered by its reinforced concrete structure.



The roof is piled up with turrets and domes in receding stages and the clock towers have copper Liver Birds on top, by George Cowper and the Bromsgrove Guild. The two birds face away from each other, one towards the river and the other towards the city. The poses are traditional, the birds stand with half-upraised wings, each carrying a sprig of seaweed in its beak. The birds are 18 ft high, their heads are 31/2 ft long, the spread of the wings is 12 ft, their length is 10 ft and the legs are 2ft in circumference. Their bodies and wings are of moulded and hammered copper fixed on a steel armature.

Although there are Liver Birds on many buildings in Liverpool, it is the two which roost on top of this building that are the biggest in the city and which to many people are the very identity of Liverpool.

#### Cunard Building 1913-1916 Grade II\*



This substantial building was built as the offices of the Cunard Shipping company to the designs of Willink and Thicknesse, with Arthur Davis (of Mewes and Davis) as consultant. Its proportions, unadorned silhouette, rusticated and battered plinth, bold projecting cornice and solid parapet give it the form of an Italian palazzo. However, its multi-storey form, and its elevations, decorated with French classical details are derived from American beaux-arts buildings such as those of McKim Mead and White in New York. It is also remarkable for its symbolism expressed in trophies of conflict and peace, for the building was erected during the First World War, and the portraits of races from around the world, symbolising the global operations of the company. The Cunard Building has six storeys plus a basement, nine bays to the two principal elevations and seventeen bays to the marginally secondary elevations.

The centre bays of the ground floor project to form monumental entrances, each one enhanced by massive panelled oak doors, engaged fluted columns, stone paneled reveals and stone coffered ceilings. The east frontage onto the Strand is further pronounced by its dramatic approach up a flight of stone stairs, flanked by a pair of bronze lamps with fluted columns, claw feet, acanthus leaf shields on huge stone plinths.

Inside, there is an ornate principal corridor linking Brunswick Street and Water Street. It has a black and white marble floor, a coffered ceiling and a twin flight staircase. The former first class passenger waiting room on the river side of the building has appropriately high quality fittings and the board room has a commanding position in the centre of the fifth floor river elevation and also has fittings of the highest quality. The building was much admired on completion, and provided a foretaste of life aboard ship for those sailing across the oceans with Cunard.

#### The Port of Liverpool Building Completed 1907 Grade II\*

and tall lantern towers.

The Port of Liverpool Building was erected as the head office of the Mersey Docks and Harbour Board. It was designed by Briggs, Wolstenholme and Thorneley following an architectural competition in 1901. It is a monumental structure in the Edwardian Baroque style with pediments

It has five storeys plus a basement and the principal elevation has thirteen bays with canted corners in the form of full height octagonal towers. The central entrance facing the Pier Head is flanked by free-standing three metre high statues on plinths by Charles John Allen. They are classically draped female figures, representing *Commerce* and *Industry* and above the entrance are relief sculptures of ships in cornucopias.



The corner towers have tall glazed drums, with coupled Ionic columns supporting domes. The central dome is on a two stage drum and was introduced by the architect late in the design stage in response to the board's requirement that the building be given more architectural presence.

Underneath the coffered dome there is a full height octagonal hall, from which radiate passages leading to office suites. It has round arched openings to the galleries with iron railings, and solid balconies with bronzed lamp standards supported on fish for feet, to alternate floors. The hall has mosaic paving depicting the points of the compass and around the frieze between ground and first floor in gilt letters is Psalm 107:

"They that go down to the sea in ships that do business in great waters these see the works of the Lord and his wonders of the deep. Anno Domini MCMVII"

The ground floor is connected to upper floors by lifts incorporating gilt maritime emblems of sea-horses, the globe and anchors, the hall and staircase windows have stained glass, with maritime images of Poseiden, anchors, ships bells and shells, and dedications to countries of the

British Empire: Singapore, British Honduras, British Guiana, Jamaica, Ceylon, New Zealand, South Africa, Sudan, Kenya, Nigeria, South and North Rhodesia, Canada, Australia, Gold Coast, Gibralta, Aden, Cyprus and Malta.

There are 2 square rusticated stone piers opposite the entrance to The Pier Head, with dentilled cornices and globes of the world with gilded continents, supported on dolphins, one of the strongest symbolic elements of this highly allegorical building. Other features include cast iron gates and gate piers decorated with mermaids, shells, chains and anchors and tritons, and with shields with the initials "M.D. & H.B.", a granite balustrade with stone lamp holders on the ends and continuing around the whole building with stone lamp holders in the form of naval monuments.

On completion, the building was seen as a symbol of Liverpool's national importance, and of the role of the Board in service of the Empire.

#### George's Dock Ventilation and Central Station of the Mersey Road Tunnel 1931-1934 Grade II



Located between Port of Liverpool Building and The Strand is another highly distinctive building in very different architectural style, the Art Deco Ventilation Station and Tunnel Offices, designed by Sir Basil Mott and J. A. Brodie with Herbert J. Rowse as architect. It is one of a number of buildings on both sides of the river constructed to serve the Mersey Road Tunnel. The central angular ventilation shaft dominates the building and takes the form of a stylised obelisk. Around the base of the shaft are offices, four and five storeys high with two basement levels. Rowse introduced sculpture as an essential part of the exterior.

Archaeological discoveries in Egypt, notably that of the tomb of Tutankamun in 1921, generated a huge interest in the architecture and art of Ancient Egypt, and they became strong themes in the Art Deco movement of the 1920s and

1930s. This theme is strongly reflected in this building, its setting and the sculptural programme was carried out by Edmund C. Thompson, assisted by George C. Capstick.

The windows to the north and south are in tall recesses, flanked by relief sculptures of *Civil Engineering*, *Construction*, *Architecture* and *Decoration*, whilst the west façade has a seven foot high relief in Portland stone - *Speed-the Modern Mercury*. It is a futuristic stylised figure with minimal human characteristics and strong imagery of speed. Other statues in fluted niches are of *Night* and *Day* in black basalt, symbols of the never-closing Mersey Tunnel and on the east façade is a black marble memorial to the workers who died in construction of the tunnel.

There are raised paved areas to the north and south with retaining walls, rails and lamp standards. The one to the south is separated from the building by a sunken area and a small yard accessed through a fluted gate with flowing waves on top, and has a compass. A raised area to the north has a pair of blind rusticated pylons with banded caps, echoing the Egyptian temple influence.

#### The River Wall at the Pier Head Circa 1771 with later alterations Unlisted

The river wall was first built to enclose the George's Dock (opened 1771, closed 1900). The wall had a chequered early career with several partial reconstructions, but has survived large loads, for which it was not designed, being imposed on it by a succession of floating landing stages built in 1847, 1876 and 1976. At low water it is possible to see the outlets at its foot which released water from George's Dock to sluice away silt and protect the stage from grounding.

#### The Pier Head Piazza

The Pier Head Piazza has continuously evolved since it was reclaimed from the river to form George's Dock, completed in 1771. It was altered slightly by John Foster between 1810 and 1815 and partly rebuilt in 1822-1825 when a transit shed was erected. It was altered again in 1871, but it hindered access to the Mersey ferries and was eventually closed in 1900 and filled in to create the Pier Head. It has since served as a point of embarkation and arrival for passenger vessels. The most frequent of those vessels have been ferries crossing the Mersey, but it has also been a terminal for ferries to the Isle of Man and Ireland and the point of emigration for millions of Europeans on their way to the New World. It thus has a special place in the hearts of those emigrants, as possibly the last time they and their ancestors stood on European soil. Of the 5.5 million emigrants who crossed the Atlantic between 1860 and 1900, 4.75 million sailed from Liverpool.

The Pier Head is one of the few public open spaces in the city centre and serves as a communal focal point for the people of Liverpool, providing a link between the river and the city. It provides a venue for major public gatherings,

such as the commemoration of The Battle of the Atlantic and the Mormon celebration of emigration from Europe. The cultural significance of the Pier Head partly explains why it is such a popular location for the erection of a diverse collection of monuments and statuary.

#### Cunard War Memorial Circa 1920 Grade II



Just in front of the Cunard building is the Cunard War Memorial, designed by the architect Arthur Davis and made by the sculptor Henry Pegram. It consists of a bronze figure of *Victory* on a Roman Doric column in granite by John Stubbs and Sons, with bronze mouldings and details by The Bromsgrove Guild. The design is given a naval character by a bronze prow of a Roman ship, together with ropes, anchors and shells.

The statue was exhibited at the Royal Academy of Arts before being unveiled in its current position by the Earl of Derby in October 1921.

#### Monument of Edward VII Circa 1911 Grade II

Strategically sited in the middle of the central axis between the Cunard Building and the river is the majestically dominant, 4.9 metres high, bronze equestrian statue of King Edward VII by Sir William Goscombe John. The statue was commissioned following the death in 1910 of the king and was originally intended to be located outside the south entrance to St. George's Hall. However, after much wrangling it was decided that it should be placed in its current location and almost 11 years after being commissioned, the sculpture was unveiled in 1921 in a ceremony lasting 10 minutes!



Monument of Edward VII © LCC

#### Memorial to Sir Alfred Lewis Jones 1913 Grade II

This memorial was designed by Sir George Frampton and is located at the south end of the Pier Head facing west towards the River Mersey. It takes the form of a tall and slender granite pedestal with two projecting base courses. On top of the pedestal is a bronze allegorical female figure, representing Liverpool. In her left hand is a model of a ship upon a globe, whilst her right hand is slightly extended, "welcoming Commerce to the Port of Liverpool". Two seated allegorical figures on the base course represent "The Fruits of Industry" and "Research", alluding to Sir Alfred Lewis Jones's connection with commerce and the School of Tropical Medicine.

Sir Alfred Lewis Jones (1845-1909) was a senior partner in Elder, Dempster and Co., one of Liverpool's most successful shipping companies. He promoted the eating of bananas in Britain and the ships of the Elder Dempster Line became known as "the banana boats". He was a great philanthropist and amongst other things, founded the world's first School of Tropical Medicine in Liverpool in 1898. It was there that many important medical discoveries were made, including that malaria is transmitted by the bite of the anophiles mosquito, for which Sir Ronald Ross was awarded the Nobel Prize in 1902. The memorial was unveiled in 1913 to unanimous public acclaim.

#### Memorial to the Engine Room Heroes (of the Titanic) Circa 1916 Grade II

This granite monument is located in St. Nicholas Place a few metres north of the floating roadway. It takes the form of a 14.6 metres high obelisk with integral sculpture by Sir William Goscombe John, surmounted by a gilded flame.

The memorial was originally intended to be for the thirty two engineers who stayed at their posts on the tragic night of 15th April 1912 when the *Titanic* (built in Belfast for the Liverpool based White Star Line) sank. However, World War I broke out before its completion, and despite some objections, its dedication was broadened to include all

maritime engine room fatalities incurred during the performance of duty. Even so the monument is still identified most strongly with the *Titanic* and arouses great interest because of that particular association.



The memorial is an exceptionally early example of a monument raised to working men. The figures are treated with a high degree of naturalism, the detail of their workclothes being carefully studied.

#### Retaining Walls of former Floating Roadway and American Transport Operations Memorial 1872-74 Unlisted

The Floating Roadway was built between Princes Dock and George's Dock to provide shallow-grade access to the Liverpool landing stage and appears to have utilised the south side of George's Dock Basin. It is constructed in granite after the manner of Jesse Hartley. The Floating Roadway was fixed at the east end at ground level and attached at the west end to the landing stage, which rose and fell with the tide.



Retaining Wall of former Floating Roadway, St. Nicholas Place © Courtesy LCC

The retaining walls on the north and south sides were later extended out to provide new river walls, and after World War II were partly rebuilt in brick with early concrete lamp columns, and a memorial was added to the south side of the south wall to commemorate the American Transport operations during the war. More recently the cut has been shortened at its east end to accommodate a pumping station but the wall plinth and the two piers were retained.

#### Canada Boulevard 1995

#### Unlisted

The boulevard of Canadian maple trees was established in 1995 by the Canadian Government as "a living memorial to Canadians" who died in the Battle of the Atlantic. It runs north to south in front of the Royal Liver Building, The Cunard Building and The Port of Liverpool Building. Each tree has a plaque set in the pavement next to it commemorating a Canadian ship lost at sea in World War II. An information plaque is set into a pedestal at the south end of the boulevard.

### The Memorial to the Merchant Navy 1952

#### Unlisted

This memorial is in the form of a Portland Stone platform with a pair of enclosing curved walls, a column and a pair of globes. It is dedicated to the 1,390 Merchant Navy seamen who lost their lives in World War II. The design was a collaboration between architects Stanley Harold Smith and Charles Frederick Blythin and the sculptor George Herbert Tyson Smith.



#### Other Memorials at the Pier Head include memorials to:-

Norwegian Seamen Plaque.

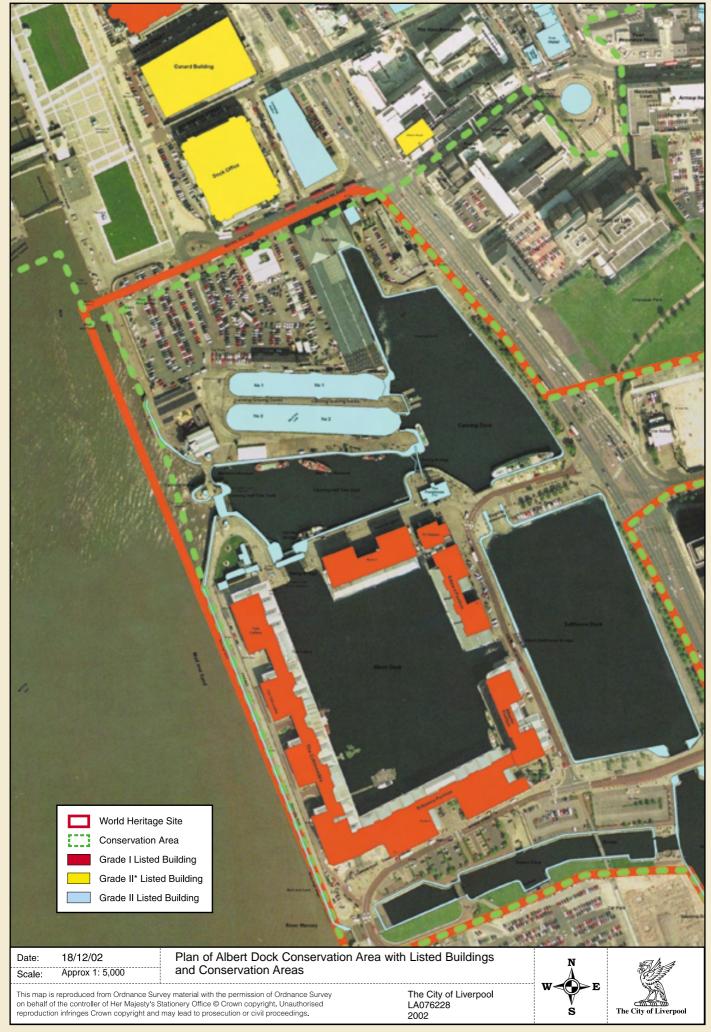
All Those Lost At Sea Stone

Belgian Merchant Seamen Plaque

Captain J. F. Walker, CB, DSO, RN Statue by Tom

Murphy 1998

All of the war memorials are recognised during the annual Armistice Service in November.





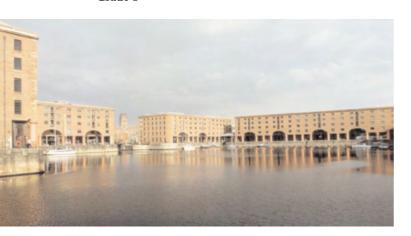
#### Area 2. The Albert Dock Conservation Area (Plan 6)

The Albert Dock Conservation Area is characterised by the juxtaposition of buildings and water, created by and for their historic working relationship. Of necessity the docks and their structures are set apart from the city and not integrated into the city street pattern. Historically, the Albert Dock complex was separated from the city by a high wall, although a six-lane road now isolates it. The dominant pattern of the area is set by the docks themselves, and streets have been inserted around them.

The impressive views and vistas within or from the Albert Dock Conservation Area, such as the view of the "Three Graces" along Salthouse Quay or the view of the Anglican Cathedral between Warehouses A and E have been achieved incidentally, but nonetheless create a strong maritime character. The removal of quayside warehousing and transit sheds, particularly around Salthouse Dock and Duke's Dock, have completely opened up views of the docks and the Albert Dock buildings.

At five storeys plus basement the warehouses overshadow most of the other surrounding buildings and structures. However, as they were all designed with a functional relationship, they work together as an ensemble and the unified design is apparent. Exceptions to this are some of the modern buildings, such as the group on Mann Island and the new apartments under construction opposite the Wapping Warehouse. The loss of much of the inland warehousing and its dense street pattern, coupled with the widening of the Strand / Wapping has given the Albert Dock complex increased visibility across the city at large. This is a hard-working environment, and green spaces are generally alien and absent. However, some trees have been introduced (along Salthouse Quay and also to soften the car-parking areas on Gower Street) and these do not in any way detract from the character of the area.

#### The Albert Dock Warehouses and Dock Opened 1846/7 Grade I



Albert Dock Warehouses form the largest group of Grade1 Listed Buildings in England. Opened 1846-47, they were the first public general warehouses actually on the Dock Estate, and while some commentators have seen aesthetic merit in their austere sense of proportion, their robust functional character is the result of technological rigour and innovation. At Albert, Jesse Hartley used well-established techniques (massive load-bearing walls) where appropriate, fire-proof floors and sub-division of spaces adapted from textile mill methods where necessary. But where there was no existing solution he introduced new solutions, such as the amazing stressed-skin iron roof he designed for these warehouses. Raising of goods from the quaysides was performed with the first hydraulic cargo-handling installation in the world.

Perhaps the most surprising visual feature is the extreme proximity of the iron quayside columns to the edge of the copings, though when allowing for the batter of the wall below, they do in fact comply with the 'middle third rule'. The retaining walls are constructed in Hartley's characteristic "Cyclopean" granite, imported from the Dock Board's own quarry in Kirkmabreck, Scotland. The huge coping stones surmounting the dock retaining walls and forming the edge of the quayside are tied together by the use of small square locking stones.

The warehouses were for imported goods only, and had an approximate capacity of 250,000 tons. They have been adapted very successfully, partly because Hartley, building at a time of rapid change in the port, deliberately designed for flexibility. Very large numbers of additional windows were possible because they had been allowed for, though not provided, from the start. Similarly it proved possible to cut extra stairwells, lift shafts etc. through the structure without affecting its integrity.



Granite dock coping stone with trademark Hartley locking stone © LCC

The Albert Dock Warehouses were all built in the same materials and to essentially the same design. There is no combustible material in the construction. They are built of five storeys in brick with red sandstone quoins and parapets, and buff sandstone sills and outer plinths. They have iron roof trusses and large iron plates covering the roof. Internally, the floors are supported on iron columns, between which span inverted iron Y-beams, with wrought iron rods and brick barrel vaults. They have recessed yards on the outer sides. On the quayside the ground floor is

recessed with cast iron Greek Doric columns, 3.8m in circumference and 4.5m high, except in the extension in the south west corner, where they are in granite. The warehouses all rise from a dock basin wall of finely jointed granite rubble. The warehouses were originally enclosed by a perimeter wall, but that survives on only the west side.

The Albert Dock is one of the earliest enclosed docks in the world and is an exceptionally complete and authentic example of its type. They are divided into:-

Warehouse A at the south end of the east side of the dock, is in commercial use.

Warehouse B on the south side of the dock, is now in commercial use.

Warehouse C on the west side of the dock, has shops on most of the ground floor with residential use above, and has the Tate Gallery at the north end.

Warehouse D at the east end of the north side of the dock, is occupied by the Merseyside Maritime Museum.

Warehouse E at the north end of the east side of the dock, is in commercial use.

Prince Albert in his speech at the opening of the Albert Dock 30th July 1846
"I have heard of the greatness of Liverpool but the realist

"I have heard of the greatness of Liverpool but the reality far surpasses the expectation."

#### Dock Traffic Office 1846-7 Grade I



The Traffic Office, with its unusual cast iron portico, is one of a number of building designs by Hartley in collaboration with the architect Philip Hardwick. The original design was by Hardwick, but Hartley radically changed it by adding a second floor to it shortly after its construction. Both inside (where the 'light well' became an impressive hall) and outside, it was designed to impress and, like others of Hartley's lesser buildings, could be considered part of a 'corporate identity'.

It is built of brick with red sandstone dressings. There are prominent battered chimney stacks with connecting arches. The most remarkable feature is the cast iron Tuscan portico and frieze. The four columns are 3.5m high, have a diameter of 1m at the base, and were cast in two halves and brazed together along their length. The architrave is 11.5m long and was made in a single casting, in the shape of a giant "U". Brazed onto the architrave is an iron cornice and pediment, consisting of seven separate castings.

The building suffered prolonged dereliction, including structural damage, before being restored under the aegis of the Merseyside Development Corporation and re-opened as television studios.

#### Hydraulic Pumping Station East of Canning Half-Tide Dock (The Pumphouse Inn) Circa 1870 Grade II



Little is known, and nothing survives, of the hydraulic power supply to the warehouses prior to modernisation of the system by G. F. Lyster, Hartley's successor, in the late 1870s. This 1878 pumphouse is in the characteristically elaborate mixture of common brick, pressed brick, sandstone and terra-cotta favoured by Lyster, but probably designed as an 'add-on' to the structure of the building by Arthur Berrington, the long-serving architectural draughtsman in the Dock Yard.

This was an extremely congested part of the Dock Estate, and the site was unwisely chosen, placing a heavy dynamic load within the 'Coulomb prism' of three different retaining walls. As a result, by the time restoration and conversion to a public house was undertaken, severe subsidence had taken place and little more than the outer walls of the engine house could be saved.

# The Swing Bridge, between Canning Dock and Canning Half Tide Dock (The "Rennie Bridge") Circa 1846

#### Grade II

To the rear of the pumphouse stands the last survivor of the lightweight footbridges, which were essential for anyone who worked in the docks to cross water gaps. It is a double leaf bar-stayed design, built during the modernisation of Canning Half-tide Dock, possibly in 1845. Its association with Rennie is dubious, and it is more likely that it was designed by Hartley. After restoration in 1984 it was open for public use on a few special occasions, but its handrails cannot be made to meet current safety requirements, so it is now a static exhibit.

#### Swing Bridge over Entrance to Canning Dock (The 'Hartley Bridge') Circa 1845 Grade II

Ironically, while the 'Rennie Bridge' was probably designed by Hartley, the 'Hartley Bridge' has a definite connection with Rennie. It is a virtually standard design of double leaf swing bridge adopted on many of the dock passages, probably introduced by Ralph Chapman in London, and certainly brought to Liverpool by John Rennie for use at Princes Dock (opened 1821). It works as a pair of cantilevers when swung 'off' or when virtually unladen, but as a three-pin arch when laden. It is the last survivor of its kind.

#### The Cooperage, Perimeter Wall and Courtyard, Albert Pierhead Circa 1845 Grade II



The Albert Dock warehouses were bonded warehouses, designed to receive goods which, in the 1840s, attracted high rates of duty. This made them desirable targets for pilferers and (more particularly) 'paper smugglers' who sought to evade duty by falsifying the nature of goods. The warehouses and some of the ancillary buildings were enclosed within an extra perimeter wall with a very limited number of gates to help control comings and goings. The coopers were needed for opening and re-bunging casks in order that their contents could be sampled by Customs (or

prospective purchasers) as well as for repairing any cask, which might start to leak. The two storey building is brick with sandstone stone dressings and has an iron roof structure. It is now part of the Merseyside Maritime Museum.

#### The Pier Master's House or Dock Master's House, Albert Pierhead Circa 1846 Grade II



This is the only one of a group of four 'Dock residences' at Albert/Canning Pier Head to survive the May Blitz of 1941. Residences such as this were built all over the Dock Estate from 1801 onwards to house essential workers and by1846, there was a total of 40 of them. No other survives. The provision of accommodation was a valuable addition to a man's income, but carried the penalty of making their tenants more available in the middle of the night! The Pier Master's House lay derelict for many years before being restored, on the basis of extensive historical research, for museum use. Adjoining it is a low block housing the Pier Master's Office and a delightful little police hut.

#### The Original Dock Master's Office, Albert Pierhead 1846 Grade II

This original dock master's office is a simple single storey building of two bays built of brick with sandstone dressings. There is a short wall and a rusticated stone gate pier to Albert Dock in the south east angle.

### Gatepiers to Albert Dock, Albert Pierhead 1846

#### Grade II

The gatepiers to Albert Dock are built of rusticated sandstone and originally formed part of the perimeter security wall around Albert Dock.

Diary of George Holt Esq. Circa 1846 "...walked round the new Albert Dock Warehouses - most lavish expense everywhere; the construction is for eternity, not time; it appears prodigally extravagant"

#### The Three Gatemen's or Watchmen's Huts, Canning Entrance 1844 Grade II



These little buildings are a tour de force of masonry construction. Hartley's technique of building in random granite (part ashlar, part dressed rubble) was extremely durable, but also cheap and this "Cyclopean" form of construction is an ancient form of masonry, in which the irregular shaped stones, from immense to minute size are assembled with very fine joints and a flat surface.

The central hut has a slightly different roof to the other two, having three tiers of stones, and it originally had an urn finial, upon which was a lantern, acting as a small lighthouse. They were built primarily to provide shelter for the men who opened and closed the lock gates, but Hartley took the opportunity to make them symbolic lodges at the entrance to his great dock estate, similar to those found at the entrance to great country estates. The huts are all octagonal in plan with battered sides and have roofs of solid tooled granite.

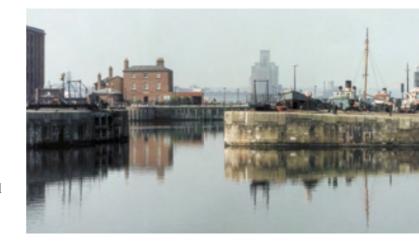
#### Sea Wall West of Albert Dock Circa 1846 Grade II



#### Sea Walls South of Canning Island, to Canning Island and North of Canning Island Circa 1844 Grade II

These sea walls were all built by Jesse Hartley in "Cyclopean" granite. That to the west of Albert Dock has two sets of stone steps, one at the south end and one half way along Marine Parade. This part of the wall is rounded and corbelled out in a series of curves to provide recesses for the steps. On the sea wall of Canning Island, visible only from a boat shortly after low water, is the inscribed stone marking 'Old Dock Sill', the datum level from which all heights and depths within the docks were measured. The north gate passage was closed in 1937 and sealed with a date stamped concrete wall, but the south passage remains operational and is a vital entrance into the South Docks system.

#### Canning Half-Tide Dock Retaining Walls 1844 Grade II



This dock was built on the approximate location of an earlier tidal passage into Canning Dock and is still essentially a passage, which can be entered or left at half-tide, now giving access to both Albert Dock and Canning Dock. However, the dock is wide enough for moorings along the north and south walls.

#### Canning Dock Circa 1737 and 1845 Grade II

Canning Dock was originally constructed around 1737 as a dry, tidal, dock and indeed was then called "The Dry Dock". The north west wall, now part of George's Dock Passage, is believed to have been built then, as part of a pier. It is therefore almost certainly the oldest visible dock retaining wall in the dock system. Although the wall has been damaged in parts and repaired in concrete, substantial parts of it appear to be of the original construction. It is constructed in courses of massive sandstone blocks. The

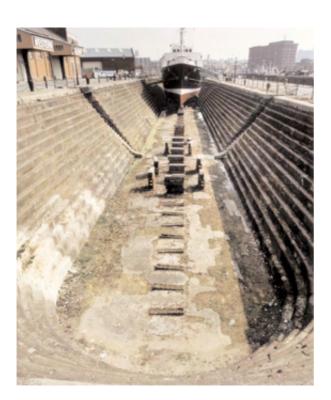
dock tapers in plan from the south to the north and at the very north end is the narrow passage, which originally gave access to George's Dock. Along the west dock wall is a transit shed of around 1932, which replaced a 19th century transit shed, but in the 18th century this area was known as Nova Scotia, a colourful part of Liverpool, crowded with public houses, shops and warehouses.



Some of the most famous views of the Pier Head group of buildings are those looking north across Canning Dock.

#### Canning Graving Docks No. 1 and 2 1756 Grade II

The graving docks were built 1765-8, lengthened in 1813 by John Foster and deepened in 1842 by Jesse Hartley. They were designed for the repair of ships, which needed their hulls scraping and repainting in "dry dock" and could hold



as many as three sailing ships each. They have stepped stone sides (altar courses) with granite barrel runs, three to each side. Large boilers, dated 1810, for heating the tar to coat ships' hulls are sited around the quay, together with capstans for moving the ships. Also remaining are hand-operated "gate engines" bearing the name Coalbrookdale Foundry, Liverpool, which must be original equipment, because by the time of the first reconstruction that firm had become Fawcett and Littledale.

The graving docks closed in 1965 and are now part of the Merseyside Maritime Museum, which keeps the former pilot boat, the *Edmund Gardner* of 1953 in No. 1 Graving Dock. She could carry up to 30 pilots and was stationed at sea for weeks at a time. She was largely crewed by trainee pilots and was powered by two diesel engines that generated electricity to drive an electric motor. In Graving Dock No. 2 is the three-masted schooner *De Wadden*, built in Holland in 1917. She was the last commercial sailing ship to trade to the Mersey, usually carrying pitprops for coal mines from Ireland and coal as a return cargo. Usually moored alongside Graving Dock No.2, in Canning Half-Tide Dock is the tug *Brocklebank* and the Weaver packet *Wincham*, which are operated on behalf of the museum by the volunteers of the Wincham Preservation Society.

There are many other important maritime relics around the graving docks, including one of the propellers from the Cunard liner *Lusitania*, sunk in 1915, and a giant dock pumping engine of 1890.

#### The Pilotage Building 1883 Unlisted

The Mersey Approaches were never simple to navigate and an official pilotage system was established under the Liverpool Pilotage Act 1766. During the 1870s a good deal of acrimony arose over the service, which operated in a complex 'arm's length' relationship with the MD&HB. In 1881 the Board obtained powers to take over pilotage entirely, and this building, completed in 1883, was to symbolise the new centralisation - and to accommodate the extra bureaucrats. Like the Pumphouse, it probably originated as a 'concept sketch' by Lyster, with the detail work by Berrington. Together with the former Liverpool & Glasgow Salvage Association Steam Pump Shed, it houses the Museum of Liverpool Life.

#### The Great Western Railway Warehouse and Office, North of the Canning Graving Docks Circa 1850 and 1890 Unlisted

This is an unusual railway warehouse, designed for 'boatage' cargoes brought by the GWR from their extensive premises at Morpeth Dock, Birkenhead to the now-infilled Manchester Dock, for onward delivery by road vehicles in Liverpool. The exact date of its construction is unclear, but it was shortly after a previous building was destroyed by fire



in 1890. The adjoining office building is also of unknown, but earlier, date, possibly early 1850s.

#### Pumping Station, Mann Island 1881 Grade II



The Pumping Station was built to service the railway tunnel underneath the Mersey. Built of common brick with blue and red brick dressings, it has the restrained classical decoration frequently found on late Victorian utility structures.

#### Salthouse Dock Circa 1753, 1842 and 1853 Grade II



East of Albert Dock is Salthouse Dock (1753) whose name reflects the once considerable importance of the salt industry in the seventeenth and eighteenth centuries. Coal from Lancashire was brought to Liverpool to refine rock salt

from Cheshire, and manufactured salt was brought down from Northwich. There was an extensive business community buying, selling and exporting salt to such places as the Isle of Man and (later) Newfoundland for salting fish. After Albert Dock opened, Salthouse Dock was used mainly for loading vessels, which had discharged in Albert. Much of the masonry now visible dates from improvements made in 1842 and 1855, but some of that at the south west corner is original.



Coping detail at Salthouse Dock © LCC

Salthouse Dock has entrances to Albert Dock, Canning Dock and Wapping Basin. On the south east corner of the quay is a surviving gable of a transit shed, with a wide segmental arched cart entrance, built by Hartley.

#### Duke's Dock 1773 Grade II

To the south of Albert is Duke's Dock, built for the Duke of Bridgewater by 1773, with part of the foundations visible of the great grain warehouse built in 1811. It was extended with a half-tide dock in 1841-5, but Duke's Dock was not incorporated into the Liverpool Dock Estate until 1899. Although it seems to have been regarded as a 'strategic' site, no investment was made there and it remained largely unused except for its warehousing. By 1960 virtually all activity on the site had ceased, the buildings were demolished piecemeal between then and 1984, and the river entrance was closed.

The retaining walls of the original part of Duke's Dock are constructed of large blocks of coursed sandstone, but they have been repaired in parts with brick and concrete.



The later half-tide dock is faced in granite. At only six metres or so wide, Duke's Dock is relatively narrow compared to all of the other remaining docks and appears more like a canal than a dock. However, it should not be overlooked as it has the most complete 18th century dock retaining walls in Liverpool.

Wapping Basin 1855 Grade II



Wapping Basin, together with Wapping Dock, was built in 1855 by Jesse Hartley in his usual "Cyclopean" granite, principally to connect Salthouse Dock and others to the north with King's Dock and others to the south and Duke's Dock to the west. Wapping Dock was badly damaged in the Blitz of May 1941, and although it has been repaired, it is not listed.

Wapping Warehouse 1856 Grade II\*



At Wapping there is another block of noble Hartley warehouses similar in principle to those at Albert and Stanley, in brick, iron and slate. It has segmental headed windows with small paned iron casements. The building was originally 232 metres long, had forty bays and was divided into five fireproof sections, but it has been reduced in length following damage suffered in the May Blitz, 1941. Its original length can be gauged from the partially redundant colonnade of iron columns on the quayside.

Each section had a hydraulically powered lift and an open two-storey elliptical arch on the quayside, which were all open. The original granite perimeter wall still stands on the east side and incorporates the stumps of the stanchions of the overhead railway. The building has been successfully converted into flats.

Hydraulic Tower at Wapping Dock 1856 Grade II



At the south end of Wapping Warehouse stands the restored hydraulic power station, which supplied the power for the warehouse. It is the most southerly of Hartley's "defensive" line of pseudo historic "castles", which guarded Liverpool docks. It has a battered "Cyclopean" granite base, whilst the upper part is octagonal brickwork with rusticated stone quoins. The date 1856 is incised at the top of the east face and it has a battlemented parapet on granite machicolations.

#### Gatekeeper's Lodge at entrance to Wapping Dock 1856 Grade II

This is a particularly fanciful example of a Hartley gatekeeper's shelter, with its battered sides, chamfered plinth, corbelled cornice and short, oval plan, spire. It has a stylised window, entrance gate slot and blind arrow slit motif.



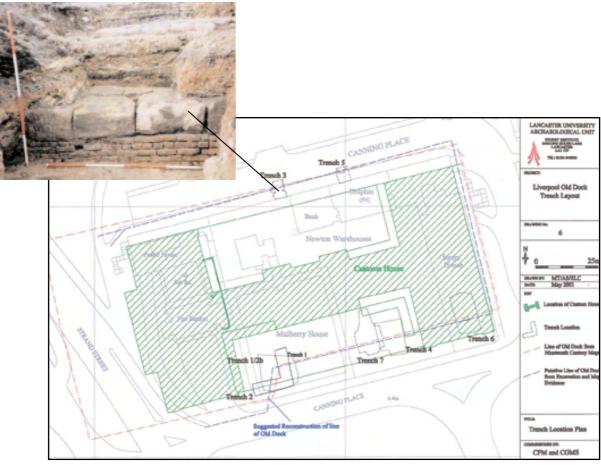
#### The Site of Old Dock 1715

#### Unlisted

Old Dock was the world's first commercial enclosed wet dock, constructed in 1715 by Thomas Steers, and it enabled the expansion Liverpool as a major seaport. Following the construction of further docks, Old Dock was infilled in1826 and Liverpool's fourth Custom House, designed by John Foster Jnr. was built on the site 1828-37. That building was demolished following severe bomb damage during World War II and in the 1960s an office block was built on the site and that was demolished in 1999. The site of Old Dock is currently used as a temporary car

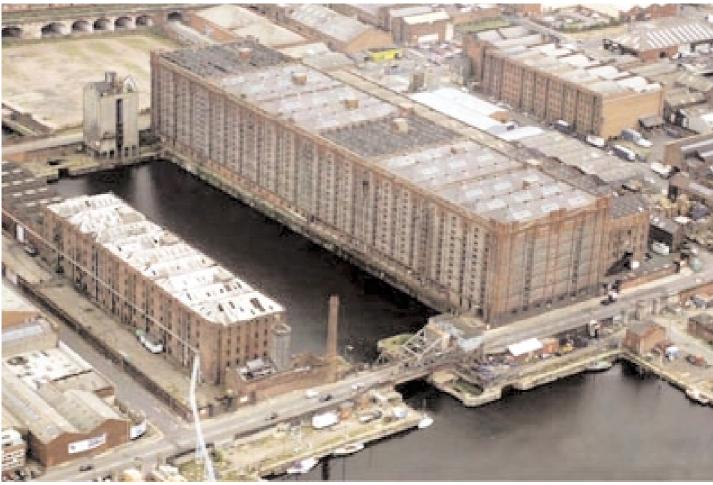
park and has no features of architectural or historic interest above ground. However, a recent archaeological evaluation by Lancaster University Archaeological Unit has uncovered well-preserved evidence of the retaining walls of Old Dock. The dock walls consist for the most part of hand-made bricks in English bond, topped with yellow sandstone copings. Remains of the quayside were also encountered, consisting of large sandstone blocks laid directly upon the original silts. Well-preserved timbers were encountered in both the Pool deposits and the deposits within the dock itself. The results of the evaluation suggest that the dock wall survives largely intact, beneath the car park, certainly along the north, south and east sides.

Sandstone coping and brick retaining wall exposed at Old Dock 2001 © Oxford Archaeology (North)



Plan of Old Dock © Oxford Archaeology (North)





Aerial View of Stanley Dock © Liverpool Daily Post and Echo

#### Area 3. The Stanley Dock Conservation Area (Plan 7)

The Stanley Dock Conservation Area is characterised on the one hand by massive port-related structures such as warehouses, walls and docks, both water-filled and dry graving docks, and on the other hand by smaller dock-related structures such as bridges, bollards and capstans. Many of the ground surfaces are original, including natural materials such as granite setts and stone flags, often disected by railway lines. The combination of structures, surfaces and water has created a distinctive cultural landscape.

The Stanley Dock Conservation Area incorporates the strong linear features of the dock boundary wall, part of the Leeds and Liverpool Canal, the line formed by the canal locks, the Stanley, Collingwood and Salisbury Docks and the Victoria Clock Tower, which is itself a dominant focal point from both the land and the river.

The area has examples of warehouses specifically designed to receive goods from moored vessels and which needed to be resistant to harsh wear and heavy weather. They were also specifically designed to prevent the spread of fire. Built from a limited range of materials - brick, stone, cast and wrought

iron and mortar, these buildings and other innovative structures found in the area embody the optimum qualities of the functional tradition of industrial architecture of the period.

The Stanley Dock Conservation Area represents a highly significant and visually dramatic part of Liverpool's historic dockland.

#### The Dock Boundary Wall

The dock boundary wall is a most striking feature because of its grand scale, both in length and height, and because of its purpose to inhibit theft and smuggling. It was built over a period of approximately 30 years by different dock engineers. It varies in height and materials along its length of approximately 2.75 km., but is generally around 5.5m high and is a strong linear feature, making a crucial contribution to the grain and local distinctiveness of this part of Liverpool. Its purpose was to control rather than prevent access from the town into the docks, and the monumental gateways with their heavy wooden gates sliding in iron guide rails effectively made the docks into a fortress-like stronghold. The design of the various gate piers demonstrate a fascinating progression from Foster's early classical style to Hartley's whimsical turrets.

Incorporated into the wall at numerous points along both sides of its length are a vast array of interesting details, such as drinking fountains, policemen's huts, remnants of the overhead railway and panels with the names of the docks behind it, carved into masonry.

#### Princes Dock Boundary Wall and Piers. Bath Street 1821 Grade II



Princes Dock, built by John Foster to designs by John Rennie and opened in 1821, was effectively closed to traffic in 1981, and partially infilled in 1999-2000. The north end of the floating stage at Princes Dock and the connecting Riverside Railway Station were the point of departure for hundreds of thousands of emigrants bound for America.

Princes Dock was the first dock in Liverpool to have a boundary wall, which originally extended around all sides of the dock, and the original parts of this remain in situ on the east side, together with their handsome gate piers. The wall was begun in 1816 and is shown complete on Gage's map of 1821. It is constructed of red brick laid in English bond using lime mortar with a ridgeback sandstone coping. At its full height it is 5.5m, when measured from the dock side of the wall.

**The Gate to Princes Dock** is formed by Foster's pair of square buff sandstone piers are in the Greek Revival style much favoured by him. The shaft of each is formed by three pieces of stone.

Princes Half-Tide Dock began as a tidal basin but was extensively modernised around 1868, when two passages and a barge lock were installed, allowing small vessels to come and go at a wider range of states of the tide. A similar arrangement may be seen in better condition at Salisbury Dock. Prior to the alterations, the dock boundary wall had been extended further north on the landward side, in similar brick between 1841 and 1848 to provide security for the Dock Railway, which was used for the construction of further docks to the north. The next four pairs of gate piers were built by Hartley in that section of wall. They are all granite rubble masonry piers with splayed bases rounded angles and Doric caps.

The south gate pier at Gate to Docks 24, 27, 28 and Princes Dock is larger than the north pier as it incorporates a gatekeepers hut, which has a window and entrance on the rear and a window looking out onto the road. There is an original timber gate at the rear, which slides in a groove and fitted into a slot in the south pier.

**The Gate To Princes Half-Tide Dock** (opposite Roberts Street) and **The Gate to Waterloo Warehouse** are almost identical. They each consist of a pair of piers of similar size although the granite extends further into the wall on the south piers.



The South Gate to Docks 28-31, Victoria, Princes and Waterloo Docks is a double entrance, with two outer piers and a larger central pier incorporating a gate hut. They have gate slots but modern railings between.

#### Dock Boundary Wall from Waterloo Dock to Stanley Dock and Gate Piers 1836-41

The Gate Piers are Grade II and as the wall is attached to them it is also effectively listed.

This part of the dock wall is similar in appearance and materials to that further south, but it was built fifteen to twenty years later. It has been reduced in height in front of the Waterloo Warehouse where a section is missing, removed to facilitate access to Riverside Station. Other breaches have subsequently been made to provide access to the dock estate.

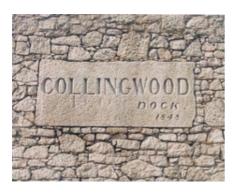
The North Gate to Docks 28-31 Victoria, Princes and Waterloo, The Gate to Victoria and Trafalgar Docks and the Gate to Clarence Dock and the Gate to Clarence and Clarence Graving Dock are all built by Hartley in buff sandstone in classical style established by Foster. They are square in plan and have pitted rusticated bases, which chamfer to battered ashlar shafts and have gabled caps with



acroteria. All have lost their original gates.

#### The Dock Boundary Wall from Collingwood Dock to Huskisson Branch Dock No.2 and Gate Piers Circa 1848 Grade II

This length of wall was built by Hartley in his more characteristic "Cyclopean" style, finely jointed irregular granite rubble brought to a fair face. It has a flush rounded coping of irregular lengths and it is approximately 5m high and 1.2 km long. Built into the outer face at two thirds height are large granite slabs into which are carved the names of the docks which are behind the wall and their date: Collingwood Dock 1848, Nelson Dock 1848, Bramley Moore Dock 1848, Wellington Dock 1848, Sandon Dock 1848 and Sandon Graving Dock 1848.



Just north of the bend in the wall at Nelson Dock is a cast iron drinking fountain, identical to that in the wall to Princes Dock. Part of the wall at Wellington Dock is constructed of rusticated buff sandstone as it was part of an overhead coal railway.

The entrance to South Collingwood and South Salisbury Dock, the entrance to North Collingwood, North Salisbury and Nelson Docks and the entrance to Nelson, South Wellington and Bramley Moore Docks are all similar and have piers in the form of turrets. They are all double entrances, each having a flanking pair of round towers and a larger central tower incorporating a watchman's hut. The central towers have castellations above the cap, arrow-slit windows looking out onto the road and small chimneys. They all have deep slits at the sides for

gates. The entrance to Wellington and Sandon Dock is almost identical, but the centre turret is oval on plan. The entrance to Collingwood Dock opposite Walter Street and the entrance to Nelson Dock, the south entrance to Sandon Dock and the north entrance to Sandon Dock are all a much simpler design, where the wall swells to form flush rounded piers with rounded cornices.

The **central entrance to Sandon Dock** has two large granite piers with cornices and had iron lampholders. The central watchman's hut is constructed in brick and has a buff sandstone name plate in a pedimented panel. There are slits in the turrets for sliding timber gates (now missing).

#### Waterloo Warehouse, Waterloo Road Circa 1868 Grade II



The Corn Warehouses at East Waterloo were nominally completed in 1868, though 'snagging' dragged on until 1872. They were the first warehouses in the world built to handle bulk grain entirely from a central power source, which drove all the elevators and conveyors. There were originally three blocks, of which the north block was destroyed in the May Blitz (1941) and the west block was demolished in 1969 to make way for a new coastwise container terminal. The east block was converted into flats in 1990, which entailed the removal of all the machinery, but saved the exterior of an important building almost entirely unaltered.

No firm evidence exists for the architect but it is believed to be the work of George Fosbery Lyster. The design was well received at the time, as James Picton, Liverpool architect and historian, said of them: "The design is a great improvement on the massive ugliness of the Albert Warehouses"!

Built mostly of brick, it has six storeys and 43 bays divided into six compartments by five full height vertical loading bays and two hoist towers of an additional two storeys. The

ground floor has a colonnade of rusticated stone arches and square piers arches, and the windows are all paired and have iron frames.

#### Clarence Graving Docks, Regent Road 1830 Grade II

These two graving docks are easily the oldest docks still in service on the Mersey. They date from 1830, although they were modernised as part of a major programme lasting from 1928-33. They are unusual in Liverpool in being dug partly from rock. Some of the masonry work is of unusually high quality even by Hartley's standards. They have stepped sides and granite barrel runs. The southern graving dock has two chambers.



Clarence Graving Dock © LCC

### Salisbury, Collingwood, Stanley, Nelson and Bramley-Moore Docks

These five docks were opened in August 1848 under the £1.4 million programme of works authorised by Parliament in 1844. The arrangement of a double half-tide entrance with a barge lock is similar to that at Princes except that here there is also a lock from the half-tide dock (Salisbury) to the fully-impounded one (Collingwood). The system was built at a period of great prosperity and rapidly expanding commercial enterprise, during the Industrial Revolution. This complex is of exemplary design and construction and it was designed and built by Jesse Hartley.

The enclosed docks enable ships to lie alongside the warehouses, unaffected by the rise and fall of the tide and they also reduce opportunities for theft. Stanley Docks act as a link in an integrated transport system by giving access to the Leeds and Liverpool Canal. Three of the docks lie on an east-west axis and are connected by tidal lock gates. Collingwood Dock is further separated from Stanley Dock by a bridge, which carries Regent Road. The five docks are all faced with Hartley's trademark "Cyclopean" granite, although the Salisbury Barge Lock is faced in red sandstone. The united water area of this system at its optimum was approximately 14ha, with a linear quay space of nearly 2 miles.

#### The Sea Wall to Salisbury Dock 1848 Grade II



Sea Wall to Salisbury/Nelson Docks © LCC

The sea wall to the basin entrance was designed to protect shipping and the docks behind from the violence of wind and storm, and Baines described it as one of the "greatest works of the present or any age". It extends 244 metres to the north, 117 metres to the south and includes the 30 metre wide central island. The "Cyclopean" granite walling forms great sweeping curves and the cobbled paving extending almost 4m from the top of the wall and is constructed of very large flat white stones.

#### Salisbury, Collingwood and Stanley, Nelson and Bramley-Moore Dock Retaining Walls, Regent Road 1848

#### Grade II

**Salisbury Dock** was built essentially as an entrance dock and a passage, with a double entrance to the river on the west (now blocked), and entrances to Nelson Dock to the north, Collingwood Dock to the east and Trafalgar Dock to the south. It also has a separate barge passage to the river (also now blocked).



The river entrance lock gates were half-tide (ie with one pair of inward-facing gates protected by one pair of outward-facing storm gates). In addition there was a smaller lock, with a pair of inward-facing gates at either end of the chamber. The gates were originally hand-operated, and converted to hydraulic power in 1933. The system gave the opportunity for access to and from the dock system long before and after full flood tide.

Collingwood Dock communicates with the river through the Salisbury Dock, and is situated next to the dock boundary wall. At the passage to Stanley Dock may be seen the foundations of previous movable bridges, including the unusual double-deck swing bridge which carried the Overhead Railway. The present Scherzer-type bridge was installed as part of a large bridge modernisation programme begun in 1928.

**Stanley Dock** is situated to the east of Salisbury and Collingwood Dock. It is the only dock in Liverpool that was wholly excavated from dry land and survives as the only dock on the landward side of the dock road. Stanley Dock was originally square in shape, but was partially infilled to create its current rectangular shape at the very end of the 19th century to enable the massive tobacco warehouse to be built.

**Nelson Dock** is a rectangular dock situated to the north of Salisbury Dock and is connected to it by a 60ft (9m) passage. It was originally used by screw steamers.

**Bramley-Moore Dock** is situated to the north of Nelson Dock and , at almost 10 acres, is the largest of this group of five docks. Its eastern end is splayed, following the dock road, to maximise waterspace.

#### Four Canal Locks between Stanley Dock and Leeds and Liverpool Canal, South of Lightbody Street Circa1848 Grade II

Although the canal had been in partial use since 1774 and was completed through to Leeds in 1816, a series of disputes prevented a direct link to the docks being formed until 1848. When agreement was finally reached, it was stipulated that the four locks should be designed by Hartley, and the result is the only all-granite canal locks in the country. The handsome brick viaduct, which crosses the locks, carried the Liverpool and Bury Railway (now serving as part of the Merseyrail system) and was constructed at the same time as the locks.



#### The Dock Master's Office, Salisbury Dock 1848 Grade II



Dock Master's Office and Victoria Tower, Salisbury Dock © LCC

This pseudo-medieval edifice is dramatically situated on the sea wall, south of the Victoria Tower. It is a rectangular two storey building of three bays and is built of "Cyclopean" granite with battered walls and a corbelled parapet with battlements. The doors and some of the windows have 4-centred arched heads. Some windows are paired and some have label moulds with the date 1848 carved into the face. The south side has a small brick outbuilding, linked by a high brick wall, with a stone cornice and round arched window. Inside, the ceiling is formed by a brick segmental arch, as used in many of Hartley's warehouses.

#### The Victoria Tower 1848 Grade II



This spectacular piece of showmanship is primarily a handsome clock and bell tower not only giving time to neighbouring docks and arriving and departing ships but also ringing out high tide and warning notes. However, it also originally incorporated a Pier Master's flat.

It is constructed of granite of irregular shaped blocks in the form of a hexagon with a high tapered circular base, and a tower crowned by a projecting castellated parapet carried on corbels. Local folklore is that it was built by French prisoners from the Napoleonic Wars, but as the wars had ended 29 years before the tower was designed, this seems unlikely.

#### The Stanley Dock Warehouse Complex

Stanley Dock itself opened in 1848, and between 1852-55 it was equipped with import warehouses similar to those at Albert Dock, although at Stanley the original, contemporary hydraulic pumping station survives, albeit currently in a poor state. In 1901 the dock was partly infilled and the largest tobacco warehouse in the world was built between the south stack of the old warehouses and the new water's edge to the north. The entire complex, with its high perimeter walls is largely complete, with many interesting details, making it currently the most challenging adaptive re-use opportunity in Liverpool.

#### Warehouse on North Side of Stanley Dock 1852-5 Grade II\*

This warehouse differs from all the other Hartley warehouses in that it is built of plain brickwork with only a few sandstone dressings. It is 5 storeys high with a basement and now has 20 bays. Its south side is recessed at ground level behind a colonnade of cast-iron Doric columns, located immediately adjacent to the quayside. The north side has 6 loading bays. The windows have segmental heads and small-paned iron casements. The building exhibits a strong overall design through its powerful, yet simple and repeated elements.

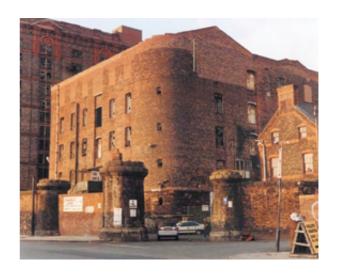


The remaining hydraulic machinery, which is mostly in the basement is different from that found in the south warehouse and has an interesting arrangement of cast iron conduits to allow the control chains to be operated from the vaults. A post-war addition, constructed in 1953 to replace bomb damage, consists of a reinforced concrete single-storey building with a shell roof.

### Warehouse South of Stanley Tobacco Warehouse 1852-5

#### Grade II

This warehouse is similar to the north warehouse, being built of brick but is different to that and any of Hartley's other warehouses in that it has a 1.5m rubble granite base and a further 3.3m of rusticated rock-faced red sandstone above. It is 5 storeys high with a basement and 31 bays.



In anticipation of the new Tobacco Warehouse, which separated the southern warehouse from the dock, extensive alterations were carried out in 1895/96, notably by infilling the elliptical arches with bricks and removing the cast iron columns.

Major repairs and reconstruction were carried out to the South Warehouse during 1940-44 because of the considerable damage sustained during World War II. The substantial single storey ferro-concrete extension between the south wall of the warehouse and the south perimeter wall of the complex was built in 1916, and is an early, if crude, example of its type.

Much of the hydraulic machinery for the jiggers survives, and is believed to date from around 1900. The hoisting ram is at ground floor, the jib at 2nd floor and the complex power slewing gear at 3rd floor. There are also three hydraulic tobacco presses - two double (1900) and one single (1891). On the 3rd floor are four light duty screw presses for pressing in the heads of the hogsheads, moved there from King's Tobacco Warehouse in 1904. There is also an open "cage" lift, which is almost certainly original and it is unusual that it has survived, as all of the other similar ones were removed after a man fell to his death from one in 1927. It has its hydraulic machinery on the ground floor and its wire ropes are protected in wrought iron conduits.

#### The Stanley Dock Tobacco Warehouse 1901 Grade II



This gargantuan warehouse is on an unequalled heroic scale and it dominates the landscape in this part of Liverpool. It extends along the whole of the south front of Stanley Dock. It is 14 storeys high with 42 bays divided by seven loading bays and is said to be the largest warehouse in the world and the largest brick building in the world. Its construction absorbed 27 million bricks, 30,000 panes of glass and 8,000 tons of steel. It could accommodate 70,000 hogsheads of tobacco (each weighing 1,000 lbs). It was designed by A.G. Lyster, the Dock Engineer, but Arthur Berrington, an architectural draughtsman in Lyster's office, almost certainly had a hand in the brick and terracotta detailing.

At high level on the west end in raised figures and letters are "MDE, 1900" and "Tobacco Warehouse." On the north (dock) side are a series of iron stairs. On the south side there are a number of later bridges linking to the south Warehouse. The area between The Tobacco Warehouse and South Stanley Warehouse is known locally as "Pneumonia Alley" because it is almost always in shade and often acts as a wind tunnel.

#### Hydraulic Tower to West of North Stanley Warehouse, Regent Road Circa 1852-55 Grade II



To the west of the North Warehouse, is a tall octagonal tower built of smooth stone in irregular blocks of granite, with arrow slit openings and castellations at the top, surmounted by a round chimney and an attached lower block. These formed the pump house and hydraulic tower to provide the power for lifting appliances, some capstans and tobacco presses. The only surviving equipment inside is the accumulator.

#### Two Entrances to Stanley Dock Complex at North from Great Howard Street and two at South End from Regent Road Circa 1845-8 Grade II

There are four vehicle entrances to the Stanley Dock complex - in the north west, north east, south east and south west corners. They are all of the same general design and appearance as Hartley's entrances to the other docks on the east side of the dock road, although they have subsequently been blocked or gated in different ways. Each is formed by 3 rounded granite towers and originally had sliding gates set into the thickness of the wall.

### The "King's Pipe", Great Howard Street Unlisted

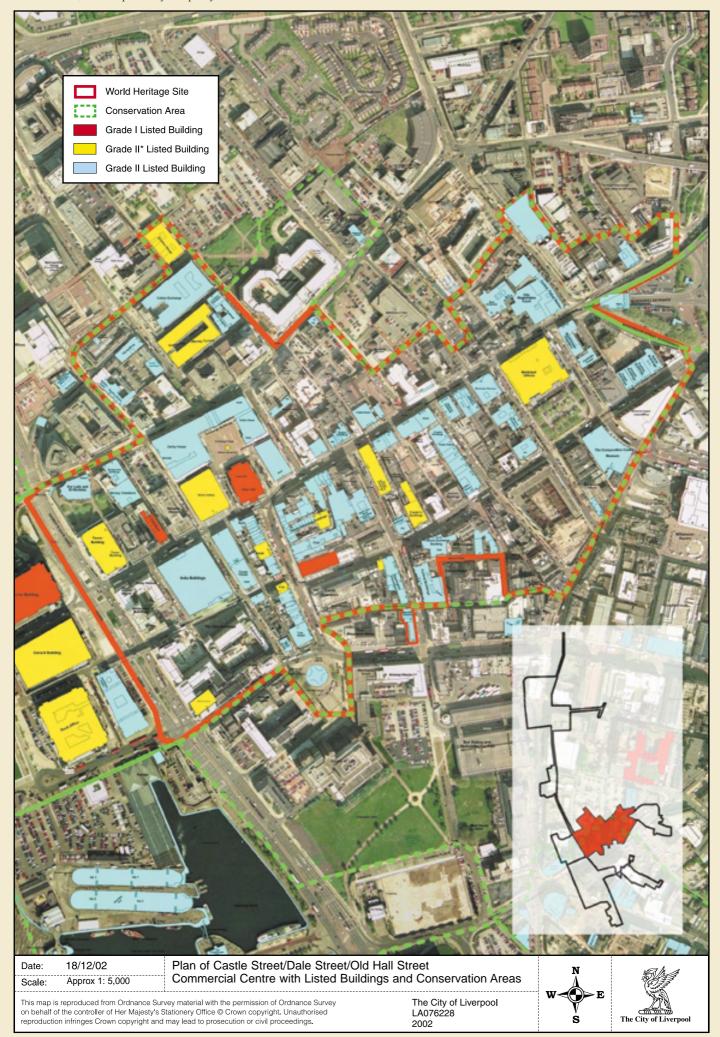
This tall round tapering chimney in the south east courtyard served a furnace for the destruction of floor sweepings of tobacco and damaged tobacco.

#### The Bonded Tea Warehouse, Great Howard Street Circa 1840 Grade II



Bonded Tea Warehouse, Great Howard Street © LCC

This large brick warehouse of six storeys and a basement presents a regular front to Great Howard Street and extends from Dublin Street to Dickenson Street. It was designed and built by S. K. J. Holme. There are ten deeply recessed loading bays with segmental arched tops and iron doors and each of the six storeys has a row of identical small windows.





Aerial View of Pier Head and Commercial Centre Courtesy LCC

## Area 4. Castle Street/Dale Street/Old Hall Street Commercial Centre (Plan 8)

The commercial centre equates roughly to the boundary of the medieval town of Liverpool. At its heart stands Exchange Flags, on which most commercial activity was focussed during the period of prosperity and expansion. The principal streets are Castle Street, Water Street, Old Hall Street, Dale Street and Victoria Street. The first four are of ancient origin, though they were widened in the 18th and early 19th centuries; the last dates only from the 1860s. These streets contain the most important commercial premises. Subsidiary thoroughfares, often very narrow, are lined by warehouses, workshops and more functional building types. The streetscape of the area is exceptional, the result of careful planning of the main streets over three centuries and organic growth in the Cavern Quarter, the spectacular riverside topography, and the grandeur of its architecture and monuments.

#### THE STRAND TO CASTLE STREET

The eastern boundary of The Strand marks the original river's edge. From here the ground rises steeply to Castle

Street, the city's commercial centre. In the 18th century the area was largely residential, but following a programme of street improvements, beginning with the widening of Castle Street in 1786, and a rapid increase in business activity, it was gradually abandoned to commerce. The Town Hall, built in 1754 as a combination of Assembly Rooms, Council Chamber and Exchange, provided a civic and commercial focus at the northern end of Castle Street, but the main driver for change was the construction of a new Exchange in 1808. This caused property values to rise sharply, and over time the area was wholly redeveloped for banks, shipping and insurance offices, and other prestigious commercial buildings. Before devastating war damage, Castle Street was twice the length, for it continued south as far as the Customs House, the great domed building by John Foster Inr., which terminated the vista and provided a fitting counterpoint to the dome and portico of the Town Hall to the north.

Unknown Cotton Rhyme mid-19th Century "They bought themselves new traps and drags, They smoked the best cigars,
And as they walked the Exchange Flags,
They thanked their lucky stars."

# Liverpool Town Hall, Castle Street 1749-54; 1789-92; 1795-1820 Grade I



The present Town Hall, Liverpool's finest Georgian building, is the result of three building campaigns. The original design was by John Wood of Bath, and was built in 1749-54. The work was supervised by his son John Wood the Younger.

Additions and alterations were designed by James Wyatt and carried out by the elder John Foster in 1789-92; then, following a fire of 1795, it was reconstructed by Foster and Wyatt, the work continuing until c.1820.



It was built originally as an Exchange, with an open arcade on the ground floor around a courtyard where business was conducted, and rooms for civic functions above. Wyatt added an extension to the rear, and his chaste Neo-Classical north elevation overlooking Exchange Flags contrasts with the Palladian character of Wood's earlier work, in particular the richly carved frieze to the east and west elevations, celebrating foreign trade. Wyatt's dome was added in 1802, and the Corinthian south portico in 1811. Surmounting the dome is a Coade Stone figure of Minerva or Britannia made by John Rossi in 1801-2.

John Prestwich, in General View of the Town ... of Liverpool, (c. 1780,) describes the Town Hall: "The Exchange is an elegant square edifice built of hewn stone with the front and one side only in view the rest being obscured by the houses which are built close to it ...



Between the Capitals runs an Entablature or Fillet on which are placed in base relief the Busts of Blackamoors & Elephants with the Teeth of the Latter, with such like emblematical Figures, representing the African Trade & Commerce."

From the entrance hall, Wyatt's staircase rises under the dome. It leads to the magnificent first floor reception rooms. Overlooking Castle Street are three rooms with vaulted ceilings and refined decoration in the Wyatt manner. On the north side is the Large Ballroom with giant pilasters and an apsed niche for the band. The Dining Room has iron stoves and scagliola vases in imitation of porphyry. Most of the rooms have original chandeliers and furniture, and the whole ensemble is one of the best suites of civic rooms in the country. The interiors have been recently well restored and are in regular use.

#### Bank of England, Castle Street 1845-48 Grade I

In the mid 19th century the Bank of England built three branch banks - in Manchester, Liverpool and Bristol. All were designed by C.R. Cockerell, but Liverpool's is the largest and grandest. It is a monumental composition in a blend of Greek and Roman Doric, every element majestically and boldly scaled. At the front are three bays, divided by fluted columns, the

whole flanked by massive rusticated corner piers, and raised up on a rough granite plinth. First and second floors are united by the giant order; the second floor is recessed below a wide broken pediment, and has at its centre a window framed by Ionic columns below a deep blank arcade. The Cook Street elevation has three Piranesian rusticated arched windows. The central one marks a tunnel vault, which runs through the original banking hall. It is a brilliant demonstration of the vigour that can be brought to the language of classical Orders without compromising its elemental structure and meaning.





#### Norwich Union Building, Castle Street 1846-7 Grade II

Standing next to the Bank of England, this building represents a more literal interpretation of the classical language than that developed by Cockerell. It takes the form of a temple front with four Corinthian columns and a pediment set above a tall ground floor. Somewhat overshadowed by its powerful neighbour, it is nonetheless an ambitious and successful commercial building.

#### Adelphi Bank, Castle Street 1890-92 Grade II\*



#### 48-50 Castle Street 1864 Grade II

On either side of this building can be seen fragmentary remains of the late 18th century unified rebuilding of Castle Street in a plain classical style. The architect James Picton's replacement was originally the Mercantile and Exchange Bank and is a typically robust Victorian design with deeply set round arched openings. Above the first floor windows are a set of historical figures, emblematic of Liverpool's sense of importance.

#### Trials Hotel, 60 Castle Street 1868 Grade II

This building was originally built for the Alliance Bank and was later taken over by the North and South Wales Bank, which was one of



the most successful provincial banks, catering for rural landowners, farmers and small businessmen, rather than the merchant class of the larger urban centres. Their first premises in Liverpool was the present Castle Moat House of 1841by Edward Corbett (listed Grade II) close by in Derby Square, but after thirty years, this became too small, and they moved to the imposing five storey corner building on Castle Street, designed by Lucy and Littler. It is a great mass of stone, enriched with a multitude of carved pilasters, cornices, balustrades, swags and rusticated arches, with prows of ships projecting from the spandrels of the second floor windows. The building has recently been converted to a hotel, and the opulent banking hall, faced in marble and mahogany serves as a public bar.

One of the more exotic buildings on Castle Street is the corner premises to Brunswick Street, erected for the Adelphi Bank to the design of W.D. Caroe. The façades combine bands of pink sandstone and pale grey granite, decorated in the manner of French and north European Renaissance architecture, mixed with Nordic and eastern European touches seen in the treatment of the dormers and onion dome. The bronze entrance doors by Thomas Stirling Lee, one of the principal sculptors to have worked on St George's Hall, with panel reliefs and statuettes on the theme of brotherly love, are of outstanding quality.

#### National Westminster Bank, Castle Street 1900 Grade II\*

For their Liverpool head offices, the directors of Parr's Bank, one of the north west's leading banks, wanted something exceptional. Thus they went to Richard Norman Shaw with Willink and Thinknesse, who had just completed the striking White Star Line offices in James Street. They were not disappointed, for the building combines an unforgettable exterior with a plan of great functional clarity. The ground floor is occupied by a large circular banking hall, completely free from

obstruction, lit by a shallow central dome. Above are piled lettable offices, supported on massive iron girders to avoid

crushing the delicate vault of the banking hall below. The monumental classical façade relies on contrasts of colour, with bands of green and cream marble veneer interrupted by bright red terracotta window surrounds, all set above a two-storey granite plinth. Like Cockerell's Bank of England it was an uncompromising statement about the prestige of the bank rather than polite street architecture, and it greatly enhances the status of Castle Street.



#### British and Foreign Marine Insurance Company Building, Castle Street c.1889 Grade II

This is one of several richly decorative late 19th century buildings designed by G.E. Grayson of Grayson and Ould at the northern end of Castle Street. The company's inscription can be seen above a colourful mosaic frieze by Salviati showing scenes of shipping. The Standard Marine Insurance Company had their offices on the opposite side of the street.

#### Monument to Queen Victoria, Derby Square 1902-06 Grade II

Built on the site of the old Liverpool castle and the 18th century St. George's Church, the monument to the Queen was intended to represent the spirit of patriotism of Liverpool's citizens, as well as the national self-confidence that Victoria's long reign had engendered. Designed by Professor F.M. Simpson of the Liverpool School of Architecture, with Willink and Thicknesse, the neo-Baroque monument of Portland stone provides a setting for sculptures by Charles Allen, including a colossal standing figure of the Queen, surrounded by allegorical groups recalling the achievements of her reign.



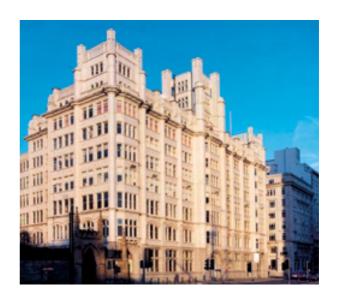
#### Nelson Memorial, Exchange Flags 1813 Grade II\*

The monument to Nelson was Liverpool's first piece of free-standing outdoor sculpture, and its chief instigator William Roscoe wanted a design of the highest artistic standard. The sculptor was Richard Westmacott, and the overall concept was by Matthew Cotes Wyatt. Funded by public



subscription, its real purpose was to celebrate the growing prestige of Liverpool, and its location at the Exchange served to remind the city's merchants of the protection afforded to their commercial interests by Nelson's naval achievements. The memorial shows Nelson receiving the Trafalgar battle honour from Victory, whilst Death reaches out to touch him with a skeletal hand. Four shackled prisoners in poses of anguish and dejection represent the four great victories at Cape St Vincent, the Nile, Copenhagen and Trafalgar.

#### Tower Buildings, Water Street 1908 Grade II\*



The Tower of Liverpool, a fortified house belonging to the Stanley family, Earls of Derby, was used by them as an embarkation base for their property in the Isle of Man. But by the end of the 18th century it was in disrepair and in 1819 was replaced by warehouses. In 1856 these were replaced by Tower Buildings, a large Italianate office block by J. A. Picton. The present Tower Buildings, completed around1908, was designed by Aubrey Thomas, architect of the Royal Liver Building. It is similarly inventive, being one of the earliest steel-framed buildings in the country. The staircases are constructed on steel joists cantilevered out

from the walls, thus removing the need for cranked strings, and the roofs, floors and partition walls are formed of reinforced hollow clay bricks. The building is clad in white Doulton terracotta in an attempt to cope with the polluted atmosphere of the city, and its facades, being largely undecorated, appear strikingly modern for its date.

#### Oriel Chambers, Water Street 1864 Grade I



Designed by Peter Ellis, Oriel Chambers is a building remarkably ahead of its time. The rationale for the oriel windows with their maximum area of glass was a desire to provide good daylight. The oriels on the Water Street and Covent Garden elevations are separated by tall stone mullions, carved with nailhead decoration, and designed to look like cast iron. But the oriels themselves are framed in the thinnest sections of iron, and in the courtyard behind, the glazing forms a curtain wall, cantilevered out beyond the line of the frame. In its frank expression of function and technology it anticipated by 20 years the commercial buildings of Chicago and New York. In its day, the building aroused much opposition. The Builder called it a "vast abortion" and an "agglomeration of protruding plate glass bubbles". Ellis's known only other commercial building, that is known to survive is No. 16, Cook Street, of two years later. In its stripped aesthetic, it too is startlingly modern.

#### India Buildings, Water Street 1924-31 Grade II

This immense office block was built for the Blue Funnel Line at a cost of £1,250,000 and designed by Herbert J Rowse with Briggs, Wostenholme and Thorneley. Rowse won the commission in competition, and it launched his career. Occupying a whole block between Water Street and Brunswick Street, it has stripped classical facades of great dignity and refinement, typical of North American architecture of the 1920s, with which Rowse was familiar.



Italian Renaissance detail is restricted to the top and bottom storeys. A barrel vaulted arcade flanked by shops runs through the centre of the ground floor, another American feature. The building was badly damaged in the war, and restored under Rowse's supervision.

## Barclays Bank (formerly Martins Bank), Water Street 1927-32 Grade II\*



Ceiling in boardroom at Barclays Bank, Water Street © LCC

On the opposite side of Water Street to India Buildings is Barclay's Bank, originally Martin's Bank, also designed by Rowse. It is similarly monumental and American influenced. The stylish top lit banking hall, with its Parisian jazz moderne fittings, survives well, as does the boardroom. Sculpture and carvings by Herbert Tyson Smith with Edmund Thompson and George Capstick celebrate maritime themes as well as money.







#### General Accident Building, Water Street c.1895 and c.1930 Grade II

The architecture of the Italian Renaissance appealed to 19th century Liverpool bankers, for its association of commerce with learning. This building, part of which was erected as headquarters of the Bank of Liverpool is one of the most distinguished of several banks erected in the manner of Italian palazzi. The banking hall on the ground floor extends into a lower block occupying the courtyard space that would be found in a true palazzo, whilst a screen of six giant fluted Doric columns framed by angle pilasters gives emphasis to the floors above. The huge bronze entrance doors are furnished with panthers' heads with open jaws and ferocious teeth.

#### Heywood's Bank, Brunswick Street c.1800 Grade II

This is the earliest surviving bank building in Liverpool, and one of the first purpose-built banks in the country. It was erected for Arthur Heywood in an austere but refined classical style, with a rusticated ground floor and central entrance. The family's original house is attached at the side.

#### White Star Building (Albion House), James Street 1898 Grade II\*

Thomas Ismay, proprietor of the White Star Line, commissioned Richard Norman Shaw to design new headquarters for the Oceanic Steam Navigation Company in 1894. Shaw had already built Dawpool, the great tragically demolished house, overlooking the Dee estuary at Thurstaston for Ismay in 1882-86. The White Star Building was the first of the new breed of giant office blocks built in the city. For the exterior, Shaw reworked his design for New Scotland Yard, facing the building in contrasting bands of brick and Portland stone, set on a granite base. The interior is especially remarkable for its raw display of iron girders, stanchions and jack arches lined with fireproof bricks, with all the rivets and bolts emphasised for effect, although it is currently hidden by suspended ceilings and partition walls. This would not have been possible in London where regulations required the cladding of structural ironwork for fire safety, but under Liverpool's more commercial and laissez-faire regimen, such restrictions were not applied.



# Hargreaves Building, Chapel Street 1859

#### Grade II

Sir James Picton, prominent local politician and historian of Liverpool, was a prolific architect. His buildings are characterised by a robust and eclectic classicism. Hargreaves Building, in the manner of a Venetian palazzo is one of his finest. In the roundels above the deeply recessed round arched windows of the first floor are busts depicting figures connected with the history of South America. Until its demolition in 1967 there was a yet finer palazzostyle building by Picton, Richmond Buildings, on the opposite side of the street. Fragments of it can be seen in the first floor entrance hall of the modern development that stands



#### Mersey Chambers, St Nicholas' Churchyard 1877

#### Grade II

Mersey Chambers was built for the Harrison Shipping Line, and designed by G.E. Grayson. It fronts the churchyard, which was laid out as a public garden in 1891 in memory of James Harrison, a partner in the company. The rear elevation to Covent Garden is a functional design with rows of oriel windows to admit maximum light. Inside, the offices are arranged around a glazed court. There is a splendid panelled boardroom of around 1920, in classical style.



#### **Dale Street**

Dale Street was first improved in 1786-90 after Castle Street had been widened. It was the principal route into and out of the town from London and Manchester. Present side streets such as Hackins Hey show how narrow it originally was. The north side was taken down in the 1820s and set back, whilst at the same time a new street was formed at the east end opposite Hatton Garden to link with St John's Lane, and was called Manchester Street. This avoided all traffic being taken up the steep ascent of Shaw's Brow. Commercial building began at the western end, around the Exchange with the Queen's Insurance Building of 1839 and the Liverpool and London Globe Insurance Building of 1855-57, but as the century progressed, the buildings became increasingly large and imposing.

#### Queen Insurance Building, Dale Street 1837-39 Grade II

Built for the Royal Bank, this was one of the earliest developments in Liverpool to include the provision of separate speculative offices for letting. The architect was Samuel Rowland. It has a grand classical façade to Dale Street with a giant order of Corinthian columns and a tall

balustraded cornice bearing the Royal Coat of Arms. A central passageway leads to Queen's Avenue which is lined by shops and offices, and thence to Castle Street. The bank proper was the building at the end of Queen Avenue.





#### Liverpool and London Globe Insurance Building, Dale Street 1855-58 Grade II\*

For the design of its new head offices, the Liverpool and London Globe Insurance Company commissioned C.R. Cockerell, architect of the Bank of England. One of Liverpool's most distinguished office buildings, its design is similarly bold. At its heart was an atrium, originally glazed (though now built over), which provided access and light to the offices that surrounded it. The frontage block to Dale Street was used by the insurance company, whilst the three blocks set behind were designed to be individually let to commercial tenants. The main entrance is a tour-de-force, consisting of a pedimented portico within a rusticated arch, surmounted by a boldly festooned cornice. It is so large that it intrudes on the first floor windows as though designed for a larger and more monumental building.

#### State Insurance Building, Dale Street 1906 Grade II

What remains of the State Insurance Building is only one half of the original premises, which extended as far as North John Street. The architect was Aubrey Thomas who used the Gothic language in a free flowing manner to produce a composition that is almost Art Nouveau. Behind the façade is a galleried atrium with a glass roof, originally used as a restaurant, around which the offices are arranged.





#### Union Marine Buildings, Dale Street 1859 Grade II

A typically strong and eclectic design by Sir James Picton, this building erected for the Queen Insurance Company has large round-arched windows with marble panels set between them and a massive projecting cornice with rope mouldings and machicolations.



#### Rigby's Buildings c.1850 Grade II

The property carries the date 1726, but the present building is probably no earlier than 1850. It was given a decorative stucco facing in 1865. This commercial building

lacks the crispness of detail that others in the street possess, but the main façade is no less elaborate in its profusion of pediments, balconies and decorated architraves, all in the manner of a grand Italian palazzo.



#### Royal Insurance Building, **Dale Street** 1897-1903 Grade II\*

On a strategic site at the corner of Dale Street and North John Street, the Royal Insurance Building is one of the finest of Liverpool's giant early 20th century office blocks. The architect, J. Francis Doyle, was selected by competition, the assessor being Norman Shaw, with whom Doyle had worked on the design of the White Star Building. Its Edwardian Baroque façade of granite and Portland stone conceals a revolutionary steel structure, possibly the earliest use of a steel frame in Britain. To provide a ground floor space unencumbered by

columns, the upper floors are hung from great steel arches, braced to the structure above. Above the main entrance is a tower with a sundial and a gilded dome that glints over the city skyline, and the roof is crowded with dormers and massive chimneys. A frieze of sculpted panels by C.J. Allen at second floor level shows characters engaged in the world of insurance. Doyle had assimilated the style of Shaw and the gable to Dale Street with its corner turrets is taken directly from the White Star Building. But it is a wonderfully assured design, a supreme example of a prestige national headquarters, unashamedly intended to impress.

#### The Temple, Dale Street 1864-65 Grade II

Adjoining the Royal Insurance Building is the Temple, designed by Sir James Picton for Sir William Brown in an Italianate style. The round arched entranceway set below a large turret leads to an open arcade. Brown was one of four sons of the Irish merchant Alexander Brown and in the coat of arms above the main entrance can be seen four hands clasped together and the motto 'Harmony becomes brothers'.



## Prudential Assurance Building, Dale Street 1885-86 and 1905

#### Grade II

The architect Alfred Waterhouse provided the Prudential with an unmistakeable corporate style in red pressed brick and terracotta. Liverpool's 'Pru' is one of the largest and most imposing, made all the more so by the tower added by his son Paul in 1905.

#### Imperial Chambers, Dale Street c.1872

#### Grade II

This building and the adjoining Muskers Buildings are in the Gothic style, more frequently used in Manchester for commercial buildings than in Liverpool. The central office entrance leads to a glass-roofed atrium crossed by iron bridges.

## Municipal Annexe, Dale Street 1882-83

Grade II

Built as the Conservative Club and designed by F. and G. Holme, the building provided its wealthy members with three floors of palatial reception rooms, private dining rooms, card and billiard rooms. It was taken over for municipal offices between the two world wars, though the Conservatives remained the dominant political party in Liverpool until the 1960s.

#### Municipal Buildings, Dale Street 1862-68 Grade II\*

A large municipal office block with a great public atrium, this splendid building was erected to accommodate the growing army of Corporation clerks required to control the activities of the town. It was started by the Corporation Surveyor, John Weightman, and completed by his successor E.R. Robson in 1866. Designed in a hybrid mixture of French and Italian Renaissance styles, it has at its centre a tower with a curious steeply pitched stone roof, based on C.H. Barry's Halifax Town Hall.





recessed loading bay. The offices are given an elaborate stone Gothic front, in contrast to the plain brick of the warehouses.

#### City Magistrates Court, Dale Street 1857-59 Grade II

Built shortly before Municipal Buildings on the opposing side of Dale Street stands the City Magistrates Court, also designed by John Weightman. It is a plain symmetrical block in smooth ashlar with a carriage entrance originally enabling the magistrates to make a dignified approach to the courts. To the rear of the Courts is the Main Bridewell, a suitably austere building, erected in 1864 to Weightman's design, and listed Grade II.

#### 135-139 Dale Street late 18th century Grade II





#### Westminster Chambers, Dale Street 1880 Grade II

A large office building with integral workshops and warehouses, designed by Richard Owens for David Roberts, Son and Co., whose monogram can be seen on the exterior. The greater part of the building fronting Dale Street and Crosshall Street was used as shops and offices, whilst the Preston Street side contained four warehouses each with a

A terrace of late Georgian houses, this was built to conform with the late 18th century widening of Dale Street, the most impressive being the corner property No. 139. This was built for John Houghton, a distiller, whose works were situated nearby. Above the entrance on Trueman Street is a splendid Adam-style Venetian window.

#### OLD HALL STREET

The Old Hall after which the street was named survived until the 1820s when the street was widened. Warehouses and offices started to replace residences after this date. When the Exchange was erected in 1808, a labyrinth of courtyards and alleyways with densely built housing was cleared away. The construction of the Cotton Exchange in 1906 moved the centre of gravity of commercial activity to the area.

#### The Albany Building, Old Hall Street 1856 Grade II\*



The Albany was built as speculative offices by Richard Naylor, a wealthy banker and Liverpool philanthropist, and designed by J.K. Colling. It combines three storeys of cellular



offices with basement shops and warehousing. Adopting the form of an Italian palazzo, with a central courtyard, in style it is free Renaissance. But it is given special distinction by highly individual ornamentation based on Colling's passion for naturalistic plant forms and foliated decoration. Natural light is admitted to the building via top-lit glazed corridors. The building was much used by cotton brokers for whom the courtyard served as a meeting place, whilst the quality of light in the offices provided good conditions for the examination of cotton samples.

King Cotton (1962) Thomas Armstrong "Mr. Ralph Cunningham Atherton, senior partner of Atherton & Hesketh, Cotton Brokers, The Albany, Old Hall Street, Liverpool, was sitting at a fine inlaid table placed between two of the lofty, fluted columns of the plantation house, within a few strides of an archway through which could be seen examples of the many exquisite pieces of furniture, valuable pictures, and magnificent musical instruments which his host, or host's father, had imported from Europe."

# Cotton Exchange, Old Hall Street 1906

#### Grade II

The magnificent Edwardian frontage of the Cotton Exchange, designed by Matear and Simon, was demolished in the 1960s, one of Liverpool's most tragic post-war losses, although the polished granite columns survive inside. Only the side and rear elevations remain. That to Edmund Street is of cast iron, made by the Macfarlane foundry. The eroded sculpture on Old Hall Street represents the River Mersey, and a further two in the courtyard represent Navigation and Commerce, and were salvaged from the original frontage. Orleans House in Bixteth Street, also by Matear and Simon, and listed Grade II\*, uses a similar structural and cladding system to the Cotton Exchange, evidence of Liverpool's continuing development of cast iron for building construction.



#### City Building 1906 Grade II

A mid-19th century sugar warehouse on the corner of Fazakerley Street was refaced by Frederick Fraser with a skin of cast iron and glass. In its minimalist detail and sweeping curve of glass, it prefigures the International Style modernism of the 1920 and 30s.



#### **VICTORIA STREET**

In the 1860s a new street was cut through the centre of the city to aid east-west communication. Victoria Street and the streets running off it were subsequently developed with large new buildings combining office accommodation and warehousing. Generally these were built speculatively and provided storage for several different companies. Less celebrated than Castle Street or Dale Street, Victoria Street nonetheless preserves its 19th century character largely unaltered.

#### Fowler's Building, Victoria Street 1865-69 Grade II\*



The first substantial new building on Victoria Street was Fowler's Building, designed by Sir James Picton for the Fowler Brothers, international dealers in foodstuffs. The frontage block of stone with polished granite columns housed the company offices, whilst behind it is a larger area of brick warehousing, part of which was reputedly used as a fish smokery.

#### Ashcroft Building, Victoria Street 1883 Grade II



This corner building was erected for a billiard table manufacturer to the design of Hoult and Wise. It had a restaurant in the basement with offices and workshops above. A flat roof area was used for storing timber and slate for the billiard tables.

## Union House, Victoria Street 1882

#### Grade II

This five storey building has a conventional stone elevation with polished granite columns to Victoria Street. Fronting Progress Place is a cast iron and glass façade containing an iron staircase and inside the entrance there is a plaster frieze illustrating the shipping of tea.

#### Head Post Office, Victoria Street 1899

#### Unlisted

This great General Post Office building was one of the earliest to be designed by Sir Henry Tanner, Chief Architect in the Office of Works. It lost its upper floor after war damage. Although it has not been used as a post office since the 1970s, it remains an impressive feature of the street.

#### Jerome Buildings and Carlisle **Buildings**, Victoria Street 1883 and 1885 Grade II

This pair of matching buildings, designed by John Clarke, combine offices, shops and warehousing. The fanciful Gothic fronts with their pyramidal dormers and carvings of mythological beasts contrast with the plain backs punctuated by loading bays.



#### Granite Buildings, Stanley Street c.1882 Grade II



One of the most striking commercial buildings in the city centre is Granite Buildings, so called because of its austere façade of granite. The architect G.E. Grayson is better known for more decorative and conventional buildings such as those in brick and stone at the northern end of Castle Street. The rear of the building forms a row of gabled warehouses used originally for the storage of fruit, and faced in white glazed brick.

The Conservation Centre (former Midland Railway Goods Office), Whitechapel 1874, extended 1878 Grade II



Designed for the Midland Railway, this powerful building was designed by William Culshaw and Henry Sumners. The main façade to Crosshall Street follows the convex curve of the street. On the Victoria Street frontage are carved panels with coats of arms and the names of Midland Railway stations. The building was converted as the Conservation Centre for NMGM and opened in 1995. It now contains conservation studios and museum workshops, and is open to the public for displays, guided tours and demonstrations.

#### Central Buildings, North John Street 1884 Grade II



This huge office building was designed by Thomas C. Clarke with a symmetrical street frontage. The upper floors rest on a tall colonnade of polished granite Doric columns with plate glass set behind.

#### 18-22 North John Street 1828 Grade II

This building has a dated rainwater head of 1828. Built as speculative offices with shops on the ground floor, it appears to be one of the earliest surviving office buildings in Liverpool. Like most of the pre-Victorian buildings in the area, it is faced in stucco rather than stone. The adjoining Harrington Chambers, with a slightly more elaborate facade, is of similar date





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Aerial View of William Brown Street Cultural Quarter Courtesy LCC

## Area 5. William Brown Street Conservation Area (Plan 9)

Until the beginning of the 18th century, this was an area of heath-land, beyond the limits of the town, partially enclosed into fields and interspersed with windmills and



Plan of William Brown Street in 18th century Courtesy LCC



Lime Street, 1818 – J.T. Eglington © NMGM

lime-kilns. Shaw's Brow, effectively the current William Brown Street, was one of the principal coaching roads to the east and there were a few cottages and some almshouses along that road. During the 18th century, the town gradually expanded across the area with the erection of the Infirmary in 1749 and St. John's Church in 1784. However, it was not until the mid-19th century that the area began to be comprehensively redeveloped to create the formally planned environment that we still see today.

The William Brown Street Conservation Area now forms the principal cultural quarter of Liverpool, where a high concentration of the city's major public buildings are located. The most imposing of these is St. George's Hall (1840-55), universally acclaimed by historians and architectural critics as the outstanding example of European neo-classical architecture. It is a monumental building that demonstrates a mastery of scale, form and classical Greek detail. It stands detached and prominent between the open spaces of St. George's Plateau and St. John's Gardens, and occupies high ground above the old city centre to the east. Not only was its design based upon a Greek temple, but its position was chosen and its height elevated on its high podium to increase its dominance over its surroundings.

The northern edge of the area is defined by the former County Sessions Court, the Walker Art Gallery, the Picton Library, the Museum and the former College of Technology. They comprise a group of imposing classical buildings from the second half of the 19th century. The ordered arrangement and scale of these buildings with their classical columns, pediments, porticoes, cornices and sculpture help to create an exceptionally fine parade of civic buildings. They are arranged on the rising ground, linking the old city below with later expansion to the east, and are splayed along two axes around the fulcrum of the circular Picton Library, which faces and reflects the north apse of St. George's Hall.

The east edge of the area is formed by buildings of contrasting design, but which nevertheless create an enclosing backdrop to St. George's Plateau. Alfred Waterhouse's former North Western Hotel (1871) is a monumental structure ornamented with turrets and steeply pitched dormered roofs. Behind it stands one of the two great iron roofed sheds of Lime Street Station. The arched colonnade of the south shed is unfortunately obscured by a row of 1960s shops (soon to be demolished). To the north is the neo-Grecian Empire Theatre.

The lower, west end of the area is focussed upon the portal of the Queensway Tunnel (1934), with roads and flanking walls concentrating upon the void leading to Birkenhead. That portal and those flanking walls are themselves masterpieces of the fusion of art and technology and when one emerges from that long winding tunnel, the open character of St. John's Gardens and the power of St. George's Hall are at their most dramatic.

A strong element of the area is the abundance of statuary and monuments, both freestanding and integral to the buildings. The Steble Fountain and the Wellington Memorial occupy the triangular space at the east end of William Brown Street, but it is in St. John's Gardens and St. George's Plateau where most of the monuments are strategically located, effectively creating an outdoor sculpture gallery. When combined with the surrounding grand buildings, the authentic street furniture and the

traditional natural paving materials, the monuments form an important part of a complete cultural landscape that has been created by classical formal planning.

Lime Street Station 1867- 1879 Grade II



The present station comprises two parallel sheds each covered by a wide curved iron and glass roof. The north shed was begun in 1867 and, at the time, was the widest in the world with a span of 200 feet. The engineers were W. Baker and F. Stevenson. It replaced successive earlier sheds on the same site, the first built in 1836 and its replacement in 1851. The almost identical south shed was completed in 1879. The earliest terminus at Lime Street, erected by 1836, offered the opportunity to create a suitably dramatic point of arrival in Liverpool and the Town Council contributed £2000 towards the construction of its two storey classical façade by leading Liverpool architect John Foster Jnr. This building seems to have set the stage for the subsequent developments in the immediate area: St. George's Hall on the plateau in front of the station and the collection of civic and cultural buildings on William Brown Street, which are also in the classical style. Together these have become the forum of Liverpool.



Liverpool and Manchester Railway 1830s Courtesy LRO

St George's Hall 1840 - 55 Grade I



The desire for a new venue for Liverpool's musical events had existed amongst its citizens prior to the opening of the reign of Queen Victoria. To mark her coronation the Corporation's mayor, William Rathbone presided over the laying of the foundation stone for a concert hall, to be known as St George's Hall, in the grounds of the Old Infirmary, close to the newly opened station in Lime Street. A

competition for its design was held and won by the little-known, young prodigy architect from London, Harvey Lonsdale Elmes. At the same time the Corporation also held a competition for new Assize Courts on adjacent land closer to

Lime Street Station, as part of its grand plan for a civic forum for Liverpool in this area. Elmes won again and soon there were moves to combine the two projects.

Elmes' third design resulted in the magnificent edifice, which today still dominates St George's Plateau and the surrounding buildings. Elmes died, probably exhausted by his efforts, before the hall was completed. He had worked closely with engineer Robert Rawlinson, preparing notes and drawings for the finishing details and his work was completed by architect, family friend and advisor Charles Robert Cockerell though Cockerell made some changes to Elmes' proposals for the internal decoration. Work began in earnest in 1841 and, despite Elmes' death, was carried through to completion in 1855 when its opening was celebrated with three days of concerts.

St George's Hall is a masterpiece; its free neo-Grecian exterior encloses a richly adorned Roman interior: a great rectangular tunnel-vaulted hall, inspired by the Baths of Caracalla in Rome, bounded by the two courts to north and

south, which are linked by corridors running along the hall's long sides. This simple spatial solution, handled with dexterity, echoes the exterior treatments. At the south end of the building, where the ground falls away he placed a great portico, containing a double row of eight Corinthian columns, which now stands at the top of flights of steps designed by Cockerell. It announces the scale and significance of Liverpool's forum to those approaching it along Lime Street with the Latin inscription Artibus Legibus Consiliis Locum Municipes Constituerunt Anno Domini MLCCCXLI (For Arts, Law and Counsel the townspeople built this place in 1841). It is a foil for his east elevation, which he always intended should contain the main entrance to create and complement the ceremonial function of the plateau. Here an even greater, thirteen-bay portico, topped by an attic rather than a pediment, allows entry into the eastern long, tunnel-vaulted corridor where one may either go directly into the Great Hall itself or to left or right to the Assize Courts.

At the north end there is no entrance but instead an apse, with attached Corinthian columns, through which there is access to the north entrance hall and the Small Concert Room above it. The west side of the building lay very close to the now-demolished St John's Church and

so is flatter than the other elevations.

The central fifteen of its 29 bays have giant pilasters. Above all there is a long, high attic storey.

The Great Hall's sumptuously decorated interior celebrates the Corporation of Liverpool and its port, as well as its

dedicatory saint, at every opportunity. The panels of the vault include the Coat of Arms of Liverpool, Greek and Roman symbols of commerce and authority (the caduceus and fasces), mermaids and tridents. The vault is supported on massive red granite columns and spandrels containing figures portraying those qualities Victorian Liverpool aspired to: Fortitude, Prudence, Science, Art, Justice and Temperance. The whole vault structure has a weighty appearance which is deceptive: it incorporates hollow bricks - the structure as well as the design of the Baths of Caracalla in Rome had inspired Elmes - which also serve as part of the hall's sophisticated and in its day unique ventilation system. The Minton Hollins encaustic tile floor repeats the coat of arms and incorporates the mythical Liver Bird, Neptune, sea nymphs, dolphins and tridents. It too is part of the ventilation system: grilles are set into the rim of its large central sunken section.

The huge bronze doors and even the pendant lights and stained glass all continue the decorative theme of the grandeur of the port of Liverpool: the monogram SPQL



adapts the well-known Roman phrase to "the Senate and People of Liverpool". And calling further upon that phrase lifelike statues of Liverpool's great men are seen on either side of the Hall, for example William Ewart Gladstone, Liberal statesman and four times Prime

Minister, Samuel Robert Graves, merchant and ship owner and Joseph Mayer, principal benefactor of the Liverpool Museum. Finally and though not part of Elmes' plan, this concert hall contains what was, in its day, the finest example of that most popular of Victorian musical instruments, the organ. This too was originally linked to the heating and ventilation system, its bellows being powered by the same steam engine.

By contrast the decoration of the semi-circular Small Concert Room is more reserved and it is entirely the work of Cockerell. Its colour palette is restrained: white, cream, honey with touches of gilt and blue; its plasterwork uses only classical patterns and motifs but includes the beautiful caryatids supporting the gallery. The exceptions are the panels, which bear the names of composers, such as Mozart, Mendelsohn, Beethoven and Haydn. Once again grilles for the ventilation system were incorporated into the decorations.

The Crown and Civil Court accommodation at either end of the Great Hall was linked by both long corridors, but, on the west side of the building, access could also be obtained to a suite of rooms including two minor courts and a law library. Cells were provided in the basement. In design terms the large courtrooms continue the Imperial Roman theme of the interior: the Civil Court has a coved ceiling and the Crown Court a tunnel vault. The decoration of these two rooms is appropriately restrained given their purpose but does include the red granite columns used in the Great Hall. The building's ventilation system also operated here and was further refined in the Courts where judges and court clerks could turn valves beneath their seats to control their own localised environment.

Formal occupation by the courts, which had gradually dominated the rest of the Hall in the twentieth century, ceased in 1984 when new facilities opened elsewhere in the city. In 1993 the Hall reopened for public use and work is now on site to maximise public access and use of this centrepiece of Liverpool's civic ensemble.

Around the exterior of the Hall are elegant cast iron lamp standards, in the form of entwined dolphins. The original 40 were the work of Cockerell; the City Council has added replicas on St George's Plateau and William Brown Street to improve lighting.

#### William Brown Museum and Library 1857 - 60 Grade II\*

The completion of the magnificent new hall on St George's Plateau set the pattern for other civic projects on adjacent land. The gradient of the steep road to the north, formerly known as Shaw's Brow, was improved and the removal of buildings on each side of it was proposed. Although there were setbacks due to site difficulties and costs, the Liverpool Improvements Act was passed and a competition was opened in 1855 for a new museum and public library. Local MP William Brown donated £6,000, to which the Town Council added £10,000 and the commission was given to architect Thomas Allom. His scheme was later modified by Corporation architect John Weightman. The project's



financial difficulties were overcome by Brown's further donation of £35,000 and the building finally opened to great acclaim in 1860 when 400,000 people attended the ceremony. Brown received a knighthood and Shaw's Brow was renamed in his honour.

Bombing during the last war resulted in the loss of the interior of the 1860 building (rebuilt in the 1960s) but the William Brown Street elevation has survived intact. It is a restrained and well-proportioned classical composition with a deep central portico and prominent projecting end bays. These have Corinthian columns and pilasters respectively and incorporate many other classical forms and motifs. Originally an elevated plateau with steps on either side gave access to the front of the portico but in 1902 this was replaced with the present wide and dramatic flight of steps, which now complete the ensemble.

#### Lime Street Chambers (former North Western Hotel) Opened 1871 Grade II



The 330-room hotel was designed by Alfred Waterhouse to serve passengers using Lime Street Station, the present terminus discussed above, for which it provides a monumental stone façade. Its French renaissance theme, continued into the grand entrance hall and former buffet of the interior, is the only design at odds with the classical theme used elsewhere in the area but its scale and symmetry create a strong backdrop to the fine assembly of civic buildings. Visitors to the City and those travelling beyond by ship were afforded views from it across St George's Plateau and William Brown Street. It is now a student hall of residence.

#### Walker Art Gallery Opened 1877 Grade II\*

The citizens of Liverpool invested their private wealth and art collections to create the gallery reflecting the rise in interest in public art, which was considered an essential element in late Victorian city culture. It was designed by



architects Sherlock and Vale and named after its principal benefactor, Alderman Andrew Barclay Walker, at that time Lord Mayor of Liverpool. The site selected on William Brown Street was above that of the museum and library. An extension had already been planned for the latter at the point where the street's axis turns and alignment of the new art gallery reflects this change.

A classical portico is the centrepiece of the exterior, which includes friezes of scenes from the city's history, and is surmounted by a personification of *Liverpool* (now a replica; the original is in the nearby Conservation Centre) holding a trident and a ship's propeller. It became clear almost at once that the original building would need to be expanded. Sherlock was invited to design additional galleries - six were added - together with storage accommodation. The extension at the rear, again paid for by Sir Andrew Barclay Walker (knighted for his generosity), was complete by 1884, and the building was extended again in 1931-33 by Sir Arnold Thornley. The recently restored classical interior houses one of Britain's greatest art collections.

Picton Reading Room and Hornby Library 1875 - 9 and 1906 Grade II\*



Before returning to work on the extension to the Walker Art Gallery, Sherlock designed and built the Museum and Library extension known as the Picton Reading Room after Sir James Picton, chairman of the Libraries and Museums Committee who laid its foundation stone. The semi-circular façade ingeniously disguises the change in direction and ground level of William Brown Street at this point and ensures the uninterrupted flow of the classical streetscape. The drum-like exterior, surrounded by detached Corinthian columns and surmounted by a rich entablature, balustrade and domed roof, was intended to echo Greek and Roman temples and to function internally like the British Museum Reading Room. Unfortunately in the minds of Victorian Liverpudlians it suggested a more prosaic structure and became known as Picton's Gasometer. In 1906 a further library extension, still in the classical mode, the Hornby Library by Corporation Surveyor Thomas Shelmerdine, was added to the rear.



Sir James A. Picton Courtesy LCC

#### County Sessions House 1882-1884 Grade II\*

The architects F. & G. Holme were commissioned to design a new building to house three courtrooms and their attendant facilities, from barristers' library to cells. They produced an opulent if eclectic interior within a classical framework whose exterior shows the firm's fine control of decoration focusing on the façade to William Brown Street.



Its scale and design continues the classical theme established there. It also completes the vista at the north end east end of St George's Plateau. Like buildings to the west on William Brown Street its main façade has a bold central portico carried on four pairs of Corinthian columns; within the pediment is the coat of arms of the County of Lancaster. The degree of external decoration (swags above the courtroom windows, enriched panels on the attic storey) is in contrast to the sombre purpose for which the House was built. Since it opened it has remained virtually unchanged and is now part of the National Museums and Galleries on Merseyside.

#### College of Technology and Museum Extension 1896-1901 Grade II\*



By the end of the nineteenth century the museum collections had grown considerably. The Town Council considered it prudent to combine the urgent need for additional storage and display space with a growing demand for a new School of Science, Technology and Art. A limited architectural competition was launched in 1896 and won by the experienced London architect, William Mountford.

The opportunity to use the land to the west of the museum meant that the removal of old buildings at the junction of the old Shaw's Brow and Byrom Street could be completed and that William Brown Street could be terminated with a building befitting its civic grandeur. The design he proposed for the competition was realised with hardly any changes and is rather more Edwardian Imperial than Classical in style. Two main facades are used: on William Brown Street the roof level of the museum is maintained, interrupted only at each end by grand projecting bays, embellished by sculpture, and continues round to the broad, bowed elevation to Byrom Street. Here steps lead up to a central pedimented entrance door. The dual use was accommodated at two levels skilfully reflected in the exterior decoration.

The Technical College was housed in the lower levels, which are rusticated and accessed through the Byrom Street door, whilst the new museum galleries lay behind the upper, where Ionic columns enliven the Byrom Street façade.

Bomb damage meant some reconstruction of the roof of the Upper Horseshoe Gallery in the 1960s but the dignity of the top-lit vault is still clear. The Observatory Tower incorporated into the building, complete with domed roof with sliding panels, escaped damage and is still in use.

The Wellington Memorial (1861-3) and The Steble Fountain (1877-79) Grade II\*



The site of the former Islington Market at the east end of William Brown Street, between the Walker Art Gallery and St George's Hall, was dignified by the introduction of two pieces of monumental public sculpture. To the east is the 40m Wellington Column, by Messrs. A. and G. A. Lawson of Glasgow. A fluted Doric column is surmounted by a bronze statue of the Iron Duke and stands on a pedestal incorporating records of his battles.

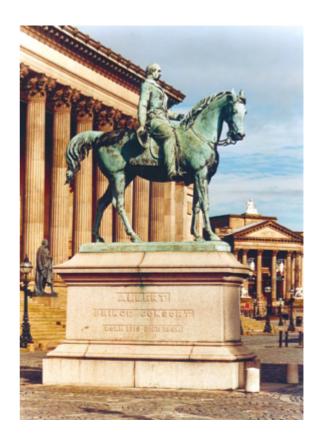
To the west is the Steble Fountain by Paul Lienard, unveiled in 1879, a gift to Liverpool from Colonel R. F. Steble who was Mayor in 1874-5. The circular stone basin has a cast iron centrepiece with marine figures reclining beneath two smaller basins from which water tumbles out of a mermaid's shell and fish masks. The original fountain designed by Lienard was produced for the Paris Exposition of 1867. It was transported to America where it now stands in front of the Massachusetts State House, Boston Common, Boston, USA and is known as the Brewer Fountain. Other castings are to be found in Geneva, Lyon and Bordeaux. The Steble Fountain was cast by W. T. Allen & Co. of London.



#### Monuments in St George's Plateau All monuments and structures described below are listed Grade II.

**Four recumbent stone lions**, resting on individual plinths, mark the formal entrance from Lime Street onto the Plateau. They were designed in 1855 by C. R. Cockerell and carved by W. G. Nicholl.

Public monuments continued to be added to the forum developing around St George's Hall. The **equestrian statue of Prince Albert** erected in 1866 after his death in 1861 was complemented in 1870 by a similar **equestrian statue of Queen Victoria.** Both are bronzes by Thomas Thornycroft. They are symmetrically placed on either side of the Hall's east portico.



In 1883 a bronze statue of Tory Prime Minister Benjamin Disraeli, **the Earl of Beaconsfield**, was added. The work of C. B. Birch, it now stands on the east portico of the Hall. Another bronze figure by Birch, **Major-General Earle**, native of Liverpool and leader of British Imperial campaigns in India and Africa was erected in 1887.

Finally a austerely impressive memorial, **the cenotaph** by Lionel Budden, to the fallen of the First World War, a large rectangular block of stone with bronze relief panels of marching and mourning soldiers and civilians, was placed behind the Plateau's bronze lions and unveiled in 1930.



#### St John's Gardens and Its Monuments All monuments and structures described below are listed Grade II.

From 1767 the Gardens directly to the west of what became the site of St George's Hall were a burial ground with a small mortuary chapel, but Liverpool's rapid urban expansion also required a church to be built here and St John's was completed in 1784. St George's Hall was sited so that there was very little space between it and the church (see above) but changes were envisaged here as elsewhere in this area. The churchyard was full and closed for burials in 1865, and in 1880, when the diocese of Liverpool was created, St John's was proposed as a possible location for a cathedral. The latter went elsewhere but, when St John's was closed in 1897 and subsequently demolished, sculptor George Frampton suggested the conversion of the churchyard to a garden for the display of public sculpture, an idea that was realised by the Corporation Surveyor, Thomas Shelmerdine.

The Gardens slope westwards from St George's Hall towards Old Haymarket and the Mersey Tunnel entrance. They are bounded by a retaining wall, the work of Shelmerdine, in rusticated Darley Dale stone to match the Hall and incorporate entrance gates and steps to west and south. Also on the south side the wall includes public conveniences and here one may still see fragments of the Gardens' original Art Nouveau railings. Within, the

Gardens are terraced and symmetrical. A further retaining wall runs across them between William Brown Street and St John's Lane forming an amphitheatre at its mid point; the main axial path continues west to Old Haymarket with planting beds and paths on either side.

Within this are placed six monuments, bronze figures of the city's leading citizens and social reformers: **Alexander Balfour**, champion of destitute sailors and their families, (dated 1889) by A. Bruce Joy; **William Rathbone**, founder of the District Nursing movement and the universities of Liverpool and Wales, (dated 1899) by Frampton; **Sir Arthur Bower Forwood**, merchant, shipowner, Mayor and M.P., (erected 1903) by Frampton;

William Ewart Gladstone, statesman and native of Liverpool, (dated 1904) by Sir Thomas Brock; Monsignor James Nugent, founder of boys schools and supporter of Irish and other poor emigrants who passed through Liverpool, (erected 1906) by F. W. Pomeroy; Canon T. Major Lester, founder of ragged schools and children's homes in Liverpool (erected 1907) by Frampton.

A seventh larger monument by
Sir W. Goscombe John to the
King's Liverpool Regiment,
dated 1905 and comprising
Britannia on a stone pedestal above
military figures and accoutrements, has become the
forerunner of the number of commemorative military and
other plaques more recently placed in the Gardens.





# Empire Theatre 1925

#### Grade II

The Empire Theatre by W. and T. R. Milburn was the last neo-classically styled façade added to the collection of buildings immediately around St George's Plateau. Though not publicly funded it does still have the public function for which it was created and behind the façade an audience of 2,450 can be seated in "Louis XVI" elegance. The long rows of seats sloping up at either end, which gave a heightened sense of audience participation, originally created an advanced example of theatre plan.



Entrance to the Mersey Tunnel 1925 - 1934 Grade II



Sir Basil Mott and J. A. Brodie engineered the tunnel, over two miles long, under the River Mersey between Liverpool and Birkenhead but the entrances and associated ventilation shafts, prodigious structures in themselves, were designed by Herbert J. Rowse architect of several of the City's elegant inter-war office buildings. The large and dignified scale of the tunnel portal and its associated structures are by no means out of place in relation to the rest of the area.

Rowse's distinctive stripped Classical style is best seen in the two lodges to left and right of the sweeping entrance retaining walls. These resemble triumphal arches with fluted columns whose bases, capitals and entablatures have been reduced to bass relief, which draw on stylised representations of the River Mersey. Wavy lines also occur as part of the cornice of the entrance retaining walls and above the tunnel opening. A shield over the portal itself includes a winged wheel and a pair of winged bulls, symbolising

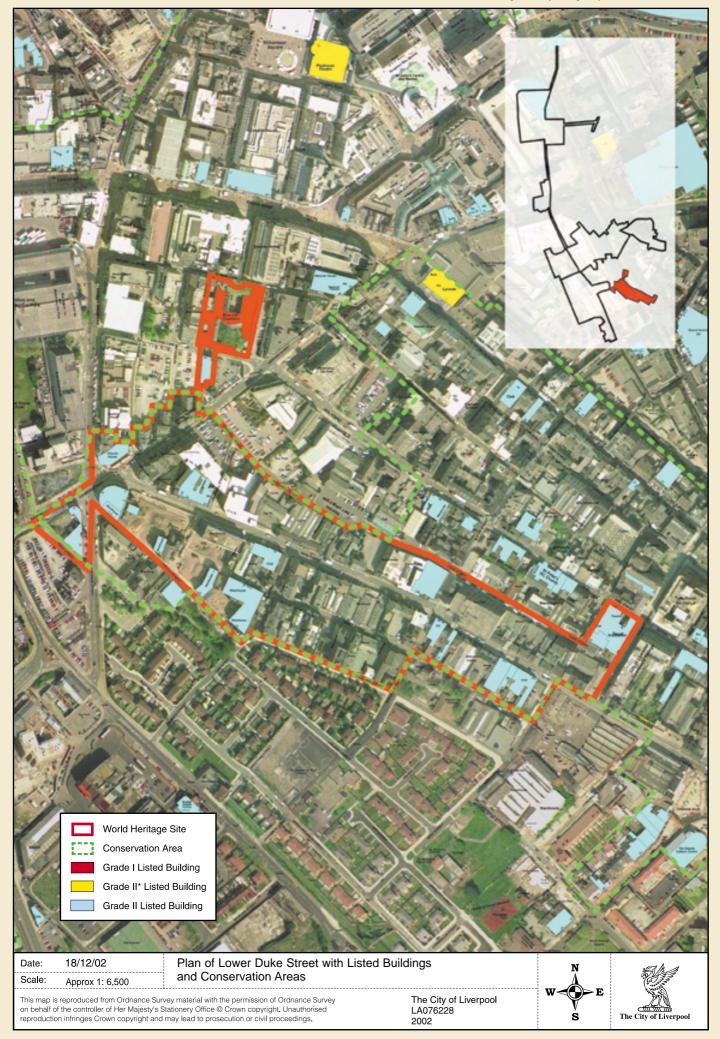


swift and heavy traffic. All are in white Portland stone. Four tollbooths were originally set in a half semi-circle around the tunnel entrance. These were arranged to allow vehicles to pause between them before entering the tunnel. The other half semi-circle was free of booths for exiting traffic, which would have already paid on the Birkenhead side. The tunnel no longer requires its tollbooths but one has been preserved, set aside from the reordered traffic routes, which now lead into the tunnel. It demonstrates Rowse's attention to detail: fluting and river, and speed motifs abound, the whole painted a fresh emerald green, the colour chosen for all metal structures associated with the Mersey Tunnel.

The bronze statues, by Sir W. Goscombe John, of King George's V and Queen Mary, who opened the tunnel were repositioned one on either side of the retaining walls, their original location, facing Dale Street, having been obscured by a controversial modern fly-over.







### Area 6. Duke Street Area (Plan 10)

The Duke Street area lies to the south of the city centre. The area consists of the south west part of the Duke Street Conservation Area plus two warehouses on College Lane and the Bluecoat Chambers on School Lane.

The growth of the Duke Street area commenced following the opening in 1715 of the Old Dock, or Steers Dock, which was located within the original pool and allowed secure moorings and access from the river Mersey. The opportunity that this afforded to the merchants of the town led to a demand for premises near to the Dock and its Customs House. The Duke Street area, due to its proximity to the Dock, and the nature of its topography, with the land running uphill from the Dock, was at the forefront of the first speculators boom in Liverpool. Hanover Street was built up first, followed by Duke Street and Bold Street, and the fields that were an earlier feature of the area were also quickly developed. Although there had been port-related industrial activity in the area, with roperies occupying the site of what is now Bold Street to supply the sailing ships, this intensified along with a demand for residential properties so that the merchants could be located close to their business interests.

The Charles Eyes plan of 1785 illustrates that by this time, the area had been substantially laid out and developed, so that connecting streets such as Seel and Fleet Streets were present, and the plan of the area seen today was in place. This grain follows a hierarchy of streets, with the broadest streets containing the residual merchants residences and shops, and the interconnecting and narrower streets to the rear containing the warehousing and poorer housing.

The earliest surviving trade directory for Liverpool, produced by J. Gore in 1766, indicates the population mix of the area of the time. In Cleveland Square, the list contains nine sea captains, six traders/merchants as well as artisans and professionals. Originally the goods brought into the Dock were stored in the merchants houses, but as trade grew, they proved to be inadequate, and private warehouses were constructed adjacent to the houses. Due to the huge demand for plots in this area, the new industrial and warehouse buildings took the form of deep plans front to rear, with narrow street frontages and they were extended in height to three or four stories with a basement.

The housing consisted of a range of buildings from grand Georgian town houses such as the Parr residence on Colquitt Street, to terraces as seen at 15-25 Duke Street. Some of these were arranged around squares or gardens, such as Wolstenholme Square and Cleveland Square, and a Ladies Walk was provided along Duke Street. As the warehousing and industrial uses of the area grew, the merchants moved to more salubrious suburbs that were being developed higher up the hill in the Canning Street area and more distant areas such as Mossley Hill. Some of

the former residential properties were adapted to other uses, with ground floors converted to shops as the retail importance of the area grew. As part of this process, the area also saw an increase in the number of labourers attracted to the port and its trades, and the accommodation for this group was provided in much poorer back-to-back housing such as Dukes Terrace and housing courts. Within the Duke Street area, a number of key buildings remain that help to define its history and character.

#### Bluecoat Chambers, School Lane Opened 1718 Grade I





Bluecoat Chambers was originally built as a charity school in 1717 in the Queen Anne style. One of the earliest surviving buildings in the city centre, it was paid for by Bryan Blundell, a Liverpool sea captain and merchant. Although the school was dedicated to the 'promotion of Christian Charity and the training of poor boys' according to the inscription below its pediment, Mr Blundell made his wealth in the American trade that included tobacco and slavery.

The building is of brick and consists of a two-storey, five-bay centre, originally with a hall and chapel, and has two long wings of eleven bays which delineate a three-sided, cobbled courtyard to the front. It has a stone plinth with rusticated quoins, with a stone parapet to the centre, and a pediment with clock in the tympanum over the three bays that break forward of the plane. The sash windows are round headed with architraves and cherub keystones. The main entrance is round headed with a broken pediment above containing a cartouche of the arms of Liverpool. The three-storey wings have flat headed sash windows to two storeys, with occuli at third storey, and three entrances

reached by steps. The middle doorways each have broken pediments with Liver Bird icons. To the rear a landscaped garden provides a quiet environment, totally enclosed from the city. The building is topped with a cupola, which is a local landmark in this area.

The Bluecoat School remained in this building until 1906, when it relocated to much larger premises in Wavertree, a Liverpool suburb. In 1909 the first Lord Leverhulme bought the building with the intention of using the building as a centre for the arts. Due to the intervention of the First World War, work on the project ceased, and on the death of Lord Leverhulme in 1925, the building was purchased by the Bluecoat Society of Arts. The building is still used for the Arts in Liverpool.

# Thomas Parr's House and Warehouse, Colquitt Street. 1799

#### Grade II

The complex of buildings built for Thomas Parr is one of the earliest remaining residence/warehouse hybrid uses that was so characteristic of the Duke Street area as the area developed following the construction of the Old Dock in 1715. This particular example represents an evolution of the dual use of a site, with the residence and the warehouse separate but sharing the same plot, and the concept of mixed use on the site is still apparent. The house became the Royal Institution when it fell out of residential use in 1817, and it was incorporated by Royal Charter in 1822.



It consists of a main three-storey, five-bay central house with the central three bays breaking forward, and a two storey pavilion on either side, connected to the main building by walls. All the windows have flat heads with glazing bar sashes. The main building has a projecting Doric porch designed by Edmund Aiken circa 1815, with a stucco architrave to the entrance and a fanlight. The rainwater head on the main house has the date 1800 and a lion mask.

To the rear of this group on Parr Street there is a brick built, five-storey warehouse. Unusually it has stone dressings, and is a good example of an early warehouse with its floor to roof loading bays.

#### Warehouse at 33 Argyle Street/14-18 Henry Street Late 19th Century Grade II



Warehouse at 33, Argyle Street and 14-18, Henry Street © LCC

This is a late warehouse complex, and illustrates the full flowering of the warehouse type, in which the functional detail of the building forms the basis for a conscious architectural treatment of the exterior. The four storey warehouses are of dark brown brick with red and blue brick detailing and stone dressings. The Henry Street elevation has a symmetrical elevation of two three-bay gables arranged either side of a narrow, central bay. The recessed loading bay has pairs of metal doors, with the recess outlined in blue brick. Each bay has a decorated pointed arch to the head consisting of dentils, a motif that is repeated in more elaborate form below a moulded stone coping at the head of each main gable. At the junction of the two main gables, ground floor doorways lead to winder staircases arranged back-to-back.

Internally there is a wide, shallow arched vaulting carried on iron flanged beams supported mid-span by cast iron columns. The roof structure consists of light sectioned metal, with tension rods, raking struts and metal laths. This, coupled with the metal doors to the loading bays demonstrates the use of a high degree of fireproofing to satisfy the regulations laid down in earlier Acts of Parliament.

#### 105 Duke Street Circa 1800 Grade II



Dating from 1800, this fine ashlar building was designed by John Foster senior. Originally the Union Newsroom, it became Liverpool's first public library in 1852-60. Two storeys high, it has five bays to Duke Street and three bays to Slater Street. The ground floor has round-headed windows. The Slater Street elevation has a centre pediment, a Venetian window to the first floor with Ionic columns, and three round-headed windows to the ground floor.

#### The Bridewell (Argyle/Campbell Street) 1861 Grade II

Located within the midst of the warehouses in the Duke Street area, the Bridewell, or Police Station, dates from c.1850. Although the Old Dock constructed nearby was redundant by this time, the Bridewell was constructed near the new docks and near the main lodging areas for the sailors. It is of brick with stone dressings and a slate roof. The building is of two storeys and three bays, with the centre bay projecting to form the base of a short tower. The ground floor windows have stone lintols, and all windows are vertically sliding sashes with glazing bars. The entrance has a rusticated architrave with a lion's head to the keystone



and a stone plaque above. The roof is hipped, with that to the tower having a finial. A later ventilation tower to the rear was constructed to vent the ground floor cells, which are windowless and reached through an iron door. Closely surrounding the building is a wall of brick, approximately 12 feet in height with a rounded stone coping. The bevelled corner is surmounted by an iron lamp-holder above a plain doorway.

#### Warehouse and offices at 12 Hanover Street 1863 and 1889 Grade II



A combined office and warehouse building of 1889, incorporating an earlier warehouse of 1863 in Argyle Street, the building is notable for its hybrid use and its extravagant design by the architect Edmund Kirby. Of soft red brick with terracotta detailing around the windows and chimneys that rise dramatically above a balustrade, the building is in a prominent position at the junction of Hanover Street, Duke Street and Paradise Street, and makes a theatrical statement as it turns the corner. Of four storeys and twelve bays, the ground floor has round-headed windows with sloping basement windows below. The third bay, off Duke Street has a cart entrance to serve an inner court that gives access to the loading bays of the warehouse. Above the main entrance are canted oriel windows, and the full length of the building at first floor has an iron balcony. At the top of the building is a Lombard frieze with balustrading between the chimneys.

## The Archaeology of the Nominated site

The lack of a range of visible sites to represent the growth of Liverpool from it medieval urban origins to its 19th century grandeur can be largely attributed to its success as a mercantile city. Continued growth of the port and commercial centre (Area 4) in the 18th and 19th centuries finally saw the loss of the upstanding medieval remains of sites including Liverpool Castle, the Tower of Liverpool, the Chapel of St. Mary del Quay and the original Mersey waterfront, along the line of the current Strand Street. Likewise the buildings, structures and spaces associated with domestic and industrial occupation and trading activities of the city in the 16th, 17th and early 18th centuries have been masked by later development.

Documentary research has added greatly to knowledge of the location of buried archaeological remains. For instance, the buried remains of George's Dock, Chester Basin and Manchester Dock exist beneath land beneath the Pier Head (Area 1); land at William Brown Street (Area 5) was the site of windmills and potteries, the former from the medieval period; the land at Duke Street (Area 6) formed part of the 18th century expansion of the city, reflecting the occupation and activity of businesses and industries associated with Liverpool's development as a world port-city. Analysis of upstanding buildings within this area, as at Albert Dock (Area 2), has advanced knowledge of the role and function of warehouses, as have studies on the social and economic history of the Central Docks (Area 3).

Only a few archaeological investigations have been carried out to test survival of the remains and deposits associated with the origins and development of the city. Excavations in 1976 at the end of the present-day Castle Street, under the Law Courts, revealed a ditch, which possibly formed part of the 17th century Civil War defences, and extensive rock-cut features associated with the early 18th century fish market. The 1977 excavations at the end of South Castle Street (in Chavasse Park) revealed the old shoreline of the tidal inlet named the "Pool" and evidence of infilling from the 17th century. Immediately south of this site, the excavation in 2001 of trenches to locate the site, and assess the condition, of Liverpool's first dock, the "Old Dock", were successful in clarifying that a significant proportion of the brick built dock wall is likely to survive below ground. Opened in 1715, the "Old Dock" is of national and international significance as it was the world's first commercial enclosed wet dock.

Additional information on the location and nature of the survival of archaeological remains has come from observations during non-archaeological site works. For instance, work at Derby Square by the City Engineers in the 1920s located the rock-cut castle moat. A watching brief during development at the north end of Old Hall Street in

early 2002 found some surviving remains of the terminus canal-basin wall of the Leeds and Liverpool Canal.

The city has not been subject to a programme of archaeological survey to identify and assess areas of potential and likely survival of below-ground archaeological remains. A study was carried out in the 1980s to locate key sites from the medieval (c 13th century) period until the early 18th century, and this forms the core data for the management and protection of the archaeological resource. The nominated site does not at present contain any sites which are designated of national archaeological importance.

# The Natural Environment of The Nominated Site

There are no statutory designations to identify sites of nature conservation interest within the nominated site, but there is nonetheless nature conservation interest within it and some statutory designations in its immediately surrounding environment.

#### **Protected Species of Birds**

Part 1 of The Wildlife and Countryside Act 1981 (as amended in 1985) makes provision for the protection from disturbance of specified breeding birds and other wild animals and plants. The Act is enforceable primarily through the local police force, but all bodies have a responsibility to abide by it, especially English Nature and Liverpool City Council.

Peregrine Falcons have been using the Stanley Dock Tobacco Warehouse as a breeding site since at least 1985, and it is believed that this was the first urban colonisation in the United Kingdom, although there are now over 50 pairs in urban sites. Their natural habitat is remote cliff tops but these peregrine falcons are proving to be highly adaptive to the tall empty warehouse and here feed mostly on pigeons.

Black Redstarts are nationally rare, with less than 100 breeding pairs in the United Kingdom, although Liverpool has always been a stronghold for them. Their natural habitat is mountain scree but in Liverpool they have adapted to derelict land from Herculaneum Dock to Stanley Dock, where they can find the insects upon which they feed.

#### **Unprotected Species of Birds**

Many unprotected species of birds breed, roost, feed or pass through the nominated site, including herring gulls, lesser blackback gulls, common gulls, blackheaded gulls, cormorants, collared doves, woodpigeon, goldfinches, starlings, magpies, mistle thrushes, greenfinches, blackbirds, bluetits, pied wagtails, oystercatchers, curlews, redshanks, turnstones, mallards, dunlins, herons, great tits, hedge

sparrows, house sparrows, chiffchaffs, wheatears, grey wagtails, robins, long tailed tits, meadow pipits, chaffinches, song thrushes, kestrels, ravens, linnets, pied wagtails, little gulls, shellducks, canada geese, gold finches, peregrine falcons, kittiwakes, whimbrels, swifts, buzzards, lapwings, ringed plovers, skylarks, common sandpipers, swallows, skuas, black terns, lach's petrels, great crested grebes, swans and carrion crows.

#### The Mersey Estuary

A large area on the east side of the Mersey Estuary from The Britania Inn on Riverside Drive south eastwards is designated as a Site of Special Scientific Interest (SSSI). This part of the Mersey has large expanses of inter-tidal mudflats and salt-marshes and is of international importance for the passage and wintering of wildfowl and waders. It is of such importance that it has also been designated as a Special Protection Area, in accordance with EC Directive 79/409 on the Conservation of Wild Birds and as a Ramsar Site, in accordance with the Convention on Wetlands of International Importance, as a waterfowl habitat.

#### **Dock Waters**

The Liverpool Docks, especially those that are not heavily used by commercial shipping support a rich and quite varied marine life, most of which is attached to the submerged dock walls.



Duke's Dock © Margaretha Schoning

A large range of marine life is able to live in Mersey Estuary water but it is the heavy silt load that prevents many from being able to colonise the shore and off-shore structures; they are simply suffocated or choked. The sheltered dock system allows the silt to settle out and for larvae of marine life that is floating in the water to settle out and thrive. The fauna is of intrinsic interest and is used for educational purposes by means of underwater cameras by museum staff, such as Dr Ian Wallace.

The marine life plays a significant role in maintaining water quality. Without it the water would be usually green and often smelling unpleasant and poisonous to people in contact with it during water sports on occasions. The wall life filters out the simple floating tiny plants that thrive in the water once the silt that blocks out light has settled out.

On occasions, this plant life is dominated by species that are poisonous and all water space owners, who allow activities such as surf-boarding or sub-aqua diving, should have the water regularly sampled to check for this life and also for normal pathogenic bacteria, which are also filtered out by the marine life.

The primary responsibility for maintaining the quality of dock water rests with the owners of the water but information on the marine life within them can be obtained from Dr Ian Wallace at Liverpool Museum.

#### Water Quality of the Leeds and Liverpool Canal

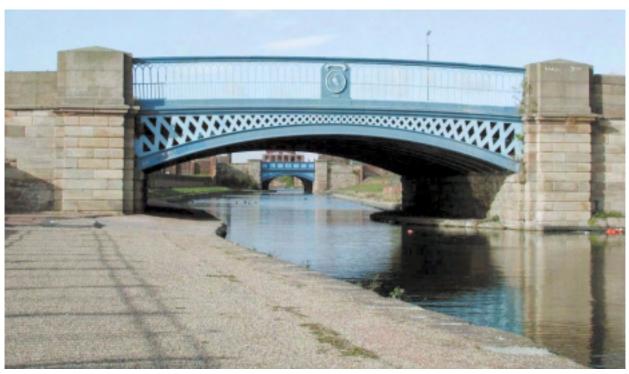
The water quality of the Leeds and Liverpool Canal is routinely monitored by the Environment Agency. The stretch of canal between Liverpool north docks and Litherland is classified from samples taken by the Agency at a sampling point at Chisenale Street. This stretch of the canal has been graded as grade E (poor water quality) under the Agency 'General Quality Assessment' (GQA) scheme since 1995 due to high levels of biochemical oxygen demand and low dissolved oxygen. This is caused by algal and weed growth, creating an oxygen demand through respiration as well as when dying back. The excessive weed and algal growth in the canal is exacerbated by nutrient-rich water entering the canal from Horwich sewage treatment works via the Scholes and Gathurst feeder. This has lead to the canal being designated as a Sensitive Area (Eutrophic) under the Urban Wastewater Treatment Directive in 1994, which required that phosphate be significantly reduced from Horwich sewage treatment works discharge since 1998. This should help to reduce the problems with eutrophication in the canal in the long term.

The canal also suffers from poor quality urban drainage from the River Douglas (Scholes and Gathurst feeders) which receive discharges from combined sewer overflows and surface water sewers as well as some inputs from septic tanks. Water from the canal currently flows via a flight of locks into Stanley Dock, the first dock in the north docks complex. Very few boats navigate from the Leeds and Liverpool Canal into the north docks. It is estimated that only 20 boats do so during the River Festival.

#### Ecology of the Leeds and Liverpool Canal

The aquatic vegetation in the canal was surveyed in September 1997. The survey was concentrated around the Eldonian Village and by bridges 5 and 5a. The dominant vegetation along the Eldonian Village stretch is filamentous algae and stoneworts, other aquatic plants noted along this stretch include Canadian pondweed and fennel pondweed. Around bridges 5 and 5a, seven miles of canal was affected by excessive aquatic vegetation. The dominant plant was Canadian pondweed, other aquatic plants included filamentous algae, water lily, Fennel pondweed and the floating plant waterfern. This stretch was dredged as part of the 1997 winter dredging programme, so the problem may have lessened.

The canal is designated a County Wildlife Site between Eldonian Village & Bedford Place, and includes the locks into Stanley Dock. It appears to be designated for its standing open water with associated terrestrial habitats including scrub and semi-improved grasslands. It is also recognised as being locally valuable for biodiversity in the North West Biodiversity Audit and North Merseyside Biodiversity Action Plan (BAP). Both biodiversity documents recognise canals as being locally valuable for biodiversity, supporting aquatic plants and invertebrates and a range of freshwater habitats including fringing emergent swamp vegetation.



Leigh Bridge over Leeds and Liverpool Canal © LCC





# 3 b) Description -History and Development of Liverpool

## i) GENERAL HISTORY OF THE DEVELOPMENT OF LIVERPOOL AND ITS MERCANTILE MARITIME ROLE

#### Introduction

iverpool is now a dynamic city with a resident population of 463,700, and over 1,400,000 live in the former Merseyside County which also includes the surrounding administrative districts of Sefton, Knowsley, St. Helens and Wirral. The City now attracts people for a wide variety of reasons; as a place of work, as a place live, for study at the 3 universities or just to visit its great sporting and cultural attractions. But historically, the reason for its development was its location on the east bank of the River Mersey. The river, and activities related to it, shaped the evolution of Liverpool and dominated early urban life.

# Liverpool's growth from prehistoric times to 1715: A fishing village becomes a provincial port

#### **Prehistoric Origins**

The earliest evidence of human activity in the immediate area of Liverpool is from the late Mesolithic period, some 6,000 years ago, found at a site in Croxteth Park, 7 miles north east of the City Centre. The site was a small camp, which had been used by families of hunter-gatherers on hunting expeditions. No structures were found but there were about 550 flint tools, suggesting that the site was used a number of times.



One of the Calder Stones, Calderstones Park © LCC

In Calderstones Park, approximately 5 miles SE of the City Centre, there are six irregular sandstone slabs with cup and ring markings, known as the Calder Stones. The stones are the only surviving evidence of the Neolithic chambered tomb, used by a stone age community to bury its dead approximately 4,800 years ago. There is close similarity between the artwork on the Calder Stones and tombs in Wales and Ireland, suggesting that the people in these three areas were in contact and might have shared the same beliefs.

In Wavertree, approximately 3 miles east of the City Centre, a Bronze Age Burial Ground of around 1600 B.C. has been found.

The Roman town of Deva (now Chester) is only 20 miles away to the South East of Liverpool. The main Roman road in the North West ran north from Chester, crossed the Mersey at Warrington and up to Ribchester. It was not previously thought that the Romans ventured much into the mostly swampy area, which is now Liverpool, but there are hints that the area was occupied in the Roman period. A Roman coin was found in Toxteth Park, a Roman coin hoard was found at Otterspool and traces of a roman road have been found in south Liverpool. In Liverpool itself, in the infill of the Pool, a tidal inlet which ran from Canning Place to Whitechapel, some Roman coins and a wooden boat, which was probably Roman, were found. Furthermore, excavations of small Romano-British settlements (c 2nd to 4th centuries AD) in Halewood, Tarbock, Knowsley, Lathom and Irby attest the potential for discovery of evidence in areas not intensively developed. As Liverpool City is so developed we may never have a clear picture of Liverpool in the Roman period but the coin finds and the landscape itself suggest the area was then occupied by farmers and fishermen.

The presence of Anglo-Saxon settlements in Merseyside around 600 A.D. is suggested by Anglo-Saxon-derived place names, such as Walton, Garston and the Mersey.

Vikings were granted land on both sides of the River Mersey around 900 A.D. by Aethelflaed, daughter of King Alfred, following their invasion in preceding decades. The Vikings came with large armies but settled as farmers, establishing their own social organisation and leaving their mark, not least in Scandinavian place names, such as Aigburth and Aintree.

The Norman conquest of England marked a significant change in the administration, social structure and many other aspects of the whole country. The Norman invaders had arrived in a country with a well-established and relatively rich civilisation, and proceeded to plunder it and establish

their own system of administration. In 1085, King William I instructed the compilation of the Domesday Book of 1086, which is a unique feudal record and judicial statement. Liverpool was not mentioned by name in the Domesday Book, although Childwall, Walton and West Derby, which are now all settlements within Liverpool, were named. At that time, Liverpool can only have been a hamlet on the east bank of the River Mersey, and the people who lived there were probably occupied mostly with farming and fishing. Liverpool was almost certainly one of the unnamed "berewicks" or sub-manors attached to the great manor of West Derby.

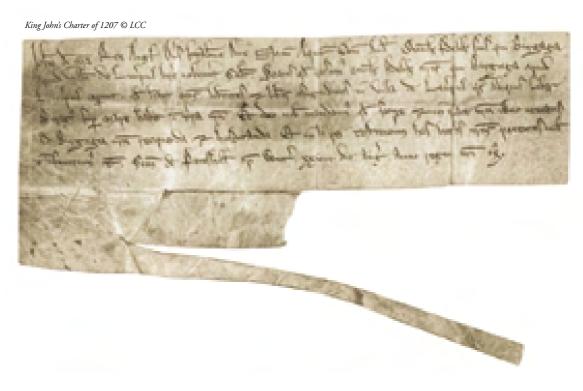
Liverpool was first mentioned as Liuerpool in a charter of Prince John of around 1192, and the settlement was concentrated in the area which is now roughly between Water Street, Castle Street, James Street and The Strand, which was then the river bank. There was a natural tidal pool immediately to the south of the settlement, where a small stream ran into the Mersey. At low tide the pool would have been a mudflat through which a creek ran, but at high tide the pool would have been an inlet approximately 1.5 km long, where ships could enter.

The Pool formed an important part in the town's life and in its early maritime trade, acting as an area where cargoes would have been loaded and unloaded, where passengers could board and alight and where ships could be built and repaired. However, no medieval records or known archaeology relating to the use of the pool have survived.

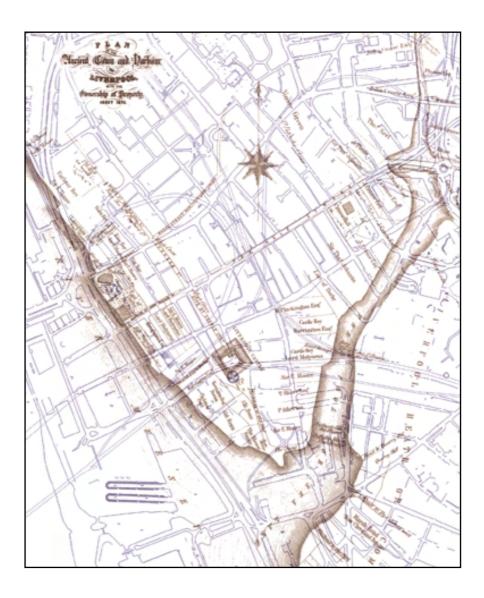
#### The Charter of 1207

It was King John who established Liverpool with the grant of a Charter in 1207. Eight years before he signed the Magna Carta of 1215, John needed a convenient port of embarkation for men and provisions to enable him to mount his expansion into Wales and Ireland. Chester was the larger port at that time but it was under the control of its powerful and independent Earl of Chester and so John obtained possession of Liverpool from Henry Fitzwarin in exchange for other land on 23rd August 1207. Five days later he issued a charter at Winchester, in the form of letters patent. It invited settlers to come to Liverpool promising certain privileges in land holding and freedom from dues as an inducement. The Charter was successful in attracting new settlers in considerable numbers to live in the town and provide labour for the port, and therefore hugely significant in superimposing a trading and semi-military community on a farming and fishing community. Whilst there have been subsequent important royal charters, it was the Charter of 1207 which elevated the settlement to the status of a royal borough and was therefore the first major milestone in the development of the City.

A conjectural map of Liverpool following the 1207 Charter shows the seven main streets which were created then. Those seven streets can still be seen on Kay's Plan of 1670, and dictate the street plan of part of today's Liverpool, as shown on Plan 11. They are what are now Castle Street, Old Hall Street, Chapel Street, Water Street, Dale Street and Tithebarn Street. The population at that time is estimated at 500. The streets were laid out in the form of a letter "H", with an extended cross-bar standing on the River Mersey, which formed the western boundary of the town, on the line of what is now The Strand. The Pool marked the southern boundary of the town.



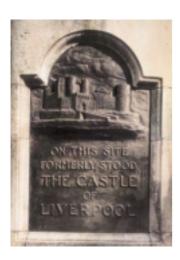
Plan 11 Plan of existing city centre overlaid on plan showing the Pool of Liverpool and the original 7 streets.

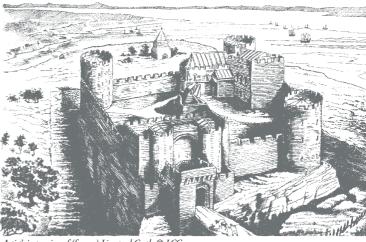


The southern upright of the "H" was formed by Bank Street (modern Water Street) which ran past the site of the present Town Hall and up Dale Street to a stream. Beyond the stream, the main road continued straight up what is now William Brown Street and London Road, and subsequently became one of the main routes into the town. Parallel with this road ran another highway forming the northern upright of the "H", Chapel Street and its continuation, Moor Street (later Tithebarn Street). The two main streets were connected at the centre by Juggler Street (later called High Street) which was extended southwards into Castle Street and northwards into Old Hall Street. A cross lay at each end of Juggler Street, the White Cross and the High Cross where sellers of corn, meat, fish and other victuals would gather on market day. The

market at Liverpool was held weekly on Saturdays and the annual fair lasted for three days at Martinmas. No grant or charter specifically for the markets is known, and it is presumed that they date back to the foundation of the borough, or even earlier. The liberty or sanctuary stone which marked the boundary of the fair, within which debtors were immune from arrest, is still visible in Castle Street, and is one of Liverpool's few surviving relics of antiquity. From 1207 until 1657 there were few important additions to the original street plan, although several significant buildings were erected. For most of that period Liverpool's waterfront was dominated by 3 substantial structures: Liverpool Castle, The Tower of Liverpool and St. Nicholas's Church. There were several significant developments locally, nationally and internationally in that period, which were instrumental in the development of the town and its role as an internationally important maritime trading port.







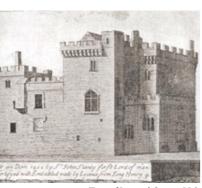
Artist's impression of (former) Liverpool Castle © LCC

#### Liverpool Castle

To defend the new town, a stone castle was built early in the 13th century on the best military site in the borough, a rocky ledge (now partially occupied by Derby Square and the Queen Victoria Monument). The castle was the royal power base in the town, and in 1445, the constableship of the castle was given to Richard Molyneux, Earl of Sefton and that family remained in possession of it for most of the succeeding centuries. The last remains of the castle above ground were removed in 1726, although there is a plaque to commemorate it on the Victoria Monument and there is some archaeological evidence below ground.

#### The Tower of Liverpool

Another prominent local dynasty was the Stanley family whose main residence was Lathom House, approximately 15 miles to the north east, but who had estates throughout Lancashire and Cheshire as well as being Lords of the Isle of Man from 1405. The possession of the Isle of Man made a military base in Liverpool highly desirable and so in 1406 Sir John Stanley was authorised by Henry IV to fortify the Tower of Liverpool and it became the second military stronghold in the town. It was on the current site of Tower Buildings, on what is now The Strand, but which was then the waterfront. The status of the Stanleys, both locally and nationally, was significantly raised in 1485 when, at the Battle of Bosworth, Sir Thomas Stanley helped Henry Tudor defeat Richard III to become Henry VII, the first of the Tudor monarchs. As reward for this, Sir Thomas Stanley was created Earl of Derby and was granted new lands and powers.



Tower of Liverpool Courtesy LRO

The Tower passed out of the ownership of the Stanleys in 1717 and was used for a time as a gaol but it was eventually pulled down in 1819. Portions of the foundations were met during the construction of the subsequent Tower Buildings in 1856, which itself was replaced by the current Tower Buildings in 1908.

# Churches of Our Lady and St. Nicholas and St. Mary del Quay

Liverpool was originally part of the Parish of Walton and Walton Parish Church 3 miles to the north east remained the parish Church for Liverpool until 1699, when Liverpool had a population of around 5,000 and was created a separate parish.

In the 15th century there were two chapels in Liverpool, both within the same churchyard on the river bank at the foot of Chapel Street. The smaller chapel, St. Mary del Quay, stood on the water edge and was a place of pilgrimage. It was described in 1673 as "a great piece of antiquity" but was pulled down in 1814.



St. Nicholas' Church and George's Dock. Early 19th century Courtesy LRO

The larger one was dedicated to Our Lady and St. Nicholas, and consisted of a chancel, a nave, a western tower and a large aisle. In 1746, a spire was added to the tower and in 1775 the external walls of the church were rebuilt. In 1810 the weight of the ringing bells in the spire caused it to collapse, killing 25 people who were in the church. Between 1811 and 1815 the church was repaired and the tower and lantern rebuilt. Another tragedy struck the church in 1940, when it was effectively destroyed during a wartime air raid. The current building was completed in 1952. Whilst there have been changes in some details of the buildings, a church has been an important part of the waterfront on this site for over 500 years.

#### Birkenhead Priory and the Mersey Ferry

A small Benedictine Priory was founded on the west bank of the river around 1170 and a royal grant from Edward II in 1330 confirmed their rights to operate a ferry and collect tolls for passengers travelling from the Wirral side to the Liverpool side. The existence of the ferry has generated substantial business and commercial activity in Liverpool from those early days.

The river between Liverpool and Birkenhead is broad, can be too rough to sail or row across, and the rise and fall of the tides is very great. Until the introduction of steam boats the operation of a regular ferry service was largely dependent upon favourable wind and tide.

The Elizabeth, a steam-powered ferry was introduced in 1815 to take people to Runcorn, where they could then take the canal packet boat to Manchester. The Etna, introduced in 1817 was the first steam-powered Liverpool-Birkenhead Ferry. The increased efficiency of steam-powered ferries heralded a spectacular growth in the population on both sides of the river. They transformed the crossing from a risky and unpleasant voyage into a relatively comfortable and regular trip. By 1844, there were many steam ferries in operation from a variety of terminals on the Wirral. Most of them went to George's Dock in Liverpool, although some went to Prince's Dock.



The Landing Stage 1937-tewart Bale © NMGM

#### Henry III's Charter of 1229

In 1229 Henry III confirmed Liverpool's existing Charter with the granting of a further Charter. The traders of Liverpool wanted greater freedom and raised sufficient funds to buy that freedom from Henry III. It proved to be a move of the greatest importance in the history of Liverpool and effectively remained in force until the 17th century. The rights which it granted entailed a high degree of borough privileges, including establishment of a borough independent of the shire or County especially for judicial purposes, and rights to form a mercantile trading body to govern, direct and protect the trade of the port.

#### Irish Trade and Scottish Trade

The geographical relationship of Ireland with the west coast of England generated a longstanding pattern of trading across the Irish Sea. King John's Charter of 1207 had attracted much Irish trade specifically to Liverpool and this continued to be an important link for centuries. In the reign of Henry VIII, Leland reported "hither Irish merchants then resorted much, as to a good haven where there is a small custom paid bringing Irish yarn for sale to the Manchester men". In the reign of Queen Elizabeth, Camden spoke of Liverpool as "the most frequented passage to Ireland" and in 1579 Liverpool's fleet was commandeered by Queen Elizabeth to transport troops to Ireland. Furthermore, there is a record of 27 vessels entering and leaving the port in 3 months, bringing Irish yarn, sheep and deer skins, tanned and salted hides and tallow. To Ireland went the famous Yorkshire broadcloths, Manchester cottons, Chester cups, Kendal dyed cottons, Sheffield cutlery, coarse stockings, blankets and sailcloth. The import of Irish cattle did not begin until 1665. By that time Ireland was taking thousands of tons of coal, thousands of bushels of salt, as well as tobacco and sugar.

Likewise, the geographical relationship of Liverpool with the west coast of Scotland led to an early coastal shipping trade, avoiding the need for difficult long land journeys and there is a record of 8 tons of herrings from Scotland being landed in Liverpool in 1590.

#### The Beginning of Trans-Atlantic Trade

The government of the town of Liverpool began to record its activities in 1550. These records enable a clearer picture of the development of the town. Early town books from the mid-16th century refer to cargoes from Spain, Portugal and France, and it was a Liverpool merchant, Humphrey Brooke, who brought the first news that the Spanish Armada had put to sea in 1588.

Liverpool did not take a prominent part in the very early trade with the New World. It was only around the middle of the 17th century that Liverpool merchants began to develop trade with America, but once established, it expanded rapidly. Indeed, there is a statue of Columbus outside the Palm House in Sefton Park bearing a plaque "The discoverer of America was the maker of Liverpool".

The first recorded American cargo to arrive consisted of 30 tons of tobacco, brought by James Jenkinson in the Friendship, in 1648. This was a great step in Liverpool's history as a port, as the discovery of the American continent and the formation of the British West Indian colonies heralded a new era of trade. Previously, most British trade had been with and through the continent of Europe, and this had led to the dominance of the ports in the south and east of England. But, with the discovery of America, ports on the west coast notably Bristol, Liverpool and Lancaster benefited considerably and all began to expand. The new colonies wanted English supplies in exchange for their products, and of these ports it was ultimately Liverpool, which benefited most because of the proximity to the growing industrial hinterland of Lancashire, Yorkshire and Staffordshire.

The first colonial foundation was Virginia in 1606, followed by New England in 1620 and Barbados in 1625. The Great Plague of London caused an exodus from London, and many merchants came to Liverpool, bringing their money and experience to add to the early developing trade with America.

Sailing ships went to America from west coast ports, especially from Liverpool with religious emigrants; monarchists from the established church to Virginia, Puritans and Protestants to New England, Roman Catholics to Maryland and Quakers to Pennsylvania. The emigrants' familiarity with Liverpool generated more trade with the expanding port. It became an acceptable, and usually lucrative, practice for gentlemen's sons to be apprenticed to the trading houses and build their fortunes in commerce. The rise in fortunes of Liverpool owed much to the shrewdness of the new generation of merchants who sought their own personal profit and who combined with each other to collectively finance the facilities of the port.

# Seventeenth Century Growth of the Town

The construction of new buildings in Liverpool in the mid 17th century was severely restricted by the internal strife of the English Civil War. After the Restoration of the monarchy in 1660, Liverpool's economy began develop at great pace. Blome wrote in his Britannica that Liverpool was a place "in which there were diverse eminent merchants and tradesmen whose trade and traffic, especially to the West Indies, have made it famous..... the situation affords in great plenty, and at more reasonable rates than most places in England, imported commodities, from the West Indies, as likewise a quick return for such commodities, by reason of the sugar bakers and great manufacturers of cotton in adjacent parts."

Sugar refining began in 1665 as a result of the West Indian Trade, when Sir Edward Moore, a major landowner from nearby Bank Hall, let a croft off Dale Street, which was subsequently called Sugar House Close, to a London sugar baker called Smith. The greatest trade in any one single cargo was the import of tobacco, mostly from Virginia. The



Liverpool in 1682 © NMGM

import of tobacco had risen from almost nothing in 1665 to 1.75 million pounds in 1699, and sugar from 700 cwt. to 11,600 cwt. In the same period exports of salt grew from 6,000 bushels to 300,000. By 1702, Liverpool was the third trading port in England, behind London and Bristol. It had 102 vessels averaging 85 tons and 1,101 seamen, compared with Bristol's 165 vessels averaging 105 tons and 2,389 seamen, and London's 560 vessels, averaging 105 tons and 10,065 seamen.

Moore was aware of the potential for Liverpool's further expansion and the opportunities for enterprise. He laid out two new streets, Moore Street and Fenwick Street around 1668, and planned others as part of a scheme then under consideration for making navigable the upper reaches of the Pool. However, following acquisition of the Lordship of Liverpool, it was the new Lord Molyneux who in 1668 laid out Lord Street through the Castle orchard to the Pool and began to build a bridge across it to open up access to the waste or Pool bed beyond. The Burgesses objected to the construction of the bridge claiming that it was part of their ancient rights to control the waste. A settlement was not reached until 1672, but it was a lasting settlement, which was to have significant long-term implications. The Corporation took a 1,000 year lease of the Manorial rights at an annual rent to Lord Molyneux. The way was then clear for the Corporation to develop as it pleased both the Pool and the land beyond. By 1698 Liverpool had 24 streets, and a population of about 6,000. Celia Fiennes,



Liverpool in 1680 © NMGM

described it that year as "London in miniature ....with long, handsome, wellpaved streets lined by ....houses of brick and stone built high and even. It was very rich with an abundance of persons......very well dressed and of good fashion."

Liverpool's became a separate parish in 1699 and the Corporation immediately began to build a second church, St. Peter's, in the then developing area beyond the Pool (now Church Street). It was opened in 1704 and became a prominent feature of the town.

## Early Dock Facilities and the First Enclosed Dock

The growth of Liverpool as a port was despite, rather than because of its natural suitability for the mooring of ships and the loading and unloading of goods. The shoreline in the 17th century of Liverpool lay far back from the present river wall, along the line of Strand Street; the wall of St Nicholas's Church was in fact the river wall and formed the line of the old quay. But, the tidal range at this point is approximately 30 feet, exposing mud flats at low tide, the current is fast flowing because it is the narrowest part of the river, and it is highly exposed to westerly storms. Parts of the river-bed have a rocky bottom, rendering anchorage unsafe. The only safe mooring place was in the Pool, which was given shelter by the building of a breakwater in the mid-16th Century.

At intervals throughout the 17th Century, the Corporation spent money to maintain the harbour and the old quay, and in 1665 a new quay was built, probably on the Mersey itself. In 1667 Sir Edward Moore, gave advice to his son on how to manage his Liverpool property, and in particular his closes backing onto the Pool "May be the greatest concern you have in England; for if the Pool be made navigable, the shipping must lie all along the closes, and the trade will be all in them for the whole town..... I do not question but to see this brought to a head in my time."

The tipping of refuse and ballast from ships moored on the foreshore had made it dangerously shallow and so in 1675 fines were also levied on anyone depositing material within the high water mark. In 1702, shipowners expressed dissatisfaction with the adequacy of the mooring facilities and the dangers caused by the overcrowded river and pool.

Liverpool was being visited regularly by ships from many parts of the world and in 1702 introduced a scale of dues for ships, based on country of origin; 6d for coasters from Ireland, Scotland and the Isle of Man; 9d for ships of up to 50 tons from Sweden, Denmark, France, Spain and Portugal; 1s 6d for ships from the plantations, and; 2s 6d for ships over 50 tons. Neither of the earliest known paintings of Liverpool in about 1680 and in 1682 show the Pool in any great detail but they both show the Mersey busy with boats and ships of varying sizes. The poem "A Trip to Leverpoole" published in London in 1706, gives some indication of the changing status of Liverpool:

"At length to Leverpoole we came...
And any man alive who'd guess,
By the Town's sudden rise, no less:
From a small Fishery of late,
Became the darling child of Fate;
So wealthy grown, so full of Hurry,
That she eclipses Bristol's Glory."

Such was the increase in the number of ships visiting Liverpool at that time, and the inadequacy of the facilities to accommodate further growth, that the borough council took the most important step since its foundation. It resolved to seek permission through a 1709 Act of Parliament, to construct its first permanent wet dock - the first such commercial dock in the world. (See Section 3.bii for a more detailed account of the construction of the historic dock system.) It was the first of many such local Acts of Parliament over the next 150 years which resulted in the construction of 21 docks before 1857, when the Mersey Docks and Harbour Board was established to take responsibility for Liverpool's docks. The driving force behind the construction of the first dock was Sir Thomas Johnson, a leading local politician and merchant; the engineer for the project was Thomas Steers. It was opened in 1715 and became known as Old Dock. It was the



River Mersey and Old Dock-c.1720 © NMGM

prototype of commercial enclosed wet docks and was the catalyst of Liverpool's subsequent rise to the status of a world port. The opening of Old Dock, and each subsequent dock, facilitated massive further increases in the number of ships based in Liverpool, the number visiting and the volume and profit of trade. In 1709, Liverpool's 84 ships had a capacity of 5,789 tons but by 1737, the number of Liverpool owned ships had grown to 171, and they had a capacity of 12,016 tons.

"...I went to Leverp: and saw the Mulbury, the Batchlor and the Robert all in ye Dock, they came in this Morning and were ye first Ships as ever went into it; the Mulbury was ye first..."

Diary of Nicholas Blundell-August 31st 1715

# Liverpool's Growth From 1715; The Provincial Port Becomes A World Port



A Liverpool Slave Ship, about 1780 William Jackson © NMGM

#### Slavery and New Trade Routes

The principal early imported cargoes brought into Old Dock were tobacco, sugar and rum. After 1700, Liverpool ships joined those of Spain, Portugal, Bristol and London in the profitable but immoral Triangular Trade, which took cotton goods and manufactured goods to Africa, black slaves to the West Indies and America and then brought that American produce back to Europe. Liverpool soon became the most important centre in the world for the organisation of the slave trade. Slaves were rarely brought to Liverpool but the owners of the ships and the slave traders generated wealth for the town. [See Section 3.(b)(iv) for a more detailed account of the slave trade.]

John Newton - Thoughts upon the African Slave Trade

"The cargo of a vessel of a hundred tons, or a little more, is calculated to purchase from two hundred and twenty to two hundred and fifty Slaves....the slaves lie in two rows, one above the other, on each side of the ship, close to each other, like books on a shelf. I have known them so close, that the shelf would not easily contain one more....the poor creatures, thus cramped for want of room, are likewise in irons, for the most part both hands and feet, and two together, which makes it difficult for them to turn or move, to attempt either to rise or to lie down, without hurting themselves or each other....The heat and smell of these rooms. When the weather will not admit of the slaves being brought up on deck, and of having their rooms cleaned every day, would be almost unsupportable to a person not accustomed to them.... They are kept down by the weather to breathe a hot and corrupted air, sometimes for a week: this, added to the gallings of their irons, and the despondency which seizes their spirits when thus continued, soon becomes fatal. And every morning perhaps, more instances than one are found, of the living and the dead, like the Captives of Mezentius, fastened together."

An alternative Triangular Trade was the Northern Triangular Run. This developed as the 18th century progressed, and grew dramatically with the opening of Salthouse Dock in 1753, as the name suggests, primarily to facilitate the export of salt. Salt was in great demand for the preserving of food, and its export increased 1000% during the 18th century. Much of it was exported to Newfoundland, where it was exchanged for cod, which was often taken to the West Indies and there traded for sugar and coffee which were brought back to Liverpool. Salt was also exported to Ireland for use as fertilizer and to Mediterranean countries, where it was traded for wine and fruit.

#### 18th Century Civic Improvements

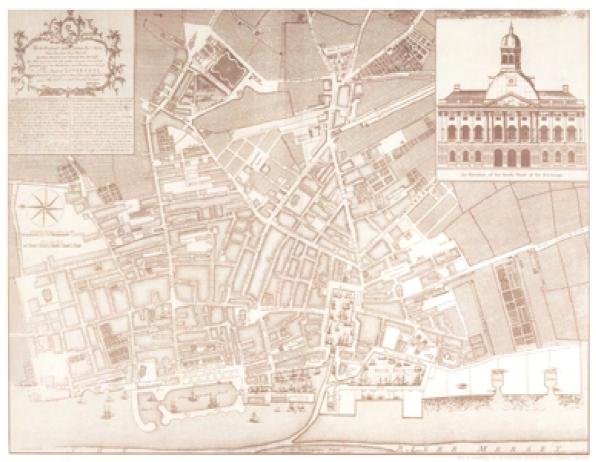
Businessmen and tradesmen alike were drawn to Liverpool from all parts of Britain to take advantage of the trading and work opportunities, and the town continued to grow. The rate of the population expansion of Liverpool in the 18th century is demonstrated in the table below. By 1801 Liverpool had become the largest town in England.

Year	Approximate population of Liverpool
1700	5,000
1720	10,000
1740	18,000
1750	22,000
1770	34,000
1786	41,000
1790	56,000

The rapid development of Liverpool after the opening of Old Dock led to an increase in civic responsibilities. The first council treasurer was appointed in 1716, the present (third) Town Hall was begun in 1749 and opened in 1754, and the first Dock Committee was introduced in 1761.

Buck's drawing of the "South West Prospect of Liverpool" of 1728 (on page 37) gives a good representation of the town at that time. It shows that the Castle has gone but that the most prominent buildings added since 1680 are St. Peter's Church (on the south side of Church Street), consecrated in 1704 and St. George's Church (on Derby Square) commenced 1726 but not completed until 1734. The Bluecoat Charity School on School Lane was completed in 1718, paid for by Bryan Blundell and other Liverpool sea captains. It was built to give a better start in life to some of the poor orphans whom they were transporting to the New World as indentured servants. The vast majority of the buildings are either single or two storeys high.

The undated, early to mid 18th century, painting of Liverpool (on page 105) has some discrepancies with Buck's drawing, but it shows more clearly the construction of the timber pier, the entrance to, and gates of, Old Dock and provides a good view of the Custom House at the east end of Old Dock.



Eyes' Map of Liverpool 1765 Courtesy LRO

A series of 18th century maps (Chadwick's plan of 1725, Eyes' plan of 1765, Perry's plan of 1769 and Eyes' plan of 1785) provides a clear demonstration of the development of Liverpool in that period.

Chadwick's plan of 1725 shows that infilling of most of the Pool to create Old Dock and the consequent removal of the Pool as a barrier enabled the expansion of the town to the south. Indeed, the newly created dock became a focus for development, with a new system of roads radiating from it, including Duke Street, Argyle Street, Park Lane and Mersey Street. The town's "H" medieval street plan formed by Chapel Street, Tithebarn Street, Water Street, Dale Street, Castle Street, High Street and (Old) Hall Street is further north, linked by the intermediate development along Pool Lane.

The Eyes plan of 1765 shows the rapid extent of urban growth, with an expanded dock system and considerably more buildings along the streets, which had been laid out to the south and south east of the Old Dock, at Cleveland Square, Wolstenholme Square and along Duke Street, Argyle Street and Henry Street etc. The town has also expanded to the north and north east, and had 222 streets by the middle of the 18th century. The Infirmary was at the eastern limits of the town at the end of Shaw's Brow. This pattern of growth of the town and the docks is continued in Eyes' plan of 1785, with consolidation of plots and further outward expansion in all directions, even out into the river.

A notable addition by the 1785 plan is the Leeds and Liverpool Canal, terminating with a basin (bason) at a coal yard.

The expansion of the town's population was matched by innovations in its social and cultural life. Liverpool had its own newspaper from 1712, its own street directory from 1766, a chamber of commerce, an early subscription library in Duke Street and the first Sailors Hospital in the country. The Liverpool School for the Blind was founded in 1791. William Roscoe, poet and abolitionist, was largely responsible for the founding of the Athenaeum Club and Library in 1797. In some respects it seemed justifiable for Lord Erskine to comment in 1791 that Liverpool was:

"..fit to be a proud capital of any empire in the world."

But, not all of the town's streets were salubrious. In particular, the area between Castle Street and the river remained unimproved, and accommodated a huge influx of additional residents, manufacturing industries and port services. These included sail-making, blacksmithing, rigging, coopering, crate making, basket making, wheelwrights, farriers and ostlers. The streets were hectic with the movement of heavily laden wagons and a transient population of seamen. There were open-fronted slaughterhouses and open sewers in the streets, and very few street lights.

The Improvement Act of 1785 enabled Commissioners to be appointed, and they spent £150,000 in three years widening and paving streets, including Dale Street, and laying sewers. This went some way to improving the conditions. But in Moss's Guide to Liverpool of 1796 there is mention of vast quantities of smoke emitted from the saltworks "which make it very offensive" and that it was "very disagreeable even at some distance" downwind.

John Wesley (1703-91) - Journal
Tuesday 15th April 1755
"I...went on to Liverpool, one of the neatest, best built towns I have seen in England... Two thirds of the town ...have been added within these forty years."

# The First Dockmaster and The Improvement of the Dock Facilities

Captain William Hutchinson had been a successful Liverpool privateer, in the early years of the Seven Years War (1756-63), and he was appointed Dock Master in 1759. Under his guidance further improvements were made to Liverpool's docks, not least the construction of George's Dock. He also invented the reflecting mirrors for lighthouses, and made observations of tides at Liverpool, which ultimately led to the production of Holden's tide tables.

Hutchinson supervised the erection of lighthouses to guide ships entering the river. There had previously been a beacon on Everton Brow and "marks" at Bootle and Limestone Perch, near the Pool, but these were augmented by lighthouses at Perch Rock in New Brighton, two at Mockbeggar, two at Hoylake and Bidston Lighthouse. The latter was additionally important as it was used for giving companies and families advance notice of the arrival of ships by sending messages to Liverpool by semaphore. In 1761 the Corporation appointed its first Dock Committee to ensure that the development of the docks was not held back by lack of expertise.

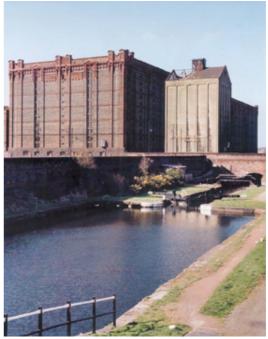
A further innovation to increase the safety and efficiency of the port was the introduction of the Pilot Service in 1765, for which the Corporation agreed to pay half the expenses of an Act of Parliament to authorise this service.

The American War of Independence (1775-82) caused a temporary setback in the expansion of Liverpool's trade with America, and indeed, its total Customs revenues fell from £274,655 in 1775 to £188,830 in 1780. But when the war finished and Trans-Atlantic trade resumed in earnest, there was a corresponding increase in prosperity for Liverpool. The volume of trade increased, not only in real terms, but also relative to other English ports: in 1716 Liverpool had cleared 18,371 tons of shipping out of a total of 456,309 tons from all English ports, but by 1792 it cleared 260,380 tons out of a total of 1,565,154 tons.

#### The Canals

The opening of Steer's dock in 1715 had increased the capacity of the port but it was held back by the limitations of the inland transport system linking the port to its hinterland. A reliable, high-capacity, low-cost transport system was needed and arrived firstly in the form of improving the navigation of existing rivers and then by the construction of man-made canals.

The Mersey and Irwell Navigation opened in 1736 and the Douglas Navigation opened in 1742, primarily to enable coal to be brought to Liverpool for use and export. But it was the Sankey Brook Canal from the St. Helens coalfield to the River Mersey at Warrington that opened in 1757 and is generally acknowledged as the first industrial canal in the world. The Bridgewater Canal soon followed initially to connect the Duke of Bridgewater's collieries at Worsley to Manchester and later to make further connections to Runcorn and the Mersey. Liverpool Corporation was also involved in the planning and funding of the Weaver Navigation to improve inland waterborne communications into Cheshire, and the Trent and Mersey Navigation to open up markets even further.



Stanley Tobacco Warehouse from canal locks

The success of the early canals and navigated rivers encouraged further investment, and in 1770, the first sod of the Leeds and Liverpool Canal was cut. The Liverpool section was completed by January 1773 but it was not until 1816 that it was opened throughout. It was the longest and ultimately most successful canal in Britain. Much of its success was due to its route, which served areas needing several types of cargo to be brought to and from Liverpool. Wool, cotton, limestone, grain and general cargo were all carried in huge quantities by a wide range of carriers, but

the greatest commodity was coal, not only for industrial and domestic use but also for export, particularly to Ireland. In 1794, over 150,000 tons were delivered to the terminal at Liverpool, which was a coal wharf basin at Old Hall Street. The Leeds and Liverpool Canal further aided the expansion of Liverpool's trading opportunities and attracted business, warehouses and dwellings to be built alongside its route. [See Section 3.(b)(iii) for a more detailed account of the development of canals.]

#### The Beginning of the Industrial Revolution

The late 18th century marked the take-off of the Industrial Revolution. The expansion of Liverpool's dock facilities was not only a product of the industrialisation of England, but was critical to that process. Without Liverpool's docks' capacity to import raw materials and to export manufactured goods, industries across much of England could not have developed as they did.

The textiles industry is one example, but not the only one, of an industry to benefit from Liverpool's increasing capacity to import and export goods. Between 1700 and 1790, the import of raw cotton increased fifty times and this of course coincided with changes in production from home-based to factory-based industries, and the invention of new types of machinery to increase efficiency of production. Technological innovations in a) machine spinning by James Hargreaves with his Spinning Jenny, by Richard Arkwright with his water frame and by Samuel Crompton with his mule and b) weaving by John Kay with his flying shuttle, were all made in the North of England in the 18th century. Many of these innovators were instrumental in establishing early mill complexes, such as Arkwright's Mill (1771) at Cromford and others in the Derwent Valley in Derbyshire, Samuel Greg's Quarry Bank Mill (1784) at Styal in Cheshire as well as many in Lancashire.

The first generation of textile factories in the North West of England were for spinning silk and flax, but it was the cotton industry that stood in the forefront of industrial progress. The cotton industry of the North West of England took full advantage of; the access to the ready supplies of cotton from the new plantation systems of the southern American states, imported primarily through Liverpool; technological innovations; labour-intensive production and the factory-based system, and; the growing home market and the almost unlimited export market, again exported through Liverpool. Large cotton and flax mills developed rapidly in many towns of Lancashire and surrounding counties, initially centred on sources of lime-free water for power and processing. With the introduction of steampower at the beginning of the 19th century, the cotton industry was less dependent on water and giant mills were built in towns from Stockport to Preston. They all had access to Liverpool for raw materials, to Manchester for marketing, to coal and to pools of skilled labour. The concentration of the industry helped to increase the

economies of scale and to accelerate the progress of innovation. For Liverpool, the spectacular growth of the cotton industry in its immediate hinterland led to an equally spectacular growth of its trade and dock facilities.

The iron and steel-making industries also made rapid advances in methods and scale of production in Britain in the 18th and 19th centuries, and these too were instrumental in the industrialisation of Britain and the growth of Liverpool. Innovations, such as those by Abraham Darby (1667-1717) at Coalbrookdale, Shropshire were crucial in enabling the production of machinery, implements, tools of all kinds and building materials. The new methods of smelting, casting and forging laid the basis for the engineering industry that was to serve all British industry and supply the world with machinery in the 19th century. The industry was vital to the introduction of steamships and railways, both of which were essential to the growth of Liverpool's port activities. At the beginning of the 19th century, 25% of the products of the iron industry were exported, and by 1850 exports had risen to 39% and Liverpool handled a significant proportion of them. The products of the industry, particularly the small-arms and tools from the Midlands and railroad iron bound for America, were high-value goods, which became an important commodity in Liverpool's range of exports.

During the wars with France from 1793-1815, the development of Liverpool's trade and port activities slowed down but did not stop. King's Dock had opened in 1788 and Queen's Dock opened in 1796. When ships were dependent on wind-power, their schedules could not be predicted with accuracy and so warehouses, in which to store goods, became an essential part of the Liverpool townscape, initially inland and subsequently along the quaysides. Massive new warehouses were constructed to meet the demands of trade, such as the Goree Warehouses of 1793 on the lower half of Water Street, a large warehouse to hold 7,000 hogsheads of tobacco at King's Dock in 1795 and an even larger one in 1812. Albert Dock Warehouses (opened 1847) were built purely for imported goods and some warehouses were built for specialised commodities, such as Waterloo Warehouse (1868) for grain. (See Section 3.(b)(vi) for a more detailed account of the significance of Liverpool's warehouse.)

Coal was vital to the Industrial Revolution as a source of energy, and exports, both to other ports in Britain and abroad, increased ten times from 1770 to 1791. Its importance became even more marked with the widespread introduction of steam power for production machines and transportation. The first steamship entered the Mersey in 1815 and the first trans-Atlantic steamer to complete a crossing from Liverpool was The Royal William in 1833. This heralded a new era for shipping and led to further increases in tonnage going through Liverpool, as ships were no longer dependent upon the weather, but could operate to regular schedules. (Nevertheless, more sailing ships than

steamships were arriving in Liverpool until well into the second half of the 19th century.) From 1813, when the East India Company's monopoly on trade was abolished, until 1857, imports of cotton into Liverpool increased five times, and imports of sugar and rum went up 50%. In the same period, wheat imports from North America increased tenfold and salt exports went up three times.

#### The Railways

Important as the canals had been in improving inland communication and contributing to the economic growth of Liverpool, they had severe limitations in the speed of transportation and the areas that they could serve. The idea of a railway between Liverpool and Manchester was first promoted by a provisional committee of Liverpool businessmen, chaired by a Liverpool banker, John Moss in 1822 when they published their intention to build "an Iron Rail-Way". The trade between the two towns had been steadily increasing for over a hundred years, but advances in shipping, particularly the introduction of steamships requiring vast quantities of coal, and the increasing demands of the cotton industry were creating a need for more rapid means of transportation of bulk cargoes, for import and export. The line was complete by June 1830 and was the first railway in the world to carry passengers to regular timetables as well as goods.



Lime Street-W.G. Herdman © NMGM

Railway companies continued to invest in facilities to service the port throughout the rest of the 19th century, creating huge marshalling yards at Edge Hill and Aintree, opening new lines, Riverside Station, Exchange Station and Central Station. The railways became the premier means of transport for goods and people and were crucial to the port's continuing prosperity. The opening of the railway enabled goods arriving and departing from Liverpool Docks to be transported to other parts of Great Britain far more efficiently and speedily than before and the port came to depend upon the railways for maintaining its global trading position. By the middle of the 19th century the quays and the roads around them were inevitably congested with trains, trams, horse drawn omnibuses and carts, and all kinds of lifting and moving apparatus as well as with sailors, dockers



Back Goree A.E. Brockbank © NMGM

officials, merchants and travellers. The Liverpool Overhead Railway Company was formed in 1888 and building began in 1889 at the northern end of the line. The first train ran in 1892 and when it was formally opened in 1893, it became the world's first elevated electric railway, ran the full seven miles of the docks and had 17 stations. The overhead railway was a famous site in Liverpool, provided fascinating views into the docks and became a tourism attraction in its own right. It became known locally as "The Dockers' Umbrella", and ran until 1956 when severe corrosion was found in parts of the elevated structure and it was demolished, leaving only a few remaining fragments, such as support columns in the dock wall and a high level tunnel entrance at Herculaneum Dock. [See Section 3.(b)(iii) for a more detailed account of the development of railways.]

#### Liverpool in the 19th Century

The pattern of associated growth of Liverpool, its docks and its primarily mercantile influence upon the world was continued in an even more dramatic fashion in the 19th century than in the 18th. In many ways the growth was a partnership between the Corporation and the various merchants in an ongoing cycle of expansion. The Dock Committee (and later the Mersey Docks and Harbour Board) organised the construction of the docks, the businessmen managed the expansion of their businesses in the town and across the world, workers were attracted to Liverpool to work, or en route to the New World, and the Corporation provided services for those who stayed.

Until the beginning of the 19th century, Liverpool's traders mostly worked from home, although they would often have a warehouse either attached to it or adjacent to it. They were concentrated around Castle Street, Brunswick Street, Fenwick Street, Old Hall Street, Water Street and Church Street, but there were also many around Dale Street and Duke Street. However, as the scale of operations expanded and the successful businessmen began to move their homes to the healthier fringes of the town, the scale and character of the downtown area changed. Increasing profits from trade justified the construction of large, purely commercial buildings, three and four storeys high and subsequently more. The commercial buildings became the external



Tallis & Co.'s Map of Liverpool 1851 Courtesy LRO

symbols of the success and power of the businesses and many of them were designed by first-rate architects. They were designed to impress clients and competitors in the favoured styles of the client or architect. The most popular styles for the banks, offices and insurance buildings were the Greek and Roman classical styles but many others were also in evidence.

Charles Robert Cockerell produced classical commercial buildings such as the Bank of England (1845-8) in Castle Street and the Liverpool and London Globe Building (1855-7) with impressive monumental dignity. J.K. Colling created The Albany (1856-8) on Old Hall Street, essentially in Free Renaissance style but with medieval Gothic foliage carved into the masonry. Samuel Rowland designed Queen Insurance Building (1837-9) on Dale Street with a *piano nobile* of giant Corinthian columns. Alfred Waterhouse was the architect for the Prudential Assurance Building (1885-6) on Dale Street in simplified Gothic style. Their cumulative effect was to transform the main streets of central Liverpool from a domestic scale to monumental grandeur. [See Section 3.(b)(v) for a more detailed account of Liverpool's commercial buildings.]

The great pace of population explosion in the 19th century is demonstrated in the table below.

YEAR	Approximate population of Liverpool
1801	78,000
1811	95,000
1821	119,000
1831	165,000
1841	286,000*
1851	376,000
1861	444,000
1871	493,000
1881	553,000
1891	518,000
1901	685,000*

<sup>\*</sup>Denotes boundary changes in previous decade

The prosperity of Liverpool and its role as a point of emigration to the New World attracted thousands upon thousands of people from across Europe. In 1847 alone, 300,000 Irish people were driven to flee to Liverpool to escape the hunger caused partially by the Potato Famine.

Many of them emigrated but many stayed and added to the cramped and insanitary housing conditions in the courts of central Liverpool. Herman Melville in Redburn (1849) wrote: "...the cellars, sinks and hovels of the wretched lanes and courts near the river... In some parts of the town, inhabited by labourers, and poor people generally, I used to crowd my way through masses of squalid men, women and children who at this evening hour, in those quarters of Liverpool, seem to empty themselves into the street, and live there for the time... Poverty, poverty, poverty."

In response to these problems, Liverpool either undertook or backed many advances in health care. Liverpool appointed the country's first Medical Officer of Health (Dr. Duncan) in 1847, opened the first children's hospital in the country in 1851, opened the first public wash-house in the world in 1842, the first public baths in the country in 1848, appointed Britain's first Borough Engineer (James Newlands) in 1847 and founded the first District Nursing Service in the country in 1855. Dr Duncan wrote in 1842: "The cellars are underground, having no windows and no communication with the outside air excepting by the door, the top of which is sometimes not higher than the level of the street. When the door of such a cellar is closed, light and air are both excluded. Access to the door is by a narrow flight of steps descending from the street. The roof is so low that a person of moderate height cannot stand upright. There is frequently no floor except the bare earth. There is usually one apartment (10 to 12 square feet) but in some cases there is a back cellar used as a sleeping room..... All the cellars are dark, damp, ill-ventillated and dirty. There are upwards of 8,000 inhabited cellars in Liverpool and I estimate their occupants at from 35,000 to 40,000."

# Engels, Condition of the Working Class in England 1845

"In the other great seaport towns the prospect is no better. Liverpool, with all its commerce, wealth, and grandeur yet treats its workers with the same barbarity. A full fifth of the population, more than 45,000 human beings, live in narrow, dark, damp, badly-ventilated cellar dwellings, of which there are 7,862 in the city. Besides these cellar dwellings there are 2,270 courts, small spaces built up on all four sides and having but one entrance, a narrow, covered passage-way, the whole ordinarily very dirty and inhabited exclusively by proletarians. Of such courts we shall have more to say when we come to Manchester. In Bristol, on one occasion, 2,800 families were visited, of whom 46 per cent occupied but one room each."

Radical steps were needed to overcome this massive problem. In the 1840s and 1850s, Dale Street itself was a well laid out and elegant street and was one of the principal roads into the town. But it was becoming congested with traffic and behind it were many of those horrific slum living conditions. The Corporation had to act and began a

programme of clearance in the 1860s, when Victoria Street was laid out, not only removing the slums and improving the flow of traffic but also creating development sites for new commercial offices.

The 19th century saw further cultural developments in Liverpool, notably the opening of St. George's Hall, the Philharmonic Hall in 1849, William Brown Library and Museum in 1860, the Walker Art Gallery in 1876, the Picton Library in 1879 and the Municipal Buildings in Dale Street in 1883. (See Sections 3.(b)(vii), 3.(b)(viii) and 3.(b)(ix) for more detailed accounts of Liverpool's cultural buildings, collections and public sculpture.]



Street urchins on the Steble Fountain c.1895 Courtesy LCC

#### The Mersey Docks and Harbour Board

The need for new docks continued and a further eight were constructed in Liverpool by 1852 as well as two by The Birkenhead Dock Company on the west side of the Mersey. A Royal Commission was appointed to consider the development of the docks and in 1853 recommended the formation of a new body to take over responsibility for all the Mersey docks. In 1857, an Act of Parliament took away from Liverpool Borough the control of the docks and harbour and created the independent Mersey Docks and Harbour Board (MDHB), the first public trust in Britain - an organisation which was neither nationalised, subsidised nor profit-making, but charged with the responsibility of managing the dock estate.

The MDHB immediately took steps to further increase and improve the dock accommodation to handle more effectively the rapidly increasing trade and was successful in doing so. In 1858, 4,441,943 tons of shipping paid dues to the Port of Liverpool and by 1958 this had increased to 27,495,336. Much of that shipping was owned by Liverpool's own lines, which had grown similarly. In 1858, the Liverpool Steam Ship Owners Association had six members with 70,000 tons of shipping but in 1958, it had 67 members with 4,600,000 tons of merchant shipping. The MDHB began a programme of constructing larger docks, including Canada Dock, where much of the timber trade with Canada was transacted.

#### **Emigration and New Trade Routes Across the Globe**

After the abolition of the transportation of slaves in 1807, sailing ships, and later steamships, continued to transport emigrants from Liverpool to America in huge numbers, often in excess of 200,000 per year, although there was a decline in numbers during the American Civil War (1861-65). Many European migrants came through Hull and formed a sizeable proportion of the total. They came through Liverpool because it had the necessary shipping lines, choice of destinations and infrastructure, including special emigration trains. [See Section 3.(b)(iv) for a more detailed account of Liverpool's role in mass emigration.]

In spite of the development of trade with other parts of the world, trade with America remained dominant. Liverpool's reliance on cotton from the Southern States to supply the cotton mills of Lancashire and beyond created more support for the south than might normally have been expected. Nevertheless, the problems of supply of American cotton during the American Civil War caused new sources to be sought, in Egypt, India and the Far East, as Liverpool wanted to maintain its position as the world's market place for cotton.

The first steamship line from Liverpool to the Far East was founded by Alfred Holt, a Liverpool shipowner, who in 1865 founded the Ocean Steam Ship Company, known as the Blue Funnel Line. Liverpool was then pre-eminent on all oceans of the world. By 1873, the Pacific Steam Navigation Company was said to be the largest shipping company in the world and had its headquarters in Liverpool. Liverpool's African Companies had secured Britain's largest share of the West African trade.

A significant addition to Liverpool's trade routes came with the Australian Gold Rush of the 1850s. A large number of new shipping lines mostly using sailing clippers, sprang up to meet the demand for speedy passages to Australia. Many of these lines were subsequently adapted to become regular triangular routes, incorporating visits to San Francisco or the Far East.

By 1850, Liverpool's export trade was double that of London and more than half that of the whole nation. More overseas trade was carried out here than in any other city in the world. Further extensions to the docks were frequently



Hogsheads of Tobacco, Huskisson Branch Dock No.3 1919 © NMGM

being made. The Old Dock at Garston, south of Liverpool was begun in 1846 and two further docks were built, one in 1874 and one in 1909. They were predominantly used for the importation of bananas, timber, chemicals and ore and for the export of coal to Ireland. Four new docks were opened in the north of Liverpool and two in the south in the 1880s.

#### **Liverpool Achieves City Status**

As the size and mercantile status of Liverpool continued to grow in the 19th century, it was natural that the official status of the town should be elevated. The borough council petitioned to become a city and was given that status in 1882.



Dale Street c.1900 Courtesy LCC

#### The Early 20th Century Zenith

At the beginning of the 20th century, Liverpool was confident in its claims to be "The Second City of the Empire": the value of its imports and exports exceeded the combined value of those from Bristol, Manchester, Southampton and Hull and manufacturing industries were being established in and around the City to take advantage of the proximity of the docks. The docks themselves continued to grow and adapted to meet the needs of the new industries. Part of Stanley Dock was filled in and the Stanley Dock Tobacco Warehouse was opened in 1901. It was the largest brick warehouse in the world, having a total floor area of 194,240 sq. yards and capable of holding 60,000 hogsheads of tobacco.

In celebration of Liverpool's 700th Anniversary in 1907, Ramsey Muir compiled his comprehensive, if personal, "History of Liverpool", and in it he proclaimed that the dock system at that time had no rival anywhere in the world and went on to say:

"For seven and a quarter miles, on the Lancashire side of the river alone the monumental granite, quarried from the board's own quarries in Scotland, front the river in a vast sea wall as solid and enduring as the Pyramids, the most stupendous work of its kind that the will and power of man has ever created... It is here, besides the docks, that the citizens of Liverpool can best feel the opulent romance of the city, and the miracle of transformation which has been wrought since the not distant days when, where the docks now stand, the untainted tides of the Mersey raced past a cluster of mud hovels amid fields and untilled pastures."



Pier Head prior to construction of Cunard and Royal Liver Buildings c. 1910 Courtesy LRC

In keeping with this mood of pride in the fruits of enterprise, the commercial centre of the city was booming with the development of the service sector. It grew to serve Liverpool's businesses, which had trade connections with the whole world. Liverpool had become a world centre for underwriting, exchanges, insurance and banking, mostly under the control of Liverpool shipowners. In "Liverpool Shipping", Chandler states:

"Some of these institutions, such as the Liverpool Cotton Exchange, the Corn Exchange and the Royal Insurance Company, achieved a world reputation in their own fields comparable to that of the Cunard Steam-Ship Company on the Atlantic run, Elder Dempster's in West Africa, or the Pacific Steam Navigation Company in South America."

In a staggering display of self-confidence, the MDHB, the Cunard Steam-Ship Company and the Royal Liver Insurance Company decided to redefine the appearance of the Pier Head by building three new showpiece buildings on the site of George's Dock, looking assertively towards the river. The three buildings, completed in 1916, demonstrate the great achievements of Liverpool in dock construction, shipping and insurance. Chandler again attests: "Crowning the Royal Liver Building is a statue of the Liver Bird, legendary symbol of Liverpool's connection with the sea, half cormorant, with seaweed in its beak. Historically, it is derived from the medieval eagle of King John, chosen by the burgesses of Liverpool in the 13th century as their emblem, in tribute to the royal founder of the free borough on the sea at Liverpool – King John."

## Post-World War I Decline

There was a downturn in the national and local economy after the First World War and inevitably the casual labour force used in the vast majority of the docks suffered great unemployment. But some investment however continued in both the docks and the city. Gladstone Dock, with a water area of 52 acres and one of the largest graving docks in

Europe at the time, was opened in 1927. In the City, new temples to commerce were constructed in Water Street, in the form of the monumental Martins Bank Building and India Building. These almost rivalled the great twentieth century temples to God - Giles Gilbert Scott's Anglican Cathedral (1903-1986), the last great Gothic cathedral in the world; Sir Edwin Lutyens' abandoned Catholic Cathedral (1933-40), which was to have had the widest dome in the world, and; Sir Frederick Gibberd's completed Catholic Cathedral (1962-7), a buttressed geometric drum, which rises above Lutyens' partially-completed crypt and is known locally as "Paddy's Wigwam".

The City Council also continued to make improvements, assisting in the construction of the East Lancashire Road from Liverpool to Manchester and the Mersey Queensway Tunnel, which opened in 1934, at which time it was the longest underwater tunnel in the world. The City Council also acquired special powers to develop industrial estates, and built two, at Aintree and Speke, in an attempt to diversify the economy so that it was no longer so heavily reliant upon the fluctuating fortunes of the port.

#### World War II

Liverpool suffered more from enemy bombing during World War II than any other provincial city, because of its strategic value to the nation in importing food and other supplies. There were 15,000 blitzed sites in Liverpool. The docks were heavily damaged, as were adjacent areas, including the Customs House, India Buildings, the Corn Exchange and the Central Library and Museum. It was not only Liverpool itself that suffered, as there were severe losses to Liverpool-owned ships and other ships bound to and from Liverpool. Nevertheless, over 1,000 convoys entered Liverpool during the war, bringing vital supplies of food, raw materials and men.



Devastation around the Victoria Monument, 1944- Stewart Bale © NMGM

The Battle of the Atlantic was the longest running campaign of the War. The first encounter, the sinking of the SS Athenia bound for Canada from Liverpool, took place within 24 hours of the declaration of war. The last encounter, the loss of the British freighter Avondale Park and a Norwegian minesweeper, took place more than six years and eight months later. Between those encounters, 12.8 million tons of allied and neutral shipping was destroyed, personnel losses were 73,600 from the Royal

Navy, 30,000 from the merchant service, almost 6,000 from the coastal command and 29,000 from the U-boat flotilla. The operational headquarters of the Western Approaches Command were relocated in 1941 to Derby House, which was under construction in Exchange Flags at the outbreak of war.



Hangar at Hooton Airfield © LCC

From early 1940, airplanes to be used for helping to keep shipping lanes open during the war were imported in parts into Liverpool and assembled by No. 7 Aircraft Assembly Unit at Hooton Park, near Ellesmere Port. Receiving instructions from Admiral Max Horton and his team in Derby House, the "Scarecrow Patrols" from Hooton Park formed one of the Command's Coastal Patrol Flights, whose aircraft were sent to look for and destroy enemy U-boats.



A Convoy Arrives in Liverpool (1990) Charles David Cobb © NMGM



Captain Johnnie Walker Courtesy LCC

The convoys were also protected by an escort force, based in Liverpool and commanded by Captain Frederick John "Johnnie" Walker. He provided magnificent leadership and the escort force dealt destruction on a large scale on the U-boats. On one patrol in March 1944, they sank six U-boats.



Western Approaches Command Room Courtesy LCC

Liverpool played a most important role in the Battle of the Atlantic, as headquarters of the Western Approaches Command, and memorials at the Pier Head record those who lost their lives in this, and other, campaigns.

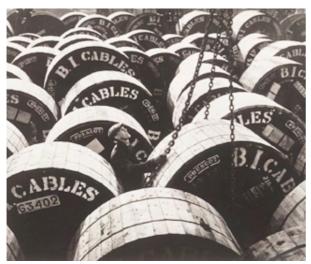
#### Nicholas Monsarrat The Cruel Sea 1951

"...there were fires still burning, there was a heavy pall of smoke lying over the northern part of the city, there were gaps, whole streets missing, rows of houses mis-shapen and torn."

# Post War Rebuilding

After the war, there was a massive task to repair the damage to the docks and the city. The MDHB took the opportunity to modernise some of the docks and improve the approaches from the sea. The new dock facilities reflected changes in demand and patterns of trade. Oil docks were built on the west bank, at Eastham and Tranmere. The import of cotton, from a wide variety of sources, remained important for Liverpool, but iron ore and scrap became the principal import into Liverpool in the 1950s. Before 1939, imports of iron ore were half a million tons per year, but by 1956 this had risen to 2 million tons. West African palm oil, ground nuts, cocoa and hardwoods still came into the south docks. Meat, fruit, vegetables, dairy produce, timber and tobacco were still imported in large quantities. Liverpool imported over one and a half million tons of grain annually in the 1950s, ranking second in the world behind Minneapolis as a milling centre. A million tons of sugar and molasses were imported annually from the Caribbean, South Africa and Mauritius, and the second largest sugar silo in the world with a capacity of 150,000 tons was built at Huskisson Dock in 1957 for Tate and

The principal exports from Liverpool in the 1950s were vehicles (334,00 tons), iron and steel (950,000 tons), cutlery and hardware (133,000 tons), electrical goods (107,000 tons), machinery (418,000 tons), chemicals and drugs (919,000 tons) and ale, whisky and table waters (98,000 tons). Liverpool was still the second most



Man loading BICC Cables-E Chambre Hardman © E. Chambre Hardman Trust

important port, behind London, for the value of imports and exports, and more passengers left Liverpool than London. There were usually around 100 ships in port at any one time and there were around 16,000 dockers in the city.

Liverpool City Council and private landowners began the task of repairing buildings where that was possible and rebuilding structures where necessary, but there are still some vacant sites in the city which have not been redeveloped since being bombed in the war.

# Late 20th Century Regeneration The Regeneration of Liverpool's South Docks 1981 to 1998

The South Docks gave birth to the Port of Liverpool, growing from the world's first enclosed dock in 1715, into a major complex extending along four kilometres of the waterfront by the first part of the 20th Century. During the course of the 20th century, the focus of port activity shifted downstream to the Central and North Docks, to cater for larger and larger vessels and, eventually, the advent of container traffic. In 1972, the South Docks were closed to commercial traffic and in 1974 they became tidal, leading to heavy siltation. By the time that they were transferred to the Merseyside Development Corporation's control in 1981, the docks were filled with up to ten metres of silt that was only covered in water on certain high tides. Through a happy combination of foresight and fortune, the oldest and historically most important docks and buildings now forming part of the World Heritage Bid area remained substantially intact.

## The Docks

The MDC was operationally involved in the regeneration of the Mersey waterfront between 1981 and 1998. MDC's regeneration remit included the revitalisation of these docks as part of the overall restoration of the South Docks Water Regime, together with the refurbishment of the majestic Jesse Hartley warehouses at Albert and Wapping Docks. The dredging of the docks and the installation of new dock

gates at Canning facilitated the Tall Ships spectaculars in 1984 and 1992, as well as the immensely popular Mersey River Festival, which is now an established annual event. Further upstream, the new river entrance lock at Brunswick facilitated the opening of the Liverpool Marina. Together with the entire inter-connected waterspace between Canning and Brunswick Docks, the Marina hosts a wide range of leisure activities as well as providing waterfront development settings of the highest quality.

#### The Buildings and Infrastructure

The refurbishment and conversion of the massive 1840s Albert Dock buildings, which are Grade 1 Listed, was carefully devised and executed so that modern uses could be successfully incorporated into these historic structures. These uses include corporate offices, cafes and restaurants, shops, apartments, an hotel, a fitness centre, the Merseyside Maritime Museum and the Tate Gallery. The Grade 2\* Wapping Warehouse now accommodates over 130 apartments with dockland and city views.

In order to support the comprehensive regeneration of the South Docks, new roads, sewers and services have been installed throughout the entire area. A number of new bridges were also required, to provide the road and services links to the city network. New bridges within the Bid area have been carefully designed to reflect and respect the historic settings into which they have been placed. The 1843 Hartley Bridge, a two leaf cast-iron swing bridge, was painstakingly restored both structurally and operationally for regular daily use.

#### Landscaping

Traditional materials and designs were used extensively in the reconstruction of quayside areas. These include York stone and granite sett pavings, cast iron lamp-posts, fenceposts and ballustrading, post-and-chain quayside protection and the re-use of old capstans and bollards as artefacts.

# Environmental Quality and Accessibility

From the outset the quality of the water in the restored docks was a leading consideration, in both aesthetic and public health terms. An excellent standard of water quality was achieved and has been maintained, to the benefit of occupiers, visitors and waterspace users. This is evidenced by the good water clarity for most of the year and the abundance of varied marine life that it supports. High standards of cleanliness and maintenance are also achieved on the quaysides and public areas surrounding the docks.

The Albert Dock is a year round visitor attraction, with around 5 million visitors annually being recorded in recent years. The Albert Dock area is well served by public transport and is easy to get to on foot from the city centre. On-site car parking is deliberately restricted and controlled. Most of the car parking is provided on the adjacent Kings Dock site and the continued availability of parking for Albert will be built into any development proposals for Kings.

#### The Regeneration of Princes Dock

Princes Dock ceased to be used as a working dock in 1981 and was closed off from the dock system ten years later. In the late 1990s, The Mersey docks and Harbour Company, working with partners, reduced the size of the dock, established new infrastructure and started to develop the land around the dock as an extension to the commercial district to the east with new office buildings and a hotel. As at Albert Dock, high quality surfaces and street furniture have been introduced, although, in keeping with the buildings, they are of a more contemporary character. Princes Dock is now well on the way to becoming a successful mixed development site, providing sustainable employment opportunities that compliments the city centre.

Over the past twenty years, the South Docks and Princes Dock have been transformed from gross dereliction into a major heritage site in its own right and has become an international tourist attraction as well as a popular and important extension of Liverpool's city centre.

# *ii) THE GROWTH OF LIVERPOOL DOCKS FROM 1700*

## The Early Development of the Port

The commercial success of the port of Liverpool up until the beginning of the 18th century was due, in part, to the topographical opportunities offered by a wide river and a tidal inlet for ships to lie in, and by access to home and foreign markets. Equally as significant was the enterprise and ability of the Corporation, the merchants and the burgesses of Liverpool in taking advantage of those opportunities. However, the natural geographical was not altogether favourable. The Pool of Liverpool had only limited capacity and, like the Mersey itself, was tidal so that those ships which entered or were moored along the town quay became grounded at low tide.

There had been some attempt to increase capacity of the port as early as 1560 by the construction of a mole or pier, as there are records in that year of its destruction in a storm. In 1665, the Corporation built a new quay, probably along

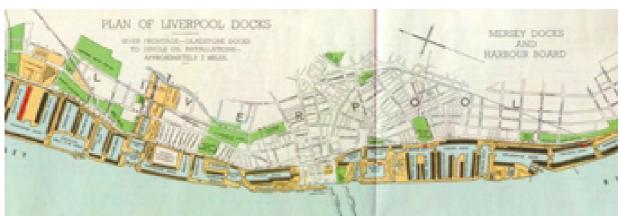
part of the Mersey shoreline and after that, when the Corporation gave leases of land adjacent to the Mersey and the Pool, they required that the waterfront be embanked to create a quay. By the beginning of the 18th century, the mooring facilities in the Pool of Liverpool, along the east bank of the river and in the Mersey, inadequate as they were, were frequently full to capacity.

The growth of Liverpool's docks over the next 250 years or so was only achieved by the intervention by man into the natural riverbank of the Mersey on a massive scale. Seven miles of docks were created by the reclamation of land from the tidal margins and only a relatively small amount of excavation. The endurance and magnitude of the resultant cultural landscape of water, quays and buildings owes much to their visionary management by Liverpool Corporation, its Dock Committee, the Dock Trustees and the Mersey Docks and Harbour Board. But, perhaps above all, they are a testament to the practical technology applied by the dock engineers and the quality of the materials and workmanship of the stonemasons.

#### **Old Dock**

In 1708 the two MPs for the town, Sir Thomas Johnston and Richard Norris, were instructed by the Town Council to commission "... a proper person to come to this town and view the ground and draw a plan of the intended dock." It was in their own interests to do so, as they were both tobacco merchants. Initially, they contacted George Sorocold who may have been responsible for the Howland wet dock at Rotherhithe, but in the end they decided to commission Thomas Steers. The first Dock Act was passed in 1709, authorising the sum of £6,000 to be borrowed. Steers was appointed in 1710 and the dock was opened in the summer of 1715.

There had been naval enclosed wet docks before, at Deptford, Portsmouth and Plymouth. Blackwall Dock and Howland Great Dock were constructed around 1660 and in 1699 respectively, but they were built as lying-up yards and had no quays for the landing of cargo. The dock at Liverpool was conceived and built as a commercial dock and was the first commercial enclosed wet dock in the world.



Plan of Liverpool Docks c.1958 Courtesy MDHC

Steers' plan was to take advantage of the tidal area of the Pool, effectively by building a wall across its mouth with gates to enable the water within it to be retained even at low tide. This would have necessitated building some kind of temporary barrier on both sides, on the east to keep back the stream of the Pool and on the west the River Mersey. The dock followed the east-west alignment of the Pool, enclosed around three and a half acres of water and was approximately 160 yards x 80 yards, although the west end was marginally wider. At first it was known simply as The Dock or Liverpool Dock, but when more docks were built, it became known as Old Dock. Archaeological excavations, most recently by Lancaster University Archaeological Unit have revealed that much of the dock basin walls and quays are still intact. The coping of the dock basin wall and the edge of the quay is formed by large blocks of yellow sandstone. The dock basin wall itself was built of brick, with a curved face to the dock and stepped behind. There was a tidal (dry) octagonal tidal entrance basin of approximately one and a half acres with a graving dock off its north side, built by Alderman Norris and his partners. Chadwick's map of 1725 shows the arrangement of the general layout, including a short timber pier projecting into the river, although this appears to be much longer on Buck's 1728 view of the town.

The Corporation built a second graving dock between around 1746 "at the north end of the new pier" and this subsequently became part of George's Dock Passage and part of it now survives as Canning Dock. A third graving dock was built ten years or so later, near the west side of the entrance to the new Salthouse Dock, and became known as No.1 Graving Dock. Graving Dock Nos. 2 and 3, on the west side of the dry dock, were built in 1765 and 1769.

The Dock Act of 1737 authorised the enlargement of the entrance basin and the construction of a pier to the north of the entrance to form an enlarged dry dock (which became known as Dry Dock) and the construction of a new wet dock to the south of the entrance (which was known at that time as South Dock). These were built with stone from Brownlow Hill, and parts of the pier are still in use as the north-west wall of what is now Canning Dock. Stone of various types was used to face all subsequent dock basin walls.

Old Dock was the first of hundreds of commercial wet docks throughout the world, and its construction marked the beginning of Liverpool's rise to the status of a "World Port". It handled a variety of merchandise going to and coming from all parts of the world except the Far East, where the East India Company retained the monopoly. It was a busy and successful dock; a report of 1784 proclaimed that 210 sea-going vessels had visited in 6 weeks, in addition to the smaller coastal ships. But, after almost a hundred years, its useful life was nearing an end. It required regular repairs to its collapsing brick walls, frequent clearing of ballast, sewage and refuse and it was too small for the

growing number and size of ships. The Liverpool Dock Act of 1811 was passed to give authority for it to be filled in, though it actually stayed open until 1826 because it was still a convenient size for coastal shipping, it was conveniently located for the warehouses around Duke Street, which had been built to serve it and because of a dispute between the Corporation and the Dock Trustees over land ownership. However, with the construction of more docks on the west side, Old Dock was becoming more isolated from the river. It was filled in following an agreement of 1826 and a third purpose-built Custom House, designed by John Foster Inr., was built on the site to replace the second one built, by Thomas Ripley, immediately to the east of Old Dock. Dry Dock was converted into a wet dock and renamed Canning Dock. The level of the sill of Old Dock was adopted as the datum for dock sills throughout the Liverpool Docks for a further century, and is referred to as "ODS".

#### Salthouse Dock

The construction of South Dock was sanctioned by the 1737 Dock Act, primarily to serve John Blackburne's salt works, which had been in existence in nearby Salthouse Lane since at least 1705, but it was not until 1750 that it was commenced and not until the 1780s that it was renamed Salthouse Dock. When it was first constructed, it was four and a half acres. It was designed by Thomas Steers to an irregular shape to fit the constricted site that was available, but was completed by his successor, Henry Berry, following Steers' death in 1750. The longest side formed part of the pier between the dock and the river and was probably the most difficult to build as it was formed on deep sand and muddy gravel.

There was a strong demand for salt in the 18th century for the preserving of food and the salt industry had expanded in the area around Salthouse Dock, especially after the River Weaver was made navigable in the 1730s, thereby making the Cheshire saltfields more accessible. The salt trade was further helped by the opening of the Sankey Brook Navigation Canal in the 1750s, enabling coal to be brought from the Parr and St. Helens coalfields. The importance of the canal and the availability of cheaper coal that came with it is demonstrated by Liverpool Corporation allowing Henry Berry to work on it for two days a week. After the opening of South Dock, there were regular sailings to London, Bristol, Scotland (for pickled herrings amongst other commodities) and Ireland. It was rare for ships to return empty and those returning from Ireland brought a wide range of goods including stone setts and kerbs, yarn, potatoes, hides and beer (Guinness from 1824). Much Cheshire dairy produce, especially cheese, was traded through Salthouse Dock and sent to London and elsewhere.

South Dock was opened in 1753, although it was not completed until the following year. The capacity of South Dock was soon reached despite problems of poor landward access and its tendency to silt up. Landward access was improved following the in-filling of Old Dock and the

widening of the west quay in 1825, but this only served to make the dock more popular and busier. The problem of silting was overcome by remodelling the dock in 1841 when Canning Half-tide Basin was created in the course of the construction of Albert Dock. In that year both Canning and Salthouse Docks were run dry, stanks were constructed to keep the water out and work was commenced on deepening the latter, rebuilding its walls and providing a second entrance.

As was the case with most of the docks, the operation of Salthouse Dock was dependent on the varying supply and demand for goods and upon the relative capacity of the dock to accommodate the growing size of the ships. By the beginning of the 19th century, with the opening of larger docks, Salthouse Dock came to be used more for coastal shipping. However, it did retain some Mediterranean trade and imported wine, fruit, olive oil and sulphur, and some berths were allocated for ships bound for Lisbon and Constantinople.

Further improvements were commenced in 1851, in conjunction with the Wapping Improvement, by re-aligning the east wall, thereby creating a further acre of water space and by forming a new entrance to Wapping Basin. This was a significant step, as ships entering after the completion of



Salthouse Dock 1897 Courtesy LCC

the improvements in 1855 had access as far as Queens Dock. The combination of the opening of Albert Dock in 1846 and the enlargement and improvements to Salthouse Dock in 1855 had a major impact on the operation of Salthouse Dock. Big ocean-going ships could discharge their cargoes into the Albert Dock Warehouses and then move to Salthouse Dock for loading.

Salthouse Dock never had its own substantial warehouses but a transit shed was built on the east quay in 1855, and although most of the building has been removed the south gable has been left as a landmark. The dock basin walls and the quay are essentially the same as they were following the 1855 improvements.

#### George's Dock

During the 18th century there was continual demand for more dock space, but each dock required express authorisation from Parliament. The Dock Act of 1761 gave authorisation to the Corporation to construct George's Dock north of Canning Dock, on land between the extension of Chapel Street and James Street. The Act gave the right to clear the land of the ship builders who had previously used the foreshore and the acquisition of 14 acres of land. Henry Berry was the engineer at the time and it is likely that he would have designed it and been responsible for building it. Construction started in 1762 but the 3-acre dock was not completed until 1771. It had a tidal (dry) entrance from the north end and a passage with a lock at the south end which connected to Dry Dock. George's Dock was named after the reigning monarch at the time of its opening, King George III (reigned 1761-1820). The loss of the American Colonies occurred during his reign, but this was only a temporary setback in Liverpool's trade with the west side of the Atlantic.

In its early years, the trade through George's Dock was dominated by West Africa, North America and the West Indies, but as elsewhere, as the size of ships increased for long trips in the 19th century, it came to be used more by coastal and Mediterranean ships. For example, John Glynn and Son ran a fortnightly service to west Italy and Sicily. In 1846, some transit sheds were used solely for storing goods from Portugese and Mediteranean ships and George's Dock then became the centre for fresh fruit.

A variety of storage structures inevitably sprang up around the dock, but the most impressive of these were the Goree Warehouses built between Water Street and Moor Street in 1793 (named after Goree Island in Senegal, the largest slave trading centre on the African coast and now a World Heritage Site). Some of these were reputedly 13 storeys high but they were destroyed by a fire in 1802, and were replaced by the second Goree Warehouses in 1810. These were of brick, six storeys high and had a street-level stone arcade of round arched openings, and they stood until destroyed by bombing in 1941.



Goree Warehouses 1829 Courtesy LRO



Old George's Dock-J.D. Wright © NMGM

John Foster Snr. enlarged the dock between 1810 and 1815, and sought the advice of Rennie for the design of the caissons for building the seaward foundations. Further repairs were instigated by Foster following the deterioration of the dock wall in 1822, but they were amongst the first works to be carried out by his successor, Jesse Hartley. The new masonry was founded on oak or beech piles and built behind an iron cofferdam formed of iron piles on a system patented by Peter Ewart. Further construction took place in 1871 when the north entrance was closed as it was restricting access to the ferry landing stage beyond. The Mersey ferries had been operating from the Wirral side of the river to this approximate location since the 14th century, and as the population of the Wirral grew in the 19th century so did the number of ferry passengers. After the construction of George's Dock, the ferry terminal was pushed further out into the river and passengers had to cross the dock entrance on bridges, which had to be closed when a ship was entering the dock, leaving the ferry passengers stranded. Following the closure of the north entrance, the only access to the dock was from the 40ft. passageway from Canning Dock.



George's Dock c.1900 Courtesy LCC

The dock finally closed in 1900, and the site was filled in and became the Pier Head. It was used for the construction of the Royal Liver Building, the Cunard Building, the Port of Liverpool Building and later the Mersey Tunnel Ventilation Shaft and offices. Parts of the original dock wall are however still visible in the lower basement of the Cunard Building.

#### **Duke's Dock**

Alone among the 18th century docks, Duke's Dock was built by an outsider, namely the Third Duke of Bridgewater, for the transhipment of goods carried on the Bridgewater Canal. The canal linked Worsley to Manchester in 1764 and eventually linked Runcorn to Manchester and Worsley in 1778. The Duke had leased 14,000sq.ft. of land south of Salthouse Dock in 1765, and more land was obtained by claiming land from the river's tidal margins. It was always a small dock, only 70 yards x 30 yards, at right angles to the river, and having a tidal (dry) entrance passage. It was more like a short canal and was probably designed by John Gilbert or James Brindley, two of the engineers of the Bridgewater Canal. Construction work was supervised by Thomas Wallwork and it was opened in 1773.

The main commodities going through the dock were cotton and grain, and subsequently these would have been graded and sold through the Cotton Exchange in Old Hall Street and the Corn Exchange in Fenwick Street. Cotton was imported from the East Indies (after the end of the monopoly of the East India Company) in square bales and from America in round bales. The cotton was delivered to the growing cotton mills around Manchester on the Bridgewater Canal. The grain served the growing population of Liverpool and the North West. In addition, between 1780 and 1800 sugar, molasses, spices, tea and herrings all came through Duke's Dock in large volumes. Grain ships in the adjacent King's Dock could be unloaded into the Duke's Dock Warehouse and then be transferred into barges waiting within it for onward transfer and distribution through the North West via the Mersey and the Bridgewater Canal.

The Trent and Mersey Canal had opened in 1777 and provided a water route for the carriage of ceramics from the Potteries and this became another important commodity for Duke's Dock. Return loads took soda, flour and other materials for the pottery trade. Duke's Dock was also important for the import of timber, but this declined following the construction of Brunswick Dock further south in 1832 specifically for timber.

A significant feature of Duke's Dock was that it was the first dock to have its own dockside warehouse, not separated from it by a public thoroughfare. It was built of brick by



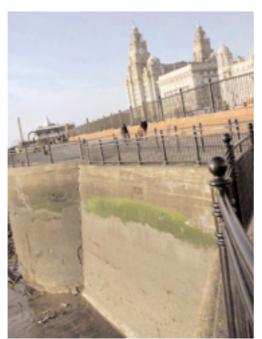
Duke's Dock Warehouse c.1924 Courtesy LRO

Peter Hewitt and Co. in 1780-83, and was eight storeys high. A further, more distinctive, grain warehouse with internal loading docks, accessed by a pair of round arched portals and with an iron frame, was built in 1811. A new river entrance and half-tide basin were built at Duke's Dock as part of the building of Albert Dock, under the 1841 Dock Act, and was executed by Jesse Hartley. The river wall and Duke's Dock Piers were founded on piles and sheathed in stone. Rapid progress was made with the use of machinery and the dock was re-opened in 1845. The halftide basin gave ships a longer period in which to enter the port and greatly improved the efficiency of the dock. An eastern passage was built to Wapping Basin in 1855, and after the river entrance was walled up in 1945, it became the only entrance to Duke's Dock. The South branch was infilled in 1960 when the grain warehouse was demolished.

#### Manchester Dock and Chester Basin

By 1772, the Corporation of Liverpool had recognised that the great number of barges and Mersey flats using the inland waterways were causing a hazard to navigation and the operation of the port, and authorised Henry Berry to build a quay on the west of the Dry Pier (ie the riverward quay of the Dry Basin of Old Dock) where they could be accommodated. The Manchester Dock was completed around 1785, as a small basin operated by the Mersey and Irwell Navigation Co. for the Manchester trade, and an "engine" for the weighing of coal was erected. By 1790, there was a daily goods service between Liverpool and Manchester, operated by 23 vessels of the Mersey and Irwell Navigation Co. and a carrying service between Liverpool and Warrington using 5 vessels.

For well over 100 years the main commodities transferred through Manchester Dock were coal and manufactured goods coming from the mines and factories inland and corn and cotton going back inland.



Former entrance to Manchester Dock, closed 1928 © LCC

Gates and an entrance lock were built around 1815 to the Manchester Basin to create a water area of just over an acre. There was capacity to load and unload 33 flats per day, up to 1,000 tons of goods. As the 19th century progressed Manchester Dock was increasingly used as a lighterage dock in conjunction with railway companies, and in 1872 it was agreed that all of the Manchester Dock premises should be let to the North Western Railway Company (an amalgamation of several railway companies). In 1875, The Great Western Railway Company built various structures and enclosed part of the north quay to make a coal depot, complete with cranes and various hydraulic appliances. But with competition from the Manchester Ship Canal, which opened in 1894, and the introduction of road hauliers, demand for the smaller and slower inland vessels greatly declined.

Further demand for moorings for inland vessels had been foreseen when a canal from Ellesmere Port to Chester was being built in the 1790s, which subsequently became part of the Shropshire Union Canal. The Chester Basin was therefore built immediately north of Manchester Dock to meet that demand and was opened in the same year as the canal in 1795. It was a tidal basin of just 2,568 sq yards and was initially very successful, providing access to the centre of Liverpool for the barges and Mersey flats, which took and brought goods to and from Cheshire, the Midlands and Lancashire. The growth of reliable road and rail transport in the 19th century reduced the demand for canal trade using Chester Basin and the small vessels, which did continue to use it, obstructed the ferry traffic at the landing stage.

A further problem was settlement of the land caused by the excavation for the Mersey Road Tunnel and so both Manchester Dock and Chester Basin were infilled between 1928 and 1936 with spoil from the tunnel. Clear evidence of the site of the entrance from the Mersey can still be seen as curved stone walls on the footpath between Pier Head and Albert Dock, and less clearly in undulations in the car park east of that footpath.

# King's Dock and Queen's Dock

King's Dock was six and a quarter acres, was designed by the Dock Engineer Henry Berry and was opened in 1789. Queen's Dock was seven and three quarter acres, was probably built by Berry's successor, Thomas Morris, and was opened in 1795. There were in addition two graving docks, two grid irons and a shared tidal entrance basin.

In addition to their mainstay of tobacco, King's and Queen's Docks were also used for a variety of freight from the Mediterranean, Africa and South America. Manufactured goods, salt and coal were exported and palm oil, cotton, hides and coffee were amongst the goods imported. As with many of the early docks, King's and Queen's Docks became impractical for use by the larger ships of the 20th century and they were infilled in the 1980s.

#### **Canning Dock**

Canning Dock was created by the conversion of Old Dock's tidal basin, which had been constructed under the 1737 Act. The Act of 1811, which granted powers to fill in Old Dock also gave authority to convert its entrance to a wet dock but it was not until 1826 that Jesse Hartley drew the plans to excavate the bed of the basin to 2 ft. below Old Dock Sill (ODS) level. The dock gates were added in 1829 and it was finally re-opened as a wet dock in June 1832 and renamed Canning Dock, after George Canning (1770-1827) who was an MP for Liverpool 1812-1823 and subsequently Foreign Secretary and Prime Minister.

Consequential works were those to provide an alternative means of draining the three adjacent graving docks. The ownership of these graving docks had been transferred from the Corporation to the Dock Trust around 1825, and the Trustees recognised there would be a need to be able to drain them even when there was water in Canning Dock. All three were fitted with iron sluices.



Canning Dock and Customs House (1840) WH Bartlett

Canning Dock had been designed for early 19th century sailing ships, but its usefulness was limited as the century progressed, not only because the size of ships increased but because it effectively became a through route to other docks and three passages had to be kept clear. Furthermore almost half of the east side was taken up by the entrances to the graving docks.

The construction of Albert Dock in the 1840s in turn affected the operation of all surrounding docks and necessitated alterations to their fabric, as (a) the southernmost graving dock was buried under the new south wall of what was to become the Canning Half-Tide Basin, (b) Canning Dock was excavated to 9 ft. below ODS, (c) the pier between the two remaining graving docks was lowered by about 3 ft., (d) the graving dock floors were lowered to the level of ODS, (e) their walls were rebuilt in sandstone and coped with granite, and (f) the gates were repaired or replaced. Around the same time the transit shed on the north east corner of the dock was built.



Canning Dock and Customs House © NMGM

Canning Half-Tide Basin was built between 1842 and 1844, mostly on the site of the narrow inlet which had linked the Dry Dock to the river and it functioned like a large lock. The new Canning river entrance was formed by two passages 45 ft wide, separated by an island. There were three small polygonal buildings; one on the island with a light on top and one on each side of the pier heads. More transit sheds were built and increased Canning Dock's utility for transhipment of general cargo, but as the 19th century progressed, it came to be used more by Mersey flats and fishing smacks. It maintained a traditional dock for importing building materials and two local sand and gravel firms were based there almost until its closure in 1972. The dock also shared in the coasting trade, which remained important until the 1960s. The Furness Withy Group had berths there where small refrigerated ships unloaded cargoes of fruit.

Canning Dock was also the base for Mersey Docks and Harbour Board's fleet of dredgers. The earliest record of dredging in the port of Liverpool dates from 1717, when the Corporation agreed to the construction of a boat for carrying mud out of the dock. Clearing the docks of sand and silt which came into them with the tide or when gates were opened was a function which continued to be needed until the docks closed.

After the construction of the Pilotage Building in 1883, the dock was also used as a base for Liverpool Pilot schooners and steam cutters.

The north gate of the river passage was sealed off with a concrete dam in 1937 and the date is impressed into the riverward side of the dam. At the same time the southern gates were fitted with valves to admit water from the river, but some were removed when the South Docks were made tidal after their closure in 1972, and had to be replaced by the Merseyside Development Corporation in the 1980s.

The Canning Graving Docks were well used from the time of their construction, although the type of ships repaired did change. The first vessels to use them were sailing ships with wooden hulls, but then iron ships were accommodated, set on thick hardwood caps to prevent damage to the graving blocks. The early ships to use the graving docks were transoceanic merchant ships, but later coastal flats and dredgers



Baboo overset in Canning Graving Dock (1848) E. D. M. Y. © NMGM

were repaired there. They were finally closed in 1965, and are now part of the Merseyside Maritime Museum, where the pilot boat Edmund Gardner is permanently docked.

# The Liverpool Landing Stage

A particular problem for the ferries was providing convenient embarkation facilities, which were practical at all levels of the high tidal range. Marc Brunel was invited in 1826 to design "a landing for passengers from steam boats so as to be equally convenient at high and low water." A landing stage with moveable piers was indeed built in 1833 but no records of it survive. The first landing stage of which records do survive was designed in 1845 by William Cubitt and it opened in 1847. It consisted of a wooden deck 500ft. long by 70ft. wide, carried on an iron pontoon, and was connected to the land by two wooden bridges hinged at each end and moored to the river bed by four cables and fluked anchors. A further landing stage was added in 1857 and these two floating piers, together with the Ferry Goods stage was known as the Liverpool Landing Stage. It was destroyed by fire in 1874 and was rebuilt in 1875. It was this massive landing stage that all ferries to the Wirral, Ireland and the Isle of Man used, as well as liners taking passengers all over the world. A large number of buildings, mostly small and timber, were constructed to service the ferry, emigration, military, business and tourist passengers.

In the 1980s, the 19th century landing stage was replaced by the current landing stage, which is smaller and has steel bridges, but it is based on the same design principle.

#### **Princes Dock**



Site of the Regent's Dock in Liverpool, 1811 George Anthony © NMGM

Some preliminary work on the design for a new dock to the north of George's Dock was carried out in 1800 by William Jessop and in 1810 by John Rennie. However, there were problems raising money and manpower during the Napoleonic wars, acquiring the port defence battery which stood on the site and with the mismanagement of the construction and so Princes Dock was not completed until 1821, by John Foster, who had been the Dock Surveyor since 1799. It had been decided almost from the beginning that it would be called Princes Dock after the Prince Regent but he was in fact crowned King George IV on the same day that the dock was opened. When it was opened, Princes Dock was the largest dock in Liverpool and remained so, until Jesse Hartley designed and built Brunswick Dock in 1832.



Opening of Princes Dock in 1821-Robert Salmon © NMGM

Princes Dock was designed as the flag ship of the Liverpool dock system to take the vessels operating on the prestigious and profitable trade with North America, primarily the import of cotton and the emigration of people. But with the construction of those larger docks to the north, Princes Dock then became home to the high-value low-bulk Far East and South America trades until the end of the 19th century when they transferred to Birkenhead.

All of the previous docks had been constructed by simple man power and horse power carting the spoil from the excavated ground. But the wars had led to a shortage of both and so Foster took advantage of the then relatively new technology of steam power and a simple iron railway to lift and remove spoil from the workings.

A significant feature, which was part of Princes Dock from the beginning, was the improvement of security by the construction of the perimeter wall, pierced only by a small number of gateways, which could be guarded by the dock police. Indeed, the Dock Committee had used the promise of building the wall to help it gain authority to manage its own warehouses in 1805. The 1811 Dock Act therefore expressly gave consent for the construction of the wall and the establishment of the dock police as well as the dock itself.

The dock wall at Princes Dock was built in 1821 to around 16ft high from common brick with substantial stone coping. It set the pattern for security for virtually all subsequent docks by preventing unauthorised access to the quaysides, and had a fundamental impact on the townscape of Liverpool by restricting free connectivity between the town and parts of the river. Ultimately, the dock wall stretched both north and south (with a substantial gap at present day Pier Head) for nearly 5 miles.



Princes Dock (1829) J Harwood Courtesy LCC

Being adjacent to the Liverpool Landing Stage, Princes Dock was in an ideal location to operate the booming trans-Atlantic passenger trade, and this was given a boost by the construction of Riverside Railway Station between the dock and the river in 1895. This rail link direct to the river effectively enabled some European passengers who had boarded trains in Hull to leave through Liverpool without really setting foot in England, as they could go straight from rail to liner.

Princes Dock itself was almost unaltered until 1906, although large parts of Princes Half-Tide Dock were rebuilt in 1868 by Lyster, when it was given a magnificent triple entrance and its shape was radically changed to its existing polygonal shape.



Princes Dock c.1954-Stewart Bale © NMGM

All above-ground traces of early buildings at Princes Dock have been lost either through bomb damage or as part of its regeneration as a development site. It ceased life as a working dock in 1981, and lay unused for over a decade. It was closed off from the dock system in the 1990s, its shape altered and its depth reduced so that it is now ornamental rather than functional, within the revitalised Princes Dock development site.

#### Waterloo Dock

Some initial work was carried out by John Foster on a new dock immediately to the north of Princes Dock even before Princes Dock was completed, but on his appointment in 1824 Jesse Hartley concentrated on the alterations to Canning Dock (completed 1830) and the construction of Brunswick Dock (opened 1832) in the south docks and the construction of Clarence Dock (opened 1830) further north. In 1831 Hartley was instructed by the Dock Committee to work on it "with all possible expedition" in an attempt to relieve the overcrowding of ships in Princes Dock.

Waterloo Dock was opened in 1834 and named after the famous Battle of Waterloo in Belgium where Wellington finally defeated Napoleon Bonaparte in 1815. It was built by Hartley initially as a rectangular basin with its shorter side to the river. At first it was used for general cargo, but the growth in trade of cereal crops after the repeal of the Corn Laws in 1846 led to a massive increase in the import of corn and this created an increased demand for storage space for it on the dock estate. G. F. Lyster therefore carried out extensive alterations to it around 1868, dividing it into two docks, and built two huge grain warehouses, which were innovative in that, together with the dock and the handling facilities, they formed a single-purpose ensemble for the storage of grain and its carriage between various vehicles on water, road and rail. They were also the first in the world to have all of the machinery driven from one central engine house.

West Waterloo provided berths for medium sized oceangoing vessels and continued as a passage between Victoria Dock to the north and Princes Half-Tide Dock to the south but East Waterloo Dock became a specialised grain dock with the latest and best facilities for handling bulk grain. They were the first warehouses for any commodity in which all the transit requirements, whether inward, outward or internal were met either from a central power source or by gravity, with virtually no handwork needed.

The warehouses were built as massive brick structures with open colonnades on the ground floor to allow access for road and railway vehicles and to provide open space for "leaving goods to one side". The piers are of deeply rusticated rock faced granite, spanned by segmental arches. They had five working floors plus a basement housing the conveyor belt system and a mezzanine level above the top storage floor for machinery. Each building was divided into three principal sections by elevator bays, topped by further two storey towers, housing cranes and headgear.

The whole dock had been planned as one hydraulically driven entity. Three moveable bridges, ten ship capstans and twenty four gate engines were all driven by a system of hydraulics powered by conventional machines supplied by Sir W.G. Armstrong and Co. An experimental innovation was treating it like a liquid, passing it through Archimedean screw pumps, but this was abandoned in favour of "bands" (conveyor belts). To give greater flexibility to deal with other goods and corn which arrived in sacks, the warehouses also had twelve adaptable hydraulic hoists and twenty singleacting jiggers on the outside of the building. The most ingenious item of grain-moving machinery was the grain elevator. Suction elevators and ladder elevators were considered but dismissed and instead Lyster installed a system of hopper elevators, with a capacity of around 17 cwt, which discharged at the top of the building and as they descended, prepared themselves for the next filling (although this was later changed for one with 1-ton capacity and then replaced with "American Elevators").

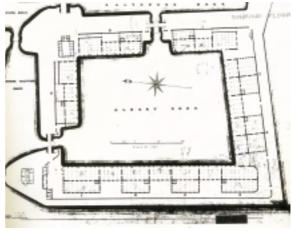
The three warehouses serving East Waterloo Dock proved to be successful for a while but problems with the handling machinery and fire prevention and disputes over floor loadings and the use of railways within the East Warehouse soon affected efficiency. The Waterloo Warehouses continued to be used for grain under the direct control of the MDHB but they failed to keep pace with modern grain-moving technology.

An entrance lock to West Waterloo Dock was made in 1949. Part of one warehouse was turned into a mill in 1904, and in 1925 they were completely re-equipped for handling oil seeds. The north warehouse was damaged during the blitz and was finally demolished in 1951 and the resulting open quay was used by small coasters and barges. The West Waterloo Warehouse was demolished in 1969 to make way for a new terminal to serve Ireland and coastal container services. East Waterloo Warehouse continued to handle oil seeds until 1987 and shortly afterwards its conversion to apartments was undertaken.

# Albert Dock and Warehouses Authorisation and Design



Opening of Albert Dock by Prince Albert, 1846 Courtesy LRO



Ground plan of Albert Dock and Warehouses, c.1848 © English Heritage

Work on the construction of Albert Dock was commenced by Jesse Hartley in 1841 following the Dock Act of that year and it was opened on 30th July 1846 by Prince Albert, after whom it was named. It was the first of the South Docks to be built by the Dock Trustees with secure warehouses as an integral element. The concept had been considered in 1803, when an Act was passed to establish bonded warehouses in London. Under this system, duties were not paid on goods when they were landed from the ships into the warehouses, but were paid when discharged from the store.

The great advantage was that ships could be unloaded immediately upon mooring and did not have to wait for excise men to be on hand. However, in 1805 the Board of Customs and Excise decided that security in the Port of Liverpool was too lax to allow the system to be introduced. There was also fierce opposition to the idea of public warehouses from those with vested interests in existing private warehouses and carting businesses. But, following a report of 1839, commissioned by the Finance Committee, in which the advantages of the major closed dock systems in London were again described, the decision was made to proceed with the construction of the Albert Dock and, perhaps more importantly, the warehouses.

Hartley was determined to make the warehouses fireproof and revisited St. Katherine's Dock in London before preparing six designs of his own for buildings without any timber in their construction, which he tested in 1843 on scale models before choosing the final design. Some technical aspects of Philip Hardwick's designs for St. Katherine's were used but Hartley decided to use cast iron columns on the quayside, because they were cheaper than brick.

The 1841 Act also included authorisation to build a river wall with "a parade for the recreation of the public", the filling in of Graving Dock No 1, the construction of railways on the dock estate and the necessary alterations to Salthouse and Canning Docks. The design was for a dock with seven and three quarter acres of water with passages to

Salthouse Dock, the construction of Canning Half-tide Basin with a double gated river entrance. Much of the site had been reclaimed from the river in the 18th century and was occupied by a number of small shipbuilders and various port-related activities, all of whom were given immediate notice to quit in 1841

#### Work on Site

Excavation works for the formation of the dock were started in 1843 and, simultaneously, construction started with the new river wall and the piled foundations for the new buildings, for which beech and elm trees were used. Working 24 hours per day, with only short breaks on Sunday nights, progress was rapid and by June 1844 most of the dock was complete and the warehousing well under way.

Hardwick, the architect for St Katherine's Dock in London, was employed for some aspects of the job. He prepared the original design for the Dock Office including side offices and a central public hall, but Hartley was in charge and he altered the plans so that the portico and pediment were constructed in cast iron. Once completed in 1848, Hartley altered it again, by adding a further storey over the offices to provide accommodation for the principal clerk of the Dock Office. Hardwick also designed the houses for the Dock Master, his assistant and warehouse superintendent on the south side of the Canning river entrance. Hartley himself designed the adjacent dock master's office, minor dwellings and cooperage.

The west and east ends of the south warehouse were added in 1853-4 by Hartley in response to demand for more space, and they differ slightly from the earlier warehouses. Hardwick's final contribution was a clock turret, erected on the north east stack in 1848.

The warehouses were entirely enclosed by a gated wall except in the north east corner, behind the Dock Office, where there were large iron doors to control access to the building and quayside. The various gates in the wall were controlled from adjacent watch-huts. Circulation inside the wall was restricted to individual stacks.

#### Cargo Handling

Not all of the goods unloaded at Albert Dock necessarily went into the Albert Dock warehouses and so the warehouse bays between the dock and the cart area functioned as transit sheds from which cargoes could be either forwarded into the warehouse or out to a waiting vehicle. The warehouses in 1845 had 21 internal hoists for moving goods vertically from the quay and some freestanding iron quayside cranes. These proved to be inadequate and were augmented in 1846 by jiggers on the top floor, which were successfully used in many conventional warehouses in the town. The vaults were served by manually operated iron cranes fixed at quayside to the outside of the cart bay walls. In 1882, many of these were converted to hydraulic operation and some can still be seen in position. The first two hydraulic cranes and two



Lifting Gear at Albert Dock © LCC

hydraulic hoists were installed in 1847 at the east end of the south stack, but it was not until 1887-8 that hydraulic power was used throughout the warehouses.

#### **Operation**

By early 1845 the dock was able to take 'lying-up' shipping. By mid-1846 the east and south-east warehouses were operational and the complex was considered to be sufficiently complete for a formal opening by Prince Albert. The remaining warehouses were completed in 1847 and most of the remaining ancillary buildings had also been completed by this time.

Many of the early vessels to use Albert Dock were deep-sea sailing ships from the Far East, India and the Americas, operating an eastern triangular trade. They brought in cargoes of tea, silk dyestuffs (indigo and gambier), rice, hemp, cotton, sugar, tobacco and spirits. Going out from the adjacent Canning and Salthouse Docks were bulk cargoes such as railroad iron, salt and coal bound for such places as Calcutta, where rice, stores and labourers were loaded for Demerera, Trinidad and Guadeloupe. Rum and sugar from the West Indies or cotton, grain and tobacco from the USA were then shipped back to Liverpool.

Initially, Albert Dock was a great success, but the warehouses were not as versatile as later transit sheds and the dock had been constructed for sailing ships. With the introduction of the deep-water steamship trade and more modern bulk handling equipment in later docks towards the end of the 19th century, its decline was inevitable. Sailing ships still accounted for 64% of the vessels using the port in the 1880s, but after that there was a sharp decline to 7% by 1900. It was in the 1880s that there were the greatest number of large ships in the dock.



Albert Dock Warhouses c. 1930 E Chambre Hardman © E. Chambre Hardman Trust

In an attempt to improve its usefulness, the north-east stack was converted in 1899 for the Riverside Cold Storage and Ice Co. It was insulated with timber and cork and refrigeration and ice-making equipment were installed on the top floor. It was then used for storing fish, butter and bacon and remained in use until 1952. Some parts of the warehouses remained in use for storage until 1972. By 1920, any other commercial activity in the dock had become almost non-existent, but the dock continued to be used by vessels waiting to use the nearby Graving Docks or by Dock Board vessels. The dock enjoyed a brief resurgence during World War II when it was used by the Admiralty and ships engaged in the war effort but by 1955 as few as 68 ships were recorded. When the dock was finally closed in 1972, it had already been inactive for some time.

The fate of the warehouses and the dock was very much in the balance during the 1970s and 1980s, when their demolition and infilling respectively were seriously proposed. Fortunately, the Merseyside Development Corporation and others had the vision and resources to secure its restoration and imaginative yet authentic conversion to its current mix of leisure, housing, commercial and tourism-based uses.

# Salisbury Dock, Collingwood Dock, Stanley Dock, Nelson Dock and Bramley-Moore Dock

These five docks were all planned and constructed as a single programme at the same time, having been authorised by the 1844 Dock Act, together with the construction of Wellington Dock and Sandon Dock. The creation of these further seven docks, at the same time as the construction of Albert Dock further south, showed remarkable confidence in the continuing growth of demand for port facilities in Liverpool. The Dock Committee would have been aware of increasing mechanisation and methods of mass production in its industrial hinterland, the recent advent of the railway age which improved communications with them and the increase in the nation's population, which all needed feeding, clothing and accommodation. The Dock Committee would also have been influenced against caution by the unbounded commercial success of its previous docks. The tonnage of

goods going through Liverpool had increased by nearly a third between 1836 and 1841, had doubled in the fifteen years since work had begun on Canning Dock and had more than trebled since the completion of Princes Dock in 1821. But, not only had the amount of trade been increasing, but the size of ships had been increasing, from an average of 107.5 tons in 1821 to 150.5 in 1841.

Work on the docks was begun in August 1844, and involved, for the first time, excavation from dry land to create Stanley Dock. By the summer of 1847, over 3,000,000 cubic yards of sandstone and soil had been excavated and most of the dock retaining walls had been constructed. The dock retaining walls were 33 ft high and the river wall was 37\_ ft high. The project was a massive civil engineering operation, employing over 4,000 men for four years, mostly employed by private contractors, but up to 1,800 employed directly by the Dock Committee, under the overall supervision of Hartley.



Bollard on Salisbury Sea Wall © LCC

The early Liverpool docks had their own tidal entrance basins, but these were wasteful of space and tended to silt up. When he built Clarence Dock (opened 1830), Hartley introduced a half-tide entrance basin, which was an entrance dock with a single pair of gates which could be opened at any time on the top half of the tide. Once the gate was shut, the inner passage gates could be opened to allow ships to pass through to the fully impounded dock system. The closer to high tide that the outer gates opened, the less the loss of impounded water from the inner pasage when that was subsequently opened, and the less silt was deposited in the half-tide lock. The passage to the inner dock has a single pair of gates facing inwards, acting as a giant non-return valve. If the level in the half-tide dock exceeds that within, water will pass inwards, but if the level within exceeds that without, the gates will prevent loss of water. Many of the gates also had back springs, to assist this one-way action.

A further advance in the arrangement was incorporated at Waterloo Dock (opened 1834), whereby it did not have its own river entrance, but was reached by a lock and passage from Princes Basin. The reduction in the number of entrances from the river minimised expense in construction,

manning and maintenance. Additionally, if ships had to visit more than one dock, as was often the case, they could move around within the dock system without having to waste time and effort going into and out of the river. Clarence Dock had originally been built to provide isolation for steam ships, which were considered at the time a serious fire hazard. But, when Trafalgar Dock was opened in 1836, only six years after Clarence Dock, it shared the Clarence Half-tide entrance and created an internal passage in the dock system from there right through to Salthouse Dock.

The complex of docks comprising Salisbury, Collingwood, Stanley, Nelson and Bramley-Moore represented the culmination of Hartley's development of dock design in Liverpool. Adrian Jarvis, the Curator of Port History, says of them:

"Everything which Hartley had learned, whether from others or from his own outstanding talents, was incorporated in this coherent programme."



Mersey with Victoria Tower Walters © NMGM

The entrance at Salisbury Dock was not only beautifully constructed and adorned with the Victoria Clock Tower, but was, initially at least, highly practical, with its double half-tide entrance and a small lock for admitting flats and other small vessels at almost any state of the tide, and it gave access in all directions. The docks all incorporated the massive granite gravity basin walls and public access was controlled by the fortress-like granite boundary walls complete with gatemen's towers. The well-proven double leaf iron swing bridges were also used here. The memorable year of its opening, 1848, is emphatically announced in stone throughout the system on the Salisbury entrance quoin, the imposing six-faced clock tower, the dock master's office and on each of the name plaques built into the dock wall.

**Salisbury Dock** was named after the 2nd Marquis of Salisbury, who was a major landowner in Liverpool and a nationally influential figure. Its main function was as an entrance to the system, and being only 3\_ acres, its use was restricted to small coastal vessels, which continued to use it until 1971. Open sheds were built on the south side of Salisbury Dock in 1849.

**Collingwood Dock** was named after Baron Cuthbert Collingwood, who was an admiral and Nelson's right-hand man. It was intended for coasters and other small vessels and for many years was the home of Liverpool Corporation refuse boats. Open sheds were built on the north and south sides in 1849.

The main asset of **Stanley Dock** was that it provided the first direct dock link to the Leeds and Liverpool Canal. Hartley constructed the flight of four locks up to the canal using the same techniques and materials for the canal retaining walls as he had for the dock retaining walls, but the canal company contributed £50,000 towards the cost. This enabled a saving on carting goods between canal and dock, and in some cases goods were transferred directly between ships and boats, thereby further reducing handling costs and the need for storage space. Stanley Dock was intended mainly for coasting vessels and the interchange of goods via the Leeds and Liverpool Canal. The dock was used initially for the carriage of low-cost bulky goods, which were most suited to the canal, especially coal downwards for export and imported cotton and wool for shipment to Lancashire and Yorkshire. But flagstones, roofing slates and pig iron were also chief commodities on the canal.

Another key asset of Stanley Dock was that it was connected with the Lancashire and Yorkshire Railway and the Dock Railway. The former enabled the high-value goods to be sent directly to many towns and cities throughout the North of England. The latter enabled the goods to be transferred to other docks for trans-shipment and connection to the London and North West Railway, thereby opening up markets further afield. The two Stanley Dock Warehouses were built by Hartley between 1852 and 1856, in a similar design to those at Albert Dock and Wapping Dock, to provide secure storage for high-value, bonded goods. By the end of the 19th century, the demand for use of these particular warehouses had declined, partly because the width of the entrance to the dock was no longer wide enough for the modern ships after the great wave of ship growth in the 1880s. It was therefore half infilled and Stanley Dock Tobacco Warehouse was built in 1900/1.



Stanley Tobacco Warehouse Detail © LCC

With 1.3 million sq ft, it was capable of holding 60,000 hogsheads of tobacco and was the biggest warehouse in the world and was consistently the MDHB's most profitable

warehouse. The South Stanley Dock Warehouse was then used with its close neighbour for storing tobacco and the North Warehouse was used separately, primarily as a bonded warehouse for storing rum. Stanley Dock was named after Lord Stanley; the 13th Earl of Derby sold the land to the Liverpool Dock Trust, to enable this northwards extension of the dock, for £17,000.

Nelson Dock was named after Horatio Nelson, who is generally considered to have been Britain's greatest admiral, and is best known for his victory at the Battle of Trafalgar in 1806. Open sheds were built on all sides of the dock by 1850, and it also had a secure brick shed on the west side. It was, at first, extremely well used by a variety of ships, especially the screw steamers, the principal trade the discharge of livestock, particularly from Ireland and Scotland. It is still occasionally used by coastal container vessels, but its last regular trade was in bulk rum, which was piped to North Stanley Dock Warehouse.

Bramley-Moore Dock was named after John Bramley-Moore, the Chairman of the Dock Committee and Mayor of Liverpool, who had made his fortune trading with Brazil. It is the largest of the five, with a water area of just under ten acres and, together with Nelson Dock, was intended to take the largest steamships of the day. The entrance gates and passage gates were 60 ft wide and enabled bigger ships to enter than the 50ft entrance at Clarence Dock. But it was



Salisbury Dock River Wall and Victoria Tower © LCC

not long before even these entrances proved inadequate, as the size of ships continued to grow and it became home to the coal export and bunkering service. Sheds were not built at Bramley-Moore Dock until 1856, the same year that a high-level coal railway was constructed by the Lancashire and Yorkshire Railway Company, along which wagon loads ran and dumped coal directly into ships. There was great demand for the fast loading of bunker coal and in 1882, after much wrangling, night-time loading was started, floodlit by gas lights. The dock was used almost exclusively for coal until 1966, although some Mediterranean trades did use the south quay.

#### Wapping Dock and Wapping Basin

Wapping Dock and Wapping Basin were built not only to provide more dock space, but also to improve internal communication between the existing south docks. Hartley planned their location so that ships would be able to move between George's, Canning, Salthouse, Albert and Duke's Docks to the north, and King's, Queen's and Brunswick Docks to the west and south. He also planned an arterial road and a railway between the road and the Wapping terminal of the Liverpool and Manchester Railway.

As it was on the landward side of King's Dock, on previously reclaimed land, its construction did not involve difficult and expensive works to keep the water out, but the land was occupied by an assortment of dock-related business, such as a cooper, a timber yard, warehouses, a ropery, dry salters, a ship's chandler and houses. The 1846 Dock Act was therefore applied for and granted to compulsorily purchase the land and to carry out the necessary works. However, it was not until 1851 that the site was clear, when Hartley reported that he was ready to commence with preparatory works and not until 1853 that excavation actually began. The arterial road was completed in 1853 and the docks were open for shipping in May 1855. It was named Wapping Dock simply because the road and the area in which it stood was known as Wapping and it was adjacent to the Wapping railway goods terminus.

Hartley had originally planned to have a six-storey warehouse, similar to the Albert Dock Warehouses, on both the east and west sides of the dock but only built one on the east side together with a single storey transit shed on the west side. As at Albert Dock, the Wapping Warehouse had a ground floor open to the quay with crane bays and it had cast iron Doric columns, although unlike at Albert, they were slightly splayed. The warehouse was divided vertically into five equal bays, enabling it to be used by a variety of users. It had hydraulic goods-handling from the beginning, powered by a steam engine and accumulator, which were housed in a separate tower to the south, which was in Hartley's castellated style. Wapping Warehouse did not have a metal roof, like Albert Warehouses, but had slates on sarking boards. The warehouse was ready for use in July 1856, a year and two months after the dock.

There was an unbroken brick security wall along the rear of the warehouse, against which leaned a two-storey covered cartway containing a railway. The wall terminated at each end with massive gate piers into which multi-leafed wooden gates rolled on wheels and where there were ovoid conical gatehouses. A second railway line, complete with turntables, ran inside the rear perimeter wall although it was removed in 1878.

Wapping Dock was used mostly by coastal and cross channel trade routes between Scotland, Ireland and Southern Europe. Principal imported cargoes, in addition to general cargoes, were stone setts and chippings, and bonded wines and spirits. Principal exported cargoes, in addition to

general cargoes, were coal and manufactured goods. The dock was also used by deep-sea vessels from the Americas, the West Indies and West Africa from its opening. They brought cotton, tobacco, wool, nitrates, sugar, rum and ivory to the warehouse and their outward cargoes were textiles, heavy engineering and railway equipment. Many ports of West Africa and South America did not have deep docks and so the shallower-draughted deep-sea ships used them and maintained routes to Wapping. But as ships grew in size and could no longer use the older shallower docks there was a need to create deeper water in Wapping to give it flexiblity.



Wapping Dock E Chambre Hardman © E. Chambre Hardman Trust

An increased depth of water at neap tides to allow the dock to be used by those bigger ships was created firstly by installing an impounding station at Coburg Dock in 1889 to artificially raise the level of water and subsequently by excavation to 19ft 6ins below Old Dock Sill level, following the Southern Works Act. That Act also authorised the adaption of King's Dock into the two King's Branch Docks, which were reached by creating a breach in the west wall of Wapping Dock.

The hydraulic engines were modernised in 1873, an additional accumulator was installed at the south end in 1900 and from 1906 the hydraulic power was supplied by the Toxteth and Herculaneum centres. In 1897 a system of wire ropes fixed to the dock walls and the warehouse walls by brackets for carrying leads from the portable hydraulic jiggers were installed and ten new fixed hoists were installed to provide both flexibility and reliability in cargo handling.

A telephone link was installed in 1881, a telegraphic link to the pier master at the Herculaneum river entrance installed in 1884 and an electric generator installed in 1893. The entrance from Queen's Dock was widened and a new hydraulic bridge fixed in 1905.

The warehouse was also used for the sorting and sampling of wool and tobacco. It remained in use as a bonded liquor store until 1982, and shortly afterwards was converted to apartments.



The shipment of Liverpool's last tram to the USA c.1958 Stewart Bale Courtesy NMGM

#### The Rest of the Docks

The account above charts the development of the most historically important docks of Liverpool constructed up until 1848, including all of those in the nominated World Heritage Site. However, other docks were constructed and continued to be developed and adapted to varying degrees until the closure of the majority of the historic docks in 1972. The historic docks not referred to above have either been filled in, dramatically altered or have lost their associated historic warehouses and so have not been included in the proposed World Heritage Site. A comprehensive table of the construction and alteration of Liverpool's docks up until 1906 can be seen in the MDHB's Pocket Yearbook 1920, reproduced in Adrian Jarvis's *Liverpool Central Docks 1799-1905*.

# Some aspects of Liverpool's history and significance

# iii) LIVERPOOL AND THE TRANSPORT REVOLUTION

# Background

One of the pre-requisites of the Industrial Revolution and the phenomenal increase in the growth of trade which was an integral part of it, was a transport revolution, to enable goods to be transported in greater bulk, more quickly, more reliably and more cheaply than before. Prior to the mid-18th century, transport of both goods and people by land was slow and inefficient due to the atrocious condition of the roads and there was neither the technology nor the capital resources available to make significant improvements.

However, in the 18th and 19th centuries, the technology was developed to enable transport systems to be improved. Furthermore, the prospect of huge profits from transport and trade drove entrepreneurs, civil engineers and, to a lesser extent, public bodies to drive forward with the use of that technology. The accumulated wealth from the agricultural revolution helped to provide the resources to finance the huge cost of works on a grand scale.

Improvements were made to roads throughout the 18th century under a growing number of Turnpike Acts, which gave private enterprise the task of repairing roads, in return for rights to collect tolls. Engineers such as John Metcalf, John Macadam and Thomas Telford dramatically improved the quality and quantity of the roads in Britain, but roads alone were never going to be adequate to meet the transportation needs generated by the industrial revolution. First canals and then railways were the modes which really transformed transportation and indeed life, in Britain and throughout the world and Liverpool played an important role in their development. Whilst Liverpool cannot lay great claim to the development of the technology, it can rightly be proud of having the vision to see the potential of that technology and the ability to harness it in the interest of trade.

## Canals

By the end of the 18th century, it is estimated that there were around 2,000 miles of navigable water in England. Approximately one third of this was naturally navigable rivers, a third was created by engineers altering existing rivers before 1760 and the final third was in the form of wholly man-made canals between 1760 and 1800.

The River Mersey was made navigable to Warrington in the 1690s. In 1732 the River Weaver was made navigable into Cheshire. In 1736 the Mersey and Irwell Navigation was opened from Warrington to Hunt's Bank, Manchester and in 1742 the Douglas Navigation was opened to Wigan. Thus by the middle of the 18th century, there was a

reasonable inland water connection from Liverpool to the north east (via the River Ribble), east via the River Mersey and south east via the River Weaver.

The very first of the man-made canals in England was the Sankey Brook Navigation, which like so many of the earlier navigated rivers and subsequent canals, was formed primarily to carry coal. In this case, it was coal from the St Helens coalfields that was taken to the Mersey at Sankey Bridge and then onto Liverpool, for use in its industries and domestic hearths. The construction and the parliamentary expenses of the Sankey Brook Act were financed by Liverpool merchants, salt refiners and Liverpool Corporation. The Liverpool Docks Trustees lent the services of their second Dock Engineer, Henry Berry, for its construction. It was opened in 1757 and Cossons says it ".....can undoubtedly claim the distinction of being England's first canal."

The canal was extended along the Mersey twice to take advantage of the more favourable tides. The first extension from Sankey Bridges to Fidlers Ferry opened in 1762 and the second, onwards to Widnes, followed in 1830. A small dry dock was built adjacent to the locks where the canal entered the River Mersey at Widnes, and railway lines were subsequently laid to it, when it is believed that it became the world's first rail/river transport interchange. The Sankey Brook Navigation was built for use by Mersey flats, the sailing craft of the local rivers. To allow for the masts of the flats, all the roads over the canal had to be carried on swing bridges. England's first double locks were built on the canal at St Helens. The Sankey Brook Navigation became more popularly known as the St Helens Canal after 1845, when the St Helens Railway Company took the canal company to form the St Helens Canal and Railway Company.

The Leeds and Liverpool Canal was commenced in 1770 and opened from Liverpool to Wigan in 1774. Cumulatively, this and other waterways provided Liverpool with access to the coal of Lancashire, the salt of Cheshire, the coal and iron of South Yorkshire, the textiles of West Yorkshire, the pottery of Staffordshire and the hardware of the Midlands. Liverpool had played a part in the formation of many of these waterways and, of all the ports on the west coast of England, Liverpool reaped most benefit from these new transport links to the rich manufacturing districts and the great range of outlets for imports.

The initial impetus for The Leeds and Liverpool Canal came from the merchants of Liverpool and the merchants and landowners of Bradford. On the Yorkshire side, there was a need to increase the supply of limestone from Skipton to the coal mines of Bingley and Bradford, where it could be burnt to produce lime for land improvement and building. They also wanted to take coal to the Craven area, and to provide a through route for local textile products to the port of Liverpool, and the colonial market destinations with which Liverpool traded. Similarly, the Liverpool promoters were interested in cheap reliable coal and access to the industrial areas of Lancashire and Yorkshire.

Significantly, the increasing colonial trade operated from Liverpool had given the Liverpool merchants the resources to finance the project. By the mid-1760s, Liverpool was already one of the country's leading ports, with almost a thousand ships visiting every year. Old Dock and Salthouse Dock were already open and more docks were planned. Liverpool Corporation took the initiative on the Lancashire side and gave £200 towards the cost of the initial survey in 1767/8, giving a further £50 towards the surveyor James Brindley's fees in 1768.

After some debate over the exact route and difficulties over funding, approval for the canal was given by the Canal Act of 1770 and the first sod was cut at Halsall Cutting, approximately ten miles north east of Liverpool on 5th November 1770. The section from there to Liverpool was effectively completed by January 1773 and by October 1773, 31 miles of the western end of the canal were completed, as were 23 miles in Yorkshire. Following the settlement of the embankments on the Liverpool length over the winter, the first section from Liverpool was opened in February 1774, and the route from Liverpool to Wigan was opened in October1774. The original terminus in Liverpool was on the north edge of the town as it was then, on Old Hall Street, where a coal wharf was constructed. To cope with the increasing demand, further wharfs were soon built, and in 1792 the original wharf was extended and an office was built in Old Hall Street.

The lengths that were open in 1774 were brought into immediate use and generated substantial income, but the huge financial cost of the project slowed down further construction for a number of years.

In Lancashire, the Union Company was one of the larger carriers, operating packet boats to Wigan as well as carrying sugar, corn and malt. Timber was another important commodity, being carried in both directions. Foreign imports were carried to Wigan from Liverpool and locally grown timber was taken to Liverpool for the construction and ship-building industries. However, coal was the most important commodity. Immediately prior to the opening of the Leeds and Liverpool Canal, 12,000 tons of coal were sent down the Douglas Navigation, but by 1780, almost 36,000 tons were sent to Liverpool, and this increased to 137,000 tons ten years later.

Money to complete the canal was eventually raised in the 1790s, with work starting at the Yorkshire end. In 1816 the full length of 127\_ miles from Leeds to Liverpool was opened, the longest canal in Britain. Four years later the Leigh Branch was opened, linking it to the Bridgewater Canal and forming a route from Liverpool to the midlands and the south.

There had always been considerable transportation of goods between the canal and the docks in Liverpool, but this involved the expense of their trans-shipment to and from the canal basin by horse-drawn lorries. To avoid the need for this trans-shipment, a direct link was finally made in

1846 when Jesse Hartley built the branch of four locks down to Stanley Dock (although the Dock itself was not opened until 1848) and onwards into the rest of the dock system and the River Mersey at the Victoria Clock Tower.

In order to collect tolls on the canal, offices were set up at various points along its length, and those in Lancashire sent them to the office in Liverpool, where the accounts were made up and settled. The main offices were originally in Bradford, but by 1850 the trade in Lancashire was more important and so the main offices were moved to Liverpool. The Leeds and Liverpool Canal strongly influenced the location of industry in Liverpool, as manufacturers sought to take advantage of the cheap supply of coal. In the early years of the canal, soap, glass and chemical industries moved to the undeveloped sites adjacent to the canal and these were followed by packaging, haulage and food processing industries developing along its banks, notably sack makers, corn mills, Tate's sugar refinery (becoming Tate and Lyle in 1921) and cigarette-making factories.

The Leeds and Liverpool Canal also had a tremendous impact upon the industrial development of many of the towns along its route. They benefited from the cheaper availability of raw materials brought in through the port and they had a more competitive route through which the manufactured goods could be sent for sale. The Leeds and Liverpool Canal passed through what became one of the most densely populated areas in England, including Leeds, Bradford, Bingley, Shipley, Keighley, Skipton, Burnley, Blackburn and Wigan. These towns were the cradle of the revolution of textile manufacture, and the Leeds and Liverpool Canal was probably the region's single most important transport facility, certainly from its opening until the advent of the railways from 1830 onwards. Many mills were built on the banks of the canal to enable goods to be loaded straight off and onto the canal. One notable example is of course Salt's Mill in Saltaire, Bradford (a World Heritage Site).

One of the more unsavoury goods to be transported on the canal was "night soil" or human sewage from the growing town of Liverpool. Before the construction of sewers in the mid-19th century, the night soil was collected from the middens by barrows and horse-drawn carts, dumped on the canal wharfs and there sorted and loaded onto specially adapted barges before being taken out to fertilise the fields of west Lancashire. The manure traffic continued into the 1940s and it was a substantial trade, with up to 100,000 tons being removed annually.

The Leeds and Liverpool Canal also had the advantage that it served areas needing several types of cargo to be brought to and from Liverpool. Coal, wool, cotton, limestone, grain and general cargo were all carried by a wide range of carriers. The canal had an impact far beyond the immediate banks of the canal, as the wide range of imported goods were distributed from the canal. The Liverpool Warehousing Company set up "department stores" in many towns, including Grassington, a small town in the Yorkshire Dales, 15 miles north of the canal in Skipton.

The Canal was not only used for the transportation of goods, but also as a means of public transport. Packet boats for the carriage of passengers and small items commenced between Liverpool and Wigan almost as soon as the canal was opened, with a fare of a ha'penny for every two miles travelled. By 1832 the fare from Liverpool to Wigan was 3s 6d at the front and 2s 6d at the rear.

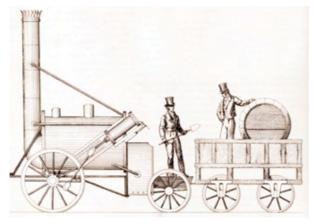
As the 19th century progressed, the canal faced increased competition from the railways, and the Railways and Canal Traffic Act 1888 further reduced income by limiting tolls. The First World War also damaged the canal's viability and the government gave them less compensation than the railways. The Tate and Lyle sugar refiners and north Liverpool gas works were the only substantial clients on the Leeds and Liverpool Canal in 1960 but a severe winter in 1963 and the decline in the quality of coal from Wigan finally ceased all. However, the many stretches of the canal are now busy again, as people discover using the canal for pleasure.

#### Railways

## The Impact of Railways

Improved technology in the iron industry and steam power in the early 19th century enabled the introduction of steam powered deep-sea vessels onto the oceans, but it was also instrumental in the next dramatic improvement of land communication, the railways. Railways were the first form of mass public transportation and they transformed the way of life of many people, as well as the economy and landscape of the country. The Liverpool and Manchester Railway opened in 1830. Seven years later, Liverpool was linked to Birmingham and then to London by the Grand Junction Railway. Birkenhead soon had an alternative and more direct link to the Midlands by the Birkenhead and Chester Railway (later part of the Great Western Railway). The Lancashire and Yorkshire Railway and the Cheshire Lines added to the network of lines serving Liverpool in the mid-19th century and were at the forefront of one of the most remarkable phenomena of the industrialisation of Britain, and subsequently the rest of the world.

Henry Booth, a Liverpool promoter of the Liverpool and Manchester Railway, foresaw the impact that railways would have when he wrote in 1830:



Stephenson's Rocket Courtesy LCC

"...what was quick is now slow; what was distant is now near; and this change in our ideas will not be limited to the environs of Liverpool and Manchester – it will pervade society at large....(it will give) a whole new character to the whole internal trade and commerce of this country. A saving of time is a saving of money....the quick conveyance of merchandise will infuse new life into trade and manufacturers."

The need to co-ordinate connecting trains brought pressure to standardise time across the country, and the directors of the Liverpool and Manchester Railway soon campaigned for its introduction. However, it was not until 1880 that Greenwich Mean Time became the standard time for Britain, and until a further thirty-two years later that it formed the basis of world time, adapted into a zonal system. The Liverpool and Manchester Railway was a pioneering venture, and proved to the rest of the world the merits of the speed, safety, efficiency and financial viability of the railway concept.

## The Beginnings of Railways

Even before the industrial revolution, stone and timber waggonways had been laid to provide smooth surfaces for transportation of goods at quarries, mines and iron industries. By the mid-18th century, many collieries had waggonways enabling horses to pull linked waggons in the form of a train, carrying coal short distances to canals and rivers for onward transportation. To guide the waggons and to prevent them from sinking, some of the early waggons had "L" shaped wooden flanges or rails, often laid on rigid cross members, or sleepers, for rigidity. With the development of the iron industry, iron rails were introduced and in 1789 William Jessop established one of the leading principles of subsequent railway transport by employing waggons with flanged wheels on a colliery track-way at Loughborough.

Steam power was another essential factor that enabled railways to move large volumes over long distances, and the gradual development of steam technology led in time to the establishment of the steam locomotive. George and Robert Stephenson built an 8-mile railway at the Hetton Colliery in 1822 and in 1825, his Stockton and Darlington Railway was opened, but these were essentially built to carry coal. When the latter had its official opening, engineers and businessmen from Liverpool and Manchester were there to witness it, they were impressed by what they saw and it strengthened their commitment to build a railway between those two fast growing-towns.

# The Liverpool and Manchester Railway

The Liverpool and Manchester Railway Company was formed in 1824. Its founder members visited the Stockton and Darlington Railway whilst it was under construction, at the instigation of Joseph Sanders, a Liverpool corn merchant. Charles Lawrence, the mayor of Liverpool and a West Indies shipping merchant, was appointed chairman, with John Moss as his deputy. Of the 24 members of the company, there were twelve each from Liverpool and Manchester.

The company inevitably faced difficulties, opposition from land owners and the canal company, and their first attempt in 1825 to obtain a parliamentary act failed in 1825. But in 1826 the Liverpool and Manchester Railway Company succeeded in gaining approval for the Railway Act, and within weeks the shareholders met in Liverpool to agree how to proceed. Lawrence and Moss remained chairman and deputy and Henry Booth, a Liverpool merchant, was made company secretary. George Stephenson was appointed principal engineer to oversee the whole project, assisted



Henry Booth Courtesy LCC

initially by Charles Vignoles, and by three resident engineers. Joseph Locke was responsible for the western end, including the Liverpool tunnel and Robert Stephenson, returning from a three-year trip to South America, joined his father in late 1827 to help with the business and engineering problems. Two of the biggest of these were the Olive Mount Cutting on the edge of Liverpool and the tunnels under the town, required to maintain reasonable gradients. The Olive Mount Cutting ran for nearly two miles and at its deepest was over 100ft. Nearly half a million tons of spoil was dug or blasted out, much of it solid sandstone. Dr Samuel Smiles called it "the first extensive stone cutting executed on any railway" and Charles Vignoles said "it looked as though it had been dug out by giants."

To reach the docks at Wapping, a long tunnel also had to be excavated. A short bore of 290 yards on a rising gradient connected the railway terminus at Crown Street, and between there and the docks was the main tunnel, 2,250 yards long. Stationary engines were installed to haul the trains through the tunnel by ropes, fed over pulley wheels. The main engine was at Edge Hill and it remained in use until the end of the 19th century. The tunnel emerged through a portal at Wapping in current-day King's Dock Street. The tunnel was effectively completed in 1829, and before it was brought into use, was a popular subterranean promenade.

The choice of power for the trains was not determined until the Rainhill Trials of 1829, when Robert Stephenson's *Rocket* had to beat off competition from other steam



Portal of Wapping Tunnel, King's Dock Street @ LCC

engines. In the test it achieved a top speed of 29 mph, was in operation for many years and became perhaps the most celebrated steam locomotive in history. The Scotsman newspaper took the following view of the events: "The experiments at Liverpool have established principles which will give a greater impulse to civilisation than it has ever received from any single cause since the press first opened its gates of knowledge to the human species at large."



The Rainhill Trials 1829 Courtesy LCC

After further tests of the locomotives and structures, the railway was finally opened on 15th September 1830. A convoy of eight locomotives made the inaugural return journey from Liverpool to Manchester. The Prime Minister (the Duke of Wellington) and William Huskisson MP were most prominent amongst the thousands of spectators and passengers. In most respects, the ceremony was a great success, but whilst the trains were stopped to refuel half-way along the route, William Huskisson MP stepped off the train, and fatally fell into the path of the *Rocket* and died later that day from his injuries. He became the first person ever to be killed by a moving passenger train. The tragedy marred the day's jubilation, but it could not hold back the

expansion of the railways which were soon to spread from this small beginning to have such a profound impact on the speed and efficiency of transportation throughout the United Kingdom and the world.

The Liverpool and Manchester Railway was the first railway in the world to carry passengers on a regular timetable, as well as goods. The passenger service was an immediate success and was soon carrying 2,000 passengers daily. In its first full year, over 40,000 tons of merchandise was carried on the line and this increased five-fold by 1835. In the same period, the coal carried rose from 11,000 tons to 116,000 tons.



Lime Street Station 1836 Courtesy LCC

The tunnel to Lime Street in central Liverpool was not fully completed until 1836, and, as with the Wapping Tunnel, no locomotives were allowed within it at first. Carriages travelled down by gravity, controlled by brakesmen, and were hauled up by ropes attached to a heavy, geared counterweight.



Interior of Lime Street station 1836 Courtesy LCC

George Stephenson was one of the great pioneers and innovators of the railway age and has become known as the "father of the railways" for his management of railway building schemes. His son Robert played his part, not only building the Rocket, but also with other major railway and civil engineering projects, and he became the first President of the Institution of Civil Engineers in 1856-7. He constructed bridges over the River Conway in North Wales and over the River Tees at Berwick. In Canada, he built the Great Victoria Bridge across the St. Lawrence, at the time the longest bridge in the world.

On the strength of his work on the Liverpool and Manchester Railway Joseph Locke went on to distinguish himself as a builder of railways at home and abroad. He built at least sixteen railways including the London and Southampton Railway, the first Spanish railway between Barcelona and Mattaro and at least three in France. He became President of the Institution of Civil Engineers 1858-9.

Charles Vignoles went on to build Ireland's first railway (the Dublin and Kingstown) and the first in Switzerland and he became the President of the Institution of Civil Engineers in 1870.

A unique contribution which the Liverpool and Manchester Railway made to railways across the world was the four feet eight and a half inches in between the rails, which is still used almost universally. The Liverpool and Manchester Railway became the model for other railways around the world to follow. At the opening of the railway Henry Booth said;

"A saving of time is a saving of money.....the quick conveyance of merchandise will infuse new life into trade and manufacturing."

He was correct: the railway did dramatically change life and gave new impetus to the port of Liverpool, to the textile industry of Lancashire, and the industrial revolution of which they were a part.

# The Mersey Railway Tunnel

A ferry service had been operated across the Mersey between Birkenhead and Liverpool for hundreds of years. But, by the beginning of the 19th century, the ferries were inadequate to cope with the rising demand for cross-river travellers and so the practicalities of constructing tunnels to connect the two sides of the river were investigated. Isambard Kingdom Brunel, who was later responsible for the Great Western Railway, first planned a road tunnel in 1825, but the plan came to nothing at that time. However, as the docks and population of the Wirral grew, and with the construction of the Birkenhead to Hoylake Railway in 1866, there was even greater demand for an efficient transport link across to Liverpool. In 1866, merchants and industrialists successfully promoted an Act of Parliament to allow the construction of a railway tunnel under the river to improve trade and for the benefit of commuters.

The initial proposal was for a "pneumatic railway" using air pressure to drive the trains, a similar system to one used by Brunel with limited success in the south-west of England. However, there were problems with the technology and so a conventional railway for steam trains was eventually started in December 1879, after Major Samuel Isaac and the tunnelling company signed a contract. The work began with tunnelling and the sinking of two shafts, one at St. George's Dock in Liverpool and one in Birkenhead. From these shafts, trial headings were driven down at a shallow slope towards the river, but before the two ends of the

tunnel met, the contractor failed and so Major Isaac took over direct responsibility for the operation and completed the project.

The main tunnel was 26ft wide, to accommodate two railway lines, and 19 ft high from the rail level to the roof. There were further tunnels for ventilation and drainage. The tunnels were lined with 6-8 layers of brick, using 38 million bricks in total.

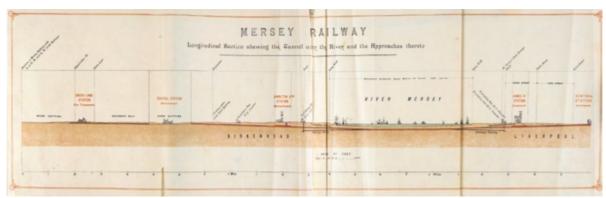
driven by compressed air and it was very successful. The workmen also had the advantage of early electric lighting from 1883 from the Liverpool Electric Supply Company, which was established that year, a decade before cities such as Manchester, Leeds and Bristol had a public supply of electricity. In January 1884, the two headings met and the tunnel was finally completed in December 1885 when the public was allowed to walk through in celebration. The tunnel was officially opened on 20th January 1886 by the



Map of Mersey Railway 1886 Courtesy LCC

The cutting of the tunnels was at first done using explosives and pickaxes, but progress was slow, at only 10-13 yards per week. In order to speed up the works, a new machine was brought into use in February 1883, the Beaumont Cutter,

Prince of Wales and on 1st February, the first passenger trains went through, carrying 36,000 people on that day. The tunnel incorporated a new telephone link between Liverpool and Birkenhead to further improve



Section of Mersey Railway 1886 Courtesy LCC

communications between the two sides of the river. Ventilation of the tunnel was achieved partly by the installation of four large "Guibal" fans in a special vent passage connected to the pumping and ventilation station at George's Dock. However, these proved to be inadequate to clear the smoke from the huge six-coupled tank locomotives and in 1899 it was decided to electrify the line, and this was completed in 1903, when it became the world's first electrified under-water railway.

In order to ensure that the tunnel was properly drained, large pumps were built above ground at each side of the Mersey, and these could pump 7-8,000 gallons of water per minute. As an additional safety feature in case the pumps failed, massive storage headings were excavated at the base of the main shafts, and they could each take 80,000 gallons of water. Smaller tunnels led from the lowest point on the rail tunnel down to the standage headings.

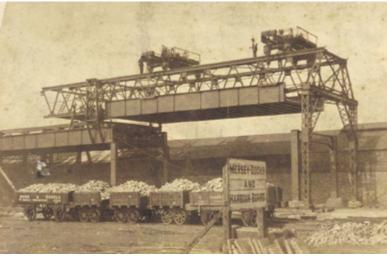
The first two stations were cut out of rock 80 ft below ground level at Hamilton Square in Birkenhead and James Street in Liverpool. They were each 400 ft long, 50 ft wide and 30ft high. They were lit by gas from a special gas works in Birkenhead. The stations had huge lifts, capable of holding 100 people each and these were worked hydraulically from towers 120 ft high above the stations.

The line was an immediate success and the Mersey Railway Tunnel was soon carrying 10 million passengers a year. Indeed, the under-river line was soon extended on both sides of the river, first to Birkenhead Park in 1888, then to Rock Ferry in 1891 and to Liverpool Central in 1892. Further extensions, electrifications and improvements were made during the 20th century, notably construction of the loop line and its link with the Northern Line in the 1970s to create the current underground network.

# The Liverpool Overhead Railway

As dockside activity increased during the 19th century, it was inevitable that the roads surrounding the docks would become more and more congested. Some goods and passengers continued to be transported by rail and canal but a high proportion of goods travelled their journey around the docks by horse-drawn vehicles. Given that Liverpool handled up to 47% of Britain's export trade, the roads around the docks suffered terrible congestion. By 1862, the docks extended approximately four miles along the east bank of the Mersey, and the congestion at ground level was making it difficult for the thousands of dockers to get to work. The idea of an overhead railway to serve the docks had been put forward by John Graham to the Dock Committee as early as 1853, but no action was taken.

By 1878, the congestion had worsened and the docks had expanded to over six miles in length and so the Mersey Docks and Harbour Board (MDHB) obtained an Act to allow the construction of a single-track elevated steam railway. But the Board of Trade wanted a double-track line and so a new Act was obtained in 1882. The Liverpool



Construction of Overhead Railway c1890 Courtesy LRO

Overhead Railway Company was formed in 1888 and building began in 1889. At that time the intention was to use steam locomotives, despite the problems suffered by the New York (1872) overhead railway, where cinders, oil and water were known to drop onto the street below.

The method of construction was as novel as the structure itself. Almost all of the span sections were prefabricated in the goods yard of the Lancashire and Yorkshire Railway and each section was then carried forward on a trolley running on the two outer rails, to minimise disruption to dock road traffic. On reaching the end of the track, it met an erecting gantry, one end of which rested on the completed section and the other on the ground. Two cranes on top of this gantry lifted the new span from the trolley into position. The vertical columns were built up of two steel channels and two steel plates.

The Company was aware of the risk of fire to adjacent warehouses, timber yards and wooden sailing ships from moving steam engines and so the consulting engineers considered the use of stationary steam engines and cable haulage for the railway. However, they dismissed the idea in favour of electric traction and in 1891 an order for the electrical equipment, based on the power supplied from a third rail, was ordered from the newly formed Electric Construction Company.

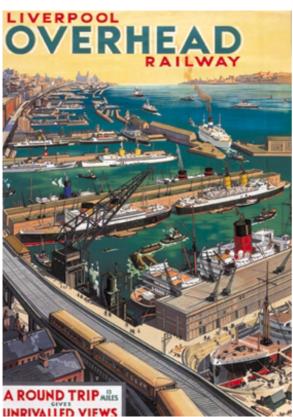


Construction of Overhead Railway c1890 Courtesy LCC

The first train ran in November 1892, carrying all of the directors and their friends and the system was formally opened in February 1893 by Lord Salisbury, when it was the world's first elevated electric railway. The Overhead Railway proved to be efficient and reliable and was soon carrying over 4 million passengers a year. It caused considerable interest throughout the world, particularly in New York as it proved that it was less expensive to run than steam. By 1903, the whole of the New York City elevated lines were electrified.

The original rolling stock consisted of thirty twin bogey cars, made into fifteen two-car trains, each with a 60 hp motor and controlled from either end of the train, as the driver could take a removable set of control handles from one end of the train to the other. They are believed to have been the first railway in the world to have multiple unit controls. This multiple unit system was then taken and developed by Frank Julian Sprague and used on the South Side elevated railway in Chicago in 1897.

A further important technological advance on the Liverpool Overhead Railway was the signalling practice. The high estimated cost of conventional signalling led to automatic electric signalling being installed long before it was applied elsewhere. It had first been suggested in 1885 by Ilius Augustus Timmis, who had patented the system, and was first used on the Liverpool Overhead Railway before being used almost universally. In 1921, the railway was also the first in this country to use a daylight two-aspect colour light signalling system.



Postcard of Overhead Railway Courtesy LCC

The Liverpool Overhead Railway was immensely popular as a means of public transport, was a familiar part of the local dockland scene and became affectionately known as "The Dockers Umbrella". It was originally built as a commuter line but developed into a tourist attraction because it afforded fine views over the bustling working docks. Unfortunately, after 60 years in operation, severe corrosion was found in parts of the elevated structure and in 1956 the decision was made to close it and demolish the structure even though it was still carrying almost 9 million passengers a year. The last train ran on 30th December 1956 and there are now only a few remnants of it left in situ, notably the stanchions built into various parts of the Dock wall and the tunnel entrance in the rock face high above the site of Herculanean Dock. The only surviving complete Overhead Railway motor coach, built in 1892 is kept by Liverpool Museum.



Poster for Overhead Railway Courtesy LCC

#### The Queensway Road Tunnel

The opening of the railway tunnel under the Mersey in 1886 had gone some way to satisfying the demand from Wirral commuters but it did little to help with the transportation of goods and road vehicles across the river. They still had to queue to use the overcrowded luggage boats or travel via Runcorn to use the "Transporter' platform or via Warrington, which was for many years the lowest bridging point on the Mersey. Bridges across the Mersey at Liverpool were considered, and one was eventually built at Runcorn, but a road tunnel was a cheaper option and after several previous suggestions, a coordinating committee was set up in 1922 under Sir Archibald Salvidge, Chairman of Liverpool City Council. In August 1925, an Act of Parliament was passed for a new Mersey Road Tunnel. Sir Basil Mott, an experienced tunnel engineer was appointed as the engineer-in-chief and John Brodie and Sir Maurice Fitzmaurice were also on the planning team.



Route of Queensway Tunnel Courtesy LCC

Construction work was begun in December 1925, with the digging of 200ft vertical shafts at the dry disused George's Dock in Liverpool and at Birkenhead. Two pilot tunnels, 12 ft high by 15 ft wide, were cut along the proposed line. In Liverpool, the main tunnel portal was on Old Haymarket and there was an additional portal to serve the docks on The Strand adjacent to Chapel Street. When the two pilot tunnels met, they were only an inch out of the intended alignment and on 3rd April 1928, The Lord Mayor of Liverpool and the Mayor of Birkenhead formally shook hands through the hole in the rock divide.

> As work progressed, the walls were lined with bolted and flanged cast iron plates, backfilled with rubble and then grouted. The central section under the river was circular with a diameter

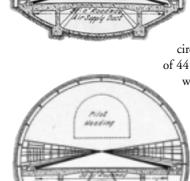
of 44 ft. The tunnellers were able to cut chutes from the upper to the

lower heading and the excavated rock from the top tunnel was dropped down onto an electric railway and removed. Later, a

suspended roadway was built to allow work on the upper half to continue unhindered, while the lower half was being excavated.

All the joints between the plates were sealed with lead and a gunite rendering of cement was sprayed under pressure onto the walls to provide one waterproofing coat and that was then coated with a bituminous emulsion to provide a further waterproofing coat before being plastered and painted. The roadway of reinforced concrete was then installed 18 inches below the centre line, on two reinforced concrete walls. The roadway surface, originally made of cast iron plates was set in bitumen (later replaced with bitumen and hard mastic), placed on top. A dado of black glass was then applied to the lower walls, although it was later replaced by white vitrolite and later again by PVC-coated steel. The entrances were lined with Portland stone, each with a pair of stone pylons and free-standing toll booths. The task of dealing with water seeping through the Bunter sandstone was a problem during construction, but was overcome by grouting faults and digging drainage channels fitted with pumps.

Ventilation was supplied by six massive ventilation shafts, fitted with 28 ft fans which could remove 2,500,000 cubic feet of air per minute. The fresh air is drawn in at the ventilation shafts and down into the lower part of the tunnel and rises in the centre below the walkway. The exhaust then travels up the roadway to the entrances. Herbert J. Rowse was appointed as architect to the Mersey Tunnel Joint Committee in 1931 and it was he who designed the Portland stone and brick ventilation shafts, the entrances and toll booths, all of which are still clearly evident in Liverpool today. It was in these ventilation buildings that Rowse combined major technological solutions with extraordinary sculptural qualities. His task was to provide fully insulated accommodation for massive ventilating machinery on sensitive and restricted sites and he achieved this brilliantly as "a unique contemporary example of the scientific application of reinforced concrete principles to some of the largest masses of irregularly shaped concrete structures ever constructed"(contemporary



Sections 1 and 2 of Queensway Tunnel Courtesy LCC



Sketch of George's Dock Ventilation Tower and Offices for Queensway Tunnel Courtesy LCC

description). He also designed great lighting shafts 60 ft high to illuminate each main entrance, constructed of reinforced concrete and overlaid with fluted and polished black granite, surmounted by glazed bowls of gilded bronze and a decorative pinnacle. The light shaft in Birkenhead has been relocated, and although the one in Liverpool has been removed, it is said to survive, buried in pieces somewhere in the region.



Basalt statue of Day in George's Dock Ventilation Tower and Offices for Queensway Tunnel © English Heritage

The tunnel was officially opened on 18th July 1934 by King George IV and Queen Mary, and was called the Queensway tunnel in her honour. Statues of the King and Queen stand at the main Liverpool portal in commemoration. The tunnel is 2.13 miles in length, and was then the longest under-water tunnel in the world. It remains today as an outstanding example of the combination of art and technology.

# *iv) THE MASS MOVEMENT OF PEOPLE BY AND THROUGH LIVERPOOL*

### Overview

Liverpool's remarkable rise from medieval obscurity to Victorian global pre-eminence was a triumph of human geography, of the interaction between physical location and human intervention. Having languished remote and distant from the high roads of national life for several centuries, Liverpool transformed itself in the modern period, acquiring the status of a great world port city, thanks to remarkable commercial enterprise, vision and acumen by its townspeople. From the beginning of the eighteenth century, the Mersey (with its thirty-foot tidal range) was tamed. A pioneering integrated transport system of canals, turnpikes and later railways facilitated links with adjacent, and rapidly industrialising areas. A comparative advantage over rival ports was secured through construction of 'the most perfect artificial harbour ever made by skill of man'.

As the **Illustrated London News** acknowledged in 1886: "Liverpool, thanks to modern science and commercial enterprise, to the spirit and intelligence of the townsmen, and to the administration of the Mersey Docks and Harbour Board, has become a wonder of the world. It is the New York of Europe, a world-city rather than merely British provincial."

Writing in 1907 to commemorate the 700th anniversary of the granting of letters patent to the medieval borough, the historian Ramsay Muir hailed the Liverpool dock system, then over seven miles long, as indeed a modern wonder of the world. The mighty docks fronted the river:

"in a vast sea wall as solid and enduring as the Pyramids, the most stupendous work of its kind that the will and power of man have ever created".

The slave trade, it must be acknowledged, played its part within this "stupendous development". Indeed, in early guides to the town, the growth of the slave trade was assessed (indeed celebrated) in the same quantitative terms as any other cargo or "commodity", exemplifying Liverpudlian commercial enterprise, an "efficiency dynamic" that matched (as economic historians have noted) the entrepreneurial achievements of the industrial revolution. Despite persistent myths, slaves were not shipped from Liverpool itself. They were taken on board in West Africa after outward-bound cargoes had been unloaded, they endured the horrors of the "middle passage" across the Atlantic before ships returned to Liverpool laden with raw materials from the Americas. It was said to be an "amazingly lucrative" triangular traffic by which "a treble profit was made on every voyage" - but such profits were far from the norm.

Having overhauled Bristol and London as the slaving capital of the world, Liverpool acquired an unenviable reputation for barbarism, philistinism and lack of civilized culture. These were charges which liberal merchants, or "Humanity men", were resolved to reverse. Thanks to their resistance, and to efforts to develop alternative patterns of trade, Liverpool was able to move on to new levels of prosperity and pride once the slave trade had been abolished in 1807. The port proved remarkably adept at opening new lucrative markets elsewhere, a commercial realignment accompanied by cultural reassessment of the past.

Reviled at the time, the abolitionist William Roscoe and his circle were rehabilitated as role models, the foundation figures of Liverpool's post-slave trade pre-eminence in the civilized culture of commerce. Henceforth in aspirations and architecture, Liverpool (and its "gentlemanly capitalists") craved recognition as the "Florence of the north", a kind of city-state dedicated to commerce, culture and civilization, different in ethos and appearance from the adjacent industrial districts. Looking beyond mere commercial advance, the corporation initiated pioneering programmes of educational, sanitary and health reform. It was among the first to establish a public library and museum, developing a cultural quarter with an external appearance (aided by Picton's improvement schemes) befitting "the exalted role she seems destined to fill in the commerce of the world". Ahead of other provincial cities, the "new spirit of civic pride" reached a high-point in the "great Athenian period" (to use C.H. Reilly's subsequent architectural classification), symbolized by construction of St George's Hall, "that noble building, one of the noblest in the modern world, which is to-day the supreme architectural boast of the city".

In its Victorian heyday, as Ramsay Muir acknowledged, Liverpool proudly and justifiably projected itself as the second city of empire.

### Thomas Baines recorded in 1852:

"The commerce of Liverpool extends to every port of any importance in every quarter of the globe. In this respect it far surpasses the commerce of any city of which we have a record from past times, as Tyre, Venice, Genoa, Amsterdam, or Antwerp, and fully equals, if it does not surpass, that of London and New York, the one the avowed capital of the first commercial state in the world, the other the real capital of the second."

The gateway to the west, Liverpool was not simply a great mercantile entrepôt and warehouse, importing raw materials from across the oceans and exporting manufactured goods from its industrial hinterland, the "workshop of the world". It was also the major passenger (and postal) transhipment point of Europe, the great terminus linking the old world and the new. No longer associated with slavery, in the great age of steamships and transatlantic liners, Liverpool was the embarkation point for millions of Europeans seeking liberty and prosperity across the Atlantic. Of the five and a half

million who emigrated between 1860 and 1900 over four and three-quarter million sailed from Liverpool. Many hailed from Germany and northern Europe, taking advantage of railway links from Hull (and other east coast ports) to Liverpool to shorten the voyage to their promised new land. Supplementing the lively presence of sailors from around the globe, this great passenger through-put contributed to Liverpool's distinctive and cosmopolitan culture as diverse groups intermingled on the giant floating landing stages.

The Prince's landing stage was half a mile in length, built out into the river beyond the dock walls, gigantic rafts "moored to the City's gates". Here cross-river commuters and other ferry travellers mixed with those who journeyed around the "inland" Irish Sea, Liverpool's private celtic empire (traffic which continued long after the great Famine influx from Ireland of the 1840s), and with those about to sail across the oceans beyond (some of whom, alas, fell foul of the fraudulent activities of emigrant runners and the other "land-sharks" who infested the waterfront). As Liverpool reached its Edwardian climacteric, this mixed array of travellers was to enjoy the best view of the outstanding architecture built on the Pier Head, on land reclaimed from the river with the filling-in of George's Dock, the photogenic sea-facing skyline by which Liverpool remains instantly recognizable. Long-distance passenger traffic has disappeared, perhaps only temporarily, but the architecture remains as testament to Liverpool's world port city status.

### The Leaving of Liverpool Traditional Song

"Fare thee well the Prince's landing stage River Mersey fare thee well For I'm off to Californ-i-a It's a place that I know right well

### Chorus

So fare thee well, my own true love When I return united we will be Its not the leaving of Liverpool that grieves me But my darling when I think of thee"

### The Slave Trade

The despicable slave trade across the Atlantic Ocean represents the largest-ever enforced deportation of humanity. It is estimated that from the middle of the 15th century to the end of the 19th century, more than 12 million Africans were taken forcibly from their homes to the New World. In the 18th century alone, 6 million African slaves reached the American plantations. Regrettably, Great Britain had the most powerful of the slave trading fleets in the 17th, 18th and very early years of the 19th centuries, as the growth of plantations in the Antilles and English mainland America provided the greatest impetus to the slave trade.

It was a triangular operation, with ships sailing from England to Africa with a wide range of manufactured items. There, those goods were exchanged with African dealers for slaves whom they had captured and who were packed into the holds, manacled together in appalling conditions for the middle passage across the Atlantic, which could take 50-60 days. The inhumane conditions resulted in incalculable suffering and many deaths. The slaves were taken to the sugar plantations of the West Indies or the southern colonies of America, where they were sold to provide unpaid labour and where they endured lives of great hardship often on the estates of British colonists. Meanwhile, the ships were loaded up with natural produce such as sugar, rum, cotton, mahogany and tobacco, and brought back to England. Profits were made on each of the three legs and it could be a highly lucrative business for the ship owners and investors. Slaves were rarely brought to England, but the profits from the trade were brought back and the slave traders usually became men of substance and high social standing.

In the 17th century, Liverpool played virtually no part in the slave trade. At that time, the trade was operated almost exclusively from London, by the Royal African Company. After 1698 when the monopoly was broken, Bristol began to take a share of the market and by 1740 had more than half of the slaving ships sailing from England. Most ports on the western seaboard of England had some opportunists who were keen to make a profit from this triangular trade, including Whitehaven and Lancaster and there is some evidence in the West Indies that privateers operated the slave trade from Liverpool illegally during the 17th century, using the Isle of Man as an entrepot.



Slaves on an African Quayside Courtesy LRO

The earliest record in this country of a slaving ship, *The Blessing*, trading from Liverpool appears in the Norris papers of 1700. Nevertheless, the merchants of Liverpool were initially slow to take a major role in the slave trade but

as the 18th century progressed, Liverpool merchants became increasingly involved and by the latter half of the century had become the leading exponents of the slave trade. During the city's involvement in the slave trade over 1,360,000 African captives were transported in over 5,000 voyages of ships based in Liverpool. By contrast in the same period, 740,000 slaves were taken in just over 2,000 voyages by London-based ships, the second slave trading port of this country. More than half of all the slaves sold by English traders were from Liverpool. Indeed, in the latter years of the 18th century, Liverpool had upwards of 70% of the nation's slave trade.

Liverpool's boom in the trade was spectacular and was due in part to the enterprise of the merchants. But its main advantage was the immediate local access to goods that the traders of Angola and Guinea wanted. These were cheap textiles, copper, hardware, iron, knives, firearms and other products from Lancashire, Yorkshire and the Midlands. Another factor was that before the appearance of schooners from Baltimore towards 1800, the fastest ships were built in Liverpool.

The slave traders from Liverpool had not only a higher percentage of the national trade, but also seemed to take a higher percentage of profit from their investment. The average profits were in the region of 6-10%, and James Jones, a Bristol dealer declared before a Commons Commission in 1786: "It is a precarious trade - profits are sometimes good and sometimes not." But, Liverpool's profits were often much higher, reaching 30% in 1786. The traders of the slave trade's pre-eminent port were able to take advantage of its favourable conditions. They were past masters at reducing costs, in manning the slave ships and in buying in the goods of the slave trade at reduced costs, whether in Holland or in the entrepot of the Isle of Man, and in securing attractive credit terms from the merchant manufacturers of Manchester, obtaining almost two years of credit from them. They also knew how best to negotiate the bills of exchange accepted as payment for the sale of their cargo of slaves in the Antilles. However, the Dolben Law was passed by Parliament in 1788, and forced shipowners to reduce the number of slaves loaded into ships and this inevitably reduced the profits of all slave traders.

Attitudes towards slavery seem to have varied a great deal. Whilst anyone who witnessed the atrocities of the middle passage could not fail to see the inhumanity of the trade, some people took the view that slavery of Africans was little different from the appalling conditions experienced in England in the coal mines and early factories and mills, where men, women and children worked long hours in terrible conditions for a meagre pittance. Many of them also lived in squalid conditions, in housing courts and died young of diseases such as cholera and dysentery. But there were other people whose social consciences would not allow them to tolerate the trade in human suffering and so the movement for the abolition of slavery grew in strength.

Men such as William Wilberforce, Pitt and Fox campaigned vociferously for abolition, but were opposed mainly by Liverpool merchants. Indeed, there were 64 petitions against the Bill of Abolition from Liverpool and only 14 from London and 12 from Bristol. Liverpool did have a small but influential circle of abolitionists, who formed their own branch of the Society of Abolition. Many of them suffered violence and prejudice for their views but despite that they ensured that men of Liverpool would play a major part in the abolition of slavery. They needed great strength of character to speak out for humane principles and against slavery when many of their neighbours and aquaintances were making a good living through involvement in it in one way or another. In 1788, its subscribers included doctors (Dr James Currie and Dr Jonathan Binns), Quakers (Daniel Daulby and William Rathbone), a preacher (John Yates), a former sea captain (John Newton), a former sailor (Edward Rushton) and perhaps most famously William Roscoe.

### Anti-abolition Song

"If our slave trade be gone, there's an end to our lives: Beggars all we must be, our children and our wives: No ships from our port their proud sails would spread, And our streets grown with grass, where cows might be fed."

Roscoe was a man of many talents and one of Liverpool's greatest ever men. He was a successful lawyer, banker, botanist, poet, writer, agricultural pioneer and a collector of Italian manuscripts and paintings. In the 1780s he wrote and published a two-part epic poem The Wrongs of Africa, and he had considerable influence on the national attitude through his literary works. In 1806, William Roscoe was elected as a Member of Parliament for Liverpool, and after thirty years of campaigning, he successfully supported the Abolition Bill of 1807 to outlaw the transportation of slaves by British ships. The use of slave labour in British colonies was finally ended in 1836.



William Roscoe-Sir Martin Archer Shee © NMGM

Edward Rushton (1746-1814) had served as a second mate on a slaving trip to Africa, where a native African saved him from drowning. During the passage to the West Indies there was an outbreak of opthalmia amongst the slaves. Rushton went to their aid and caught the disease himself and was blinded. He became an active abolitionist and he too wrote poetry decrying the slave trade.

Despite the abolition of slavery and the fears of the Liverpool merchants that it would damage their business, the tonnage and dues of the port continued to rise. Furthermore, Adam Smith had argued in favour of the economic superiority of waged labour over slave labour and Roscoe had predicted that given the choice, Europeans would willingly emigrate to work in the New World for a reasonable wage. Far from ending Liverpool's role in transporting people across the Atlantic, the abolition of slavery merely opened the doors for millions of Europeans to pass through Liverpool and to pay for the privilege of doing so.

### John Wesley Monday 14th April 1777

"Many large ships are now laid up in the docks, which had been employed for many years in buying or stealing poor Africans, and selling them in America for slaves. The menbutchers have now nothing to do at this laughable occupation. Since the American war broke out, there is no demand for human cattle. So the men of Africa, as well as Europe, may enjoy their native liberty."

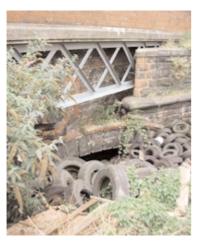
"If our slave trade be gone, there's an end to our lives: Beggars all we must be, our children and our wives: No ships from our port their proud sails would spread, And our streets grown with grass, where cows might be fed."

### Emigration Through Liverpool Emigration in the 19th Century

From 1840 to 1914, almost 35 million Europeans emigrated to the New World, mostly in search of a better life, fleeing hardship at home for the promise of potential riches in the newly independent America. The majority of the emigrants were from western and northern Europe, particularly from Great Britain and Ireland at first and then from Scandinavia and Germany, but towards the end of the 19th century Austro-Hungarians, Italians and Slavs were a larger proportion of European emigrants.

The massive scale of emigration was facilitated by a multiplication in the number of regular liners capable of crossing the Atlantic in a reasonable time, and a massive fall in the price of a passage. In 1825, a passage for America from Liverpool was £20, but in 1863 this had dropped to £4 15s per emigrant on a steamship and as little as £3 on a sailing ship.

Whilst several British ports such as London, Bristol and Glasgow operated trans-Atlantic services, the majority of emigrants left from Liverpool, mostly heading for New York. Liverpool and New York were like alternating magnetic poles on each side of the Atlantic, attracting and dispersing emigrants. Between 1860 and 1914, 4,750,000 passengers boarded the liners of companies such as the Cunard Line and the Inman Line in Liverpool, out of a total of 5,500,000 leaving Great Britain. British and continental departures were heavily concentrated in Liverpool. In 1887, 199,441 passengers left Liverpool, of whom 68,819 were continental Europeans, 62,252 were British and 68,370 were Irish.



Entrance to Waterloo Tunnel, off Pall Mall © LCC

To facilitate emigration from Liverpool, the MDHB built Riverside Station at Princes Dock which had opened in 1895. It was reached by a long tunnel from Edge Hill to Waterloo Dock and then via the dock railway across the south east corner of Princes Half-tide Dock. It had two platforms, each 790 ft in length and they would have been walked upon by the elite of the world travelling for pleasure as well as steerage passengers looking for a new, and better, life. It is said that many Germans and Scandinavians boarded trains in Hull and went directly to Liverpool where they embarked onto ships from Riverside Station at Princes Dock, without ever effectively setting foot on British soil. Thus Liverpool held a place in the hearts of many emigrants, as their point of departure from Europe, and it is an obvious starting point for subsequent generations to start to trace their family roots.



Aquitania at Liverpool Landing Stage c.1920 Courtesy LCC

### The Reverend Francis Kilvert, Kilvert's Diary ed. William Plomer 1944

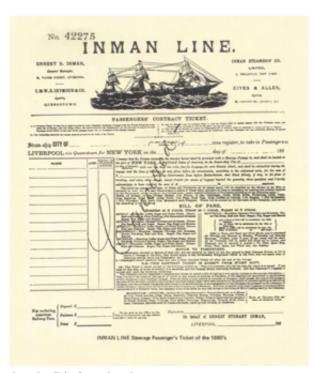
Thursday 2nd June 1872

"As we came down the river this morning several large emigrant ships lay in the river getting up steam and the Blue Peter, the signal for sailing, flying at the fore. They were going down the river this afternoon. They seemed crowded with Irish and German emigrants and small steam boats kept bringing fresh loads of passengers alongside the big ships. One could not help thinking of the hundreds of sorrowful hearts on board and ashore and the farewells and partings for ever, so many of them on this side of the grave...

Eventually we came back to Liverpool, got luncheon and went to see the Docks. Nothing gives one so vivid an idea of the vast commerce of the country as these docks, quays and immense warehouses, piled and cumbered with hides, cotton, tallow, corn, oilcake, wood and wine, oranges and other fruit and merchandise of all kinds from all corners of the world. I admired the dray horses very much, huge creatures 17 or 18 hands high, more like elephants than horses. Liverpool boasts the finest breeds of Flemish draught horses in the world."

## Emigration and the Effect of Wars in the 20th Century

The three principal buildings at Liverpool's Pier Head were all erected at the beginning of the 20th century, and are testament to the port's confidence in its future prosperity. Before them, the White Star Line had built its strikingly striped offices at the corner of James Street and The Strand and many other shipping lines had their headquarters in the increasingly grand streets of the city centre. Liverpool was in fact the gateway to the world, not just to America. A shipowner was quoted in the Daily Post as saying that the frequency of sailings from Liverpool to Calcutta is "not excelled in any other long-distance trade in the world." The British Empire, the largest global empire of the modern epoch was at its peak and every part of it could be reached from Liverpool. In Liverpool -City of the Sea, Tony Lane says "..Liverpool could so easily be seen by its people as forming with London an axis at the centre of Britain's formal and informal Empire". It was indeed for good reason called the "Second City of the Empire". But, a number of factors thereafter conspired to slow down the rate of emigration from Europe to America. Firstly, the infamous loss of the Titanic (owned by the Liverpool-based White Star Line) in 1912 may have caused many to reconsider the safety of sailing across the Atlantic. Then, the coming of World War I (1914-1918) required able young men and merchant ships to serve in battle. Furthermore, the sinking of the Lusitania in 1915 with the loss of 1,198 lives was sufficient to convince all but the most determined not to travel across the Atlantic. After the war, emigration temporarily increased, but there were economic problems and unemployment in the United States and the National



Inman Line Ticket Courtesy Scouse Press

Origins Act of 1921 dramatically restricted the number of immigrants allowed into America. There was increasingly intense competition between the big European companies that operated general services across the North Atlantic. Between 1924 and 1929, the Cunard Line still had 20% of the trade but the White Star Line had only 7%. Cunard made great efforts to retain its position as leader of first-class passenger transport and carried 30,000 a year from 1921-1929. It also developed its tourist-class transport, taking almost 42,000 passengers in that class in 1930, but it had moved its main port of embarkation from Liverpool to Southampton in 1921.

World War II (1939-45) and in particular the Battle of the Atlantic effectively brought an end to mass emigration from Liverpool on liners. There remained extensive trade between Liverpool and the United States during the war, as the latter supplied food supplies and armaments, but the Battle of the Atlantic incurred heavy losses. In the spring of 1941, Uboats destroyed almost half a million tons of shipping and in 1942 almost 8 million tons of shipping was sunk. The Battle of the Atlantic was eventually won by the allied forces. This was due in no small way to the dedication of controllers at operational headquarters of the Western Approaches at "The Fortress" in Derby House, led by Admiral Max Horton, and the heroics of pilots from air bases, such as that at Hooton at Ellesmere Port, and convoy escorts such as Captain Johnnie Walker, recently commemorated at the Pier Head.

Millions of troops left for war on ships from Liverpool, in this war as well as others. Indeed, in the WW II alone 4,648 special trains conveyed a total of 1,747,505 allied servicemen to and from Riverside Station. At one time no fewer than 12 troopships were lying in the River Mersey queuing up to take on American troops from the landing stage, and there were other occasions when a trainload of Americans would leave Riverside Station every hour for thirty hours on end, bound for active service in Europe. In the early stages of the war, there was a mass evacuation of children to America and Canada, under official and private schemes, and liners would take as many as 2,000 of them at a time.

Some limited emigration picked up after the war, but after 1960 competition from airplanes increasingly reduced the numbers travelling by liners. In 1957, passenger traffic on the North Atlantic route was evenly split between air and sea, but by 1967 sea-going traffic accounted for 7.5% of the traffic.



Canadian Troops, Liverpool 1942-Stewart Bale © NMGM

### v) THE DEVELOPMENT OF LIVERPOOL'S SHIPPING AND COMMERCIAL BUILDINGS

Liverpool's development as a great international port was matched in the 19th and early 20th centuries by a correspondingly rapid growth in commerce. From a cluster of narrow streets lined by dwellings and warehouses arose a city of banks and trading exchanges, towering office buildings and insurance houses, each seeking to outdo its neighbour in opulence and display. With the recent closure of most of the historic dockland as working docks and the clearance of acres of associated warehousing, it is the commercial district that today provides the most potent image of Liverpool's maritime wealth.

Eighteenth century Liverpool was a compact settlement of private houses, warehouses and shops. At first the traders used a part of their house or warehouse for accounting and administration, but this practice began to change with the rapid increase in business, and the corresponding growth in complexity and regulation of trade. Some private houses were converted to offices, but soon these became inadequate and new purpose-built premises were erected, housing the large number of clerical workers required to ensure efficiency and regulatory control.

The earliest commercial buildings were banks, prestigious premises erected for single occupation. The oldest in the area to survive is Heywood's Bank of c.1800 in Brunswick Street originally incorporating the banker's house. The former North and South Wales Bank in Derby Square by Edward Corbett of 1838-41 and the former Royal Bank in Dale Street of 1837-39 by Samuel Rowland, other early examples, are both monumental buildings designed to demonstrate the banks' reliability and to secure the confidence of their customers. The Bank of England followed this trend with C.R. Cockerell's superlative building in Castle Street of 1845-48, the ultimate statement of unshakeable economic stability and worth.



Liverpool Town Hall, 1806-Robert Salmon © NMGM

The nucleus of the business district was the Exchange, which first opened in 1808. Proximity to the Exchange was essential for successful trade, which depended on rapid

transfer of information as well as exchange of contracts and bills, and land values rose and fell in proportion to their distance from this centre. A compact layout with tall buildings therefore developed, expansion being upwards rather than outwards: by 1870, a total of 9,000 clerks were employed within 10 minutes walk of the Exchange. The earliest surviving purpose-designed office buildings in Liverpool are probably those on the west side of North John Street, such as Harrington Chambers, Marldon Chambers and Clarence Building, dating from the 1820s, part of a large-scale street widening project affecting Lord Street and Dale Street. Barnard's Building in Sweeting Street of c.1840 is another early example.

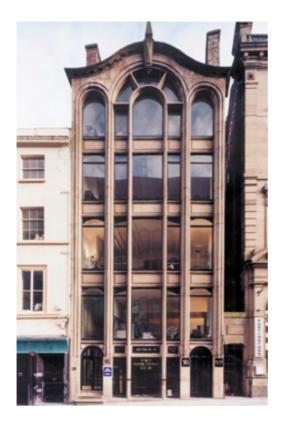
The erection of Brunswick Buildings, a handsome office block in the palazzo style just off Castle Street in 1842 caught the attention of the national press. Especially admired was the central glazed atrium, giving light and access to the surrounding offices, a typical feature of many of Liverpool's later commercial buildings. Cockerell's splendid Liverpool and London Insurance Company Building of 1858 for example contained an atrium separating the company's own offices from a block of lettable offices at the rear. Another example is The Albany Building of the same date, a large speculative office block in a hybrid Gothic-Renaissance style, which was erected by J.K. Colling for the wealthy banker Richard Naylor. The Albany Building's atrium or courtyard, though open to the



The Albany, Old Hall Street Courtesy LRO

sky, is crossed by a bridge, and served as a meeting place for the cotton brokers who rented space in the building. Huge arched windows are punched through the walls to admit maximum light in the smoke-laden atmosphere of the city for viewing cotton samples and for those who worked inside.

Good natural lighting was the primary concern of Peter Ellis, designer of the remarkable Oriel Chambers. Built in 1864, this cast iron framed building is wholly fronted with plate glass oriel windows, whilst the rear is faced in continuous bands of curtain-walled glazing. On completion, Oriel Chambers was savagely attacked in the press for its starkness and modernity, and Ellis is known only for one



other equally extraordinary building, No 16 Cook Street. More conventional were the concentration of new offices built at the north end of Castle Street and the west end of Dale Street in the 1870s and 80s in close proximity to the Exchange.

The use of fire-proof construction in offices was widely employed. The Builder on 4th November 1865 says; "Fire-proof flooring is much in esteem in Liverpool. .....In...the Temple...there are huge piles of offices in course of erection in white and red bricks, with iron girders to carry the floors and iron mullions to the wide openings. This precaution is being taken in many other cases."

Trading on the Exchange was conducted in the open air until the 1880s, when the telephone and telegraph revolutionised communication. Traders in cotton futures in particular found it impossible to operate efficiently in this manner because of the need for rapid transfer of information, and following the construction of the Cotton Exchange in 1906, the brokers set up new offices in Old Hall Street. The retrenchment of cotton traders in turn made way for expansion of the financial and professional sectors, with banking, insurance, legal and accountancy services replacing commodity brokers and merchants.

Following the construction of Victoria Street in the 1860s a great many office buildings with integral warehousing were erected in the adjoining area. Like the speculative offices, these were generally built for multi-occupation, and housed a variety of traders, including fruit merchants who clustered around the Fruit Exchange in Temple Court. Granite Buildings for example, by G. E. Grayson and built in 1882,

has a long and impressive granite façade of offices fronting Stanley Street, concealing a row of gabled warehouses used originally for the storage of fruit. Fowler's Buildings, designed by the Liverpool antiquary and architect JA Picton in 1865 occupies a whole block between Victoria Street and Dale Street with stone-faced offices on the principal streets and brick warehousing sandwiched between.

Many of these buildings were designed to incorporate cafes and restaurants in basements, and shops or banks at street level, providing for the daily needs of the clerks and office workers in the area. The Cains Public House on the corner of Victoria Street and South John Street for example was built to the designs of Cornelius Sherlock for Sir Andrew Barclay Walker, founder of the Walker Art Gallery in 1881 as offices over a restaurant. The building on the junction of Stanley Street and Victoria Street accommodated a bank on the ground floor with offices and cotton sale-rooms above. Ashcroft Building on Victoria Street was erected for a billiard table manufacturer in 1883, and incorporated a basement restaurant, with offices, workshops, and rooftop storage for timber and slate for the billiard tables.

Liverpool's commercial success was fostered by a complex pattern of information networks sustained by leading citizens. Participation in these networks allowed small firms to quickly establish a reputation and obtain creditworthiness, and thus to develop their businesses more readily than would have been possible on the basis of capital alone. The information web also gave the business community wider access to knowledge about successes and failures.

Whilst the size of Liverpool firms generally remained small, this concern for the broader trading community gave them a competitive advantage over businesses in other rival ports. Thus Liverpool remained prosperous when other regions and sectors of the economy were depressed by interruptions in the supply of their staple commodities. The networks also sustained Liverpool's reputation for business solvency and reliability, which can be seen for example in the prominent insurance sector. The Liverpool and London Globe Insurance Company, the Queen Insurance Company and the Royal Insurance Company, all Liverpool-based, together with the London-based London Insurance Company were the only companies that paid in full the claims made by policy holders affected by the San Francisco earthquake of 1906. Liverpool underwriters also bore the brunt of claims arising from the Great Fire of Chicago of 1871 and several major shipping disasters. This independence, and a determination to control their own affairs, were major factors in the economic success and global influence of the city.

In the late 19th and early 20th centuries, many shipping firms experienced rapid growth, and erected new headquarters, such as T & J Harrison's Mersey Chambers in 1877, the British & Foreign Marine Insurance Company Building in 1889, the White Star Line Building in 1898,

and the Royal Insurance Building in 1903. In almost all cases the company headquarters did not occupy the whole premises, and space was leased to other firms attracted by the prestige of the parent company. This trend reached a climax with the development of the site of the George's Dock after 1900 and the erection of the three great commercial buildings at the Pier Head.

Norman Shaw's White Star Line Building at the corner of The Strand and James Street was the first of the new tall commercial buildings in Liverpool that drew inspiration from America. Shaw's collaborator J Francis Doyle was sent to New York by Thomas Ismay, the proprietor of the White Star Line to study American building technology, and the new offices used advanced methods of iron fabrication and the latest electrical and mechanical engineering systems. Doyle's equally impressive Royal Insurance Building completed in 1903 is supported on what is possibly the earliest steel frame in any British building, an ingenious arched suspension structure that allows the ground floor to be totally free of columns. The Pier Head buildings too were American influenced. Frank Briggs, the architect of the Mersey Docks and Harbour Board offices, was sent to New York, whilst the Liver Building was styled the first skyscraper in England. Its architect Aubrey Thomas derived the idea of the memorable rooftop towers surmounted by liver birds from the eye-catching skyline of Manhattan. Arthur Davis's design for the Cunard Building is based on the palazzo-style offices and apartment blocks in New York by McKim Mead and White, Charles Platt and other beaux-arts architects.



New and Old Liverpool (Water Street) Courtesy LCC

New York was also the inspiration for the buildings erected between the wars by Herbert J Rowse, notably India Buildings for the Blue Funnel Line, and Martin's Bank, now Barclays, both in Water Street. The latter is one of the most outstanding examples of 20th century classicism in Britain, with its stylish top-lit banking hall faced in bronze and travertine and fashionable Parisian jazz-moderne decoration. The building's technology too was advanced, making use of a cantilevered steel structure to support the wall of the central atrium above the open banking hall and in its use of fully ducted pipes and low-temperature ceiling heating. Rowse was also the architect for the Mersey Tunnel, connecting Liverpool and Birkenhead, for which he designed six ventilation towers of majestic form and scale. The two in the commercial district are faced in Portland stone and incorporate sculptural decoration.

The big prestige buildings were sometimes the result of mergers, acquisitions and other changes in corporate management. The resultant increase in size led some companies to move to London. Amongst shipping companies, Leyland, Hall, Papayanni and the West India and Pacific Lines all passed to Ellermans in London. The Dominion and White Star Lines became American owned. Such changes had an effect on other commercial sectors, such as insurance and assurance, major growth areas in the 19th century. Cotton trading continued to grow, reaching a peak in 1911-12 when 5 million of the 6 million bales of cotton imported into Britain came through Liverpool, and until the Second World War the city remained the world's greatest market for purchase of cotton. But after the war, foreign competition drastically affected the Lancashire cotton industry, and in the 1960s the Liverpool Cotton Exchange was closed and its impressive frontage demolished. Although the Liverpool Cotton Association founded in 1882 still acts as a forum and arbitration service for traders throughout the world, cotton trading is no longer a significant factor in the city's economy. Thus the city's commercial sector, which in the 19th and early 20th century, had been a centre of international authority, became, as it is today, one with largely regional status.

### Ian Nairn Britain's Changing Towns (1967)

"The scale and resilience of the buildings and people (of Liverpool) is amazing - it is a world city, far more so than London or Manchester. It doesn't feel like anywhere else in Lancashire: comparisons always end up overseas - Dublin, or Boston, or Hamburg.

The city is tremendous, and so, right up to the First World War, were the abilities of the architects who built over it—the less said about the last forty years the better..... The centre is humane and convenient to walk around in, but never loses its scale.

And, in spite of the bombings and the carelessness, it is still full of superb buildings. Fifty years ago it must have outdone anything in England."

### vi) THE SIGNIFICANCE OF LIVERPOOL'S WAREHOUSES

Liverpool's rise as a trading and commercial centre serving Europe, Africa and increasingly, the New World, by necessity required an expansion of its storage facilities. In addition to the development of an extensive dock system, commenced with the construction of the Old Dock in 1715, Liverpool also required substantial space in which to store the commodities that were the main cargoes. These included sugar, tobacco and cotton. In the Old Dock area, trade was undertaken on the quayside itself, and security was a constant issue. Those merchants with houses in the area, specifically around Duke Street, began to construct small warehouses adjacent to their houses, although from the mid 18th century, more specialist storage facilities were developed. From 1750, for example, merchants were allowed to import goods to Liverpool, and re-export them to Africa without paying duty, but only if the Africa-bound commodities were in secured storage in Crown warehouses. Despite the provision of two such warehouses, such was the tonnage involved that these proved inadequate, and the situation only eased with the introduction of private bonded warehousing after 1805.

Further specialist storage was provided in bonded warehousing for high-value tobacco in 1793, and a second tobacco warehouse was built in 1811. Despite these advances in specialist storage, unsecured warehousing remained a problem for the merchants and Customs, and in 1847 the closed system was introduced in Liverpool. Based on the London dock system, and first employed there at the West India Docks of 1800-06, the closed docks became the standard approach in constructing new public and private dock warehouses in Liverpool, firstly with the Albert Dock Warehouses in 1847, followed by Stanley Dock Warehouses in 1852, and then Wapping Dock Warehouses in 1859. These docks and their warehouses provided the Port of Liverpool with secure storage for goods subject to duty, and a closer regulation by Customs.

The development of these docks and the large warehousing is a manifestation of the huge investment in commercial and maritime activity, and these examples are discussed elsewhere. But complementing these warehouses built for the corporation, were the private warehouses of individual merchants and companies that were spread throughout the city. Many of these smaller warehouses remain, examples of the commercial diversity of the city, and their evolution reflects the history of the city itself. Whilst the large, dockrelated warehouses, such as those of the Albert Dock, are well-known and emblematic of Liverpool, the scattered private warehouses perhaps demonstrate the extent of the maritime activities and their ubiquitous presence. In terms of survival rate and character, these warehouses are unique in Great Britain, and may be termed Liverpool commercial vernacular.

The private warehouses of Liverpool may be classified into three distinct phases, those constructed pre-1800, those from 1800 to 1850, and those from 1850 to 1900. Throughout this whole period, the warehouse-type evolved to reflect changes in the commercial sector and responded to other changes such as the way in which goods were stored. However, they all share the basic functional role of storage, which remained their essential role. Unlike the public dock warehouses, the private warehouses all directly connected only to road transport, with a few also related to rail or canal transport links. The design and layout of the warehouses were determined by the need to supply storage space with a minimum of obstruction, and by operational access. They required structures which could accommodate the loads, and, increasingly, which would protect the goods from both moisture and fire. In all phases, security was of crucial importance.

### Pre-1800 warehouses.

Warehouses were constructed in Liverpool from at least the early 18th century with the opening of the Old Dock, and although few survive, they are shown on a number of early views (cf Castle Ditch view of 1756 in Jackson 1989). The views show four-storeyed, three-bay warehouses fronting the street, similar to those of later periods, and which were likely to have been long established. Early views are matched by contemporary accounts of the buildings, with a report of 1795 by Aitken describing the scene: "On the sides of the docks are warehouses of uncommon size and strength, far surpassing in these respects the warehouses of London. To their different floors, often ten or eleven in number, goods are carried up with great facility."

Of crucial importance in the early phase of warehousing in Liverpool was the need to construct the buildings as near to the docks as possible to minimise transportation, and this led to a dense concentration in the area around Old Dock. With the area already containing merchants' housing, the warehousing was constrained and it developed as extensions to the merchants' houses, and in a vertical fashion so that each warehouse had a street frontage, and were built high.

Hoists were used to lift goods to the upper floors, with a projecting lifting beam and winch housed within the roof structure, known as a cathead. Each floor contained a set of full-height doors on the main elevation, and at this stage these were flush with the front wall. This series of access doors and associated cathead were often surmounted by a pedimented gable, in some cases classically inspired. Low ceiling heights were the norm, dictated by the need to stack goods in a safe and accessible manner, and the loading capabilities of the floor structure. The structures themselves were simple, and based on domestic building techniques. The brick walls supported heavy square-section cross-beams, with closely spaced joists. Roofs ran from the main, narrow front elevation to the rear, with a central ridge, and were formed by purlins supported on simple, often king post, trusses. Slate was the usual roof material, and gutters were formed in stone.

The size and strength of the beams limited the floor span to around 3.6m, although this could be extended by the use of timber posts supporting further beams in an almost modular technique to form further 3.6m bays. The narrow frontages and long side walls, and the dense pattern of development with rows of warehousing, meant that to some degree each structure supported the next, and this led to an intrinsic stability. It also dictated the manner in which the warehousing was accessed and lit, with windows to be found on the front elevation only, often of small, round or oval form when used in the spiral stairs which accessed all floors from the street. For security reasons, the windows were barred or shuttered.

The ground floor level was usually raised to match that of the carts, so that the transfer of goods from cart to warehouse was eased. This also reduced dampness and the possible damaging effect that it may have on the goods, and also provided a useful basement space.

Few of these early warehouses remain, although those that do are concentrated in the Duke Street area, and along with the Georgian houses of the merchants themselves help define the character and appearance of this enclave, and give it a distinctive and mercantile quality. The best remaining example of the pre-1800 warehouse is at 57 Parr Street, which formed part of a large plot developed by Thomas Parr in 1797. A second example can be found at the junction of Henry Street and York Street, which was similarly developed by another merchant family, the Rathbones. In both cases the warehouse and residential quarters are physically linked in a true mixed-use approach. The surviving early warehouse types in the Duke Street area are relatively small in size, with the Parr warehouse being the largest with five storeys plus basement. Other warehouses, such as the 1793 Goree group built adjacent to what is now the Pier Head, were much larger, and it is notable that the smaller warehouses were for individual merchants, their capacity a reflection of the much smaller operation of this group.

### Warehouses c.1800-1850

This period saw a further massive expansion of the Port operations in Liverpool, and an increasing concern for regulating the construction of warehouses following several fires and collapses. As a response to this, the Liverpool



Grading and Packing Tea with electronic Tea Shaking Machine, © NMGM

Buildings and Dock Act of 1825 specified the thickness of walls at each storey level, regulated the use of embedded structural timbers, and specified the use of slate roofs and iron doors set in stone surrounds. A second Act of 1835 added to these regulations, and included the compulsory use of cast iron columns in place of timber posts at ground floor.

Following the Formby Street fire of 1843, where goods to the value of £350,000 were lost, further, and more severe, legislation was introduced. This regulated the size of warehouses (not more than 4,000 square feet), height (not more than 60 or 65 feet according to the width of the street), wall thickness, firebreak walls (to rise above roofs and parapets), gutters, structural timbers, materials to be used for openings, stair design and roofing material.

The 1844 Act for the Better Protection of Property in the Borough of Liverpool also divided warehouses into different categories, with each of the three types conforming to different standards. Fireproof warehouses were to have iron roof structures, iron columns, masonry and iron floors, and metal doors. Although the requirements for the other two categories were less onerous, they nevertheless addressed combustion and structural issues. The fire insurance companies offered lower premiums on those buildings that conformed to the Act. An additional incentive to improving the construction of warehouses was the introduction of private bonded storage from 1805. This concentrated conditions on security issues and the compliance with excise regulations.

The surviving examples from this period are concentrated again in the Duke Street area, and also in the central city area around Matthew Street and Temple Court. The period saw a decline in the residential use in the Duke Street area, as commercial activity intensified, and the merchants moved to more salubrious areas further away from the docks. However, warehouses of this period were also constructed both to the north and south of the city centre, illustrating their increased importance as trade expanded. The warehouses of this period were generally larger than the pre-1800 warehouses, and although some retained residential elements, others were attached to industrial complexes and illustrate specialisation rather than general storage and provisioning. Six stories with a basement became the norm, and although they generally remained simple structures, the Matthew Street group was architecturally more adventurous, with pedimented gables and stone detailing.

In terms of how they functioned, there is little difference with the earlier types, with the same flush-fitted, full-height loading doors on each floor, and a projecting hoist. A few have recessed doors, although these are probably products of the later years of the period. Internally too, this period shows a continuity with the earlier warehouses, with the restricted heights indicating that the handling of goods remained unmechanised.



Warehouse at Little Howard Street- E Chambre Hardman © E. Chambre Hardman Trust

Of the fireproof warehouses, that at 177 Great Howard Street was constructed in the 1840s. The internal structure of the warehouse employs Hodgkinson beams with parabolic lower flanges, brick arches, cast-iron columns, tile floors and cast-iron roof trusses. Its massive scale relates more to the contemporary Dock Estate warehouses at the Albert and Stanley Docks, and is indicative of high-value



Buoys at Albert Dock-E Chambre Hardman © E. Chambre Hardman Trust

goods storage that made the investment in fireproofing economically worthwhile. However even the smaller examples from this period have improved fireproofing, especially in relation to the stairs. At 28 Argyle Street, for example, the stair is a stone spiral around a newel and is set within a fireproof brick compartment to isolate it from the warehouse floors.

### Warehouses, 1850-1900

The second half of the 19th century shows the greatest growth in trade and the city than any other period, and these changes are reflected in the warehousing, which also reached its fully developed form. The buildings moved from what may be termed a vernacular commercial form, to a deliberate engineered form based on the regulations provided in the various Acts.

Surviving warehouses from this period illustrate how prevalent the structure became in all areas of the city, and not just in particular pockets. Of note is the extension of the type within the very heart of the office area in the city centre, and map evidence demonstrates that earlier structures throughout the city were demolished to make way for new warehouses. At this time whole streets were constructed consisting of warehouses, and the labour force to work in them were housed in courts cheek by jowl with

1893 Terrible fire at the north end of the city, in Juniper street, at which three warehouses were all ablaze at one time. Unfortunately a said accident occurred during its progress; one of the walls fell out, and buried two firemen under the ruins. At the same time another fire was raging in Park street, Bootle; very great damage was done. January 7.

these units. Within these areas too, commercial, manufacturing and servicing industries, which relied on port-related trade, were located.

After 1850, the smaller warehouse dedicated to a single merchant or company made way for the larger enterprises which used warehousing itself as a means for profit. Internally this is demonstrated by the construction of multiple units within one building, and trade directories contain a number of warehousing companies. Despite the increase in size of the warehouses, individual storage units remain about the same as pre-1850 warehouses, and overall heights also remained the same, with some exceptions. In terms of technology, the use of hydraulic lifting equipment became more widespread as the system became more reliable.

The smaller commercial warehouse type remained an important feature in the city, and continued the tradition of the earlier periods, but with more use of fire-proof or retardant materials, and recessed loading bays in place of the earlier flush type. In later examples some architectural pretensions are evident, with the use of polychromatic and decorative brickwork, brick panelling and banding and the increasing use of ornamented pediments and piers. The commercial warehouses were complemented by a new type of 'low-rise' structure, which became common in this period. Of one or two storeys, this type had much greater floor heights and this allowed for the use of mechanical handling of goods and greater stacking.

The post-1850 re-building of the city centre allowed for the further introduction of warehouses within the main commercial area around Dale and Victoria Streets. This city-type of warehouse shows considerable variety, but they do demonstrate as a group how they could be combined with office uses, and as a rule they excluded some of the more noxious trades, which were restricted to the dock areas. Whilst some of the city warehouses were of conventional type, with front loading bays etc, others departed from the earlier forms. Some had large windows at

ground and upper floors, indicating that they were also used as showrooms or retail, and others incorporated office units within the structure leading to an asymmetrical main elevation. The lack of fireproofing in some of the structures, and the larger windows, indicate that the trade undertaken in some was less of a fire risk than in other areas, and that security was also less of an issue.

The multi-use or hybrid buildings that were constructed offered greater versatility than before, and these spaces were occupied by diverse businesses. One such example is the development of a plot of land at the junction of Stanley Street and Victoria Street, which provided a bank on the ground floor and offices and cotton sale-rooms above, served by a loading bay on the side elevation. Architecturally, these new building types show increasing variety in their treatment, with the office or retail elements becoming more elaborate, and the warehousing retaining its functional, yet robust form. As the redevelopment of the city centre progressed, whole blocks were constructed of imposing office blocks fronting the main streets, and warehousing facilities to the sides and rear. The urban grain that was thus formed, with tall, canyon-like alleys linking the main commercial streets, is a particular characteristic of this part of the city.

The warehouse as a building type has evolved substantially in Liverpool, from the early warehouse/residence of the Duke Street merchants to the specialist and heroic structure of the Albert Dock pavilions. It is the monumental and architecturally grand Albert Dock group that is seen as a symbol of the great trading city, and yet these buildings are only part of a much larger story. Although often of humble or vernacular construction, their cumulative impact on the physical character and commercial life of the city was profound. It is these smaller, workaday private warehouses and their sheer number that were largely responsible for the transformation of Liverpool from a minor settlement to the pre-eminent trading centre of the British Empire at the height of its influence.

### vii) THE SIGNIFICANCE OF LIVERPOOL'S CULTURAL AND CIVIC BUILDINGS

In Liverpool those surviving eighteenth, nineteenth and early twentieth century docks, warehouses, offices, exchanges and banks still have the ability to show the world what buildings were required to spread Britain's influence across the globe but they do not give a complete picture. The rich, powerful and determined figures that built Liverpool and drove the growth of the port forward were also its leading citizens. From the start they took steps to shape its burgeoning and increasingly complex society, making the operation of this premier seaport possible.

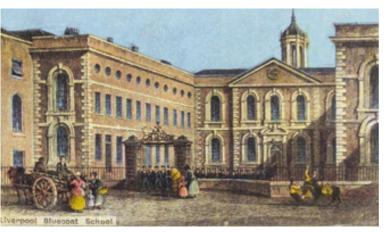
In the early eighteenth century the same citizens who exchanged goods beneath the arcades of the town hall met to discuss the administrative affairs of the port and town in its upper rooms. By the end of the Victorian era they had added a wealth of buildings demonstrating their authority, cultural ambitions and above all pride in their city. The size and quality of these buildings, whether for civic functions, legal proceedings, concerts or the display of art collections, illustrates the superior standard Liverpool felt was warranted given its status in relation to other ports and cities throughout the British Empire and the rest of the world. To gain a full understanding of Liverpool's ability to function as a great international port during this period it is essential to have an appreciation of the buildings erected to manage, control and improve the life of its citizens.

The crucial building of civic importance constructed, or rather rebuilt, during the eighteenth century was the Town Hall. Liverpool's third town hall, begun in 1749, was by leading English Palladian architect, John Wood of Bath and his son John. Like its predecessors it was to have open arcades for business exchanges beneath a suite of elegant function rooms but after a major fire in 1795, external and internal changes were carried out by the versatile Neo-Classical architect, James Wyatt. In collaboration with John Foster Snr., Surveyor to Liverpool Corporation, he enclosed the arcades, added a two-storey Corinthian portico to the main façade and an imposing dome. The grandeur of the interior illustrates the high esteem in which Liverpool's Corporation held itself: the rooms combined the roles of function and administrative accommodation but their ceremonial purpose celebrating Liverpool's civic prowess was paramount.



Town Hall 1829 Courtesy LCC

The Town Hall continued to be at the heart of nineteenth century Liverpool's commercial life: business exchange continued around it in the open air and in the newly opened Exchange behind it. That it was soon surrounded by other palaces of commerce is indisputable evidence that the Corporation and the men of business were indivisible. It is also the first and foremost corporate architectural statement in Liverpool and set the standard and style for those to come.



Bluecoat Chambers Courtesy LRO

The oldest building in the centre of Liverpool demonstrates that not all members of the Corporation were driven solely by economic ambition. The Bluecoat School was built in School Lane between 1716 and 1718, close to the site of the Old Dock but in open ground beyond the core of the town. It was a charity school founded by merchant and ship owner, Bryan Blundell and fellow citizens. Its proportions were ambitious when compared to others of the period. Its plan, a central block with wings forming a courtyard and its combination with almshouse facilities was not unusual but the length of the wings was prodigious and meant that by the time of Blundell's death in 1756 one hundred boys and girls lived there. The identity of its designer has been a matter for debate: the names of London architect Thomas Ripley and engineer Thomas Steers have been suggested. Both men were acquaintances of Sir Thomas Johnson, Liverpool MP and one-time Lord Mayor as well as a founding Bluecoat Trustee. It was he who had suggested to the Dock Trustees that Steers be employed to design their first dock. Like the Town Hall the Bluecoat School exemplifies the fact that those looking to shape Liverpool's economic and social future were one and the same. Perhaps it is a mark of their success that the oldest surviving expression of good intentions for Liverpool should also have become one of the most recent: after the scholars had departed for more modern accommodation in the suburbs the school became one of the country's first arts centres, displaying an influential exhibition of postimpressionist painting in 1910.

The growth of early nineteenth century Liverpool created greater social challenges. Pressure for better standards of health, education and security for its population meant that the Council had previously "looked upon itself merely as the trustees for the small privileged body of freemen" had also to face wider social responsibilities. Following the Municipal Reform Act of 1835 Liverpool led the way in many areas, such as health and housing reform. For these increased administrative demands the Town Hall was no longer adequate. Even the grandiose Renaissance-style Municipal Offices erected at the other end of Dale Street in the early 1860s by successive Corporation Surveyors Weightman and Robson, later proved to be too small. The Council's headquarters spread into the elegant purpose-built

Education Offices, of 1898 by Charles Deacon, in Sir Thomas Street and then into adjacent premises. In the same period Thomas Shelmerdine, Robson's successor as Corporation Surveyor, also provided ostentatious administrative premises for the Corporation's other services, Fire and Transport, in nearby Hatton Garden.

Security issues focused on public order, particularly the control of drunkenness (a common problem for ports worldwide) against which the various Victorian temperance movements campaigned increasingly. Municipal reform enabled the establishment of a regular police force and the dignified City Magistrates Courts, also by Weightman, were opened on the opposite side of Dale Street in 1859 to deal with the increasing number of offenders. Behind them on Cheapside, in the following year, Weightman constructed a stern neo-classical police station with holding cells, the Main Bridewell supplementing the Old Bridewell of 1850 on Argyle Street.

Leading nineteenth century Liverpool citizens were looking to improve the cultural life of their fellow citizens as well as their social conditions. They promoted the significance of literature, science and the arts through the foundation of The Liverpool Royal Institution in 1814. William Roscoe, poet and anti-slavery campaigner, Benjamin Heywood, banker, William Corrie and others acquired the house and business premises of Thomas Parr in Colquitt Street in the new residential area to the east of the first dock. Facilities were made available for education, for use by learned societies and for the display and storage of collections of books, art works and natural history specimens. Between 1817 and 1820 architects Edmund Aikin and John Foster Inr. (son of the Corporation's Surveyor) embellished the house with a Greek Revival portico and new accommodation to provide a lecture theatre with large public rooms above. Familiarity with the (demolished) London Institution of 1815 may have influenced them. It has been suggested that the Royal Institution's art gallery was Britain's first permanent public art collection: casts of Greek marbles and paintings once displayed there are now in the Walker Art Gallery.

Interest in the Arts, epitomised by the founding of the Royal Institution, increased in Liverpool in the early nineteenth century and by 1836 the Mayor was being asked to hold a public meeting to examine the possibility of erecting a building for musical festivals. This movement arose at the same time as the Corporation's interest in improving the land around the Old Infirmary in Lime Street now that the new railway terminus had opened. Although the identity of the individuals who had the foresight to put these plans together has been lost, the significance of their vision is clear to everyone who arrives in Liverpool by train or along the road from London. Here there developed one of the world's most impressive nineteenth-century cultural townscapes, which from its very beginnings contained buildings which were seen as encapsulating "Liverpool's greatness and civic pride".



Harvey Lonsdale Elmes © LCC

First and foremost of these is St George's Hall, which combined concert and assize facilities in a masterful ensemble, and its young architect Harvey Lonsdale Elmes took his inspiration from both Greek and Roman monumental architecture. In size and ornament it not only outstripped all other civic halls of its day, it also introduced



St. George's Hall © LCC

new technology for the benefit of those attending both concerts and courts. Following the premise of Doctor W. H. Duncan, Liverpool's - and the world's - first Medical Officer of Health, that inadequate ventilation contributed to the spread of infectious diseases, an air-conditioning system of heating and ventilation was incorporated throughout its halls and chambers by Dr. David Boswell Reid, who also provided a similar system for the new Houses of Parliament in London. St George's Hall was the first British public building to benefit from such a system and it still functions today. This new technology was also utilised by the builder of the great organ, Henry Willis of London. Such a magnificent instrument, though not part of Elmes' original design, was considered an essential part of any great Victorian concert hall. It was introduced after Elmes' death and was the biggest and best in the country from 1855 until the opening of the Royal Albert Hall in London in 1871.



St George's Hall

When opened St George's Hall was described as "a perennial monument of the energy and public spirit, in the nineteenth century, of the people of Liverpool; a place which, of all the cities and towns in the British Empire, is surpassed only by the metropolis in magnitude, wealth and importance; and which, in the quick yet solid growth of its commercial greatness, surpasses even the metropolis itself". This image was continued beyond it in the ambitious constructions which followed on what was envisioned as Liverpool's "forum".

To the north is the collection of fine civic buildings developed by the Corporation on William Brown Street between 1860 and 1909 to frame St George's Hall in the same restrained classical style. They represent Liverpool's best cultural aspirations and the opening of each museum, library, and gallery was a matter for great acclaim and public celebration. Some of their collections were the best of their kind in the country. In a masterstroke of townscape design they pivot around the circular portico of the Picton Reading Room of 1875 by Cornelius Sherlock at the point where the angle of William Brown Street changes in height and direction. Sherlock began work to the east on the Walker Art Gallery following the classical lead taken by Thomas Allom with the William Brown Museum and Library to the west in 1857. The latter was enlarged to the west by William Mountford's College of Technology and Museum Extension begun in 1898. The termination of the east end of William Brown Street and the vista across St George's Plateau was achieved by the addition of the County Sessions House. It was the only civic building not commissioned by the Corporation but its architects continued the civic theme sympathetically and in fact the

building no longer functions as a court but is connected to the Walker Art Gallery as one of the National Museums and Galleries on Merseyside.

The quality of the forum was enhanced by public sculpture, both on the buildings and around them in William Brown Street, St George's Plateau to the Hall's east and to its west in the former churchyard now known as St John's Gardens. Monuments celebrate national figures such as Queen Victoria, Prince Albert, Prime Ministers Disraeli and Gladstone as well as local philanthropists such as the founder of the District Nursing movement William Rathbone. However perhaps the most impressive monument in terms of civic grandeur is the 40m Wellington Column by A. and G. A. Lawson erected in 1861-3 to commemorate the Iron Duke after his death.

When the sombre memorial to the dead of the First World War was unveiled on the plateau in front of St George's Hall in 1930 it marked the final addition to Liverpool's collection of monumental civic structures there. In the early twentieth century the Corporation focused on other projects such as the Mersey Tunnel. Commercial success, though altered, still brought wealth to Liverpool but the vision of Imperial greatness had diminished. However the great legacy of civic and cultural architecture provided by the visionaries and benefactors of the eighteenth and nineteenth century is an enduring reminder of their view of and confidence in Liverpool's leading international status

viii) THE SIGNIFICANCE OF THE COLLECTIONS OF NMGM AND THEIR LINK TO THE COMMERCIAL AND MARITIME WEALTH OF LIVERPOOL

### The Walker Art Gallery

Wealth created by port and docks, trade and shipping, was a major factor in the foundation of the Walker and the growth of the collections through gifts and bequests from the merchants and magnates of Liverpool.

The Walker was built through the generosity of Sir Andrew Barclay Walker who in 1873 gave £20,000 for the erection of the Gallery and another £11,500 in 1882 to extend it. Walker was the owner of Walker's brewery which, though based in Warrington, built up the family fortune from selling beer to the large number of dockers working in the port of Liverpool. His son, Lord Wavertree, bequeathed an additional £20,000 to the Walker in 1933 and the bequest included a fine group of English silver.

The Walker gained further from the profits of the liquor trade with the bequest of two collectors. George Audley, son of a shipbuilder, specialised in the export of beer and whisky: he contributed to the extension of the Walker in 1930 and through a series of gifts in the 1920s and a



Sir Andrew Barclay Walker-John Warrington Wood © NMGM

bequest in 1932, gave over eighty important Victorian pictures to the collection. James Smith, an importer of Mediterranean wines, bequeathed in 1923 six sculptures by Rodin, four of which he had bought direct from the sculptor, 28 paintings by G. F. Watts and many other French and British works.



Vespers-Sargent © NMGM

The mercantile wealth of Liverpool also contributed to the riches of the collections through the generosity of the Holt family, owners of the Blue Funnel Line. George Holt gave several paintings to the Walker in 1895 but his daughter Emma bequeathed 148 works from his collection in 1944 (shown at Sudley House). The P. H. Holt Trust continues to support the Walker with generous donations.

The financial sector that grew as a result of Liverpool's trade also contributed to the collections. The banker William Roscoe (also lawyer, anti-slave-trade campaigner, MP, writer, biographer of Lorenzo de Medici and art collector) dreamed of making Liverpool a European cultural centre to rival Renaissance Florence. The early Italian and Netherlandish paintings from Roscoe's collection are the foundation of the Walker's European art collection, unrivalled in any other British regional gallery. They are complemented by a recently acquired group of drawings from his collection that remained together in the possession of a local family.



John Naylor-Francis Grant © NMGM

The Naylor family, major players in Liverpool banking in the nineteenth century, gave portraits to the Walker, as well as a major French nineteenth century picture by Ary Scheffer. Philip Henry Rathbone, whose family derived its wealth from insurance, a major industry in Liverpool being closely connected with shipping, was an influential Chairman of the Arts and Exhibitions Committee, whose advanced artistic interests led to the purchase of many paintings for the collection including one avant-garde Italian masterpiece by Segantini.



Punishment of Lust -Segantini © NMGM

### Liverpool Museum

The building of Liverpool Museum, completed in 1860, was the munificent gift of the merchant William Brown, MP for South Lancashire from 1846-59, created a baronet in 1863. William Brown's offer to pay for a new Free Library and Museum prompted the Corporation to provide a site on Shaw's Brow (adjacent to the recently completed St. George's Hall). The street was subsequently renamed William Brown Street.

In 1809 Brown, of Irish descent, had set up a Liverpool branch of his father's Baltimore linen trade firm. He abandoned the exclusive linen business and Brown, Shipley & Co became general merchants. Through this and his banking interests Brown amassed immense wealth and his gift of £40,000 enabled the Corporation to move the Derby Museum, opened in 1853 to house the 13th Earl of Derby's outstanding natural history collections, from Duke Street to a more fitting site. Many outstanding collections of antiquities, ethnographic artefacts and botanical, geological and entomological reference material were incorporated there later.

Liverpool Botanic Garden, founded fifty years earlier on the initiative of William Roscoe and several of his friends, established Liverpool's first herbarium by acquiring the collections of J. R. Forster from Captain Cook's second voyage to the South Pacific. Roscoe also promoted several scientific expeditions to North America and amassed large living collections of spice plants, an important source of material for the maritime trade, in pursuit of his scientific interests. These collections were not incorporated into the Liverpool Museum until 1909.

Other significant items in the science collections which owe their origin to Liverpool's maritime and commercial wealth include parts of the telescope built by the distinguished amateur astronomer William Lassell, owner of a brewery, who made significant discoveries in the field of planetary science. The construction of a replica telescope, now displayed in NMGM's Conservation Centre, was made possible through sponsorship from Royal Insurance,

marking the 150th anniversary of the foundation of that company. Collections from the Bidston Observatory, established with funds from the shipping industry as a source of accurate longitude data and later a world-famous tidal institute, are also now kept in Liverpool Museum. In addition, it houses one of the country's oldest public aquaria, reflecting strong public interest in the marine environment among the local population.

The expansion of the Museum's collections into the humanities was due to the generosity and vision of another wealthy businessman, Joseph Mayer, goldsmith, jeweller and silversmith and collector of antiquities. In 1852 he opened an Egyptian Museum in Colquitt Street, a few doors away from the Royal Institution. By 1867 the name had changed to Museum of Antiquities and by 1867 to Museum of National and Foreign Antiquities. Mayer's acquisition of the Faussett collection of Anglo-Saxon material, of which the most famous item is the Kingston Brooch, and the Fejervary collection which includes superb classical and medieval ivories and a Pre-Columbian Codex, were recognised as being of outstanding importance at the time and there was some press controversy that they were not being "saved for the nation". Mayer's gift of these collections to the City of Liverpool in 1867 ensured that they were so preserved.

The most notable mercantile benefactor of the humanities collections was Arnold Ridyard, Chief Engineer of the Elder Dempster shipping line. Between 1895 and 1916 he bequeathed 2,500 ethnographical objects collected on his voyages from Liverpool to West and Central Africa. The single most spectacular piece is an early 16th century cast-bronze Queen Mother head from Benin, donated in 1899. Over time, the collections he presented came to reflect the ports of call of the Elder Dempster ships, mapping some of the key European trading sites on the coastline at the time.

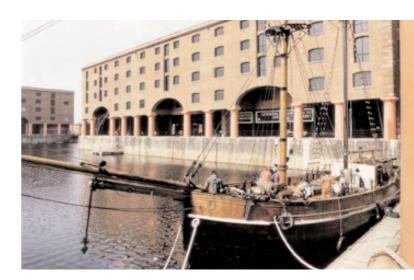
John Forbes Royle, founder of the Saharanpur Botanic Garden in India and later a Fellow of the Royal Society, left his herbarium to the Liverpool Royal Institution, a pioneering educational institute founded by William Roscoe. Royle's role in promoting the industrialisation of cotton production in India was hugely important in developing sources of raw material for Lancashire's burgeoning cotton industry in the 19th century, and Liverpool was at the centre of this trade. Royle's herbarium, which contains many scientifically important type specimens, is also now part of the Liverpool Museum collections.

A more recent group of works, acquired in 1991, is the Dorothy Worral China Trade collection. This consists of 145 items of furniture and metalwork, mainly 19th century, made in China for the Western market. Most items were brought into this country through the port of Liverpool.

Despite suffering severe damage during the Second World War, most of Liverpool Museum's core collections survived and now constitute an internationally renowned assemblage of natural objects and cultural artefacts, which continue to be in constant demand for international exhibitions.

### Merseyside Maritime Museum

In 1907 Sir William Forwood, a leading figure in Liverpool's political and commercial life, advocated the foundation of "a nautical museum". He felt that this chief source of the city's wealth should be documented and explained to everyone. This was in a decade when Liverpool docks extended for 7 miles along the waterfront and Liverpool steamers delivered cargo and passengers to all parts of the world.





Pitch Boiler © LCC

A Shipping Gallery was opened in the Liverpool Museum in 1931 and the collections of models, paintings, maritime equipment and sailors' possessions grew apace. In 1939, plans were in hand to realise Sir William's idea of a separate maritime museum. These were delayed first by the outbreak of war and secondly in the post-war period by the need to rebuild the bomb-damaged Liverpool Museum. However in 1942 Robert Gladstone, a Liverpool lawyer and a great supporter of the maritime collection, left a substantial bequest to establish a maritime museum.

Liverpool Council began work in the early 1960s by buying a plot of land at the Pier Head; but lack of finance impeded further progress until 1978. In that year, the Merseyside County Council (which by then had charge of museums) decided to establish a "pilot" maritime museum in the Old Pilotage Building as well as developing plans for a major museum in one of the historic warehouses at Albert Dock. This was renovated with funding from the Merseyside Development Corporation and opened in 1986. The themes of the museum including slavery, emigration and the Merchant Navy reflect the richness and diversity of the collections. They are also complemented and enhanced by the National Customs & Excise collection and the Museum of Liverpool Life (which deals with the landward history of Liverpool).

The collections include one of the finest collections of scale ship models in the world including vernacular craft from every continent. These reflect Liverpool's world wide trading links. There are representative models from every major local company including a unique builders' model of the White Star liner *Titanic*. The models are matched in importance by the archives which include the huge archive of the port authority – the Mersey Docks & Harbour Board and the records of most of the local shipping lines including Cunard, Ellerman, Lamport & Holt, Brocklebank, Blue Funnel and Elder Dempster.

The Museum holds a comprehensive collection of oil paintings, watercolours and prints mainly by marine artists based in Liverpool in the 18th and 19th centuries. These are particularly important for illustrating sailing vessels before the spread of photography. There is also a fine and growing collection of shipping posters.

There are substantial collections of merchant seafarers' possessions, records and reminiscences, ships' equipment, two full-size vessels – the Liverpool pilot vessel *Edmund Gardner* and the sailing schooner *De Wadden*, and about sixty boats. The latter category includes local fishing boats, yachts and craft from Africa, North America and the Pacific. In recent years, great efforts have been made to acquire records and relics of the transatlantic slave trade. Liverpool played a major role in the late 18th century and yet until recently had little tangible evidence of this infamous trade.

There is also a small collection of archaeological material and the most important items are the finds from the wreck of Charles II's royal yacht *Mary*, lost off Anglesey in 1676.

## ix) THE SIGNIFICANCE OF PUBLIC SCULPTURE IN LIVERPOOL

The streets and spaces of Liverpool are richer in public sculpture than any other provincial British city and this bears testimony to the wealth and confidence of the city created by its mercantile trade. The publicly commissioned sculpture is a public statement of local strength and wealth. It is no coincidence that the growth in the number of sculptural commissions coincided neatly with the growth of the trade of the port. The abundance of public sculpture also demonstrates Liverpool's avid participation in the cultural tradition of commissioning art to enrich the townscape of the city and to give a particular message with each piece and at the same time enlighten the public at large.



The public sculpture takes the form of both free-standing monuments and architectural embellishments. In both cases it reflects the artistic style of the era - from the neoclassicism of the early part of the 19th century, through the naturalism and Gothic revival of the second half of the 19th century, to the stylisation of the early 20th century. Liverpool has an especially good collection of the New Sculpture of the 20th century in public places.

Ostensibly, as in many other cities, each piece of public sculpture in Liverpool is simply either a monument to a public national figure, a local dignitary or a war memorial. However, the choice of national figures is important in providing a visible link between Liverpool and national and international events. What is also remarkable about the collection as a whole is that it is a reflection of the city's self-image and identity and a public visual story of its civic, commercial and social history. It is this, almost obsessive, tendency to relate each sculptural piece firmly to the roots of Liverpool's mercantile maritime role that is particularly fascinating.



Nelson Monument Courtesy LCC

### **National Figures**

The Monument to Lord Nelson (1807-15) in Exchange Flags by Wyatt and Westmacott was Liverpool's first major public statue, and was commissioned because Liverpool, and in particular its merchants, owed much to him. His victory over France guaranteed British naval dominance and the free passage of ships across the oceans, and thus the continued prosperity of Liverpool as port. The decision to commemorate Nelson's death was initiated by the corporation, which gave £1,000 towards it, but the public subscription soon raised a further £8,000, which came substantially from merchants such as John Gladstone and organisations with vested interests such as the West Indies Association and the Committee of Underwriters. An element of the sculpture that had particular relevance for Liverpool at the time was the inclusion of the chained figures around the pedestal. The figures are actually prisoners of war, of whom there were over 4,000 held in Liverpool jails during the war, but they are also strongly suggestive of slaves and this was probably influenced by William Roscoe, the great abolitionist, who was chairman of the subscription committee.

The Monument to Queen Victoria in Derby Square (1902-06) by Simpson, Willink and Thinkness (architects) and Allen (sculptor) is primarily a commemoration to the long-serving monarch under whom the British Empire grew to its zenith and Liverpool's trade grew in similar proportions. However, it also includes subsidiary statues to refer to the activities upon which Liverpool's prosperity was built, namely the bronze groups representing Agriculture, Industry, Education and Commerce, on pedestals around the podium.

### Liverpool's Self-Image

The Liver Bird, a fusion between an eagle and a cormorant, has been the symbol of Liverpool for centuries and appears in the City's devices and throughout the city in tiles, stained glass and even on litter bins, but it is at its most dramatic when it appears as sculpture. The most prominent Liver Birds are the two atop the Royal Liver Building at the Pier Head, but their recurring presence throughout the nominated site, for example as corbels in the Municipal

Annexe on Dale Street, in the cartouches in the Bluecoat Chambers, School Lane and on the rounded pediment of Mersey Chambers, Old Churchyard, demonstrates the great pride of the people of Liverpool throughout the ages in this unique symbol of the city.

Other popular images incorporated into sculpture throughout the city are strong references to the sea and subjects related to the merchandise passing through the port. This is seen most pertinently in the copy of John Warrington Wood's allegorical statue of Liverpool (1876-77), the colossal regal female on the roof over the main entrance to The Walker Art Gallery. She and a Liver Bird are sitting on a bale of cotton, emblematic of one of Liverpool's staple goods, and in her left hand she holds a ship's propeller. In her right hand is a trident, suggesting her power over the sea and at her feet are a painter's palette, a compass and a set square, clearly implying that art is being supported by commerce. It is not easy to see all of these details of this lofty replica from the ground, but they can be readily seen in the original sculpture, which has been relocated to the foyer of the Conservation Centre in Whitechapel.



 $Liverpool\ Restored\ \odot\ NMGM$ 

A similar sculpture in scale and location is the Coade stone statue of *Britannia/Minerva* (1801-02), crowning the dome of Liverpool Town Hall, by John Charles Felix Rossi. In this case the mercantile symbolism is less strong, but the maritime symbolism is there in the scallop shell against each face of the pedestal and the dolphins at each corner.



Britannia/Minerva © English Heritage

Liverpool appears again in William Brown Street in the eastern pediment of the former Technical College, now part of Liverpool Museum. Liverpool Presiding over Commerce and Industry (1896-1902), by Frederick William Pomeroy, is a group of figures carefully chosen to tell the story of the city's rise to greatness. The central and dominant Liverpool is flanked on her left by Commerce, holding a piece of rope and has a money bag and a Liver Bird, and on her right by Industry, seated next to a bale of cotton. There is a canoe at the left end and a model of a steamship at the right end. There are many other sculptural pieces throughout the exterior and interior of the building with many clear references to the sea and trade.

A further visual reference to trade is to be found high in the pediment of the centre bay of Imperial Chambers, 56-66, Dale Street. The allegorical figures in high relief depict an enthroned female figure holding up a distaff and two putti stacking bales of cotton and a barrel around her.

The series of allegorical panels of Grecian-influenced figures and their explanatory carved plaques to the right of the portico on the east façade of St. George's Hall provide one of the clearest indications of Liverpool's own opinion of its roles and its strengths. The low reliefs were executed by Thomas Stirling Lee, Conrad Dressler and Charles Allen, but not until the 1890s. Their theme was National Prosperity and they provide a succinct account of Liverpool's high estimation of its contribution to Britain's history as perceived at that time:

Liverpool, a municipality, employs labour and encourages art
Liverpool collects produce and exports the manufactures of the country
Liverpool imports cattle and wool, for food and clothing
Liverpool, by its imports, supplies the country with food and corn
Liverpool, by her shipwrights, builds ships of commerce
Liverpool, a fishing village, gives her sons the boat and the net

the spandrel over the main entrance is a wreath formed from a cornucopia, from which emerge a steam ship and a sailing ship. Flanking the entrance are two free-standing figures; *Commerce*, embracing a sailing ship and carrying a cornucopia, and *Industry*, with a loom of turned wood and holding a distaff.

Another version of the story of Liverpool was told by H Tyson Smith in his architectural embellishments of art deco stylised figures on Herbert Rowse's Martin's Bank Building (1927-32), Water Street. The prevailing theme of the external relief sculpture is maritime figures creating Liverpool's wealth. Midas and Liver Birds around ground floor windows watch over, as mermaids and mermen pour out coins and notes from cornucopiae – perhaps suggesting that everything Liverpool touches turns to gold. Interestingly, 120 years after the abolition of slavery, in the reveals of the smaller entrance on Water Street are reliefs of two African boys holding moneybags, anchors and ropes – a late visual reference to slavery as the source of Liverpool's early commercial success.

#### **Monuments**



St John's Gardens c.1910

The river-facing elevation of The Mersey Docks and Harbour Board Building (1907) at the Pier Head is profusely ornamented with both relief and free-standing allegorical sculpture by John Allen. The gates and gate piers in particular are a mass of general maritime symbols including dolphins, seaweed, shells, chains and anchors. In the spandrels of a thermal window are two allegorical female nudes: Wind with her hand beneath two doves and Water with her hand between two dolphins. In

Inere are two remarks around the sely

Detail of lift gates in Port of Liverpool Building © English Heritage

There are two major groups of monuments remarkable for their quality and quantity, one around St. George's Hall and the other at

the Pier Head. When St. John's Gardens were redesigned in 1903-4, they

became "Liverpool's Valhalla", an open-air sculpture gallery to commemorate those who lost their lives in military action and major local figures. The centre-piece is W. Goscombe John's *Memorial to the King's (Liverpool) Regiment* of 1903-5. St. George's Plateau already had statues to commemorate Prince Albert (1866), Queen Victoria (1868-9) and Benjamin Disraeli (1883), but was further enhanced

by Lionel Budden's cenotaph (1926-30), which incorporated Tyson Smith's bronze reliefs of outstanding quality. The reliefs are rare examples of British war memorial, taking up the theme of mourning in contemporary stylised design.

At the Pier Head, there are monuments to a national figure (Edward VII) and a local figure (Alfred Lewis Jones) but it is primarily a place for memorials to sailors who have lost their lives at sea. These memorials to seamen from around the world, together with the open aspect over the wide river help to create a place for spiritual reflection on the dangers of the sea and war. The Memorial to the Engine Room Heroes (1916), by W. Goscombe John, was originally intended as a monument to the thirty-two men from the engine room of the Titanic, who gave their lives to keep the ship afloat so that others could escape but, following the sinking of the Lusitania, it was given a broader dedication. The base of the memorial has on each side pairs of stokers, mechanics and engineers with the tools of the trade. Symbolic figures above represent the fusion of earth, air, fire and water that are the components of the work of a ship's engineer.

### Conclusion

The public sculptures of the nominated site are now essential visual ingredients of the city, providing interest in public spaces and embellishing buildings. They demonstrate the desire of civic leaders over two centuries to have artistic creations of the highest quality freely visible to all. But, beyond their ornamental value, they provide a legible visual text of the story of Liverpool's expansion as the supreme example of a commercial port and they are now a part of that story.





## 3 c) Description -Form and Date of Most Recent Records of Conservation

### DESIGNATIONS AND INFORMATION

The main archive sources of information on Liverpool are:

### Liverpool Records Office and Central Library

iverpool Records Office, Local Studies and Family History Service collects, preserves and makes available archives and local studies material relating to all aspects of the history of the City and its inhabitants. It also acquires copies of sources held elsewhere which are useful for family history research. In addition, it runs the Merseyside Record Office as lead authority on behalf of the five metropolitan districts. The Merseyside Record Office collects archives relating to the whole of Merseyside or to more than one district.

Extensive collections are held dating from the 13th century to the present, some of which are of national and international significance. The service is one of the most well-used in the country. Nearly 40,000 visitors per year consult nearly 39,000 documents and take up 34,000 sessions on microform readers. There is a wide range of users within the City from all age groups. Some users also come from Merseyside and beyond. Users include family historians, local historians, school students, university students, academics, planners, heritage groups, and museum staff.

The Service has significant holdings of archives and local studies materials on the history of the area and subjects related to the nominated World Heritage Site. These include extensive photographic archives and comprehensive collections of maps and directories.

### 2. Merseyside Sites and Monuments Record

The Merseyside Sites and Monuments Record (SMR) is the primary database for records of known sites of archaeological interest in the five local authorities constituting Merseyside. It is owned by the National Museums and Galleries on Merseyside (NMGM) and is a public resource. It consists of a database linked to a Geographic Information System, a collection of supporting documentary records and secondary archive including books and reports on archaeological work in Merseyside. The SMR is primarily used to support advice to Liverpool City Council (and other authorities in Merseyside) within the context of Planning Policy Guidance Note 16 Archaeology and Planning , and other non-statutory consultees;

- on the archaeological implications of development proposals
- on planning policies
- on good archaeological practice
- on monitoring of archaeological sites

There are over 9,500 sites already registered onto the computerised database and many more on the files, of which many are within the nominated site. The SMR is updated as new information from archaeological work comes to light.

## 3. Merseyside Maritime Museum's Archive and Library

In addition to the main collections on display in the National Museums and Galleries on Merseyside's eight main venues the Merseyside Maritime Museum also employs a Curator of Port History and has the following archives;

### 1 Maritime Archives:

Registers of Merchant Ships, 1739-c.1942; Mersey Docks and Harbour Company and its antecedents, c.1735 to date; Business Records including extensive shipping company and shipping association records; other records including slave trade, marine insurance, shipping charities and educational establishments; personal papers of seamen, passengers and shipping families.

Please Note: that no official passenger or emigrant lists or registers of seamen are held by the Maritime Archives & Library. Advice on the whereabouts of such records as survive is available.

### 2 Maritime History Research Library

Includes Lloyd's List from 1741; Lloyd's Register of Shipping from 1764; extensive periodical runs; Customs Bills of Entry for Great Britain and Ireland, c.1820-1939.

### 3 Research Collections:

a) Beard index of sailing ships, b) Cochrane's index of steamships, c) Liverpool Nautical Research Society collection. d) Docklands Research Collections. e) Studies of Emigration Records, UK, USA, Canada, Australia and New Zealand (available by prior appointment only).

### 4 Other Business Records:

Includes BICC Plc Cable Manufacturers (see Business Archives No 58, November 1989); Fawcett Engineering and other firms; Vulcan Foundry Ltd, Locomotive Builders; Meccano Ltd, Mechanical Toy Manufacturers. Corn, sugar and provision trade associations: Liverpool Warehousing Co Ltd.

### 5 Other NMGM Specialisms:

- a) Military: Records of King's Liverpool Regiment, c/o Regional History at present, except for basic reference books and some WWI records which are now available at the Maritime Archives & Library.
- b) Natural History Records: including 13th Earl of Derby's Natural History correspondence, 1799-1850.

### 6 Major collections of Business and Family Papers

### 7 Records of Museums and Art Galleries from 1849

### 8 Non-manuscript material:

- a) Stewart Bale Photographic Archive: Glass and Film Negatives covering all aspects of business activity in the North West and elsewhere, c.1920-1975.
- b) Extensive maritime photographic, film and sound archives.

### 4. National Monuments Record

The National Monuments Record (NMR) is English Heritage's public archive and provides information on the architecture and archaeology of England. It holds thousands of records relating to Liverpool's historic environment including photographs, drawings, reports produced by the former Royal Commission on the Historical Monuments of England and English Heritage survey staff and photographers. The archive is housed at the National Monument Record Centre, Swindon and can be consulted by the public.

### 5. Other sources of Records

References to some of the published works are contained in the bibliography, but this is only a miniscule percentage of the information that is available. There are over six miles of shelves of archives in the Liverpool Record Office and over 250 tons of records from the Mersey Docks and Harbour Board alone in the Merseyside Maritime Museum's Archives.

## 6. Sources of Information on Statutory and Other Designations

### **Listed Buildings**

The Statutory List of Buildings of Special Architectural or Historic Interest is compiled and maintained by the Department for Culture, Media and Sport (DCMS), under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990. Liverpool City Council is required to keep a Register of Listed Buildings for public inspection without charge, as well as having other statutory responsibilities in applying the legislation in relation to Listed Buildings. A brief description of most of the listed buildings within Liverpool is contained in *The 8th List of Buildings of Special Architectural or Historic Interest in the City of Liverpool Volumes 392 and 393* issued on 19th June 1985, although there have been over 80 amendments to that list and there will be further amendments to it.

Individual entries on the statutory list often refer to more than one building. For the whole of Liverpool, there are 1,471 entries relating to over 2,500 buildings. For the nominated site, there are 255 listings, relating to over 350 buildings. Of these listings in the nominated site,

- ♦ 12 are Grade I
- ♦ 22 are Grade II\*
- 221 are Grade II

### **Conservation Areas**

Conservation Areas are defined in the Planning (Listed Buildings and Conservation Areas) Act 1990 as "Areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance." Under Section 69 of that Act, Liverpool City Council has a statutory duty to designate conservation areas where it considers that areas justify that status and to review those areas from time to time. There are now 32 conservation areas in Liverpool, of which five are either wholly or partly in the nominated site.

### **Schedule of Monuments**

The Department for Culture, Media and Sport (DCMS) is responsible for maintaining the Schedule of Monuments (SMs) under the Ancient Monuments and Archaeological Areas Act 1979. Maps and descriptions of SMs are held by DCMS, English Heritage, Liverpool City Council and the Liverpool SMR. There are four SMs in Liverpool but none are in the nominated site.

### Table of Form and Date of Most Recent Records of Conservation

Designation/Form of Records Main Agency Holding Records Notes on Records Date of Records

### **STATUTORY DESIGNATIONS**

### Listed Buildings

Department for Culture, Media and Sport (DCMS), 2-4, Cockspur St., London SW1Y 5DH 0207 211 6000

Liverpool City Council (LCC), Conservation and Urban Design, Planning and Building Control, Millennium House, 60, Victoria Street, Liverpool L1 6JF 0151 233 5678

English Heritage (EH) Canada House, 3, Chepstow Street, Manchester M1 5FW 0161 242 1400 The Statutory List of Buildings of Special Architectural or Historic Interest is compiled by the DCMS following a) periodic reviews by area or thematically and b) requests for Spot Listing.

LCC is required to keep a Register of Listed Buildings within its area available for inspection without charge. The Register is kept in the form of a) "Greenbacks" with full details, as produced by DCMS, b) a shortened version with Reference Number, Address, Grade and Date Listed and c) general identification only, on Ordnance Survey Maps. The 8th List of Buildings of Special Architectural or Historic Interest in Liverpool was published on 19th June 1985 in Volumes 392 and 393. At 11th February 2002, there had been 80 amendments to that List.

### **Conservation Areas**

Liverpool City Council ( as above)

LCC has a statutory duty to designate as Conservation Areas any "areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance." Records are kept in the form of Ordnance Survey Plans, a written list of streets in Conservation Areas and in a leaflet "City of Liverpool Conservation Areas." Short descriptions of all conservation areas are available for some conservation areas. Article 4 Directions to remove normal permitted development rights have been made for most conservation areas and records of these are kept in the form of legal documents.

The Castle Street Conservation Area was designated on 31st July 1968 and was extended on 17th November 1976, 8th April 1981, 30th January 1985 and 24th April 1996. The William Brown Street Conservation Area was designated on 3rd September 1969. The Albert Dock Conservation Area was designated on 17th November 1976 and extended on 24th January 2003. The Duke Street Conservation Area was designated on 6th September 1988 and was extended on 28th November 1990 and 24th January 2003. The Stanley Dock Conservation Area was designated on 24th January 2003 A report on a survey of the condition of the Rope Walks part of the Duke Street Conservation Area was published in January 1999.

Table of Form and Date of Most Recent Records of Conservation				
Designation/Form of Records	Main Agency Holding Records	Notes on Records	Date of Records	
STATUTORY DESIGNATIONS				
Scheduled Monuments	EH (as above), LCC (as above) and at the Merseyside Sites and Monuments Record, Liverpool Museum, Great Western Railway Building, Merseyside Maritime Museum, Liverpool L3 1DG Tel. 0151 478 4258 NB. There are no Scheduled Monuments in the Nominated Site at the time of nomination.	It is the duty of the Secretary of State for Culture, Media and Sport, advised by English Heritage, to compile and maintain a schedule of monuments. The schedule is maintained on her behalf by English Heritage. Where Scheduled Monuments exist records of them are kept in the form of a description and a defined area shown on an Ordnance Survey Plan	Scheduled Monuments are subject to ongoing reviews as part of the Monuments Protection Programme.	
Non-scheduled sites of archaeological interest	Merseyside Sites and Monuments Record, (as above)	The collection and management of archaeological information is the responsibility of the Merseyside Sites and Monuments Record, which is supported by LCC (and the other former Merseyside local authorities). The records are map based and include written records, finds, reports and book references. There are	The Sites and Monuments Record is subject to on going updating.	
LOCAL HISTORY RECOR	DS			
Local Records	Local Records Office (LRO), 4th Floor, Liverpool Central Library, William Brown Street, Liverpool L3 8EW 0151 233 5817	approximately 9,500 sites already input onto computerised records and more in filing cabinets.  The Local Records Office keeps a wide range of information on the history of Liverpool, including maps, photographs, prints, manuscripts, ecclesiastical and administrative records, transactions, books, newspapers, artifacts and letters. There is original information as well as information on microfilm and digital format.	The Local Records Office is continually adding to its collection.	
Local History Books, Artifacts and Information	There is an extensive Local History Section of books as well as the original Town Charters, special collections of manuscripts, early printed books, prints and paintings.	There is an extensive Local History Section of books as well as the original Town Charters, special collections of manuscripts, early printed books, prints and paintings.	The Liverpool Central Library is continually adding to its collection.	
Local, national and International Artifacts	Liverpool Museum, William Brown Street, Liverpool	The collections are world-wide in scope but include many items and collections of local interest.	Various	

Table of Form and Date of Most Recent Records of Conservation			
Designation/Form of Records	Main Agency Holding Records	Notes on Records	Date of Records
LOCAL HISTORY RECOR	DS		
Merseyside Maritime Archives and Library	Maritime Archives and Library, 2nd Floor, Merseyside Maritime Museum, Albert Dock, Pier head, Liverpool L3 4AQ 0151 478 4424	There are extensive public collections reflecting the importance of Liverpool as a port. In particular, there are  1) Maritime Archives containing one of the finest collections of merchant shipping records in the UK,  2) A maritime history research library,  3) Research collections,  4) Other Business records,  5) Other specialisms,  6) Collections of business and family papers,  7) records of museums and archives,  8) Non-manuscript material (including the Stewart Bale Photographic archive)	Various
Liverpool Life Information	Museum of Liverpool Life, Albert Dock, Liverpool	There are collections, which celebrate the people of Liverpool, their culture, achievements and contribution to national life. The collection covers home and community life, employment, and trade unionism, transport and industry, public health and the King's Regiment.	Various
Archive Files for Liverpool	National Monuments Record Centre, Great Western Village, Kemble Drive, Swindon SN2 2GZ	These records are part of a national record of information on individual sites and buildings. There are thousands of references for Liverpool and the information is kept in various media, including photographs, measured drawings, prints and general files.	Various
Historic Photographs	Chambre Hardman Trust, Liverpool Records Office (as above)	Not yet available for public inspection	Various
	Stuart Baille Collection, C/o, National Museums and Galleries on Merseyside.	Not available for public inspection.	Various
Local History Books and Paintings	The Athenaeum Club, Liverpool	Not available for public inspection.	Various
Architectural and historical information	Liverpool Architecture And Design Trust, 45, Jordan Street, Liverpool 0151 233 2003		Various

CONSERVATION PLANS  St George's Hall Conservation Plan Conservation Plan Conservation Plan For Liverpool Museum, Walker Art Gallery, County Sessions House and Mountford Building Conservation Plan for The Bluecoat Arts Centre  ARCHAEOLOGICAL SITES AND BUILDING SURVEYS  The Old Dock, Canning Place, Liverpool: Evaluation Report by Lancaster University Archaeological  Trustees of St George's Hall Charitable Trust, St. George's Hall, Lime Street, Liverpool.  National Museums and Galleries on Merseyside, Conservation Centre, Whitechapel, Liverpool L1 6HZ O151 478 4963  The Bluecoat Arts Centre Ltd  Conservation and Urban Design, Planning and Building Control, LCC (as above)		August 1999  December 1997  March 2002
Conservation Plan For Liverpool Museum, Walker Art Gallery, County Sessions House and Mountford Building Conservation Plan for The Bluecoat Arts Centre  ARCHAEOLOGICAL SITES AND BUILDING SURVEYS  The Old Dock, Canning Place, Liverpool: Evaluation Report by Lancaster  Conservation Plan for The Conservation and Urban Design, Planning and Building Control, LCC (as above)		December 1997  March 2002
Liverpool Museum, Walker Art Gallery, County Sessions House and Mountford Building  Conservation Plan for The Bluecoat Arts Centre  ARCHAEOLOGICAL SITES AND BUILDING SURVEYS  The Old Dock, Canning Place, Liverpool: Evaluation Report by Lancaster  Galleries on Merseyside, Conservation Centre, Whitechapel, Liverpool L1 6HZ O151 478 4963  The Bluecoat Arts Centre Ltd  Conservation and Urban Design, Planning and Building Control, LCC (as above)		March 2002
ARCHAEOLOGICAL SITES AND BUILDING SURVEYS  The Old Dock, Canning Place, Liverpool: Evaluation Report by Lancaster  Conservation and Urban Design, Planning and Building Control, LCC (as above)		
The Old Dock, Canning Place, Liverpool: Evaluation Report by Lancaster  Conservation and Urban Design, Planning and Building Control, LCC (as above)		
Place, Liverpool: Evaluation Design, Planning and Building Control, LCC (as above)		
Unit		June 2001
The Historic Warehouses of Liverpool: A Report by RCHME  Conservation and Urban Design, Planning and Building Control, LCC (as above)		2nd Draft September 1998; 7 be completed.
F C E	English Heritage Buildings At Risk Surveys are restricted to Grade I and II* Listed Buildings and Scheduled Ancient Monuments.	Updated annually
	LCC's Buildings at Risk Survey covers all Listed Buildings	Currently being updated
Street, Liverpool:	Notes: primary archive held by Liverpool Museum, NMGM. Copy volume in SMR.	Journal of the Merseyside Archaeological Society Volum 4 1980-81
Conservation and Urban	Report prepared by Parkmans for the owners.	February 2000

## Examples of decorative and functional use of iron in Liverpool.





















## 3 d) Description - Present State of Conservation

### Introduction

he buildings, dock structures and landscapes/surfaces within the nominated site are at present generally in a good state of conservation although there are some exceptions. Liverpool has been undergoing an economic and environmental renaissance over the last ten years or so and the increased levels of public and private investment throughout the city has in new buildings being erected, mostly on formerly derelict sites.

There has also been significant and sustained investment in the repair, restoration and, in many cases conversion of, the historic buildings in the proposed World Heritage Site. Some of the restoration projects have been entirely privately funded but many have been the result of initiatives by a variety of public organisations, such as Liverpool City Council, English Heritage, the Merseyside Development Corporation, the North West Development Agency and Liverpool Vision, often using a cocktail of funding. Perhaps the most spectacular and catalytic of the refurbishment schemes has been the transformation of the Albert Dock Warehouses from a derelict and still wardamaged eyesore into a thriving exemplar of regeneration through conservation in the late 1980s. In addition, many buildings, structures and landscapes/surfaces have been properly maintained since their construction or have been or are subject to sensitive repair and restoration.

These buildings, structures and landscapes can be said to be in a good state of conservation, requiring merely on-going cyclical maintenance, in accordance with good practice in estate management and conservation. The high number of restored and well-maintained buildings etc. are evidence that the heritage assets of the nominated site are in most cases being properly cared for by their owners and custodians.

Unfortunately, a minority of buildings, structures and landscapes/surfaces have been inadequately maintained, inappropriately maintained or positively damaged by a variety of forces, such as fire, vandalism, theft or bombdamage. These can be said to be now in a poor state of conservation and therefore require major works and investment and possibly a new use to attract both the capital and revenue investment.

Knowledge on the state of conservation of below-ground archaeological remains is primarily obtained from studying land use and ground excavation. Whereas each site must be studied on its own merits, the historic development of Liverpool means that survival of evidence from its medieval origins and later growth will be severely truncated, destroyed and only likely to be visible as isolated remains.

Only concentrated research, open-area excavations and monitoring of development-related interventions will provide information on below-ground survival.

For the purposes of this part of the nomination, the present state of conservation of the nominated site is considered under four main categories:

- The Buildings
- ◆ The Public Realm (ie street surfaces, street furniture, public monuments and public open spaces) ,
- ◆ Docks and associated dock structures, and
- ◆ The Collections

The categories are considered under the same areas in which they are described in Section 3 (a) of this document.

### THE PRESENT STATE OF CONSERVATION OF **BUILDINGS** IN THE NOMINATED SITE

Generally, the buildings within the proposed World Heritage Site are in a good state of repair, although there are a number of notable exceptions. An analysis of the general "Buildings At Risk" concept as it relates to the nominated site is give below. Then, the buildings within the different areas of the nominated site are then considered, looking firstly at the major historic buildings, which have been substantially restored in recent years, and secondly at those buildings in a poor state of repair, which are "At Risk".

### Buildings At Risk

In order to assess the extent of the problem of under-use and inadequate maintenance, and more particularly to overcome the problem, Liverpool City Council and English Heritage have jointly funded the appointment of a Buildings At Risk Officer. In June 2002, he carried out a Buildings At Risk Survey of all of the 255 listed buildings within the Nominated Site in accordance with the methodology established by English Heritage and the results are set out below. The Buildings At Risk Survey has been useful as a means of assessing the state of conservation of the Listed Buildings in the nominated site. Risk is assessed on the basis of condition, and, where applicable, occupancy.

### The Methodology

### **Condition**

Buildings are surveyed and then put into one of four categories, depending upon their condition:

- Good: means structurally sound, weathertight and with no significant repairs needed.
- Fair: means a building which is structurally sound, but in need of minor repair or showing signs of a lack of general maintenance.
- Poor: means a building or structure with deteriorating masonry and/or defective rainwater goods, usually accompanied by rot outbreaks within and general deterioration of most of the fabric, including external joinery; or where there has been a fire or other disaster which has affected part of the building.
- Very bad: means a building where there has been a structural failure or where there are clear signs of structural instability; there has been a loss of significant areas of the roof covering, leading to a major deterioration of the interior; or where there has been a major fire affecting most of the building.

### Occupancy

Buildings are put into one of three categories:

- ◆ Occupied
- Partially occupied
- ♦ Vacant

### The Level of Risk

The level of risk is calculated on the basis of condition and occupancy, using the model below. Monuments and buildings incapable of use are assessed on the basis of condition alone and are given the suffix "A". Assessing the level of risk necessarily involves judgment and discretion.

First Criteria	Second Criteria		Outcome		
Condition	Grade	Occupancy	Grade	Risk Category	Non-Habitable Structures
Very Bad	1	Vacant	1	1	1A
		Partially Occupied	2	2	-
		Occupied	3	3	-
Poor	2	Vacant	1	3	3A
		Partially Occupied	2	3	-
		Occupied	3	4	-
Fair	3	Vacant	1	4	4A
		Partially Occupied	2	4	-
		Occupied	3	5	-
Good	4	Vacant	1	5	5A
		Partially Occupied	2	6	-
		Occupied	3	6	-

### Buildings are put into one of five categories;-

At Extreme Risk	Risk Category 1
At Grave Risk	Risk Category 2
At Risk	Risk Category 3
Vulnerable	Risk Category 4
Not At Risk	Risk Categories 5 and 6

### The Results of the Buildings At Risk Survey throughout the Nominated Site

A table showing the Buildings At Risk Register for all of the Nominated Site and project sheets for individual Buildings At Risk are attached as appendices to this Nomination Document, but some of the most significant analyses are set out below.

### Total Buildings At Risk in Nominated Site:

Risk Category	No. of Entries
1	9
1A	1
2	1
3	28
3A	27
4	57
4A	36
5	31
5A	9
6	56

### **Total Entries: 255**

No. of Buildings – 185 No. of Structures/Monuments etc – 70 Percentage of Buildings At Risk within 20% Nominated WHS Percentage of Structures At Risk within 42% Nominated WHS Total Percentage of All Structures At Risk within 26% Nominated WHS Percentage of Buildings Vulnerable within 28% Nominated WHS Percentage of Structures Vulnerable within 45% Nominated WHS Total Percentage of All Structures Vulnerable 32% within Nominated WHS Percentage of Buildings Not At Risk within 52% Nominated WHS Percentage of Structures Not At Risk within 13% Nominated WHS

Total Percentage of All Structures Not At Risk

within Nominated WHS

### 1. THE STATE OF CONSERVATION OF AREA 1 - THE PIER HEAD

The Pier Head is one of the show-pieces of Liverpool and is generally maintained in an excellent state of conservation by the owners and those with management responsibility.

### **Buildings**

### Restored Buildings

The Royal Liver Building, The Cunard Building, the Port of Liverpool Building and the George's Dock Ventilation Station and Offices are all in active commercial use and are generally in a good state of repair. In most cases, restoration and maintenance work has been carried out in accordance with good conservation principles, although it is recognised that inappropriate UPVC windows have been installed in the Cunard Building.

### Buildings At Risk in Area 1:Pier Head - 8 Entries

Risk Category	No. of Entries
1 At F	Kisk 0
1A	0
2	0
3	0
3A	2
4 Vuli	nerable 0
4A	0
5 Not	At Risk 0
5A	2
6	4

There are no Buildings At Risk at the Pier Head. The only structures which are Vulnerable are the monuments to Edward VII and Alfred Lewis Jones.

### **Public Realm**

### Surfaces and Street Furniture

Virtually the whole of the surface of the Pier Head as defined by the river, the Three Graces, St. Nicholas Place and Mann Island has been resurfaced, most recently in the mid 1990s and cannot be said to be an historic surface. Nevertheless, it is now attractively laid out with a combination of natural granite setts, limestone and grass and complementary new street furniture. The surfaces are mostly still in good condition but some of the edgings have been damaged by skateboarders and where repairs have been carried out, they have not always been made good to appropriate standards. The appearance of the area is also spoilt by unauthorised parking.

### Monuments/Public Art

42%

The condition of the more substantial monuments has been considered above in the section on buildings. The other monuments mostly appear to be in reasonable condition.

One exception is the condition of maple trees on Canada Boulevard, the Memorial to Canadians who lost their lives in World War II. The trees have failed to establish well since being planted in 1995, and many have died or are dying. Investigations are being made into the cause of the poor performance of the trees.

### 2. THE STATE OF CONSERVATION OF AREA 2 -THE ALBERT DOCK CONSERVATION AREA

The Albert Dock Conservation Area is another high profile part of the city and is generally maintained in a good state of conservation by the owners and these with management responsibility.

### **Buildings**

### Restored Buildings

Wapping Warehouse, Albert Dock Warehouses and Waterloo Warehouse have all ceased to be used for their original purpose, but after varying years of dereliction, they were all sensitively restored and put to new beneficial uses in the late1980s and early 1990s. Wapping Warehouse and Waterloo Warehouse have been converted to apartments.

The Albert Dock Warehouses have been converted to a range of mixed uses, which have collectively made it into one of the biggest tourist attractions in the North West. Uses within the buildings now include shops, commercial offices, restaurants, bars, The Tate Gallery, The Beatles Experience, a health club, a television studio, residential apartments and The Merseyside Maritime Museum. The National Museums and Galleries on Merseyside also care for most of the smaller buildings between the Pier Head and Albert Dock. During 2001/2, 60,000 sq. ft of the Edward Pavilion at Albert Dock have been refurbished for office use. Most of the restoration and maintenance work has been carried out in accordance with good conservation principles, but it is important to ensure that any incremental work is carried out to the same uniform standard.

### Buildings At Risk in Area 2. Albert Dock Conservation Area – 31 Entries

Risk Catego	ry	No. of Entries
1 A	t Risk	0
1A		0
2		0
3		0
3A		0
4 V	ulnerable	1
4A		11
5 N	lot At Risk	1
5A		2
6	<u> </u>	16

### **Public Realm**

### Surfaces and Street Furniture

The granite and/or sandstone quays immediately around Albert Dock, Canning Dock, Canning Half-Tide Dock, Salthouse Dock and Duke's Dock are almost all authentic and in a good state of conservation as are the copings of the docks themselves. Beyond the quays, the surfaces are mostly in appropriate natural materials and are maintained in good condition. However, most of these surfaces were only laid in their current locations in the 1980s. Similarly, the street furniture was installed at that time but is also generally in good condition and in keeping with the character and standard of the area.

## Monuments/Public Art/Dock Furniture (at or above ground level)

There are many pieces of functional dock furniture around Albert Dock, Canning Dock, Canning Half-Tide Dock, Salthouse Dock and Duke's Dock, such as bollards and capstans. By their very nature as robust working structures, they tend to be highly durable and to be in good condition. Some are in their original positions but others have been installed since the mid-1980s as decorative features and to help to create a suitable maritime character. Of particular note are the original boilers, capstans and gate engines around Canning Graving Dock. These, and such structures as the huge anchor and horn adjacent to the Maritime Museum, are well maintained by NMGM.

### Docks

### Albert Dock

Opened 6th February 1845 Jesse Hartley incumbent Dock Engineer

### Quay Walls

Four original walls of cyclopean granite with significant stone copings. General condition good.

### Gates

Some timber dock gates remain but their condition is questionable and they are unlikely to be operational. The passage between Albert and Canning Half Tide is protected with a new hydraulic metal gate installed in the late 1980s. This protects the water in the docks south of Albert all the way to Brunswick Dock, from accidental draining if the river gate in Canning Half-Tide is damaged or inoperable.

### Sluice.

Not currently operational although some infrastructure remains.

### Water Quality

There is an aeration system within the dock. Water in the Albert Salthouse system is impounded from Brunswick Dock. Water quality is regularly monitored under an English Partnerships management plan.

### Recent Repairs / Maintenance Programme

Water space and quay walls managed by Gower Street Estates and English Partnerships. Current negotiations are taking place with British Waterways to take over management responsibility.

### Canning Half-Tide Dock

Opened 12th December 1829 Jesse Hartley incumbent Dock Engineer

### Quay Walls

A mixture of sandstone and granite walls. Condition generally good.

#### Gates

The river gates have been replaced with hydraulic steel gates which provide the main entrance from the river to the Albert Dock complex of docks. The gates control and hold the water in Canning and Canning Half-Tide.

#### Sluices

The original sluices have been replaced and are operational, ensuring the passage to the dock from the river is navigable.

### Water Quality

This is maintained simply by the movement of water between the river and the dock at high tides when the gates are open. There is no impounding but there is a sluice levelling system between Canning, Canning Half-Tide and Albert.

### Recent Repairs / Maintenance Programme

The quay walls are frequently inspected and are the responsibility of Gower Street Estates, English Partnerships, Maritime Museum and private quayside property owners.

### Canning Dock

Opened 12th December 1829 Jesse Hartley incumbent Dock Engineer

### Quay Walls

A mixture of sandstone and granite walls. Condition generally good. Walls of varying dates some possibly relating to some of the earlier passages with Old Dock.

### Gates

The timber gates between Canning and Canning Half-Tide are pinned back to the passage walls.

Sluices

Not currently operational although some infrastructure remains.

### Water Quality

This is maintained simply by the movement of water between the river and the dock at high tides when the gates are open. There is no impounding but there is a sluice levelling system between Canning, Canning Half-Tide and Albert.

### Recent Repairs / Maintenance Programme

The quay walls are frequently inspected and are the responsibility of Gower Street Estates, English Partnerships, Maritime Museum and private quayside property owners.

### Canning Graving Docks

Circa 1829

Jesse Hartley incumbent Dock Engineer

### Quay Walls

A mixture of sandstone and granite walls. Condition generally good.

#### Gates

Operational and maintained.

#### Sluices

Substantially complete and operational periodically in controlled environments.

### Water Quality

Not relevant.

### Recent Repairs / Maintenance Programme

Owned by Merseyside Maritime Museum and under frequent inspection plans.

### Salthouse Dock

Opened 1753

Henry Berry incumbent Dock Engineer

### Quay Walls

Four original walls of granite with some sandstone with significant stone copings. General condition fair to good. Some walls subject to past replacement and concrete evident in many areas. Some walls in the past exhibited signs of movement and were tied back to buried anchor blocks. The north passage of the dock was modified in the late 1980s to form a slipway.

### Gates

Some timber dock gates remain but their condition is questionable and they are unlikely to be operational.

### Sluices

Not currently operational although some infrastructure remains.

### Water Quality

Water in the Albert Salthouse system is impounded from Brunswick Dock. Water quality is regularly monitored under an English Partnerships management plan.

### Recent Repairs / Maintenance Programme

Water space and quay walls managed by Gower Street Estates and English Partnerships. Current negotiations are taking place with British Waterways to take over management responsibility.

### Dukes Dock

Opened 1773

Duke of Bridgewater - purchased by MDHB circa 1900

### Quay Walls

Four original walls of sandstone with significant stone copings. General condition fair to good. The old river entrance passage was infilled in the early 1980s to form a causeway.

### Gates

There are no gates remaining in Dukes.

### Sluices

There are no remaining sluice culverts visible in Dukes.

### Water Quality

Water in the Albert Salthouse system is impounded from Brunswick Dock. Water quality is regularly monitored under an English Partnerships management plan.

### Recent Repairs / Maintenance Programme

Water space and quay walls managed by Gower Street Estates and English Partnerships. Current negotiations are taking place with British Waterways to take over management responsibility.

### Wapping Basin

Opened 9th May 1855 Jesse Hartley incumbent Dock Engineer

### Quay Walls

Four original walls of cyclopean stone with significant stone copings. General condition fair to good.

### Gates

Some timber dock gates remain but their condition is questionable and they are unlikely to be operational. Sluices

Not currently operational although some infrastructure remains.

### Water Quality

Water in the dock system is impounded from Brunswick Dock. Water quality is regularly monitored under an English Partnerships management plan.

### Recent Repairs / Maintenance Programme

Water space and quay walls managed by English Partnerships and the owners of Wapping Warehouse.

### Wapping Dock

Opened 9th May 1855 Jesse Hartley incumbent Dock Engineer

### Quay Walls

Four original walls of cyclopean stone with significant stone copings. General condition fair to good.

#### Gates

Some timber dock gates remain but their condition is questionable and they are unlikely to be operational.

#### Sluices

Not currently operational although some infrastructure remains.

### Water Quality

Water in the dock system is impounded from Brunswick Dock. Water quality is regularly monitored under an English Partnerships management plan.

### Recent Repairs / Maintenance Programme

Water space and quay walls managed by English Partnerships and the owners of Wapping Warehouse.

### River Walls

The ownership of the river walls is shared by the Maritime Museum and English Partnerships. All are under some sort of management plan and are in a reasonably sound condition. Repairs in respect of walls owned by EP are currently planned as part of routine maintenance works.

### 3. THE STATE OF CONSERVATION OF AREA 3 -THE STANLEY DOCK CONSERVATION AREA

The Stanley Dock Conservation Area is an under-used area that has been inadequately maintained during the later part of the 20th century. Although some notable buildings have been comprehensively and sensitively restored, most of the area is generally in a poor state of conservation and much of the land has the appearance of a relict landscape. However, the owners and agencies with management responsibility are committed to securing the sustainable regeneration of the area in a way that respects the world heritage values of this part of the site. Indeed, achieving this objective will be one of the great challenges of the Management Plan.

### **Buildings**

### Restored Buildings

Waterloo Warehouse ceased to be used for its original purpose many years ago but has been sensitively restored and put to new beneficial use as apartments. The bonded Tea Warehouse on Great Howard Street has been comprehensively restored, is in excellent condition and still in use as a warehouse.

The Dock Wall has been repaired on the principles of "minimum intervention" where it runs alongside Princes Dock. Where The Dock Wall runs alongside Waterloo Warehouse, its architectural and historic integrity has been slightly compromised by the wall having been reduced in height and partially replaced with railings. For most of the rest of its length the Dock Wall and the Piers appears to be in reasonable condition although some repointing is required, some localised repairs are needed, and some

inappropriate or missing copings need replacing. Some of the later Dock Police Shelters on the inside of the wall are in need of repair and none of the drinking fountains are in working order. Additionally, some unnecessary breaches have been made in the wall. There are around 20 original entrances in the Dock Wall but only two of them are believed to retain their original gates; some simply have no gates but most have been secured with inappropriately designed gates or blocked with railings.

#### Buildings at Risk in Area 3: Stanley Dock Conservation Area – 34 Entries

Risk Category	No. of Entries
1	3
1A	1
2	0
3	3
3A	12
4	0
4A	13
5	0
5A	0
6	2

The four structures which are At Extreme Risk are the Victoria Tower and Dock Masters House at Salisbury Dock, and the North Stanley Warehouse and Hydraulic Tower to the West of the North Stanley Warehouse. The other three structures which are At Risk are the South Stanley Warehouse, the Stanley Tobacco Warehouse and the Sea Wall at the entrance to Salisbury Dock.

Effectively, in respect of dock buildings, all of the buildings at the south end of the nominated site are in reasonable condition, all of the problem buildings are at the north end of the nominated site at Salisbury and Stanley Docks, where all of the Stanley Dock Complex is At Risk.

There are a number of problems associated with these buildings but the huge scale of the Stanley Tobacco

Warehouse is perhaps the biggest obstacle to achieving a restoration scheme for the complex. A substantial Initial Site Appraisal for The Stanley Dock complex was carried out in 2000 and it was estimated that £8.6 million was needed just to carry out immediate repairs.

Stanley Dock is currently being marketed for development and regeneration.

#### Public Realm

#### Surfaces and Street Furniture

The surfaces around Clarence Graving Docks, Salisbury Dock, Collingwood Dock and Stanley Dock, and inside the Dock Wall are not strictly "public realm" as they are

privately owned and have no public rights of access, but it seems appropriate to consider them under this heading. The quays and dock-yard surfaces include substantial areas of authentic historic surface materials, as well as early dock railway tracks. Recent under-use has resulted in some of them being overgrown with grass and some damaged areas have been patch-repaired with concrete, but the overall state of conservation is reasonable. The original York stone flags on the outside of the Dock Wall have been removed and replaced with concrete or tarmac although most of the granite kerbs have survived and are in good condition.

# Monuments/Public Art/Dock Furniture (at or above ground level)

There are also many functional pieces of dock furniture around Clarence Graving Docks, Salisbury Dock, Collingwood Dock and Stanley Dock, and these are all in their original working locations. Surveys have been carried out to locate some of these but a full survey is required to ensure that the location of all of them and their condition is recorded. Inside the Dock Wall, there are a few remaining fragments of the Dock Railway. Their condition needs to be fully inspected and a programme of maintenance carried out to ensure that they do not deteriorate.

#### Docks

#### East Waterloo Dock

Opened 6th September 1834 Jesse Hartley incumbent Dock Engineer

#### Quay Walls

Four original walls of cyclopean stone with significant stone copings. General condition fair to good.

#### Gates

Some timber dock gates remain but their condition is questionable and unlikely to be operational.

#### Sluices

Not currently operational although some infrastructure remains.

#### Water Quality

Not known but likely to be limited as maintenance and connections to main dock system not significant.

#### Recent Repairs / Maintenance Programme

None known, but likely to be limited as not operational in terms of port activity. Owned by MDHC and possibly developers / residential owners of Waterloo Warehouse and associated developments around the quay.

# Trafalgar Dock

Opened 30th July 1836 Jesse Hartley incumbent Dock Engineer

#### Quay Walls

Four original walls of cyclopean stone with significant stone copings. General condition fair to good.

#### Gates

Some timber dock gates remain but their condition is questionable and unlikely to be operational.

#### Sluices

Not currently operational although some infrastructure remains.

#### Water Quality

Not known but likely to be limited as maintenance and connections to main dock system not significant.

#### Recent Repairs / Maintenance Programme

None known, but likely to be limited as not operational in terms of port activity. Owned by MDHC.

# Salisbury Dock

Opened 4th August 1848 Jesse Hartley incumbent Dock Engineer

#### Quay Walls

Four original walls of cyclopean stone with significant stone copings. General condition fair to good.

#### Gates

Some timber dock gates remain but their condition is questionable and unlikely to be operational.

#### Sluices

Not currently operational although some infrastructure

#### Water Quality

Generally poor, little traffic movement, some siltation of the dock, infrequent water changes from river access. Vulnerable to the activities in the north dock system.

#### Recent Repairs / Maintenance Programme

None known, but likely to be limited as not operational in terms of major port activity. Owned by MDHC.

# Collingwood Dock

Opened 4th August 1848 Jesse Hartley incumbent Dock Engineer

#### Quay Walls

Four original walls of cyclopean stone with significant stone copings. General condition fair to good.

#### Gates

Some timber dock gates remain but their condition is questionable and unlikely to be operational.

#### Sluices

Not currently operational although some infrastructure remains.

#### Water Quality

Generally poor, little traffic movement, some siltation of the dock, infrequent water changes from river access. Vulnerable to the activities in the north dock system.

#### Recent Repairs / Maintenance Programme

None known, but likely to be limited as not operational in terms of major port activity. Owned by MDHC.

#### Stanley Dock

Opened 4th August 1848 Jesse Hartley incumbent Dock Engineer

#### Quay Walls

The original dock was reduced in size and the Tobacco Warehouse was constructed. New wall of concrete. Three original walls of cyclopean stone with significant stone copings. General condition good.

#### Gates

Some timber dock gates remain but their condition is questionable and they are unlikely to be operational.

#### Sluices

Not currently operational although some infrastructure remains.

#### Water Quality

Generally poor, little traffic movement, some siltation of the dock, infrequent water changes from river access. Vulnerable to the activities in the north dock system.

#### Recent Repairs / Maintenance Programme

None. Currently privately owned.

#### River Walls

The ownership of the river walls is that of MDHC. All are under some sort of management plan and are in a reasonably sound condition.

# 4. THE STATE OF CONSERVATION OF AREA 4 -THE CASTLE STREET COMMERCIAL CENTRE

The Castle Street Commercial Centre is the busy central business district of Liverpool. It has reasonable levels of occupancy, is generally maintained by its owners and agencies with management responsibility and has the character of a thriving "capital" city, especially during the working week. Nevertheless, there is a sizeable minority of problem buildings; some obvious, and some where the problems inside or on the roof are disguised by a

maintained façade. The agencies with management responsibility are working with owners to secure the necessary levels of investment and intervention to overcome the problems.

#### **Buildings**

#### Restored buildings

Many of the buildings in the Castle Street Commercial Centre have been sensitively repaired and restored over recent years. It is not feasible to list every single one, but some of the more notable projects in the last two to three years are shown in the table below.

Major Recent Restoration Schemes In the Castle Street Conservation Area		
Building	Description	Approximate Date
Berey's Building, Bixteth Street	Conversion to flats	2000/1
31,Castle Street	Refurbishment of bank and conversion to office/storage	2001
15-19, Sweeting Street	Conversion of offices to residential apartments	2001
Harrington Chambers, North John Street	Restoration and conversion to residential	2002
Fowlers Building, 3-9, Victoria Street	Conversion to bar and residential	2001/ 2
The Temple, 24, Dale Street	Refurbishment of existing office building	2000/1
Rigby's Buildings, Dale Street	Conversion to residential and external refurbishment	2000/2
Old Haymarket, Manchester Street	Refurbishment/ redevelopment to provide office/ residential accommodation and hotel	2000/2
11-13, Preston Street	Conversion to residential and retail use	2001
5-7, Temple Court	Conversion of upper floors to residential	2001
Hope Chambers, Leather Lane	Refurbishment of external fabric and conversion into residential and retail uses	2002
1, Victoria Street	Refurbishment and conversion of upper floors to residential	2002
Cavern Court, Mathew Street	Major refurbishment of retail and office complex	2001

# Inappropriate Shopfronts

The special character of some buildings in the area is compromised by insensitive shop fronts and signs, which fail to relate to the building they occupy.

#### Buildings At Risk in Area 4: Castle Street Commercial Centre – 123 Entries

Risk Catego	ory	No. of Entries
1 A	t Risk	2
1A		0
2		1
3		19
3A		3
4 V	/ulnerable	46
4A		5
5 N	Not At Risk	17
5A		1
6		29
4A 5 N 5A		5 17 1

The two buildings At Extreme Risk in the Castle Street Commercial Area are The Albany, Old Hall Street and the adjacent Windsor Building, George Street. Although parts of the ground floor of the Albany are still in use, the vast majority of both buildings has been vacant for many years and they are showing signs of serious decay. Currently, the owner of Windsor Building is preparing a restoration scheme for the building and its final details are dependent upon plans for The Albany. Initial estimates of a full repair and restoration scheme for The Albany are in the region of £10 million and Liverpool City Council is involved in



Staircase in The Albany, Old Hall Street © English Heritage

discussions with the current owners to try to agree a solution to the on-going dereliction. Tower Building, Tower Gardens is the building At Grave Risk, but a proposal for its refurbishment and conversion has been put forward and the property is being offered for sale.

There are 76 buildings At Risk or Vulnerable and this represents a major problem. The City Council's Buildings At Risk Officer is developing a strategy to address the problem, and a key element of this is the application to the Heritage Lottery Fund for substantial funding over a sustained period through a Townscape Heritage Initiative scheme [see 4 (g)].

The buildings that have been identified as priority buildings for attention through the Townscape Heritage Initiative are shown in the table below.

Building	List Grade	Approximate Cost of Repair
Nelson Memorial, Exchange Flags	II*	£200,000
Muskers Building, 48-54, Dale Street	II	£70,000
Minerva Chambers, Sir Thomas Street	II	£100,000
Crown, Jerome and Carlisle Buildings, Victoria Street	II	£300,000
Former City Education Offices, Sir Thomas Street	II	£150,000
Central Buildings	II	£200,000
50-60, Castle Street	II	£170,000
52,54, Castle Street	II	£100,000
44-50, Castle Street	II	£210,000
1-9, North John Street (Royal Insurance Building)	II	£1,000,000
10-18, Castle Street	II	£100,000
Westminster Chambers, Crosshall Street	II	£500,000

The Target List for the Castle Street Conservation Area Heritage Economic Regeneration Scheme is set out on the table below.

n ut	1:.0.1
Building	List Grade
Lombard Chambers, Bixteth Street	II
1-9, Castle Street	(1-5) II and (7-9) unlisted
14, Castle Street	Unlisted
44-54 Castle Street	II
Trials Hotel, Castle Street	II
2-6, Cheapside	Unlisted
9-37, Cheapside	Unlisted
Pig and Whistle,12, Covent Garden	Unlisted
Temple Bar Chambers, 20, Cumberland Street	Unlisted
34, Cumberland Street	Unlisted
The State Ballroom, 14, Dale Street	II
27-29, Dale Street	Unlisted
71-73, Dale Street	Unlisted
Princes Buildings, 77-85, Dale Street	Unlisted
87-93, Dale Street	Unlisted
Westminster Buildings, 90-98, Dale Street	II
95-105, Dale Street	Unlisted
Imperial Chambers, Davies Street	Unlisted
Percy Buildings, 1-7, Eberle Street	Unlisted
Windsor Buildings, George Street	II
21-23, Harrington Street	Unlisted
12-14, Johnson Street	Unlisted
63-65, Moorfields	Unlisted
The Lion, 67, Moorfields	II
15, North Street	Unlisted
Harrington Chambers 24, North John Street	II
24a-26, North John Street	II
Mersey Chambers, 4 and 5, Old Church Yard,	II
City Buildings, 21-23, Old Hall Street	II
Warehouses, Preston Street	Unlisted
Inner Temple, Princes Street	Unlisted
Regency Chambers, Princes Street	Unlisted
Granite Buildings, Stanley Street	II
7-11, Stanley Street	II
25, Stanley Street	Unlisted
56-58, Stanley Street	Unlisted
7, Union Street	II
Bands Buildings, 8, Vernon Street	Unlisted
Fruit Exchange, 6a-16, Victoria Street	(6 and 12-16) unlisted and (8-10) II
Lisbon Buildings, 33-35, Victoria Street	Unlisted
Ashcroft Buildings, 37, Victoria Street	Unlisted
7, Water Street	II
Tower Building, 22, Water Street	Π*

#### Public realm

#### Surfaces

Although the original 13th century streets and street pattern of this part of Liverpool still exist, the streets have been widened and resurfaced many times. The majority of the floorspace in the Castle Street Conservation Area is therefore modern and there is considerable scope for improvement of the public realm surfaces. The oldest visible element of the floorscape is the Sanctuary Stone in Castle Street. The roads are surfaced with tarmac and most of the pavements are surfaced with concrete flags or tarmac. However, most of the early granite kerbs have survived and there are many roads where early setts survive underneath later tarmac.

There are some significant areas of traditional natural materials, which could date back to the 18th and 19th centuries. For example, stone flags around the Town Hall and in front of the Municipal Office and some of the side streets and alleyways off Dale Street such as Temple Street have retained early sett surfaces. There are some "duck-egg" cobbles on Spellow Lane with unusual cast iron drainage grids.

Towards the north of the conservation area, new stone flags and granite setts have been laid in parts of Old Hall Street, Fazakerley Street and Edmund Street. There are substantial areas of natural York stone flags and gulleys in St. Nicholas's Churchyard. Mathew Street and its adjoining streets are pedestrianised except for access, and have a surface of modern red brick paviors.

#### Open spaces and Trees

There are few green spaces within this area. The Church of Our Lady and St. Nicholas at the western end of Chapel Street has a tranquil, grassy area within the churchyard, which is now in a good state of conservation. There are also a few trees on the streets to the north of the area, such as on Ormond Street. The trees in the conservation area add welcome variety to the streetscape.

Exchange Flags is a pedestrian square surfaced in red tarmac with grid lines of stone flags crossing it, which is unsuitable for the character and potential function of the square and is in any event in poor condition. There are no seating areas in this square so people only pass through it. Derby Square is surfaced with relatively new brick paviors and has some young trees planted in it, and is generally in a good state of conservation. The Law Courts border it to the south, and to the east a bar with tables outside, so there is constant, although limited, activity in the square.

Both the open spaces at Exchange Flags and Derby Square need improving to make them more attractive. The materials used for the floor surfacing are particularly unsympathetic in terms of colour and pattern. Due to the lack of furniture and landscaping at Exchange Flags it is a very sterile and uninviting piece of open space that does not encourage people to linger. Beetham Plaza has a flag surface and is in good condition.

#### Monuments /Street Furniture/Public Art

As with the surfaces, most of the items of street furniture, such as bollards, railings, seats and street lights are relatively modern and unsympathetic to the character of the area though some 19th century cast iron bollards survive within the Old Hall Street area. There are many monuments and works of public art, both historic and modern. The Victoria Monument in Derby Square appears to be in reasonable condition, but the Nelson Monument in Exchange Flags is on the Buildings At Risk Register, not only because of the inappropriate and failing "preservative" treatment applied in the 1970s, but also because the supporting internal armature is failing. The sculptures in the courtyard of the Cotton Exchange are severely eroded but, in their new location, they are now largely protected from the elements. The water feature in Beetham Plaza, the themed music sculptures around Mathew Street and the statuary around St. Nicholas's Church are all in a good state of conservation.

# 5.THE STATE OF CONSERVATION OF AREA 5 -THE WILLIAM BROWN STREET CONSERVATION AREA

The William Brown Street Conservation Area is virtually all in public ownership and is generally in an excellent state of conservation. The problems that do exist have been assessed and steps are being taken to overcome them, in a manner consistent with the world heritage values of this part of the site.

#### **Buildings**

#### Restored Buildings

A Conservation Plan was prepared for St. George's Hall in 1999 and concluded that the building is in reasonable structural condition, although some areas need urgent attention, particularly the south zone roofs. The major roofs over the Great Hall, west rooms and central part of the north zone have been completely repaired in the last few years in accordance with the conservation plan. The physical and decorative condition of the interior varies from good to poor. The second phase of work has been given approval at an estimated cost of £14m to carry out the remaining essential repairs, improve accessibility and to bring the building back into full use and is expected to be completed by 2004/5.

A £34-million pound refurbishment scheme by the National Museums and Galleries on Merseyside of the Walker Art Gallery and the Liverpool Museum, including an extension into the former Technical College, is now nearing completion. The works will place these buildings in an excellent state of conservation. Their other building in this area, the former Sessions Court, is in a reasonable state of conservation, although it requires some adaptation to bring it into full beneficial use.

Liverpool Central Library and the Picton Library are in a reasonable state of conservation, although they require some work to improve the entrance, storage facilities and circulation.

The Empire Theatre has recently undergone an expansion and improvement scheme at a cost of £10.5 million and is now in a good state of conservation.

The twin-arch train shed at Lime Street Station was completely repaired by Railtrack in 2000/1 at a cost of £21 million and is now in a good state of conservation, although further works are being proposed to improve the operation of the station.

The majority of Lime Street Chambers (the North Western Hotel) has also been restored in recent years. This was carried out in two phases, both with assistance from the Railway Heritage Trust. Firstly Liverpool John Moores University turned the upper floors into student accommodation in 1995/6 and secondly a brewery converted half of the ground floor into The Head of Steam pub in 2000, carefully preserving the original Victorian features.

Buildings At Risk in Area 5: William Brown Street Conservation Area – 31 Entries

Risk Category	No. of Entries
1 At Risk	0
1A	0
2	0
3	0
3A	10
4 Vulnerable	2
4A	7
5 Not At Risk	6
5A	3
6	3

There are no buildings At Risk in the William Brown Street Conservation Area, but there are ten monuments At Risk. The problem is that the statuary has decayed over the years, largely due to environmental pollution. An attempted solution to halt the decay was tried in the 1970s, coating all the bronze statues with a resin based sealant, but regrettably this not only turned all of the statues black but also appears to have caused further physical damage to the surfaces of the statues. A programme of removal of the resin and assessment of the condition of the statues is required.

#### Public realm

#### Surfaces

The surfaces on St. George's Plateau and William Brown Street have mostly been relaid over the last twenty years and are good examples of traditional high quality natural materials laid with traditional techniques and appropriate patterns. Within St. John's Gardens the hard surface is mostly black tarmac, and has scope for improvement.

#### Street Furniture

The 41 ornamental Victorian cast iron street lights on St. George's Plateau are Grade II listed and are in good condition. There are also stone bollards and iron chains of appropriate character.

The seats and litter bins in St. John's Gardens are unsuitable to the standard of their surroundings.

#### Open Space/Trees

St John's Gardens is the largest green open space in the city centre, and it is laid with grassed areas, flower beds, pathways and monuments. The trees around the edge of the garden have recently been embellished with a lighting scheme. The space does not appear to be used to its full potential and it has scope for major improvement.

#### Monuments/Public Art

There is a magnificent collection of monuments and sculpture in St George's Plateau and St John's Gardens, many of which are listed, including four stone lions and the cenotaph. Almost all of the bronze monuments here have been given a coating of resin that has caused visual and physical damage to them. A major programme of surveying, cleaning and repairing of these statues will be required in the near future.

# *6. THE STATE OF CONSERVATION OF AREA 6 - THE DUKE STREET AREA*

The Duke Street Area is a unique neighbourhood of mostly 18th and 19th century merchants' houses and warehouses, but the shift of maritime activity away from the area caused a dramatic decline in its economic activity during the late 20th century, which in turn resulted in high levels of vacancy and a lack of investment in the buildings.

Most of that part of the Duke Street Conservation Area, which is in the proposed World Heritage Site is within a wider area-based initiative Ropewalks (1996/2001), which aims to turn around the fortunes of the area and to secure the repair of its historic fabric. The Ropewalks Integrated Action Plan (IAP) was formally agreed in 1997 to provide a framework for a £110m investment programme of public money. Within the Ropewalks IAP and the Duke Street

Conservation Area there have been complementary grant schemes in the area - Slater Street/Seel Street Heritage Economic Regeneration Scheme (HERS) 1999/2002 and the Heritage Lottery Fund's (HLF) Townscape Heritage Initiative (THI) Scheme 1999/2002 in the Lower Duke Street Area. The scope for a Ropewalks II Project is currently being considered and the whole of this area is now the focus of a major regeneration programme, which is vastly improving the area and its state of conservation.

#### **Buildings**

#### Restored Buildings

The combined results of these initiatives has resulted in the complete refurbishment of The Bridewell, 17 Argyle Street, the warehouse at 15 Argyle Street and 34 Duke Street within the THI area as well as some 14 projects in the Slater Street/Seel Street HERS outside the nominated site. No. 102 Duke Street has been restored and converted to 7 apartments. Some exciting new complementary buildings and public squares have also been constructed and the restoration of other buildings in the area is underway.

# Buildings At Risk in Area 6: Duke Street Area – 28 Entries

Risk Category	No. of Entries
1	4
1A	0
2	0
3	6
3A	0
4	8
	0
5	7
5A	1
6	2

#### Public realm

#### Surfaces

An intensive programme of public realm works involving resurfacing in natural materials has been undertaken in the Duke Street Conservation Area during 2000-2002 as part of the Ropewalks initiative and virtually all of the surfaces are in a good sate of conservation.

#### Open Space/Trees

Historically, there have been few open spaces or trees in this part of the nominated site. Wolstenholme Square, the courtyard in front of Bluecoat Chambers and the garden at the rear of Bluecoat Chambers are the main exceptions. In order to improve the attractiveness of the area as a place to live and to increase north-south connectivity, a series of public squares is being created. Existing spaces such as Campbell Square and Wolstenholme Square are being enhanced.

# THE STATE OF CONSERVATION OF THE HISTORICAL AND CULTURAL COLLECTIONS

The historical and cultural collections within the nominated site are generally in an excellent state of conservation. They are well cared for by the agencies with management responsibility in appropriate environmental conditions. The Local Records Office and Central Library has its own archivists and bookbinders, and dedicated staff responsible for the rare books. NMGM has an internationally renowned team of specialist conservators at the Conservation Centre, in all relevant fields such as sculpture conservation, painting conservation and paper conservation, and they carry out the necessary works to their collections.





# 3 e) Description - Policies and Programmes related to the Presentation and Promotion of the Property

# i) Overall promotion and presentation

he nominated site contains a rich and diverse legacy from the city's maritime and mercantile traditions. This legacy has already played its part in helping to establish the city as a premier visitor destination but the principal aims of the agencies who are responsible for the stewardship of the site include promoting further sustainable tourism as well as protecting it for the benefit of future generations. By striking an appropriate balance between promotion and protection, regeneration benefits will be secured.

The responsible agencies seek to promote the architectural and historic interest of the site through communication, education, research training and raising public awareness. Tourism is already a significant economic driver in Liverpool, but there is scope to increase visitor numbers from within the region, the rest of the United Kingdom and from overseas.

The main agencies responsible for the presentation and promotion of the nominated site are represented on the World Heritage Site Bid Core Steering Group. Together they are committed to further improving interpretation of the site by improving and extending facilities. They are also committed to sustainable transport and improving public transport to and within the site.

Presentation of the site is channelled through The Mersey Partnership, the destination-marketing agency for the region, which promotes Liverpool at trade fairs around the world, through its public relations work with the travel trade and the media. The Mersey Partnership also promotes Liverpool as a destination through themed short-break packages, through its website and other marketing campaigns. The annual Mersey River Festival, which in 2002 attracted over 300,000 visitors, is an example of this imaginative strategy.

NMGM is the main provider of presentation of the world heritage interest of the site through its galleries and museums, and is committed to working with other agencies to improve its interpretation of that interest.

Liverpool City Council also has responsibilities for tourism development and promoting and presenting those parts of the site which it owns and has taken a positive lead on tourism policies and initiatives. The City Council has also invested heavily in promoting the strength and diversity of its culture especially in its bid to become Capital of Culture for 2008.

Residents and visitors to the city can enjoy and learn about Liverpool's maritime and mercantile past through the guiding services of the city's own dedicated army of Blue Badge Guides. Their intelligent insights are available through a variety of channels, including city tours, walking tours and a regular programme of specialist events that focus on specific aspects of this rich legacy.

These services will be complemented and enriched in the future by an imaginative programme of finger signage and interpretative plaques. A key component of this scheme will see Liverpool unveil its own scheme of commemorative plaques to celebrate those individuals and institutions that have played a major role in the city's economic and cultural fortunes. A programme of site-interpretation at individual sites will enhance understanding of Liverpool's cultural legacy in respect of its role as an historic commercial port. Prominent historical themes are shipping and the sea, trade and commerce, music and culture.

# ii) Visitor Attractions Within and Related To The Property

# National Museums and Galleries on Merseyside

Since 1986 National Museums & Galleries on Merseyside (NMGM) has held the unique position of being the only group of national museums in an English regional city. Governed by a board of trustees and supported by annual grant-in-aid through the Department for Culture, Media & Sport, NMGM's dazzling collection of around 1.2 million objects embraces the worlds of art, history and science. A large number of these exceptional items are displayed across NMGM's eight museums and galleries of which six: Liverpool Museum, Merseyside Maritime Museum, HM Customs & Excise National Museum, the Museum of Liverpool Life, the Walker Art Gallery and the Conservation Centre are all in the nominated site. All NMGM's activities and venues aim to widen public access to its collections with universal free admission for visitors, special educational services for schools, a dynamic programme of temporary exhibitions, public/corporate events, lectures and courses.

#### Liverpool Museum

Liverpool Museum is one of Britain's finest museums and in 2001 it saw a quarter of a million visitors pass through its doors to view its extensive collections, from the Amazonian rain forest to the mysteries of outer space. Special

attractions include the Planetarium (small charge applies), the award-winning hands-on Natural History Centre, where specialists are on hand to help answer visitors' questions.

Entry to Liverpool Museum is free. Temporary exhibitions change two or three times a year and have in the past included *Vivienne Westwood, Horrible Histories and Art of the Harley*. In addition, the venue regularly runs events and activities to celebrate cultural and national events for example Chinese New Year, National Archaeology Day, the Big Draw and Science Week, as well as providing resource materials based on the collections and temporary exhibitions for school parties. Over 27,000 school children visited the museum in school groups in 2001.

As part of *NMGM into the Future* Liverpool Museum will be transformed with many exciting new features due to open in 2003, which will include a dramatic six-storey glass atrium, a World Cultures Gallery, Bug House, InfoWorld Theatre, Treasure House and a newly refurbished Aquarium.



Minerva -Rodin © NMGM

#### The Walker Art Gallery

The Walker, "the national galley of the North," houses an outstanding collection of British and European art from 1300 to the present day, including some paintings and water-colours of the nominated site. The Walker's rich collection of paintings, sculpture and decorative arts includes masterpieces by Rembrandt, Poussin, Rubens, and Murillo and its temporary exhibitions have included *Adrian Henri, Alma Tadema, Aubrey Beardsley and George Romney.* 

Recently reopened following a £4.3 million lottery funded refurbishment, the Walker will show a host of high profile exhibitions in its new temporary exhibition galleries, which include *The Art of Paul McCartney, Turner's Journeys of the Imagination and the John Moores 22 exhibition of contemporary painting.* 



Schloss Rosenau-J. M. W. Turner © NMGM

Entry to the Walker is free for the permanent collections although a small charge may apply for some temporary exhibitions. The Walker's diverse educational programme incorporates tours, talks and teachers courses and resources for formal education groups. There are informal tours and talks like picture of the month, artists' demonstrations, lectures (free), study days and courses (small charge). Family activities in the Artbase area involve children with jigsaws and trails, costumes and hats inspired by paintings in the collection.

#### The Conservation Centre

The award winning Conservation Centre is unique in presenting the work of museum conservators to the public. In 2001, over 43,000 people took the opportunity to experience this world of museum and gallery conservation first hand. Visitors are encouraged to discover how objects in NMGM's collections are cared for, from fine art and sculptures to space suits and ancient archaeological treasures, through the use of hand-held audio tours, interactive displays, and demonstrations. The use of live video links to the conservators' studios also allows visitors to watch conservators at work as they preserve, restore and unlock the secret history within every object.

In addition, the Conservation Centre offers weekly studio tours that take visitors behind the scenes into the Centre's state-of-the-art workshops and small exhibitions that change two or three times per year.

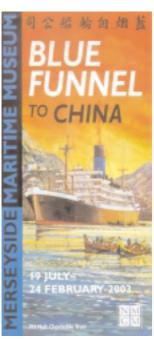
The Conservation Centre's education department also offers hands-on sessions about conservators' techniques to suit all group needs plus family activities: *Colourful Conservation, Moulding & Casting and Matching & Patching.* Opinion sessions with conservators are also offered by appointment.

#### Merseyside Maritime Museum incorporating HM Customs and Excise National Museum

Set in the heart of Liverpool's magnificent waterfront, at the historic Albert Dock, a quarter of a million people visited The Merseyside Maritime Museum in 2001.

The Merseyside Maritime Museum offers a unique insight into Liverpool's seafaring heritage, through collections that reflect the international importance of Liverpool as a gateway to the world. It therefore has an important role in presenting the values and heritage of the city that are relevant to the nomination of Liverpool as a World Heritage Site. Permanent exhibitions and displays include the awardwinning Transatlantic Slavery Gallery and Emigrants to a New World, which explains the city's role and history in the transatlantic slave trade and emigration. Lifelines - A Story of Merchant Ships and Seafarers shows how important merchant ships have been, not just in peace time but also how they have played vital roles in times of war. In the Floating Palaces gallery, the opulence of the Edwardian age is contrasted against the dramatic stories of the Titanic and Lusitania disasters.

Merseyside Maritime Museum also includes the Maritime Archives and Library, a resident ship bottler, role players, story telling, talks and lectures. Free tours are available which include a ship to shore tour of the pilot vessel Edmund Gardener, Maritime Mondays, floor to floor tours and the World of Models tour.



Blue Funnel To China Leaflet for MMM Exhibition © NMGM

The Customs & Excise National Museum is incorporated within the Merseyside Maritime Museum site at the Albert Dock, and tells the exciting story of an ageold battle between smugglers and duty men, from 1700 to the present day. Its exhibitions include the role that the latest technology plays in customs officers' jobs, the links between confiscated goods and endangered species, counterfeit material, weapons and how to spot suspect travellers. Family activities include Rummage like a Customs Officer and Crazy Curiosity Coats trails.

The Merseyside Maritime Museum hosts regular signinterpreted public events and opinion sessions with curators.

#### Museum of Liverpool Life

The Museum of Liverpool Life celebrates and explores the contribution that the people of Liverpool have made to national life. It too has an important role in presenting the values and heritage of the city that are relevant to the nomination of Liverpool as a World Heritage Site. Recently expanded to include three new galleries, *City Lives* explores the richness of Liverpool's cultural diversity, *The River Room* features life around the world famous River Mersey and *City Soldiers* examines the links between Liverpool and the Kings Regiment. Also by definition, the *Brookside exhibit*, Kop Korner and the Grand National exhibit reflect all that is quintessentially Liverpudlian.

The Museum of Liverpool Life is very much an interactive venue, which includes hands-on displays, role players, story telling and talks from people like our resident 1930s printer.

Whilst visiting The Museum of Liverpool Life visitors can stroll across the main lock gates of the Albert Dock and explore the Piermaster's House as it was when the dock was operational – including guided tours and role-play from July 2002. The Museum of Liverpool Life's other family activities include art and dance sessions and a wonderful sheltered outdoor sitting and play area. In addition, the museum offers regular sign-interpreted events, opinion sessions with curators, changing temporary exhibitions four or five times per year and an education department offering a wide range of lifelong learning programmes.

## Mersey Ferries

The Pier Head and Mersey Ferries are synonymous. Ferry services have operated from the Pier Head area since the mid-1700s. The first ferry landing stage was built in the 1800s and since then the waterfront and facilities have seen a number of changes.



Liverpool Landing Stage

Initially the focus for the ferry services was purely cross-river but more recently the role of the river for leisure and tourism has been developed. There are three ferry terminals, one in Liverpool at the Pier Head and two in Wirral at Woodside & Seacombe, with nearly 60% of

passenger trips emanating from the Pier Head. Annually, over 400,000 passengers board and subsequently alight at the Pier Head. The ferries still operate as a commuter service during the week and an hourly leisure cruise at weekends. A new River Explorer Service was introduced in Spring 2002.

The strategy of Mersey Ferries is to develop the commuter and leisure-based market and to maximise the use and assets of the ferry terminals. In doing so, Mersey Ferries seeks to support the regeneration of the Waterfront and the development of tourists and leisure based facilities along the river.

# Liverpool Central Library

Liverpool Central Library has approximately \_ million visitors per year. It is a Grade II\* listed complex made up of three inter-linked buildings: the Brown Library, the Picton Library and the Hornby Library. The Brown and Picton libraries form the historic core, and they date from 1860 and 1879 respectively. The Picton Library, Hornby Library and Oak Room contain the special collections of fine and rare books, bindings and illustrations.

The Central Library holds collections which are locally, regionally and nationally important. These include books, archives, periodicals, directories, water-colours and photographs. To give the public access to these heritage items Liverpool City Council provide rare books tours and talks, and has installed specially designed display cases in the Picton Library, which provide a permanent exhibition facility, where the exhibition changes every three months. An ambitious re-development project is currently underway to improve the archive visitor and storage facilities and generally upgrade the building. It is hoped that this will be completed by 2007 and the building whilst still fulfilling its historic function will better meet the needs of customers of the 21st century.

# Liverpool Record Office

Liverpool Central Library houses the Liverpool Record Office, which is the official city archive depositary and the busiest local authority record office outside of the Public Record Office at Kew, with 40,000 visitors a year. It has an important role in holding records and presenting the heritage of the city that are relevant to the nomination of Liverpool as a World Heritage Site. The Record Office collects, preserves and makes available archives and local studies material relating to all aspects of the history of the City and its inhabitants. It also acquires copies of sources held elsewhere which are useful for family history research. In addition, it runs the Merseyside Record Office as lead authority on behalf of the five metropolitan districts. Extensive collections are held dating from the 13th century to the present, some of which are of national and even international significance. These include extensive photographic archives and comprehensive collections of maps and directories.

It is proposed to upgrade accommodation for the Service within Liverpool Central Library. The purpose is to provide an archive repository which meets national standards for security, fire protection and environmental control and gives growing space for at least 20 years. Education facilities, public areas, cataloguing and conservation will be improved to build on an already very popular service and make it one of the best and busiest in the country. At the same time, it is planned to make use of ICT to reach new and wider audiences by radically extending remote access through the provision of online catalogues and digital images.

## St. George's Hall

St. George's Hall was completed in 1854 and is widely recognised as one of the finest examples of neo-classical architecture in Europe and a unique heritage asset for Liverpool. The building currently functions principally as a venue for hire and as a civic and event venue. St George's Hall is the subject of a major restoration programme funded principally by the Heritage Lottery Fund, which has the following key components:

- ◆ Refurbishment of the Great Hall
- Refurbishment of the North Entrance/Small Concert Room – which is currently closed to the public, as a venue for performing arts and conferences
- Creation of a new visitor centre with interpretative displays, a self-guided tour, an educational space, catering, and a base for guided tours to other parts of the building not normally accessible to the general public.

Although the Hall is currently very well used, the project will significantly boost capacity and visitor usage. From a baseline of 100,190 tourist visits, an annual level of 176,010 visits is forecast, an increase of 37%. Work at a total cost of £15 million started in November 2002, with the Great Hall scheduled to remain open, the Small Concert Room and the Visitor Centre opening in Spring 2004. The first full year of operation therefore will be 2005/6.

# Tate Liverpool

Tate Liverpool, housed at the Albert Dock, opened in 1988 and is the northern home of the national collection of modern art. It is fitting that the Tate should have a presence in Liverpool, as the Tate and Lyle sugar company long had works in the city. In 1996-8 Tate Liverpool underwent a major refurbishment and expansion to help cope with the larger than expected numbers of visitors and now comprises five floors of world-class galleries, education areas and visitor facilities. The national collection of Modern art is displayed in a range of ways including thematic groupings and as holdings of individual artists' work which change annually. A programme of four special-loan exhibitions a year complements the national collection displays.



Entry to Tate is free but there is a small charge for the special exhibitions. Staff in the galleries act as information assistants as well as guards; this approach, which was pioneered in 1988, has now been adopted by many other galleries world wide. Labels, panels, leaflets and talks are all produced to help make the art on display as accessible as possible to the widest number of our visitors.

The gallery's education department runs a wide range of events and activities which are aimed at every segment of a very broad audience; these range from high level academic conferences to workshop for school children to drop-in events for families.

Tate Liverpool works with a wide range of partners, locally, regionally, nationally and internationally to deliver its ambitious programme.

# Top Secret - Western Approaches

The Western Approaches is a museum, underneath Derby House in Rumford Street. There are 50,000sq. ft. of gas-



Western Approaches Leaflet Courtesy LCC

proof and bomb-proof rooms, from where the Battle of the Atlantic was masterminded, and a great victory won during World War II. From here, the Western Approaches Command under the inspired leadership of Admiral Sir Max Horton embraced the largest number of vessels ever assembled. It was the world's first combined operations command HQ, and became the prototype for all similar establishments throughout the world.

It is open every day, except Friday and

Sunday, from 10.30 until 16.30, from March until November. Admission charges are payable.

# Capital Of Culture Liverpool - The World In One City

The European Capital of Culture programme runs from 2005 to 2019 and provides an opportunity for cities to showcase their cultural offering. The UK Government nominates a City for the title in 2008

The phrase 'Liverpool: the world in one city' has been adopted as Liverpool's bid slogan to represent the positive and improving profile and ambition of the city. The ambition is for Liverpool to become a premier European City and a better place to live, work and visit. Bidding for this title signals Liverpool's own belief that by 2008, this can be achieved.

The Bid is intended to improve Liverpool as a place to: Live

Physical and economic regeneration aims to improve the quality of life. Achieving the European Capital of Culture in 2008 will accelerate improvements in the arts, galleries, museums, libraries, sports, parks and open spaces, community life, education and learning, transport and housing.

The legacy will be a high quality of life for all residents.

#### Work

The economy on Merseyside is rapidly improving and winning the title will attract new investment and generate new jobs, not just in the cultural sector – the enhanced profile and status of the city will make it a more attractive place for student retention and for investment that in turn will accelerate employment creation.

The legacy will be a healthy sustainable economy.

#### Visit

Forging a new identity for the city nationally and internationally is not just about creating an 'image' to attract tourists – it is about the city rising once again to its natural level of world importance. This bid accelerates the rate of development and investor confidence in the city. In bidding, being shortlisted and ultimately winning, there will be an enormous shift in the national and international profile of the city, and a year-long programme of high-profile cultural and community-based festivals and events. These will complement the city's existing plans for its 800th birthday celebrations in 2007.

The legacy will be a new identity for Liverpool as a premier European City.

The following top 10 elements of "Culture" were devised through public polling and research:

THE PEOPLE Creative & Energetic People Strong youth culture,

friendly inclusive and welcoming nature Diversity in harmony, long established Black, Chinese & Irish

communities

THE HERITAGE Unique and internationally recognisable waterfront

Maritime heritage immigration/ emigration/ world trade & links 800 years of architecture, world-class parks,

public spaces

THE ARTS AND ARTISTS

Largest concentration of world-class Museums &

Galleries outside London Outstanding Artists and Arts organisations & unique national and international festivals with huge community and educational

participation

THE SPORTING CULTURE

Most successful English football city and home of

Liverpool and Everton FC The Grand National and 6 of the top 100 golf courses in the world High rate of participation and excellence in sports development

programmes

THE LIFELONG LEARNING World-class Universities, Educational institutions and

Libraries Innovation through knowledge transfer to businesses and in community education Vibrant student population of 50,000 with growing retention rates

THE FAITHS

Largest Anglican cathedral in Europe, outstanding

modern Metropolitan Cathedral First Mosque in the UK

Well-developed links between all faiths

MUSIC Birthplace of the Beatles, Echo and The Bunnymen,

Frankie Goes to Hollywood and Atomic Kitten (and many, many more). Official UK Capital of Pop and Home of the world renowned Royal Liverpool

Philharmonic Orchestra

THE HUMOUR

The natural humour that runs through the veins of

Liverpool people. The largest output of Comedians,

Comic writers and Broadcast personalities

THE CREATIVITY AND

Largest independent TV production company and most

filmed-in city

INNOVATION 2000 creative businesses employing more people than

16,000 people Innovative products, businesses and

organisations

THE CITY LIFE Shops, hotels, restaurants, bars, music and entertainment

venues Unrivalled nightlife and super-club Fashion &

street culture

# iii) Thematic Studies Related to the Property

# HISTORIC ENVIRONMENT OF LIVERPOOL PROJECT

The Historic Environment of Liverpool Project (HELP) is a first-of-its-kind exploration of Liverpool's historic buildings, streets and open spaces. The project has been created to ensure that these historic characteristics, which define the city, play a key role in its future.

The project is being promoted by English Heritage, who have teamed up with Liverpool City Council, the NWDA, NMGM, Liverpool Vision and the Liverpool Culture Company to create a three-year project. The project has been designed to give a better understanding of what makes Liverpool's historic environment special and to ensure that its long-term development is fully realised.

# The project was launched in March 2002 with a range of initiatives:

- Mapping the Heritage of the City
- Developing and implementing a Buildings at Risk Strategy; this initiative is already underway, with English Heritage sharing the cost of the post of a Buildings At Risk Officer with Liverpool City Council
- ◆ Promoting World Heritage Site Nomination
- Surveying public opinion
- Recognising the multi-cultural influences of Liverpool
- Setting up an international conference on the role of the historic environment in the regeneration of port cities
- Assisting in the publication of a Blue Plaques Guide for Liverpool
- Supporting the development of educational resource material for schools, and
- Other projects, including establishing an "exploratory"
- A thematic research and investigation programme designed to provide a detailed understanding of the historical development of Liverpool and its built environment.

Another complementary project is the partial funding by English Heritage of the production of an edition of Pevsner's *Buildings of England* for Liverpool. This will provide a scholarly and up-to-date architectural guide for Liverpool, which will be invaluable for architectural tourists to the city.

#### MERSEY GATEWAY PROJECT

The Mersey Gateway Project, which started in December 2001, will create a website incorporating some 20,000 digital images illustrating the history and growth of the port of Liverpool, and the development of distinct communities within the city and in towns on the Mersey. The two-year project, funded by the New Opportunities Fund, is a Merseyside-wide partnership of local authority library services, the University of Liverpool, NMGM and local archive and record offices.

The project will select for digitisation a wide range of material to give an overview of the history of the docks and port of Liverpool and to highlight its local, national and international significance. The project will look at the role and impact of the Mersey Docks and Harbour Board and produce a series of case studies for a number of individual docks. It will also consider the associated industries and trades that accompanied one of the busiest ports in the world including shipbuilding, river traffic and insurance. On a more personal level the project will feature extracts from diaries and letters of migrants who passed through the city and reminiscences of those who worked in the port. Other themes include the slave trade, public health and welfare, the Black and Chinese Communities, transport, immigration and emigration and the Second World War. Throughout the project the focus will be on the port and its impact on the city of Liverpool and the wider Merseyside

The digitised materials will form the core of the website (WWW.mersey-gateway.org), but they will be linked by narrative interpreting the resources. The website will include educational elements, enabling users to learn by discovery. The project will stimulate interest and increase pride and awareness within the various communities of their history and provide guidance with the interpretation of primary and secondary source materials. The project is part of a national consortium called *Port Cities* led by the National Maritime Museum at Greenwich, with similar projects being based in Bristol, Hartlepool and Southampton.

# 4. Management



Water Street, Liverpool George J Drought Courtesy LCC

"Along the docks the cotton warehouses form a kind of cyclopian, endless and monotonous rampart; nearly all the cotton in the world is housed here... Yet the spacious and numerous docks do not suffice to contain the multitude of ships; they are crowded together in rows and masses at the entrances, awaiting their turn to pass in; at Birkenhead on the opposite bank, new docks are being built for their accommodation. I believe this spectacle to be one of the grandest in the world."

Hippolyte Taine Notes on England (Trans W. F. Rae) 1873



# Management

# 4 a) Interests and Ownership

here are over 8,000 addresses within the nominated sites and it is not therefore feasible to provide details of ownership of all of them in this document. However, the land, buildings and waterspaces in public ownership, and ownership of the more significant properties is set out on the table below and shown on Plan12.

Public ownership and Ownership of Significant Properties (NB. Some properties are held as leasehold, but the key factor is the management responsibility for the property)

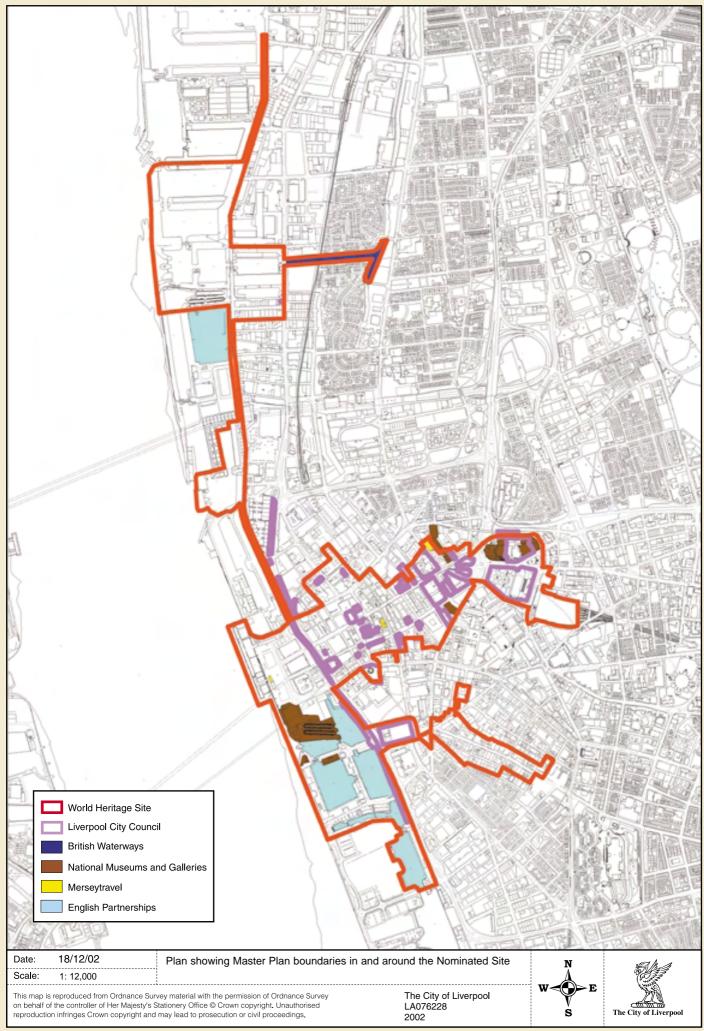
Ownership	Property
Public Ownership	
Liverpool City Council	Main sites:
	Liverpool Town Hall
	Municipal Buildings
	St. George's Hall and St. George's Plateau
	Liverpool Central Library, Picton Library and Local
	Records Office
	Millennium House, 60, Victoria Street
	The Pier Head
	St John's Gardens
	Derby Square
	Site of Old Dock
	City Magistrates Court and Bridewell
National Museums and Galleries on Merseyside	Liverpool Museum
	Walker Art Gallery
	Former County Sessions Court
	The Conservation Centre
	Merseyside Maritime Museum and land
	The Museum of Liverpool Life
	127, Dale Street and land and buildings on North Street
British Waterways	The Leeds and Liverpool Canal, including the locks to Stanley Dock
Merseytravel	24 Hatton Garden
	North John Street Ventilation Tower
	George's Dock Ventilation Tower and Offices
	The structures of the Queensway Tunnel and entrances
	The Mersey Ferries Shop, Pier Head

Ownership	Property
Public Ownership	
English Partnerships	Site of former Clarence Dock Power Station and part of Dock Wall George's Dock Passage Land for Lockfield's Bridge over Leeds and Liverpool Canal South Docks Waterspaces Land at Mann Island Shops on Lime Street
Assumed Major Private Ownership	
Royal Liver Assurance Co.  Prudential Portfolio Managers  Downing Estates  Gower Street Estates  Kitgrove Ltd  Creston  Empire Properties  The Walton Group  The Walton Group  Firehurst  Moorfield Estates	The Royal Liver Building  Cunard Building  Port Of Liverpool Building  Albert Dock and Warehouses  Stanley Dock Warehouses  Orleans House, Edmund Street  The Albany, Old Hall Street  Former Head Post Office, Victoria Street  Exchange Buildings, Nelson Monument and Exchange Flags  The Fruit Exchange, Victoria Street  Cavern Walks
Core	Fowlers Building, Victoria Street
Derwent Lodge  Elan Investment Ltd./Fordgate  Castlewood  Bluecoat Chambers	Royal Insurance Buildings and North House, North John Street India Buildings, Water Street Martins Bank Building Bluecoat Chambers
Eric Mahoney Cruden Mersey Docks and Harbour Company	Royal Institution, Parr Street  Various buildings on Duke Street/Henry Street  Extensive land, buildings and structures north of the Pier Head

The National Trust does not own any buildings within the nominated site, but it owns Speke Hall, 20 Forthlin Road and "The Mendips" in south Liverpool. The Trust has entered into a partnership with the E. Chambre Hardman Trust and Liverpool City Council to manage 59 Rodney Street and to maintain and develop the E. Chambre Hardman photographic collection in the Local Records Office.



The Ark Royal-E Chambre Hardman © E. Chambre Hardman Trust



# 4 b) Legal Status

he nominated property is the core of the modern city of Liverpool and is protected through the normal planning mechanisms and systems of national and local government. The whole of the nominated site has conservation area status and 255 buildings or structures are specifically protected. A number of buildings and structures are managed specifically for their conservation value.

## Parliamentary Ward

The nominated site is wholly within the Riverside Parliamentary Ward, and the current Member of Parliament for the ward is Louise Ellman.

## Liverpool City Council

The nominated site is wholly within the boundary of Liverpool City Council, which is a Unitary Metropolitan District Council. Liverpool City Council is therefore the Local Planning Authority, the Local Highway Authority and has responsibility for all local authority functions.

The City Council operates within the law, notably the Local Government Act 2000, and its own Constitution. It is composed of 99 councillors with one-third elected three years in four. Councillors are democratically accountable to residents of their ward. The overriding duty of councillors is to the whole community, but they have a special duty to their constituents.

The Executive is the part of the Council, which is responsible for most day-to-day decisions. It is made up of a leader and a cabinet of nine councillors. There are six select committees, which support the work of the Executive and the Council as a whole.

To provide the opportunity for greater community involvement, eleven Area Committees have been set up.

The Council employees are responsible for the day-to-day delivery of Council Services and offer advice on the development and implementation of Council policies.

# English Heritage

English Heritage (the Historic Buildings and Monuments Commission) was established under the National Heritage Act 1983. Its general duties are :

- to secure the preservation of ancient monuments and historic buildings
- to promote the preservation and enhancement of the character and appearance of conservation areas, and

 to promote the public's enjoyment of, and advance their knowledge of, ancient monuments and historic buildings.

English Heritage's specific functions involve:

- giving specific advice to the Secretaries of State, local planning authorities and the public in relation to ancient monuments, historic buildings and conservation areas
- advice on the inclusion of buildings on the statutory list of special architectural or historic interest and the scheduling of ancient monuments
- making grants in relation to historic buildings, land and gardens, conservation areas and ancient monuments, and in respect of archaeological investigation
- compiling registers of parks and gardens of special historic interest and battlefields, and
- prepares registers and surveys of Buildings At Risk
- compiles and makes available a national record of England's historic buildings and ancient monuments
- acquiring and/or managing historic buildings, land or gardens

English Heritage (NW) is based in Manchester and has particular responsibility for the nominated site, including sponsoring the nomination.

# National Museums and Galleries on Merseyside

NMGM was established as a national museum in 1986 because of the outstanding quality of its collections.

NMGM is governed by a board of Trustees and is an exempt charity. It receives an annual grant from the Department for Culture, Media and Sport, but also generates income from a number of sources.

#### NWDA

The North West Development Agency has been established to co-ordinate the work of all relevant partners at regional and local levels for:

- economic development and regeneration,
- business efficiency, investment and competitiveness
- promoting employment
- enhancing the development and application of skills, and
- sustainable development

#### Liverpool Vision

Liverpool Vision is an Urban Regeneration Company, established in June 1999 as a Company Limited by Guarantee. It has three funding partners: Liverpool City Council, the North West Development Agency and English Partnerships. It was the first Urban Regeneration Company to be established following the government's response to the report of the Urban Task Force, Towards an Urban Renaissance, published in June 1999. The company's general objective is to develop the economic, social and environmental prosperity of Liverpool City Centre and the wider sub-region. Its area of influence is not rigidly defined, but extends in an arc with a radius of about one mile from the Pier Head. Liverpool Vision's role has focussed on:

- Strategy formulation, including the publication of a City Centre Strategic Regeneration Framework in July 2000 and the ongoing development of implementation frameworks:
- Engagement, Participation and Consultation with constituencies in the city and the region;
- Programme Management for the implementation of the strategy over a 10 to 15 year period.

# Speke Garston Development Company

The Speke Garston Development Company is a Regeneration Company established to promote the regeneration of Speke and Garston. It is intended that it will change its name to the Liverpool Land Development Company Liverpool and will extend its remit to cover all those parts of Liverpool not covered by Liverpool Vision.

# 4 c) Protective Measures and Means of Implementing Them

#### PLANNING FRAMEWORK

## The Planning System

he significance of the nominated site's built heritage, including its proposed buffer zone, is safeguarded through a range of protective measures provided under established planning legislation, policies and practice. Planning issues in respect of new buildings, changes of use of existing buildings and land and alterations to and management of existing buildings in England are controlled by the English system of land-use planning. The current principal statutes are the Planning Act 1990 and the Planning (Listed Buildings and Conservation Areas) Act 1990, although there are many other important statutory instruments, documents and guidance notes. The planning system is implemented by both central and local government.

#### Central Government's Role

Central government's planning and conservation responsibilities are shared between the Office of the Deputy Prime Minister, the Secretary of State for Culture, Media and Sport and the Secretary of State for Environment, Food and Rural Affairs.

General planning matters, including the formulation of national and regional planning policies, approving Development Plans and determining planning appeals are the responsibility of the Office of the Deputy Prime Minister. Where proposed developments involve potentially contentious issues, or where any proposals affect properties or land of a particularly sensitive nature the applications may be called in by Office of the Deputy Prime Minister. Planning applications and applications for listed building consent affecting Grade I and II\* Listed Buildings must be referred to the Deputy Prime Minister for him/her to decide if they are to be called in for determination.

The Secretary of State for Culture, Media and Sport is responsible for the general legislative and policy framework for conservation issues, particularly:

- the nomination of World Heritage Sites,
- the compilation of the statutory list of buildings of special architectural or historic interest
- the exercise of statutory powers to secure repairs to historic buildings
- the designation of conservation areas

- the funding of the main conservation agencies, and
- the scheduling of Ancient Monuments

#### **Planning Policy Guidance Notes**

All planning decisions and conservation proposals should be made consistently, in accordance with an established statutory planning framework. To assist in this, central government has produced a range of guidance on land-use planning issues. "Planning Policy Guidance Notes" (PPGs) represent Central Government's policies on development and are given great weight in determining planning applications and any subsequent appeals. PPG 15 Planning and the Historic Environment and PPG 16 Archaeology and Planning are the key PPGs for conservation and heritage issues.

Central government recognises the need for special attention to be paid to the needs of World Heritage Sites. Para 2.22 of PPG 15 confirms that inclusion of a property in a World Heritage Site is a key material consideration in determining planning and listed building consent applications. Para. 2.23 advises that each local planning authority should formulate specific planning policies for protecting these sites in their development plans. Para 6.37 advises that "Local planning authorities are encouraged to work with owners and managers of World Heritage Sites in their areas, and with other agencies, to ensure that comprehensive management plans are in place."

The United Kingdom has recently devolved some powers to the regions in its Regional Government Offices. Regional Planning Guidance (RPG) is becoming an increasingly important element of Central Government guidance in the determination of planning applications and policies, and is able to guide development in a manner that reflects local and regional issues.

# Liverpool City Council's Role

Many planning and conservation responsibilities are delegated to local planning authorities. Liverpool City Council is the unitary local planning authority for the whole of the nominated World Heritage Site and therefore has certain statutory duties as well as the discretion to undertake other functions.

#### Forward Planning

Liverpool City Council is required by the Local Government Act 1985 to prepare a Development Plan for the whole of its area to guide development and to protect and enhance the environment of the City. The Plan comprises a comprehensive written statement, supported by a map, which spells out the Council's proposals for land-use and development in the future. Following extensive public consultation, a modified Deposit Draft of the Liverpool Unitary Development Plan (UDP) was produced in November 2000. The UDP has now been formally adopted and is the Development Plan for the nominated World Heritage Site. A major review of the UDP is now underway and this includes extensive public consultation. The timetable for the UDP Review is to produce an Issues Report by the end of 2002 and the final document by the end of 2004. The UDP will include policies to recognise the need to protect the outstanding universal value of the nominated site.

Liverpool Vision published its City Centre Strategic Regeneration Framework in July 2000. It is a dynamic, flexible regeneration framework, providing a context, in which the city can address and deliver strategic goals, based on exhaustive public consultation and concensus.

Liverpool City Council, English Partnerships and North West Development Agency have all endorsed the Strategic Regeneration Framework. Although it is not a statutory planning document, the City Council and its partners have agreed, in principle, to carry it forward through the statutory planning and funding process. It has also been endorsed by DETR through the Urban White Paper, Our Towns and Cities: The Future, Delivering an Urban Renaissance, (November 2000). The Nominated site is within the area influenced by Liverpool Vision's City Centre Strategic Regeneration Framework.

#### **Development Control**

Applications for proposed works of development, including proposals to alter or demolish listed buildings or buildings in a conservation area, are normally submitted to Liverpool City Council for determination. Development control decisions are made either by elected representatives of the City Council following advice from the Planning Manager or by the Planning Manager, under delegated powers.

Applications are determined on their own merits in the context of national, regional and local planning policies. Applications are either approved, usually subject to conditions, or refused for specified reasons. If an application is refused, applicants have a right of appeal to the Secretary of State. Significant development proposals in World Heritage Sites will generally require formal environmental assessment to ensure that their immediate impact and their implications for the longer term are fully evaluated.

#### **Protective Site Designations**

Liverpool City Council has a crucial role in securing the conservation of the nominated site. It is responsible for the integration of conservation policy with wider planning policy for the area.

#### Conservation Areas

Under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990, Liverpool City Council has a duty to designate and review Conservation Areas, which are "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". It also has a duty to formulate and publish proposals for the preservation and enhancement of conservation areas and to pay special attention in the exercise of its planning functions to the desirability of preserving or enhancing the character or appearance of their conservation areas. The main implications of conservation area designation are:

- consent is required for most demolition of buildings
- consent is required for most works to fell or prune trees
- higher standards of design and materials for proposals will be expected, and
- permitted development rights are more restricted ie fewer works can be done without planning permission. Indeed, Article 4 (1) Directions have been made for the Castle Street Conservation Area and Duke Street Conservation Area to remove all permitted development rights.

#### **♦** Listed Buildings

Liverpool City Council has a duty to maintain a Listed Buildings Register and to control works to listed buildings. The City Council can request the "spot listing" of buildings by the Secretary of State for Culture, Media and Sport, as can anyone. Liverpool City Council has powers to secure the repair of listed buildings which have been allowed to fall into disrepair, and the power to make grants towards the cost of repairing historic buildings. The main implication of a building being listed is that listed building consent is required for any works of demolition, alteration or extension, which would affect its character as a building of special architectural or historic interest.

Statutory Designations		
Status	Description	
Conservation Areas	There are five designated conservation areas falling wholly or partly within the nominated World Heritage Site. The Castle Street Conservation Area, the Albert Dock Conservation Area, The Stanley Dock Conservation Area, the William Brown Street Conservation Area and the Duke Street Conservation Area were all designated by Liverpool City Council, under Section 277 of the Civic Amenities Act 1967 or Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.	
Listed Buildings	There are 255 entries on the statutory list of buildings of architectural or historic interest within the nominated World Heritage Site and these entries relate to 351 listed buildings. Thirteen of the entries are Grade I, 22 are Grade II* and 220 are Grade II. The list of buildings of architectural or historic interest is now maintained by the Department for Culture, Media and Sport, under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990.	

Effectively, the whole of the nominated site is protected by conservation area status.

**Grade I** Listed Buildings are buildings of outstanding architectural or historic interest. Only about 2% of all Listed Buildings in England are within this category.

**Grade II\*** Listed Buildings are also buildings of outstanding architectural or historic interest, but not quite as important as Grade I Listed Buildings. Approximately 4% of listed buildings in England are within this category.

**Grade II** Listed Buildings are buildings of special architectural or historic interest. Approximately 94% of Listed Buildings in England are within this category.

The different Conservation Areas and Listed Buildings are shown on Plan 4.

Inscription as a World Heritage Site does not carry any additional statutory controls, but it is a material consideration in determining planning applications and listed building consent applications. Liverpool City Council intends to include policies in the UDP Review to assist in the protection of the nominated site, and to produce supplementary planning guidance.

#### **Buffer Zone**

In accordance with Paragraph 17 of the Operational Guidelines for the Implementation of the World Heritage Convention UNESCO 1999), a Buffer Zone has been proposed for the nominated site (see Plan 3). The proposed Buffer Zone has been developed to help to ensure that future development in the setting of the Nominated Site respects the values of the Nominated Site. The boundaries of the proposed Buffer Zone will be confirmed through a process of stakeholder consultation, during the ongoing production of the World Heritage Site Management Plan.

The entirety of the proposed Buffer Zone is within Liverpool City Council's boundary. The forthcoming Management Plan will include an objective for supplementary planning guidance to be approved by Liverpool City Council to guide future development in the Buffer Zone, as well as the nominated site itself.

The proposed Buffer Zone is within the area influenced by Liverpool Vision's Strategic Regeneration Framework. It extends beyond the nominated site to encompass a total of six Action Areas, which include the Pier Head, the Commercial District, Castle Street Live/Work District, the Cultural Quarter/Lime Street Station, the Retail Core and Kings Dock.

The Management Plan should take into account that in all of these areas there will be a focus of concentrated development activity, a co-ordinated approach to delivery and prioritisation of actions to generate maximum regeneration and economic benefit to the city.

# 4 d) Agencies with Management Responsibility

n addition to Liverpool City Council and the owners and occupiers of land, buildings and water-spaces, there are several other organisations and agencies with management responsibilities for, or interests in, the nominated site. Most of the public bodies are represented on the Liverpool World Heritage Site Bid Core Steering

Group, and this has helped to establish a close working relationship between them. The table below shows the key management organisations which have management responsibilities within the nominated site, a summary of their remit and the level of authority.

Organisation	Remit	Level of Authority
Liverpool World Heritage Site Bid Core Steering Group	Co-ordinated approach to the management of the nominated site	Lead Officers of various organisations (most listed below)
Liverpool City Council	Strategic planning policy with full unitary local government powers and duties	<ul> <li>Planning Manager</li> <li>Conservation and Urban Design Manager</li> <li>World Heritage Officer</li> <li>Merseyside Archaeological Officer</li> <li>Conservation Officers</li> <li>Highway Manager</li> <li>Libraries Manager</li> <li>Tourism Manager</li> </ul>
English Heritage	To promote good practice in the management of the heritage assets	Inspector of Historic Buildings and Historic Areas Advisor
North West Development Agency	Set up by central government to promote regional economic development	Chief Planner
Government Office-North West	Regional Government Office	Senior Planning Officer
Liverpool Vision	Set up by central government as the first Urban Regeneration Company to promote economic development in Liverpool City Centre. The shareholders are Liverpool City Council, English Partnerships and NWDA	Planning Director
Merseytravel	To develop a fully integrated and sustainable transport network for Merseyside	Principal Projects Officer
Speke Garston Development Co./Liverpool Land Development Co	Set up by NWDA and LCC to promote economic development in non-city centre Liverpool	Chief Executive
The Mersey Partnership	A member organisation to promote tourism within Merseyside	Tourism Business Networks Manager
Liverpool First	The Liverpool Partnership Group to formulate and implement a Community Strategy	Director
Liverpool Atlantic Partnership	To promote local economic regeneration and community involvement	Cluster Director

Organisation	Remit	Level of Authority
Liverpool Chamber of Commerce and Industry	To represent the interests of the business community	Secretary
National Museums and Galleries on Merseyside	To provide stewardship and development of museums, galleries and collections	Director
Liverpool Culture Co.	To promote culture in Liverpool and Liverpool's Bid for Capital of Culture 2008	Chief Executive
Department for Culture, Media and Sport	To ensure UK compliance with the World Heritage Convention	Secretary of State
International Council on Monuments and Sites (ICOMOS)	To advise on compliance with the World Heritage Convention	Secretary
Environment Agency	A national agency with responsibility for natural watercourses	Partnerships Officer
British Waterways	A national agency with responsibility for maintaining canals and associated features	Waterways Manager (Leeds and Liverpool Canal)
Liverpool Architecture and Design Trust	To promote interest in architecture and design in Liverpool and care for some public art	Company Secretary

# 4 e) Level at which Management is Exercised

n a large and complex city such as Liverpool, there are many people who contribute to the management of the services and the conservation and regeneration of the nominated site. The table below lists the key persons, who

have day-to-day responsibility for management within the nominated site, their position and address. Apologies are made to anyone who makes a valuable contribution but who may not be included in the table.

Name	Position	Address	Telephone and
			Email Address
Mike Burchnall	Planning and Public Protection Officer	Liverpool City Council, Millennium House, 60 Victoria Street, Liverpool L1 6JF	151 233 5660 mike.burchnall@liverpool.gov.uk
Nigel Lee	Planning Manager	Liverpool City Council, Millennium House, 60 Victoria Street, Liverpool L1 6JF	0151 233 5660 nigel.lee@liverpool.gov.uk
Steve Corbett	Conservation and Urban Design Manager	Liverpool City Council, Millennium House, 60 Victoria Street, Liverpool L1 6JF	0151 233 5623 steve.corbett@liverpool.gov.uk
John Hinchliffe	World Heritage Officer	Liverpool City Council, Millennium House, 60 Victoria Street, Liverpool L1 6JF	0151 233 5367 john.hinchliffe@liverpool .gov.uk
Dave Boyer	Highways Manager	Liverpool City Council, Millennium House, 60 Victoria Street, Liverpool L1 6JF	0151 233 4149 dave.boyer@liverpool.gov.uk
Kathy Johnson	Central Library Manager	Liverpool City Council, Millennium House, 60 Victoria Street, Liverpool L1 6JF	0151 233 5879 kathy.johnson@liverpool .gov.uk
Keith Blundell	Tourism Development Officer	Liverpool City Council, Millennium House, 60 Victoria Street, Liverpool L1 6JF	0151 233 6363 keith.blundell@liverpool.gov.uk
Ian Wray	Chief Planner	North West Development Agency, Renaissance House, PO Box 37, Centre Park, Warrington, Cheshire WA1 1XB	01925 400271 Ian.Wray@nwda.co.uk
Chris Bamber	Senior Planning Officer	Government Office-North West, Ground Floor, Cunard Building, Pier Head, Liverpool L3 1QB	0151 224 6372 CBamber.GONW@go- regions.gsi.gov.uk

Name	Position	Address	Telephone and
			Email Address
Graham Marshall	Planning Director	Liverpool Vision, The Observatory, 1 Old Haymarket Street, Liverpool L1 4BX	0151 707 8007 gmarshall@liverpoolvision.co.uk
Steve Cook	Principal Projects Officer	Merseytravel, 24 Hatton Gardens, Liverpool L3 2AN	0151 330 1304 SteveCook@merseytravel.gov.uk
Phil Ireland	Programme Liaison Manager	Speke Garston Development Co., Mersey House, Speke Road, Garston, Liverpool L19 2PH	0151 494 2555 Phil.Ireland@Liverpooldev.co.uk
Paul Mullins	Tourism Business Network Manager	The Mersey Partnership, 5th Floor, Cunard Building, Pier Head, Liverpool L3 1ET	0151 227 2727 Paul.Mullins@merseyside.org.uk
Penny Wakefield	Director	Liverpool Partnership Group, Hamilton House, 24 Pall Mall, Liverpool L 3 6AL	0151 285 2003 liverpool partnershipgroup@liverpool .gov.uk
Bahram Heydari	Cluster Director	North Liverpool/Stanley Cluster	0151 284 3226
Steve Pearse	Secretary	Liverpool Chamber of Commerce and Industry, 1 Old Hall Street, Liverpool L3 9HG	0151 227 1234 Steve.Pearse@liverpoolchamber. org.uk
Sir Bob Scott	Chief Executive	Liverpool Culture Co., 3rd Floor, Millennium House, 60 Victoria Street, Liverpool L1 6 JF	0151 233 1135 bob.scott@liverpool.gov.uk
Amy de Joia	Project Director	National Museums and Galleries on Merseyside, Conservation Centre, Whitechapel, Liverpool L1 6HZ	0151 207 0001 amy.dejoia@nmgm.org
Adrian Jarvis	Curator of Port History	NMGM, GWR Building, Merseyside Maritime Museum, Albert Dock, Liverpool L3 1DG	0151 207 0001 adrian.jarvis@nmgm.org
Peter de Figueiredo	Inspector of Historic Buildings	English Heritage, Canada House, 3 Chepstow Street, Manchester M1 5FW	0161 242 1431 peter.defigueiredo@english –heritage.org.uk

Name	Position	Address	Telephone and
			Email Address
Rob Burns	Historic Areas Advisor	English Heritage, Canada House, 3 Chepstow Street, Manchester M1 5FW	0161 242 1430 rob.burns@english- heritage.org.uk
Christopher Young	Head of World Heritage	English Heritage, Fortress House, 23 Savile Row, London W1X 2HE	0207 973 3848 chris.young@english-heritage .org.uk
Sheelagh Evans	Head of Historic Environment Protection Branch	Department for Culture, Media and Sport, 2-4 Cockspur Street, London SW1Y 5DH	0207 211 6918 sheelagh.evans@culture.gsi.gov.uk
Paul McCormack	Historic Environment Protection Branch	Department for Culture, Media and Sport, 2-4 Cockspur Street, London SW1Y 5DH	0207 211 6918 paul.mccormack@culture.gsi.gov.uk
Susan Denyer	Secretary	ICOMOS-UK, 10 Barley Mow Passage, Chiswick, London W4 4PH	0208 994 6477 susandenyer@icomos-uk.org
Claire Bloom	Partnerships Officer	The Environment Agency, Appleton House, 430 Birchwood Boulevard, Birchwood, Warrington, WA3 7WD	01925 840000 Claire.Bloom@environment- agency.gov.uk
Dermot Smith	Conservation Officer	The Environment Agency, Appleton House, 430 Birchwood Boulevard, Birchwood, Warrington, WA3 7WD	01925 840000 Dermot.Smith@environment- agency.gov.uk
David Blackburn	Manager	Leeds and Liverpool Canal, British Waterways, Waterways Office, Lowerhouse Lane, Rosegrove, Burnley, Lancashire BB12 6HU	01282 456978 david.blackburn@ britishwaterways.co.uk
Tony Woof	Company Secretary	Liverpool Architecture and Design Trust, 45 Jordan Street, Liverpool L1 0BW	0151 233 4079 info@LADT.org.uk
Sarah-Jane Farr	Merseyside Archaeological Officer	Merseyside Archaeological Service, NMGM, GWR Building, Mann Island, Liverpool L3 1DG	0151 478 4258 sarahjane.farr@nmgm.org

# 4 f) Agreed Plans Related to the Property

## Planning Policy Guidance Notes

evelopment Plans are prepared within a framework of Planning Policy Guidance Notes (PPGs) issued by the Government. The principal PPGs which influence the Development Plan for the nominated site are:-

- ◆ PPG 12 Development Plans
- ◆ PPG 15 Planning and the Historic Environment
- ◆ PPG 16 Archaeology and Planning
- ♦ PPG 21 Tourism

## Regional Planning Guidance

RPG 13 (Regional Planning Guidance for the North West) was published by the Secretary of State for the Environment in 1996 to provide broad strategic principles governing development in the region. Its key theme was to maximise the competitiveness, prosperity and quality of life in the region through sustainable development. RPG 13 is now under review and a public consultation draft was published in May 2002. A key issue in the review remains the need to bring about the renaissance of the urban areas by encouraging economic growth and regeneration in a sustainable way.

The key objectives of the Draft Revised RPG 13 are:

- To achieve greater economic competitiveness and growth, with associated social progress
- To secure an urban renaissance in the cities and towns of the North West
- To ensure the sensitive and integrated development and management of the coastal zone, and secure the revival of coastal resort towns
- ◆ To sustain and revive the Region's rural communities and rural economy
- To ensure active management of the Region's environmental and cultural assets
- To secure a better image for the Region and high environmental and design quality.

Liverpool and Manchester are to be the priority for new development and urban renaissance resources.

The Draft Revised RPG 13 acknowledges that Liverpool has been included on the Tentative List of World Heritage Sites and Policy ER3 Built Heritage is:

"Planning authorities and other agencies in their plans, policies and proposals will identify, protect, conserve and, where appropriate, enhance the built heritage of the Region, including those features and sites (and their settings) of historic significance to the North West: (including) Liverpool's commercial centre and waterfront."

The document also recognises the contribution of the Built Heritage to Regeneration and Policy ER4 advises that strategies should exploit the regeneration potential of the maritime heritage of the North West, including docks and waterspaces.

## Regional Economic Strategy

In 2000, the North West Regional Development Agency produced "A Strategy Towards 2020" as the Regional Economic Strategy following extensive consultation. It is now the agreed strategy for the region. The vision of the Strategy is to create a region, which:

- attracts and retains the skilled and talented
- brings everyone into the mainstream of community life
- nurtures its environment, heritage and culture
- kindles creativity, innovation and competitiveness
- transforms its image
- strengthens its infrastructure
- is on the shortlist for investment

The Strategy identifies Liverpool as one of the two most important regeneration challenges in the region. The Strategy acknowledges that:

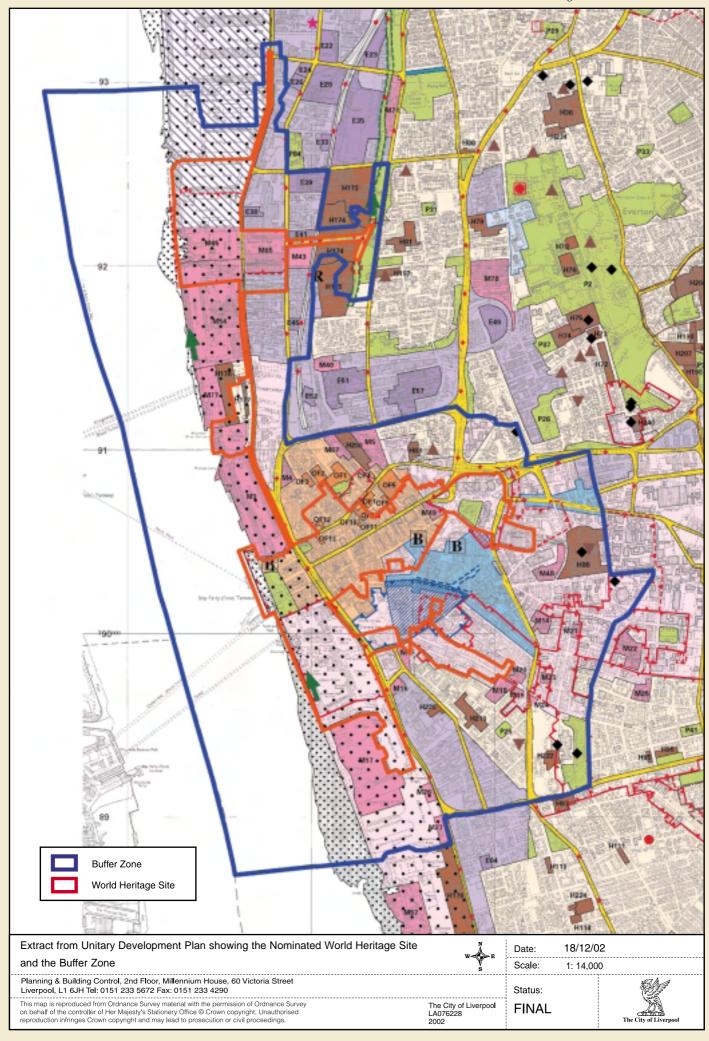
"The region's potential World Heritage sites are at the heart of its distinctiveness and cultural inheritance. The NWDA regard these areas as important for investing in the environment."

Objective E2 of the Strategy is to:

"Restore the environmental deficit through regenerating areas of dereliction and poor environmental and investing in the region's highest quality environmental assets"

The Strategy aims to achieve the objective by investing in existing environmental assets and in particular by:

"Supporting potential World Heritage Sites in Liverpool, Greater Manchester and the Lake District"



## Action Plan for the City Region

The Action Plan for the City Region 2002-2005 has been produced by The Mersey Partnership to identify the subregional economic priorities. The Action Plan is a vital step in securing resources for the regeneration of Merseyside and is a means of ensuring that delivery of the actions put forward is properly co-ordinated. The Action Plan identifies a new vibrancy in Liverpool City Centre and potential for further growth.

The Action Plan has established six **economic "driver"** priorities and actions which are geared to creating growth and wealth, including two "Big Idea" projects, one of which is a Mersey Waterfront Regional Park. This project aims to harness, manage and develop the heritage assets (particularly the nominated site), recreational assets, tourism potential, industry and natural environment to drive the Merseyside economy. Plans include the establishment of a new strategic organisation and the commencement of a more coordinated development programme, over a fifteen-year period. It will work on four themes-

- 1) the development of commercial activities,
- 2) the development and management of the estuaries,
- 3) the development of tourism, sport and leisure and
- 4) flagship and infrastructure development.

# Liverpool Unitary Development Plan (UDP) (See Plan 13)

The modified Deposit Draft of the Liverpool Unitary Development Plan (November 2000) is effectively the Development Plan for the nominated site. It is the principal plan through which Liverpool City Council ensures the sustainable use of land and buildings and which forms the basis for making decisions over the development, protection and management of the built and natural resources.

The UDP is the statutory land-use plan for Liverpool and provides the statutory framework to guide development and protect and enhance the environment of the City. All development should therefore be consistent with the policies set out in the UDP.

The major themes of the UDP are Economic Regeneration, Environmental Improvement and Reduction of Inequality. In preparing the UDP, Liverpool City Council has carried out extensive public consultation to ensure that there is a local consensus and community support for the management of the area.

A major review of the UDP is now underway, again with extensive public consultation, and it is expected that this will be completed by the end of 2004.

The UDP has some General Strategic Policies and includes strong support for the protection and conservation of the historic environment and has specific policies on :-

- ◆ Economic Development
- Heritage and Design in the Built Environment
- Open Environment
- Housing
- ◆ Shopping
- **♦** Transport
- Community Facilities
- ◆ Environmental Protection

A copy of the UDP is included as supporting documentation to this Nomination Document.

# Merseyside Local Transport Plan 2001/2-2005/6

The Merseyside Local Transport Plan 2001/2-2005/6 (LTP) has been produced by Merseytravel and the five local authorities in Merseyside. It progresses the key national, regional and local transport strategies to help to deliver inclusive and sustainable regeneration across Merseyside, including the nominated site. Public consultation and partnership are at the heart of successfully delivering an integrated transport network and have been central to the production of the LTP.

"The aim of the LTP is to develop a fully integrated and sustainable transport network for Merseyside, which supports economic, social and environmental regeneration and ensures good access for all in the community."

The City Centre Movement Strategy and the proposed Light Rail Transport (trams) proposal are key elements of the LTP.

A copy of the LTP is included as supporting documentation to this Nomination Document.

# Strategic Regeneration Framework July 2000

The Strategic Regeneration Framework was produced by Liverpool Vision and is a flexible framework to secure the economic and environmental regeneration of Liverpool City Centre, following extensive consultation and studies. It evaluates initiatives and sets out criteria that bring about a boost to wealth creation and investment. It provides a context for subsequent detailed action plans and more specific strategies. The Strategic Regeneration Framework has been agreed by Liverpool Vision and Liverpool City Council.

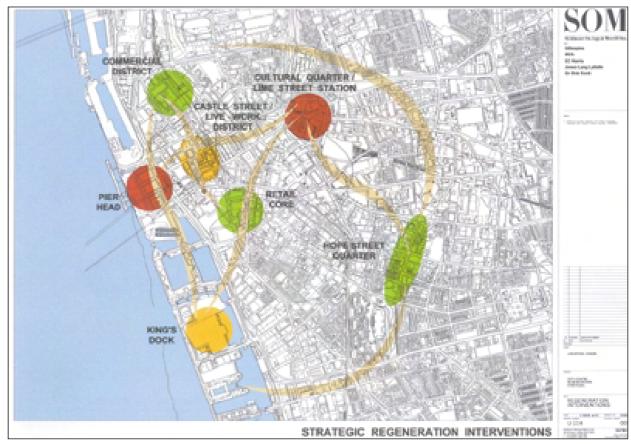
The Strategic Regeneration Framework can be summarised as a series of strategic goals:

- 1. To create a high-quality safe urban environment
- 2. To build upon the City Centre's rich historic character
- 3. To establish a 21st century economy
- 4. To re-establish sustainable economic growth
- 5. To create an effective and efficient delivery mechanism
- 6. To set a benchmark for the next generation
- T o identify Liverpool as a world-class tourist destination
- 8. To reposition the City Centre as a premier regional shopping destination
- 9. To create a quality lifestyle
- 10. To create a welcoming experience to visitors
- 11. To provide strategic learning opportunities and competitive career prospects
- 12. To confirm the identity of Liverpool as a premier European City.

Within the Strategic Regeneration Framework, the City Centre is divided into seven Action Areas and five Supporting Themes. The specified Action Areas are The Pier Head, Commercial District, Castle Street Live/Work District, Cultural Quarter/Lime Street Station, Retail Core, King's Dock and Hope Street Quarter. The specified Supporting Themes are Capital of Culture, Connectivity, Community Engagement, Reinforcing Communities and Business Development.

The Strategic Regeneration Framework supports the nomination of Liverpool as a World Heritage Site.

A copy of Liverpool Vision's Single Regeneration Framework is included as supporting documentation to this Nomination Document.



Plan of City Centre showing Liverpool Vision's Action Areas Courtesy Liverpool Vision

# Liverpool City Centre Integrated Development Plan

The Liverpool City Centre Integrated Development Plan was produced by Liverpool Vision in March 2001 following full consultation with a wide range of bodies and the public, as a follow-on to the Single Regeneration Framework. It was prepared to provide a focus for an integrated regeneration strategy for the City Centre, which is one of the designated Strategic Spatial Development Areas, and to provide a strategic context for investment within the Objective 1 Programme. Part 1 of the City Centre IDP sets out the vision; key strategic objectives and priorities that will underpin the economic regeneration of the City Centre and the Merseyside area. It provides a framework for a range of interventions that will be required to guide both public and private sector investment. Part 2 of the City Centre IDP will translate the existing strategies into a delivery plan for Objective 1, complete with quantified economic and other outcomes, a funding strategy and a delivery framework.

The overall vision for the City Centre by 2010, as identified in the IDP is:

"Liverpool City Centre will be recognised as a physically and economically attractive magnet for commercial investment, residential expansion, and enhancement of leisure and tourist industries. The interventions will build upon heritage, international brand and world-class cultural assets to develop its pivotal role in the future economic growth and prosperity of the region. The manifestation of the Vision will be an environment of world class quality for all that embodies the beliefs and confidence of its citizens for today and for the future generations"

The City Centre IDP summarises a number of interventions for various zones and themes. In respect of the nominated site, these are :

**The Pier Head:** To transform the Pier Head into a worldclass urban environment that reinforces its function as a key City Centre gateway and visitor destination

**Cultural Quarter/Lime Street:** Reinforce the Cultural Quarter as a cultural destination and Lime Street as a quality gateway

Retail Core: Deliver a step in the Liverpool retail offer by extending the Main Retail Area of the City Centre Commercial District (Business Exchange): Create a world class business exchange providing the appropriate space and environment for new and existing business to flourish Liverpool Rope Walks: To implement development projects identified within the IDP and to establish the area as an incubation zone

**Castle Street Live/Work Area:** Establish critical linkages within the core area by creating a mixed-use urban environment and quality public realm

Capital of Culture: Raise the international profile of Liverpool by maximising its cultural strengths and assets Connectivity (Movement and Public Realm): Implement a balanced movement strategy that delivers an approachable and accessible and sustainable City Centre for all and delivers a unique high-quality public realm.

# Liverpool First - A City-Wide Regeneration Strategy

The Liverpool Partnership Group established an agenda for a comprehensive ten-year regeneration strategy covering the whole of the City, with its Liverpool First – A City-Wide Regeneration Strategy in 1999. It aims to make Liverpool a premier European City by building a more competitive economy, developing healthier, safer and more inclusive communities and enhancing individual life chances. The agenda that has been established is based on three overarching policy frameworks, namely:

- ◆ City Living and Environmental Sustainability
- ◆ Competitiveness, Jobs and the Learning Age
- ◆ Equality, Social Justice and Local Democracy

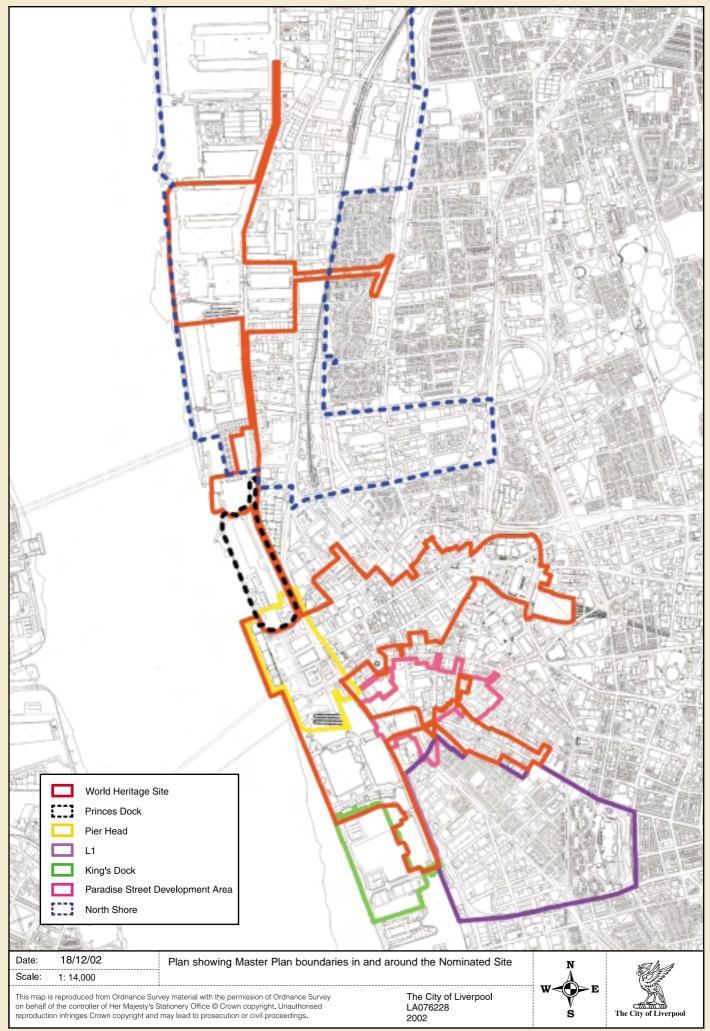
The Offers within the strategy include:

- ◆ Liverpool First will enhance the City's fine heritage of buildings and open spaces to improve the City's image
- Liverpool First will seek to co-ordinate land use and property investment opportunities as an integral part of a co-ordinated regeneration programme
- Liverpool First will provide an environment for growth by targeting action on environmental projects and enhanced maintenance

The Liverpool First – A City-Wide Regeneration Strategy is now under review and a key stage in this review has been the production of Liverpool First 2002-2005 Consultation Workbook, which builds upon issues highlighted in it.

# Liverpool Atlantic Cluster Neighbourhood Renewal Strategy

The Liverpool Atlantic Cluster comprises all or parts of the wards of Vauxhall, Melrose, Anfield, Breckfield, County and Everton, in which there is a population of approximately 80,000. The governing board of the Cluster comprises representatives from public agencies, the local community and business and its main role is to act at a strategic level, providing an interface between Liverpool Partnership Group and the local Pathways Partnership, the Neighbourhood Councils and Priority Neighbourhood areas. The board also has representatives on the Atlantic Gateway Strategic Investment Area (SIA) Steering Group.



### The Mission for Liverpool Atlantic is:

By 2010 Liverpool Atlantic will be a thriving economic hub comprised of a series of safe, stable and sustainable neighbourhoods, which are residential and business locations of choice, where all local people are effectively involved in making decisions and choices about the future of their area and are able to access the opportunities open to them.

### Master Plans

There are a number of master plans which have varying degrees of effect upon the nominated site, which have varying levels of status and which are in varying stages of production. The areas to which they relate are shown on Plan 14. These master plans and stategies may need to be reviewed to comply with the emerging World Heritage Site Management Plan.



### The Pier Head Master Plan

This was commissioned by Liverpool Vision to provide an appraisal of the varying issues relating to the Pier Head and to help the delivery of a world-class urban environment there. A key aim of the Master Plan is to consolidate information on the existing individual proposals for the Pier Head and to assist in their coordination, integration and prioritisation. It was produced in June 2002 following consultation and study, but at present it has not been given any formal status by Liverpool City Council.

### Lime Street Gateway Master Plan

A Lime Street Gateway Master Plan is currently under preparation by consultants commissioned by Liverpool Vision. The objective of the Master Plan is to fully integrate all movement, development and public realm activity within the area and to set out a clear programme for their implementation.

### Kings Dock Master Plan

This has been commissioned by the prospective developers of the site for a stadium and other mixed uses. Liverpool City Council is supportive of the production of a master plan for the area to provide a co-ordinated basis for the development of this large and important site. At present the plan has not been produced even in draft form and therefore has no formal status. The area to which the master plan relates is mostly outside the nominated site but is within the Buffer Zone.

### L1 Master Plan

This was commissioned by the Liverpool 1 Partnership and Liverpool City Council to consider the long-term future of Liverpool 1, to identify opportunities for physical improvements and to make recommendations for delivering and sustaining such change. Attracting and retaining people and businesses is a fundamental aspiration of the master plan.

The principal implications of the master plan for the nominated site and the Buffer Zone are the proposals- (1) to reinstate and protect the urban grid street pattern in the Baltic Triangle east of Wapping with suitable new buildings and refurbishment, (2) to refurbish historic buildings throughout the area and (3) to improve linkages through the area.

The Master Plan was produced in 2001 and has since been accepted in part by Liverpool City Council as a framework for the future of Liverpool 1. The area to which the master plan relates is outside the nominated site but is mostly within the Buffer Zone.

### Paradise Street Development Area Master Plan

The Master Plan is one of a number of documents prepared to support a planning application submitted in 2001 by Grosvenor/Henderson for new and refurbished buildings, pedestrian streets and spaces, and a wide range of uses and activities (but primarily retail).

The overall objective of the Master Plan is to bring new life and activity to this part of the City Centre. The fundamental approach of the Master Plan is to treat the area as a series of related development opportunities (rather than a single development) with individual designs of the highest quality.

The fundamental implication for the nominated site is that the Master Plan works with the grain of the existing built environment, rather than imposing an alien building form upon it. The Master Plan proposes the retention of the best of the historic buildings and the retention of existing main linkages and pedestrian routes and the creation of new ones between key destinations.

Liverpool City Council has determined that it is minded to approve the application and the Office of the Deputy Prime Minister has decided that it is for the City Council to determine the application, which is awaiting a legal agreement. The area to which the Master Plan relates is partly within the nominated site and partly within the Buffer Zone.

### Princes Dock Master Plan

The Master Plan was commissioned by the Princes Dock Development Company in 1998 to provide a framework for the remaining elements of site infrastructure, access to Waterloo Road/Bath Street, the partial infilling of the dock and the identification of parcels of land for development.

The Master Plan was approved by Liverpool City Council as a framework for future development of the site as part of an application for planning permission. Since the adoption of the Master Plan in 1998, there have been a number of changes in planning circumstances and market demand, and a Revised Master Plan was produced in April 2002, and whilst this has been agreed informally by officers, it has no formal status for Liverpool City Council.

The principal implications of the Revised Master Plan for the Nominated Site and its Buffer Zone are its proposals to: create stronger built forms of development; protect important view corridors; incorporate a wider range of uses and denser developments and thereby increase activity in the public spaces, and "respond to the historical context" of the site.

The area to which the Master Plan relates is only partially within the nominated site, but it is within the Buffer Zone.

### North Shore Master Plan

The North Shore Master Plan has been commissioned by the Speke Garston Development Co. but has not yet been produced.

### Strategies

### Heritage Strategy

Liverpool City Council is in the process of preparing a Heritage Strategy for Liverpool, having produced "Towards a Liverpool Heritage Strategy – A Draft Framework" in November 2001. Its purpose is "To identify, co-ordinate and deliver priorities for Liverpool's heritage assets in a programme of activity which will benefit the whole city". Work on the strategy is proceeding.

### **Tourism Strategy**

The Mersey Partnership (TMP) incorporating Mersey Tourism and Mersey Conference Bureau is an alliance representing manufacturing and trading companies, local authorities, government agencies, training bodies, universities, media organisations and professional agencies. Its mission is to build a dynamic partnership to champion the Merseyside advantage – campaigning for the City Region as a great place to invest, live, work and visit – generating greater returns for all. TMP is supported by the European Regional Development Fund under the Objective One Programme for Merseyside.

Liverpool City Council is in the process of preparing a Tourism Strategy for Liverpool, having produced a "Liverpool Tourism Issues Papers" 2nd Draft in February 2002. The purpose of the papers is to draw out and identify the issues facing the city as it seeks to elevate itself into a world-class tourist destination. A wide range of tourism-based issues are considered in the document and the intention is that they will ultimately be used to act as a focus for the detailed development of tourism in Liverpool.

### The Cultural Strategy For Liverpool

"The Cultural Strategy For Liverpool" was produced by Liverpool City Council in the Spring of 2002. It sets out a vision and objectives for the future provision of cultural services across the city, encompassing the widest interpretation of cultural activity. The Strategy is set against the overall agenda of Liverpool City Council to enhance and promote the city as a place to live, work and visit and supports the city's bid to be the Capital of Culture 2008.

The Strategy covers built heritage, architecture, landscape and archaeology as well as many other areas of culture across the city. It identifies that World Heritage Sites are important to image- and tourism-promotion of public and community life. Liverpool's nomination is seen as being critical to the future of the city, and, as an example of Liverpool's cultural infrastructure, it is at the heart of planning for the Waterfront. Achievement of World Heritage Site status is identified as a measurable outcome of the strategy.

A copy of "The Cultural Strategy For Liverpool" is included as supporting documentation to this Nomination Document.

### Conservation Plans

### Conservation Plan for Liverpool Museum, Walker Art Gallery, County Sessions House and Mountford Building

This Conservation Plan was commissioned by NMGM and was produced in 1997. Its primary purpose was to guide design work on a major programme of improvements to the buildings but it has since been used to support an application for a grant from the Lottery Fund and to help to justify an application for Listed Building Consent.

The Conservation Plan contains 1) an Assessment of the Cultural Significance of the buildings, 2) a Conservation Policy, identifying client requirements, resources, fabric condition, statutory requirements etc. and action necessary, restraints on use, future maintenance etc. and 3) a Conservation Strategy, a detailed strategy for the implementation of the conservation policy that reconciles aims and priorities, resources and programmes.

### St George's Hall Conservation Plan

This Conservation Plan was commissioned by the Trustees of St George's Hall and was produced in 1999. It is a two-stage Conservation Plan and its primary purpose was to support an application for grant aid from the Heritage Lottery Fund for the repair and restoration of the building. The Stage I Report outlines the history of the building, defines its cultural importance, states the conservation principles to be applied to any future work, contains a bibliography and gives a summary of previous reports on the building. The Stage II Report provides an overview of the historic and present use of the building, assesses the structural condition of the building, provides a vision for the building, assesses the relationship with the surrounding area and considers access, escape and fire precautions.

### The Bluecoat Arts Centre Conservation Plan

The Bluecoat Arts Centre Conservation Plan was commissioned by The Bluecoat Arts Centre Ltd. and was produced in March 2002. The purpose of the Conservation Plan is to provide an understanding of the site and its history, to explain its significance and how this is vulnerable. The Plan proposes policies to manage the significant aspects of the site as a whole and its principal elements. The plan will form the basis for funding bids for the repair of the historic buildings and inform the brief for forthcoming developments to enlarge the arts centre and improve existing facilities. The Plan is intended to:

- Help in the preparation of long-term management plans for the site as a whole
- Assist in making short-term action plans and day-today decisions
- Provide a clear set of guiding principles against which new development proposals or new ways of using the site and its building can be tested and evaluated.
- ◆ Inform and contribute to proposals to reveal and assist the appreciation of the significance of the site
- Assist in the preparation of initiatives for interpretation and education
- Contribute to design and planning briefs for alterations to the historic fabric and possible new development
- ◆ Inform strategies and plans to improve accessibility to the site and enhance its potential to contribute to the life of the community and the local economy

# 4 g) Sources and Levels of Finance

### Private Sector Funding

he proper conservation and regeneration of the nominated site is the responsibility of a wide range of organisations and stakeholders, but particularly the owners of land, buildings and business as well as central, regional and local government. Private sector funding will play a vital role in the maintenance, conservation and regeneration of the nominated site. It is unrealistic to attempt to assess the resources available from all of the private sector for the nominated site, but there has been a clear trend in recent years of increasing investment in the city. The many refurbishment schemes and new buildings indicate that private sector funding has been available, and will continue to be, to support both conservation and new buildings in a number of categories.

### Residential Developments

A type of development, which is attracting major private sector investment, is the conversion of office buildings and warehouses to residential units and the construction of new serviced residential blocks. Between 1995 and 2001, an average of 1,060 residential units were completed in the city centre per annum, inclusive of student accommodation. There are many recent examples of heritage-led conversions throughout the commercial centre of the nominated site, such as Berey's Building, George Street, which was financed entirely by the private sector, but also notably in the Ropewalks area, such as the warehouse at 15 Argyle Street. Most of the new residential blocks are in the proposed Buffer Zone, rather than in the nominated site itself.

#### **Hotel Developments**

Similarly, the recent increase in the number of hotels and proposals for further hotels in and around the nominated site indicates increasing private sector funds for the tourism industry. Some of these hotels are new buildings but there are realistic proposals for the conversion of the former Royal Insurance Building, 1-9 North John Street and Central Buildings, 37-45 North John Street into hotels.

### Office Developments

A recent study carried out by GVA Grimley on behalf of Liverpool Vision suggests that over the next ten years the city centre could experience a demand for 200,000 sq. ft of new office floor space per annum. This is likely to be provided primarily in new office buildings, but there should be a knock-on demand for ancillary services, which can be accommodated in refurbished existing buildings.

### **Retail Developments**

A recent study by Healey and Baker into Liverpool's potential to expand its retail sector indicated that there is capacity for the provision of over 1,000,000 sq. ft of new

retail space in the city. The competing proposals for a major retail development at Paradise Street Development Area further support this view. One of those development schemes has been prepared by the developers Grosvenor /Henderson, working in partnership with Liverpool City Council, to ensure a properly designed and managed scheme. This will provide substantial private investment for the refurbishment of a substantial portion of the historic building stock around Hanover Street, in addition to new retail buildings.

# Public Funding for Conservation and Regeneration Staff

The officers from local, regional and central government and other public agencies who are responsible for overseeing and co-ordinating the conservation and regeneration of the nominated site have established sources of revenue funding, primarily from taxation. There is no reason to assume that there will be any fundamental changes to this system.

# Public Funding for Conservation Schemes in and adjacent to the Nominated Site

A wide range of sources of public funding has been available in the recent past to assist in the cost of area-based conservation schemes in and adjacent to the nominated site and it is anticipated that they will continue to be available for appropriate schemes. These schemes have been very successful, not only in securing the proper conservation of individual buildings but also in stimulating the regeneration of the area through conservation. The key conservation-led grant schemes since1989/90 have been:

### Duke Street Conservation Area Partnership Scheme 1995 – 1998 (Partly within the nominated site)

8 Schemes completed

Grant rate up to 70% towards the cost of eligible works. Estimated development costs £1.46m

### Slater Street/Seel Street Heritage Economic Regeneration Scheme 1999 –2003 (Partly within the nominated site)

14 Schemes in various stages Grant rate up to 60% towards the cost of eligible works. Estimated development costs £1.3m

# Castle Street Conservation Area Partnership Scheme 2000 – 2003 (Within the nominated site)

4 Schemes completed

Grant rate up to 50% towards the cost of eligible works. Estimated development costs £1.6m

### Section 57 Grants – Local Authority Grant Scheme 1990-1993 (Throughout Liverpool – Those in nominated site are shown below)

100 schemes

Grant rate up to 25% towards the cost of eligible works. Grant aid of 300,000 was made available through the then Urban Programme

Estimated private sector contribution £0.6m

# Section 3A Grants – English Heritage Grant Scheme (Throughout Liverpool – Those in nominated site are shown below)

Grants available directly from English Heritage for Grade I and II\* listed buildings, included on their national register of Buildings At Risk. This grant is also available for churches in use that are either Grade I or II\*, or are deemed to be of outstanding architectural importance by English Heritage irrespective of grade.

Some examples (but not a definitive list) of individual buildings that have been successfully restored and brought back into full beneficial use with the assistance of Section 57 and 3A Grants:

### **Listed Buildings:**

The Temple, Dale Street 116 Duke Street

### Unlisted Buildings in Conservation Areas

Sheffield Buildings, Old Haymarket/Victoria Street

18 Mathew Street

141 Duke Street

100 Duke Street

81 Henry Street

The current area – based schemes will be considered more fully in the Management Plan, but some of them can be identified here:

Castle Street Conservation Area Heritage Economic Regeneration Scheme (HERS)(2002-2005)

Castle Street Conservation Area Partnership Scheme (CAP)(1998-2001)

Duke Street Conservation Area Partnership Scheme (CAP) (1995-2000)

Duke Street Conservation Area Heritage Regeneration Scheme (HERS) (1998-2001)

Duke Street Conservation Area –Lower Duke Street Townscape Heritage Initiative (1998-2003)

### Single Regeneration Budget 6

The Live Work District and the Cultural Quarter/Lime Street Station Area, identified by Liverpool Vision in its Strategic Regeneration Framework and which are almost entirely within the nominated site, have been awarded £9.4 million for 2000/1-2004/5 from SRB 6. The bulk of this

funding will be used to secure public realm improvements complementary to the objectives of the World Heritage Site Bid Management Plan, especially the City Centre Movement Strategy. It is also being used as match funding to the Castle Street Conservation Area HERS 2002/5

### City Centre Objective 1

Liverpool City Centre has been designated as one of the eight Strategic Spatial Development Areas (SSDAs), as a key driver for economic regeneration of the whole of Merseyside, within the Objective 1 Programme. A total of £35 million is available to Liverpool City Centre through this programme and much of that will directly benefit the nominated site. Successful implementation of this programme will result in a growing base of businesses, an increase in tourists, residents and shoppers, and employment opportunities.

### Liverpool World Heritage Site Bid Townscape Heritage Initiative Application

In May 2002, Liverpool City Council submitted a Stage 1 application to the Heritage Lottery Fund for approval for a Liverpool World Heritage Site Bid Townscape Heritage Initiative. The key aims of the scheme are:

- To address the worst historic buildings that have a negative impact within the proposed World Heritage Site in terms of the joint priorities of heritage interest and blight on the investment and development market.
- To raise generally the quality of this otherwise exemplary historic environment through repair of the worst historic buildings and improvement of the public realm in the prominent Castle Street civic area.
- To contribute to the strategic objectives of Liverpool Vision (the Urban Regeneration Company supported by Liverpool City Council, the North West Development Agency and English Partnerships), within a wider regeneration programme for the city centre
- To promote a positive city-image and encourage investment market confidence generally.

The application identified total Public Sector contributions of £6,470,000, made up of contributions as shown on the table below.

Heritage Lottery Fund £2,000,000	30%
Liverpool City Council £620,000	9%
SRB 6 / NWDA £4,000,000	59%
English Heritage £150,000	2%
Total Public Sector Contributions £6,770,000	100%

The Table below sets out the projected expenditure through the proposed scheme on the various categories of works.

A: Category	B: Total Eligible Costs	C: Grants proposed from common fund	Grant Rate (C as % of B)	D. HLF contribution sought	HLF proportion of common fund (D as % of C)	Allocation of HLF contribution between categories
Building Repair	£10m	£4.530m	45%	£1.48m	33%	75%
Architectural Rein-statement	nil	n/a	n/a	nil	n/a	n/a
Re-using Historic Floorspace	Incorporated in the Building Repair Category.					
Gap Sites	nil	n/a	n/a	nil	n/a	n/a
Public Realm	£1.8m	£1.8m	100%	£400,000	22%	20%
Staff and Overheads	£440,000	£440,000	100%	£120,000	25%	5%
Total	£12.24m	£6.770m	55%	£2m	16.5%	100%

In September 2002, the Heritage Lottery Fund confirmed that the Trustees had agreed to award a Stage One pass and indicated an HLF grant of up to £1,800,000 may be available to support the THI. A Stage Two application is being prepared.

### Funding for NMGM

The NMGM is currently closing its *NMGM Into The Future* project, which started in 1999 and has involved investment of £34 million on the refurbishment of 16,000sq. metres of three Grade II\* Listed Buildings in William Brown Street; The Walker Art Gallery, The Liverpool Museum and Mountford Building. The project was funded by a £24 million grant from the Heritage Lottery Fund and £3.7 million from the ERDF (Objective 1) and it represents one of the largest investments in the nominated site in recent years.

In its Corporate Plan 2002-2005, NMGM forecasts a total annual expenditure of over £17 million for its operating programme and sufficient income to pay for it. Not all of this expenditure will be within the nominated site but the majority of it will be.

Its Building Programme for 2002-3 includes the preparation of concepts for a new museum of urban history, possibly in the proposed 4th Grace project at Mann Island, and repairs to the dock walls and replacement of dock gates at the Merseyside Maritime Museum. Looking further ahead to 2003-2006, there are planned repairs including the partial re-roofing of the Walker Art Gallery and proposals to bring the County Sessions House into full use.

# 4 h) Sources of Expertise and Training in Conservation and Management Techniques

### LIVERPOOL CITY COUNCIL

iverpool City Council employs several specialist officers in its Conservation and Urban Design Team. A list of them, together with their job titles,

qualifications and a brief summary of their experience is set out in the table below.

Conservation & Urban Design Team			
Planning & Building Control, Liverpool City Council			
Steve Corbett BA Hons, Dip TP, Dip Urban Design, MRTPI Conservation & Urban Design Team Leader	Manages Conservation & Urban Design Team.  Experience of project and programme management in Merseyside and South Wales Valleys. Qualified in urban design, and some 12 years' experience as a conservation officer/manager with 4 local authorities.		
Glynn Marsden MSc, Dip Environmental Planning, MRTPI, IHBC Principal Conservation Officer	13 years' experience in the repair and reuse of historic buildings. Preparation of bids for Town Schemes, Section 77 grant schemes, CAP and HERS; making grant offers and supervising repair work.  14 years' experience of architectural/urban design projects, and environmental improvement schemes financed through Government funded initiatives.		
John Hinchliffe BA (Hons), BPlanning, MSc(Building Heritage and Conservation), MRTPI, IHBC  World Heritage Officer	Co-ordinating the preparation of Liverpool's nomination and management as a World Heritage Site.  Over 22 years' experience undertaking the wide range of duties of a conservation officer for 3 adjacent local authorities. Qualified in Building Conservation with a proven track record of success with Buildings At Risk.		
Wendy Morgan BA, MA (Arch. Bldg. Cons), IHBC Conservation Officer	10 years' experience in repair and re-use of historic buildings with Historic Building Trust and Local Planning Authorities in Staffordshire and Liverpool.  Preparation of bid for HLF grant and supervision of work.  8 years' as part-time tutor in architectural history at Keele University		
Faisal Bunni, B Arch Principal Urban Design Officer	Twenty-two years' experience in architecture on large scale projects.  Twenty-nine years practice in all aspects of the urban design field, including masterplanning, development briefs, the design and development of public realm projects and negotiating major development schemes.		

Conservation & Urban Design Team			
John Thompson BSc (Hons) (Arch & Urban Cons.)	Contact Officer for Buildings At Risk and the THI application.		
Buildings at Risk Officer	Previously worked as local authority Conservation Officer and submitted funding bids for English Heritage's HERS.		
	Currently in the 2nd Year of the RICS Postgraduate Diploma in Building Conservation.		
Joanna Morgan BSc (Hons) Dip.Arch. Mphil. RIBA	Conservation Officer with Liverpool City Council for 3 years. Currently studying for an MA in Architecture; Conservation and Renewal		
Conservation Officer	Design and project management experience with Liverpool John Moores University Architectural Consultancy Unit and Estates Department. Private practice experience with Nat West Bank and in London Docklands		
John Leadbeater Technician	Technical support for the THI application and WHS Bid.  Over 30 years' experience in technical support to Planning		
	and Architectural divisions in Liverpool City Council and Cheshire County Council.		
Steve Parry Technician	Technical support for the THI application and WHS Bid.		
	Over 28 years' experience supplying technical and project management support to various design and architectural divisions within Liverpool City Council.		
Sarah-Jane Farr BA Hons, MA (Archaeological Practice), Msc (Urban Renewal), MIFA	Archaeological planning adviser to Liverpool and the other four local authorities of Merseyside since 1993.		
Merseyside Archaeological Officer	Experience in a range of duties associated with the management of archaeological Sites and Monuments Records, planning advice, fieldwork and monitoring of projects over 17 years.		
RIBA-Royal Institute of British Architects	IHBC-Institute of Historic Building Conservation		
RTPI- Royal Town Planning Institute	IFA – Institute of Field Archaeologists		

### English Heritage

English Heritage has key statutory and discretionary roles to play in the conservation of the Nominated Site. A full range of specialist conservation officers are employed at the national headquarters in London and at Swindon and York. They include Dr Christopher Young, D Phil, FSA, who is Head of World Heritage and who advises on all aspects of World Heritage Sites, the application of the World Heritage

Convention, other international conventions and charters relating to building conservation. He provides support in the development of nominations and management plans for World Heritage Sites.

At the regional office in Manchester, there are more officers with expertise in conservation and management techniques in building conservation.

### 4 i) Visitor facilities and Statistics

he proposed World Heritage Site is home to one of the greatest concentrations of urban tourist attractions in Europe. It contains the only collection of museums & galleries outside London with national status, an attractive urban landscape and its own distinctive

brands, including the Beatles and the Mersey Ferries. For the purpose of this application the attractions are broken down into three subsections:

1. Albert Dock/Waterfront	1999	2000	2001
Albert Dock*	4,500,000	4,500,000	4,000,000
Beatles Story		125,000	135,000
Mersey Ferries	726,503	675,584	700,623
Merseyside Maritime Museum**	258,577	246,457	229,977
Museum of Liverpool Life**	80,014	110,761	121,185
Tate Liverpool*	674,929	653,789	616,117
(Duck Tours/City Centre tour)			
2. Cultural Quarter			
Central Library/Records Office		23,000	tba
Conservation Centre	45,525	43,666	41,408
Liverpool Museum**	234,961	165,426	230,734
St. George's Hall***	11,500	12,000	89,874
Walker Art Gallery**	125,593	78,929	10,649
3. Other			
Liverpool Town Hall***	1,500	1,800	1,500
Western Approaches	N/A	N/A	N/A
The Cavern			

<sup>\*=</sup>Free Attraction

Many of these attractions are dedicated to telling the story of Liverpool's trading heyday and as the main port of embarkation to the New World. Others are simply expressions in stone of the wealth and confidence of the city at that time. In addition to these principal sites, the areas contain numerous supporting retail & catering facilities and, of course, Mathew Street & the Cavern Quarter, home of the Beatles.

With the exception of Tate Liverpool, which is closed on Mondays (except for Bank Holidays) all the major attraction are open 7 days a week for between 361 and 363 days a year.

A number of these attractions have been the subject of major recent refurbishment and others have significant plans for investment.

<sup>\*\*</sup>Denotes NMGM Attraction which changed to free admission in November 2001. Liverpool Museum & Walker Art Gallery had partial closures due to refurbishment in 2000 and 2001.

<sup>\*\*\*</sup>Limited public opening in August, a refurbished St. George's Hall will be open all year, new method of calculation adopted for 2001.

# 4 j) Property Management Plan and Statement of Objectives

s required by the Operational Guidelines (UNESCO 1999) The nominated site has adequate legal and protective measures in place to secure its continued conservation and regeneration. These measures are enshrined in: the UK's established framework of national planning and conservation legislation and guidance; Liverpool City Council's local planning and conservation polices; and the work of the local Regeneration Agencies. The framework is set out in more detail in Sections 4c and 4f.

### The Management Plan

A full Management Plan is in preparation for the nominated site and will be in place in time for the World Heritage Committee Meeting in 2004. The Management Plan is being prepared by independent consultants in consultation with the Site's stakeholders and under the guidance of the World Heritage Site Core Steering Group.

The principle aims of the Management Plan are:

- To conserve and enhance the outstanding universal values of the nominated site, through the application of coherent and transparent conservation principles and planning policies;
- To promote the sustainable economic regeneration of the site through sustainable tourism, the beneficial use and adaptation of historic buildings and through the appropriate development of vacant sites;

 To advance understanding and appreciation of the outstanding universal value of the site through research, interpretation and education.

In accordance with UNESCO and ICOMOS guidance the Management Plan will include:

- A definition of the essential features, values and significance of the nominated site, which should be maintained, conserved and enhanced;
- An evaluation of the key management issues facing the Site:
- A clear vision for the site's future that seeks to achieve the sustainable economic regeneration of the Site through the conservation of its outstanding universal values;
- Holistic and coherent objectives to guide the future management and conservation of the site;
- An agreed management framework and implementation strategy to be achieved over the short term (5 years), medium term (10 years) and long term (30 years);

# 4 k) Staffing Levels

he authorities and agencies engaged with the nomination are committed to continued cooperation and collaboration to provide an effective professional, technical and administrative regime for fulfilling the objectives outlined in the Management Plan. All of Liverpool City Council's staff identified in Section 4 (h) are directly connected with the conservation and management of the nominated site. A Historic Buildings Inspector and a Historic Areas Advisor from English Heritage (NW) have specific responsibility for the conservation and management of the nominated site. A team of officers from Liverpool Vision are employed to secure the regeneration of the city centre.

A substantial commitment of financial and staff resources to prepare the nomination has been made by Liverpool City Council, English Heritage, NWDA, Liverpool Vision, NMGM and many others. All are committed to the continuing provision of staff time and financial resources to ensure the proper conservation and stewardship of the nominated site.

# 5. Factors Affecting the Property



**Recollections of the Bluecoat Hospital, St George's Day 1843** Courtesy E Crighton Engraving, after the original painting by Richard Ansdell RA

"...on the strength of which I went to work and got the present Charity School built which has cost between two and three thousand pounds and was finished in 1718, at which time I gave for the encouragement of the charity, seven hundred and fifty pounds, being a tenth part of what it pleased God to bless me with, and did then purpose to continue to give the same proportion of whatever He should indulge me with in the time to come for the benefit of the charity."

Bryan Blundell Narrative Early 18th Century



# Factors Affecting the Property

### 5 a) Development Pressures

### The World Heritage Management Plan

he World Heritage Site Management Plan will be a crucial planning tool in addressing potential tensions between regeneration and conservation. It will seek to develop criteria against which developments can be assessed and create a consensus on what is acceptable. As part of the management plan a forum will set up to consider the impact of the devolpment pressures on the nominated site.

### Positive Management of Change

The City Council is seeking to ensure that the conservation of the city's heritage is used as a positive driving force in the city's regeneration process. Renewed confidence in the regeneration of the city will continue to bring pressure for change within the Nominated Site. There are now several firm proposals for development in and adjacent to the Nominated Site, but whilst these may represent development pressures, they must also be seen as development opportunities to achieve world-class buildings and to continue the city's regeneration through conservation.

The City Council, in partnership with other agencies and the private sector, has a vision to transform Liverpool into a premier European city once again. The historic buildings and structures, which are part of the justification for nomination, are attractive as places to work in and live in, as well as being one of the main draws for tourists. Similarly, the public spaces and superb collections of art are there for the benefit of residents and visitors alike.

The **vision** is that the economic benefits of development and public sector finance can both be harnessed to ensure that the conservation of the built heritage is sustainable and that new buildings are integrated into the urban landscape and, where appropriate, are of world-class architectural quality. Alongside the architectural regeneration of the city, the public realm will be improved by high-quality landscaping, urban design and by improving the pedestrian experience. Furthermore, the interpretation of the city, the telling of the story of Liverpool, will be improved. A major start has been made in achieving this vision, with the protection afforded by extensive listed building and



Campbell Square - Winner of Royal Town Planning Institute Awards for Conservation and Urban Regeneration in 2002 © LCC

conservation area status, the preparation of the Strategic Regeneration Framework and The Liverpool Urban Design Guide, the implementation of the City Centre Movement Strategy and public realm works and other initiatives.

World Heritage Site status for Liverpool will be a key means of ensuring an appropriate and equitable balance between conservation, sustainability and development so that the significances of the site can be sustained through appropriate activities, thereby contributing to the social and economic development of its community. The Unitary Development Plan for Liverpool is currently under review and the intention is to incorporate appropriate policies for the proposed World Heritage Site within it and to adopt part of the World Heritage Site Management Plan as Supplementary Planning Guidance to ensure that Word Heritage values are properly addressed.

### Background to Liverpool's Economy

Liverpool is a resurgent city. It is a city that has seen great economic glory and serious economic decline. That decline is now being reversed. Liverpool is also a city of physical contrasts. There are buildings and street scenes of outstanding architectural quality, amidst vacant and derelict land and buildings that exemplify a city experiencing a major economic restructuring. These contrasts are a legacy of the city's economic history.

Much of Liverpool's wealth and heritage are a result of its position as the 'Second City of the Empire' built on world sea-trading, which peaked at the turn of the 19th century. The 20th century saw a long period of decline, as economic forces conspired to adversely impact on trading patterns, as the economy of Liverpool's hinterland restructured away from coal and manufactured exports, and as some of Liverpool's traditional industries in both the manufacturing and service sectors have relocated elsewhere.

Employment in the traditional mercantile industries fell dramatically through both loss of trade and new technology. Manufacturing industry declined dramatically between the wars, and after the post war grant-aided boom, again declined massively in the 1980s. Unemployment has stayed at approximately twice the national average since 1920, and social problems have ensued.

Liverpool's economic decline has led to much social misery and this has been well catalogued. It has had a major impact on population, which has almost halved from 850,000 in 1930 to 450,000 now. It is hard to think of another major city in the western world that can match that decline (within the same city boundary). Population loss caused by suburbanisation, slum clearance and bomb damage, as well as economic decline, has not been evenly spread across the city and has impacted on the city's socio-economic profile.

The 1960s saw a period of some reconstruction of the built fabric of the city centre and some of the less impressive examples of major development emanate from this era. However the optimism arising out of Liverpool's cultural success in football, music and entertainment masked a continued decline in the city's economy. Over the last forty years, the city has witnessed a steady decline in office rents, a reduction of the regional pulling power of its shopping centre, negative equity housing, and a large decline of city centre living, down from over 20,000 to 3,000 in 1990. There was also a major restructuring of the active docks, which have shrunk to divest the southern-most part of the dock system of active docks.

The lack of private investment has led to an unfortunately high level of vacant buildings and vacant sites in the Nominated Site. On the positive side, the economic decline of the late-20th century and the lack of major private investment has restricted pressure for demolition and redevelopment. This has helped the survival of the historic fabric of the city. Together with good public transport infrastructure, it has also benefited the city by minimising traffic congestion and the consequent need for excessive road infrastructure changes.

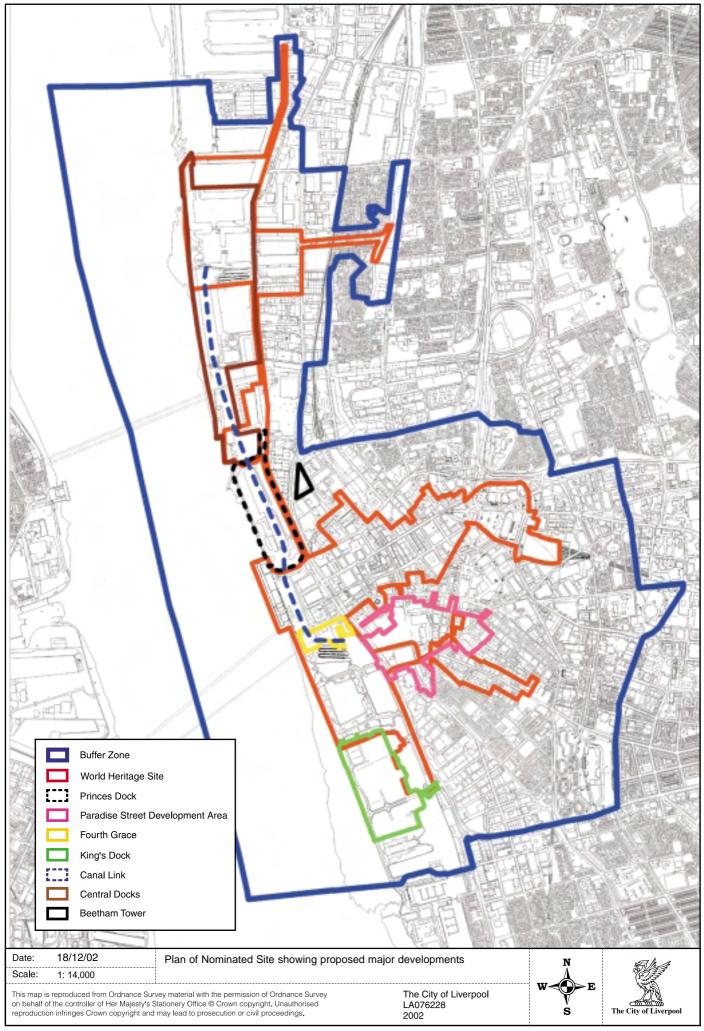
### Liverpool's Economy in the 21st Century

The city is now fighting back and Liverpool City Council is determined that Liverpool shall again become a premier European City. The docks have been modernised and are profitable again. Although they employ a fraction of the labour of the past, they now transport as much cargo by volume as they did when the docks were in their heyday. This is much to do with the port's specialisation in handling bulk cargoes. The port is now the biggest importer of coal, when once it used to be a big exporter. Ferries to Dublin, Belfast and the Isle of Man that had temporarily disappeared to other ports are returning and the liner trade is also on its way back.

Recent initiatives to pump-prime regeneration by the public sector via both national and European funding are now bearing fruit. Together with a continuous programme of image enhancement, they are now aiming to create a self-sustaining local economy where private investment is taking over the mantle from the public sector. Government policy is targeting an urban renaissance and the regional bodies are highlighting Liverpool, and particularly its city centre, as a target for growth. Two regeneration companies, Liverpool Vision and the Speke Garston Development Company have been established to take forward the economic and physical regeneration of the City.

### Development Proposals

As a result of private and public initiatives associated with the on-going regeneration of Liverpool, a number of major development proposals, which could have some impact upon the outstanding universal value of the nominated site, are currently emerging in the nominated site and in its proposed Buffer Zone. These are outlined below and their locations are shown on Plan 15. It is essential that all such developments are fully considered to ensure that they do not detract from the world heritage interest of the nominated site and, if possible, enhance that interest.



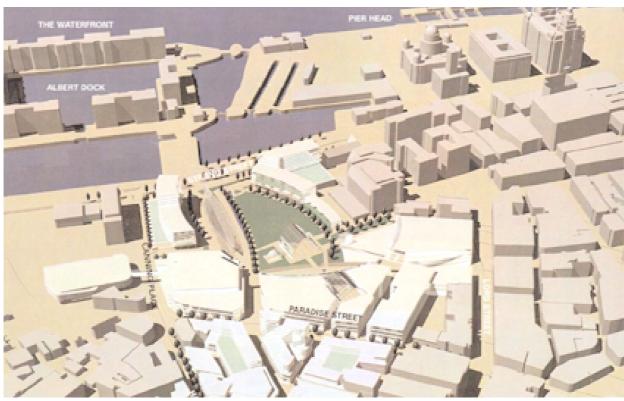
# DEVELOPMENT PROPOSALS IN THE NOMINATED SITE

### Paradise Street Development Area

As a result of renewed confidence the City Council, in partnership with developers, is promoting a 50% expansion in the city's current Main Retail Area in the Paradise Street area. The expansion of over 1m sq ft of new floorspace is

#### "The Fourth Grace"

The three principal buildings at the Pier Head have recently become known as the "Three Graces". Liverpool Vision, in conjunction with the City Council, NWDA and NMGM are promoting a "Fourth Grace" development competition at Mann Island, on the site of the Mercedes Benz garage and the car park of the Merseyside Maritime Museum. Architects entering the competition have described this as one of the world's most inspiring development



Extract from Paradise Street Development Area Proposal Courtesy Grosvenor/Henderson

partly in the nominated site but mostly in the buffer zone. In developing the design for the proposal, the City Council has worked with the developers to ensure that this new development respects and utilises the historic grain and street pattern of Liverpool's urban landscape. Historic buildings in Paradise Street will be retained and renovated, whilst underused and vacant sites and buildings will be brought back to full occupation. The City Council has deliberately resisted proposals for a monolithic mall-style development in favour of a phased, piecemeal scheme that will complement and enhance the urban landscape.

The major constraint on the development is location of the archaeological remains of Old Dock at Canning Place, within the proposed development site. Negotiations are underway to ensure that the archaeological and historical significance of the monument is not adversely impacted upon. There will be a proper archaeological evaluation of the whole site and the principal archaeology will be preserved in situ.

opportunities. The challenge is to provide an iconic worldclass building or buildings of the 21st century in the same way that the Three Graces were iconic buildings of the early 20th century. The aspiration is that the development will both excite and enhance the waterfront and complement the Three Graces and Albert Dock, in this focal point of the nominated site.

The need to respect the outstanding universal values of the nominated site have been highlighted in the development brief and it is clear that only a superb and iconic development will be good suitable for this sensitive site.

### Leeds and Liverpool Canal Link

British Waterways are promoting a new canal to link the Leeds and Liverpool Canal to the water spaces in the South Docks. Public consultation carried out during 2001 and 2002 showed four possible routes for the Canal Link, but British Waterways have now chosen Route 1, through Plot 7 of Princes Dock, the Floating Roadway, the Pier Head

and the "Fourth Grace" site and into Canning Dock as its favoured route. Whilst the Canal Link may bring some benefits in creating a vibrant waterfront and bringing leisure craft into Liverpool, the City Council has advised British Waterways that these will need to be carefully balanced against the potential impact upon the outstanding universal value of the buildings, structures and spaces at and around the Pier Head. British Waterways are currently preparing an Environmental Impact Assessment for the proposal and this will include an assessment of the impact on world heritage values.

### Car Marshalling Yard

Planning permission has been granted for a car marshalling yard immediately to the north of the Pier Head, over and adjacent to the Floating Roadway cutting. The scheme will facilitate an improvement of international ferry facilities and the re-instatement of the original purpose of the cutting. The scheme will also involve an improvement to the setting of the Monument to the Heroes of the Engine Room.

### City Centre Living

The city centre is now becoming a place where people want to live again. Its population has increased from 3,000 to 10,000 in 5 years and further proposed projects are likely to increase that number to over 18,000 in a further 5 years. This, together with the pavement café, restaurant and bar culture explosion, is helping to create a true 24-hour city. There does not appear to be an end in sight for this process as yet. Wherever possible, schemes that promote a mix of uses, and particularly those that include or comprise listed buildings, are encouraged by the City Council's policies. Many listed office buildings are proving unsuitable for modern commercial requirements, and so conversion to residential use is the ideal answer. Living in historic buildings in the city centre is becoming very popular and many successful conversions have taken place in disused offices and warehouses.

There are many opportunities for the future conversion of historic buildings within the Nominated Site. The process of conversion will ensure that the area retains a level of investment in, and maintenance of, the built fabric. Furthermore, the retention of a mix of uses will maintain it as an animated area, with a level of activity that reflects its historic "hustle and bustle". Although there may be marginal changes to the character of buildings, they should not adversely affect the outstanding universal values or significance of the site and all proposals will be judged on their effect on these values in the normal planning process.

### **Public Realm Works**

A wide range of schemes to improve the quality of the public realm in both the Nominated Site and the buffer zone have been implemented or are planned. Key schemes involve the Lime Street Station Gateway, Wolstenholme Square, Campbell Square, Art House Square and the Nuns Garden, Williamson Square, Exchange Flags, Castle Street,

Derby Square and East Moorfields. The objective of these schemes is to complement the historic interest of the nominated site and the major flagship mixed-use development projects. These schemes will help to enhance the character and vibrancy of the city centre, and will be complemented by public lighting schemes to significant buildings within the Nominated Site and the buffer zone at St George's Plateau, St John's Gardens, Dale St and the Waterfront. The designs for these projects are based upon a full understanding of the palette of traditional local styles and materials and have the aim of creating public spaces of world-class quality. It is also essential to establish appropriately robust maintenance regimes.

# DEVELOPMENTS WITHIN THE BUFFER ZONE

### King's Dock

The city centre's major development site at King's Dock has lain empty for many years due to a lack of development pressure. The site is adjacent to the Albert Dock, Duke's Dock and Wapping Dock and within the buffer zone of the nominated site. A proposal is being progressed for a mixed-use scheme including residential and leisure facilities, centred on a large multi-purpose arena, which will also be the new home of Everton FC.

The site's unique waterfront location, adjacent to the Albert Dock and other historic structures, requires a development that is both exciting and contributes positively to its setting. The scale and form of the development is under careful consideration to ensure that this happens. English Heritage and the Commission for Architecture and the Built Environment (CABE) are key consultees in this respect. It is expected that, when finished, the scheme will add significantly to the overall visual and architectural character of the waterfront. An Environmental Impact Assessment is currently being prepared and this will consider, amongst other things, the impact upon world heritage values.

#### **Princes Dock**

A major growth area of the city is the Princes Dock site to the immediate north of the Pier Head, in the Buffer Zone. The Dock itself has been altered and new infrastructure has been provided on this site of the former ferry and liner passenger terminal. Some new office and hotel developments have already located there and further phased office, hotel and residential development is proposed. The site's location adjacent to the nominated site and its role linking the Waterloo and Stanley Docks with the Pier Head have been recognised in the Master Plan for the site. The approved Princes Dock Master Plan gives a commitment to respecting the world heritage values of the nominated site.

#### Central Docks Site

This large area of former dockland to the north of Princes Dock, has been taken out of active dock use and is awaiting redevelopment. It is likely that the future use will be primarily, but not solely, for residential purposes. This reflects the current popularity of waterfront housing. The future development of the site will need to respect the outstanding universal values of the nominated site, including the neighbouring Stanley Dock. The site's waterfront location also needs to be respected, as does the dock wall. It is highly desirable to secure public access to the river-front, to create a link between the existing riverside walk to the south and the Leeds and Liverpool Canal.

### Office Developments

Office development pressure has lain dormant for a long while. However interest is now being shown, and operators are seeking prime sites and office rentals are rising again. A recent study into the main office quarter, which is partly in the Nominated Site and partly in the buffer zone to the north, highlighted opportunities for new development. Office proposals are being advanced on sites in the buffer zone at Moorfields City Square, Richmond House in Chapel Street, and 100 Old Hall Street, and in the nominated site to the rear of the Municipal Buildings. Pressure for new tall buildings will require consideration of their impact on the current hierarchy of the built form on the city and the visual setting of the nominated site.

### **Beetham Tower**

A major development involving the construction of a 28 storey tower for mixed hotel and residential use is currently under construction on Old Hall Street.

To conclude, World Heritage Site Status offers a unique challenge to the city and its partners. It provides the opportunity to ensure that conservation can help lead the regeneration process and that the city's finest built heritage and world heritage values are promoted. Having avoided the ravages of development that have torn many British cities apart in the 1960s/1970s, a more mature attitude toward new development in a historic city centre will help ensure that the proposed World Heritage Site is both protected and enhanced by evolutionary and responsible change and good management.

### 5 b) Environmental Pressures

There are at present no extreme environmental pressures on the nominated site, but there are some aspects which are worthy of comment and the matter needs to be the subject of regular monitoring.

### **Air Pollution**

Liverpool City Council's Environmental Health Service has recently carried out a review and assessment of air quality in Liverpool, in particular examining the levels of nitrogen dioxide and sulphur dioxide.

Nitrogen dioxide is mainly produced by road traffic and is a pollutant responsible for acid deposition when it reacts with



Stone erosion on Lisbon Building © English Heritage

ozone and is then directly deposited to ground or is removed from the atmosphere by transfer to water droplets. The assessment predicts that there will be exceedances of the national objective (21 parts per billion) for nitrogen dioxide in Liverpool City Centre in 2005.

The assessment for sulphur dioxide pollution is that it should remain below the national objective (24 hour mean of 47 parts per billion).

The prevailing winds in the nominated site are north westerly, and are often strong and salty. The winds are rarely so strong that they cause structural damage to buildings and structures but they do frequently cause minor damage, such as blowing off roof slates, and create an inhospitable environment in exposed locations such as the Pier Head. In this marine environment, the wind and rain can deposit chloride and other salts which will accelerate the rate of atmospheric corrosion of metals and masonry.

### Groundwater

The Environment Agency is not responsible for controlling groundwater levels (by pumping) but it does monitor level trends by a network of observation boreholes, three of which are in or close to the nominated site: at Vauxhall Road, Manchester Street and South John Street. Hydrographs for these sites all show current groundwater levels to be well below sea level, and falling in recent years in response to the Liverpool Loop Line dewatering scheme.

Groundwater levels are currently below sea level, and are being controlled by existing abstractions and a dewatering scheme being operated by Railtrack. Even if pumping were to cease altogether around the City Centre, groundwater levels would not rise to the surface within the nominated site. Rising groundwater is not therefore considered by the Environment Agency to be a threat to any surface feature or structure within the nominated site.

# 5 c) Natural Disasters and Risk Preparedness

#### **Tectonic**

The United Kingdom experiences only a negligible amount of earthquake activity and even that which does occur is of a very low level and very infrequent. There is no likelihood of volcanic activity. The River Mersey has a high (30 ft) tidal range, but does not experience tidal waves. These natural disasters are not considered a credible scenario in Liverpool and it is not therefore considered that the nominated site is at risk from these natural phenomena.

### **Flooding**

Flood risk cannot be eliminated for an island nation with a heavy rainfall such as Great Britain, but with the adoption of appropriate flood defence strategies and implementation of suitable works, the risk to life and property can be minimised. This country has an efficient system for flood defences, primarily under the auspices of the Environment Agency. The Environment Agency has a Flood Defence Strategy for the River Mersey, which aims to accommodate the inevitable impacts of global climate change. It involves implementation of necessary works at certain weak points, exploiting the benefits of natural flooding for biodiversity where appropriate and the implementation of new Flood Warning Codes. Works have recently been carried out in some of the coastal areas along the banks of the River Mersey. These include a £3.2 m scheme in 1995 on the Wirral bank of the river opposite the nominated site to reduce the risk of fluvial flooding from a probability of 1 in 9 years to a standard 1 in 100 years.

When the docks in Liverpool were built, the various Dock Acts imposed a statutory duty on the Liverpool Corporation and subsequently the Mersey Docks And Harbour Board to maintain the river walls, sufficient to prevent the river flooding into the docks and onto the land. The Mersey Docks and Harbour Company still accepts the statute of responsibility for the maintenance of the river wall from Mann Island northwards. The responsibility for maintaining the river wall south of Mann Island passed to the Merseyside Development Corporation, under a Memorandum of Understanding, when it bought the land, and this has since passed to Merseyside Maritime Museum in respect of the river wall between Mann Island and the entrance to Canning Half-tide Dock. In respect of the river wall south of the entrance to Canning Half-tide Dock, the responsibility passed first to the Commission for New Towns and then to English Partnerships.

The Regional Planning Guidance Note 25 recommends that areas at risk from tidal flooding may be suitable for development provided that a minimum standard of defence can be maintained during the life of the development. The standard for tidal defences is to provide protection from a

flood with a 1 in 200 years return period. The Environment Agency has recently received the results of a study that predicts this flood to have a level at Princes Dock of 6.4 metres above Ordnance Datum. This level does not take into account wave action or the effects of global warming, which is calculated to be 5mm per year in this area.

In February 1990, the Pier Head and the adjacent roads were flooded during a 1 in 70 years return period flooding event. The Environment Agency did not attend the incident but understands that it was caused by localised waves breaking over the river wall rather than the river level itself overtopping the wall.

The Environment Agency considers that the existing river defence arrangements are adequate and has no plans to carry out tidal defence works, or require them to be done, in the nominated site in the forseeable future. The inland areas of the nominated site are not generally low lying and therefore it is considered unlikely that they would be subjected to any major flooding.

#### Man-Made Disasters

The terrorist events of September 11th 2001 have caused all agencies on Merseyside to review its emergency planning arrangements, through the Emergency Joint Planning Committee, which comprises senior professionals from the emergency services, local authorities, health authorities and transport undertakings. Although any area of the country could be faced with a terrorist attack, the Committee is of the opinion that its existing arrangements, which are regularly exercised, are sufficiently robust to mitigate the effects of any such actions. Indeed, alongside national contingency arrangements, it is believed that they contain sufficient monitoring arrangements to deter any such attempt.

There are no major high-risk industrial operations within, or immediately adjacent to, the nominated site.

In terms of risk preparedness, there are a number of operational arrangements in place that could quickly be activated to respond to any incident, arising from a natural or man-made cause. These can be invoked for any disaster irrespective of the cause and include:

- 1. The establishment of a 24 hour Inshore Rescue Service operating in the River Mersey
- 2. A City Centre evacuation scheme. The principles upon which this scheme has been prepared have been based on the arrangements that were invoked in 1996 when the largest peacetime evacuation in the UK was successfully implemented at Aintree Racecourse
- The flood warning scheme operated by the Environment Agency and supported by the riparian local authorities on the Mersey, including Liverpool City Council

- The River Mersey Rescue Scheme that was successfully invoked following a small plane crashing into the River Mersey in 2000
- 5. The Liverpool City Council Major Emergency Response Plan, which has been activated in response to a number of small-scale incidents and is regularly tested to deal with major incidents, and
- The Oil Pollution Response Scheme that was invoked following the major emission of oil into the Mersey in 1989. The Mersey Docks and Harbour Company now have an Oil Spill Contingency Plan, which has been approved by the Secretary of State for DETR under the Merchant Shipping (Oil Pollution Preparedness Response and Co-operation Convention) Regulations 1998. This provides a co-ordinated Oil Spill Response Plan for waterborne oil pollution incidents within the area of the Port of Liverpool jurisdiction. The objectives of the Plan are to prevent waterborne spillages from reaching adjacent coastlines, and to mitigate against effects of oil spills on surrounding marine and coastal activities. The Plan is designed to augment he existing oil spill contingency planning by the Local Planning Authority and the National Contingency Plan. The Plan provides a risk-based approach to incident response arrangements depending upon the type and scale of the oil spillage (category 1 [minor] through to category 3 [major incident]). It ensures that the relevant parties are notified, the appropriate level of response is mobilised and provides a documented structure for the co-ordination and management of an emergency response team to deal with all aspects of the incident. The Plan identifies the assistance available to contain and recover oil in the event of an incident, including:
- ◆ The *Pollgarth*, anti-pollution vessel berthed in the Liverpool Dock system
- ◆ Contractors to assist in the clean-up of waterborne oil
- Contractors for the disposal of recovered oil and other waste, and
- ◆ Computer modelling to predict the resultant oil slick Procedures are also included for major incidents threatening to cause significant pollution where the Maritime and Coastguard Agency will be mobilised. Shoreline clean-up guidelines for identified areas of the coast at risk are also provided in the Plan.

Extended dialogue is currently taking place between the Merseyside Fire Service and the commercial and business sector to promote inter-agency emergency preparedness on the widest possible scale.

#### Fire

Many of the warehouses that were built before the early 19th century were particularly susceptible to destruction by fire, because of the common use of timber as a building

material, because of the large volumes of (often highly combustible) goods stored in them and because of the introduction of steam-power into the warehouses and the ships, requiring great heat sources. With the increasing availability of cast iron in the early 19th century, "fire-proof" warehouses, such as the Albert Dock Warehouses, were built without any timber in them and cross-walls forming compartments. The risk of fire in such buildings was much reduced but not removed, and indeed, throughout Liverpool, the risk of fire should always be a primary consideration.

Current statutory measures concentrate on fire prevention, protection for building occupants and escape from fire, rather than preservation of the building and its contents. Although some consideration is given to the building fabric in teems of fire protection to elements of structures and compartmentalisation. In dealing with the risk of fire in historic structures, the prevention of fire and fire spread is linked closely with the main objective of protecting human life.

The extent of fire safety provision required under law for each building within the nominated site depends upon the use to which the building is put. All public and commercial buildings require a Fire Certificate. All building managers should prepare a fire safety strategy, including taking specific action to:

- prevent fire,
- introduce management policies for fire safety, and
- have means of fire protection.

Avoiding the loss by fire of major heritage assets requires Fire Action Plans for each key building within the nominated site. Most buildings already have such Fire Action Plans, but more are to be drawn up by the building owners in conjunction with Merseyside Fire Service.

Managers of historic buildings are recommended to follow the advice in Heritage Under Fire- A guide to the protection of historic buildings by The Fire Protection Association.

### Merseyside Fire Service

Merseyside Fire Service has a direct influence in a number of areas surrounding the issues associated with fire and rescue operations. The service operates on the mission statement:

"Merseyside Fire Service will reduce death, injury and loss of property due to fires and protect the people of Merseyside, including visitors to the region. We will provide a high quality fire and rescue service within resources available, in accordance with Best Value principles."

### Fire Safety and Prevention

Merseyside Fire Service enforces the legislative requirements of both the Fire Precautions Act 1971 and the Fire Precautions (Workplace) (Amendment) Regulations 1999. An explicit duty is placed upon employers, occupiers and owners of all buildings and premises to provide suitable and sufficient fire precautions, and this applies equally to the premises and buildings in the nominated site. Whilst the principles of the legislation mainly apply to premises in which persons are employed, the requirements to provide those fire precautions also impact upon places of assembly and entertainment, hotels and boarding houses and rail/transportation termini. In addition, the Service also provides free-of-charge fire safety checks and smoke alarms for all dwellings throughout the City, including the nominated site.

"...a prodigious fire occurred at Liverpool: the Goree, a vast pile of Warehouses close to one of the docks, was burned to the ground. The huge edifice, eight or nine stories high, and laden with the most combustible goods,- many thousand bales of cotton, wheat and oats in thousands of quarters, tar, turpentine, rum, gunpowder, etc continued through many hours of darkness to feed this tremendous fire. To aggravate the calamity, it blew a regular gale of wind inland,- that is to the east; and all the way down to Warrington, eighteen miles distant to the eastward, the whole air was illuminated by flakes of cotton, often saturated with rum, and by what seemed absolute worlds of blazing sparks, that lighted up the upper chambers of the air."

Thomas de Quincy The Confessions of an English Opium Eater 1821

Overall there is a high standard of level of compliance with the legislative requirements that impact upon premises and businesses. In regard to dwellings, the Service has set itself the objective to ensure that the offer of a safety check and smoke alarm be received by occupiers of all dwellings within the five-year period ending 2004.

### Firefighting

The Service currently provides fire engines, fully staffed, 24 hours every day, at three fire stations within or near to the proposed site. The Service is required to deliver at least one fire engine to any premises within the nominated site within five minutes of the request for assistance and two engines within eight minutes. The service is fully equipped and staffed by trained professional firefighters to meet the needs of any incident of fire. Additional resources can be summoned from other locations within the Authority's control to support the attending crews and staff if required.

### Special Services

In addition to providing firefighting resources, the Service also deals with non-fire incidents described as Special Services. The same level of resources and response are utilised whenever lives are at risk or humanitarian service or general assistance is needed. Examples can include road traffic accidents, rail incidents, lift rescues, persons locked out or any situation that may disrupt or cause harm to an individual or the community.

### Vehicle Impact Damage

Some of the streets within the nominated site are heavily used by vehicular traffic of all types and most of the other streets are used by vehicles to some extent. The City Centre Movement Strategy will reduce the penetration of vehicles into the City Centre, but some routes will remain heavily trafficked, as servicing and access needs for the buildings in the city centre must continue to be met. Also, in considering the risk of vehicle impact, there may be a new marginal 'risk' presented by the proposed Merseytram, but there is likely to be less of a risk to buildings than with buses. Nevertheless, there is some danger of vehicle impact with the buildings and the rest of the furniture and fabric of the nominated site. Even with improvements to the City Centre transportation system, and the expected reduction in accidents that will result, it must be anticipated that some vehicle impacts will continue to occur.

For the main part, the buildings that are the basis of the site are substantial and very solid buildings. Also, the highway framework for the site is constructed to a generally rectangular street system in which the streets are straight, interspersed with right-angular junctions, and the whole is subject to a 30mph speed limit. There is little opportunity for vehicles to build up speed and there is little opportunity for them to suffer incidents that would cause them to leave the road at high speed. There is, for example, no fast bend, no high-speed road, no unexpected height or width restrictions (with the exception of the modern pedestrian bridge across the Strand at Brunswick Street). There are no excessive gradients and there is no significant history of repeated damage to buildings by vehicle impact. There is not therefore considered to be a significant threat to the buildings of the WHS from vehicle impact.

It is assumed that the proposed Merseytram will be constructed to standards appropriate for rail, will operate at low speeds within the central area and will be driven by well-trained and competent drivers.

There is also a possibility of damage to street furniture (such as bollards, signs etc) or superficial damage to its buildings (windows, doors etc) but the conclusion is that it is unlikely that any vehicle impact could severely damage any of the buildings to the extent that their integrity is put at risk. One possible exception that requires consideration is the Bascule Bridge at Stanley Dock. Here the metal structure of the bridge coincides with a reduction in the width available for vehicles in a location where exceptional vehicles might be expected.

### 5 d) Visitor/ Tourism Pressures

Liverpool is a robust urban environment and a major city with significant carrying capacity for visitors. It has also suffered a well-documented loss in population and, consequently, does not have a problem with lack of space to accommodate visitors.

Liverpool's transport infrastructure and access from the rest of the country is relatively good (See Section 5.d) and so there is capacity for the arrival and departure of a significant increase of visitors.

Liverpool has four forms of transport dedicated for tourism use: the Mersey Ferries, the Duck Tours, the Magical Mystery Tour and the City Centre Bus Tour.

There are well-advanced plans for additions to this infrastructure including a tram with a city centre loop.

Events are regularly held in the City Centre and the waterfront, attracting in excess of 250,000 people on a single day and so there is capacity for huge numbers of people on a more frequent basis.

# 5 e) Number of Inhabitants within the Property and Buffer Zone

The total population of the nominated site is estimated to be 1,139, based on statistics taken from 2001 mid year estimated from the office of national statistics.

The total population of the nominated site and the buffer zone is estimated to be 6,689

### 5 f) Transport Pressures

The main transport issues affecting the nominated site are considered to be:

- ♦ Access to the site
- ◆ Traffic and congestion
- ◆ Pedestrian/vehicle conflict
- Car and bus parking
- ♦ Signs and street furniture
- Proposed changes in City Centre transportation -Merseytram and the City Centre Movement Strategy

#### Access to the site

The nominated site enjoys good access by all modes of transport. Lime Street Station, Liverpool's main rail terminus, is located at the east end of the site and has services to most other parts of the country. The Merseyrail electric rail network offers frequent and regular connections with the north and south of Merseyside on the Northern Line and with the Wirral and Chester on the Wirral Line. It has stations in or close to the site at James St, Moorfields and Ranelagh Street (Central Station) as well as Lime Street Station.

National bus services are available through a bus station a short distance east of the site at Norton Street/Islington. Local services are available through main bus stations within or close to the site at Queens Square and Paradise Street, and through frequent on-street bus stops. A City Centre Link Bus provides a service that connects most parts of the nominated site with each other and with other parts of the City Centre including its main public transport outlets. Tourist buses also work a number of routes that include parts of the nominated site.

A regular bus service also serves the City's John Lennon Airport, some 10km south of the City Centre.

The City Centre is well serviced by taxis, both private hire and Hackney cabs. Liverpool has a higher than average ratio of taxis per population.

There is a defined network of cycle routes in and around the City Centre, but the components are at different stages of development. A "Millennium" cycle route alongside the River Mersey is well defined and well used and links the Albert Dock with the City's southern suburbs. A second part of the "Millennium" cycle route, linking the Albert Dock to the cathedrals, and passing through Duke Street is also complete, but others are, at present, less well established.

The city has good links to the national road network, through the M62, M53, M57 and the M58. However, access to and from the M62 is through an unattractive and

congested route - Hall Lane, Edge Lane and Edge Lane Drive (outside the nominated site). A current study is examining options for improving this link.

Although most of the site is in or close to the City Centre, access by road is generally reasonably fluent, except during morning and evening peak when some short delays may occur.

The northern part of the site, around the Stanley Dock, is the exception to the generally satisfactory access facilities. It lies outside of, and does not have the flexibility of access enjoyed by, the central areas. The nearest railway station to Stanley Dock, Sandhills Station on Merseyrail's Northern Line, is about a kilometre away, but it is only 400 metres from the northern end of the Dock Wall. However, Stanley Dock is convenient for bus connections to and from the City Centre.

### **Traffic and Congestion**

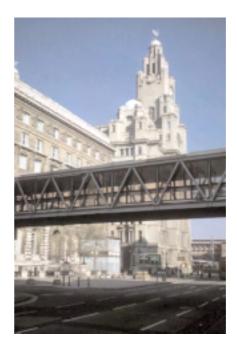
The site lies within and close to a major city centre. It is therefore inevitably subject to pressure from vehicular traffic even though Liverpool is not as acutely congested as most large British cities. The commuting morning and evening peak hours are relatively short but noticeable, and the highway network remains heavily trafficked throughout the working day.

### Pedestrian/ Vehicle conflict and severance.

There are a number of roads in the nominated site where traffic significantly interferes with the enjoyment of the site by pedestrians. However, many parts of the site have, from early days, been busy locations that have generated vehicular and pedestrian trips for many purposes and in many forms. They remain so in the present, although the nature of the businesses and the methods of transportation have changed.

Enjoyment of the more central parts of the nominated site is impeded by conflict with vehicular traffic. The streets where this is most prevalent are the routes that carry through traffic across the City Centre. Amongst these are Dale Street, Water Street, Tithebarn Street, Lime Street and the Strand. Many other streets, including Castle Street and Duke Street, play a significant role in the circulation of traffic within the area and in providing service and access to the buildings, although they do not function as main through routes. In some streets, particularly Crosshall Street and James Street, bus traffic dominates or has a prominent role. Heavy goods vehicles are also present although not in the number that makes them a particular issue.

The nature of the conflict is two-fold and all the streets shared by traffic and pedestrians illustrate both forms to some extent. In streets such as Castle Street and Water Street the main pattern of pedestrian movement is along the street on the footways, parallel with the vehicle movement. The main issues here are those of interference with the enjoyment and comfort of pedestrians, as well as their safety. With few exceptions, the footways are adequate in width, in terms of their capacity to carry pedestrians.



On other streets, notably The Strand and Lime Street, the main "desire lines" for pedestrians are across the route, where safety becomes the dominant issue. However, safety is not the only issue and severance or lack of connectivity is also an important factor. Many key crossing points have facilities for pedestrians to cross the traffic, although these often involve detour and/or delay. Notable in respect of its impact upon crossing pedestrians is The Strand, where the road forms a wide corridor between the river and the central areas of the city. The pedestrian bridge linking Beetham Plaza with the western part of Brunswick Street partially overcomes the problem, but it is not convenient for all desire lines and is an unsightly structure, which spoils the appearance of the area and the setting of the buildings. Lime Street, between the station and St George's Hall, has a similar impact on the eastern periphery of the site, although the pedestrian subway offers an unattractive alternative route, which is unsatisfactory in that its users cannot take advantage of the impressive views of the location.

Three large parts of the nominated site are traffic free, or nearly so. The cultural quarter around St George's Hall and the buildings on William Brown Street have very limited access for vehicles, but the "island" that they form has poor pedestrian connections with the areas around it. The Albert Dock complex is traffic free apart from service vehicles and one access route and this can surprise pedestrians strolling around the site. The Cavern Walks precinct around Mathew Street also has restricted vehicle access.

The northern docks site is based on the dock wall, which runs alongside the road that served the docks. At current levels of traffic and pedestrian usage this does not present any noticeable difficulties. However, the potential of the Stanley Dock area to attract visitors to both sides of the

road will require issues of pedestrian/vehicle conflict to be addressed. This conflict is most likely to occur at the location where the bascule bridge, an important visual and historical feature of the site, reduces the width of the highway for traffic and pedestrians.

### Car and bus parking

Substantial off-street car parks are available to serve all central parts of the nominated site. Several of these are purpose-built multi-storey car parks, most of which lie just outside of the site. The major car parks at surface level within the site are at Mann Island, behind the Municipal Office off Victoria Street, around Manchester Street and at Canning Place. Further major surface car parks lie just outside of the site in King's Dock, Princes Dock and Pall Mall. The multi-storey car park in the nominated site is on Duke Street. Further multi-storey car parks lie just outside the site on New Quay, Whitechapel and South John Street.

The particularly large (c3000 spaces) facility at King's Dock is the signed car park for the Albert Dock complex and offers free parking for visitors arriving after the morning commuter peak.

Most of the surface-level car parks mentioned above are on potential development sites and the need for replacement car parking facilities will be a consideration in determining any proposal that may be put forward.

Many private car park spaces are available, attached to premises within the central area although these are usually of relatively small size. There are also many locations, throughout the central area, where on street car parking is permitted, although the whole area is a controlled parking zone, where charges limit on-street use to short term parking. These smaller car parking facilities can be intrusive, as for example is the extensive car parking, on- and offstreet, around the Three Graces and on the Pier Head. The City Council introduced Decriminalised Parking Control in July 2002 throughout the City. This gives the City Council the ability to target and improve the enforcement of on-street parking and to reduce the number of vehicles parking on street.

The total level of car parking within and around the site, for visitors to the nominated site and elsewhere in the City Centre, and for other purposes, is more than sufficient at the present time. However, as noted above, large components of the current stock of car parking, and particularly of the stock that serves the site, may be affected by development. The level of car parking to be provided with the developments, and with other relevant nearby developments, is yet to be determined.

The City Centre Car Parking Strategy is currently in preparation.

There are no major bus depots or stations within the nominated site. However, there are a number of locations within the site where buses 'layover' for a period between duties. At some of these sites, and notably at the one on Mann Island, the buses are considered a visual intrusion, but such facilities are necessary within the city centre to assist with managing the undulating levels of bus traffic.

### Signs and other transport street furniture

The site is in or around a busy city centre, where signage and street furniture provided in connection with transport (eg traffic signals, pedestrian guard railing) inevitably proliferate. It has often been provided and changed piecemeal and changed locally in response to local circumstances. In consequence there is clear scope for a reduction in the numbers of signs through more careful design of signs, both when they are considered as part of a system and at individual locations.

In many cases, the signage could be more effective in communicating its message. For example, the signing to car parks is not comprehensive and this leads to increased circulation of vehicles seeking spaces. A dynamic signing system would improve the efficiency of the major car parks, reducing excessive traffic circulation.

Although a comprehensive and generally coherent system of pedestrian signage is installed this too requires improvement, particularly in identifying connections between different transport modes.

# Proposed changes in City Centre transportation – The City Centre Movement Strategy and Merseytram.

A period of major change in the appearance and operation of the transportation system for the whole city centre is to take place over the coming few years, with the implementation of the City Centre Movement Strategy and the proposed introduction of the Merseytram. In one sense, the level of change that these two initiatives will bring might be considered as a source of pressure upon the site. However, in practice, they should address the several transport issues that have already been considered and provide a much improved and sympathetic transport environment for the site.

A fuller evaluation of the contribution of the two initiatives will be considered in the Management Plan, but an introduction is provided for this document below.

The City Centre Movement Strategy has been prepared by the City Council in partnership with Merseytravel and Liverpool Vision. The Strategy has the following objectives:

- To improve accessibility to the city centre to aid economic regeneration and to provide access for all.
- ◆ To create a people-friendly city centre that is safe, clean and attractive for work, shopping, business, tourism and leisure.

- To make best use of the city centre's key transport assets – the Merseyrail stations, bus facilities, ferries and major car parks.
- ◆ To support the improvement of the city centre's architecture and townscape.
- To ensure that the measures can be funded and implemented.

The Strategy deals with all aspects of transportation and with all modes. It will result in major changes to many of the city centre streets and in some change to most of the others. In the context of the World Heritage Site nomination, perhaps three key elements of the Strategy can be emphasised at this stage – these and others will be described in greater detail in the Management Plan.

- The Strategy incorporates the sections of Merseytram
  in the city centre. These pass through several of the
  important streets within the site, including Dale Street,
  Water Street and William Brown Street. However, it is
  considered an opportunity for the site rather than a
  threat, although clearly there must be aspects of the
  tram proposals that will require very careful design in
  such a sensitive area.
- 2. A key element of the Strategy is the removal of through-traffic from some of the key streets in the site. Notable amongst these are Dale Street, Water Street and Castle Street (part of which is to be pedestrianised). In order to achieve this, the concrete Churchill Fly-over, that detracts from the setting of the William Brown Street group of buildings and which introduces heavy through-traffic into Dale Street, is to be removed.
- 3. The purpose of removing the through traffic is to render the parts of the city centre that are in the nominated site much more attractive and sympathetic to pedestrians. A Pedestrian Priority Area is to be created, the first phase of which is based on the eastwest parallels of Dale Street and Victoria Street, between the Lime Street Station area and the Strand.

# 6. Monitoring



The Liverpool Landing Stage (1893) William F. Preston © NMGM

"The master tried to explain the matter; but was really half dead with fatigue, and all I could make out, amongst her scolding, was a tale of his seeing it starving, and houseless, and as good as dumb in the streets of Liverpool where he picked it up and enquired for its owner- Not a soul knew to whom it belonged, he said, and his money and time, both being limited, he thought it better to take it home with him, at once, than run into vain expenses there; because he was determined he would not leave it as he found it... This was Heathcliff's first introduction to the family..."

Emily Bronte Wuthering Heights 1847



### 6 a) Key Indicators for Measuring the State of Conservation

he nominated site in Liverpool comprises a massive area of diverse buildings, monuments, cultural landscapes and collections, and these need to be monitored in a variety of ways. Some aspects of the heritage assets have been the subject of assessment and survey as described in Sections 3 a) and 3 c) of his document. Further information is held in the form of records held by the Local Records Office, the Sites and Monuments Record, the National Monuments Record Centre, English Heritage, the NMGM and Liverpool City Council. These take the form of archives, files, photographs, measured drawings, site management databases, record databases, designations, listed building records and conservation area appraisals. These sources of information could all form a baseline against which change can be monitored, but some of them will need to be put into appropriate formats in the course of preparing the Management Plan.

Periodic monitoring is derived from Article 29 of the World Heritage Convention and will involve the Department for Culture, Media and Sport in reporting to the World Heritage Committee on the state of conservation of the United Kingdom's World Heritage Sites. The objectives of periodic reporting are to assess the overall application of the World Heritage Convention by the British Government and to assess whether the World Heritage values, for which individual sites are inscribed, are maintained. For those organisations and individuals responsible for the conservation of the heritage assets in the nominated site in Liverpool, there is in any event an objective to undertake periodic monitoring to assess whether the policies and arrangements to secure the proper preservation of the heritage assets are effective and efficient.

In order to discharge the responsibilities imposed by the World Heritage Committee and to meet the local requirement for monitoring, the periodic monitoring will focus on progress with:

- 1. Identification of the heritage assets
- 2. Protection of the heritage assets
- 3. Conservation of the heritage assets
- 4. Presentation of the heritage assets
- 5. Education in respect of the heritage assets

Targets will be set through the Management Plan to monitor progress in each of the above-named stages.

### 1. Monitoring Identification

### Progress with Identification will be assessed:

- ◆ By a formal review of the boundary of the nominated site. A part of the site may be so damaged by one of a number of events, such as fire, that it is no longer regarded as being of outstanding universal value and should be excluded from the site. Alternatively, new research, such as that being undertaken as part of the Historic Environment of Liverpool Project or further archaeological investigations, may lead to the importance of a building or site adjacent to the nominated site being reconsidered as having outstanding universal value and needing to be included in the site. It is therefore proposed that the boundary of the nominated site be reviewed every six years, but earlier reviews may be triggered by major events.
- By a formal review of the Buffer Zone. Similarly, intermediate events, further research or experience of managing the site may inform the reconsideration of the Buffer Zone, and this should also be reviewed every six years, but earlier reviews may be triggered by major events.

### 2. Monitoring Protection

### Progress with Protection will assessed:

- ◆ By a review of the number of listed buildings within the nominated site. The baseline figures for listed buildings of Grades I, II\* and II is known and any change from that baseline through de-listing, demolition, spot-listing or comprehensive review will indicate progress with the protection of individual buildings. As part of the Historic Environment of Liverpool Project, the listed buildings in Liverpool are being reviewed on a thematic basis and this should result in some changes to the number and grade of listed buildings.
- By a review of the conservation areas in the nominated site. The whole of the site is protected by conservation area status but Liverpool City Council has a statutory duty to review its conservation areas from time to time.

The policy framework related to those conservation areas and optional additional controls such as Article 4 Directions will also need to be reviewed and any changes tracked over time. In assessing policy frameworks for protection, the key documents will be contained in the Liverpool Unitary Development Plan, which is currently under review.

- By the adoption of Supplementary Planning Guidance for the nominated site. There is at present no specific Supplementary Planning Guidance for World Heritage Site issues, but if such guidance were produced and subjected to adequate public consultation, it could be adopted and give more certainty to all parties on the acceptable forms of development in the site and the Buffer Zone.
- By a review of the archaeological sites within the nominated site. At present there are no Scheduled Ancient Monuments within the site, but in a settlement that is at least 800 years old it is hard to believe that there are no sites that do not meet the criteria for being scheduled as an ancient monument, despite successive redevelopments. The Monuments Protection Programme is a thematic review of the current archaeological resource in England as a basis for selecting sites of candidates for statutory protection. The Merseyside Sites and Monuments Record keeps data on sites of archaeological interest within the nominated site, and this data informs archaeological responses to development proposals within the development control process. The baseline number of sites of archaeological interest within the nominated site, any changes to it and the number of planning applications which receive an archaeological input, will give an indication of progress with protection of the archaeological resource.

### 3. Monitoring Conservation

### Progress with monitoring Conservation will be assessed:

- By updating the Buildings At Risk Registers. English Heritage maintains a Buildings At Risk Register for Grade I and II\* listed buildings (and scheduled ancient monuments) to promote concerted action and as a framework for determining funding priorities. Liverpool City Council maintains a Buildings At Risk Register for all listed buildings within the city, for the same reasons. Both registers are regularly revised following rapid surveys. The baseline registers and any changes to them will give a good indication of progress with the conservation of buildings.
- By reviewing detailed surveys of specific buildings. It is good estates management practice to undertake regular condition surveys of buildings. For example, churches belonging to the Church of England, such as St.

- Nicholas's Church on Chapel Street, undertake quinquennial surveys, and these are valuable in identifying deterioration of buildings. Analyses of known condition surveys will inform progress with the conservation of buildings. The Management Plan will promote the carrying out of regular condition surveys on more buildings.
- ◆ By reviewing the number of Conservation Plans and their effectiveness. There are at present Conservation Plans for St. George's Hall, NMGM's buildings on William Brown Street and the Bluecoat Arts Centre. Such Conservation Plans identify how the proper conservation and maintenance of the buildings will be achieved. The review of the effectiveness of existing Conservation Plans will inform progress with the progress in the conservation of those specific buildings. The Management Plan will encourage the production of Conservation Plans for more buildings and a review of the number of Conservation Plans will also inform progress with the conservation of buildings in the nominated site.
- ♦ By reviewing Conservation Area Appraisals.

  Conservation Area Appraisals are in various stages of production for all of the Conservation Areas in the nominated site. They provide a robust subjective assessment of the state of conservation of the conservation areas and the character of them. Regular reviews of the Appraisals will give an indication of progress with the conservation of conservation areas. They will be particularly useful in assessing the overall impact of improvement to surfaces, street-works and general public realm works.
- By reviewing the extent of public realm works. Massive public realm works have recently been carried out in the Ropewalks Area and on Old Hall Street and there are proposals in hand to carry out further major works between Lime Street and the river. Reviews of the money spent and the square footage improved will provide a quantitative indication of progress with the conservation of the public realm.
- By reviewing the level of grant-aid and levered-in funds. Various sources of grant aid are, and will be, available to assist in the cost of the conservation of buildings and areas. Reviews of the resources devoted to physical conservation, both in grant-aid and in the value of levered-in funds from owners will provide another measure for the progress made towards the conservation of the site.
- By reviewing the effectiveness and quality of development control decisions. The quality of decisions made in determining planning applications can have a dramatic impact on the conservation and appearance of the nominated site. It is relatively easy to measure the

number of decisions but more difficult to measure the quality of decisions. Nevertheless, the Management Plan should attempt to devise some kind of scoring system to measure quality as well as quantity, and this should then give some measure of progress with conservation of the site.

- By reviewing the impact of transportation factors. The high volume of traffic through some parts of the site has a negative impact upon the conservation of the site, in terms of causing physical damage and impairing appreciation of the buildings. A review of the number of vehicles using specific streets would provide a measure of whether the situation is improving or deteriorating.
- By a review of the number of monuments/public art that are treated. There are a large number of monuments and public art in the nominated site and many of them are in need of repair and/or restoration works. A review of the number of such monuments that are properly treated would give a measure of progress towards their conservation.

### 4. Monitoring Presentation

It will not be straightforward to effectively monitor this particular factor because many aspects of it are subjective and intangible, but attempts to monitor progress with Presentation can be made:

- By a review of the number of facilities open to the public.
- By a review of the number of visitors attracted to the facilities in nominated site.
- By carrying out surveys of visitor satisfaction with the facilities at the site.
- By carrying out a survey of the number and quality of interpretive publications, interpretation boards, websites and audio-visual material.

### 5. Monitoring Education and Training

This is another difficult factor to effectively monitor, but the Management Plan will need to consider how best this can be done. Any such monitoring should include:

- A review of the number of organised educational visits made to the site by schools and colleges.
- A review of direct training provision for training in conservation and tourism skills at colleges in the vicinity of the nominated site.

# b) Administrative Arrangements for Monitoring the Property

The basis for most of the effective monitoring of the nominated site is already in place through the established records and practices of the authorities and agencies of the Liverpool World Heritage Site Bid Core Steering Group. In particular Liverpool City Council and English Heritage have statutory and discretionary powers in respect of building conservation in its widest sense. Through the work of the World Heritage Officer, whom they jointly fund, they can play a co-ordinating role in the collection and collation of the necessary information. The Management Plan, the Core Steering Group and the World Heritage Officer can ensure that any gaps in the administrative arrangements for effectively and regularly monitoring the site are filled.

# c) Results of Previous Reporting Exercises

There have been no previous reporting exercises specifically for World Heritage Site monitoring, as the site is only now seeking nomination, but extensive records are maintained by Liverpool City Council, English Heritage, the National Monuments Record Centre, the Local Records Office, Merseyside Sites and Monuments Record, NMGM and others. These are available to form a baseline and for comparisons to be made with future surveys. This should then enable the effectiveness of conservation to be measured.

The basis for the future good management of the site is in place. In particular, the arrangements for securing the conservation of its buildings, monuments and cultural landscape of outstanding universal value are in place, together with a balanced approach to ensuring they have sustainable economic uses. The future of Liverpool - Maritime Mercantile City is in conservation through regeneration.

# 7. Documentation



Aerial view of Liverpool 1859 John Isaac Courtesy LRO

"This was my thought as I walked the dock-quays at Liverpool, keeping watch on poor Mercantile Jack"

"We began by diving into the obscurest streets and lanes of the port. Suddenly pausing in a flow of cheerful discourse, before a dead wall apparently ten miles long, Mr Superintendent struck upon the ground, and the wall opened and shot out, with military salute of hand to temple, two policemen- not in the least themselves. Not in the least surprising Mr Superintendent."

Charles Dickens The Uncommercial Traveller 1860



## 7 a) Photographs, slides etc.

- ◆ Aerial Photograph of Nominated Site
- CDs with digital photographs of all main buildings in the nominated site taken in 2002 by English Heritage/National Monuments Record
- Set of colour slides of contemporary photographs in the Nomination Document
- ◆ Video to support Liverpool's Bid for European Capital of Culture 2008 "Liverpool –the world in one city"

### 7 b) Documents

### Strategic Plans

Regional Economic Strategy North West Development Agency's "A Strategy Towards 2020"

### Action Plan for the City Region

Summary of The Mersey Partnership's "Action Plan for the City Region 2002-2005"

### Liverpool Unitary Development Plan (UDP)

Liverpool City Council's modified Deposit Draft of the Liverpool Unitary Development Plan (November 2000)

### Extracts from Merseyside Local Transport Plan 2001/2-2005/6

The Merseyside Local Transport Plan 2001/2-2005/6 City Centre Movement Strategy

### Strategic Regeneration Framework July 2000

Liverpool Vision's "Strategic Regeneration Framework"

### Liverpool City Centre Integrated Development Plan

Liverpool Vision's "Liverpool City Centre Integrated Development Plan"

### Extracts from Master Plans

The Pier Head Master Plan (2002) Paradise Street Development Area Master Plan (2001) Princes Dock Master Plan (Revised 2002)

### Strategies

Liverpool City Council's Draft Heritage Strategy Liverpool City Council's The Cultural Strategy For Liverpool

### Mersey Waterfront Regional Park

Commencement Business Plan 2002 Introductory Leaflet 2002

### Property Management Plans

Conservation Plan for Liverpool Museum, Walker Art Gallery, County Sessions House and Mountford Building Conservation Plan and Business Plan for St George's Hall Conservation Plan

Conservation Plan for Bluecoat Chambers

Conservation Area Management Plan for Liverpool Ropewalks

Castle Street Heritage Economic Regeneration Scheme Action Plan

Liverpool World Heritage Site/ Buildings at Risk Townscape Heritage Initiative

### Guide/Book

Liverpool's Official Guide 2002 – "Liverpool -the world in one city" Liverpool: The First 1,000 Years McIntyre-Brown A. and Woodland G.

### Bid for European Capital of Culture 2008

Summary of Bid Leaflet Extract from Main Bid

### Conservation Area Appraisals

Albert Dock Conservation Area Appraisal- draft Castle Street Conservation Area Appraisal- draft Duke Street Conservation Area Appraisal- draft

### Guidance

Liverpool Urban Design and Development Guide -Consultation Draft

### Project

Leaflet and postcards for "Historic Environment of Liverpool Project"

Research Study for English Heritage 2002 "Attitudes towards the Heritage in Liverpool"

### Studies

Buildings At Risk -Priority Buildings Audit by Area

### Map

Map showing Nominated World Heritage Site Boundary, Listed Buildings and Conservation Areas. Scale 1: 5,000

# 7 c) Select Bibliography

There is extensive published and archival material relating to the nominated site and it is not feasible to provide a comprehensive list. However, significant reference has been made to the following select bibliography:

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### 7 d) Addresses where inventories, records and archives are held.

Local Records Office(LRO), 4th Floor, Liverpool Central Library, Willia

4th Floor, Liverpool Central Library, William Brown Street, Liverpool L3 8EW. Tel: 0151 233 5817

Merseyside Sites and Monuments Record, Great Western Railway Building, Merseyside Maritime Museum, Albert Dock, Liverpool L3 1DG. Tel 015 478 4258

English Heritage, Canada House, 3 Chepstow Street, Manchester M1 5JF. Tel: 0161 242 1400

English Heritage, Fortress House, 23 Savile Row, London W1X 2HE. Tel: 0207 973 3000

English Heritage, National Monuments Record Centre, Great Western Village, Kemble Drive, Swindon SN2 2GZ. Liverpool Museum, NMGM, William Brown Street, Liverpool. Tel: 0151 207 0001

Maritime Archives and Library, NMGM 2nd Floor, Merseyside Maritime Museum, Albert Dock, Pier head, Liverpool L3 4AQ. Tel: 0151 478 4424

Museum of Liverpool Life, NMGM, Albert Dock, Liverpool. Tel: 0151 207 0001

Planning and Building Control, Regeneration, Liverpool City Council, Millennium House, 60, Victoria Street, Liverpool L1 6JF. Tel: 0151 233 3000

Liverpool Architecture And Design Trust, 45, Jordan Street, Liverpool. Tel: 0151 233 2003

### Authorisation

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Place	Place Date Signature and Title or Fur	ıction

# 8. Signature



Detail of stained glass window in St Nicholas's Church © English Heritage

"...Liverpool, that splendid mart, Imperial London's counterpart, Where wand'ring Mersey's rapid streams Rival the honours of the Thames, And bear, on each returning tide, Whate'er by commerce is supplied, Whate'er the winds can hurry o'er From ev'ry clime and distant shore."

William Combe The Tour of Dr Syntax in Search of the Picturesque 1809



# Signature on behalf of State Party

Full Name:

Title: Secretary of State for Culture, Media and Sport

Date:

### Acknowledgements

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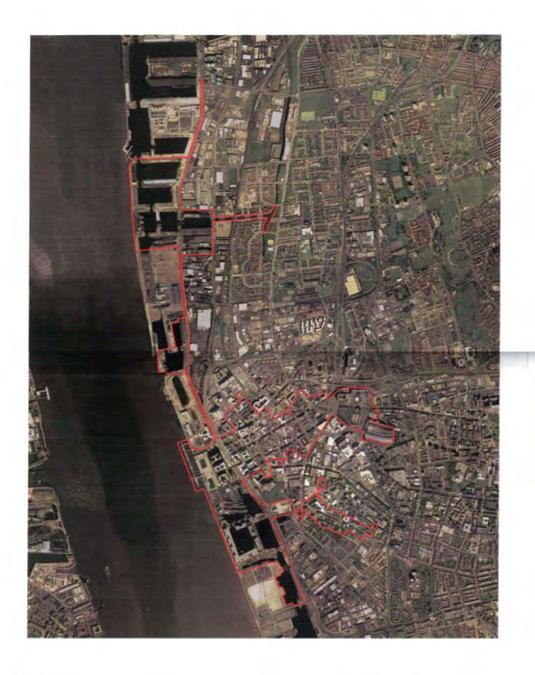
The primary local contact for any issues relating to Liverpool's World Heritage Site nomination is:

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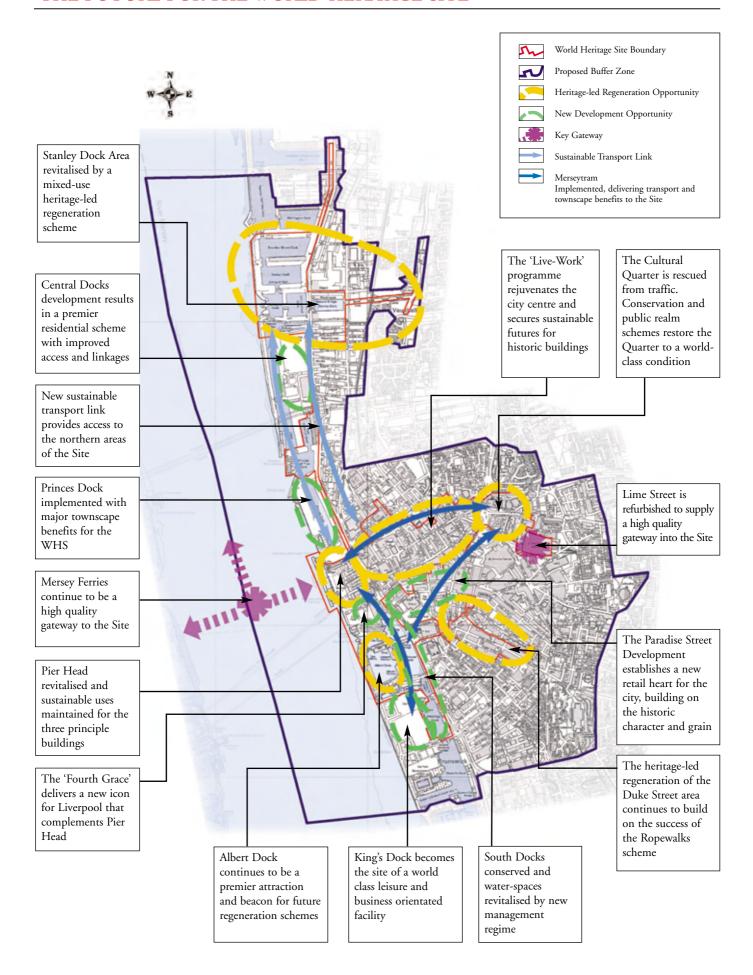




# Management Plan

December 2003







his Management Plan for Liverpool's nominated World Heritage Site was commissioned by Liverpool City Council in 2002 on behalf of its partner organizations. It was drafted by Chris Blandford Associates and, following a thorough consultation process, it has been amended by Liverpool City Council. The Management Plan was approved by the World Heritage Site Steering Group and Liverpool City Council in November 2003. It has been submitted to the International Council on Monuments and Sites (ICOMOS) and UNESCO's World Heritage Committee as evidence of governmental commitment to Liverpool's nomination and represents a consensus on the future conservation and management of the Nominated Site.

Any comments or queries on local issues relating to the Management Plan should be made to:

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Or

john.hinchliffe@liverpool.gov.uk

Tel: 0151 233 5367 Fax: 0151 233 4290

The Management Plan was designed by Marketing Services, Liverpool City Council © December 2003.



The production of the Management Plan was financed by the Northwest Development Agency.

### Foreword by the Secretary of State

am delighted to present this Management Plan for the Liverpool Commercial Centre and Waterfront World Heritage Site.

Liverpool's commercial port is an outstanding example of Britain's global influence from the 18th century to the early 20th century and the vital role it played in achieving that global significance. The site includes surviving historic docks, monumental dockside warehouses and many other important dock structures such as the dock security walls. The port also contains one of the finest, and most complete, Victorian commercial districts in Britain and the stunning trio of buildings at the Pier Head form one of the most dramatic and recognisable waterfronts in the world.

The Government is accountable to UNESCO and the wider international community for the future conservation and presentation of this important site. It is a responsibility we take seriously.

This Management Plan has been developed in close co-operation with the organizations responsible for the day-to-day care of the Site, together with the local community and others with a special interest in it. The Plan aims to ensure that the conservation and management of the Site is undertaken in a sensitive and appropriate manner. It also seeks to ensure an appropriate and equitable balance between conservation, sustainability and development, so that the site can continue to contribute to the social and economic development of the local community. In addition, it highlights the key issues affecting the Site both now and in the future, and outlines how these will be addressed.

I am extremely grateful to the many bodies and individuals who have worked so hard to produce this Plan, in particular the constituent members of the Liverpool Steering Group. I feel sure that this document will prove to be an invaluable management tool to all those involved in the ongoing conservation and presentation of this very special place.



**The Rt Hon Tessa Jowell MP**Secretary of State for Culture, Media and Sport

Tosh Jum.

## Preface by Councillor Mike Storey

s Leader of Liverpool City Council, I am delighted that we have prepared this Management Plan on behalf of all of our partners and that it has achieved such an overwhelming level of support, not only in the public agencies, but also in the business community. I hope that it will become a key document for the planning of the city, and be viewed alongside the Unitary Development Plan, the Strategic Regeneration Framework, Liverpool First and the Local Transport Plan. I am grateful to the Northwest Development Agency for providing the funding for its production.

As Liverpool celebrates its success in being named European Capital of Culture in 2008 and looks forward to its 800th anniversary in 2007, its historic importance as "the supreme example of a commercial port" is central to its identity and its future. We have set out to make Liverpool once more a premier European City, and this Management Plan will help us to achieve that aim.

Quite rightly, UNESCO will not now add properties to the World Heritage List unless adequate mechanisms are in place for the conservation and management of those properties. Liverpool's nominated site already has adequate powers to ensure its conservation, through the Conservation Areas that cover the whole of the site, and the high proportion of Listed Buildings. English Heritage's involvement in Liverpool through casework and the Historic Environment of Liverpool Project provides further reassurance that conservation in its widest sense will always be given a high priority. I am personally committed to promoting the proper care and maintenance of this great seaport's unique built heritage. I am determined that no more of its best historic buildings or structures will be lost through neglect. Conservation and innovation will be combined as never before to make Liverpool an exemplary demonstration of sustainable development and heritage-led regeneration.

This Management Plan now provides the framework for the proper management of the site. It brings together all agencies, owners and interested parties and will ensure that they accept their responsibility to care for the Site on behalf of the international community. The production of this Management Plan is only the start of effective management of the site, as the hard task is now to implement the Plan. A glance at the Action Plan demonstrates that the management of this historic city is an ongoing task. Much more work is still required to aid a full understanding of the site, to improve its interpretation, to provide further guidance to developers, to remove ugly buildings, to develop vacant sites, etc.. The Management Plan contains many ambitious aspirations and identifies the additional work that is required to meet them. Liverpool City Council is committed to honouring its obligations in "the Liverpool Way."

Many proposals for major development schemes in and around the site are emerging, but the Management Plan does not seek to resist the principle of new development. It recognises that Liverpool is a dynamic living city with a tradition of innovation and a continuity of change. The Plan promotes appropriate new development as being essential to the regeneration of the city and accepts that, in general, its design should express the spirit of the day. However, it also requires that the design of infill buildings should take into consideration their historic context and the special significance of the site. The recent Liverpool Urban Design Guide provides helpful guidance on the application of established urban design principles in Liverpool and the forthcoming Tall Buildings Policy will provide further guidance on this key issue.

Liverpool's cultural heritage is a priceless and irreplaceable asset. I salute this Management Plan as the means of ensuring that it endures for the benefit of all.



**Councillor Mike Storey** CBE, Leader of Liverpool City Council

Mire Story

# Introduction By Sir Neil Cossons, Chairman of English Heritage

or those who have lived and worked in Liverpool – and I am proud to count myself amongst them – is it difficult to avoid being captivated by the city and in particular its townscape. In the 19th century Liverpool entered confidently on to the stage of world history. The story of its rise to world importance can be read in its extraordinary assemblage of streets, buildings and spaces. Walk through the docks, along the Pier Head, and through the warehouses district. Walk through the commercial centre around Castle Street, or amongst the great cultural buildings on William Brown Street. Each offers powerful reminders of Liverpool's rise to world prominence and how the world in turn brought its influence to bear on the city.

This unique legacy is a reflection of the city's economic power and international stature and the civic pride that it engendered. But, in the 20th century this confidence declined as the world changed and the city, in common with many others, went through great economic and social upheavals. However, as the city approaches the 800th anniversary of its Charter in 2007 and prepares to be the European Capital of Culture in 2008, so it is undergoing a remarkable renaissance. I am pleased to say that the bid for World Heritage status forms a crucial part of the city's move back on to that international stage.

To support the World Heritage bid, Liverpool City Council and its partners have prepared two documents. The first of these, the WHS Nomination Document, identifies the proposed boundaries for the proposed World Heritage Site and sets out the justification for why Liverpool should be considered of universal significance for world history.

The current document, the WHS Management Plan, describes how the historic elements within the proposed World Heritage Site will be conserved and managed. This will ensure that the city's importance to world history is not lost and that as many people as possible can understand and share the city's outstanding historic environment.

The preparation and implementation of a management plan in a major urban area is a challenging task. There is an overwhelming need to ensure a dynamic yet secure base for the city's economy. This will mean that historic buildings do not lie empty and that funds are available for their upkeep and repair. Whilst some buildings may be used for cultural activities and tourism, by far the majority must find other new uses – commercial and residential - as the city moves through the 21st century. There will also be new buildings and major redevelopment. It is crucially important to ensure that these are of superb quality to complement and enhance the city's townscape.

The management plan has therefore to include flexibility, allowing the city to grow and change, whilst ensuring that its historic environment is not inadvertently lost or unnecessarily damaged through oversight or thoughtlessness. This is a very difficult task and there will undoubtedly be challenges ahead in achieving the correct balance between preservation and change. I believe that this Management Plan offers a sound basis for mediating change whilst allowing the historic environment to play a central role in the city's renaissance.

I have taken particular interest and pleasure following Liverpool's progress towards world heritage status and am especially pleased that English Heritage has been able to work with the City Council and its other partners in preparing the bid. Throughout I have been deeply impressed by the energy and commitment shown by Liverpool City Council. The encouragement and support of the North West Development Agency and the Cultural Consortium have also been particularly notable. It is a strong endorsement of the growing belief of the leading role that the historic environment can play in social and economic regeneration. I greatly welcome this Management Plan and am delighted, once again, to offer my wholehearted support to Liverpool's bid for World Heritage Status.



Chairman of English Heritage

Sir Neil Cossons



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### Part 1: Introduction

- 1.1 WHAT IS WORLD HERITAGE?
- 1.2 THE UNITED KINGDOM AND WORLD HERITAGE
- 1.3 PROCESS OF INSCRIPTION
- 1.4 THE NEED FOR A WHS MANAGEMENT PLAN
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- 1.6 STATUS OF THE PLAN
- 1.7 PREPARATION OF THE PLAN
- 1.8 STRUCTURE OF THE PLAN



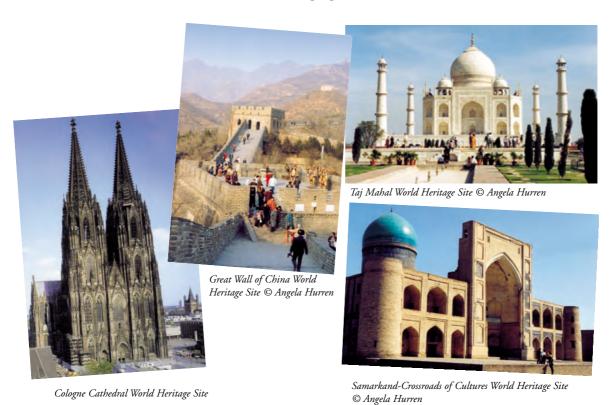
#### 1.1 WHAT IS WORLD HERITAGE?

- 1.1.1 The idea of a World Heritage lies at the core of the World Heritage Convention, adopted by UNESCO in 1972, to which 175 nations are currently signatories. The Convention defines 'World Heritage Sites' as places or buildings of outstanding universal value recognised as constituting a world heritage 'for whose protection it is the duty of the international community as a whole to co-operate'. A cultural World Heritage Site (WHS) is a 'monument, group of buildings or site of historical, aesthetic, archaeological, scientific, ethnological or anthropological value'.
- 1.1.2 World Heritage Sites include a diverse range of types and forms. Together they form a common heritage that should be respected and managed as a unique testimony to our shared past. The disappearance or degradation of any one site would be an irreversible loss. The need to sustain this heritage is therefore of concern to us all. These sentiments form the basis for the broad objectives of the World Heritage Convention, which seeks to define and conserve the world's heritage by drawing up a list of sites whose outstanding values should be conserved for all humanity, ensuring their protection through a closer cooperation among nations and providing measures for the protection of natural and cultural heritage as a whole.
- 1.1.3 The Convention came into force in 1975 and established a World Heritage List as a means of identifying, protecting, conserving and presenting those parts of the world's natural and cultural heritage that are of sufficient 'outstanding universal value' to be the responsibility of the international community as a whole. By ratifying the Convention, nation states are pledged to safeguard the WH Sites in their territory.



Pyramids of Giza World Heritage Site

1.1.4 As of April 2003, there are 730 WH Sites in 125 countries worldwide, of which 563 are cultural, 144 natural and 23 are mixed properties.



#### 1.2 THE UNITED KINGDOM AND WORLD HERITAGE

1.2.1 The United Kingdom (UK) ratified the World Heritage Convention in 1984 and submitted its first Tentative List in 1986. The Department for Culture, Media and Sport (DCMS) is responsible for the UK's general compliance with the Convention, and submitting nominations for England and Wales. Twenty-four cultural and natural heritage sites have now been inscribed on the World Heritage List in the UK and its overseas territories, fourteen of these are in England, four in Scotland, two in Wales, one in Northern Ireland and three in the UK's Overseas Territories and Crown Dependencies.



Management Plan Documents for WHSs at Tower of London and Stonehenge © CBA

#### 1.3 PROCESS OF INSCRIPTION

- 1.3.1 The selection of sites for inclusion on the List is overseen by the UNESCO World Heritage Committee. The Committee comprises representatives of 21 of the 175 countries that have ratified the convention, each elected for six years at a time. It is serviced by UNESCO's World Heritage Centre in Paris. The Centre also advises States Parties on the preparation of site nominations, organises technical assistance on request, and co-ordinates reporting on the condition of sites and on emergency action to protect threatened sites. It also administers the World Heritage Fund to which States Parties signed up to the Convention contribute.
- 1.3.2 The Centre and the Committee are advised by three non-governmental international bodies: ICOMOS (International Council on Monuments and Sites) on cultural sites; IUCN (World Conservation Union) on natural sites; and ICCROM (International Centre for the Study of the Preservation and Restorations of Cultural Property) which provides expert advice and training on the conservation of cultural sites. Once nominated by the appropriate nation state, a potential WHS is evaluated by ICOMOS and / or IUCN. The UNESCO World Heritage Committee takes the final decision on inscription.

#### Timetable for Inscription

1.3.3 The timetable for the inscription of Liverpool-Maritime Mercantile City is outlined below:

Nomination Document submitted to World Heritage Centre	January 2003
Consultation Draft of Management Plan Launched	September 2003
ICOMOS Evaluation Visit	September 2003
End of Consultation period for Management Plan	October 2003
Management Plan finalised and issued to the World Heritage Centre	Late 2003
ICOMOS makes recommendation to World Heritage Bureau	Early 2004
World Heritage Committee makes Inscription Decision	June/July 2004

#### 1.4 THE NEED FOR A WHS MANAGEMENT PLAN

#### UNESCO requirements

1.4.1 The Operational Guidelines issued by the World Heritage Committee strongly recommend that all State Parties have management frameworks and adequate legal protection suitable for securing the long-term conservation of WH Sites. The guidelines emphasise the importance of Management Plans as an effective way of achieving this.

#### **UK Government Policy**

1.4.2 Planning Policy Guidance Note 15: Planning for the Historic Environment (PPG 15) clearly states that WH Sites are "... a key material consideration to be taken into account by local planning authorities in determining planning and listed building consent applications ..." PPG15 also states that local planning authorities should formulate policies for the protection of WH Sites. The preparation of comprehensive Management Plans for WH Sites by local planning authorities, but in consultation with Stakeholders WH Sites, is encouraged by PPG15. The UK government expressed its commitment to working with all interested parties to develop Management Plans for English and Welsh WH Sites in *The Historic Environment: A Force for our Future*, issued by the Department for Culture, Media and Sport (DCMS) and the Department for Transport, Local Government and the Regions (DTLR) in December 2001. The UK Government also actively supports the development of Management Plans for all Candidate WH Sites on the Tentative List, and for all nominations.

#### The Local Situation

1.4.3 The need for a Management Plan stems not only from international guidance and UK Government policy but also from the reality of the situation within the Site and its environs. Liverpool's candidate site is the focus of a major citywide regeneration programme. To achieve the Convention's aims of sustaining the outstanding universal value of World Heritage Sites, there is a need to develop a co-ordinated and consensual framework for the long-term management and development of the Site. This Management Plan forms a core component of that framework.

#### 1.5 BASIS OF THE PLAN

- 1.5.1 This Management Plan is founded on the principles of sustainable development which, at its simplest, can be defined as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs" (World Commission on Environment and Development 1987). The UK government in its *Sustainable Development: The UK Strategy* (1994) identified four broad planks for a sustainable planning framework to guide development:
  - provide for the nation's needs for commercial and industrial development, food production, minerals extraction, new homes and other buildings, while respecting environmental objectives;
  - use already developed areas in the most efficient way, while making them more attractive places in which to live and work;
  - conserve both the cultural heritage and natural resources (including wildlife, landscape, water, soil and air quality) taking particular care to safeguard designations of national and international importance; and
  - shape new development patterns in a way which minimises the need to travel.

- 1.5.2 This Management Plan also takes into account the Budapest Declaration on World Heritage (World Heritage Committee 2002), which states that:
  - "3. In view of the increasing challenges to our shared heritage, we will:
  - seek to ensure an appropriate and equitable balance between conservation, sustainability and development, so that World Heritage properties can be protected through appropriate activities contributing to the social and economic development and quality of life of our communities;
  - d. join to co-operate in the protection of heritage, recognising that to harm such heritage is to harm, at the same time, the human spirit and the world's inheritance;
  - e. promote World Heritage through communication, education, research, training and public awareness strategies;
  - f. seek to ensure the active involvement of our local communities at all levels in the identification, protection and management of our World Heritage properties;"
- 1.5.3 From these, the following key themes/principles have been identified to guide the plan and the sustainable development and regeneration of the Site:
  - the outstanding universal value of Liverpool's unique heritage should be conserved;
  - heritage can be a positive force in sustainable regeneration and can contribute much to Liverpool's future;
  - sustainable new development and the re-use of historic buildings can be compatible with conserving the outstanding universal value of the Site;
  - ◆ Liverpool's renaissance is central to ensuring the long-term conservation of the Site and should be supported;
  - awareness and appreciation of the heritage resource should be encouraged.

#### 1.6 STATUS OF THE PLAN

- 1.6.1 Within the UK, WH Sites are not currently statutory designations and their Management Plans have no statutory basis. Rather, management plans provide an agreed policy framework for guiding and influencing current, or future regeneration and management initiatives. Achieving a sustainable future for the WHS depends on those supporting the Management Plan working effectively together in partnership towards the agreed objectives.
- 1.6.2 It is currently anticipated that Liverpool City Council will prepare Supplementary Planning Guidance based on the Plan to give it statutory weight. The Northwest Development Agency would be invited to view the Management Plan as a central consideration in its regeneration plans and strategies.

1.6.3 This Management Plan forms a core component of a wider framework of plans and strategies for the future management and regeneration of the WHS and its environs. The other key documents in that framework include:

UK Government: Regional Planning Policy Guidance 13 (2003)

Liverpool City Council: Unitary Development Plan Adopted (Nov. 2002)

Northwest Development Agency: "A Strategy towards 2020" Regional Economic Strategy (2000)

Northwest Development Agency: Regional Economic Strategy Review (2003)

Liverpool Partnership Group: Liverpool First - A City-Wide Regeneration Strategy (2000)

Liverpool Partnership Group: Liverpool First Workbook 2002-2005

Liverpool Vision: Strategic Regeneration Framework (July 2000)

Liverpool Partnership Group: Liverpool City Centre Integrated Development Plan Stage 2 (2001)

Merseytravel/Liverpool City Council: Merseyside Local Transport Plan 2001/2-2005/6

The Mersey Partnership: Action Plan for the City Region 2002-2005

Liverpool Vision: City Centre Business Plan 2003

1.6.4 In addition to these strategic documents, there are a number of Masterplans and Conservation Plans for areas within the candidate WHS and its environs that have a bearing on the future management of the Site. More detail on these and the key documents listed above can be found in the Nomination Document and Section 2 of this Plan.

#### 1.7 PREPARATION OF THE PLAN

1.7.1 The Management Plan has been prepared in broad accordance with the general procedures and requirements published in 1998 by ICCROM, ICOMOS and UNESCO as Management Guidelines for World Cultural Heritage Sites. The Plan also takes into account other documents including the Nara Declaration on Authenticity (1994). The Plan was also developed with reference to current best practice as expressed in the latest generation of recently published WHS Management Plans in the United Kingdom, including the Royal Botanic Gardens, Kew, Hadrian's Wall and City of Bath.

#### Organisations Involved

1.7.2 The preparation of the Management Plan has been guided by the World Heritage Site Steering Group. The Steering Group includes representatives of the following bodies:



































1.7.3 The Consultation Draft of the Management Plan has been commissioned by Liverpool City Council with funding from the Northwest Development Agency and prepared by Chris Blandford Associates (CBA) in consultation with a wide range of bodies and organisations.

#### 1.8 STRUCTURE OF THE PLAN

1.8.1 The following outlines the structure of the Management Plan:

#### Part 1: Introduction

This section outlines the nature, purpose and structure of the Plan and the process behind its development.

#### Part 2: Description of the Site

Part 2 briefly describes the location, extent and character of the Site. The section also outlines the current management and ownership situation within the Site.

#### Part 3: Statement of Significance

Part 3 presents the Statement of Significance and Nomination Criteria.

#### Part 4: Opportunities, Threats and Management Issues

Part 4 forms the core analytical section of the plan and seeks to identify and discuss the key opportunities, threats and management issues facing the Site and its environs. The management issues cover a broad range of subject areas including regeneration, built heritage conservation, transportation, the setting of the Site, and social and cultural issues.

#### Part 5: 'Future for the WHS' and Management Objectives

Part 5 is the heart of the plan and presents an agreed 'Future for the WHS', supported by a number of Management Objectives. Together, these seek to provide guidance on the sustainable regeneration of the Site and its environs in a manner that addresses the opportunities, threats and management issues facing the Site.

#### Part 6: Implementation and Monitoring

This section explores how the plan will be implemented. It details a number of actions considered necessary to counter threats and grasp opportunities for the sustainable regeneration of the Site, as well as sustaining its outstanding universal value. It also outlines how change can be monitored during the life of the plan and evaluated to measure success in achieving these aims.

#### **Bibliography**



The sites inscribed on the World Heritage List for the United Kingdom are shown with the criteria under which they have been selected.

- 1986 Giant's Causeway and Causeway Coast N (i)(ii)
- 1986 Durham Castle and Cathedral C (ii) (iv) (vi)
- 1986 Ironbridge Gorge C (i) (ii) (iv) (vi)
- 1986 Studiey Royal Park and the ruins of Fountains Abbey C (i) (iv).
- 1986 Stonehenge, Avebury and Associated sites C (i) (ii) (iii)
- 1986 Castles and Town Walls of King Edward in Gwynedd C (i) (ii) (iv)
- 1986 St Kilda N (iii) (iv)
- 1987 The City of Bath C (i) (ii) (iv)
- 1987 Blenheim Palace C (ii) (iv)
- 1987 Hadrian's Wall C (ii) (iii) (iv)
- 1987 Westminster Palace, Westminster Abbey and Saint Margaret's Church C (i) (ii) (iv)
- 1988 Henderson Island N (iii) (iv)
- 1988 Tower of London C (ii) (iv)
- 1988 Canterbury Cathedral, St Augustine's Abbey, and St Martin's Church C (i) (ii) (vi)
- 1995 Old and New Towns of Edinburgh C (ii) (iv)
- 1995 Gough Island Wildlife Reserve N (ii) (iv)
- 1997 Maritime Greenwich C (i) (ii) (iv) (vi)
- 1999 Heart of Neolithic Orkney C (i) (ii) (iii) (iv)
- 2000 Historic Town of St. George and related Fortifications, Berniuda C (iv)
- 2000 Blaenavon Industrial Landscape C (iii) (iv)
- 2001 Dorset and East Devon Coast N (i)
- 2001 Derwent Valley Mills C (ii) (iv)
- 2001 New Lanark ℂ (ii) (iv) (vi)
- 2001 Saltaire C (ii) (iv)

World Heritage Sites are places or buildings of outstanding universal value. These are recognised as part of World Heritage. It is the duty of the international community to co-operate to protect these sites. By June 2002, some 730 sites had been inscribed on the World Heritage List including, cultural natural and mixed sites. New properties are inscribed on the list each year. Details of the list, the properties and the criteria for their selection can be found on the UNESCO web site: www.UNESCO.org.

In 1999 The Secretary of State for Cuture Media and Sport published a list of twenty five sites on a Tentative List which will be put forward as future World Henitage Sites. One site selected from this list gray be nominated annually. Kew Gardens has been nominated for inclusion in 2002. Other sites that may be brought forward may include The Rock of Gibraltar for its natural geological and prehistoric significance as well as the early fortifications. The mines of Gornwall will be nominated for the significance of its industrial archaeology and its geology. The commercial centre and waterfront at Liverpool and the Ancoats and Worsely areas at Saford, Manchester will be nominated for their significance on 19th century commercial development and industrial archaeology of early canals and railway system.

The Local Authority World Hentage Sites Forum, LAWHF, is a forum of those Local Authorities responsible for a World Hentage Site in their area or seeking World Hentage Situs. The Forum seeks to raise awareness of World Hentage Site issues. It raises with government the needs for local government to care for the World Hentage Sites, provides the means to co-ordinate, and publishes experience of managing World Hentage Sites in the United Kingdom.



Chair of Local Authority World Heritage Forum

Published by the UK Lood Authorities World Heritage Forum 2002. Photographs of Arebany and Stonehenge © English Heritage, Palace of Westminister and St. Marganta Charlet Discrete Borough of Westminister. Orliney © Jave McDermott, Gartis Courte South, 51 Kilds © Coin Badder, Discrete and East Devon Coast © Doniet County Council, other photographs © Christopian Hound.





World Heritage Site the United Kingdom © Local Authority World Heritage Forum

# Part 2: Description of the Site

- 2.1 LOCATION AND EXTENT
- 2.2 DESCRIPTION OF THE SITE
- 2.3 INTERESTS AND OWNERSHIP
- 2.4 LEGAL STATUS
- 2.5 PROTECTIVE MEASURES
- 2.6 AGENCIES WITH MANAGEMENT RESPONSIBILITY



### Part Two: Description of the Site

#### 2.1 LOCATION AND EXTENT

Country

2.1.1 United Kingdom

State, Province or Region

2.1.2 Liverpool, England

Name of Property

2.1.3 Liverpool - Maritime Mercantile City

Exact location on map and indication of geographical coordinates to the nearest second

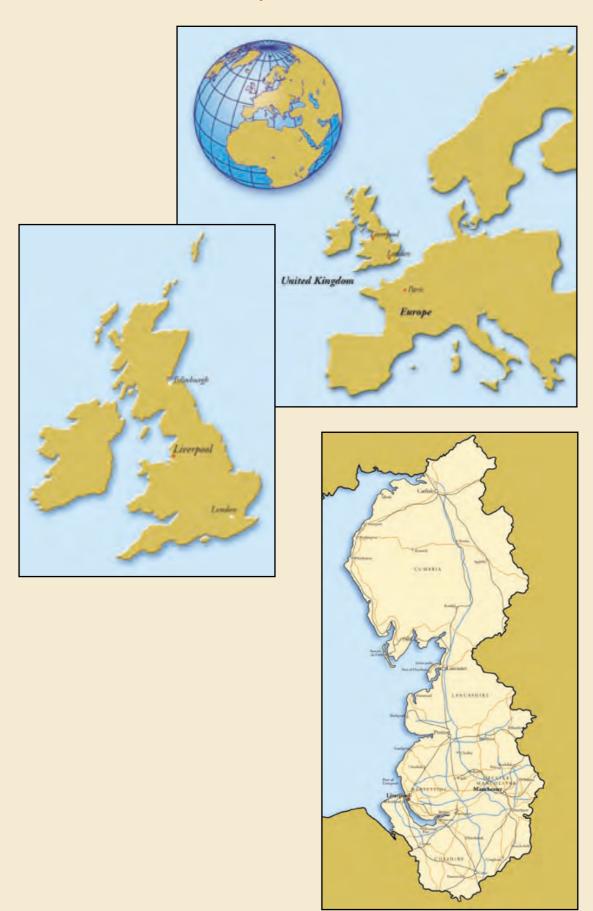
- 2.1.4 The Site is within the City of Liverpool, which is in the North West Region of England. It is approximately 180 miles north west of London, the country's capital city.
- 2.1.5 Liverpool is on the West Coast of England and on the East Bank of the River Mersey, at its estuary with the Irish Sea.
- 2.1.6 The location of the site is shown on Figure 2.1.
- 2.1.7 The Site extends approximately 4 kilometres from north to south and 1 kilometre from east to west at its widest. The northernmost part of the Site (the northern end of the Dock Wall) is at:

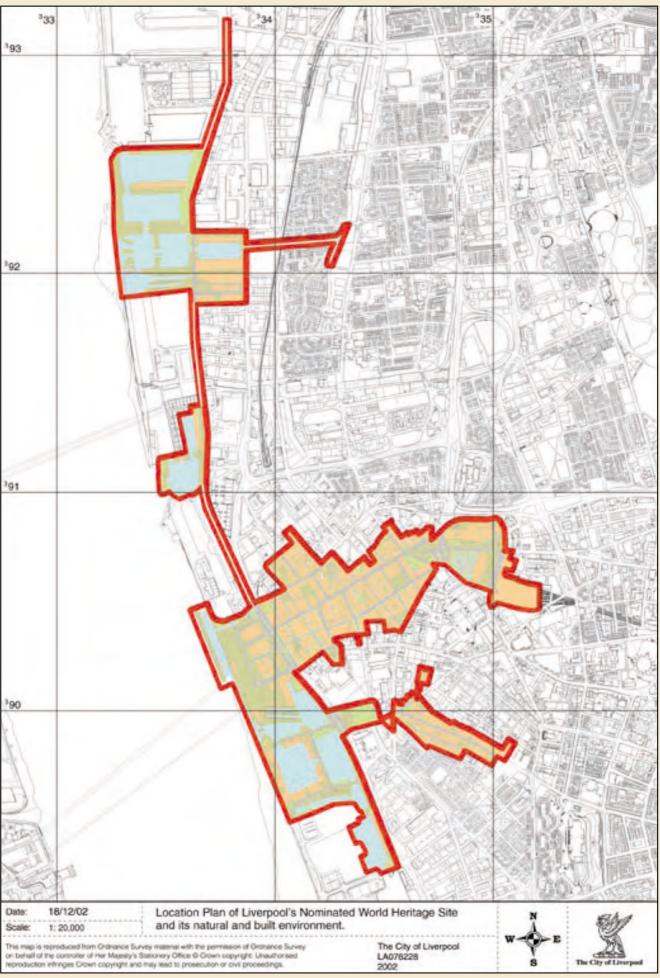
Latitude 53. 25' 51" Longitude -2. 59' 49" National Grid 333776 393168

2.1.8 The southernmost part of the Site (The Wapping/Queens Dock Bridge) is at :

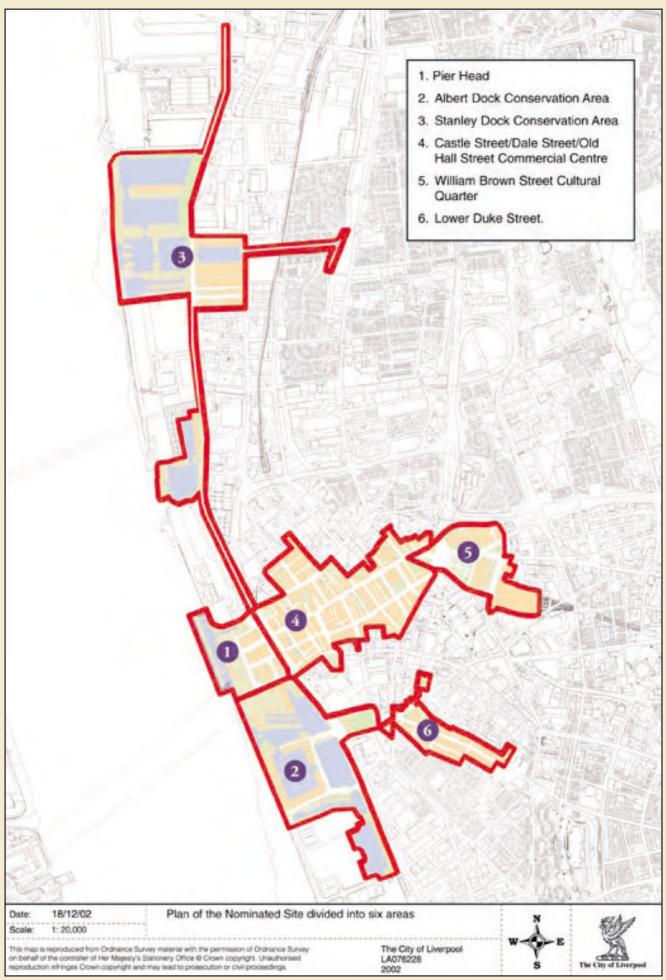
Latitude 53. 23' 44" Longitude -2. 59' 08" National Grid 334485 389240

Plan 2.1 Identification Plans





Plan 2.2



Plan 2.3

2.1.9 The westernmost part of the Site (the North West corner of Salisbury Dock) is at :

Latitude 53. 25' 20"

Longitude -3 00' 16"

National Grid 333259 392209

2.1.10 The easternmost part of the Site (Lime Street Station) is at :

Latitude 53. 24' 28"

Longitude -2 58' 29"

National Grid 335215 390567

#### Boundary of nominated site and buffer zone

- 2.1.11 The boundary of the nominated site is shown on Figure 2.2.
- 2.1.12 The nominated site is divided into the following six areas, shown on Figure 2.3:

#### Area 1: The Pier Head



Postcard of Pier Head from River Mer.sey c. 1920

◆ The Pier Head from The Strand to the river, including the Royal Liver Building, the Cunard Building, the Port of Liverpool Building, George's Dock Ventilation Shaft and Tunnel Offices, the Pier Head Piazza and the Landing Stage.

#### Area 2: Albert Dock and Wapping Dock



Stevedores at Albert Dock - E. Chambre Hardman © E. Chambre Hardman Trust

- ◆ The Albert Dock, The Albert Dock Warehouses, Salthouse Dock, Canning Dock, Canning Half-tide Dock and Canning Graving Docks.
- ♦ Dukes Dock, Wapping Basin, Wapping Dock and Wapping Warehouse
- The site of Old Dock.

#### Area 3: The Stanley Dock Conservation Area



Entrance to Stanley Dock - W Herdman Courtest LRO

- ◆ The whole of the Dock Wall along Bath Street, Waterloo Road and Regent Road, including the pavement and kerb on the E side and the rail track on the W side,
- ◆ An area to the W of the Dock Wall up to the river incorporating Salisbury Dock, Collingwood Dock, Nelson Dock, Bramley-Moore Dock, the Victoria Tower and Clarence Graving Docks,
- ♦ An area to the E of the Dock Wall incorporating a stretch of the Leeds and Liverpool Canal, the locks between the canal and Stanley Dock, Stanley Dock itself with its original warehouses, the tobacco warehouse and both sides of Dublin Street Princes Half-Tide Dock, Waterloo Warehouse and East Waterloo Dock.

#### Area 4: Castle Street/Dale Street/Old Hall Street Commercial Area

- ◆ The Castle Street/Dale Street/Old Hall Street commercial centre from The Strand in the SW to Hatton Garden and Preston Street in the NE.
- ◆ The SE boundary includes all of the buildings on the N side of Victoria Street, Cook Street and James Street, and the historic warehouses of Matthew Street, Temple Court, Button Street, Rainford Gardens, the N side of Harrington Street and Derby Square with its monument.



Water Street c.1829 Courtesy LCC

- ♦ The NW boundary runs along the back of the buildings fronting onto Dale Street at varying distances from Dale Street and includes all of the buildings S of Tithebarn Street/Chapel Street from Moorfields to St. Nicholas's Church.
- ◆ A group of office buildings bounded by Bixteth Street, Union Street and Rumford Place and Chapel Street.
- The office buildings, warehouses and houses between Victoria Street and the rear of further buildings on the N side of Dale Street

#### Area 5: The William Brown Street Cultural Quarter

- ◆ Liverpool Museum, The Central Library, The Walker Art Gallery, The Former County Sessions Court, Lime Street Station and St.George's Hall.
- St. George's Plateau and St. John's Garden.
- ◆ The Queensway Tunnel Entrance



Former North Western Hotel © English Heritage

#### Area 6: Lower Duke Street

- ◆ The warehouses on the S side of Duke Street from Kent Street at the E end to Hanover Street at the W end, and the warehouses on the S side of Henry Street.
- ◆ The warehouses and houses on the N side of Duke Street from Colquitt Street in the E to Hanover Street in the W.
- ◆ The warehouses and offices on the N side of Hanover Street from Paradise Street in the W to Stanley Buildings in the E.
- ◆ The warehouses on the S side of Parr Street and Wolstenholme Square
- ◆ The Bluecoat Arts Centre and warehouses on College Lane.



Bluecoat Chambers © English Heritage

#### Buffer Zone

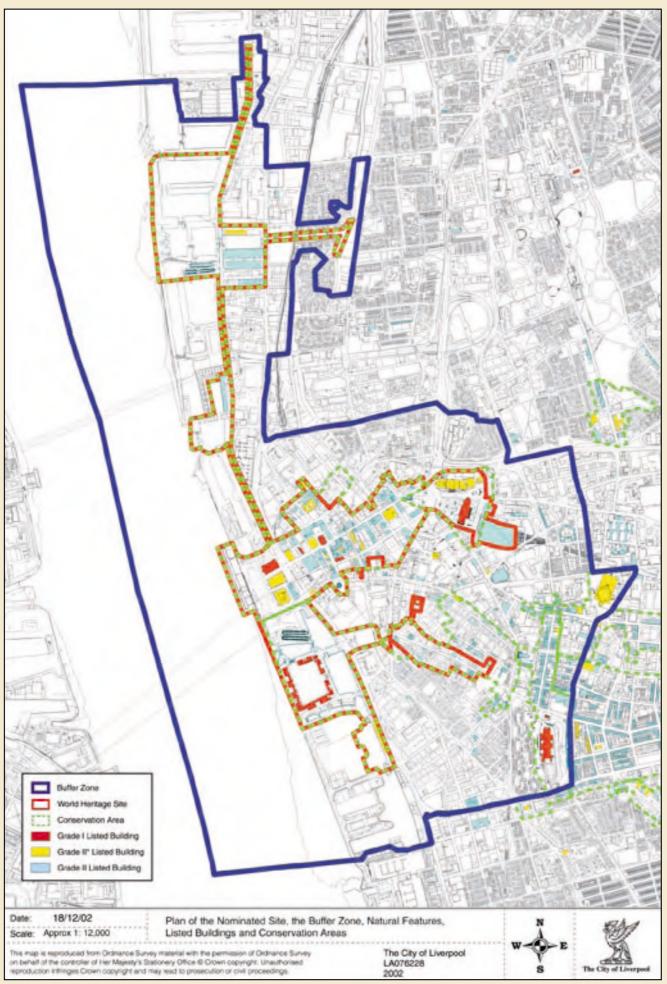
2.1.13 The buffer zone is shown on Figure 2.4. The buffer zone has been developed to ensure that future development in the setting of the nominated site respects the values of the nominated site. The boundaries of the buffer zone have been confirmed through a process of stakeholder consultation, during the on-going production of this World Heritage Site Management Plan.

#### Area of Nominated Site and Buffer Zone

- ♦ The area of the nominated site is approximately 136 ha.
- ♦ The area of the Buffer Zone is approximately 750.5 ha.



The Chinese Arch at Nelson Street, Liverpool Chinatown © LCC



*Plan 2.4* 

#### 2.2 DESCRIPTION OF THE SITE

#### Brief description of the Site

- 2.2.1 Liverpool is the supreme example of a commercial port developed at the time of Britain's greatest global influence from the 18th century through to World War 1. The city evolved throughout that period, and has continued to do so. Continuity of planned change is a strong characteristic of Liverpool's history in that period and can still be seen in its townscapes today. The nominated site consists of a range of townscapes from different phases of development and they combine to create a dynamic and varied urban form that is of outstanding interest.
- 2.2.2 Throughout the 19th century it was the principal trans- Atlantic port of Europe, for the trans-shipment of a wide variety of goods and for mass emigration from Northern Europe to America. By the end of the century some 120 ha. of wet docks were enclosed by 10 km of fortress-like dock walls. These served a commercial district with offices and exchanges unrivalled outside London, with the three buildings at the Pier Head as its most impressive showpiece. The vast wealth generated by mercantile trade was used to create a cultural quarter around William Brown Street where the buildings and their contents remain a testament to the city's cultural values.

#### 2.2.3 The proposed WHS focuses on:

- The earlier surviving docks and their warehouses, from Wapping Dock to Stanley Dock with the magnificent Albert Dock and Pier Head at their centre
- ◆ The immediate commercial hinterland comprising the Castle Street Commercial Centre, and an area to the East of Albert Dock comprising the historic town warehouses around Lower Duke Street.
- ◆ The William Brown Street Cultural Quarter.

#### Docks

- 2.2.4 The development of enclosed commercial wet docks was pioneered at Liverpool: the Old Dock at Canning Place was the world's first commercial enclosed wet dock. It was constructed over a period of 5 years and by 1715 a 1.4 ha. dock was in operation. A further five docks were in use by the end of the century. Little of the fabric of these early docks has survived at, or above, ground level, following the great 19th century remodelling of the docks when they became Britain's Atlantic gateway and the great emigration port for much of Western Europe. Recent (2001) archaeological excavations have revealed that much of Old Dock's dock basin wall, dock edge coping, timbers and cobbled surfaces have survived below ground.
- 2.2.5 One of the earliest above-ground structures, the 1821 brick section of the dock wall adjacent to Princes Dock is attributed to John Foster, while the grandest, historic structures are the work of Jesse Hartley who was Dock Engineer from 1824 to his death in 1860. Hartley designed the great fireproof warehouses at Albert Dock, Stanley Dock and Wapping Docks, ornamental hydraulic towers and pump houses, and enclosed further parts of the dock system with granite boundary walls with turreted gate entrances. His work was

continued by the Lysters, father and son, who were Dock Engineers until 1897 and 1913 respectively and they were responsible for many other structures, such as Waterloo Warehouse and Stanley Tobacco Warehouse.

#### Warehouses and Commercial Centre

2.2.6 For a century before the docks were enclosed, most of the warehouses were privately owned and for many years were located in the town close to, or even attached to, the merchants' houses in the streets focussed on the Old Dock, some distance inland from the Mersey. Some of these warehouses survive in the Duke Street area. Commercial offices, banks and exchanges in and around Castle Street and Dale Street had replaced most of the earlier properties by the end of the 19th century. These now comprise one of the finest commercial districts in Britain with massive ornate office blocks such as Tower Buildings and innovative buildings such as Oriel Chambers. The expression of commercial activity culminated in the magnificent trio of buildings at the Pier Head - the former offices of the Mersey Docks and Harbour Board (1907), the Royal Liver Building (1911) and the Cunard Building (1916).

#### Cultural Quarter

2.2.7 The great prosperity of the city in the 19th century, which was generated by shipping and trade of goods for Britain's burgeoning industries, was matched by a desire and an ability to display civic pride by the construction of prestigious public buildings. The monumental classical buildings erected around William Brown Street create one of the finest cultural groupings in the country. The public buildings combine with the public spaces of St. George's Plateau and St. John's Gardens and other surrounding buildings to create a townscape of great distinction.

#### Description of the key areas in the proposed World Heritage Site

- 2.2.8 The Liverpool World Heritage Site nomination includes a substantial part of Liverpool's historic waterfront and docks from Stanley Dock in the north to Wapping Dock in the South, its commercial office centre from the Pier Head to the Queensway Tunnel entrance, the Cultural Quarter around William Brown Street and the west end of Duke Street from Hanover Street to Slater Street. It does not include all of the City Centre, nor all of the heritage assets in the city, but what it does include is a contiguous area, dominated by historic buildings and structures with a strong link to Liverpool's maritime mercantile heritage.
- 2.2.9 In this description, the Site is divided into geographical areas (see Figure 2.3) of the city, which are first described and assessed in general terms. Individual buildings and structures within and adjacent to those areas are described and assessed in more detail in the Nomination Document.

#### Area 1. The Pier Head

2.2.10 The focal point of the waterfront is the trio of buildings at the Pier Head- the Royal Liver Building, the Cunard Building and the Port of Liverpool Building. Collectively, they are the instantly recognisable image of Liverpool, particularly The Royal Liver Building with



Pier Head and Mersey Ferry © English Heritage

the two copper Liver birds perched on top of the towers. Together with the open space of the Pier Head, they comprise one of the most impressive waterfronts in the world.

2.2.11 The Pier Head group of buildings dominates the waterfront as seen from the opposite bank of the river, or as one approaches Liverpool by ship. The three buildings are set in the context of great warehouses to the north and south, the intensity of commercial buildings to the east and the two cathedrals beyond on the skyline, but their huge scale and extrovert character command instant attention. Their plots were created at the beginning of the 20th century as a result of municipal enterprise to improve the river frontage. Each building stands on a separate plot, and is expressed in a different architectural style, rich in symbolic ornamentation. Together they combine impressively to form a group of outstanding presence.

#### Area 2. The Albert Dock Conservation Area

- 2.2.12 The Albert Dock Conservation Area is characterised by the juxtaposition of buildings and water, created by and for their historic working relationship. Of necessity the docks and their structures are set apart from the city and not integrated into the city street pattern. Historically, the Albert Dock complex was separated from the city by a high wall, although a six-lane road now isolates it. The dominant pattern of the area is set by the docks themselves, and streets have been inserted around them.
- 2.2.13 The impressive views and vistas within or from the Albert Dock Conservation Area, such as the view of the "Three Graces" along Salthouse Quay or the view of the Anglican Cathedral between Warehouses A and E have been achieved incidentally, but nonetheless create a strong maritime character. The removal of quayside warehousing and transit sheds, particularly around Salthouse Dock and Duke's Dock, have completely opened up views of the docks and the Albert Dock buildings.



Pier Head Group and Canning Half-tide Dock © English Heritage

2.2.14 At five storeys plus basement the warehouses overshadow most of the other surrounding buildings and structures. However, as they were all designed with a functional relationship, they work together as an ensemble and the unified design is apparent. Exceptions to this are some of the modern buildings, such as the group on Mann Island and the new apartments under construction opposite the Wapping Warehouse. The loss of much of the inland warehousing and its dense street pattern, coupled with the widening of the Strand / Wapping has given the Albert Dock complex increased visibility across the city at large. This is a hard-working environment, and green spaces are generally alien and absent. However, some trees have been introduced (along Salthouse Quay and also to soften the car-parking areas on Gower Street) and these do not in any way detract from the character of the area.



Albert Dock with Anglican Cathedral beyond © English Heritage

# Area 3. The Stanley Dock Conservation Area

is characterised on the one hand by massive port-related structures such as warehouses, walls and docks, both water-filled and dry graving docks, and on the other hand by smaller dock-related structures such as bridges, bollards and capstans. Many of the ground surfaces are original, including natural materials such as granite setts and stone flags, often dissected by railway lines. The combination of structures, surfaces and water has created a distinctive cultural landscape.



South Stanley Dock Warehouse © English Heritage

2.2.16 The Stanley Dock Conservation Area incorporates the strong linear features of the dock boundary wall, part of the Leeds and Liverpool Canal, the line formed by the canal locks, the Stanley, Collingwood and Salisbury Docks and the Victoria Clock Tower, which is itself a dominant focal point from both the land and the river.

2.2.17 The area has examples of warehouses specifically designed to receive goods from moored vessels and which needed to be resistant to harsh wear and heavy weather. They were also specifically designed to prevent the spread of fire. Built from a limited range of materials -brick, stone, cast and wrought iron and mortar, these buildings and other innovative structures found in the area embody the optimum qualities of the functional tradition of industrial architecture of the period.



Waterloo Warehouse © English Heritage

2.2.18 The Stanley Dock Conservation Area represents a highly significant and visually dramatic part of Liverpool's historic dockland.



North Stanley Dock Warehouse © English Heritage

# Area 4. Castle Street/Dale Street/Old Hall Street Commercial Centre

2.2.19 The commercial centre equates roughly to the boundary of the medieval town of Liverpool. At its heart stands Exchange Flags, on which most commercial activity was focussed during the period of prosperity and expansion. The principal streets are Castle Street, Water Street, Old Hall Street, Dale Street and Victoria Street. The first four are of ancient origin, though they were widened in the 18th and early 19th centuries; the last dates only from the 1860s. These streets contain the most important commercial premises. Subsidiary thoroughfares, often very narrow, are lined by warehouses, workshops and more functional building types. The streetscape of the area is exceptional, the result of careful planning of the main streets over three centuries and organic growth in the Cavern Quarter, the spectacular riverside topography, and the grandeur of its architecture and monuments.

## The Strand to Castle Street

2.2.20 The eastern boundary of The Strand marks the original river's edge. From here the ground rises steeply to Castle Street, the city's commercial centre. In the 18th century the area was largely residential, but following a programme of street improvements, beginning with the widening of Castle Street in 1786, and a rapid increase in business activity, it was gradually abandoned to commerce. The Town Hall, built in 1754 as a combination of Assembly Rooms, Council Chamber and Exchange, provided a civic and commercial focus at the northern end of Castle Street, but the main driver for change was the construction of a new Exchange in 1808. This caused property values to rise sharply, and over time the area was wholly redeveloped for banks, shipping and insurance offices, and other prestigious commercial buildings. Before devastating war damage, Castle Street was twice the length, for it continued south as far as the Customs House, the great domed building by John Foster Jnr., which terminated the vista and provided a fitting counterpoint to the dome and portico of the Town Hall to the north.



Liverpool Town Hall © English Heritage

#### Old Hall Street

2.2.21 The Old Hall after which the street was named survived until the 1820s when the street was widened. Warehouses and offices started to replace residences after this date. When the Exchange was erected in 1808, a labyrinth of courtyards and alleyways with densely built housing was cleared away. The construction of the Cotton Exchange in 1906 moved the centre of gravity of commercial activity to the area.

#### Dale Street

2.2.22 Dale Street was first improved in 1786-90 after Castle Street had been widened. It was the principal route into and out of the town from London and Manchester. Present side streets such as Hackins Hey show how narrow it originally was. The north side was taken down in the 1820s and set back, whilst at the same time a new street was formed at the east end opposite Hatton Garden to link with St John's Lane, and was called Manchester Street. This avoided all traffic being taken up the steep ascent of Shaw's Brow. Commercial building began at the western end, around the Exchange with the Queen's Insurance Building of 1839 and the Liverpool and London Globe Insurance Building of 1855-57, but as the century progressed, the buildings became increasingly large and imposing.

#### Victoria Street

2.2.23 In the 1860s a new street was cut through the centre of the city to aid east-west communication. Victoria Street and the streets running off it were subsequently developed with large new buildings combining office accommodation and warehousing. Generally these were built speculatively and provided storage for several different companies. Less celebrated than Castle Street or Dale Street, Victoria Street nonetheless preserves its 19th century character largely unaltered.

# Area 5. William Brown Street Conservation Area

2.2.24 Until the beginning of the 18th century, this was an area of heath-land, beyond the limits of the town, partially enclosed into fields and interspersed with windmills and lime-kilns. Shaw's Brow, effectively the current William Brown Street, was one of the principal coaching roads to the east and there were a few cottages and some almshouses along that road. During the 18th century, the town gradually expanded across the area with the erection of the Infirmary in 1749 and St. John's Church in 1784. However, it was not until the mid-19th century that the area began to be comprehensively redeveloped to create the formally planned environment that we still see today.



Plan of William Brown Street in 18th Century Courtesy LCC

2.2.25 The William Brown Street Conservation Area now forms the principal cultural quarter of Liverpool, where a high concentration of the city's major public buildings are located. The most imposing of these is St. George's Hall (1840-55), universally acclaimed by historians and architectural critics as the outstanding example of European neo-classical architecture.

It is a monumental building that demonstrates a mastery of scale, form and classical Greek detail. It stands detached and prominent between the open spaces of St. George's Plateau and St. John's Garden, and occupies high ground above the old City Centre to the east. Not only was its design based upon a Greek temple, but its position was chosen and its height elevated on its high podium to increase its dominance over its surroundings.



Aerial view of William Brown Street Cultural Quarter Courtesy LCC

- 2.2.26 The northern edge of the area is defined by the former County Sessions Court, the Walker Art Gallery, the Picton Library, the Museum and the former College of Technology. They comprise a group of imposing classical buildings from the second half of the 19th century. The ordered arrangement and scale of these buildings with their classical columns, pediments, porticoes, cornices and sculpture help to create an exceptionally fine parade of civic buildings. They are arranged on the rising ground, linking the old city below with later expansion to the east, and are splayed along two axes around the fulcrum of the circular Picton Library, which faces and reflects the north apse of St. George's Hall.
- 2.2.27 The east edge of the area is formed by buildings of contrasting design, but which nevertheless create an enclosing backdrop to St. George's Plateau. Alfred Waterhouse's former North Western Hotel (1871) is a monumental structure ornamented with turrets and steeply pitched dormered roofs. Behind it stands one of the two great iron roofed sheds of Lime Street Station. The arched colonnade of the south shed is unfortunately obscured by a row of 1960s shops (soon to be demolished). To the north is the neo-Grecian Empire Theatre.
- 2.2.28 The lower, west end of the area is focussed upon the portal of the Queensway Tunnel (1934), with roads and flanking walls concentrating upon the void leading to Birkenhead. That portal and those flanking walls are themselves masterpieces of the fusion of art and technology and when one emerges from that long winding tunnel, the open character of St. John's Garden and the power of St. George's Hall are at their most dramatic.

2.2.29 A strong element of the area is the abundance of statutory and monuments, both freestanding and integral to the buildings. The Steble Fountain and the Wellington Memorial occupy the triangular space at the east end of William Brown Street, but it is in St. John's Garden and St. George's Plateau where most of the monuments are strategically located, effectively creating an outdoor sculpture gallery. When combined with the surrounding grand buildings, the authentic street furniture and the traditional natural paving materials, the monuments form an important part of a complete cultural landscape that has been created by classical formal planning.



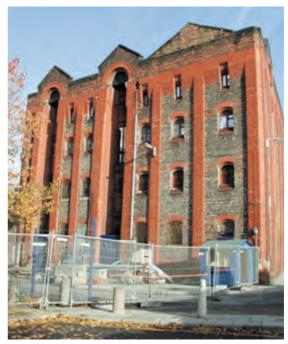
Equestrian staue of Prince Albert outside St. George's Hall

© Fredish Heritage

# Area 6. Duke Street Area

- 2.2.30 The Duke Street area lies to the south of the City Centre. The area consists of the south west part of the Duke Street Conservation Area including two warehouses on College Lane and the Bluecoat Chambers on School Lane.
- 2.2.31 The growth of the Duke Street area commenced following the opening in 1715 of the Old Dock, or Steers Dock, which was located within the original pool and allowed secure moorings and access from the river Mersey. The opportunity that this afforded to the merchants of the town led to a demand for premises near to the Dock and its Customs House. The Duke Street area, due to its proximity to the Dock, and the nature of its topography, with the land running uphill from the Dock, was at the forefront of the first speculators boom in Liverpool. Hanover Street was built up first, followed by Duke Street and Bold Street, and the fields that were an earlier feature of the area were also quickly developed. Although there had been port-related industrial activity in the area, with roperies occupying the site of what is now Bold Street to supply the sailing ships, this intensified along with a demand for residential properties so that the merchants could be located close to their business interests.
- 2.2.32 The Charles Eyes plan of 1785 illustrates that by this time, the area had been substantially laid out and developed, so that connecting streets such as Seel and Fleet Streets were present, and the plan of the area seen today was in place. This grain follows a hierarchy of streets, with the broadest streets containing the residual merchants residences and shops, and the interconnecting and narrower streets to the rear containing the warehousing and poorer housing.

2.2.33 The earliest surviving trade directory for Liverpool, produced by J. Gore in 1766, indicates the population mix of the area of the time. In Cleveland Square, the list contains nine sea captains, six traders/merchants as well as artisans and professionals. Originally the goods brought into the Dock were stored in the merchants houses, but as trade grew, they proved to be inadequate, and private warehouses were constructed adjacent to the houses. Due to the huge demand for plots in this area, the new industrial and warehouse buildings took the form of deep plans front to rear, with narrow street frontages and they were extended in height to three or four stories with a basement.



Warehouses at 33 Argyle Street and 14-18 Henry Street © LCC

2.2.34 The housing consisted of a range of buildings from grand Georgian town houses such as the Parr residence on Colquitt Street, to terraces as seen at 15-25 Duke Street. Some of these were arranged around squares or gardens, such as Wolstenholme Square and Cleveland Square, and a Ladies Walk was provided along Duke Street. As the warehousing and industrial uses of the area grew, the merchants moved to more salubrious suburbs that were being developed higher up the hill in the Canning Street area and more distant areas such as Mossley Hill. Some of the former residential properties were adapted to other uses, with ground floors converted to shops as the retail importance of the area grew. As part of this process, the area also saw an increase in the number of labourers attracted to the port and its trades, and the accommodation for this group was provided in much poorer back-to-back housing such as Dukes Terrace and housing courts. Within the Duke Street area, a number of key buildings remain that help to define its history and character.



Campbell Square - Winner of RTPI Awards for Conservation and Regeneration © English Heritage

# 2.3 INTERESTS AND OWNERSHIP

2.3.1 There are over 8,000 addresses within the nominated sites and it is not therefore feasible to provide details of ownership of all of them in this document. However, the land, buildings and waterspaces in public ownership, and ownership of the more significant properties is set out on the table below.

Ownership	Property
Public Ownership	
Liverpool City Council	Main sites: Liverpool Town Hall Municipal Buildings St. George's Hall and St. George's Plateau Liverpool Central Library, Picton Library and Local Records Office Millennium House, 60, Victoria Street The Pier Head St John's Garden Derby Square Site of Old Dock
National Museums Liverpool  British Waterways	City Magistrates Court and Bridewell  Liverpool Museum  Walker Art Gallery  Former County Sessions Court  The Conservation Centre  Merseyside Maritime Museum and land  The Museum of Liverpool Life  127, Dale Street and land and buildings on North Street  The Leeds and Liverpool Canal, including the locks to Stanley Dock
	The South Docks waterspaces, including Canning Dock, Salthouse Dock, Wapping Dock and Duke's Dock
Merseytravel	24 Hatton Garden  North John Street Ventilation Tower  George's Dock Ventilation Tower and Offices  The structures of the Queensway Tunnel and entrances  The Mersey Ferries Shop, Pier Head
English Partnerships	Site of former Clarence Dock Power Station and part of Dock Wall Land for Lockfield's Bridge over Leeds and Liverpool Canal Land at Mann Island Shops on Lime Street

Ownership	Property
Assumed Major Private Ownership	
Royal Liver Assurance Co.	The Royal Liver Building
Prudential Portfolio Managers	Cunard Building
Downing Estates	Port Of Liverpool Building
Gower Street Estates	Albert Dock Warehouses
Kitgrove Ltd	Stanley Dock Warehouses
Creston	Orleans House, Edmund Street
Empire Properties	The Albany, Old Hall Street
The Walton Group	Former Head Post Office, Victoria Street
The Walton Group	Exchange Buildings, Nelson Monument and Exchange Flags
Firehurst	The Fruit Exchange, Victoria Street
Moorfield Estates	Cavern Walks
Core Properties	Fowlers Building, Victoria Street
Derwent Lodge	Royal Insurance Buildings and North House, North John Street
Elan Investment Ltd./Fordgate	India Buildings, Water Street
Castlewood	Martins Bank Building
Bluecoat Chambers	Bluecoat Chambers
Eric Mahoney	Royal Institution, Parr Street
Cruden	Various buildings on Duke Street/Henry Street
Mersey Docks and Harbour Company	Extensive land, buildings and structures north of the Pier Head

2.3.2 The National Trust does not own any buildings within the nominated site, but it owns Speke Hall, 20 Forthlin Road and "The Mendips" in south Liverpool. The Trust has entered into a partnership with the E. Chambre Hardman Trust and Liverpool City Council to manage 59 Rodney Street and to maintain and develop the E. Chambre Hardman photographic collection in the Local Records Office.

# 2.4 LEGAL STATUS

2.4.1 The nominated property is the core of the modern city of Liverpool and is protected through the normal planning mechanisms and systems of national and local government. The whole of the nominated site has conservation area status and 255 buildings or structures are specifically protected. A number of buildings and structures are managed specifically for their conservation value.

# Parliamentary Ward

2.4.2 The nominated site is wholly within the Riverside Parliamentary Ward, and the current Member of Parliament for the ward is Louise Ellman.

# Liverpool City Council

2.4.3 The nominated site is wholly within the boundary of Liverpool City Council, which is a Unitary Metropolitan District Council. Liverpool City Council is therefore the Local Planning Authority, the Local Highway Authority and has responsibility for all local

authority functions. The City Council operates within the law, notably the Local Government Act 2000, and its own Constitution. It is composed of 99 councillors with one-third elected three years in four. Councillors are democratically accountable to residents of their ward. The overriding duty of councillors is to the whole community, but they have a special duty to their constituents. The Executive is the part of the Council, which is responsible for most day-to-day decisions. It is made up of a leader and a cabinet of nine councillors. There are six select committees, which support the work of the Executive and the Council as a whole. To provide the opportunity for greater community involvement, eleven Area Committees have been set up. The Council employees are responsible for the day-to-day delivery of Council Services and offer advice on the development and implementation of Council policies.

# English Heritage

- 2.4.4 English Heritage (the Historic Buildings and Monuments Commission) was established under the National Heritage Act 1983. Its general duties are:
  - to secure the preservation of ancient monuments and historic buildings,
  - to promote the preservation and enhancement of the character and appearance of conservation areas, and
  - to promote the public's enjoyment of, and advance their knowledge of, ancient monuments and historic buildings.
- 2.4.5 English Heritage's specific functions involve:
  - giving specific advice to the Secretaries of State, local planning authorities and the public in relation to ancient monuments, historic buildings and conservation areas
  - advice on the inclusion of buildings on the statutory list of special architectural or historic interest and the scheduling of ancient monuments
  - making grants in relation to historic buildings, land and gardens, conservation areas and ancient monuments, and in respect of archaeological investigation
  - compiling registers of parks and gardens of special historic interest and battlefields, and preparing registers and surveys of Buildings At Risk
  - compiles and makes available a national record of England's historic buildings and ancient monuments
  - acquiring and/or managing historic buildings, land or gardens
- 2.4.6 English Heritage (NW) is based in Manchester and has particular responsibility for the nominated site, including sponsoring the nomination.

# National Museums Liverpool

2.4.7 National Museums Liverpool, formally National Museums and Galleries Merseyside, was established as a national museum in 1986 because of the outstanding quality of its collections. NML is governed by a board of Trustees and is an exempt charity. It receives an annual grant from the Department for Culture, Media and Sport, but also generates income from a number of sources.

# Northwest Development Agency (NWDA)

- 2.4.8 The Northwest Development Agency has been established to co-ordinate the work of all relevant partners at regional and local levels for :
  - economic development and regeneration,
  - business efficiency, investment and competitiveness
  - promoting employment
  - enhancing the development and application of skills, and
  - sustainable development

# Liverpool Vision

- 2.4.9 Liverpool Vision is an Urban Regeneration Company, established in June 1999 as a Company Limited by Guarantee. It has three funding partners: Liverpool City Council, the North West Development Agency and English Partnerships. It was the first Urban Regeneration Company to be established following the government's response to the report of the Urban Task Force, Towards an Urban Renaissance, published in June 1999. The company's general objective is to develop the economic, social and environmental prosperity of Liverpool City Centre and the wider sub-region. Its area of influence is not rigidly defined, but extends in an arc with a radius of about one mile from the Pier Head. Liverpool City Centre is a Strategic Investment Area (SIA) within the ERDF Programme. Liverpool Vision's role has focussed on:
  - Strategy formulation, including the publication of a City Centre Strategic Regeneration Framework in July 2000 and the ongoing development of implementation frameworks;
  - ◆ Engagement, Participation and Consultation with constituencies in the city and the region;
  - ◆ Programme Management for the implementation of the strategy over a 10 to 15 year period.

# Liverpool Land Development Company

2.4.10 The Liverpool Land Development Company is a regeneration company that promotes the regeneration of the SIAs within Liverpool, with the exception of the City Centre.

# 2.5 PROTECTIVE MEASURES AND MEANS OF IMPLEMENTING THEM

# Planning Framework

2.5.1 The significance of the nominated site's built heritage, including its proposed buffer zone, is safeguarded through a range of protective measures provided under established planning legislation, policies and practice. Planning issues in respect of new buildings, changes of use of existing buildings and land and alterations to and management of existing buildings in England are controlled by the English system of land-use planning. The current principal statutes are the Planning Act 1990 and the Planning (Listed Buildings and Conservation

Areas) Act 1990, although there are many other important statutory instruments, documents and guidance notes. The planning system is implemented by both central and local government.

# Central Government's Role

- 2.5.2 Central government's planning and conservation responsibilities are shared between the Office of the Deputy Prime Minister, (ODPM) the Secretary of State for Culture, Media and Sport (DCMS) and the Secretary of State for Environment, Food and Rural Affairs. (DEFRA)
- 2.5.3 General planning matters, including the formulation of national and regional planning policies, approving Development Plans and determining planning appeals are the responsibility of the Office of the Deputy Prime Minister. (ODPM) Where proposed developments involve potentially contentious issues, or where any proposals affect properties or land of a particularly sensitive nature the applications may be called in by ODPM. Planning applications and applications for listed building consent affecting Grade I and II\* Listed Buildings must be referred to the Deputy Prime Minister for him/her to decide if they are to be called in for determination.
- 2.5.4 The Secretary of State for Culture, Media and Sport is responsible for the general legislative and policy framework for conservation issues, particularly:
  - the nomination of World Heritage Sites,
  - the compilation of the statutory list of buildings of special architectural or historic interest
  - the exercise of statutory powers to secure repairs to historic buildings
  - the designation of conservation areas
  - the funding of the main conservation agencies, and
  - the scheduling of Ancient Monuments
- 2.5.5 All planning decisions and conservation proposals should be made consistently, in accordance with an established statutory planning framework. To assist in this, central government has produced a range of guidance on land-use planning issues. "Planning Policy Guidance Notes" (PPGs) represent Central Government's policies on development and are given great weight in determining planning applications and any subsequent appeals. PPG 15 Planning and the Historic Environment and PPG 16 Archaeology and Planning are the key PPGs for conservation and heritage issues.
- 2.5.6 Central government recognises the need for special attention to be paid to the needs of World Heritage Sites. Para 2.22 of PPG 15 confirms that inclusion of a property in a World Heritage Site is a key material consideration in determining planning and listed building consent applications. Para. 2.23 advises that each local planning authority should formulate specific planning policies for protecting these sites in their development plans. Para 6.37 advises that "Local planning authorities are encouraged to work with owners and managers of World Heritage Sites in their areas, and with other agencies, to ensure that comprehensive management plans are in place."

- 2.5.7 The United Kingdom has recently devolved some powers to the regions in its Regional Government Offices. Regional Planning Guidance (RPG) is becoming an increasingly important element of Central Government guidance in the determination of planning applications and policies, and is able to guide development in a manner that reflects local and regional issues.
- 2.5.8 In March 2003, the UK Government issued RPG13: Regional Planning Guidance for the North West. This gives clear support for the urban renaissance in Liverpool in the form of Policy SD1 The north West Metropolitan Area Regional Poles and Surrounding Areas. This indicates that priority would be given to:

"development and resources which will enhance significantly the economic strength, complementarily of roles, overall quality of life, environmental enhancement, and social regeneration within:

- the city centre of Liverpool and its surrounding area;
- the city centre of Manchester / Salford and its surrounding area;"
- 2.5.9 In addition, policy ER3 Built Heritage states that:

"Planning authorities and other agencies in their plans, policies and proposals will identify, protect, conserve and, where appropriate, enhance the built heritage of the Region, including those features and sites (and their settings) of historic significance to the North West:

- ♦ Hadrian's Wall World Heritage Site;
- the City of Chester;
- ◆ Liverpool's commercial centre and waterfront and parts of Manchester and Salford (Ancoats, Castlefield and Worsley);
- ♦ listed buildings, historic parks and gardens, conservation areas and battlefields;"
- 2.5.10 Overall, RPG 13 gives considerable support for the sustainable regeneration of Liverpool and the conservation of its heritage assets, in particular the WHS.

# Liverpool City Council's Role

2.5.11 Many planning and conservation responsibilities are delegated to local planning authorities. Liverpool City Council is the unitary local planning authority for the whole of the nominated World Heritage Site and therefore has certain statutory duties as well as the discretion to undertake other functions.

# Forward Planning

2.5.12 Liverpool City Council is required by the Local Government Act 1985 to prepare a Development Plan for the whole of its area to guide development and to protect and enhance the environment of the City. The Plan comprises a comprehensive written statement, supported by a map, which spells out the Council's proposals for land-use and development in the future. Following extensive public consultation, a modified Deposit Draft of the Liverpool Unitary Development Plan (UDP) was produced in November

2000. The UDP has now been formally adopted and is the Development Plan for the nominated World Heritage Site. A major review of the UDP is now underway and this includes extensive public consultation. The timetable for the UDP Review is to produce an Issues Report by the end of 2002 and the final document by the end of 2004. The UDP will include policies to recognise the need to protect the outstanding universal value of the nominated site.

- 2.5.13 Liverpool Vision published its City Centre Strategic Regeneration Framework in July 2000. It is a dynamic, flexible regeneration framework, providing a context, in which the city can address and deliver strategic goals, based on exhaustive public consultation and consensus.
- 2.5.14 Liverpool City Council, English Partnerships and Northwest Development Agency have all endorsed the Strategic Regeneration Framework. Although it is not a statutory planning document, the City Council and its partners have agreed, in principle, to carry it forward through the statutory planning and funding process. It was also endorsed by the Department of Environment, Transport and the Regions (DETR) through the Urban White Paper, *Our Towns and Cities: The Future, Delivering an Urban Renaissance,* (November 2000). The Nominated site is within the area influenced by Liverpool Vision's City Centre Strategic Regeneration Framework.

## Development Control

- 2.5.15 Applications for proposed works of development, including proposals to alter or demolish listed buildings or buildings in a conservation area, are normally submitted to Liverpool City Council for determination. Development control decisions are made either by elected representatives of the City Council following advice from the Planning Manager or by the Planning Manager, under delegated powers.
- 2.5.16 Applications are determined on their own merits in the context of national, regional and local planning policies. Applications are either approved, usually subject to conditions, or refused for specified reasons. If an application is refused, applicants have a right of appeal to the Secretary of State. Significant development proposals in World Heritage Sites will generally require formal environmental assessment to ensure that their immediate impact and their implications for the longer term are fully evaluated.

# Protective Site Designations

2.5.17 Liverpool City Council has a crucial role in securing the conservation of the nominated site. It is responsible for the integration of conservation policy with wider planning policy for the area.

#### **Conservation Areas**

2.5.18 Under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990, Liverpool City Council has a duty to designate and review Conservation Areas, which are "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". It also has a duty to formulate and publish proposals for the preservation and enhancement of conservation areas and to pay special attention in the

exercise of its planning functions to the desirability of preserving or enhancing the character or appearance of their conservation areas. The main implications of conservation area designation are:

- consent is required for most demolition of buildings
- consent is required for most works to fell or prune trees
- higher standards of design and materials for proposals will be expected, and
- permitted development rights are more restricted i.e fewer works can be done without planning permission. Indeed, Article 4 (1) Directions have been made for the Castle Street Conservation Area and Duke Street Conservation Area to remove all permitted development rights.
- 2.5.19 Effectively, the whole of the nominated site is protected by conservation area status.

# Listed Buildings

- 2.5.20 Liverpool City Council has a duty to maintain a Listed Buildings Register and to control works to listed buildings. The City Council can request the "spot listing" of buildings by the Secretary of State for Culture, Media and Sport, as can anyone. Liverpool City Council has powers to secure the repair of listed buildings which have been allowed to fall into disrepair, and the power to make grants towards the cost of repairing historic buildings. The main implication of a building being listed is that listed building consent is required for any works of demolition, alteration or extension, which would affect its character as a building of special architectural or historic interest.
  - ◆ Grade I Listed Buildings are buildings of outstanding architectural or historic interest. Only about 2% of all Listed Buildings in England are within this category.
  - ◆ Grade II\* Listed Buildings are also buildings of outstanding architectural or historic interest, but not quite as important as Grade I Listed Buildings. Approximately 4% of listed buildings in England are within this category.
  - ◆ Grade II Listed Buildings are buildings of special architectural or historic interest. Approximately 94% of Listed Buildings in England are within this category.
- 2.5.21 The different Conservation Areas and Listed Buildings are shown on Figure 2.4.

#### World Heritage Site Status

2.5.22 Inscription as a World Heritage Site does not at present carry any additional statutory controls, but it is a key material consideration in determining planning applications and listed building consent applications. Liverpool City Council intends to include policies in the UDP Review to assist in the protection of the nominated site, and to produce supplementary planning guidance.

#### Buffer Zone

2.5.23 In accordance with Paragraph 17 of the Operational Guidelines for the Implementation of the World Heritage Convention UNESCO 1999), a Buffer Zone has been proposed for the nominated site (see Figure 2.4). The proposed Buffer Zone has been developed to help to

ensure that future development in the setting of the Nominated Site respects the values of the Nominated Site. The boundaries of the proposed Buffer Zone will be confirmed through a process of stakeholder consultation, during the ongoing production of the World Heritage Site Management Plan.

2.5.24 The entirety of the proposed Buffer Zone is within Liverpool City Council's boundary. The proposed Buffer Zone is within the area influenced by Liverpool Vision's Strategic Regeneration Framework. It extends beyond the nominated site to encompass a total of six Action Areas, which include the Pier Head, the Commercial District, Castle Street Live/Work District, the Cultural Quarter/Lime Street Station, the Retail Core and Kings Dock.

# 2.6 AGENCIES WITH MANAGEMENT RESPONSIBILITY

2.6.1 In addition to Liverpool City Council and the owners and occupiers of land, buildings and water-spaces, there are several other organisations and agencies with management responsibilities for, or interests in, the nominated site. Most of the public bodies are represented on the Liverpool World Heritage Site Steering Group, and this has helped to establish a close working relationship between them. The table below shows the key management organisations which have management responsibilities within the nominated site, a summary of their remit and the level of authority.

Organisation	Remit	Level of Authority
Liverpool World Heritage Site Bid Core Steering Group	Co-ordinated approach to the management of the nominated site	Lead Officers of various organisations (most listed below)
Liverpool City Council	Strategic planning policy with full unitary local government powers and duties	<ul> <li>Planning Manager</li> <li>Conservation and Urban Design Manager</li> <li>World Heritage Officer</li> <li>Merseyside Archaeological Officer</li> <li>Conservation Officers</li> <li>Highway Manager</li> <li>Libraries Manager</li> <li>Tourism Manager</li> </ul>
English Heritage	To promote good practice in the management of the heritage assets	Inspector of Historic Buildings and Historic Areas Advisor
North West Development Agency	Set up by central government to promote regional economic development	Chief Planner
Government Office-North West	Regional Government Office	Senior Planning Officer
Liverpool Vision	Set up by central government as the first Urban Regeneration Company to promote economic development in Liverpool City Centre. The shareholders are Liverpool City Council, English Partnerships and NWDA	Planning Director
Merseytravel	To develop a fully integrated and sustainable transport network for Merseyside	Principal Projects Officer

Organisation	Remit	Level of Authority
Liverpool Land Development Co	Set up by NWDA and LCC to promote economic development in noncity centre Liverpool	Chief Executive
The Mersey Partnership	A member organisation to promote tourism within Merseyside	Tourism Business Networks Manager
Liverpool First	The Liverpool Partnership Group to formulate and implement a Community Strategy	Director
Liverpool Atlantic Partnership	To promote local economic regeneration and community involvement	Cluster Director
Liverpool Chamber of Commerce and Industry	To represent the interests of the business community	Secretary
National Museums Liverpool	To provide stewardship and development of museums, galleries and collections	Director
Liverpool Culture Co.	To promote culture in Liverpool and Liverpool's Bid for Capital of Culture 2008	Chief Executive
Department for Culture, Media and Sport	To ensure UK compliance with the World Heritage Convention	Secretary of State
International Council on Monuments and Sites (ICOMOS)	To advise on compliance with the World Heritage Convention	Secretary
Environment Agency	A national agency with responsibility for natural watercourses	Partnerships Officer
British Waterways	A national agency with responsibility for maintaining canals, associated features and South Docks	General Manager - Northern Waterways
Liverpool Architecture and Design Trust	To promote interest in architecture and design in Liverpool and care for some public art	Company Secretary

# Part 3: Statement of Significance

- 3.1 STATEMENT OF SIGNIFICANCE
- 3.2 NOMINATION CRITERIA



# Part Three: Statement of Signicance

# 3.1 STATEMENT OF SIGNIFICANCE

#### Introduction

- 3.1.1 The City of Liverpool is without doubt a historic city of international standing and significance. It is celebrated globally for its historical and contemporary cultural achievements in the fields of music and sport, but its outstanding universal value stems from its historic role as an eminent international seaport from the early 18th century to the early 20th century and the surviving urban landscape that testifies to that role.
- 3.1.2 The period from the early 18th to the early 20th century saw fundamental, worldwide changes in human society. Liverpool played a major role in these changes, particularly through its involvement in the development of world trade; the Industrial Revolution; the growth of the British Empire; and the mass movement of people, particularly to the New World.
- 3.1.3 Liverpool was also a pioneering city and its tradition of innovative development made it an international leader in the fields of dock technology, port management, building construction methods and transport systems.
- 3.1.4 The nominated site is a complete and integral urban landscape that encompasses much of the very heart of the City of Liverpool and provides tangible and coherent evidence of the city's historic character and significance.
- 3.1.5 The nominated site contains a number of internationally significant architectural assemblages including the Pier Head Group, the William Brown Street Civic Buildings, the Docks and Warehouses and the Commercial Centre. In addition to the architectural legacy, the nominated site has a rich cultural legacy of historical and cultural collections.
- 3.1.6 The spirit of innovation and ambition that characterised Liverpool's historic rapid rise to eminence still prevails in the city today and the ongoing regeneration and renewal initiatives are seeking to return Liverpool to a position as a world city. At the turn of the 21st century, the city is at the forefront of the urban regeneration movement and contains many examples of pioneering and successful approaches to urban regeneration in a historic context. The inscription of the nominated site would be a major step in the continued regeneration of the city.

# Liverpool's Role in World History

# Development of World Trade

- 3.1.7 Global trading is one of the hallmarks of modern history. Early sea exploration from Europe had opened up many new markets, first with Africa and the Americas, then India, the Far East and Australasia. The rapid expansion of world trade since the 18th century can be largely traced to two factors: the Industrial Revolution and the growth of the European imperial powers.
- 3.1.8 The scale of Britain's international trade grew exponentially as the Industrial Revolution gathered pace, and Liverpool was, through innovation, location and ambition, able to capture a huge share of that trade. Up until the mid 18th century, Britain's major commercial ports were London and Bristol, but during the 18th, 19th and early 20th centuries, Liverpool flourished and quickly became Britain's leading provincial commercial port and Europe's foremost transatlantic port. By the middle of the 19th century over 40% of the world's output of traded manufactured goods was produced in Britain and over 25% of international trade was conducted through Britain. Britain was only able to achieve this pre-eminent status because of its transport infrastructure and port facilities. Liverpool's vast and innovative port and commercial facilities were critical to Britain's economic development, especially the growth in its international trade.
- 3.1.9 The scale of Liverpool's role in Britain's development, and in world trade in general, should not be underestimated. Between 1780 and 1830 the revenues of the Port of Liverpool increased forty times over, making it the most important port in Britain and the Empire to be administered by a single Port Authority. The port had grown to such eminence that by the end of the 19th century a third of the total shipping in Britain was conducted through Liverpool and one seventh of the entire world's shipping was registered in Liverpool. Throughout the 19th century, the port was also the most significant transatlantic port in Europe.
- 3.1.10 Liverpool made a key contribution to maintaining Britain's involvement in world trade during World War II, not only because the merchant shipping that was based in Liverpool continued to supply the nation with food, other domestic supplies and armaments, but also because the Combined Operations Headquarters, controlling the Western Approaches, was based in Exchange Buildings from 1941. The Battle of the Atlantic was the longest running campaign of the war, and the allied defence relied heavily on the co-ordination of convoys and their escorts from Liverpool and the rapid mobilisation of naval ships and aircraft from nearby Hooton Park and other airfields.

#### The Industrial Revolution

3.1.11 Britain was the first country to undergo radical industrial transformation and the Industrial Revolution was well established by the late 18th century. The Industrial Revolution was not marked by a single event, nor does it have a specific start date. However, it had its origins in cultural, social and economic shifts that occurred throughout Britain and Europe during the early and mid-18th century.

- 3.1.12 As the Industrial Revolution gathered pace in the 18th century, Liverpool's ambitious port developments left it well placed to support, and take advantage of, the growing manufacturing industries in northern and central England. Liverpool handled the lion's share of trade emanating from these pioneering new industries, as well as supplying much of their raw material. Liverpool was influential in enabling the growth of a number of internationally significant centres of industrial production, including: cotton in Lancashire; wool in Yorkshire (as exemplified by the World Heritage Site at Saltaire); salt and chemical extraction in Cheshire; ceramics in Staffordshire and iron in Shropshire (as exemplified by the World Heritage Site at Ironbridge).
- 3.1.13 As well as directly aiding these industries through exporting and importing material, Liverpool provided vital supplies of food and building materials needed to support the growing populations of the new urban centres in the north of England.

#### The Growth of the British Empire

3.1.14 The British Empire was, at its peak, a vast conglomeration of disparate dominions and colonies held together by Britain's naval dominance and mercantile strength. Liverpool, with its role in the growth of world trade and the development of the Industrial Revolution, was a significant factor in the success of the British Empire. The role Liverpool played as the largest provincial port city in Britain, and as the leading transatlantic port in Europe, was crucial to the Empire's growth. Liverpool also supplied much-needed expertise and technology to the colonial ports.

#### The Mass Movement of People

- 3.1.15 As well as trade in goods, Liverpool has a long tradition of transporting people, as emigrants and as slaves and during wartime.
- 3.1.16 The slave trade was hugely influential in the economic success of the western world in the 18th and 19th centuries. The Portuguese were the first to capture native Africans and forcibly transport them for labour in the 15th century. Other European countries soon joined the exploitation, and the early exponents from Britain were the merchants from London and Bristol. It was they who established the infamous 'Triangle Trade' between Europe, Africa and America: from Britain, manufactured goods were taken to Africa; from Africa, slaves were transported to the Americas and the Caribbean; and from the Americas and the Caribbean, sugar, cotton and rum (amongst other goods) returned to Britain. By the mid 18th century Liverpool merchants had assumed dominance in the trade. Between 1699 and 1807, Liverpool's traders transported 1,364,930 African captives in 5,249 voyages, compared to London's 744,721 in 3,047 voyages and Bristol's 481,487 in 2,126 voyages.
- 3.1.17 The immorality and vileness of the slave trade cannot be denied, but through the cruel and enforced trade in people, the social, cultural and racial mix of human society has become radically altered; the repercussions of which are still to be felt today. Liverpool played a significant role in the trade and ultimately this role has had a profound effect on modern human society. Liverpool is not proud of the role it played in the slave trade the City of Liverpool has offered its unconditional apology and participates in an annual Day of Atonement.

- 3.1.18 As well as the despair of the slave trade, Liverpool also offered hope to millions of people as they sought new lives across the world. The first emigrants to pass through Liverpool were the 18th century European settlers on their way to the Caribbean to establish the sugar plantations, or to mainland America to found new colonies. Later, during the 19th century, Liverpool dominated the European emigration routes to the United States of America. Of the 5.5 million emigrants who crossed the Atlantic from Britain between 1860 and 1900, 4.75 million sailed from Liverpool. Of the 482,829 emigrants who sailed from Europe to the United States in 1887, 199,441 sailed from Liverpool, and of these, 68,819 were continental Europeans, 62,252 were British and 68,370 were Irish. The scale of emigration from Liverpool peaked in 1904 at around 270,000 people. The last major episode of mass movement of people from Liverpool was during World War II when a total of 1,747,505 service personnel passed through Liverpool's docks on their way to, and from, various theatres of war.
- 3.1.19 Liverpool's role in the mass movement of people has had a profound effect on the cultural, social and racial make-up of the world. Few, if any, other port cities have had such a sustained and influential role on the lives of so many people and the development of so many nations.

# Liverpool's Tradition of Innovative Development

# Pioneering Dock Technology

- 3.1.20 Liverpool's success was due to many factors, including the port's determination to keep ahead of its international competitors in the development and deployment of innovative technology. In 1715 the Town Corporation opened the world's first commercial enclosed wet dock. This overcame the natural limitations of the river and was a key catalyst in Liverpool's growth. The 'Old Dock', as the 1715 dock became known, was only the first of a rapid succession of new additions. By the end of the 18th century a further five docks had been built and by the end of the 19th century 120 hectares of enclosed docks had been constructed along a seven-mile length of the Mersey.
- 3.1.21 Many of these docks incorporated innovative and pioneering technological ideas that were subsequently copied and adopted in ports around the world. These included:
  - ♦ The construction of dockside warehousing (Duke's Dock 1783);
  - ◆ The fireproof construction of warehouses;
  - ◆ The first installation of hydraulic cargo handling machinery in 1847.
- 3.1.22 Perhaps most importantly the continuous evolution of dock construction techniques, such as retaining wall construction, was made possible by Liverpool's continuous engagement in dock construction and reconstruction.

#### Port Management

3.1.23 Liverpool was a leader in the management of docks. The city was the first port to utilise a major non-profit-making board, the Mersey Docks and Harbour Board (MDHB) (founded 1857), to manage the growth and development of the docks. The port had also seen the

appointment in 1824 of the world's first full-time salaried civilian dock engineer, Jesse Hartley (in office 1824-1860). He and his successor, George Fosbery Lyster (in office 1861-1897) played key roles in the development of dock engineering and broader engineering management. The dock engineers that trained under Hartley and Lyster carried their methods around the world to ports as diverse as: Alexandria, Bombay, Buenos Aires and Fremantle, further promoting Liverpool's eminent position and aiding the development of other internationally important ports.

#### **Building Construction Methods**

- 3.1.24 Many buildings in Liverpool demonstrate significant technological innovations. The remarkable commercial expansion of the city attracted entrepreneurs who were willing to invest in innovative and potentially more profitable enterprises and buildings. Key examples include:
  - Oriel Chambers (1864) was one of the first office buildings to be clad in glazed curtain-walling;
  - ◆ The Royal Liver Building (1911) was one of the earliest and most innovative multi storey reinforced concrete office building in the world;
  - ◆ The Martins Bank Building (1927-32) is an early example of a completely ducted office and of a low temperature ceiling heating system;
  - ◆ The Royal Insurance Buildings (1897-1903), the Tower Buildings (1906) and the Stanley Dock Tobacco Warehouse (1901) were amongst the earliest large steelframed buildings in England;
  - ◆ Lime Street Station (1851), at the time of its construction, was the world's largest iron spanned structure of its kind and its surviving replacement, the north shed (1868), was briefly the largest span in the world.

## Transport Systems

3.1.25 Although Liverpool did not play a pre-eminent role in the development of new transport technologies it did pioneer the use of new technologies in the service of trade and industry. The city was often the first, or one of the earliest users, of new technologies and was particularly adept at expanding the use of existing technologies. Liverpool played a crucial role in the development of three key transport technologies: canals, railways and road tunnels.

#### Canals

3.1.26 The importance of canals was recognised at an early stage by Liverpool and the development of the Sankey Brook Navigation, the first man-made canal in England and the first commercial canal in the world, was assisted by the Liverpool Dock Trustees, Liverpool Corporation and Liverpool merchants. More significant was Liverpool's involvement in the Leeds and Liverpool Canal, designed to link the industrial heartlands and coalfields of Lancashire and Yorkshire with the Liverpool Docks. Construction of the canal began in 1770 and was finally completed in 1816. The final link to Stanley Dock was completed in 1848. It was, at 127.25 miles (c.204km), the longest single canal in England,

and also the most profitable. The Bridgewater, Trent and Mersey and Ellesmere Canals were also constructed primarily to carry goods to and from Liverpool.

#### Railways

- 3.1.27 The development of the railways fundamentally changed the economy of Britain, and ultimately the world. They had a greater all-round impact than canals and created deep social changes alongside the economic shifts. Liverpool was at the forefront of the development of the use of rail. The Liverpool and Manchester Railway was opened on the 15th September 1830 and was the world's first commercial railway to carry passengers, goods and mail. The railway was also the first to be double-track throughout and entirely steam hauled. The railway's gauge of 4 feet 8.5 inches (c.1.42m) has also been adopted on a near-universal basis by all other railways. The railway set the pattern for the development of all other mainline railways of the 19th century.
- 3.1.28 The railway originally terminated at Edge Hill, some 2km east of the current terminus at Lime Street. This location led to the development of a series of remarkable railway tunnels and cuttings from Edge Hill to Wapping Dock, later to Lime Street and finally to Waterloo/Princes Docks. These tunnels and cuttings between the docks, the heart of the city and the original railway, exemplify the manner in which Liverpool utilised and adapted technology to suit its needs and to support the commercial activity of the city.
- 3.1.29 The Mersey Railway Tunnel was not the first, nor the longest, steam railway tunnel when it was opened in 1886. However, in 1903 it became the first under-water electrified railway in the world. Liverpool continued the development of electric railways with the opening of the world's first electric overhead railway in 1893. The overhead railway included a host of innovative features, which were copied by similar urban railways around the world.

#### Road Tunnel

3.1.30 The Queensway Road Tunnel under the Mersey was opened on 18 July 1934. At 2.13 miles (c.3.4km) in length, it was at the time of its opening, the longest under-water road tunnel in the world. What truly sets it apart from other tunnels is the aesthetic beauty of its visible architecture. The main art deco style portal and two of the ventilation shafts lie within the nominated site and are outstanding examples of the combination of art, form and functionality, achieved by the Liverpool architect Herbert Rowse.

# The Nominated Site's Urban Landscape

3.1.31 The nominated site encompasses much of the heart of the City of Liverpool and includes the outstanding dock complexes. The site is a unique urban landscape that bears testament to Liverpool's historic, technological and social significance as well as demonstrating the city's 800 years of urban evolution. In particular, it demonstrates the 200 years of bold innovation and mercantile growth that characterised Liverpool's development from the early 18th century to the early 20th century. The urban landscape comprises a rich architectural legacy, historic and authentic townscape and an evolved historical layout. Some degradation of these has occurred in the 20th century because of war and modernisation, but this has not obliterated the all-pervading historic townscape, layout and fabric of the Site.

3.1.32 The scale, quality and diversity of the site's remarkable collection of mercantile, civic and industrial buildings are tangible evidence of the wealth and power of Liverpool's merchants and trading partners. This urban landscape contains a number of key elements and architectural ensembles that, in many respects, can be considered to be of outstanding universal value in their own right.

#### The Pier Head Waterfront

3.1.33 The focal point for Liverpool's waterfront is the Pier Head and in particular the group of three buildings of the early 20th century, namely the Royal Liver Building, the Cunard Building and the Port of Liverpool Building. They form a dramatic manifestation of Liverpool's historical significance and provide an instantly recognisable icon for the city and the nominated site. Their vast scale, so pioneering for Europe at the time, allows them to dominate the waterfront when approaching Liverpool by ship. They were a statement of optimism and ambition; and they still capture the attention of all who pass by.

#### The Warehouses

- 3.1.34 Prior to the introduction of steam-ships and railways, delivery and collection arrangements for perishable goods were unreliable, and so warehouses were vital buildings for the storage of those goods at the port. The nominated site contains a broad and comprehensive collection of warehouses dating from the 18th century to the 20th century. An example of a purpose-built warehouse adjacent to a merchant's house, is the c.1799 warehouse at 57 Parr Street adjacent to Thomas Parr's Palladian mansion. Only the foundations survive of the pioneering 1783 Duke's Dock warehouses, which were the first secure dockside warehouses, but the concept was refined further at the iconic complexes of Albert Dock, Stanley Dock, Wapping Dock and Waterloo Dock
- 3.1.35 The surviving examples of these warehouses and dock complexes are one of the most instantly recognisable aspects of the site's architectural form and urban landscape. As an ensemble, they supply tangible evidence of Liverpool's innovative traditions and form a discrete link with Liverpool's historic role as an eminent port city.

# The Architecture of the Commercial Centre

- 3.1.36 Liverpool as an eminent port needed an infrastructure of commercial offices, banks and exchanges to support its trading activities. The commercial centre of Liverpool contains a fabulous assemblage of predominantly 19th century buildings, built to service the needs of Liverpool as well as to impress its clients and competitors. These commercial buildings are focused around Castle Street, Dale Street and Victoria Street, and they exhibit an eclectic range of architectural styles drawing their inspiration from trading nations across the globe. Key examples include the Greek Revival-style Bank of England and the Eastern influenced Adelphi Bank on Castle Street.
- 3.1.37 The eclectic mix of styles, the ambitious designs and the exuberant decoration of the buildings in the Commercial Centre are a celebration and manifestation of the city's wealth and trading links. As an ensemble they form one of the finest collections of commercial architecture from the era of the British Empire.

#### The Civic and Cultural Buildings

- 3.1.38 The nominated site contains an outstanding ensemble of civic and cultural buildings including the Town Hall (1754), the Municipal Buildings (1860-66) and Bluecoat Chambers (1717). The most impressive are the William Brown Street group, containing St. George's Hall (1840-55), William Brown Museum and Library (1857-60), Walker Art Gallery (1877), Picton Reading Room and Hornby Library (1875-79 and 1906), County Sessions House (1882-84) and the College of Technology and Museum Extension (1898-1909). St. George's Hall is widely acclaimed as perhaps the finest single piece of European neo-classical architecture and together all the buildings in the group make the William Brown Street group arguably the finest ensemble of 19th century neoclassical architecture in the world.
- 3.1.39 All the civic and cultural buildings in the site, taken together as a whole, are remarkable representations of the civic pride and spirit of Liverpool in the 19th and 20th century. They are direct tangible evidence of the wealth and ambition of the city and its eminent status in the British Empire and wider world.

#### The Domestic Buildings

3.1.40 Most of the original residential buildings of the nominated site have been displaced by commercial buildings over the last 200 years, with many of the merchants moving into the Canning area to the east in the early/mid 19th century. However, the nominated site does have some good examples of buildings of the late 18th and 19th centuries that were originally in domestic use, with a particular concentration around Duke Street. These include the terraced artisans' houses at 17-25 (odd) Duke Street and the grand merchant's house of Thomas Parr on Colquitt Street. There are also a few isolated examples of originally domestic premises in the Dale Street Commercial Centre, notably 135-9 Dale Street and 7 Union Street.

# The Nominated Site's Historical and Cultural Collections

#### Historical Collections

- 3.1.41 Repositories in the nominated site hold a number of unique historical collections that add considerable value to the site's historical significance. These include the Merseyside Maritime Museum's collection of merchant shipping records, a complete set of minute books of the Dock Trustees from 1793 and an almost complete record of the transactions of the Mersey Docks and Harbour Board from 1858 onwards.
- 3.1.42 The Liverpool Record Office holds extensive collections of archives and local study materials, dating from 13th century to the present and which are of international significance, charting the growth of Liverpool and the movement of people through it. The collections of photographs by E Chambre Hardman at the Records Office and Rodney Street and by Stewart Bale at the Maritime Museum are unique and comprehensive visual records of Liverpool's cultural traditions during the 20th century. These collections taken together supply direct primary evidence of Liverpool's key periods of historical development and significance.

#### Cultural Collections

- 3.1.43 The mercantile wealth of Liverpool enabled the creation of many exceptional collections of fine art, objects and books from around the world. These were mostly collected privately and were subsequently donated to the city. For instance, the collections of medieval manuscripts and rare books at the Central Library have been amassed since 1856. The collection has many rare and beautiful works of outstanding importance, including the "double elephant folio" of Audubon's Birds of America. Liverpool's role as a seaport was also instrumental in enabling collectors to travel the world and amass material, for example Arnold Ridyard (Chief Engineer of the Elder Dempster shipping line) bequeathed 2,500 ethnographical objects, reflecting the many ports of call of Elder Dempster ships.
- 3.1.44 The collection of over 1,000 ship models at the Merseyside Maritime Museum comprises one of the finest collections of its kind in the world. The Museum houses major collections of marine paintings, vessels and other important artifacts relating to the shipping and seafaring communities of the City as well as material relating to emigration and slavery. These reflect Liverpool's role as a major seaport and the spiritual home of the British Merchant Navy. The Conservation Centre is internationally recognised as a centre of conservation expertise in various techniques such as laser technology for the treatment and preservation of sculpture.
- 3.1.45 The collections all demonstrate Liverpool's international connections and cultural traditions. They supply considerable material evidence of the wealth, power and importance of the city throughout the 18th, 19th and 20th centuries and form a major component of the Site's historic significance.

# 3.2 NOMINATION CRITERIA

Liverpool - Maritime Mercantile City is proposed for inscription as "The supreme example of a commercial port at the time of Britain's greatest global influence".

- 3.2.1 The nominated site is a complete and integral urban landscape that provides coherent evidence of Liverpool's historic character and bears testament to its exceptional historic significance.
- 3.2.2 The site is nominated for inscription under the following three criteria:

Criterion (ii) The nominated site exhibits an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, townplanning or landscape design

3.2.3 Liverpool was an innovator and pioneer in many fields, especially dock technology, port management and transport systems. One of Liverpool's most significant achievements was the construction in 1715 of the Old Dock, the world's first commercial enclosed wet dock. This was the beginning of a movement to create artificial docks in tidal estuaries that spread throughout the British Empire and the world. Liverpool's technologically innovative dock complexes with their warehouses eventually set the standard for all other port developments. Liverpool was also one of the first ports to use a single non-profit-making board to govern the development of the port and the first to appoint a full-time dock engineer. The city also exported trained dock engineers to other ports, which aided the development of many now internationally important ports.

- 3.2.4 Many buildings also demonstrate significant architectural innovations including the early use of glass to clad buildings, the use of reinforced concrete in large buildings and the development of steel-framed buildings. Lime Street Station was, in 1851, the largest iron-spanned building of its type in the world and set the standard for other similar buildings. Taken together, the diverse architecture of the site is a manifestation of the evolution of European architecture from the early 18th to the early 20th century, and constitutes one of the finest integral surviving ensembles from this period in the world.
- 3.2.5 Liverpool's role as an international seaport from the early 18th century to the early 20th century placed it in contact with cultures and civilisations from around the world. This contact led to the exchange and movement of ideas and values in the fields of architecture and technology. Liverpool's role as an international port was crucial in connecting the city to fashions, ideas, cultures and architectural developments around the world. It played a key part in influencing the culture and architectural styles of the city. Likewise, it enabled the technology and culture of Liverpool and the rest of Great Britain to be taken across the world.
- 3.2.6 The variety in the site's, and particularly the Commercial Centre's, architectural ensemble stems from the 18th and 19th century European tradition of appropriating and adapting 'exotic' styles in architecture and reflects the many cultures that Liverpool came into contact with. The site includes buildings modelled on the temples of Ancient Greece, Venetian Palaces, French Chateaux, Eastern architecture, early American skyscrapers and medieval cathedrals. This ensemble is one of the finest examples of this tradition surviving in the world.

# Criterion (iii) The nominated site bears a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or has disappeared

- 3.2.7 Liverpool was the leading international seaport of the British Empire and Europe's foremost transatlantic port from the 18th century to the early 20th century. Liverpool was a highly successful general-cargo port, for both import and export, and a major European port of trans-Atlantic emigration. The principal imported commodities were tobacco, cotton, corn, other foods, timber and other raw materials to supply the growing population and industry of its wide hinterland. The principal exported commodities were manufactured goods, such as cotton yarn and piecegoods, woollens, metals and metal goods, including machinery and vehicles. As a result, Liverpool contributed significantly to the global impact of the industrial revolution and the growth of the British Empire.
- 3.2.8 The urban landscape of the site, including its architecture, layout, dock complexes and transport systems, combined with the comprehensive cultural and historical records held on the site, form a unique testimony to the commercial acumen and mercantile strength of the British Empire in the period from the early-18th century to the early 20th century. No other port in Britain, the former British Empire or the world bears such testimony.
- 3.2.9 The British Empire was created principally to increase the wealth of Great Britain through trade. The colonies throughout the world provided relatively cheap sources of raw materials and captive markets for manufactured goods. Liverpool has been described as "The Second City of the Empire" because of its success in generating huge profits almost solely from the

imperial trade, and it exhibits the fruits of that trade, through its lavish commercial, civic and cultural buildings. Liverpool still displays the means of carrying out that trade, through the surviving functional docks and transport systems. Lawrence James, in The Rise and Fall of the British Empire goes so far as to say in the early 1980s:

"The abandoned docks of London and Liverpool and Bristol are among the grander monuments to Britain's moment of empire and world power"

Criterion (iv) The nominated site is an outstanding example of a type of building or architectural or technological ensemble or landscape which illustrates a significant stage in human history

- 3.2.10 The nominated site is a complete and integral urban landscape that includes an outstanding architectural and technological ensemble of buildings, structures and archaeological remains. The landscape of the site developed primarily during the 18th, 19th and early 20th centuries during the Industrial Revolution, the growth of the British Empire and general European expansion throughout the world. These processes are significant stages in human history that have shaped the current geo-political, social and economic environment.
- 3.2.11 Liverpool's role as the major international seaport of the British Empire and its role in the success of the Industrial Revolution in Britain, places it at the heart of both of these processes. The development of its urban landscape during this period reflected these roles. The wealth and power expressed in the commercial buildings of Liverpool are a direct testament to the success and ambitions of the British Empire and the Industrial Revolution. The magnificent surviving dock complexes, including the archaeological remains of Old Dock, illustrate the technological innovations of the Industrial Revolution and bear witness to its achievements.
- 3.2.12 The site's outstanding urban landscape is a result of the development of Liverpool as a leading European seaport during the Growth of the British Empire and the Industrial Revolution, and it illustrates in tangible form both of these significant historical processes.
- 3.2.13 The massive scale of Liverpool's port activities in the 19th century generated strong links and interaction between Liverpool and the developing industrial hinterland of northern England and Wales. Indeed, Liverpool is still known humorously as "the capital of North Wales"!
- 3.2.14 In the 18th and 19th centuries, international trade, through the demand for raw materials to feed the industrial revolution, encouraged young men to travel the world in search of their fortune by establishing plantations and other sources of raw materials. Similarly, the demand for large numbers of sailors to man the ships encouraged many men from Liverpool and its surroundings to go to sea. In addition, the massive volume of trade in Liverpool required thousands of dock workers to load and unload the various goods. The administration of the shipping business, the British Empire and diplomatic duties also brought special categories of workers. All of these activities created a culture and a way of life that has now largely vanished.

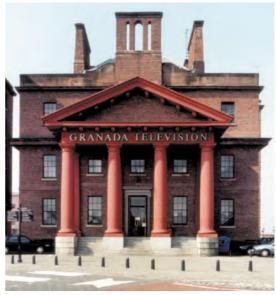
# Part 4: Opportunities, Threats and Management Issues

- 4.1 INTRODUCTION
- 4.2 OPPORTUNITIES
- 4.3 THREATS
- 4.4 MANAGEMENT OF THE SITE
- 4.5 REGENERATION
- 4.6 BUILT HERITAGE CONSERVATION
- 4.7 TOWNSCAPE / PUBLIC REALM
- 4.8 NEW DEVELOPMENT
- 4.9 TRANSPORTATION
- 4.10 ARCHAEOLOGY
- 4.11 UNDERSTANDING THE SITE
- 4.12 CULTURE AND INTANGIBLE HERITAGE
- 4.13 EDUCATION AND INTERPRETATION
- 4.14 VISITOR MANAGEMENT AND SUSTAINABLE TOURISM
- 4.15 SITE BOUNDARY
- 4.16 SETTING OF THE SITE
- 4.17 NATURAL ENVIRONMENT



# 4.1 INTRODUCTION

- 4.1.1 The Liverpool-Maritime Mercantile City candidate WHS is not a discrete isolated heritage site situated within a stable environment. It is a dynamic ensemble of urban landscapes, built heritage and archaeological remains with a wealth of associated values and meanings that encompasses the heart of a major UK city, which is currently undergoing in a major regeneration. Liverpool consequently presents a raft of opportunities and challenges for those involved in the management of the site.
- 4.1.2 This part of the Management Plan explores these issues and challenges, presents an understanding of the current situation and identifies the areas where the future management of the Site and its environs can contribute to the effective protection, enhancement and communication of the Site's outstanding universal value. Part Five - 'Future for the WHS' and Management Objectives and Part Six - Implementation and Monitoring present the proposed approach and actions believed to be necessary to secure a sustainable future for the Site whilst addressing the current challenges facing it.



Former Dock Traffic Office, Albert Dock © English Heritage

4.1.3 The section begins with a brief discussion of the opportunities and threats facing the Site before discussing a broad range of management issues. The issues are presented and discussed thematically, although there is considerable overlap between them. The identified issues fall into the following broad groups:

Management of the Site
Built Heritage Conservation
New Development
Archaeology
Culture and Intangible Heritage
Visitor Management and Sustainable Tourism
Setting of the Site

Regeneration
Townscape and Public Realm
Transportation
Understanding the Site
Education and Interpretation
Site Boundary
Natural Environment

# 4.2 OPPORTUNITIES

- 4.2.1 The survival of Liverpool's remarkable townscape and built heritage is due, in part, to the decline in economic fortunes of the city during the latter half of the 20th century. This decline meant that the demolitions and redevelopments that affected many city centres in the UK bypassed Liverpool. The regeneration of Liverpool has therefore begun at a later date than in other UK cities and at a time when the remarkable heritage resource of the city has been recognised and prioritised. This time lag presents Liverpool with an outstanding opportunity to harness the energy, drive and investment power of the regeneration agencies and companies to develop a sustainable future for the people of Liverpool and the City's outstanding heritage assets.
- 4.2.2 This opportunity has been recognised by the agencies responsible for the regeneration of the City and wider region. The regeneration strategy for the City is consequently a comprehensive one encompassing social, economic and environmental factors, the aim being to achieve a sustainable future for the City that meets the needs of current and future generations. Within the overall strategy, the WHS and its assets have a significant role to play as it is becoming increasingly recognised that a distinctive, high quality, historic environment can contribute substantially to the success of economic and social regeneration programmes. In fact, the Site already contains two examples of this approach in the form of Albert Dock and the Ropewalks project.



Albert Dock and River Mersey © English Heritage

4.2.3 Given the benefits that the historic environment can bring to the ongoing regeneration of the City Centre and WHS, it is important that future management continues to utilise, conserve and enhance the historic environment. This does not require the retention of all historic assets as this would impare the sustainable regeneration of the City and the wider benefits that this would bring to the WHS as a whole. The developing synergy and understanding between the many agencies on the Steering Group, opens up many opportunities for regeneration to aid the conservation of the historic environment and for

the historic environment to support the regeneration of the City. The two elements are inextricably entwined and the future of the City will be reliant on the successful integration of the historic environment and ongoing regeneration.

- 4.2.4 The current Liverpool City Centre Business Plan (2003) outlines priorities for the regeneration of the City Centre. These priorities cover six Action Areas/Initiatives: Waterfront, Retail Core, Commercial District, Lime Street Gateway, Movement / Public Realm and Feature Lighting. There are also two supporting themes: Capital of Culture and Local Economic Benefit. It is anticipated that these major regeneration opportunities / initiatives will bring substantial benefits to the long-term conservation of the WHS. These Action Areas/Initiatives are discussed in Section 4.5 and outlined below:
  - ♦ The Waterfront, including the Pier Head Masterplan, the Kings Dock Masterplan, the Princes Dock Masterplan, the Fourth Grace, the Cruise Liner Facility, a new ferry terminal, the Leeds and Liverpool Canal link and a new transport hub. The proposals for this area present perhaps the most significant single regeneration opportunity and challenge for the future management of the WHS. The implementation of the masterplans, including the proposed creation of a new icon (the '4th Grace'), public realm improvements, the canal link, the Cruise Liner Facility, has the potential to rejuvenate the area and re-emphasise the significance and iconic nature of the Pier Head for both Liverpool's past and future. However, the potential impact of these developments will require careful consideration.
  - ♦ The Retail Core, in particular the Paradise Street Development Area (PSDA). The PSDA is a £700 million retail-led mixed-use development, which will see the bombed-out heart of the city re-established using a historically informed urban grain. The development would also improve linkages between the Castle Street and Duke Street areas of the Site.
  - ◆ *The Commercial District.* This is a priority for regeneration. The Commercial District Masterplan is currently being prepared, with the St Paul's Square development by the English Cities Fund as the commercial catalyst.
  - ♦ *Lime Street Gateway.* This quarter is home to major cultural attractions and institutions and it also acts as a gateway into the City from Lime Street Station. The major challenge is to remodel the road layout and public realm to enhance the appeal of its international class attractions.
  - ♦ Movement and Public Realm. The City Centre Movement and Public Realm Strategy seeks to create a high quality public realm that enhances the townscape of the City Centre and a balanced movement strategy that brings an approachable and accessible City Centre. A lengthy period of strategic planning has been necessary but a start has now been made on its implementation in the Cavern Quarter, Covent Garden and elsewhere.
  - ♦ *Feature Lighting.* Liverpool City Council and Liverpool Vision have agreed a Feature Lighting Project to transform the appearance of the city centre by night. Detailed plans to create 30 visual beacons and improve the decorative lighting in a core area and the waterfront have been agreed and will be implemented as part of a planned programme over forthcoming years.

- 4.2.5 In addition to these regeneration programmes, there are a range of high profile heritage conservation projects that are seeking to enhance and promote the heritage resources of the Site for the benefit of the sustainable regeneration programme. These include:
  - Townscape Heritage Initiatives for Duke Street and Castle Street. These major projects will significantly enhance the character and historic fabric of the WHS and contribute significantly to the development of the high quality historic environment necessary for the regeneration of the City Centre.
  - ♦ William Brown Cultural Quarter
    Projects. The recently completed and ongoing conservation and restoration of key buildings in the William Brown Quarter, including St George's Hall, William Brown Museum and Library and Walker Art Gallery, will enhance the character and supply a long-term future for this key area.



Former Adelphi Bank, Castle Street © English Heritage

- 4.2.6 As significant to the future of the Site as all the initiatives listed above, is the commitment, will and drive of the local residents, councils, regeneration agencies and conservation bodies to the City's and Site's sustainable regeneration and conservation. Campaigns by local people and organisations, such as the Liverpool Echo's 'Stop the Rot' campaign have helped highlight and promote the need for the conservation of Liverpool's built heritage resource, while English Heritage's Historic Environment of Liverpool Project (H.E.L.P.) is providing high-quality data on the Site's heritage resource and developing education and social inclusion projects. The commitment of Liverpool City Council is expressed in their Unitary Development Plan and by their ongoing funding of Heritage Conservation and Planning Officer posts for the City and the Site. The Northwest Development Agency is responsible for spearheading the regeneration of the region and controls major budgets for its regeneration. NWDA's Regional Strategy published in 2000 and the UK Government's recently published Regional Planning Policy Guidance Note 13 (RPG13), both make specific commitments to the WHS. NWDA has contributed directly to this Management Plan and is involved with many specific regeneration projects in the WHS. Taken together, these commitments represent a powerful statement of intent from the key agencies and local communities to deliver a sustainable social, economic and environmental future for the Site.
- 4.2.7 In all, the physical opportunities afforded by the Site; the resources of the regeneration agencies and companies; the ongoing conservation works; and the commitment and will of local communities, politicians and UK Government agencies form a formidable force for change that can secure a sustainable future for the Site and its environs that respects and protects their outstanding universal value.

# 4.3 THREATS

4.3.1 A WHS as complex as Liverpool faces a broad range of issues, many of which can be conceived of as threats. For instance, some developers may feel that the designation of a historic asset or increased involvement of the conservation agencies in the management of the Site restricts their ability to deliver economically viable schemes. Regeneration agencies may see this as a threat to the economic regeneration of the City. While conservation agencies may feel that the insertion of unsympathetic new build in inappropriate locations threatens the historic character of the City. In reality, the threats that need to be addressed are those that threaten the sustainable regeneration of the Site and its environs, whether these stem from a conservationist or development-led perspective.



Hydraulic Tower to West of North Stanley Dock Warehouse © English Heritage © English Heritage

- 4.3.2 In many respects, all the fundamental issues identified as opportunities, e.g. new development opportunities, conservation schemes, local involvement and statutory agency support also carry a degree of threat, either through their absence/withdrawal in the future or through an over zealous application of the opportunity that unbalances the delicate regeneration equation. Within these issues there are a number of identifiable conceptual threats that apply to the Site as whole, these include:
  - ◆ Loss of support for the WHS from key agencies and/or local communities. This would undermine the management of the Site and effectively remove the possibility of achieving a balanced and sustainable regeneration programme.
  - ◆ Inappropriate new development. In physical terms this is one of the greatest threats facing the Site. Substantial insensitive development, ie. development unsuited for its location, would harm the outstanding universal value of the Site, degrade its historic character and form and potentially block future regeneration.
  - Preservation in 'aspic'. This can result in a stagnation of regeneration as existing uses have difficulty in expanding and new developments or conversions of the existing fabric become delayed or denied through disproportionate application of conservation concerns.

- ◆ Loss of character and distinctiveness. Key to both the achievement of conservation and regeneration objectives is the creation, maintenance and enhancement of a distinctive 'sense of place' and high-quality built environment. The degradation of this through incremental ill-judged change is a constant threat.
- ◆ Lack of, or inappropriate, maintenance. Without effective maintenance and monitoring the condition of the built heritage resource and townscape can quickly and significantly degrade. One of the largest threats facing the significance of the Site is the degradation of key buildings, places and other minor structures through lack of, or inappropriate, maintenance.
- ◆ Lack of funding to conserve the historic environment. Currently, funding on the scale associated with new build development is not readily accessible for historic environment conservation projects. New sources of public and private funding are beginning to be developed.
- 4.3.3 The threats to the Site should not be seen as dangers but rather as challenges to be overcome and managed. It is vital that through this process the WHS and its values remain intact and central to the future regeneration of the City. This can be achieved by preserving the synergy between the objectives of the regeneration and conservation agencies, based on an understanding that they share common goals and objectives. There is much that the WHS can contribute to the regeneration of the city and much that the regeneration of the city can contribute to the WHS, the key to both contributions will be effective management and communication.



Conservation Centre, Crosshall Street © English Heritage

## 4.4 MANAGEMENT OF THE SITE

- 4.4.1 As outlined in Part 2 of the Management Plan, the Site and its environs are owned and managed by a number of organisations and individuals. These groups have a diverse range of aims, objectives and motivations. In total there are over 8000 addresses within the Site and many more in its buffer zone. All agencies and individuals occupying, managing or owning these addresses have the potential to affect, and be affected by, the management of the Site. In addition, there are a number of statutory and non-statutory organisations with an interest in the Site's management.
- This diversity of ownership, management responsibilities and interests makes the effective management of the Site difficult. The responsibility and sphere of influence for each group, person or organisation varies considerably and few have an overall remit for the Site. A number of organisations do have a citywide approach to management and planning. These include Liverpool City Council (LCC), The Mersey Partnership (MP), Liverpool Vision (LV), Liverpool Land Development Company (LLDC) and Merseytravel (MT), the latter also have a countywide remit. The strategic plans issued by these organisations all focus on different areas of responsibility but they all seek to aid the sustainable regeneration of the entire City. Currently, due to the lack of inscription, the aforementioned plans do not perceive the WHS as a whole or seek its unified and coherent management.
- 4.4.3 To address this potentially disjointed approach to the management of the Site and to prevent the potential adverse effects of such an approach, there is a need to address a number of key issues. These are discussed below.

# The lack of clarity regarding the role and purpose of the Management Plan

- 4.4.4 Securing a co-ordinated and consensual approach to the management of the Site is a critical issue and one that should be predominately addressed by the production and adoption of this Management Plan.
- 4.4.5 The Management Plan will not be the sole document influencing decisions on the future management of the Site. The development of the Management Plan has taken the suite of statutory and non-statutory plans and strategies outlined in Section 2 into account, along with the views of the Steering Group. It is anticipated that this inclusive and considered approach should enable the agencies to support the Management Plan as a leading document for the future management of the Site and as a central consideration in all decisions relating to the Site. The Management Plan, in effect, becomes a strategic guidance document for all the relevant agencies and should influence the development of their future plans and the implementation of their current plans and strategies. The Management Plan will also form a starting point from which strategic consensus and agreement can be reached on future and current management issues, including the redevelopment of keynote locations within the Site.
- 4.4.6 These roles place the Management Plan at the heart of a broad strategic framework for the management of the Site and its environs. The Management Plan's role within this framework will be to set in place mechanisms, parameters and objectives for managing change to ensure that the WHS is managed and regenerated in a sustainable and coordinated manner.

# The integration of the Management Plan into the decision making process

- 4.4.7 For the Management Plan to fulfil its role it needs to be fully integrated into the decision making process. This presents two key issues: firstly the lack of a statutory basis for the plan and secondly the support for the plan from the relevant agencies. The first point should be addressed by Liverpool City Council (LCC) preparing Supplementary Planning Guidance (SPG) based on the Management Plan. This would ensure that the Plan has a statutory basis within the context of the planning system.
- 4.4.8 The second point is more difficult to achieve and requires the support for, and implementation of, the plan by all relevant agencies and stakeholders. The nomination process and the results of the public consultation exercise on the Draft Management Plan showed that there is strong support for the nomination and the general intent of the Management Plan. The formal endorsement of, and written support for, the plan and its integration in the relevant agencies' decision-making processes is now required. This will help to ensure that any conflict between the management needs of the Site and the aims of the agencies is likely to be less frequent and more easily resolvable.

# The future role of the WHS Steering Group

4.4.9 The management of the Site needs to be founded on agreement and consensus and this Consultation Draft of the Management Plan represents the first stage in that process. The WHS Steering group has so far proved to be an effective catalyst for the development of consensus on a range of issues. The group has also aided the various agencies in developing an appreciation of their different goals and strategies, as well as highlighting many areas of agreement. This role should continue.

# The involvement of local communities in management decisions relating to the Site

- 4.4.10 It is crucial that local communities become involved with the long-term management of the Site. Their involvement will contribute significantly to the understanding of the Site as well as aiding the monitoring and management of its conservation. Without such involvement it is possible that local communities will feel divorced from the values and meanings of the WHS, and the Site will become an irrelevance to local people and communities. The term "local communities" is here used in its widest sense, and includes the business communities, special interest groups and amenity societies, people who may live outside the WHS but have a sense of ownership of it and "ex-pat" Liverpudlians around the world, as well as people who live in the site and its Buffer Zone. The Site is potentially a great source of local and civic pride and could provide an excellent platform for enhancing people's understanding and appreciation of the City's heritage resource.
- 4.4.11 Key to achieving their involvement will be establishing effective communication. The first stage in this process has already begun with the widespread circulation of WHS Newsletters by LCC on behalf of the Steering Group. The public launch of the Nomination Document and a recent seminar organised by the NWDA for local high level decision makers were also major profile raisers. The public consultation period on this Consultation Draft over summer 2003 will be instrumental in addressing the views of local and business communities.

4.4.12 In addition to these measures, there needs to be a long-term approach to the continuing involvement of local communities and a clear direction for such involvement needs to be determined in consultation with them. Existing communication channels with bodies such as the Eldonians, Vauxhall Neighbourhood Council, Liverpool Vision's Community Engagement Panel and Liverpool Atlantic Partnership could form the basis for future communication and consultation.

## 4.5 REGENERATION

## General background

- 4.5.1 The city of Liverpool suffered a serious period of economic decline after the Second World War but this is being gradually reversed through a programme of physical, social and economic regeneration. Three statistics from the Labour Force Survey for the year ending February 2002 (Office of National Statistics) illustrate the issues that the continuing regeneration of the city needs to address:
  - ◆ The working-age employment rate in Liverpool was 60.1% compared with 71.5% in the North West and 74.4 per cent in the UK;
  - ♦ The (International Labour Organisation definition) unemployment rate in Liverpool was 10.7% compared with 5.2% in the North West and 5% in the UK; and
  - ◆ The proportion of the working-age population that had attained NVQ level 3 qualifications or above in Liverpool was 34.7% against 39.5% in the North West and 41.1% in the UK.
- 4.5.2 The comparative unemployment level is perhaps the most significant statistic and although it is now lower in absolute terms than it has been for much of the late 20th century, the unemployment rate remains at around twice the national average. Creating more jobs and attracting investment are therefore very high priorities. The economy and employment in the City Centre is quite heavily dependent on a range of public sector activities including public administration, health and education, including the three universities. The retail and tourism sectors are also significant contributors, as is the port of Liverpool. The private sector is playing an increasingly important role in the City Centre's economy, particularly in the areas of media, culture, arts and professional activities.



Tate Gallery at Albert Dock © English Heritage

4.5.3 In addition to City specific issues, the overall regional setting emphasizes the scale of the tasks being tackled by regeneration agencies. For example, the North West has a GDP of £77.6bn (fourth largest in the UK) but lies ninth out of the twelve UK regions in terms of GDP per head and GDP share has fallen from 11% to 10% over the last decade (NWDA 2002). However, the recent economic performance of the North West has been good and unemployment rates have been steadily improving. In essence, the North West remains in a better overall position than the North East and Yorkshire regions, but still well short of the prosperity found in locations such as the South East or the Eastern region.

## Current regeneration programme

4.5.4 The regeneration of the City is currently driven by a number of regional and city-focused strategies and plans, as outlined in Section 1.6.2. The regional strategic context for all of these strategies and plans stems from the Regional Planning Guidance for the North West 2003 (RPG 13). Policy SD 1 of RPG 13, is:

"A significant proportion of development and urban renaissance resources of the Region should be focused on the North West Metropolitan Area, especially the Regional Poles and surrounding urban areas. Within the North West Metropolitan Areas, first priority will therefore be given to development and resources which will enhance significantly the economic strength, complementarity of roles, overall quality of life, environmental enhancement, and social regeneration within:

- ◆ The city centre of Liverpool and its surrounding inner area; and
- ♦ The city centre area of Manchester/Salford and its surrounding inner area;

and which will enhance the major, strategic infrastructure which supports them. It will also be necessary, in order to keep pace with international standards, to conserve the distinctive architectural heritage of the two Regional Poles, to add modern developments of high design quality, to improve the design and management of the public realm and add greenery.

Within the other parts of Greater Manchester and Merseyside in the North West Metropolitan Area, priority will be given to development, complementary to regeneration of the areas listed above, which will also enhance the overall quality of life within metropolitan towns and boroughs wherethere are concentrations of social, economic and environmental problems. These towns include: Birkenhead, St Helens, Southport, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan. The development, regeneration and environmental enhancement of these urban areas must respond to and sustain people's rising aspirations for a better quality of life."

- 4.5.5 Within the regeneration strategies and supporting plans there a number of elements that are of particular interest to the future management of the WHS. These include:
  - ◆ Developing knowledge-based industry and clusters, Two locations along the Liverpool University edge have been identified to take advantage of Liverpool's established academic research strengths. One of these two locations is partially within the Buffer Zone.
  - ◆ Strengthening and expanding the retail capacity. The proposed Paradise Street Development Area will drive forward retail-led mixed use development and should encourage ground floor uses in existing buildings within and close to the WHS.
  - ♦ Improving the distinctive tourism market segments, within the context of an increasing recognition that the historic environment is an important distinguishing feature for the city's image in the long term. This has particular relevance for the waterfront.
  - ◆ Promoting and implementing a major programme of City Centre live-work, in both new and converted buildings, this is of particular interest on the Castle Street and Lower Duke Street Areas, where the City Centre Residential Capacity Study recommends a pro-active action plan to target buildings suitable for conversion. The Lower Duke Street Area is within the wider Rope Walks Area which has a tradition of creative industries and is being promoted as a key location for its consolidation.
  - *Encouraging other activities*, such as restaurants and the night-time economy, which mark out a vibrant and successful city centre.
  - ◆ Implementing a series of conservation projects to maintain and enhance the historic fabric and character of the City, these include the Townscape Heritage Initiative (THI) for Buildings at Risk in the WHS, the Castle Street Historic Environment Regeneration Scheme (HERS) and the keynote conservation projects in the William Brown Cultural Quarter.
- 4.5.6 For Liverpool Vision, the regeneration strategies and plans are being led by a six Action Areas/Initiatives across the City Centre. The areas/initiatives were outlined in Sections 4.2 and are discussed in more detail below:

# Waterfront

- 4.5.7 The Waterfront action area covers a number of key regeneration schemes that would involve development within or adjacent to the WHS. These are:
  - ♦ Fourth Grace: The Fourth Grace is currently proposed as an iconic development alongside the existing Pier Head Buildings. A preferred developer has been identified for the project and detailed development proposals are being prepared. The proposals would include considerable public realm benefits for the wider Pier Head area.
  - ◆ Pier Head: Proposals are being developed to create a world class waterfront environment at the Pier Head through a programme of public realm works that will protect, conserve and enhance its world heritage values, whilst providing a suitable setting for the various development proposals in the vicinity. They will include considerable public realm benefits for the wider Pier Head area.

- Princes Dock. The Princes Dock Masterplan guides the development of this site. This aims to create a high quality mixed-use development for the site in keeping with its pivotal location and its proximity to the WHS.
- ◆ The King's Dock. This large waterfront site is immediately adjacent to the Albert Dock and currently provides a substantial amount of free parking space for visitors. A masterplan has been developed for the site focusing on leisure and business uses, centred on a multi-use arena, conference and exhibition facility, for which a developer is currently being sought.
- The Cruise Liner Facility. Detailed proposals for this new facility immediately North of the existing landing stage are being developed. In addition to bringing increased tourism spending to the city, the principle of the proposal fully reinforces the site's world heritage values.
- ◆ New Mersey Ferry Terminal. Proposals are being developed for a replacement facility for the Mersey Ferry Terminal as part of renewals and enhancements being undertaken within the ferries operation.
- ◆ Leeds and Liverpool Canal Link. British Waterways have identified the potential for attracting more leisure traffic onto the western end of the Leeds and Liverpool Canal by making their recently-acquired South Docks a destination. Detailed plans are being prepared to create a link from Stanley Dock to Canning Dock, passing through the Pier Head.

## Retail Core

4.5.8 The regeneration of the retail core is being led by the Paradise Street Development Area (PDSA) proposals for a major retail-led mixed-use development. This development would see a substantial growth in retail floorspace and ensure that the bombed-out heart of the city is re-established using a historically informed urban grain. The PDSA would also improve linkages between the Castle Street and Duke Street areas of the Site. Although the PDSA will be a major part of the Retail Core and would shift to some degree the retail centre of gravity the regeneration of the existing retail area is also important and will be taken forward.

## Commercial District

4.5.9 This area covers an area around Old Hall Street, including the Cotton Exchange. The intention is to create the right physical and economic environment to allow a step change in the City's commercial offer. A Masterplan for the area around St Paul's Square is in the process of being developed in consultation with the English Cities Fund. A wider masterplan is also being developed for the area between Old Hall Street, Pall Mall, Tithebarn Street and Leeds Street. A number of private new build schemes are in development or awaiting planning decisions. The emerging Tall Buildings Policy will also have an effect on the character and development of this area.

## Lime Street Gateway

4.5.10 The Lime Street Gateway is central to delivering benefits for the William Brown Street Cultural Quarter. An overall masterplan has been prepared for the area on behalf of Liverpool Vision, Liverpool City Council and Merseytravel. The major challenges focus on remodelling the current road layout, reducing traffic, providing substantial public realm

improvements to enhance the appeal of its international class attractions and the creation of a new high quality station entrance. Control of Lime Street Station has recently been transferred from First North Western to Network Rail's Major Stations Division. This will open up the possibility of significant investment to rationalise station operations and internal layout. The redesign of the station frontage has just commenced.

## Movement / Public Realm

4.5.11 The aim is to create a high quality public realm that enhances the townscape of the City Centre and a balanced movement strategy that brings an approachable and accessible City Centre. This will enhance the image of the city centre, reinforce the growing confidence in it and thereby aid its regeneration. The City Centre Movement and Public Realm Strategy (CCMAPRS) is described more fully in Sections 4.7 and 4.9

## Feature Lighting

- 4.5.12 The Feature Lighting Project will transform the appearance of the city centre by night. It will dramatically illuminate 30 of the city's most prominent landmarks, many of which are in the WHS. Detailed plans have been agreed and will be implemented as part of a planned programme over forthcoming years. A complementary "River of Light" project aims to improve the night-time environment on both banks of the River Mersey.
- 4.5.13 Some other relevant regeneration projects and new-build areas of interest, include:
  - ♦ Liverpool University Edge Strategic Regional Site and Liverpool Biosciences Centre.

    These areas lie on the edge of the Liverpool University Campus and in the buffer zone. The aim is to encourage University-related high technology and creative/media industries.
  - ♦ The Castle Street Live-Work District. The proposals to revitalise the core area of the candidate WHS through the active conversion, conservation and refurbishment of its built heritage resource and public realm to service a burgeoning live-work sector, are central to the sustainable future of the WHS and Liverpool City Centre. The transformation of this area is mainly led by private sector development and Townscape Heritage Initiative funding, in addition to the publicly funded public realm improvement.
  - ♦ Ropewalks. Stage 1 of this regeneration project has already been completed and the implementation of Stage 2 would see considerable townscape and heritage benefits for this area of the WHS. The emphasis in Phase 2 is on the leverage of private sector fundings with some Townscape Heritage Initiative funding.
  - ♦ The Northshore Masterplan, including Stanley Dock and Central Docks.

    Stanley Dock is major opportunity for a regeneration project where an innovative approach to mixed-use development can provide a sustainable future for one of the icons of the candidate World Heritage Site. The complex stands within a larger area of some 315 hectares north of Liverpool City Centre, which is covered by the Liverpool Northshore Masterplan. The Masterplan analyses the situation:

"The restoration of Stanley Dock has the potential to provide a mix of residential, leisure and business floorspace in a restored heritage environment However, issues of funding may result in a long timeframe for the realisation of this opportunity. The precise mix of uses must fall to be determined through more detailed studies, and will be complemented by an enhanced setting for a new activity both on and related to the waterspace, together with establishment of a key link in the strategic pedestrian route from the Riverside Walk to the Leeds and Liverpool Canal and the Vauxhall area. Stanley Dock is a potential destination in Northshore and, together with the adjoining Central Docks area provides the area with significant opportunities for major change in both its character and setting.

...the scale and physical constraints of the Tobacco Warehouse, the impacts of this upon other buildings, the extent of servicing which may be required, the resultant limitations on releasing the potential of the remainder of Stanley Dock as a whole, and the refurbishment costs when compared against available resources will be major issues. "

The Central Docks Site is another major regeneration initiative. It was granted outline planning permission in June 2003. It presents the opportunity to re-use historic buildings and water-spaces, extend the riverside walk as well as creating a high quality area of mixed use activity

Merseytram. This £225 million proposal would see a modern Light Rapid Transit (LRT) system installed, linking the City Centre together. The proposed Line 1 will run between the City Centre and Kirkby, with a City Centre loop. This would greatly enhance Liverpool's public transport provision.

# Comparable examples

- 4.5.14 Several UK and Irish cities with distinctive built heritage environments have managed to regenerate successfully and retain their character. These include Glasgow, Newcastle and Gateshead, and at a smaller scale, Limerick, as well as the Leith port area of Edinburgh. These examples all made much use of distinctive, if derelict, historic built environments as well as major new developments. Tourism was also a focus for inward and indigenous investment in leading edge and more conventional industries and services. Another example is the central core of Edinburgh. Here a thriving City Centre is sited within a WHS and a significant element of its economy founded on a distinctive built heritage. The image conveyed by the Old and New Towns of central Edinburgh has been vital in exploiting the Site's inherent advantages to the full, as well as in developing an urban tourism destination that has a worldwide reputation.
- 4.5.15 Each location has had its own particular problems, opportunities and strategies. Common requirements for achieving regeneration for these areas include:
  - Understanding commercial decision making frameworks and providing a degree of security, especially for early movers, in terms of everything from capping financial risk to personal safety and property protection;

- Making sure that two or three mutually reinforcing strands of development are advanced in parallel;
- ◆ Demonstrating as soon as possible that at least one location has been turned around and is worthy of investigation / visiting / investing in;
- Avoiding unduly long timescales, at least for first, confidence boosting developments;
- Attending to detail, including the apparently mundane as well as the architecturally challenging;
- Providing relevant types and levels of accessibility;
- Ensuring that all relevant public sector mechanisms are aligned, in particular that planning policies are fully supportive of specific proposals and relatively flexible in relation to everything else; and
- Promoting a wide range of sizes and types of development.

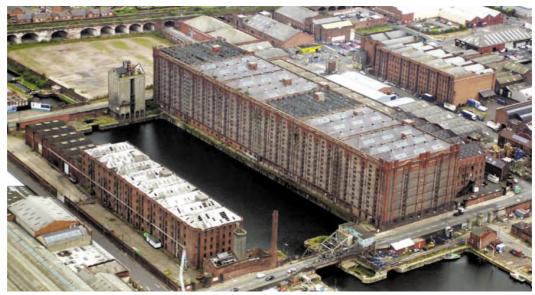
## Key issues

#### Strategy content and approach

- 4.5.16 Liverpool is seemingly following a path that is broadly in line with the examples quoted above. A considerable degree of effort, as well as funding, is being channelled into the regeneration initiatives and they are widely supported by local agencies and communities. However, the overall strategy needs needs to continue to create and facilitate more opportunities for non-tourism markets as well as a better focus within the tourism strategy itself. There is increasing emphasis within the regeneration strategies on the distinctiveness of the built heritage and some of the successful schemes, such as Albert Dock and the Ropewalks, are nationally regarded illustrations of best practice in adapting a high quality historic environment to the needs of a modern urban economy. More can be done to build on these successes and to unlock the full potential of the built heritage resource.
- 4.5.17 Liverpool City Council and its partners are committed to increasing inward investment into the city, including the WHS, and aim to make Liverpool the most business-friendly city in Europe by 2006. The Liverpool Business Centre has been established as the one-stop-shop for business in the city to provide quality support for new businesses, inward investment and existing firms. It is anticipated that in general terms, the inscription of the Liverpool WHS, together with the success of the bid for Capital of Culture 2008, will enhance the image of the city to investors and thereby complement the other initiatives to encourage economic regeneration, although at present the scale of benefits arising is difficult to quantify.
- 4.5.18 In some circumstances, the need to preserve historic buildings and fabric may not be fully consistent with the formation and expansion of businesses, but it is rarely a complete barrier to business. With early consideration of issues, co-operation, compromise and, possibly, the arbitration of the Liverpool Business Centre, business can thrive within a historic city. Establishing a dialogue between WHS interests and business interests and demonstrating examples of successful business ventures within the historic environment are two steps that will ensure that WHS status is an opportunity.

#### Scale and cost issues for the built heritage

4.5.19 The physical scale of buildings, floorspace and sites compared with an optimistic estimate of demand in the foreseeable future is a major issue. The residential sector will probably continue to perform strongly over the medium to long term but even in combination with other buoyant market segments, there will still be large amounts of floorspace, in particular upper floors, that may remain vacant for the foreseeable future. An enhanced enabling initiative by the public sector may be required if these buildings are to make their contribution to the regeneration programme. With the exception of the Townscape Heritage Initiative, the lack of availability of a grant scheme to support conversion of these buildings, will make it difficult to bring them back into use where a gap exists between cost and end value. A new housing gap-funding scheme currently being introduced may alleviate this problem and needs further investigation.



Aerial View of Stanley Dock © Liverpool Daily Post and Echo

4.5.20 A cost issue could also exacerbate the scale problem. Whether it is new build of the 'Fourth Grace' type or conversion of historic buildings, development costs could be relatively high in and around the City Centre, even after the full use of current public sector financial inputs. Some of the quality inward investors may find the combination of accessibility, parking and lower cost at the edge of city business parks very much more attractive than a City Centre location. Such choices could be difficult to resist even if regional planning guidance were to be strongly in favour of restricting office type developments to the urban core in the interests of meeting sustainable development objectives.

#### Prospects for different elements of the regeneration strategy

4.5.21 It is expected that substantial elements of the total regeneration programme will be securely in place within the next ten years. Prospects for residential development in attractive, distinctive settings may be especially buoyant, provided there is not a major downturn in buyer confidence. Similarly, further expansion of tourism can probably be achieved fairly easily. The evidence also suggests that the Paradise Development Area will emerge, recapturing a significant catchment to the city centre, although there could be resulting difficulties in retaining all of the existing retail floorspace in the main retail area.

4.5.22 Currently there is little evident interest in large-scale office uses in the City Centre. Overall, the effective demand for City Centre floorspace, especially at above ground floor levels, is not yet close to what would be required to significantly reduce vacancy rates in many parts of the City Centre. The emergence of other commercial uses sufficient to fill the extensive conversions and anticipated new build developments is still underdetermined. That is not to say that it would not happen, or that the strategy is aiming in the wrong direction. Acceptance of risk is usually an inherent part of regeneration programmes at this level. A degree of caution may be advisable if it is proposed in the near future to make particular conservation projects heavily reliant for their success on this aspect of the regeneration strategy.

#### Sustainable regeneration and conservation

- 4.5.23 In Liverpool especially, regeneration is about creating large numbers of sustainable, high quality jobs. Image, marketing, suitable premises, financial support, public realm upgrading, enhancing housing provision and training, are also key elements. They are part of a complex, multi-faceted system intended to see many more people being able to acquire well rewarded employment in a local economy that has the range and depth of investment and approach to keep on competing with whatever shifts may take place in the wider world.
- 4.5.24 It is often perceived that this is difficult to achieve within the context of a historic environment. For instance, conservation requirements may involve additional costs in adapting historic buildings and delays caused by the conservation planning process can upset development schedules and implementation programmes. These issues can, however, be addressed within the context of a transparent and well guided development control and planning system, and it is unlikely that WHS status would add to these pressures. Often, the problems of matching viable new uses to difficult-to-adapt historic buildings are due to local economic conditions, for example the postponed schemes for the buildings attached to St Pancras Station in London or for Battersea power station, are a reflection of the fact that neither site is capable of generating high enough returns at present, to make the necessary investment a viable proposition.



Former Bridewell and Warehouse, Argyle Street © English Heritage

- It is acknowledged however, that the conservation issues within the WHS and its Buffer 4.5.25 Zone will present challenges to the regeneration of the Site. The conservation planning process requires a commitment and dedication from developers and regeneration agencies to pursue their goals in a sensitive manner. There are, however, advantages to this approach. Publications by English Heritage - The Heritage Dividend 2001 and 2002, clearly demonstrate that a high quality and distinctive historic built environment can be a significant and positive factor in aiding the sustainable regeneration of communities. This approach is founded on conservation funds pumping priming the regeneration of areas through capital works programmes aimed at restoring and conserving key buildings and townscapes. These capital funds lever additional funding into an area and improve regeneration prospects. An example of this would be Albert Dock. This complex of buildings and docks was successfully and sensitively converted to accommodate a diverse range of modern uses, including hotels, housing, art galleries, offices and leisure attractions. The Albert Dock attracts approximately 5 million visitors a year and contributes significantly to the local community, both in terms of revenue and jobs. This was all achieved without degradation of the site's historic character and significance. The conversion also ensured that many minor elements, eg. bridges, were restored and conserved.
- 4.5.26 Conserving and restoring key buildings and townscapes in this way enhances the distinctiveness of an area, increasing its recognisable competitive edge as a business/ commercial/retail and tourism destination, and encouraging sustainable diversification of its offer. A high quality and distinctive historic built environment, therefore, provides a firm foundation of regeneration initiatives, increasing their potential for success.
- 4.5.27 A final issue with regard to sustainable regeneration and conservation is the issue of 'gearing'. Once a critical mass of regeneration and repositioning is in place, the impetus for further development can accelerate very rapidly. The implications for conservation interests could therefore change quite rapidly if this breakthrough point is reached, especially if it coincides with an upswing in the national and international economies. The planning system will need to be strengthened and supported to address the needs of the regeneration community before this critical mass is reached. In addition, WHS status would also be useful for Liverpool's regeneration in a number of other ways, a handful of which are discussed below.
- 4.5.28 The successful nomination of the Site may create additional interest in both heritage-led regeneration and more traditional regeneration funding bodies. The success of the bid will directly benefit social regeneration schemes, increasing the sense of local pride and connection, and providing a firm foundation for the necessary exploration of history, heritage and belonging that are so important to community cohesiveness and the recognition of cultural diversity. The successful bid may help give businesses based in the Site an extra competitive edge as the kudos of the Site and its international importance is translated into their marketing strategies. An increased sense of local pride in the business community caused by a successful bid may help foster increased positivity, aided by the additional sense of direction and purpose given to the area by its coherent management as a WHS. More commonly recognised benefits of WHS status will also be of help to the regeneration of the area, including the enhancement of the tourism related sectors of the economy. These impacts will in turn act as vital support for investments in hotels, restaurants and other uses that in turn strengthen the wider City's economy.

## 4.6 BUILT HERITAGE CONSERVATION

#### Introduction

4.6.1 Liverpool's City Centre boasts an architectural heritage (including public monuments) of the very highest order. The Royal Liver Building, Albert Dock, Lime Street Station and St George's Hall are all landmark buildings of international renown whose iconic forms are testament to Liverpool's extraordinary cultural inheritance and emblematic of its civic pride and ambition. Regularly punctuating the City's historic street pattern are other structures of immense quality: the Town Hall and the Tower Buildings, Stanley Dock and Oriel Chambers, Martins Bank and County Sessions House are just some examples of a rich stock of buildings that, if less widely recognised, are no less remarkable for that. Throughout the WHS is an impressive array of structures that derive as much from their group value as their individual merit. For example, Castle Street's Norwich Union Building and National



Interior of St. George's Hall with tiled floor revealed © LCC

Westminster Bank, Adelphi Bank and Bank of England are all buildings of considerable consequence in themselves, yet it is as part of a superlative Victorian mercantile centre that they derive their greatest value. The accompanying collection of public art and monuments is equally significant and adds much to the outstanding universal value and character of the Site.

4.6.2 This collection of buildings and monuments is a significant part of the outstanding universal value of the WHS. The conservation of this heritage resource and the enhancement of its character are therefore essential to sustaining the Site's significance. Much has been achieved in recent years to conserve Liverpool's built heritage, a good example of this being the regeneration of the Albert Docks. There are also many initiatives in place aimed at promoting appreciation of the City's historic environment and developing a sustainable regeneration strategy that not only provides for a dynamic future but also recognises Liverpool's confident past. However, such efforts notwithstanding, much remains to be achieved if Liverpool is to become a world-class example of sustainable regeneration. This includes a number of key issues, some of which are general in nature and refer to the whole of the WHS, whilst others are more particular and refer only to certain buildings or areas within the WHS.

#### General issues

#### Sustainable uses

- 4.6.3 The adaptive reuse of heritage assets is essential to Liverpool's regeneration. However, in repairing, converting and extending an historic buildings, an appropriate balance must be struck between the requirements of development and conservation if the outstanding universal value of the WHS are to be sustained.
- 4.6.4 The reuse of the Albert Docks and the revival of Ropewalks are examples of the successful integration of heritage conservation and regeneration. However, a sustainable future remains to be identified for many other areas such as the commercial centre and areas of former docks. Here, individual, innovative, but practical solutions are required if the heritage resource is to be conserved and retained.

#### Condition of the heritage resource

4.6.5 Though the fabric of many historic buildings and monuments has survived intact, a number are in a state of disrepair or even dereliction. This threatens the integrity of the heritage resource and undermines public perceptions of the WHS. For example, although the buildings in the William Brown Street Cultural Quarter, such as St Georges Hall and the Liverpool Museum, are well cared for, environmental pollution has nonetheless eroded and discoloured many of the area's monuments. This places them at risk of irrevocable decay and mars the overall character and appearance of one of Liverpool's most important public realm spaces. Similarly, though the Duke Street area has been the focus of a major regeneration programme (Ropewalks) in



Staircase in The Albany, Old Hall Street © English Heritage

recent years, it has retained an air of decay and dereliction because of the abandoned buildings that remain to be restored, adapted and re-used.

#### Maintenance

4.6.6 The Buildings At Risk Register demonstrates that a number of historic buildings and monuments within the WHS are poorly maintained. Left unchecked this could adversely affect the condition of many individual structures, and erode the integrity of the WHS as a whole. A good example is the Castle Street Conservation Area. Here the majority of buildings are well cared for and most redundant structures are the subject of restoration proposals. However, a number of buildings are acutely under-maintained and their poor condition is eroding the character and appearance of the area as a whole. In the Lower Duke Street, a high proportion of buildings are on the Buildings At Risk register, although an impressive start has been made on restoring some of them through the Ropewalks Project.

One of the keys to securing the proper repair and maintenance of these concentrations of Buildings at Risk is to develop area-based heritage-led regeneration schemes. Several such schemes have worked successfully in the past, but it is essential that similar schemes are developed and implemented. Liverpool City Council has therefore worked with its partners to submit an application to the Heritage Lottery Fund for a Townscape Heritage Initiative (THI) for Buildings At Risk in the WHS and BZ, concentrating on parts of the Castle Street Conservation Area and Duke Street Conservation Area. If successful, this initiative should lever in £12m for the repair of historic buildings. In this respect, it is hoped that much of the integrity the Castle Street and Duke Street Conservation Areas will soon be reinstated. The development of sustainable economic uses for the buildings will also aid their long-term maintenance.

The "carrot" of a grant often works most successfully with the "stick" of statutory notices, but local authorities need resources to serve and implement Urgent Works Notices and Repairs Notices. Liverpool City Council and NWDA have therefore signed a contract in 2003, whereby the NWDA will provide £1m of funding to support such notices to be served by LCC. This funding is available for use across Liverpool but will be available for use in the WHS and Buffer Zone.

The public monuments have historically not been particularly well maintained, and some repair work has itself caused damage. However, Liverpool City Council is now beginning to address the problem, and the local presence of expertise at the Conservation Centre is helpful in this respect. The private owners of The Nelson Monument in Exchange Flags have now accepted that it requires urgent remedial action and long term care, and have commissioned an initial survey to ascertain the full extent of repairs that are needed.

#### Loss of historic context

4.6.7 The WHS contains many internationally renowned historic buildings, structures and streetscapes. Although most buildings have retained an appropriate setting, some have been affected by the degradation of their historic context, either through neglect or through inappropriate development such as badly sited and designed buildings or poor quality alterations to the public realm. For example, the character of the William Brown Street Cultural Quarter has been affected by inappropriately designed later-20th-century office blocks and the width of, and traffic on, Lime Street whilst the Pier Head contains areas of tarmaced parking and cracked concrete flags that form part of the local street surfacing.

#### Quality of design

4.6.8 The creation of new buildings and public realm is essential to the vitality of any city and will be particularly important in the regeneration of the WHS. Much has already been achieved in this respect, with the ongoing development of Ropewalks in the Duke Street area demonstrating how the construction of new buildings and the adaptation of old ones can regenerate a degraded historic environment without compromising its essential qualities.

4.6.9 Some past developments within the WHS have neither preserved nor enhanced the character and appearance of the heritage resource within which they are set. Thus, a heavily engineered 6-lane highway separates the Pier Head from the City Centre whilst main roads have encircled the William Brown Street Cultural Quarter. A number of poorly designed 20th-century office blocks have diminished the Victorian townscape around Castle Street, whilst others have compromised the Georgian buildings that characterise the Duke Street area.

#### Monitoring

4.6.10 The long-term conservation of the built heritage resource will require accurate and detailed monitoring to inform the direction for future restoration and management programmes. EH's and LCC's Buildings at Risk Registers are a major component of this monitoring exercise and provide valuable information on the condition of key note buildings and monuments in the WHS and Buffer Zone. In addition, owners and managers of some buildings in the WHS and Buffer Zone prepare Conservation Plans (or Statements) and / or quinquennial surveys, all of which aid the management of particular buildings. The Conservation Area Appraisals prepared by LCC are also useful baseline data in this regard. The co-ordination of this monitoring is currently undertaken by a number of agencies who are represented on the WHS Steering group and this informal partnership between the agencies is currently proving effective, but may need strengthening if the regeneration potential of the Site is achieved.

#### Recording

4.6.11 The adaptation, restoration, refurbishment or demolition of a historic building will result in a change to the physical fabric of a building. The historic fabric of a building is a historical document in its own right and in accordance with planning policy and conservation best practice, all significant alterations to the fabric of historic buildings need to be supported by an appropriate level of recording. The level of recording depends on the significance of the structure and magnitude of the change. Currently there are no clear WHS specific guidelines on the required levels of recording for different buildings and / or types of alterations. To ensure that all future change safeguards the meaning and information contained within the fabric of a building it is vital that an appropriate and agreed level of recording is undertaken. Clear guidance on this at an early stage in the planning process will also help development agencies set realistic and achievable programmes and reduce unanticipated delays and conflict between conservation and regeneration objectives. In addition, there is a need to undertake proactive recording programmes for all elements of the built heritage resource. H.E.L.P is currently leading many aspects of this work.

#### Guidance

4.6.12 Current guidance on the conservation of the built heritage resource within the WHS and Buffer Zone is contained in a number of sources including the UDP, Planning Policy Guidance Notes, legislation and best practice guidance from national and international organisations. The implementation of this plethora of guidance requires considerable time and effort and it can be unintelligible to lay readers or practitioners. There is a need for a simplified and clear guidance document that developers, regeneration agencies and conservation professionals can all utilise as a clear starting point for all built heritage conservation works in the WHS and Buffer Zone.

4.6.13 The document could clearly explain processes and procedures behind the conservation, reuse and adaptation of buildings and inform people of current best practice in this regard. Without clear agreed guidance, the conservation process could be seen as an imposition and inconvenience rather than an accepted and recognised part of the planning and management process.

#### Public awareness

- 4.6.14 Currently the wider public is often not aware of the outstanding universal value of the WHS and the unique built heritage of the Site. H.E.L.P. is seeking to address this issue, in co-operation with other agencies, and much has already been done, for example:
  - ◆ A survey of public opinion has been undertaken to identify what it is that people of Liverpool value about their historic surroundings;
  - Publications, exhibitions and educational material are being produced to promote Liverpool's heritage;
  - ◆ A 'Blue Plaque' scheme is being established and a 'Liverpool Exploratory' developed to allow residents and visitors to engage with and explore the city's built environment.
- 4.6.15 Improving interpretation, access and promoting understanding of the significance and extent of the WHS and its built heritage resource will strengthen public support for conservation initiatives within the city. However, this must be an ongoing process rather than a one-off event if Liverpool's built heritage is to make a lasting contribution to its people's civic pride.

#### Redundant Waterbodies

4.6.16 Many of the former docks survive in the form of now redundant waterbodies. These are an important aspect of the Site's significance and character and their conservation and use requires consideration within future sustainable regeneration schemes. Currently, many waterbodies are used for limited recreational/leisure purposes and this is likely to provide a long-term and sustainable use for them. The ownership and primary management responsibilities for most of the waterbodies south of the Pier Head were transferred from English Partnerships to British Waterways in mid-2003. British Waterways are now developing a management regime for their waterbodies. It is essential that this regime is developed in consultation with all relevant stakeholders to ensure that the docks are properly preserved and enhanced and the potential that is embodied within them is maximised. Most of the waterbodies north of the Pier Head are owned by MDHC, and proposals for developing most of them for leisure purposes are being developed.

#### Specific issues

4.6.17 The following identifies a number of key specific issues relating to the six areas of the Site. It does not constitute a detailed condition survey or monitoring programme, but rather highlights current built heritage conservation issues. Through addressing the more general issues outlined above it is anticipated that, in the long-term, many of the following issues will also be addressed. However, some will require more targeted and urgent action.

#### Area 1 – The Pier Head

- ◆ The layout of the area's monuments and statuary lacks coherence, but this is being addressed in part by the Pier Head Environmental Renaissance;
- ◆ The riverside restaurant adversely affects the character and appearance of the area, although its acquisition for demolition is being pursued by NWDA;
- ◆ The landing stage has lost its historic form and profile, although it could be improved by the new ferry terminal and facility;
- There is a need to ensure the continued occupation and economic sustainability of the Pier Head buildings;
- The division between the City Centre and Pier Head caused by the Strand and the linkage between Princes Dock and Albert Dock require attention and will be addressed in a study to be commissioned as part of the CCMAPRS;
- ◆ The lack of suitable activities at the Pier Head, although this is being addressed through the Pier Head Masterplan.

## Area 2 - Albert Dock and Wapping Dock

- ◆ The Mann Island area adversely affects the character and appearance of its historic surroundings although it is intended that this will be improved by a suitable 4th Grace development;
- ♦ Some areas of modern small-scale landscaping do not enhance the public realm;
- The substantial areas of car parking adversely affect the character and appearance of the historic environment, although it is intended that the Kings Dock Masterplan will overcome this problem;
- ◆ The success of the regeneration of the Albert Dock requires interpretation and promotion.

#### Area 3 - The Stanley Dock Conservation Area

- The Stanley Dock complex is currently derelict, under used and is in a poor state of conservation;
- No agreed strategy for the future of the dock complex has been prepared although it
  is hoped that a suitable scheme for its restoration and re-use will be brought
  forward by the owners;
- The Dock Wall is in poor condition and a number of mounted advertising signs adversely affect its appearance, although it is expected that it will be repaired as the Central Dock Site is developed and the signs will be the subject of a programme of discontinuance notices;
- The puncturing of the Dock Wall to allow development has adversely affected its character and significance and more sensitive approaches will need to be identified to accommodate future development needs.

- Area 4 Castle Street / Dale Street/Old Hall Street Commercial Centre
- ◆ The significance of the remains of the medieval and Georgian cities is not fully recognised by the public and interpretation within the area is poor;
- Some twentieth-century buildings adversely affect the character and appearance of their historic surroundings;
- ♦ A number of buildings are particularly dirty. This contributes to a neglected feel in the area;
- Many buildings of heritage merit are unused and not maintained, although it is intended that this problem will be overcome through the Townscape Heritage Initiative and the housing gap-funding initiative;
- The condition of key monuments, requires urgent attention the Nelson Monument is the subject of a condition survey and others need to be the subject of planned survey, maintenance and repair.

#### Area 5 – William Brown Street Cultural Quarter

- ◆ The character of the area is adversely affected by transport infrastructure, but the CCMAPRS should remove a substantial amount of traffic from Lime Street;
- Poor quality commercial development adversely affects the setting of Lime Street
   Station, although these have been acquired for demolition by English Partnerships;
- ◆ The pedestrian links to Queen's Square do not contribute to the character and appearance of the area;
- ◆ There is little interpretation of the area's heritage.

#### Area 6 – Lower Duke Street

- Many buildings of heritage merit are unused and not maintained, but the problem is being addressed through the Ropewalks 2 and the Townscape Heritage Initiative;
- ♦ Some twentieth-century buildings adversely affect the character and appearance of their historic surroundings, although many of them are planned to be demolished and replaced with more appropriate buildings.

## 4.7 TOWNSCAPE AND PUBLIC REALM

#### Introduction

- 4.7.1 The character and distinctiveness of Liverpool is founded on more than just the quality of individual buildings. The historic layout of property boundaries and thoroughfares; the particular mix of uses; characteristic materials; appropriate scaling and detailing of contemporary buildings; the quality of advertisements, shop fronts, street furniture, public art/sculpture and hard and soft surfaces; vistas along streets and between buildings; and the extent to which traffic intrudes and limits pedestrian use of spaces between buildings, all play a vital role in defining character and distinctiveness. It is this rich combination of buildings, public realm and significant views that constitutes the City's townscape and our experience of it.
- 4.7.2 As a city of enormous historic consequence, whose buildings, sculptural monuments, open spaces and streetscapes are as rich as they are varied, Liverpool boasts a townscape of immense subtlety and the Site's quality is recognised by the designation of the entire WHS as a series of Conservation Areas. Appreciated by local communities and visitors alike, this unique townscape contributes much to Liverpool's outstanding universal value. Its preservation and enhancement through the repair and reuse of existing historic buildings, the improvement of the public realm, conservation of sculpture and public art, and the retention of historic streetscapes and patterns, forms a central plank of the City's regeneration.



Aerial view of Pier Head and Commercial Centre © LCC

4.7.3 This regeneration can only come about, however, if Liverpool also continues to evolve through the creation of new developments. The construction of appropriate new buildings is as important to the City's future as the preservation of existing historic ones. It is crucial that this process of change is managed in the WHS so as to strengthen rather than diminish the townscape character. The following highlights a number of key issues in this process.

# Developing an understanding

- 4.7.4 The key to the successful management of complex historic urban environments is understanding the resource. A range of work assessing the nature and quality of Liverpool's townscape has been undertaken and further work is also proposed. Townscape studies have been compiled as part of Liverpool's THI and HERS schemes, a rapid townscape analysis has been undertaken by Chris Blandford Associates for the purpose of reviewing the WHS and Buffer Zone boundaries; and an historic characterisation of Liverpool will form a significant component of the forthcoming Merseyside Historic Characterisation Project (part of H.E.L.P.) Research has also been carried out on behalf of the North West Regional Assembly and Government Office North West on Regionally Important Strategic Views. An appraisal of the public realm has been undertaken in developing the CCMAPRS. The emerging Conservation Area appraisals also present a characterisation of the townscape of each area.
- 4.7.5 However, the objectives, methodology and level of detail vary between each project. A comprehensive townscape appraisal for the whole of the WHS and Buffer Zone conceived and realised as a single body of work and based on one methodology is essential to aid our understanding of this source. This appraisal would help define the distinctive townscape quality of the WHS and its Buffer Zone and inform the management of the townscape to aid the future regeneration of the City. It would also help inform the ongoing development and implementation of the City Centre Movement and Public Realm Strategy (CCMAPRS).

# Defining and retaining distinctive character

4.7.6 The character and distinctiveness of the townscape is currently undefined and unappreciated. This distinctiveness needs to be clearly defined, then conserved and enhanced, not only through the sympathetic conservation of existing buildings, but also through the construction of new ones whose designs and materials respond to the historic environment and reinforce the City's character. Future public realm works also need to address the sense of place generated by the city's townscape and ensure that this is similarly enhanced and conserved. The application of planning controls associated with the Site's status as a Conservation Area will also be a key aspect of the long-term management of the Site.

# Recognising the contribution of townscape to the site's outstanding universal value

4.7.7 The outstanding universal value of the WHS is not just founded on its built heritage and the values and meanings associated with that. The townscape of the Site plays a unique and vital contribution to the WHS's outstanding universal value. The townscape forms the urban landscape, which binds the Site together. Much as the fabric of a building contains information and meaning key to its significance, the fabric, form and layout of the

townscape holds much historical meaning and significance. The Statement of Significance recognises this contribution and the future management of the Site needs to be based on an appreciation of the critical role the townscape plays in the outstanding universal value of the Site.



Steble Fountain, William Brown Street © English Heritage

## Maintaining, managing and conserving the townscape

4.7.8 The concept of townscape extends far beyond street frontages to include, amongst other things, street surfacing and furniture, dock artefacts, advertisements, public art and monuments, property usage and traffic flows. As such, the maintenance and management of townscape will normally depend on not one, but a number of different agencies all with varying remits. If Liverpool's outstanding townscape is to be properly managed then all of the relevant agencies must work closely together to implement well considered, coordinated and widely agreed programmes for its preservation and enhancement. These programmes must be founded on a thorough understanding of the townscape and should wherever appropriate draw on community consultation. LCC have ultimate responsibility in planning terms and should use the statutory controls associated with Conservation Area status to aid the management of the Site's townscape.

In respect of public monuments, these management programmes would benefit from accurate 3-D recording to provide base-line data, which will be particularly useful in the event of theft or damage.

# Improving the public realm

- 4.7.9 There have been a number of recent, significant improvements to Liverpool's public realm, particularly as part of the Stage 1 Ropewalks project in the Duke Street area. However, generally the City's public realm is characterised by unmaintained, uncoordinated and redundant street furniture, excessive street clutter, and poor quality design and materials. As a result Liverpool's open spaces often appear tired, disaggregated and uninviting.
- 4.7.10 To address the issue Liverpool Vision, Liverpool City Council and Merseytravel, in consultation with other agencies, are preparing a City Centre Movement and Public Realm Implementation Plan. This includes a planned programme of city-wide public realm improvements. It will draw on the broad guidance contained in LCC's citywide Urban

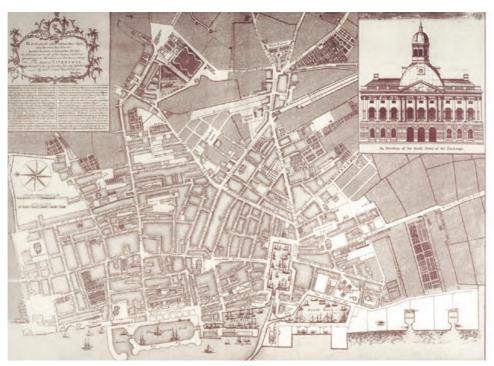
Design Guide, the City Centre Design Guide, the approved City Centre Movement and Public Realm Strategy (CCMAPRS) and the outline specification and strategy for public realm works contained within Liverpool Vision's Public Realm Implementation Framework. Currently, the Framework focuses on the core of the City Centre and should address many of the issues facing the WH Site's public realm. Future revisions of the CCMAPRS will be expanded to cover all of the City Centre and could be expanded to encompass all of the WHS.

# Lack of a design framework

4.7.11 Development and change in the WHS is not currently guided by a single clear design framework aimed at conserving the character and distinctiveness of its townscape. The Liverpool Urban Design Guide (published 2003) provides a useful guide to the application of general urban design principles to Liverpool. The City Centre Design Guide is currently being developed and it is intended that this guide should be published for consultation and adopted as Supplementary Planning Guidance. It should then guide the preparation of master plans and development proposals in the City Centre, allowing developers to design and promote schemes within an established policy context and process. The current lack of a framework means that each intervention, whether building, transport scheme or public realm development, is not underpinned by an overall townscape appraisal is being addressed individually and that design linkages between the numerous master plans across the Site and the wider city centre are not being established. The proposed design guide should also be extended to cover all of the WHS.

## Protecting and enhancing the streetscape and street pattern

4.7.12 It is important that surviving historic townscape features, especially streetscape features such as surface materials, furniture, statuary and so on, are protected and enhanced wherever possible. These features contribute much to the character and appearance of Liverpool and their deterioration, removal or relocation will erode the significance of the WHS.



Eyes' Map of Liverpool 1765 Courtesy LRO

4.7.13 It is also important that historical relationships between buildings and spaces are protected. In particular, historic street patterns should be respected when evolving proposals for property developments. For example, the layout of the Paradise Street Development Area is to be based on the traditional street patterns of the historic Bluecoat area rather than the single-slab patterns more commonly associated with major retail schemes.

## Protecting visual relationships

4.7.14 The visual connections between landmarks and viewpoints make a significant contribution to Liverpool's character, helping not only to define and enhance important features but also to render the townscape more legible and less disorientating. Notable examples are the panoramic views from the high ground to the east of the City Centre; the narrow vistas along road corridors; the views between visually significant buildings; and the visual relationship between Liverpool and the Mersey. New developments should where possible, seek to preserve and enhance this complex network of visual relationships, and if possible attempts should be made to reinstate important views that have been compromised or lost through inappropriate developments.

# Enhancing access and movement

4.7.15 Car usage currently dominates access to, and movement around, the City Centre, restricting pedestrian circulation, and creating noise and pollution. This has had an impact on the townscape character of a number of areas within the WHS. For example, the Pier Head is separated from the heart of the WHS by The Strand, whilst areas around William Brown Street and Lime Street Station are affected by heavy traffic and the network of roads that surround them. Reduction in the volume of car traffic through the City Centre Movement and Public Realm Strategy, and particularly with the introduction of Merseytram, would not only improve accessibility to the WHS but also enhance its townscape value.



Traffic in front of St. George's Hall © LCC

## 4.8 NEW DEVELOPMENT

- 4.8.1 New development is a fundamental aspect of the future regeneration of the City. Although new developments can adversely affect the character and significance of a heritage resource they can also significantly enhance character. The latter is especially true within a complex urban environment like Liverpool where the townscape has already been compromised in a number of places by inappropriate past developments. The redevelopment of these areas can have a significant overall beneficial impact.
- 4.8.2 To achieve benefits and to ensure that Liverpool retains its outstanding universal value, new developments within the Site and its Buffer Zone need to be managed and controlled. The current UK planning system provides an excellent tool for this, but there are still a number of issues that need to be addressed to support the planning authority and regeneration agencies and ensure that all decisions taken sustain of the outstanding universal value of the Site, these are discussed below.



Albion House, The Strand © English Heritage

4.8.3 It should, at this point, be categorically stated that new development is compatible with the conservation of the WHS and its significance. Nearly all forms of new development, whether buildings, transport infrastructure or public realm, can be accommodated within the WHS if they are appropriately located and designed. Contemporary styles of architecture and street design have their place within the WHS alongside the rich historic heritage and the juxtapositions between the two enrich the townscape, if they are sensitively handled.

## Appropriateness of new development

4.8.4 Key to conserving the significance of the Site is ensuring that all new developments are appropriate in terms of their location and design. Appropriateness is dependent largely on the context of the development, and judgements about appropriateness need to be informed by a clear understanding of the Site and its environs. As indicated in Section 4.7 - Townscape and Public Realm it is crucial that a comprehensive appraisal of the City Centre's townscape is undertaken as a matter of urgency to inform the future development of the city. The lack of this appraisal will continue to make judgements about the appropriateness of particular development proposals difficult and opaque. Conservation Area appraisals do offer some guidance in this regard, when available.

# Ensuring high quality design

4.8.5 The historic built heritage resource and townscape of Liverpool is generally of extremely high quality and this needs to be maintained by all future developments. To ensure that this is achieved development control processes need to be focussed on quality as well as appropriateness. In addition, developers and regeneration agencies need to ensure that all development proposals are of a quality fitting for their location and the outstanding universal value of the WHS.

# Existing inappropriate developments

4.8.6 One of the great opportunities presented by the regeneration of the City is the potential to gradually remove and replace a series of inappropriate past developments. These include office blocks, residential areas and transport infrastructure; they are located across the Site and degrade the overall quality of the townscape. The replacement / redevelopment of these would provide both regeneration benefits and built heritage conservation benefits and should be pursued



16 Cook Street © English Heritage

within the context of a longer-term programme. A proactive approach to the identification of development opportunities needs to be led by LCC and supported by the relevant regeneration agencies.

## Need for Co-ordinated Guidance

4.8.7 The Site and its environs are the subject of a plethora of regeneration and conservation strategies, plans, master plans and development schemes. These exist independently of each other although many share common aims, objectives. This fragmented approach to the management of change is posing a series of issues, most notable the identification of areas suitable for tall buildings. The City Centre Design Guide will contain an overall spatial "Vision" for the City Centre, which will be adopted as SPG. This "Vision" needs to be expanded to cover the WHS. Within the WHS a series of more detailed 'Local Visions' for the six areas of the Site and a less detailed 'outline vision' for the buffer zone, all based on a comprehensive understanding of the townscape, need to be prepared and co-ordinated with all other corporate plans. They would guide developers, regeneration agencies and the planning authorities in their future management of the Site. Without such guidance the future development of the Site could continue to be relatively reactionary and based on broad concepts rather than a detailed understanding of how the urban environment could be enhanced and improved for the benefit of both the economy and the heritage. The production of Local 'Visions' would also help stimulate debate and develop consensus on the way forward for key areas of the site, such as Stanley Dock.

# Lack of a tall buildings policy

- 4.8.8 Tall buildings are a key issue for conservation organisations, including UNESCO. These organisations are not, necessarily, opposed to tall buildings when they are of an appropriate design and in an appropriate location. The recent issues surrounding tall buildings in London and also in Vienna, have highlighted the problems with accommodating tall buildings in or near to World Heritage Sites. The key issues emerging from these cases were:
  - Establishing agreed local guidance for the development of tall buildings that respects WH Sites;
  - ◆ Informing UNESCO of the location of proposed new tall buildings that may effect the WHS or Nominated Sites; and
  - Ensuring that the setting and character of WH Sites are not compromised by tall buildings.

4.8.9 Liverpool City Centre is currently subject to a number of planning applications and development that include tall buildings, e.g. Beetham Tower, the residential element of the "Fourth Grace", the Sentinel Building and proposals for Princes Dock. These proposed developments should be considered in a holistic manner, within the context of a clear and robust Tall Buildings Policy that has been informed by a comprehensive understanding of the townscape. LCC are currently preparing a Tall Buildings Policy, in consultation with Liverpool Vision, NWDA, English Heritage and English Partnerships for the City that would eventually be adopted as Supplementary Planning Guidance.

## 4.9 TRANSPORTATION

- 4.9.1 Although the City Centre is highly accessible, there are currently significant areas of conflict between the different modes of transport. Moreover, a number of developments proposed for the City Centre are likely to have an impact on transport demand and network conditions. To achieve a sustainable future for the region's transport requirements Merseyside's five local authorities, in partnership with Merseytravel, have prepared the Merseyside Local Transport Plan (LTP). The LTP is a 5-year programme for transport improvement and provides an opportunity to co-ordinate a transport strategy with a regeneration vision for Merseyside, the City Centre and the WHS. As part of this a Walking Strategy, Bus Strategy, Cycling Strategy and a City Centre Movement and Public Realm Strategy (CCMAPRS) have been formulated to provide effective, long-term, balanced transport objectives for Liverpool. Key elements of the CCMAPRS are:
  - Pedestrian priority areas, which favour pedestrians and cyclists, then public transport and car access
  - ♦ High quality public transport corridors for buses and LRT, linking the existing transport hubs and new development opportunities
  - ◆ A traffic and parking plan to improve traffic routing.

Objectives of the LTP and CCMAPRS that would affect the WHS include the:

- Removal of the Churchill Way flyover and the strategic traffic function of Dale Street;
- ◆ Establishment of a pedestrian priority area centred on Dale Street and bounded by the waterfront, Tithebarn Street, Lime Street and James Street;
- The introduction of two-way traffic on Tithebarn Street and on the northern flyover.
- ◆ The removal of Tithebarn Street from the strategic road network;
- ◆ Improvement of signage, interchange facilities and pedestrian linkage to the town centre from Lime Street;
- ◆ Enhancement of Lime Street Station and its environs;
- ♦ Improvement of Central Station to increase capacity and links to the retail core;
- Creation of a transport interchange at James Street;
- Establishment of bus priority areas within the City Centre;
- Establishment of a Merseytram: Light Rapid Transit system;
- Environmental improvement of The Strand;
- Provision of enhanced pedestrian and strategic route signage;
- ◆ The refurbishment of City Centre underground stations.
- 4.9.2 The most significant proposal in terms of transportation infrastructure is the proposed Merseytram Light Rapid Transit (LRT) system. This will enhance Liverpool's public transport provision and will provide significant net benefits to traffic management within the WHS. The LRT will also enhance linkages between the key gateway points for the WHS, namely Lime Street Station, and other key areas of the WHS such as Castle Street and the Pier Head. The improvements through the implementation of the scheme in townscape and public realm will also benefit the overall character of the WHS and aid the sustainable regeneration of the City Centre and the growth of a live-work district.

- 4.9.3 The Cycling Strategy for Liverpool (June 1997) provides a basis for developing cycling as a practical and sustainable transport system throughout the WHS. A number of local cycling routes, linking the WHS to the rest of Liverpool and surrounding areas providing routes through the WHS, have already been created. In addition, Route 56 of the National Network provides links from the Pier Head to the Wirral via the Mersey Ferries and to the Trans-Pennine Trail via Albert Dock and Sefton Park.
- 4.9.4 The co-ordinated approach to the management of a sustainable transport system is to be commended and encouraged and represents an excellent starting point for the future management of the Site and its environs. However, there are still a number of issues that need to be addressed with regard to the WHS.

# Implementation of the LTP and City Centre Movement and Public Realm Strategy

4.9.5 The LTP and the emerging City Centre Movement and Public Realm Strategy (CCMAPRS) provide a sustainable, long-term and balanced transport strategy for Liverpool. However, they were originally prepared without the benefit of the WHS Management Plan or Nomination Document. This could give rise to limited areas of conflict between the requirements of transport and the need to sustain the outstanding universal value of the Site. The CCMAPRS and LTP will therefore need to be reviewed at the appropriate time in line with their 5 yearly cycle of review, and in consultation with WHS Steering Group to ensure that their policies reflect the aims and objectives of the Management Plan and sustain the outstanding universal value of the WHS. Prior to this the LTP and CCMAPRS should continue to be implemented to ensure that issues, such as traffic on the Strand reducing connectivity between the City centre and Pier Head are addressed.

## Pedestrian routes and linkages

4.9.6 Some pedestrian linkages into and across the WHS are poor in quality and create considerable conflict between the needs of pedestrians and vehicles. For example, leaving Lime Street Station pedestrian linkages across the encircling main roads are poorly signposted, have inadequate facilities and fail to reflect desire lines. Similarly, pedestrian linkages between the waterfront and the City Centre across The Strand are inadequate. High quality pedestrian linkages to, and within, the WHS are a crucial transport element. Though the Walking Strategy examines linkage issues across Liverpool and the emerging CCMAPRS seeks to address these and other issues and should help ensure that this crucial transport element is significantly enhanced in the short to medium term.



Footbridge across The Strand © English Heritage

# Balancing the needs of users

4.9.7 There is a need to balance the requirements of the local community and other users of the WHS when developing transportation solutions for the City Centre. For example, the objective of maintaining an adequate supply of car parking for use by the local community and others is recognised in the CCMAPRS. However, the amount and location of this car parking could have a major influence on the levels of traffic within and adjacent to the WHS and may have an adverse impact on the Site's character and appearance. There is a need to involve local communities in the decision making process, especially with regard to this issue, to ensure balance between regeneration objectives, local community needs and conservation policies.

## Maintaining high levels of access

4.9.8 Located at the heart of Liverpool's City Centre, the WHS is currently accessible by rail, bus, road and ferry as well as by foot and bicycle. Lime Street, Liverpool's main railway station, and Liverpool Central, James Street and Moorfields Stations, are all located within or close to the WHS and provide ready access to local, regional and national services. Two major bus stations and a coach station are located just outside of the WHS. These connect to a number of bus routes that run within and adjacent to the WHS and provide frequent services to the Merseyside area and beyond. A comprehensive road and motorway network affords easy access to around 16,500 publicly accessible off-road parking spaces within or close to the City Centre. Passenger ferries cross the Mersey between Liverpool and Birkenhead and provide a regular peak-time service for commuters and off-peak leisure cruises for tourists. Dedicated cycle routes are few, though a comprehensive network is proposed for Liverpool by 2012. Pedestrian movement across the City Centre is high, with some key linkages pedestrianised. It will be essential to maintain these high levels of access to the Site by providing a broad range of sustainable transport options. A constant programme of review and monitoring will be required to ensure that the excellent transport system is maintained and enhanced by initiatives such as the Merseytram.

## 4.10 ARCHAEOLOGY

4.10.1 Historic urban centres, such as Liverpool, represent some of the largest and most complex archaeological sites in the country. These buried archaeological deposits represent a nationally significant resource and they are highly fragile and vulnerable to damage and destruction. Inevitably, potential tensions exist between the need to conserve archaeological remains and the need to regenerate towns and cities. The following outlines the key issues currently facing the conservation of Liverpool's buried archaeological remains.

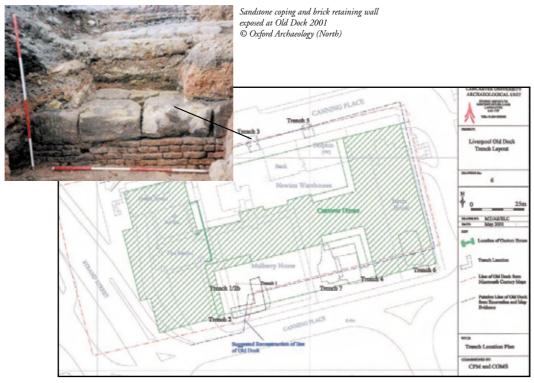
# Understanding the resource

4.10.2 Key to the long-term management of the archaeological resource is having detailed knowledge of that resource. In Liverpool, knowledge of the archaeological resource of the WHS and its environs is generally poor due to a lack of archaeological work in the area, due in part to the lack of late 20th century development. This lack of work makes the

characterisation and assessment of the resource extremely difficult. In the future, there is a need to develop a better understanding of both the nature and significance of the resource to aid planning and manage decisions as well as archaeological research. This characterisation and analysis has commenced in the form of the Merseyside Historic Characterisation Project in which the study of Liverpool forms part of H.E.L.P.

## New development

- 4.10.3 New development has the potential to damage, degrade or destroy archaeological deposits as a result of below ground works associated with site clearance and construction. In Liverpool, any development located within the core area of early settlement (Figure 4.1) could potentially adversely affect important archaeological remains of medieval and early post-medieval date. Likewise, new development within the built-up area of the eighteenth century town or in the vicinity of the historic docks (Figure 4.2), some of which are now completely buried, could impact adversely upon archaeological deposits relating to this period in Liverpool's history. In addition, particular sites outside these core areas, such as the sites of mills or industrial premises, could also contain significant remains.
- 4.10.4 Particular archaeological issues concerning currently proposed developments include:
  - ◆ Paradise Street Development Area: Part of the area occupies the site of the Old Dock, the world's first enclosed commercial wet dock. The remains of the dock have been identified in recent archaeological investigations. The area also overlies party of the Pool, which pre-dates the construction of the Old Dock. Archaeological excavations indicate that the Pool area contains well-preserved waterlogged organic remains, including possible evidence for early shipbuilding. The PSDA proposals would need to include measures to ensure the in situ preservation of the Old Dock and the adequate recording / in situ preservation of other archaeological deposits;



Plan of Old Dock © Oxford Archaeology (North)

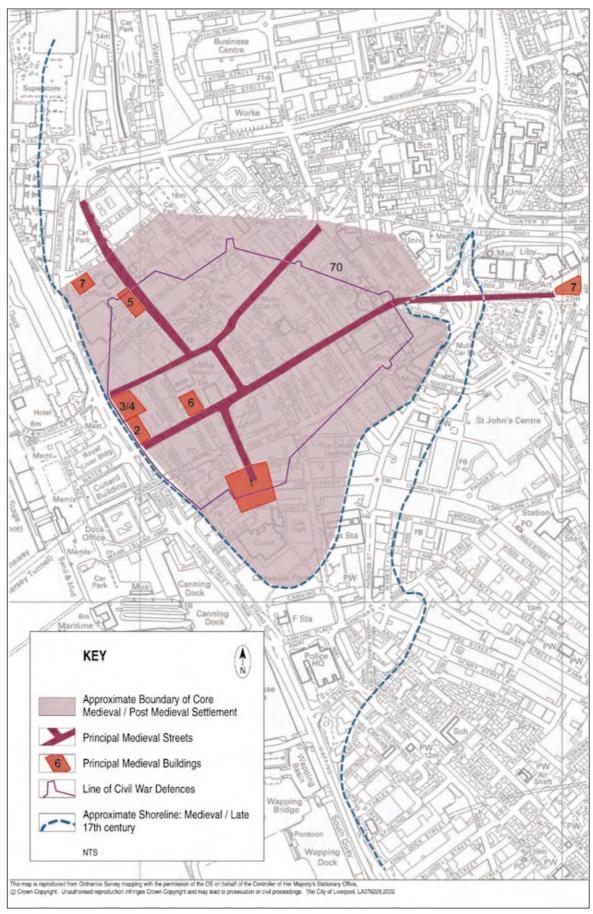


Figure 4.1 Principal Medieval and Early Post-Medieval Features. For index to numbered monuments see Appendix 1

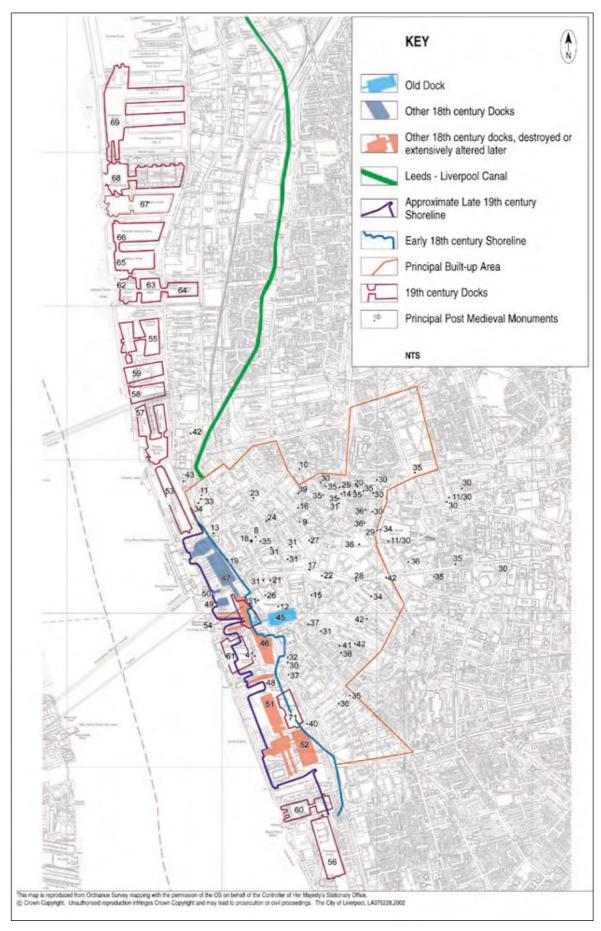


Figure 4.2 Key 18th and 19th Century Feature. For index to numbered monuments see Appendix 1

- ◆ 'Fourth Grace': This development could affect the buried remains of 18th and 19th century dock facilities in this area. It is possible that earlier deposits could also be damaged or destroyed, since documentary sources suggest that this part of the Mersey foreshore was occupied by boat yards and other facilities prior to the construction of the docks in the mid-late 18th century. The proposals would need to include measures to ensure the in situ preservation of archaeological deposits, or at least ensure adequate recording of archaeological remains;
- ◆ Canal Link. For much of its length the proposed waterway makes use of the existing water-filled docks would have little, if any, impact on buried archaeological remains. However, it is proposed to cut a canal between Princes Dock and Canning Dock which could impact on the buried remains of the historic docks themselves, and probably disturb significant deposits pre-dating the construction of the docks. The proposals would need to include measures to ensure the in situ preservation of archaeological deposits, or at least ensure adequate recording of archaeological remains.

# Alteration or enhancement of existing developments

4.10.5 In general terms, any alterations to existing structures within Liverpool's historic centre pose a potential threat to the city's archaeological resource. The most obvious threat to the archaeological resource comes from ground works associated with alterations or refurbishment, such as building extensions, underpinning, and internal works such as the excavation of new cellars and basements. This applies not only to buildings but also to other facilities, in particular the surviving historic docks, where developments have the potential to impact upon the buried remains of earlier docks, demolished dockyard buildings and deposits pre-dating the establishment of the dock system.

# Increasing recognition and appreciation

4.10.6 The archaeological resource of the Site is currently under-appreciated, under-presented and not widely recognised. This is an issue as the archaeology of the Site contributes to its outstanding universal value. There is an urgent need to increase recognition of the unique and valuable archaeological resource of the Site, to both the relevant management bodies and the wider public. It is also vital that the value of the resource is fully appreciated within the planning and management bodies and adequate measures are taken, within the context of national and local policy and established best practice, to secure the long-term conservation of the resource and the information and meaning it contains.

## 4.11 UNDERSTANDING THE SITE

- 4.11.1 The management and regeneration of any heritage site, and especially a site as complex and significant as Liverpool, needs to be based on a solid understanding of the history, values and condition of the Site. From this a detailed understanding of the issues facing those values can be gained and prioritised actions for the management and regeneration of the Site can be developed. The Management Plan and the Nomination Document are the first stages this process. Further ongoing research and analysis is required to aid the future management of the WHS and its Buffer Zone.
- 4.11.2 The Site is currently relatively well served by research projects and a relatively substantial body of information exists regarding its historic development, significance and current condition. This information base will be considerably enhanced and supported by the following H.E.L.P. projects:
  - ◆ Project 1 Architectural Investigation
  - ◆ Project 2 Designed Landscapes Survey and Analysis
  - ◆ Project 3 Historic Characterisation Project
  - ◆ Project 4 International Ports
  - Project 5 Survey of Public Opinion
  - Project 6 Buildings at Risk
  - ◆ Project 8 Casework and Designations
- 4.11.3 Even within the context of the established research programmes and knowledge base there are still a number of subject areas and management issues that require action as part of a longer term programme. In addition to the subject areas and issues outlined below, other specialist research programmes relevant to the significance of the Site could also be developed in consultation with the relevant authorities and agencies.

# Integration and dissemination

- 4.11.4 One of the key issues for developing a comprehensive understanding of the Site is ensuring that all research is effectively coordinated, integrated and disseminated. Currently the H.E.L.P. project acts as a mechanism for co-ordinating many aspects of research activity into the Site. This Role should continue, but further integration with other research projects and research institutions is required across a broad range of subject areas. The role of the WHS Steering Group could be expanded to oversee the effective management of research on the Site. This will help ensure that the findings of all research is integrated and examined to identify emerging trends and potential issues and that these are understood in their full and proper context.
- 4.11.5 The effective dissemination of research results is also crucial, once again H.E.L.P. has established a leading role in this process through Projects 9 to 13. This approach is to be commended and should form the benchmark for all future dissemination of research and analysis. The mechanisms and proposals put in place by H.E.L.P. are an excellent starting point and the utilisation of these is recommended.

### H.E.L.P. Projects - Access and Celebration:

- Project 9 Publications and Exhibitions
- Project 10 Liverpool Exploratory
- Project 11 Education
- ◆ Project 12 Blue Plaques
- Project 13 Other Initiatives -
  - Arts Project
  - Walking Tours
  - Buildings of England Liverpool

## Townscape

- 4.11.6 As discussed in Section 4.7, a number of projects assessing the nature and quality of Liverpool's townscape have already been undertaken. However, the objectives, methodologies and level of detail vary considerably between all of these studies. The results of the different studies have not been integrated and drawn together and as such, the townscape of the WHS and its environs is still not adequately understood and further analysis will be required to build a more complete appreciation.
- 4.11.7 Given the value of the townscape to the outstanding universal of the Site it is felt that a detailed and comprehensive townscape appraisal needs to be prepared for the whole of Liverpool's City Centre in general and the WHS and its Buffer Zone in particular.

# Built Heritage

- 4.11.8 The Nomination Document presents a comprehensive and yet concise analysis of the built heritage of the Site that forms the basis for our current understanding of its value and significance. H.E.L.P's ongoing research programmes will continue to enhance understanding of the Site's built heritage and will form the starting points for future research in this area, of particular value will be Project 1 Architectural Significance and Project 3- Historic Characterisation Project, both of which will make a broad-brush assessment of Liverpool's historic buildings.
- 4.11.9 In addition to these research-orientated activities there is a need, as identified in Section 4.6, to undertake continually reviews of the condition and management of the built heritage resource. EH's and LCC's ongoing Buildings At Risk (BAR) Surveys from the basis for developing this understanding in regard to listed buildings. There is however a need to ensure that non-listed buildings that contribute to the townscape of the WHS are also identified and monitored. An extension of the BAR methodology to include these buildings, on the back of the Townscape Appraisal, should be considered to be an essential exercise. There is also scope to consider an audit of those buildings that represent the key themes of Liverpool's history to ensure that the outstanding universal value of the Site is adequately represented in the built heritage stock.

# Archaeology

4.11.10 There have been limited opportunities for archaeological investigation within the historic core of Liverpool and its docks. As a result, the extent, character and quality of surviving archaeological deposits is not known nor is Liverpool's evolution properly understood. Although the Historic Characterisation Project would fill some gaps in our current knowledge, every possibility for archaeological investigation within the Site should nonetheless be taken. A long-term archaeological research framework should also be developed.

#### Regeneration

4.11.11 The success of the economic initiatives and the regeneration programme needs to be continually monitored. This will ensure that the future regeneration of the city responds adequately to changing circumstances and needs. This monitoring and research can be completed within the current frameworks established by the regeneration agencies. For Liverpool Vision, the regeneration programme is monitored through the City Centre Evaluation Framework. In addition, H.E.L.P. Project 4-International Ports, a research programme aimed at establishing a European and International context for Liverpool's historic docks and identifying regeneration programmes in European and transatlantic historic port cities, may provide useful guidance and information to address the regeneration issues facing Liverpool.



River Mersey and Old Dock c.1720 © NML

#### History

4.11.12 Although the broad history of the Site, and some more detailed aspects of its past are relatively well understood there are still many myths surrounding the history of the Site and numerous areas where further research would benefit our understanding. Significant research is already being undertaken within the context of H.E.L.P. and NML are constantly supporting research programmes including a major study on the late nineteenth merchant community, funded by the Leverhulme Trust and English Heritage. These studies need to be supported and added to.

#### 4.12 CULTURE AND INTANGIBLE HERITAGE

- 4.12.1 In June 2003 the United Kingdom government announced that Liverpool will be the European Capital of Culture in 2008. This is a recognition of Liverpool as a an existing cultural centre and offers huge potential for improving cultural facilities not only in 2008, but also in the years leading up to 2008 and beyond. This provides a major opportunity to deliver WHS objectives. Liverpool's 800th Charter Anniversary in 2007 offers similar opportunities.
- 4.12.2 The Intangible Heritage Unit of UNESCO's Cultural Heritage Division (www.unesco.org) has presented the following definition of Intangible Heritage:

# The intangible heritage: being...

The intangible heritage might be defined as embracing all forms of traditional and popular or folk culture, i.e. collective works originating in a given community and based on tradition. These creations are transmitted orally or by gesture, and are modified over a period of time through a process of collective recreation. They include oral traditions, customs, languages, music, dance, rituals, festivities, traditional medicine and pharmacopoeia, the culinary arts and all kinds of special skills connected with the material aspects of culture, such as tools and the habitat.

# What for, and for whom?

For many populations (especially minority groups and indigenous populations), the intangible heritage is the vital source of an identity that is deeply rooted in history. The philosophy, values, moral code and ways of thinking transmitted by oral traditions, languages and the various forms taken by its culture constitute the foundation of a community's life. The essentially ephemeral nature of this intangible heritage makes it highly vulnerable.

- 4.12.3 Intangible heritage represents the value and meaning associated with places, history and things by people living today and in the past. They are the living aspects of cultural heritage and are highly prized by people as an expression of their identity as both individuals and members of a wider group or society. The tangible heritage of a site, e.g. buildings and archaeological remains, are a physical manifestation of intangible heritage and cultural activity. Without an appreciation, recognition and understanding of intangible heritage and cultural factors, tangible heritage becomes meaningless and unvalued. In Liverpool, there are also a host of intangible associations of immense cultural value related to its role in world history, immigration, emigration and the Diaspora associated with these. Culture and intangible heritage are potentially difficult concepts to incorporate into the management of any site, but especially sites such as Liverpool where there are so many physical pressures and needs. However, if the value and significance of the WHS is to be handed on to future generations then these values and meaning has to be understood, protected and transmitted.
- 4.12.4 Some considerable steps forward have already been made in this regard by H.E.L.P. and the work of NML and these organisations should be commended for their efforts to date. It is hoped that the WHS nomination and potential inscription will act as a catalyst for further efforts in this regard. A number of issues are outlined below that the future management of the Site should seek to address both from within and without the current efforts.

# Understanding the meanings of 'things' to people

4.12.5 Project 5 - Survey of Public Opinion of H.E.L.P. provides the future management of the Site with an excellent starting point in determining what it is people value about the historic environment of Liverpool. This however, is just the starting point. What we do not understand fully is what meanings and significance current Liverpudlians place on their heritage. For instance, how do they view or understand the Pier Head Group? As a symbol of their past, or of their future? As an icon of the city? Or just office blocks. How do local communities react to Liverpool's role in the slave trade, and what meaning does that have to them now? These forms of questions need to be asked so that current perceptions can be taken into account when making management decisions about what is important and why.

# Recognising and respecting local cultural traditions

4.12.6 As well as understanding what people feel and think about 'things' it is also important that the management of the Site respects local cultural traditions and ways of life. Liverpool has a proud and active cultural heritage founded on hundreds of years of local history. These values cannot be dismissed. Firstly, an understanding and recognition of these traditions and their role and value in and to local communities must be made. This requires engagement and consultation with local communities and discussions with academic research institutions engaged in such research.

# Communicating and transmitting intangible heritage and cultural values

4.12.7 Understanding, recognising and respecting meaning, traditions and values is only the start of the process. It is imperative that these intangible and cultural heritage values are then communicated effectively to members of society in appropriate ways. Current work by H.E.L.P. and NML is already taking this forward and the future management of the Site will need to aid this work. This work should communicate a range of values associated with 'things' by different societies, groups and cultures whether living or dead. For instance, how does a descendant of the African slave trade view Liverpool and its mercantile heritage, compared with a descendant of a Liverpool slave trader? How have these views converged or diverged through time and within the context of increasing globalisation? These elements can and should form part of a long-term education and engagement programme for all ages and members of society.

# Collecting, preserving and analysing

4.12.8 A key aspect of intangible heritage and cultural resource management is ensuring that evolving cultural traditions, meanings and values are recorded and stored and not lost. This has to be achieved however without stalling the development and evolution of cultural life. This process involves a range of processes from collecting oral folklore and songs, through to disseminating historical diaries and archival letters. For instance, the oral folklore associated with the historic docks is potentially close to being lost as some of the last generation of dock workers from the central docks (i.e. not the current port of Liverpool) reach the end of their lives. This body of information is of immense value to the Site and needs to be addressed within the context of an organised programme of research and analysis.

# Cultural and Intangible themes intrinsic to the outstanding universal value

4.12.9 There are a number of broad themes that are of particular relevance to the Site and wider world heritage values that would benefit from further consideration and research during the life of the Management Plan.

#### Liverpool's Diaspora

4.12.10 The people of Liverpool and the people who passed through Liverpool are spread across the world.

Their experiences, the experiences of their descendents and the present and past meanings they associate with Liverpool are a significant part of the cultural values and meanings associated with the Site. Engagement and interaction with these communities would have significant benefits in broadening our understandings of the Site and ensuring that the management of the Site reflects all values associated with it.



Seatrek 2001 © English Heritage

#### Liverpool's role in the Slave Trade

4.12.11 Liverpool has an undeniable stake in one of the world's most significant historical processes, the Slave Trade. UNESCO has recognised the importance of the Slave Trade to the world and its future and has established a project entitled the Slave Route to further understand this key historical process. The following is as short description of the project, as presented by UNESCO:

The "Slave Route" is an intercultural project administered, co-ordinated and monitored by the UNESCO Department of Intercultural Dialogue and Pluralism for a Culture of Peace. Launched by UNESCO in 1994, the Slave Route Project aims on the one hand to study and get to know the profound causes and modalities of the slave trade, and on the other hand, to underline the interactions generated by it, in the Americas, West Indies and the Indian Ocean.

The stakes are historical truth, peace, development, Human Rights, memory and intercultural dialogue.

The challenge set to the international community, through this scientific project, is to link historical truth on a hidden tragedy in order to highlight intercultural dialogue originated from forced encounters between millions of Africans, Amerindians, Europeans in the Americas and West Indies, in addition to forgotten parts of slavery: the Mediterranean and Indian Ocean.

Finally the Slave Route is a return to the future. The scientific investigation and ethical questioning of the slave trade and slavery aim to throw light on the evolution of the concerned societies for the construction of real pluralism that amounts to the acknowledgement, promotion and respect for diversity and thus takes into account the interactions generated by history, geography and culture.

4.12.12 National Museums Liverpool has supported the Slave Route project since its inception and ways of enhancing links with the project should be sought. National Museums' Maritime Museum developed the first major gallery devoted to the transatlantic slave trade anywhere in the world and proposals to expand and develop this as a museum of transatlantic slavery are welcomed and applauded.

In 1997 UNESCO declared 23rd August as the International Day for the Remembrance of the Slave Trade and its Abolition. National Museums Liverpool has marked this day annually since 1998, with the support of various partners, including Liverpool City Council.

#### Liverpool as an international port

4.12.13 Links are currently being sort through Project 4 - International Ports of H.E.L.P. with other major international ports to gain an understanding of how other port communities celebrate their industrial and commercial heritage. The project hopes to establish an international context for the Liverpool 's WHS. This interaction with other international communities in a similar situation to Liverpool will open a range of intercultural dialogues, in keeping with the aims and goals of the UNESCO Department of Intercultural Dialogue and Pluralism for a Culture of Peace. The project could in the longer-term even form a strand of UNESCO's work to match other projects such as the Silk Roads project. The exploration of cultural values and meanings through the international ports project will help establish a new understanding of Liverpool, its role in the world and the way in which port communities live, work and evolve.



Shanghai Waterfront Courtesy LCC

#### The lives of Liverpudlians past and present

4.12.14 As mentioned above, the folklore, cultural traditions and values of Liverpudlians past and present are of immense significance to the Site and its outstanding universal value. These need to be recognised, valued and preserved to ensure that they are communicated and transmitted to future generations. Over the next four years, National Museums Liverpool's 800 Lives project will record and document the experiences of 800 Liverpudlians to culminate in celebrations for Liverpool's 800th Charter Anniversary in 2007.

## 4.13 EDUCATION AND INTERPRETATION

4.13.1 If Liverpool's outstanding universal value is to be recognised and understood and its conservation and management supported by the local communities and visitors, then the WHS must be promoted to as wide an audience as possible. The key tools for achieving this are interpretation and education. For the purposes of this discussion education can be defined as the exploration and transmission of the values of the WHS through structured programmes within the context of a life long learning approach, whilst interpretation is the presentation of information and ideas to a broad audience outside of set structures.



Winning entries in World Heritage School Art Competition
© Neil LLoyd

4.13.2 The Site already well equipped in terms of its educational and interpretative provision, however a number of issues still need to be addressed within the context of the future management of the Site. The following outlines the current educational and interpretative provisions and explores some of the issues facing this aspect of the Site's management and promotion.

# Educational provision

- 4.13.3 Educational access to the heritage of the Site should be inclusive and address issues of social exclusion. It needs to address educational audiences both inside and outside of formal education and to embrace and promote the principles of life-long learning.
- 4.13.4 Currently much of the educational provision on the Site outside of the normal educational establishments, is managed by NML, who operate a year-round educational programme for all ages and abilities. They offer both informal and formal learning activities and provide support for classroom work at all Key Stages of the National Curriculum. These activities are supported by NML's 'Electronic outreach' programme offered through its website, which is currently focused on its 'Celebrating Diversity' strand of work. NML also makes a concerted effort to engage with young people through their Future Connections programme. In addition, H.E.L.P also promotes a number of educational measures in Project 11 The production of educational resource material.
- 4.13.5 The educational provision for the Site can effectively be managed by the bodies already charged with delivering these services. There is continued scope for further interaction between these organisations and also for connections to be made with projects such as UNESCO's "World Heritage in Young Hands" (see below).

# World Heritage in Young Hands

The overriding aim of the Project is to mobilise young people to contribute to World Heritage preservation by:

- Introducing World Heritage Education in classroom teaching and in school curricula;
- ◆ Involving young people in World Heritage Youth Fora, summer camps and on-site conservation courses;
- ◆ Creating new information channels to exchange best practices on heritage education through traditional and new Information & Communication Technologies;
- Establishing a network of World Heritage schools featuring school links and exchange;
- Promoting a new synergy between educators, decision makers and heritage experts (museum personnel, site managers, conservation specialists, ICOMOS, ICCROM, ICOM, IUCN.

The Project is proving to be one of the most successful flagship projects launched by UNESCO for young people and is presently involving more than 130 UNESCO Member States.

# Interpretation

4.13.6 The interpretation of the Site is currently not co-ordinated by a single body or organisation or driven by a clear interpretation strategy. There are a number of provisions for interpretation within the Site but none of these have been specifically drawn up to reflect the outstanding universal value of the Site. The following outlines some of the current interpretation provision.

#### Guided tours and self-guided walks

- 4.13.7 A number of self-lead trails, guided walks and vehicle based tours are available around the city. There are several other self-guided tours within the area of the candidate WHS. Many of these are community led projects, and include:
  - Heritage Walk, subdivided into three routes encompassing themes of Maritime and Commerce, Arts and Heritage and Learning and Religion;
  - ◆ The Walkabout Map and Guide to Liverpool;
  - ◆ The Liverpool Jewish Heritage Trail;
  - ◆ The Walk of Faith;
  - ♦ Boomtown! Liverpool movie and television map;
  - Pub/architectural trail (currently under development);
  - Chinese Trail (currently under development);
  - ◆ The Great Irish Famine Commemorative Trail.
  - ◆ Pedal Powered Boat Race an annual fun event, directed at local pubs and schools, which requires the competitors to construct their own craft and follow and celebrate the route of the original Tidal Pool of Liverpool

- 4.13.8 Liverpool also has a number of Blue Badge Guides, who provide a programme of guided City Walks with a variety of themes. A Slavery History Trail guided walk runs every weekend from the Maritime Museum. The self-employed guides are currently co-ordinated by The Merseyside Partnership, who run a booking system for groups and visitors. There is a commitment within Liverpool City Council to improve on the level of customer service provided by the guides by re-training guides and recruiting new guides to widen their profile. Guides have recently graduate from its nationally credited 'Green Badge Liverpool' course.
- 4.13.9 There are a number of vehicle-based guided tours of the city and docks, including:
  - ◆ The City Sightseeing Bus Tour;
  - ◆ Liverpool Heritage Cab City Tours;
  - Mersey Ferries Leisure Cruises;
  - Duck Tours.
- 4.13.10 There are some issues with the walks, tours and guides, for instance the Heritage Walk, is difficult to follow and its guide leaflet is now out of print. But, overall the provision is generally good with some room for improvement through increased co-ordination and interaction between the schemes.

#### On-site Interpretation

- 4.13.11 On-site interpretation is currently provided by public art and plaque schemes. Both of these methods offer the opportunity to provide informal and varied interpretation to a wide audience. Currently, there are three plaque schemes in Liverpool:
  - ◆ 76 plaques were put up by the Merseyside Heritage Bureau between 1973 and 1998. LCC will be replacing this series of plaques with a single, more accessible design;
  - ◆ LCC also plan to begin a new plaque scheme, and have already identified twelve buildings either notable for their purpose or the people who lived there;
  - ♦ EH has installed 16 blue plaques to mark places where notable people lived.
- 4.13.12 The plaques are a good way to highlight the importance of buildings within the WHS, but with the diverse schemes they can present a difficult to understand feature. The public art is generally excellent, but could, in some instances, benefit from increased interpretational materials to aid understanding.
- 4.13.13 There are currently no interpretation panels in the WHS, but LCC is installing "Connecting Liverpool", a city centre way-finding and interpretation system. Their proposals include the creation of up to 83 fingerposts, 31 orientation panels for key gateways, 18 interpretation panels for key sites and a heritage plaque scheme. The hub panels will provide a simplified overview of the City Centre and a detailed map of the area within a short walking distance of each hub. The map will have key landmark buildings highlighted as 3-dimensional sketches, and visitor facilities and transport links marked. The first phase of the new signage will be on site in 2004. In respect of the WHS no interpretation panels are currently planned for the Duke Street area, Wapping Dock, Albert Dock and area north of Princes Dock. In the future, extensions to the Connecting Liverpool system could include interpretative material relevant to the WHS.

4.13.14 Historical re-enactment/role-play within the WHS is currently limited to the Pier Master's House within the Maritime Museum and occasional events such as the River Festival. However, role-play characters in period costume can help to create a more exciting and entertaining visitor experience, as at Blists Hill Victorian Town in Ironbridge WHS. There is massive potential for this to be developed further throughout the Liverpool WHS, with sailors, privateers, merchants etc. approaching and entertaining tourists and with further historically-based festivals. Proposals for developing this can be included in a Visitor Management Strategy.

# Promoting the outstanding universal value of the site

4.13.15 All of the above provision has been developed without reference to the potential WHS status of the Site. Although much of the interpretation and educational provision draws on themes integral to the outstanding universal value of the Site there is scope for expanding this to include further reference to the WHS.

# Co-ordination and integration

- 4.13.16 The current provision of education and interpretation is neither integrated nor coordinated. Many of the organisations involved work together, but they do not all operate within the auspices of a clearly defined strategy and approach. The development of an Interpretation and Education Strategy/ Framework for the WHS, and perhaps wider City Centre, could address many of these issues and enable the all organisations to work effectively together in communicating messages to visitors and local communities.
- 4.13.17 Any such strategy would be based on existing provision and providers and seek to balance the needs of public and private sector providers. The WHS Nomination represents a unique opportunity to bring together the local education and interpretation providers and present a clear and bold view of Liverpool to the wider world and local communities.

#### 4.14 VISITOR MANAGEMENT AND SUSTAINABLE TOURISM

# Background

- 4.14.1 In excess of seven million visitors come to Liverpool each year, drawn by its history, heritage, and American connections, and by Beatles links, sporting associations, nightlife and arts. It is estimated that the total economic value of tourism to Liverpool is £261 million and that it generates 9,420 jobs. Liverpool contains some of the most significant urban tourist attractions in the UK outside London, and is number 13 in the league table of destinations for overseas visitors. It has a collection of Museums & Galleries with national status, and is considered to be the most successful of the 'Northern Museum outposts'.
- 4.14.2 Visitor surveys consistently show that the level of welcome, service and customer care in Liverpool is excellent. Condé Nast Traveler magazine readers have voted Liverpool as the UK's friendliest city. In the 2000 Benchmarking survey Liverpool ranked highest for satisfaction levels against similar competing destinations. Virtually all the key tourist attractions of Liverpool and associated accommodation are located within the proposed WHS and its environs. The following outlines the current situation with regard to visitor attractions and facilities in the Site and explores some of the issues facing the sustainable management of visitors.

# Visitor attractions and facilities within the Site

4.14.3 In all, thirteen of the city's attractions are located within the proposed WHS and account for 80% of visits to the city's attractions. These attractions range from Galleries and Museums, to the Record Office (the second busiest Record Office in the country), to tours of some of the Site's famous buildings. With the exception of the Royal Liver Building, Tate Gallery, Beatles Story and Western Approaches, the key attractions are run by National Museums Liverpool (NML). Admission to all NML attractions is free. These attractions are highly rated by visitors: 80% of visitors rating them as either very good or excellent.



Merey River Festival © LCC

4.14.4 Albert Dock is a major attraction, receiving an estimated four million visitors each year. It houses approximately 55 retail units and gift carts, six restaurants and café outlets and over 30 office units, plus three of the city's major attractions: The Tate Gallery Liverpool, Merseyside Maritime Museum (with the Museum of Liverpool Life) and the Beatles Story.

- In addition to these formal attractions, there are a number of other activities available for visitors within the area. These include the self-guided and Blue Badge Guide guided walks; the Mersey Ferries Leisure Cruises and Duck Tours amphibious Cruises.
- 4.14.5 The current provision of attractions is currently being expanded by the development and restoration of St George's Hall; the proposed 'Fourth Grace' exhibition space for NML, Liverpool Vision's Vision Centre and EH's proposed Exploratory Interpretation Centre. Encouraging more of Liverpool's keynote buildings to be opened for 'open days' and tours by appointment could further expand this list.
- 4.14.6 As a nominated WHS with a strong maritime theme, visitors will expect to see a publicly accessible display of marine vessels. The Maritime Museum has *Edmund Gardner, de Wadden* and many other vessels as well as an outstanding collection of model ships, but there is potential for the display of other larger ships throughout the redundant dock water-spaces and dry docks. During the River Festival, the visiting Tall Ships are always very popular.
- 4.14.7 Most of the major hotels in Liverpool are located in the Site or its environs. They are mainly located along the dock area, with a few in the in the Lime Street/Queen Square area. Liverpool has a significantly higher occupancy rate than other cities; a high percentage of which is due to football matches and the vibrant nightlife. It can prove difficult for tourists to obtain rooms at weekends. The proposed WHS is well provided for in terms of cafes, restaurants and bars. Many of the visitor attractions themselves provide good restaurants or cafes. In terms of catering for visitors over the whole WHS, there is a lack of catering facilities in two key areas: Dale Street commercial area and the Stanley Dock area.

# Visitor management on the Site

4.14.8 Liverpool's robust urban environment is capable of accommodating the current and increased levels of visitor numbers, however there are still a number of visitor management issues, especially with regard to four major areas: Orientation, Movement, Interpretation and Toilets.

#### Orientation

4.14.9 As outlined in Section 4.13 visitor orientation at a site-wide level can be poor and requires coordinated improvement. This is being addressed in part by the "Connecting Liverpool" project. Particular issues include the lack of clear visitor routes and details of visitor facilities, including toilets and refreshment opportunities on current orientation maps and panels. Also, access to the excellent tourist information centres (TICs) would benefit from improvement, through making the existing TICs more visible, and providing new TICs in strategic locations, such as Lime Street Station.

#### Movement and 'access for all'

- 4.14.10 Once within the city, 80% of visitors move around the centre on foot. The key issues therefore focus on pedestrian movement and include: the lack of clear pedestrian movement corridors; poor signage; weak linkage across the Site, especially between the core and outlying areas. The lack of clear movement opportunities for visitors limits their exploration and appreciation of the site. In addition, there are poor links between the main retail areas and the main visitor routes to attractions. Without these it is difficult to maximise the economic impact of visitors to the city. The City Centre Movement and Public Realm Strategy and Connecting Liverpool project will go a long way to solving these issues.
- 4.14.11 Access for less-abled and disabled visitors to attractions, facilities and the Site in general is adequate but could be enhanced. LCC surveys indicate that physical access to attractions in particular is generally good, but that access to, and the provision of accommodation could be greatly improved. The provision of access for all needs to be a priority in the construction of new visitor facilities, the refurbishment of existing attractions and accommodation and on routes within the Site. Better information for disabled visitors also needs to be provided, particularly in pre-visit packages. The innovative work of the FACT (Foundation for Art & Creative Technology) centre, and its pilot scheme for virtual tours of inaccessible attractions in the city, provides an excellent model for future site orientated activities.
- 4.14.12 Public transport opportunities are currently well-provided for within the WHS area and include a comprehensive bus service and underground railway network.. Further use of these facilities by visitors could be promoted through the use of combined tourist passes covering transport and attractions, and the attractions on key routes could be highlighted.

#### Interpretation

4.14.13 As discussed in Section 4.13, interpretation of the Site could benefit from increased coordination and the integration of messages regarding the WHS, its values and ongoing management.

#### **Toilets**

4.14.14 There is a lack of public toilets in the WHS. This has been identified as a significant issue for visitors (Benchmarking Survey 2000). Merseytravel does offer these facilities in the major bus stations in the City Centre, such as Queen Square and Paradise Street. The location of toilets is currently not shown on the tourist maps. Additional toilets are now being introduced.

# Maximising the potential benefits of sustainable tourism for local communities

4.14.15 The benefits to local communities can be realised through two key areas. Firstly there are the economic benefits. These can be enhanced by ensuring that attractions, accommodation and visitor facilities within and outside the WHS are inter-promoted, and that good physical links are provided between them. This will ensure that the economic benefits of tourism are geographically spread around the region, whilst also reducing the potentially negative impacts of 'honey potting'.

4.14.16 In addition to economic benefits there is a need to ensure that visitors' resources are of interest and accessible to local residents. As a large proportion of the Site's formal attractions are managed by NML which has a prominent local community remit, this should be relatively achievable.

# Achieving the benefits of World Heritage Site status

- 4.14.17 There is a presumption that designation as a WHS helps raise the profile of a destination and encourages more visits. However, there has been no specific research on the subject and much of the information is anecdotal. Dr Henry Cleere, former World Heritage Coordinator, ICOMOS, believes that it is unlikely that the inscription of high profile sites, such as Pompeii and Versailles, has led to a significant increase in already substantial levels of visitation. For many less well-known Sites, however, inscription brings with it significant increases in tourist pressure, as the World Heritage cachet becomes more widely known in the tourist industry (Locum Destination Review, Winter 2001).
- 4.14.18 All Sites are different, but other sites do offer some useful lessons about how to achieve the tourism benefits of WHS status. For example, at Blaenavon, the Blaenavon Partnership was committed to maximising WHS status in the development of cultural tourism for the purposes of community regeneration. At Blaenavon the WHS status is seen as a 'seal of approval', giving it a competitive advantage in attracting visitors over other towns and regions. The subsequent significant increase in visitor numbers has been largely due to the development / promotion of new visitor attractions and facilities, for which achieving WHS status has been a critical factor in attracting the necessary funding.
- 4.14.19 At Maritime Greenwich WHS, visitor research has revealed that the WHS status is viewed as a mark of quality, helpful for reinforcing visitor perceptions of the area but not in itself a trigger for their visit. The most positive impact of inscription has been the implementation of the Management Plan. This has helped to improve the visitor experience by developing a more integrated approach to managing and marketing the Site. The marketing message is more focused, the target audience better defined, and evaluation and research is taking place. In addition, there has been a pooling of resources across the WHS area.



Greenwich World Heritage Site

4.14.20 Tourism will not be the primary benefit of WHS status for Liverpool. However, the inscription of the Site and the implementation of the Management Plan could provide a useful catalyst for the promotion, improvement and coordination of the visitor experience.

# A Strategic approach to visitor management

4.14.21 As demonstrated at other WH Sites, there is an opportunity to benefit from visitors without impacting on the significance of the Site. To achieve this, a co-ordinated approach to visitor management is required. Currently the Site lacks such an approach and there is the possibility that without a more co-ordinated approach to the overall management of visitors and the promotion of the Site, the benefits of WHS status may not be realised, visitor experience will not be improved and visitors themselves may begin to impact upon the fabric and character of the Site.

# A Regional Approach to tourism

4.14.22 The creation of the Mersey Waterfront Regional Park, from Southport to Deeside is being led by The Mersey Partnership to develop the region's image, to improve business opportunities and to increase tourism visits. The North West Coastal Trail from Chester to Carlisle is being developed by the North West Regional Assembly to bring a number of benefits, including the enhanced appreciation of the environmental resources along the coast and the regeneration of the economy along the coast through increased tourism. It is important that these initiatives respect the outstanding universal value of the Nominated Site and maximise its potential. It is also important for the management of the WHS to be consistent with these wider initiatives.

#### 4.15 SITE BOUNDARY

- 4.15.1 A WHS boundary should incorporate all those elements that contribute to the Site's outstanding universal value. With regard to Liverpool, the boundary must:
  - Ensure that the spatial organisation, structure, materials, form and function of the encompassed townscape reflects the Site's outstanding universal value;
  - Ensure that the encompassed area provides coherent evidence of the character of the urban landscape and bears sufficient testimony to the former whole;
  - ◆ Allow for the effective management of the Site and its values;
  - Reflect the historic form and function of the area.
  - Encompass only authentic elements of the urban landscape;
  - Follow existing statutory boundaries wherever possible and appropriate.
- 4.15.2 Part of the Management Plan process involved undertaking a targeted townscape analysis of the City Centre for the purpose of identifying a logical and acceptable boundary for the Site and its proposed Buffer Zone. In addition, the historical form, function and character of the Site was also examined. The WHS boundary has been developed from that exercise and meets all of the above criteria. In particular, the boundary:

- Encompasses the key architectural and technological elements of the Site;
- Encompasses an urban landscape that is broadly authentic in layout and form, despite the loss and alteration of some buildings and occasional changes to the historic street pattern;
- ◆ Broadly reflects important character areas to allow for the effective management of the Site and protection of its values;
- ◆ Mostly follows, or lies within, existing statutory boundaries to allow for the effective management of the Site and protection of its values.
- 4.15.3 The Site boundary is therefore felt to be robust and inclusive of all elements that relate to the outstanding universal value of the Site. However, future change in and around the site and further research may require some adjustments to the boundary and these can be assessed as part of the 6-yearly periodic monitoring. There are a number of other issues that need to be addressed within the long-term management of the Site.

# Recognition of the boundary

- 4.15.4 If the outstanding universal value of the WHS are to be appropriately protected and enhanced then the boundary must be recognised by all agencies involved in the Site's management. Currently documents prepared by key local agencies tend to refer to the WHS but do not include maps of its extent and location. To help foster future recognition of the WHS relevant documents produced by these agencies should, where appropriate, include details of the Site boundary and Buffer Zone. This will also aid the agencies in their management planning and ensure that future developments and changes are sensitive to the Site and its values.
- 4.15.5 The majority of the Site is not bounded by a clearly identifiable feature, although it does follow the Dock Wall for part of its extent. This lack of definable physical features that mark the boundary makes identification of the Site 'on the ground' very difficult. Without detailed mapping it is hard to know whether a particular point is within or without the Site's boundary and whether one has entered or left the WHS. Appreciation of the Site and its boundaries could be greatly enhanced by the introduction of well-considered signage, street furniture, and public realm works. A more visible presence for the WHS symbol and boundary would also help foster recognition of WHS status in the UK and contribute to the promotion of the concept of World Heritage.

# Maintaining the integrity of the Dock Wall

4.15.6 Within the port area, the boundary of the Site is tightly drawn around the line of the Dock Wall. This not only provides a much needed identifiable boundary feature but also an important physical and intellectual link between the port and wider urban hinterland. However, although listed, the structure is particularly vulnerable to development pressures to improve East-West linkages. Special consideration must therefore be given to maintaining the integrity of the Dock Wall, by ensuring, for example, that the use of existing access points is maximised rather than needlessly creating new openings and that authentic sections of the wall are both conserved and enhanced. Where new openings are agreed to be necessary, including those providing improved pedestrian linkages, they should be appropriate in terms of scale and materials. Where inappropriate development have

occurred along its length, for example the conversion of the wall around East Waterloo Dock, long-term measures to address these issues should be identified and implemented and where possible, the original integrity, scale and drama of the wall reinstated.

#### 4.16 SETTING OF THE SITE

4.16.1 The Setting of the Site is a key issue for its future management. The Site's setting contributes significantly to its character, form and significance and there are strong historical linkages between the Site and its environs. The outstanding universal value of the Site is rooted in an appreciation of its entire townscape. This concept includes strong visual and character elements and these extend beyond the extent of the Site and into areas that, although perhaps lacking authentic remains relevant to the Site, do have a significant bearing of the character and distinctiveness of the Site. To maintain this character, distinctiveness, and outstanding universal of the Site, it is important that the setting of the Site is managed in a sensitive and sympathetic manner.



Water front at Night © LCC

4.16.2 The following sections outline the broad concept of setting, explore the setting of the Site and examine some of the issues facing that setting.

# Concept of setting

- 4.16.3 At its simplest level, the meaning of the term 'setting' refers to the environment or surroundings in which an asset is situated. Setting is often regarded as a fundamentally visual concept related to the visibility of a feature and its physical surroundings. However, the extent and nature of the setting of a heritage feature cannot be defined purely by considering its extreme limit of visibility (i.e. the visual envelope). Defining the setting of a site also requires the consideration of the significance of the Site; the contribution of surrounding visual elements to the Site's character; the historic relationships between the Site and its environs; and, in the case of Liverpool, townscape connections and relationships, including relationships between townscape character areas.
- 4.16.4 The relationship between a WHS and its setting is an important concept in the World Heritage Convention. The UK Government has also made it clear that setting is a material consideration in cultural heritage planning policy generally, and that specifically a WHS is capable of having a material setting, whether or not the Site is recognised by one or more heritage designations (e.g. Scheduled Monument, Listed Building or Conservation Area).

National guidance on World Heritage Sites is contained in Planning Policy Guidance Note (PPG15) Planning and the Historic Environment. PPG15 gives explicit policy support to the concept of setting, and recommends that local planning authorities should consider the adoption of appropriate plan policies to safeguard the settings of such sites.

# The setting of the Site

4.16.5 Defining the setting of a complex and extensive urban site, such as Liverpool, is difficult. To aid the Management Planning process, the key elements of the setting of the Liverpool candidate WHS have been divided into three broad layers: Visual Elements, Townscape and Historical relationships. These are discussed below:

#### Visual elements

4.16.6 Drawing on the results of an initial townscape analysis and other studies, it has been possible to identify the key visual elements of the Site's setting. The visual elements have been grouped into four types: Defined Vista; Panoramic View; The Mersey View Corridor and Visually Significant Historic Buildings. These types reflect the visual character and role in the setting of the Site. These types are discussed and outlined below and presented on Figure 4.3.

Defined Vista: - A view from a specific viewpoint looking to a specific building, structure or feature.

- 4.16.7 These views are some of the most recognisable elements of the Site's visual character. They play an important role in structuring the visual landscape of the Site and its setting by giving a clear sense of the linkage between the elements of the Site and its environs
- 4.16.8 The defined vistas fall into four broad types. Firstly, there are the vistas running along roads, generally between or to Visually Significant Historic Buildings. These are characteristic feature of Liverpool's townscape. Of a similar nature are the second, the long vistas along the Dock Wall, the docks, the Leeds and Liverpool Canal and its locks. These are



Water Street, Liverpool George J Drought Courtesy LCC

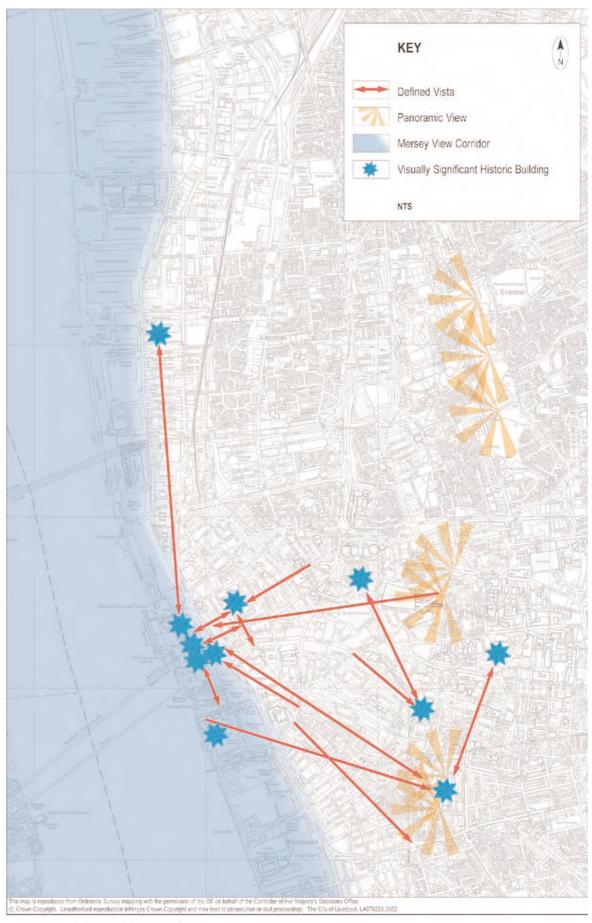


Figure 4.3 Visual Elements of the Setting of the Site

a characteristic features of the urban landscape and also allow the appreciation of Liverpool's tradition of innovative development. Thirdly, there are the longer vistas between the high ground to the east of the Site and some of the Visually Significant Historic Buildings within the Site. Finally, there are long vistas across the relatively flat costal plain area.

Panoramic View: - A broad view from a viewpoint looking across an area at buildings, structures or features within their settings.

4.16.9 The views attained from the panoramic viewpoints do much to enhance people's understanding of the character, setting and general layout of the Site. The panoramic views are located on the high ground to the east of the Site, from here sweeping views of the City Centre can be easily gained, giving a rapid impression of the character and layout of the City Centre and the Site. The key areas for these views are from Everton Park, The Anglican Cathedral and the area east of Lime Street Station.

The Mersey View Corridor: - A linear view corridor that encompasses the Mersey and its banks; from within which extensive views to and from the Site can be obtained.

4.16.10 This view corridor is one of the key aspects of the Site's setting. The corridor is comprised of the views of the Site attained from the river and the views from the banks of the Mersey across the river to Birkenhead and vice-versa. The view corridor emphases the visual, intellectual and historical associations between the Site and the Mersey.

Visually Significant Historic Building: - A keynote historic building / structure that has a significant bearing on the visual character of the Site and its setting.

4.16.11 This type does not encompass all of the visual landmarks within the WHS or its environs, rather it focuses on the Historic Buildings / Structures. The Visually Significant Historic Buildings are felt to be key features of the visual character of the Site and its setting. Views to and from these buildings tend to be extensive and they form mnemonic devices for residents and visitors, enabling people to orientate themselves as they move through the complex urban landscape. Inter-visibility between the buildings is a key aspect of their character, as is the immediate setting of the buildings. These buildings help anchor the visual landscape of the Site and form a cohesive network of points around which much of the visual character of the Site hangs.



St. Luke's Church at top of Bold Street © LCC

#### Townscape

- 4.16.12 An initial townscape analysis of the Site has been undertaken for the express purpose of reviewing the boundaries of the Site and the proposed Buffer Zone. The analysis is not comprehensive in its scope, although it has identified some of the principal townscape elements such as topography; movement corridors; gateways; visual landmarks; focal points; keynote facades; and areas of degradation. However, the analysis is predominately based on visual characteristics.
- 4.16.13 The townscape character of Liverpool is key to the setting of the Site. To retain the distinctiveness and quality of the Site's townscape there is a need to manage surrounding townscape character areas in a sensitive manner. The extent of the setting, in townscape terms, is largely determined by topography and distinct changes in character. For instance, the Georgian streetscapes of the Canning/Rodney Street area are topographically (and historically) related to the Site and hence part of its setting, whereas Vauxhall has poor topographic and character links with the Site.

#### Historical relationships

4.16.14 The historical relationships between a Site and its environs, whether visible, surviving or removed, are an aspect of its setting. Areas may be historically related to a Site in a number of ways, including historical evolution, function, and design. In the case of Liverpool the key factors are evolution and function. The historical function of areas outside the Site may be directly related to the significance of the Site. The Site functioned as a port city, therefore areas in the vicinity of the Site that played a significant role in that function (e.g. former docks; some areas of historic warehousing in the dock hinterlands; and the houses of



Existing city centre plan overlaid on the Pool of Liverpool and the original 7 streets © LCC

the merchants and workers) but that perhaps lack either enough authentic evidence to be in the WHS, need to be considered as part of its setting to help maintain the values associated with the Site.

4.16.15 The other factor, historic evolution, encompasses areas that were formerly part of Liverpool during the period from the early 18th century through to the early 20th century. The setting, if it took all of these areas into account, would be very extensive. Therefore to ensure a manageable setting, only key elements have been taken into account.

- 4.16.16 The key areas with historical relationships to the Site are:
  - ♦ Areas of former docks;
  - ◆ The dock hinterlands:
  - Historic core of the City;
  - ♦ The 'Pool';
  - ◆ The Georgian area of Canning.

#### Key Issues

4.16.17 The setting of the Site will require consideration in the management of the Site and its environs. This does not mean a blanket ban on new development or change within the setting. Rather, new development or change needs to be undertaken in a manner that is sympathetic to the values of the Site and the character and quality of its setting. This also has a bearing on the implementation of the Merseyside Waterfront Regional Park, especially in the Northern half of the Site and links between this project and the management of the WHS should the maintained through the Steering Group. The key issues for the setting of the Site are outlined below.

#### Buffer Zone

4.16.18 The designation of 'Buffer Zones' around WH Sites is recommended, whenever necessary, by UNESCO, primarily to protect the visual setting of the WH Site. Whilst it is felt that the existing strategic and local planning policy context is possibly adequate to manage the setting and achieve its protection, it is still felt that a Buffer Zone is the most appropriate mechanism for defining, protecting and enhancing the setting of the Site. The Buffer Zone boundary is marked on Figure 2.4. The buffer zone is cohesive, in forming an envelope around the Site, and relates to the overall townscape character of Liverpool; encompasses the key visual elements and townscape relationships between the Site and adjoining areas; and encompasses areas with historical associations with the Site.

#### Location and design of new buildings.

4.16.19 As discussed in Section 4.8, new development poses a number of challenges to the management of the Site and its setting. Key issues are the location and design of new tall buildings, transport infrastructure and large-scale developments. Through the development of a comprehensive townscape appraisal clearer guidance on the suitability of locations for these forms of developments within the setting of the Site can be developed. The Beetham Tower is currently the only tall building being constructed within the setting of the Site and its location and design will not adversely affect the visual setting of site nor damage its townscape character. Further applications for tall buildings will need to be reviewed in light of the forthcoming Tall Buildings Policy.

#### Development of new transport infrastructure

4.16.20 Transportation across the Site and its environs, including waterborne transport, is a major issue. Future developments will need to ensure that they do not sever relationships between the Site and its setting and adversely impact on the values and significances of the

WHS. The development of off-shore facilities will need to be particularly carefully managed given the open visual nature of the river and its key relationship with the Site's significance.

#### Enhancement and protection of visual and physical linkages

4.16.21 The visual elements indicated on Figure 4.3 and discussed above are a key element of the Site's character and setting. These need to be recognised and, where-ever possible, maintained and enhanced to ensure the quality of the Site's character and setting. The obscuring or severing of defined views or panoramas will be resisted, unless there are overriding reasons to justify doing so. Similarly, the linkages between Visually Significant Historic Buildings/Landmark Buildings and the immediate settings of individual historic buildings (especially listed buildings) will be protected and enhanced whenever possible.

#### Maintaining and enhancing the quality of the environment in the setting.

4.16.22 The presence of the WHS could act as a catalyst for enhancing the environmental quality of the setting, benefiting the residents and users of the area as well as the setting of the Site. This involves promoting the highest standards of design for development in the setting of the Site and ensuring that all change is undertaken in a sensitive manner. There is a significant potential for cross-over between the needs of the WHS and the Mersey Waterfront Regional Park, which seeks to improve the 'quality of place' along 70 miles of Merseyside Coastline. Similarly, there is significant synergy between the needs of the WHS and the North West Regional Assembly's Strategic Views.

#### 4.17 NATURAL ENVIRONMENT

4.17.1 Though it is not one of the key aspects of the Site's Outstanding Universal Value, the natural environment, especially the river, makes a contribution to the environmental quality of the Site and its environs. The natural environment resource can be divided into two key areas: the aquatic environment and the urban environment.

# The aquatic environment

4.17.2 This comprises the estuary, the docks with standing water and the Liverpool and Leeds Canal. The key area of estuarine environment is located south of the proposed Site and Buffer Zone. This area includes large expanses of inter-tidal mudflats and salt-marshes, which have been designated by the UK Government as a Site of Special Scientific Interest (SSSI); a



Duke's Dock © Margaretha Schoening

- Special Protection Area (SPA); and a Ramsar Site. These designations, have been attributed to the area due to its role in the passage and wintering of migrating bird species, mainly wildfowl and waders.
- 4.17.3 In addition to these significant areas to the south of the Site, the Buffer Zone also contains a number of areas classed by the UDP as undeveloped Coastal Zone. These have a high potential to contain habitats of nature conservation interest.
- 4.17.4 Docks with standing water in the Site and Buffer Zone support a range of marine life and habitats. Of particular note are the colonies of marine life attached to the dock walls and other structures. In the Mersey itself, these colonies tend not to have become established as the high silt load of the river suffocates the organisms. The docks are therefore an important habitat. The marine habitats of the docks are not currently designated.
- 4.17.5 The other principal water body of nature conservation interest in the WHS and Buffer Zone is the Liverpool and Leeds Canal. The Site is designated as a Site of Nature Conservation Value by LCC, reflecting its importance as a wildlife corridor.

#### The urban environment

- 4.17.6 The majority of the WH Site and its Buffer Zone comprises urban built environment. Within this are numerous small-scale habitats favoured by protected and unprotected species. For instance, peregrine falcons (a protected species) have used the historic buildings for breeding, whilst another protected bird species, the black redstart, can also be found on derelict ground within the area.
- 4.17.7 Other species, including a variety of bats and other bird species, are likely to use both derelict and well-maintained buildings across the Site and Buffer Zone. Many of these species are protected under law and require licences for handling and or removal. In addition, the proximity of the urban environment to the marine environments ensures that it acts as a temporary and permanent home, feeding ground, and breeding area for a diverse range of bird species. This diversity is a key aspect of the Site's nature conservation value.

# Management issues

4.17.8 There are a number of management issues that need to be addressed, these are outlined below:

#### Understanding the Resource

4.17.9 In order to effectively manage the natural environment, it is important that this changing resource is understood. Programmes to identify habitats and species, and to identify appropriate management procedures for them, should be supported and encouraged.

#### Maintaining water quality and pollution control

4.17.10 Both the salt and fresh water bodies require effective management to ensure the continued conservation of the ecological habitats outlined above. This involves ensuring the maintenance and improvement of water quality, and effective pollution control measures. In the docks the marine life directly contributes to the high levels of water quality, and the reduction of algae throughout the docks system. This virtuous circle needs to be maintained.

#### Enhancing, maintaining and creating wildlife habitats and corridors

- 4.17.11 The Liverpool and Leeds Canal has been identified as an important wildlife corridor in the area. This body of water is facing particular issues, which will require being resolved in order for it to continue in its important wildlife function. The key issues facing the canal are, in summary:
  - Poor water quality caused by nutrient rich water entering the system;
  - ◆ Poor bio-diversity of plant species;
  - ◆ Excessive algae and weed growth.
- 4.17.12 In addition, the role of other wildlife corridors through the area need to be recognised, as do programmes to promote the importance of these features to the wider public.

#### Balancing nature conservation and regeneration

4.17.13 As outlined above, the visual amenity of the river, the dock water-spaces and canal is the key element of the natural environment's contribution to the significance of the Site. The needs of the natural environment require addressing within the context of the sustainable regeneration of the area. However, the natural environment is not a barrier to regeneration, and the positive contribution of the natural environment to the regeneration agenda needs to be better understood and appreciated.



Victoria Tower © English Heritage

# Part 5: 'The Future for the World Heritage Site' and Management Objectives

- 5.1 INTRODUCTION
- 5.2 'THE FUTURE FOR THE WORLD HERITAGE SITE'
- 5.3 MANAGEMENT OF THE SITE
- 5.4 REGENERATION
- 5.5 BUILT HERITAGE CONSERVATION
- 5.6 TOWNSCAPE / PUBLIC REALM
- 5.7 NEW DEVELOPMENT
- 5.8 TRANSPORTATION
- 5.9 ARCHAEOLOGY
- 5.10 UNDERSTANDING THE SITE
- 5.11 CULTURE AND INTANGIBLE HERITAGE
- 5.12 EDUCATION AND INTERPRETATION
- 5.13 VISITOR MANAGEMENT AND TOURISM
- 5.14 SETTING OF THE SITE
- 5.15 NATURAL ENVIRONMENT



# 5.1 INTRODUCTION

- 5.1.1 This section outlines an agreed 'Future for the WHS' that seeks to ensure the outstanding universal value of the site is conserved and transmitted to future generations, whilst supporting and enhancing Liverpool's ongoing sustainable regeneration. This is supported by 50 Management Objectives aimed at guiding the future management of the Site and addressing the issues outlined in Part 4.0 of the Management Plan.
- 5.1.2 The Objectives are structured thematically, in the same order as the issues in Part 4. Each Objective is supported by explanatory text and / or recommended actions. These are then carried forward into the Action Plan (Section 6.0).

## 5.2 'THE FUTURE FOR THE WORLD HERITAGE SITE'

- 5.2.1 The *Liverpool Maritime Mercantile City* World Heritage Site will be managed as an exemplary demonstration of sustainable development and heritage-led regeneration which aims to:
- Forge an identity for Liverpool as a thriving, historic city of international significance
- ◆ Make the Liverpool city centre a more attractive place for people to live, work, shop and visit
- Foster pride, awareness and understanding of Liverpool's cultural distinctiveness and diversity
- ◆ Promote Liverpool's heritage as a driver for sustainable development
- Engage the residents of Liverpool in helping to sustain its significances
- ◆ Integrate world heritage matters into educational programmes within Liverpool

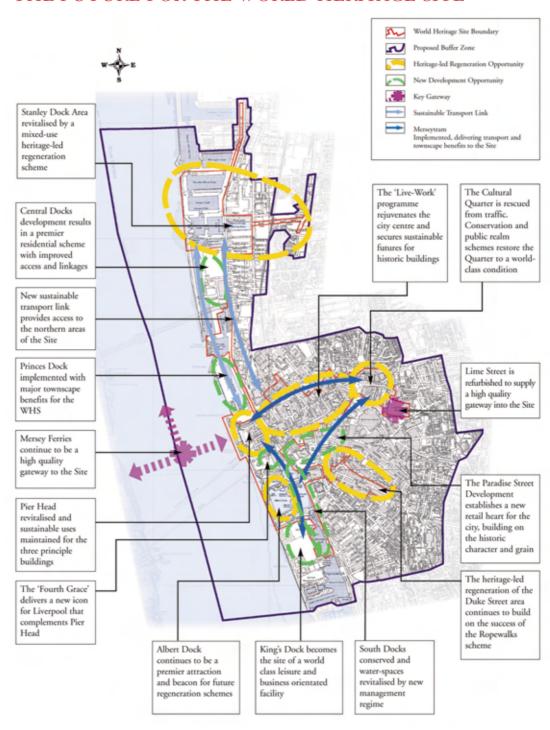
Delivering this Vision will involve drawing together all the key players involved in Liverpool's World Heritage Site to allow them to work in partnership to unlock the heritage potential of the Site and maintain a high-quality historic environment. The mechanism for delivering this Vision will be the Management Plan, which is based on the principles of:

- Defining, conserving and protecting the Site's outstanding universal value and significances
- ◆ Protecting, conserving and enhancing Liverpool's historic buildings and townscape
- Encouraging the continued use of historic buildings for their original purpose, wherever possible

- Promoting sustainable new development and re-use of Liverpool's historic buildings and water-spaces, where the original use is no longer viable
- ◆ Developing and maintaining a high-quality public realm
- Ensuring sustainable access to the Site for all
- ◆ Continuing Liverpool's distinctive cultural life and identity
- Fostering national and local partnerships and facilitating social inclusion
- Promoting knowledge of the site and its significances to a local and global audience.

As a result, Liverpool's next generation will be endowed with a heritage legacy of global significance woven into the heart of a vibrant city. Liverpool will be universally recognised as a city of international standing for both its unique contribution to world history and the outstanding quality of life it affords residents and visitors.

#### THE FUTURE FOR THE WORLD HERITAGE SITE



## 5.3 MANAGEMENT OF THE SITE

- Objective 1.1: Ensure that the management of the Site and its Buffer Zone defines, protects, conserves and enhances its significance.
- 5.3.1 This broad overarching objective seeks to ensure that all management actions and change within the site and its Buffer Zone sustain the outstanding universal value. Any proposals for change or actions that do not accord with this broad principle would be contrary to the basic guiding principles of WHS management. For this policy to be effective then the significance of the Site must be clearly defined and stated, for the purposes of the future management of the Site the Nomination Document and Part 3 of this document supply that definition.
  - Objective 1.2: Ensure that all stakeholders are aware of the significance of the Site and the Management Plan objectives
- 5.3.2 For management to be effective, all stakeholders must be aware of the existence and significance of the resource and the principles guiding the future management of that resource. Access to the Management Plan and Nomination Document should be made freely available to all those living within, owning, managing or with an interest in the Site. The existence of the Site and its significance must be widely promoted. This Consultation Draft of the Management Plan should be widely distributed by a variety of means to ensure that all stakeholders are aware of the Management Plan process. Where possible, all stakeholders should play an active and guiding role in the management of the Site.
  - Objective 1.3: Support the Management Plan as a central and critical consideration for all decisions, plans and policies relating to the WHS and Buffer Zone.
- 5.3.3 The Management Plan forms part of a suite of plans and documents that make up a strategic framework for the future management of the Site and its environs, this framework is listed in section 1.6.2.
- 5.3.4 For all decisions that relate to the WHS and Buffer Zone the Management Plan must be a central and critical consideration to ensure that the agreed Vision and Objectives are implemented. The Management Plan should therefore be supported by all the agencies represented by the Steering Group. In addition, Supplementary Planning Guidance based on the Management Plan should be developed as this would give it greater statutory weight in the planning system.
  - Objective 1.4: Ensure that change within the Site and its environs is managed and implemented in a manner that respects the agreed 'Future for the WHS' and Management Objectives and is in accordance with internationally established conservation principles and national and local conservation standards and best practice.

- 5.3.5 Objective 1.3 will go a long way to achieving this objective. However, there is a need for all agencies and bodies involved in producing plans, documents or strategies relevant to the site, including Masterplans and Conservation Plans, to take into account the Management Plan internationally established conservation principles and national and local conservation standards and best practice. These include:
  - UNESCO 1972 Convention concerning the protection of the World Cultural and Natural Heritage
  - ♦ UNESCO 1994 Nara Document on Authenticity
  - ◆ UNESCO 1999 Operational Guidelines for the Implementation of the World Heritage Convention
  - ◆ Australia ICOMOS 1999 Burra Charter,
  - ◆ Feilden, B and Jokilehto, J 1998 Management Guidelines for World Cultural Heritage Sites. ICCROM, UNESCO and ICOMOS
  - ◆ ICOMOS 1964 The Venice Charter: International Charter for the Conservation and Restoration of Monuments and Sites
  - ◆ ICOMOS 1972 Resolutions of the Symposium on the Introduction of Contemporary Architecture into Ancient Groups of Buildings
  - ♦ ICOMOS 1987 Charter on the Conservation of Historic Towns and Urban Areas
  - ◆ ICOMOS 1990 Charter for the Protection and Management of The Archaeological Heritage
  - ♦ ICOMOS 1999 Charter on the Built Vernacular heritage
  - ◆ DoE 1990 Planning Policy Guidance Note 16: Archaeology and Planning
  - ◆ DoE and Department of National Heritage 1994 Planning Policy Guidance Note 15: Planning and the Historic Environment
  - ◆ Clark, K (ed.) 2001 Informed Conservation. English Heritage
- 5.3.6 This process should be aided by the production of a summary document outlining the process and principles of Conservation Planning for distribution to all agencies and bodies making decisions relevant to the Site or persons lodging planning applications for developments within the Site or Buffer Zone. This summary document could be developed as part of the suite of guidance material recommended under Objective 3.6.
  - Objective 1.5: Implement, monitor and review the Management Plan through an active and effective partnership of bodies with responsibility for making and implementing decisions that may affect the Site.
- 5.3.7 The Management Plan has been developed through a process of consensus through a Steering Group. The Steering Group has established a forum for the discussion and implementation of the Management Plan and will continue this role. This consensus-based approach to the management of the Site will help ensure that a balance between regeneration and conservation continues to lie at the heart of all decisions.
- 5.3.8 The Steering group should therefore continue and oversee the implementation of the Plan. This would require new terms of reference, and these are a need to be agreed as a matter of urgency. In terms of remit there are a number of areas where the group could play a significant role, these include:

- ◆ Influencing the development of master plans, strategies, plans and documents that may affect the Site;
- Championing the WHS as a funding priority;
- Co-ordinating and channelling funding to small-scale projects within the WHS;
- Disseminating and guiding research programmes;
- ◆ Promoting the WHS to a range of audiences;
- ◆ Undertaking periodic reviews of the Management Plan;
- Engaging local communities in the management of the Site.

# Objective 1.6: Meaningfully involve local communities in the management of the Site and in making decisions that may affect the Site.

5.3.9 Local community support for, and involvement in, the management of the Site is vital to ensure that their needs are met and concerns addressed. The Steering Group should seek to establish links with local community organisations and individuals. These links should lead to regular correspondence and meetings to ensure that local community needs and concerns are being addressed.



Mersey River Festival 2003 © LCC

#### 5.4 REGENERATION

- Objective 2.1: Promote the Site's heritage assets and distinctive high-quality historic environment as key drivers in the sustainable regeneration of the City and as a force for securing investment and enabling sustainable regeneration.
- 5.4.1 The WHS can play a major role in aiding the sustainable regeneration of Liverpool through providing a high quality distinctive historic environment and ensuring that Liverpool's iconic heritage assets, which are central to its standing on the international stage, are conserved and maintained. Conservation works on the Site, e.g. the THI schemes, have also generated significant capital funds and will continue to do so. This positive message about the role of the historic environment in regeneration needs to be clearly promoted and reinforced at every available opportunity if the perception of heritage as a constraint is to be avoided.
- 5.4.2 To aid this process the Steering Group should prepare a short publication outlining the benefits of the historic environment to Liverpool and its regeneration, in both qualitative and quantitative terms. English Heritage's recent publications Heritage Dividend 2001 and 2002 provide an excellent starting point in this regard.
  - Objective 2.2: Implement regeneration schemes that conserve and enhance the significance of the WHS
- 5.4.3 The key force for change within the Site and Buffer Zone within the life of this plan will be regeneration schemes and new development opportunities. It is vital that these are prepared and implemented in a way that respects the outstanding universal value of the WHS. There needs to be a pro-active approach to this with promoters of schemes identifying the benefits of schemes to the WHS and ensuring that there are no significant adverse impacts on the WHS.
  - Objective 2.3: Develop and maintain a synergy between the conservation and socio economic needs.
- 5.4.4 This aspiration seeks to ensure agencies, organisations and individuals establish and maintain an approach to the management of the Site that seeks both positive gains for conservation and its sustainable regeneration. The conservation of the WHS can contribute much to Liverpool's regeneration and conservation schemes and professionals need to promote this aspect of their work and demonstrate qualitative and quantitative benefits. It is also important that a continued balance is struck between realistic conservation objectives and sensitive regeneration schemes.

#### BUILT HERITAGE CONSERVATION 5.5

Objective 3.1: Identify and secure sustainable and appropriate uses for the built heritage resource of the Site that support the regeneration of the City.

5.5.1 Key to conserving the built heritage resource is the identification and establishment of sustainable long-term uses for historic buildings. This will require an innovative approach to the conservation and refurbishment of buildings and a coherent programme of public sector funding that balances the need to conserve the historical, townscape and architectural significance of each structure with the need to regenerate the City and eradicate dereliction. An initial starting point for this would be the production of a gazetteer of the built heritage that identifies every historic building's broad significance, current uses, occupancy levels and then prioritises buildings for refurbishment and re-use. The nature of appropriate sustainable uses also requires considerable thought and active discussion between conservation professionals,



Converted warehouses on Argyle Street © CBA

developers and building managers on a site-by-site basis.

5.5.2 A number of high-profile refurbishment schemes are already underway or being planned by public and charitable bodies, including: the refitting and extension of Liverpool Museum; the refurbishment and reorganisation of St. George's Hall and the improvement of access to it and means of escape from it; the refurbishment of, reorganisation of and extension to Bluecoat Chambers; the provision of an improved entrance to Liverpool Central Library and the improvement of storage and access facilities to the Library and the Records Office; and the internal reorganisation of Lime Street Station. It is essential that these schemes are satisfactorily completed to set standards for private sector works.

Objective 3.2: Ensure that sympathetic materials, styles and techniques are utilised by all conservation projects within the Site and its environs.

5.5.3 Information is the key to ensuring that this objective is achieved. The relevant conservation bodies, EH, LCC and NML (Conservation Centre), should prepare detailed information on appropriate materials, techniques and styles for conservation projects within the Site and Buffer Zone, this should include guidance on the conservation and management of monuments and art. In addition, the promotion and establishment of awards, conservation training, and courses, as recommended by H.E.L.P, will aid the process. LCC needs to ensure that this objective is met, primarily through the development of Conservation Plans / Statements (Objective 3.6) and the continued detailed scrutiny of planning applications.

Objective 3.3: Ensure that settings of historic buildings and / or building complexes are taken into account when planning change.



Walker Art Gallery, William Brown Street © English Heritage

The setting of a built heritage feature, is a key aspect of its character and significance. PPG 15 states that such a setting is a material consideration in a planning application. This view is supported by Policy HD5 of LCC's UDP. It is therefore important that this issue is adequately addressed by developers at the masterplanning stage for all developments and at the planning application stage by LCC. Proposals that run contrary to PPG15 and Policy HD5 would not be supported by the Management Plan.

Objective 3.4: Continue to monitor the built heritage resource to ensure that buildings at risk are identified and conserved and implement a programme of regular inspection and maintenance for all historic buildings and monuments.

5.5.5 LCC's and EH's ongoing Buildings at Risk (BAR) surveys supply the foundation for monitoring and conserving the listed built heritage resource of the Site and Buffer Zone. These schemes need to be extended to include all historic buildings and structures of townscape value, whether listed or not. In addition, there is an urgent need to improve the maintenance regimes for historic buildings and monuments on the Site and in the Buffer Zone. The Maintain our Heritage project currently being piloted in Bath supplies an excellent model for developing a similar approach to maintaining the heritage of the Site. A pilot scheme should be established as soon as practicable.



The Albany, Old Hall Street © English Heritage

5.5.6 A condition survey of all of the major monuments in the WHS is urgently needed to enable their condition to be comprehensively assessed and a programme for heir repair and long-term management to be developed.

Objective 3.5: Ensure that historic buildings and monuments are adequately maintained and repaired, through existing and future grant-funding initiatives and the application of statutory powers where necessary.

5.5.7 Existing area-based heritage-led regeneration schemes such as the Castle Street Heritage Economic Regeneration Scheme and the WHS Townscape Heritage Initiative should be implemented to assist owners in carrying out comprehensive schemes of repair to their buildings and the opportunity should be taken in the future to set up similar initiatives when the opportunity arises. Where owners are reluctant to carry out the necessary repairs to their buildings, then Liverpool City Council will have to consider the need for serving and implementing Urgent Works Notices and Repairs Notices and in extreme cases pursuing compulsory purchase, in accordance with its agreement with NWDA.

Objective 3.6: Undertake appropriate recording programmes for all historic buildings, especially prior to substantial alteration or demolition.

- 5.5.8 The information and meaning contained within the fabric of a building requires recording and analysis to inform its conservation and especially prior to demolition or significant alteration. This process of preservation by record is established conservation practice in the UK and supported by the EH sponsored Informed Conservation (Clarke 2001). The preference is, however, always for preservation in-situ, Within the context of a regenerating city this is not always achievable and, where appropriate, preservation by record may be acceptable. All works will need to be of an appropriate standard and level of detail. The Royal Commission for Historic Monuments, England Guidance (RCHME 1996) and the Institute of Field Archaeologists guidance (IFA 1999) on this should inform this process.
  - Objective 3.7: Provide robust guidance on conservation practice and encourage the preparation of conservation plans / statements for all significant historic buildings and complexes.
- 5.5.9 The conservation of the built heritage resource requires guidance, on a general level and on a site-by-site basis. The general site-wide guidance needs to be clear, concise and intelligible to lay readers to ensure that it is adopted and incorporated within built heritage projects of all sizes and scale. This form of guidance does not currently exist for the Site and its environs and needs to be developed as a matter of urgency. This should be developed by the conservation agencies in consultation with the WHS Steering Group.
- 5.5.10 In addition, the preparation of Conservation Plans and Statements for all listed built heritage features on the site should be encouraged as part of the masterplanning and development control planning process. Effectively, all major building groups or Grade I/II\* listed buildings/structures should be subject to a full Conservation Plan prior to planning sustainable futures, where as smaller complexes and Grade II buildings/structures can be adequately addressed by a Conservation Statement. National guidance on Conservation Plans issued by English Heritage and the Heritage Lottery Fund should form the basis of all conservation plans and statements. These plans and statements also need to be rooted in an appreciation of the local property market and vacancy/demand levels.
  - Objective 3.8: Ensure that the redundant dock water spaces are managed and re-used in a way that respects their significance and utilises their potential.
- 5.5.11 The water-bodies on the site are an important aspect of its significance and character. They have the potential to act as settings for new and historic buildings, as focal points to the townscape and as a venue for leisure activities. The future management and re-use of these water-bodies needs to respect their significance and the range of possibilities for their future use should be explored with their owners, primarily MDHC in the North of the WHS and British Waterways in the South of the WHS.

# 5.6 TOWNSCAPE / PUBLIC REALM

Objective 4.1: Ensure that the unique character, distinctiveness and aesthetic quality of the Site's townscape is recognised, conserved and enhanced.

- 5.6.1 The townscape of the Site is a unique and vital resource and central to the outstanding universal value of the Site. There is an immediate need to develop a comprehensive understanding and appraisal of the Site's and the Buffer Zone's townscape character, evolution and aesthetic quality. This should take the form of a single townscape appraisal and cover the entirety of the City Centre region, including the Buffer Zone, to ensure that a comprehensive understanding of the area is achieved. This will help guide the future management of the Site and enable the production of other key strategy documents and policies including:
  - ◆ City Centre Design Guide (In preparation)
  - ◆ Liverpool Urban Design Guide (Published July 2003)
  - ◆ City Centre Movement and Public Realm Strategy (CCMAPRS) (In preparation)
  - ◆ Tall Buildings Policy (In preparation)
  - ◆ 'Local Visions' (Objective 5.2)
- 5.6.2 Future change in the Site needs to be managed within the context of the broad Urban Design agenda, the documents listed above and the statutory controls associated with conservation area status to ensure that the distinctive townscape character is enhanced rather than degraded. Masterplans and planning applications for works within the Site and its environs should take the townscape into consideration and actively promote its appreciation, conservation and enhancement. This process will need to be monitored by LCC. Schemes that substantially degrade the townscape of the Site and its Buffer Zone should be discouraged or refused.
  - Objective 4.2: Increase recognition of the contribution of the townscape and public realm to the outstanding universal value of the Site.
- 5.6.3 The townscape appraisal, when completed, should include an assessment of the townscape's value to, and role in the outstanding universal value. This assessment should be used as the basis for promoting the importance conserving and enhancing the townscape to all agencies involved in the management of the Site. The assessment can also help inform future reviews of the Management Plan. All documentation relevant to the WHS should emphasis the role of the townscape within the significance of the Site.
  - Objective 4.3: Promote a high-quality and sensitive approach to the management and maintenance of the Site's townscape and public realm.
- The public realm is an important aspect of the townscape and character of the Site and needs careful management. Key issues include retaining (where possible) historic fabric, implementing contemporary schemes in historic contexts and creating a style compatible with the Site's status and aspirations. This is will be achieved within the context of the CCMAPRS to ensure that all agencies are addressing the same issues and based on the same design criteria. The CCMAPRS only covers the City Centre and provision needs to be made for other areas of the Site. It is essential that the clients and contractors responsible for maintaining the public streets and squares recognise the importance of a high quality maintenance regime.

- 5.6.5 It is also essential that the contribution that the public monuments make to the character of the WHS is identified, preserved and enhanced by carrying out a comprehensive survey, and subsequent programme of repairs (see 4.7.8, 5.5.4 and Objective 3.4)
- 5.6.6 Street clutter, in the form of unnecessary street furniture and unauthorised and inappropriate advertisements, is having must be developed and implemented. This clutter is having a series adverse affect on the character of the site. The reduction of street clutter is an agreed aim of the City Centre Movement and Public Realm Implementation Framework (CCMAAPRIF) and a start has been in achieving that reduction in a systematic way, in respect of the street furniture in the area to which the CCMSAPRS relates (ie the city centre). However, the unnecessary street furniture outside the area to which the CCMSAPRS relates needs a similar programme for its removal and reduction. Furthermore, the issue of unauthorised and inappropriate advertisements throughout the site needs to be addressed as a matter of urgency by a comprehensive programme of discontinuance notices and the preparation of suitable advertisement guidelines for the WHS.

Objective 4.4: Identify and protect key visual relationships, panoramas and vistas into, out of and across the Site.

As identified by the appraisal of the Site's Setting (See Section 4.16) there are a number of important visual relationships into, across and out of the site that form a significant component of its townscape character and setting. Many of these visual relationships also correspond to strategic views identified during a recent study undertaken on behalf of the North West Regional Assembly. Regional Planning Policy regarding these strategic views is awaited. Wherever possible, LCC and other partners need to ensure that change protects and enhances the visual relationships identified into the Management Plan. LCC can assist in this process through long-term planning measures such as the preparation of separate guidance on visual character, perhaps in the form of SPG. This guidance could be prepared on the basis of a more detailed Townscape Appraisal that would enable a fuller analysis and description of the visual character of the site and its environs to be undertaken.

Objective 4.5: Improve sustainable access, connectivity and movement into and across the site and its environs for the benefit of visitors, users and local communities.

The Site is currently well served by a variety of sustainable transport and access options, including a relatively strong pedestrian network. These options will be substantially enhanced and increased by introduction of the Merseytram. There are however a number of remaining issues, including access to the northern part of the Site, pedestrian access from the Pier Head and Albert Dock to the Castle Street and Duke Street areas and linkages between the Duke Street areas and the Castle Street areas. Also some of the gateways into the Site e.g. Lime Street and its environs do not offer the highest quality experience and connectivity. Within the context of Merseytravel's Local Transport Plan, the City Centre Movement and Public Realm Strategy and Walking Strategy there is scope to improve the situation. The Townscape Appraisal (Objective 4.1) will also enable the identification of problem areas and potential improvement opportunities.

#### 5.7 NEW DEVELOPMENT

Objective 5.1: Continue to ensure that all new developments within the Site and its Buffer Zone are of high design and construction quality.

5.7.1 The Site has a history of innovative and high quality development form the 18th century through to the modern day. This tradition deserves to be continued into the future and all new developments within the Site should be of high quality to complement the existing resource. Regeneration agencies and other development sponsoring bodies should encourage developers to implement schemes of high quality and this approach should be enforced through the planning system especially with regard to Conservation Area controls and Listed Building consents. The use of development briefs for development sites within the WHS would help ensure this objective is achieved.



Campell Square © CBA

Objective 5.2: Ensure that new development respects the significance of the Site and is appropriate to the historic urban grain and the architectural and townscape context.

- 5.7.2 There is an acknowledged need to incorporate new development in the Site and its Buffer Zone if the sustainable regeneration of Liverpool is to be achieved. Modern designs should not be ruled out but given the outstanding universal value of the Site there is a need to ensure that new development is of an appropriate design and in an appropriate location. This requires guidance from the local planning authority and the WHS Steering Group. It is felt that five particular pieces of guidance, all based on the Townscape Appraisal, would benefit the future development of the Site. These are:
  - ◆ City Centre Design Guide (In Preparation)
  - ◆ Liverpool Urban Design Guide (Published July 2003)
  - ◆ Tall Buildings Policy (In Preparation)
  - 'Local Visions' (Awaited)
  - Regionally Important Strategic Views (Published 2003)

- 5.7.3 The first three are all in preparation or published and these coupled with the Townscape Appraisal (Objective 4.1) would supply broad guidance on the nature of development that could be accommodated in different parts of the Site. From this an agreed series of 'Local Visions' for the six areas of the site would be developed that take into account current land use and policy as well as the views of the local communities. The 'Local Visions' should draw together all of the Conservation Areas appraisals, master plans, public realm strategies, conservation proposals etc., for an area to develop a cohesive and integrated approach to the future management and development of each individual area of the Site. The 'Local Visions' should be based on an analysis of the issues facing each area.
- 5.7.4 Perhaps more important in the short-term is the Tall Buildings Policy. This needs to guide the ongoing development of tall buildings within the site and its environs, including land outside of the Buffer Zone. Recent guidance issued by CABE and EH and a discussion paper for Newcastle (2001) offer direction for the development of a tall buildings policy. The development of its policy is being led by LCC, English Heritage and Liverpool Vision in consultation with other members of the Steering Group.
- 5.7.5 The use of development briefs for major sites is the WHS and Buffer Zone could help ensure that the significance of the WHS is taken into account and adequately recognised in the master planning process.
  - Objective 5.3 Identify inappropriate buildings within the Site and its environs and establish a long-term programme for their replacement or redevelopment.
- 5.7.6 Initial analysis of the townscape has indicated that a number of buildings within the Site and Buffer Zone are inappropriate to their historic, architectural and townscape context. Buildings of this type should be identified during the Townscape Appraisal and long-term measures established to ensure that when the opportunity arises, or is created, they will be redeveloped in a manner appropriate to their context. This process will need to be proactive as well as reactive and the possibility of compulsory purchase by regeneration agencies should be considered and explored through the Steering Group.
  - Objective 5.4: Identify and release development sites within the Site and Buffer Zone in a manner that does not conflict with, and wherever possible, supports the conservation and regeneration objectives.
- 5.7.7 The prioritisation and release of development sites within the Site and Buffer Zone needs to occur, whenever possible, in a phased and staged manner that allows for the coordination of all elements of the regeneration and conservation programmes. The City Centre Business Plan currently identifies the ideal phasing for the release of sites for redevelopment from an economic regeneration perspective. This can then be balanced with the issues arising from the CCMAPRS, Townscape Appraisal and 'Local Visions'.

#### 5.8 TRANSPORTATION

- Objective 6.1: Manage transport into and across the Site in a sustainable manner that aids the conservation of the character and significance of the Site and Buffer Zone.
- The Local Transport Plan (LTP) supplies the framework for the provision of sustainable transport and access to all areas of the Site. The LTP, although requiring revision, in due course, in light of the WHS Management Plan, should continue to form the basis for transport policy and implementation within the WHS and its environs. The design of some schemes, such as the Merseytram, has taken into account the need to conserve and enhance the rich townscape character and outstanding universal value of the Site. The implementation of the scheme needs to respect the Management Plan and to this end ongoing consultation between MT and the relevant bodies on the Steering Group is anticipated. In the future LTP needs to identify sustainable transport solutions to improve access between the central area of the Site and the northern Stanley Dock area in conjunction with its future regeneration of the stanley Dock area.



Artist's impression of Merseytram on Lime Street © Merseytravel

Objective 6.2: Provide high quality pedestrian and cycling routes across the Site and its environs and reduce conflict between vehicles and pedestrians.

5.8.2 The City Centre Movement and Public Realm Strategy and Walking Strategy form the basis for ensuring adequate pedestrian access to all areas of the Site, except the northern area around Stanley Dock, this area is currently addressed within the context of local regeneration initiatives. It is recommended that links to and from the north of the site and the central area are included within the CCMAPRS. These strategies need to be gradually updated and revised to incorporate the aims of the of the Management Plan.

- Objective 6.3: Balance the needs of all users of the Site and the local community when developing transportation solutions for the City Centre.
- 5.8.3 The LTP and associated strategies offer a balanced strategy to the long-term transport needs of the Site. These are updated and reviewed annually to reflect the changing regeneration and community needs of the Site. Consultation with local communities should be continued as part of the LTP review process, as should consultation with the WHS Steering Group.
  - Objective 6.4: Maintain the high levels of access to the Site through the provision of a broad range of sustainable transportation options.
- 5.8.4 The Site is currently served by a broad range of access and transport options and this situation should be continued. The LTP should continue to form the basis for ensuring sustainable access to the Site and opportunities to improve access. The aims and objectives of the Management Plan will help to guide the future development of the LTP.

#### 5.9 ARCHAEOLOGY

- Objective 7.1: Interpret and promote the archaeological resource of the Site and its environs to the local community and visitors.
- 5.9.1 The Site and Buffer Zone contain a rich and substantial archaeological resource covering all major periods of Liverpool's history. This resource deserves greater public exposure and could form the basis for increasing educational and interpretative opportunities on the Site. Known archaeological sites, such as the Old Dock, require interpretation to the public to help inform both their understanding about history of the Site and the potential future management and development of the Site. This can be best achieved by including archaeology into the proposed Interpretation and Education Strategy (Objective 10.1).
- 5.9.2 Given the public's current interest in archaeology and archaeological excavations in particular, development projects should seek, wherever appropriate, to present and interpret to the public ongoing excavations or the results of such excavations.
  - Objective 7.2: Develop a comprehensive understanding of the Site's archaeological resource.
- 5.9.3 The Historic Characterisation Project being undertaken as part of H.E.L.P, will form the basis for developing a more comprehensive understanding of the City's archaeological resource. There is also scope to extend this process further through archaeological deposit modelling and more intensive archaeological evaluation and assessment. The increased understanding of the resource would allow developers to better gauge the risk of encountering archaeological deposits earlier in the development process, subsequently reducing risk and potential costs arising from delays.
  - Objective 7.3: Ensure that archaeological issues are addressed by and integrated into, the development and conservation process.

The Merseyside Archaeological Service MAS and, where Scheduled Monuments may be affected, English Heritage are the lead organisations regarding the treatment of archaeological deposits in the planning process. These organisations should continue to play the leading role in this process. Archaeological deposits are a substantial aspect of the Site's significance, especially where they relate to the historical themes and processes under which the Site has been nominated. Some sites in this category may warrant scheduling. This possibility should be explored by EH, MAS and the Steering Group within the context of the Monument Protection Programme methodology. PPG16 gives clear guidance on the treatment of archaeological deposits and should form the basis, with the UDP, for addressing archaeological issues.

#### 5.10 UNDERSTANDING THE SITE

Objective 8.1: Develop appropriate research strategies and frameworks to ensure that the future management of the Site is based on sound understandings.

5.10.1 Understanding is the key to effective conservation management. Although the Nomination Document and other historical sources, articles and books supply us with a detailed understanding of the Site there are still many areas where improved knowledge would benefit the management of the Site and the appreciation of the Site. The H.E.L.P project is currently promoting and supporting a range of projects relevant to developing a better understanding of Liverpool and the Site and these should be actively encouraged and supported by the WHS Management agencies. Key areas for research in the short-term include:

Townscape - Townscape Appraisal (Objective 4.1)

Archaeology - Historic Characterisation Project, (Objective 7.2) and

Scheduled Monuments (Objective 7.3)

Built Heritage- Characterisation of the Resource (H.E.L.P project 8)

Culture and Intangible Heritage- Understanding attitudes (Objective 7.1)

- 5.10.2 Additional research into all areas of the Site's significance and management should be encouraged and active links should be made with research institutions and professionals from around the world. The possibility of establishing a scholarship / fund to support such research activities should be also explored, perhaps in conjunction with one or more of the Liverpool Universities and NML.
  - Objective 8.2: Ensure that all research strategies and frameworks are co-ordinated and that opportunities for inter-disciplinary communication and analysis are realised.
- 5.10.3 It is imperative that all research on the Site is co-ordinated and inter-related. A complex site such a Liverpool benefits more from multi-disciplinary understandings of its significance and management rather than from specialised and isolated accounts. The role of co-ordination should be undertaken by the WHS Steering Group, perhaps under the auspices of the H.E.L.P.
  - Objective 8.3: Encourage researchers to disseminate and present their findings to as diverse an audience as possible.

- 5.10.4 The dissemination of research is an important aspect of academic study. All research on the site, whether for Management or academic purposes, should be disseminated in a variety of forms to a variety of audiences. Within this regard the establishment of a WHS Website with a research papers section would supply a cost-effective and relatively easily accessible dissemination route. The possibility of an occasional paper series for academic papers on aspects of Liverpool and especially the WHS should also be explored. There is also a need to compile a catalogue of ongoing and currently available research and publications into a single central location. The dissemination of research and studies should be the responsibility of the Steering Group.
- 5.10.5 The Nomination Document represents the first such research title. The dissemination and distribution of this document has been excellent and the efforts of LCC in this regard are applauded. There is the potential, to produce a widely accessible 'coffee table' style book, with serious academic / intellectual content, that covers the historical and descriptive elements of the Nomination Document.

#### 5.11 CULTURE AND INTANGIBLE HERITAGE

Objective 9.1: Promote interaction with, and understanding of, the Site's unique intangible heritage.



Stanley Dock Warehouse, men weighing Tobacco leaf 1918 - E. Chambre Hardman © E Chambre Hardman Trust

5.11.1 The intangible heritage and cultural associations of the Site are of enormous significance. Peoples' interactions with their historic environment and the meanings they attribute to it are also of significance to the management and interpretation of a World Heritage Site. The organisations involved with the management of the Site need to recognise these intangible and cultural values and promote their appreciation and conservation. This would be best served through the development of a clear cultural strategy based, in part, on a thorough survey of public opinion. Key organisations in this regard are EH (via

H.E.L.P.), NML and LCC. The strategy should focus on defining, recognising and promoting the cultural associations and intangible heritage of the Site and ensuring that it is conserved and transmitted to future generations.

- Objective 9.2: Promote and establish links with Liverpool's wider Diaspora and similar national and international sites to improve cultural understanding and management of our common past.
- 5.11.2 Liverpool was an international city, founded on world-wide links and associations. These links and associations form a major aspect of its intangible heritage value. Key areas include its Diaspora, role in the slave trade and connections with other international ports. The later is already being explored the Project 4 of H.E.L.P and this should continue to form the basis for development of links with other major European and international ports. The Steering Group should seek out and establish linkages with organisations connected to the study and understanding of the slave trade through the UNESCO Slave Route Project as well as developing a separate project to establish links with the wider Diaspora.



New York Waterfront © Kim Tan

Objective 9.3: Develop relationships with other UK World Heritage Sites and Candidate Sites

5.11.3 Liverpool is one of a number of candidate sites in the UK, and should the Site be inscribed on the WH List it will join a loose-knit group of WH Sites in the UK. The connections between the UK's WH Sites are increasing and strengthening and Liverpool should seek out and establish links with all other WH Sites through the auspices of ICOMOS's WH Co-ordinators Group and Local Authority World Heritage Forum (LAWHF). These organisations allow for the exchange of ideas, concepts and management advice as well as encouraging the development of a coherent marketing concept of 'World Heritage' that can be promoted at all sites. An increased profile for World Heritage as a concept is likely to bring increased visitor revenue and numbers.

#### 5.12 EDUCATION AND INTERPRETATION

Objective 10.1 Ensure that intellectual access to the WHS is inclusive and that the widest possible audience is reached.

- 5.12.1 The basis for establishing clear and accessible intellectual access to the Site is through the provision of adequate, innovative and high-quality educational programmes and interpretative materials and events. The creation of an Interpretation and Education Strategy for the Site is important for co-ordinating interpretative activity and educational access within the WHS, to ensure:
  - ◆ That educational and interpretation messages are integrated; particular topics are not forgotten, and strategic locations for interpretation, such as gateways, are not missed;
  - ◆ That interpretation and education provision is sensitive to the environment within which it is sited;
  - ◆ That all opportunities for integrating the WHS within National Curriculum, university and college courses; for promoting the WHS to the visitor and for life long learning, are identified and utilised, including providing information in languages other than English;
  - ◆ That the connections between specific features and areas of the Site are widely understood, and that it is appreciated that all the individual buildings and sites, owned and managed by so many different organisations, are all part of the same WHS;
  - ◆ That interpretation and education provision remains accessible, interesting, relevant and up to date.
- 5.12.2 The Interpretation and Education Strategy would provide a mechanism to help people to engage with the site, appreciate its significance and understand more of the way in which it is being managed and conserved. The Strategy would:
  - ◆ Undertake and build on market research, identifying and understanding the key audiences that the plan wishes to reach;
  - Undertake an audit of existing provision;
  - Create guidelines for improving existing interpretation facilities and for providing new facilities, ensuring that provision is clear, accessible and where physical interventions are necessary, that they are sensitive to the historic and natural environment;
  - Identify the key messages which visitors should take away with them on leaving the WHS, the themes and stories through which these messages will be delivered, and the media that will be used to convey these messages;
  - Provide for the regular identification of new educational and interpretation opportunities as they arise;
  - Provide for constant review of interpretation and education media, both to ensure that their message remains clear and relevant, and that they continue to be accessible and attractive;
  - ◆ Integrate and promote effective interpretation into all future developments across the site in a co-ordinated manner.

5.12.3 This Interpretation and Education Strategy will draw on, and where necessary expand, existing work being undertaken within the candidate WHS, such as the 'Connecting Liverpool' project, and further afield, e.g. UNESCO's World Heritage in Young Hands. Existing tour operators and guides, particularly the Blue Badge Guides, need to be involved in the development of the WHS Interpretation Strategy and the content of city walks and tours should be evaluated in light of the WHS Interpretation Strategy. In particular, the Heritage Walk could be re-evaluated to establish how it can be used to most effectively interpret the WHS. The attractions have a key role to play in interpreting the WHS and could work together to ensure that their exhibits link to the Interpretation Strategy and to exhibits in other attractions.

Objective 10.2 Establish and maintain links with international and national education projects relevant to the Site

5.12.4 There are a number of educational projects, both national and international, that the Site can develop links with and become involved in. Key amongst these is UNESCO's World Heritage in Young Hands project. This presents an opportunity for Liverpool to engage with educational activities at an international level and aid the global understanding of World Heritage. NML, LCC and EH should work together, through the Steering Group and within the context of the Interpretation and Education Strategy, to identify and establish links with a broad range of educational projects.

#### 5.13 VISITOR MANAGEMENT AND TOURISM

Objective 11.1: Establish and maintain a co-ordinated approach to visitor management and sustainable tourism on the Site.

- 5.13.1 As demonstrated at other UK WH Sites, there is considerable opportunity to benefit from visitors without impacting on the significance of the Site. To achieve this, a co-ordinated approach to visitor management is required. The most appropriate form for this is a Visitor Management Strategy. This would cover five principle areas:
  - ◆ Promotion of the Site;
  - ◆ Interpretation of the Site;
  - ◆ Enhancing Visitor Experience;
  - Maximising Benefits;
  - Monitoring Visitor Impacts and Trends.
- 5.13.2 The strategy will need to be developed by all of the relevant parties to ensure its success, and its development would be led by LCC's Tourism Development Unit, in consultation with the Steering Group. Key participants in its development would include:
  - ◆ Liverpool Attraction Group (LAG);
  - ◆ Tourism Attractions (including NML and Blue Badge Guides);
  - ◆ Tour Operators;
  - Regeneration Organisations (including the Mersey Partnership and North West Regional Assembly);
  - ◆ Transport Providers (including Merseytravel and Mersey Ferries).

- 5.13.3 The Visitor Management Strategy would also link with, and support, the emerging Liverpool and Merseyside Tourism Strategies NWCT and the NWDA 'Vision for Tourism'.
  - Objective 11.2: Improve visitor management, access, movement and facilities within the Site and its environs.
- 5.13.4 Within the context of the Visitor Management Strategy it is important to address the current and future issues on the Site regarding visitor facilities, movement and access. Key issues requiring urgent attention include
  - ◆ Increasing pedestrian access between the Albert Dock area and other parts of the site east of the Strand;
  - ◆ Increasing access between Pier Head and Castle Street;
  - ◆ Improving the gateway experience at Lime Street;
  - ◆ Improving the provision of accessible toilets;
  - Improving and expanding access to historical buildings;
  - ♦ Enhancing visitor orientation;
  - ◆ Enhancing Interpretation (See Objective 10.1).
  - ◆ Improving pedestrian routes along the river and linking them to the Leeds and Liverpool Canal.

### Objective 11.3: Maximise potential benefits for the local community and other local attractions.

5.13.5 A significant component of the Visitor Management Strategy should be focussed on maximising benefits for the local communities and local attractions. This covers two principle areas, firstly the provision of facilities that are relevant to visitors and local communities alike, and secondly ensuring that maximum economic benefit is achieved for minimal disruption. The later can in part be achieved through effective cross-promotion and the establishment of formal organisational links between attractions, within and without the WHS, helping to spread the value of tourists further afield and extend their stay in the Merseyside area. In regard to the first point, all future and current attractions should continue to ensure that they remain relevant to locals communities. NML has a particularly strong track record in this area.

## Objective 11.4: Optimise visitor numbers to the Site, ensuring that the significance and character of the Site is not adversely affected.

5.13.6 Liverpool has a very robust urban environment capable of handling substantial visitor numbers, but there is still a need to balance the needs of the Site and local communities with the visitor numbers. Adverse impacts through visitor overcrowding or congestion could lead to both physical damage to a site and degradation of its character and distinctiveness. The Visitor Management Strategy should incorporate monitoring regimes and indicators by which visitor impact can be assessed and an optimal visitor capacity determined. Given the urban nature of the Site it is not currently anticipated that this would be a significant issue.

#### 5.14 SETTING OF THE SITE

- Objective 12.1: Monitor and manage change within the Buffer Zone and wider environs to ensure that the setting of the Site is adequately protected from development that is incompatible with the distinctive character and status of the Site.
- 5.14.1 The setting of the Site forms an aspect of its outstanding universal value and the distinctiveness of the townscape of the Site and wider City. It is important that this setting is defined and managed. The key processes for managing change are twofold; firstly through discussion and engagement with developers at the masterplanning stage to ensure that their proposals take into account setting issues, and secondly through the development control process, where inappropriate development can be refused.
  - Objective 12.2: Use the unique status and character of the Site to promote the need for a high quality environment in its Buffer Zone and the wider environs.
- 5.14.2 Although the setting of the Site places some constraints on the direction for future development in the Buffer Zone, it also allows regeneration agencies and LCC to promote the need for high-quality development. This positive aspect can aid the regeneration agencies in their aim to encourage the highest quality development within Liverpool.

#### 5.15 NATURAL ENVIRONMENT

- Objective 13.1: Ensure that the management of the Site is undertaken in line with the national and local policy framework for the Natural Environment
- 5.15.1 Although the natural environment does not contribute significantly to the outstanding universal value of the Site, it still makes a contribution to the character and distinctiveness of the Site. It is therefore important that future change is managed within the context of national and local legislation, policy and guidance. LCC and the relevant agencies, English Nature (EN) and the Environment Agency (EA), should take a lead role in this regard.
  - Objective 13.2: Seek out and realise opportunities for enhancing and conserving the natural environment resources.
- 5.15.2 The future management of the site presents a number of opportunities for enhancing the quality and diversity of the natural environment. These opportunities need to be identified and prioritised in consultation with LCC, EN and EA. A programme should then be drawn up to implement these opportunities over the short to medium term. In addition, developers should, where appropriate, be encouraged to identify and implement natural environment enhancement and mitigation schemes.



 $\textit{Leeds and Liverpool Canal Locks, Stanley Tobacco Warehouse and Grain Silo} \ @ \textit{English Heritage}$ 

# Part 6: Implementation and Monitoring

- *6.1 INTRODUCTION*
- 6.2 IMPLEMENTING THE MANAGEMENT PLAN
- 6.3 ACTION PLAN
- 6.4 MONITORING AND REVIEWING THE PLAN
- 6.5 MONITORING THE SITE
- 6.6 ADMINISTRATIVE ARRANGEMENTS FOR MONITORING THE PROPERTY



#### 6.1 INTRODUCTION

6.1.1 This part of the Plan outlines the strategy and detailed actions required to implement the agreed 'Future for the WHS' and the Management Objectives, it also outlines the measures required to monitor this implementation to ensure that the outstanding universal value of the Site is sustained.

#### Partnership and commitment to the Plan

- 6.1.2 The organisations that have come together through the WHS Steering Group to develop and guide the Consultation Draft of the WHS Management Plan will, upon its finalisation in Winter 2003, need to face the challenge of implementing its aims and objectives to secure the protection of the Site and its outstanding universal value for future generations. This should be achieved through the continuation of the Steering Group.
- 6.1.3 The implementation of the Management Plan requires the support and participation of these and other organisations and individuals. Key to this will be ensuring that senior executives and political figures within all organisations and agencies are fully aware of and support the Plan.
- 6.1.4 The Plan will provide the focus for co-ordinating this future effort, but it will require a significant level of continued commitment and resources if it is to succeed. The Liverpool WHS Steering Group are the lead body responsible for championing the Plan and carrying forward its implementation. All members of this group will need to continue to commit resources, at a variety of levels, to the implementation of the Plan over the coming decades. Many of these commitments are covered by existing obligations or aspirations, but some will require allocation of additional resources and funding.
- 6.1.5 The recognition of this commitment is implicit in the work of the Steering Group. This group was responsible for guiding the preparation of this Plan, and it represents a long-term commitment by its members to conserving and improving the WHS. The members of the group have a continuing role to play in creating a sense of ownership of, and support for, Management Plan.

#### 6.2 IMPLEMENTING THE MANAGEMENT PLAN

#### Strategy for the Implementation of the Plan

- 6.2.1 Experience at other World Heritage Sites in the UK indicates that effective implementation arrangements are vital to encourage participation and action in line with the Management Plan. The key aspects the implementation strategy for the Management Plan are:
  - ◆ Preparation and co-ordination of an Action Plan, which translates the Plan's objectives into practical action (See Section 6.3);
  - ◆ Establishment of monitoring procedures, including indicators for monitoring progress (see Section 6.4);
  - ♦ Mechanisms for reviewing and updating the Management Plan;
  - Co-ordination and facilitation of new initiatives identified in the Plan;
  - Consideration of opportunities for funding to support new initiatives;
  - ◆ Establishment and facilitation of informal links with the other WH Sites, to ensure consistency of approach and exchange of experience between those responsible for preparing and implementing WHS Management Plans.

#### World Heritage Co-ordinator

6.2.2 The WHS Steering Group will have responsibility for implementing the Plan and they should be assisted in this by a World Heritage (WH) Coordinator. The WH Coordinator is currently based within LCC and this arrangement is felt to offer the most logical future location andmembers of the Steering will continue to support this post. The role of the WH Coordinator in Development Control work has a particular bearing on the future management on the Site. It is felt appropriate for the WHS Coordinator to play a role in development control and identify proposals and applications that may affect the WHS and bring these to the attention of the WHS Steering Group and planning authority.

#### **Funding**

6.2.3 A key factor for the management of the site will be ensuring that sufficient funds are available to implement the action plan and associated schemes. This will require a mixture of public sector and private sector support, with a significant emphasis on public sector input. The agencies represented on the Steering Group will need to unlock and supply significant strategic and local funding if the outstanding universal value of the Site is to be sustained and its sustainable regeneration achieved. .

The action plan comprises a range of actions to be implemented in the short, medium and longer terms and includes actions that are either fully or partly funded or have no identified funding source in place at present. Given the mixture of activities ranging from potentially low-cost revenue based management and marketing tasks to high cost capital interventions such as those highlighted at Stanley Dock and warehouses, the options for funding need to be explored fully. It is envisaged that funding the World Heritage action plan will require a mixture of public and private sector support, with potentially a significant emphasis on public sector support particularly for actions that are without an identified funding source.

The agencies represented on the Steering Group will need to unlock and supply significant funding if the outstanding universal value of the WH site is to be both realised and then sustained longer term. To support the approach to potential funders, it is envisaged that the pump-priming funding provided by the NWDA will be used in part to develop a funding strategy which will be used to determine priorities within the action plan, costs associated with schemes likely to require public funding and the output and impact associated with them.

In principle, a range of existing funding sources should be investigated by the Steering Group, including further funding from the NWDA from either their Single Programme, heritage related programmes or existing initiatives such as the Liverpool Land Reclamation Programme, New Approaches or Mersey Waterfront Regional Park. The City Council through its Regeneration Portfolio can provide the connectivity between the WH action plan, these and other sources of funding. English Partnerships, GONW/Objective 1, Heritage Lottery Fund and English Heritage are other agencies potentially capable of cofunding the WHS funding package and all should be investigated as part of the development of a funding strategy. Any funding strategy must also complement existing plans and strategies, the activities and geography of the WHS action plan. The Liverpool Vision Strategic Regeneration Framework and Liverpool Land & Development Company Business Plan will impact on any funding proposals as will existing schemes funded through the Townscape Heritage Initiative.

#### Annual Action Programmes

6.2.4 Another key role for the WH Co-coordinator will the preparation and co-ordination of annual action programmes derived from the overall Action Plan (Section 6.3). These action plans would identify deliverable schemes and projects within the context of a rolling programme of works. Liaison with all agencies and management bodies on the site will be required.

#### 6.3 ACTION PLAN

- 6.3.1 The 'Future for the 'WHS' and Management Objectives set out in Part 5 will be achieved by the implementation of a wide range of actions. Whether these actions are implemented by a single body or require a partnership approach, it is of fundamental importance that they are conceived, designed and implemented within the framework established by the Management Plan.
- 6.3.2 The proposed actions are outlined below in a series of tables. All actions are related to particular objectives and issues. Some of the suggested actions represent WHS-wide actions, while others are more area-specific and reflect targeted objectives in specific areas. The following abbreviations are used to describe the areas to which a particular action relates:

WHS	Entire Site
BZ	Buffer Zone
PH	Pier Head
AD	Albert Dock Area
SD	Stanley Dock Area
CC	Castle Street / Dale Street / Old Hall Street Commercial Centre
WB	William Brown Street Cultural Quarter
LD	Lower Duke Street

6.3.3 The agencies or bodies with the responsibility for implementation of a particular action are identified by the following abbreviations:

DCMS Department for Culture, Media and Sport

EH English Heritage

GONW Government Office North West

ICOMOS International Council on Monuments and Sites (UK)

LAG Liverpool Attraction Group LCC Liverpool City Council

LLDC Liverpool Land Development Company

LV Liverpool Vision
MP Mersey Partnership
MT Merseytravel

NML National Museums LiverpoolNWDA Northwest Development AgencySG World Heritage Site Steering Group

LBC Liverpool Business Centre
LU Liverpool Universities
BoL Bishop of Liverpool

MLA Merseyside Local Authorities
CoC Capital of Culture Team

MDHC Mersey Docks and Harbour Company

BW British Waterways
EA Environment Agency

6.3.4 Target dates for implementation of particular actions are either specifically stated or are indicated as follows:

Complete Action / Project completed

In progress Action / Project currently in progress

Ongoing A continuing ongoing action / project with no defined start / finish date

Short Term Action / Project to be completed within 5 years

Medium Term Action / Project to be completed within 10 years

Long term Action / Project to be completed within 30 years

Management of The Site	Action	Extent	Agencies	Funding	Target for Implementation
Objective 1.1 Ensure that the management of the Site and	1.1.1 Complete and implement the Management Plan	WHS and BZ	SG	N/A	Winter 2003
its Buffer Zone defines, protects, conserves and enhances its significance	1.1.2 Continue to provide aWHS Officer to support the Steering Group in its implementation of the Plan	WHS and BZ	LCC	ТВА	Ongoing
	1.1.3 Review all management decisions with regard to the Management Plan	WHS and BZ	All agencies	-	Ongoing
Objective 1.2 Ensure that all stakeholders are aware of the significance of the Site and the Management Plan objectives	1.2.1 Create a WHS website featuring the Nomination Document; the Management Plan and information about the Management Plan process	WHS and BZ	SG	ТВА	Short Term
	1.2.2 Circulate the Nomination Document all stakeholders, schools, colleges, universities and libraries	WHS and BZ	SG and LCC	ТВА	Short Term
	1.2.3 Widely circulate and promote the Consultation Draft of the Management Plan	WHS and BZ	SG and LCC	ТВА	Summer 2003
Objective 1.3 Endorse the Management Plan as a central	1.3.1 All agencies to formally endorse the Management Plan	WHS and BZ	All agencies	-	Winter 2003
and critical consideration for all decisions,plans and policies relating to the WHS and BZ	1.3.2 Prepare Supplementary Planning Guidance for the Site based on the Management Plan	WHS and BZ	LCC	-	Immediately following Inscription in 2004
Objective 1.4 Ensure that change within the Site and its environs is managed and implemented in a manner that respects the agreed 'Future of the WHS' and Management	1.4.1 Ensure that the UDP provides policies for development that recognise the significance of the Site, and promote the Vision and Objectives of the Management Plan	WHS and BZ	LCC	-	At next review of UDP
Objectives and is in accordance with internationally established conservation principles and national and local conservation standards and best practice	1.4.2 Prepare and circulate a guidance document outlining internationally established conservation principles and national and local conservation standards and best practice. (see Obj 3.6)	WHS and BZ	SG,LCC and EH	ТВА	Short Term
	1.4.3 Monitor change with the Site and Buffer Zone (see section 6.5)	WHS and BZ	WH Coordinator, SG, LCC, EH and LV	ТВА	Ongoing

Management of The Site	Action	Extent	Agencies	Funding	Target for Implementation
Objective 1.5 Implement, monitor and review the Management Plan through an active and effective partnership of bodies with	1.5.1 Involve the WHS Group in all maj relating to the Site Zone	jor decisions	All Agencies	-	Ongoing
responsibility for making and implementing decisions that may affect the Site	1.5.2 Agree Terms of Re Steering Group	eference for WHS and BZ	SG	-	Winter 2003
may affect the one	1.5.3 Implement moni management of the section 6.4)		WH Officer and SG	ТВА	Ongoing
	1.5.4 Review the Managevery 6 years after		SG	ТВА	2009/10 then Ongoing
<b>Objective 1.6</b> Meaningfully involve local communities in the management of the Site and in making decisions that	1.6.1 Promote the WH values to a wide at every opportunity	udience at	All agencies	-	Ongoing
may affect the Site	1.6.2 Implement a publ consultation comp during the regular Management Plar	ponent review of the	SG	TBA	Ongoing
	1.6.3 Seek and develop involvement in th management of th through a WHS i with built-in facili feedback. (see obj	ne Site nternet portal ities for	SG	ТВА	Short Term
	1.6.4 Encourage and factorized debate about the values and manage	WHS, its	All agencies	-	Ongoing
	1.6.5 Identify key point and establish form local community organisations	nal links with	SG	-	Ongoing
	1.6.6 Explore the feasibestablishing a WF Community Foru	HS .	SG	-	Short term

Regeneration	Action	Extent	Agencies	Funding	Target for Implementation
Objective 2.1 Promote the Site's heritage assets and distinctive high-quality historic environment as key drivers in the sustainable	2.1.1 Promote the positive benefits of the historic environment and WHS status to regeneration	WHS and BZ	All agencies	-	Ongoing
regeneration of the City and as a force for securing investment and enabling	2.1.2 Hold a seminar to promote the Management Plan to senior agency executives	WHS and BZ	NWDA	-	Complete
sustainable regeneration	2.1.3 Prepare a short presentation promoting the benefits of the historic environment and WHS status, in qualitative and quantative terms. Distribute widely and make available on the WHS website	WHS and BZ	SG,LCC and EH	ТВА	Short Term
	2.1.4 Distribute copies of Heritage Dividend to all key agencies and Steering Group members	WHS and BZ	ЕН	TBA	Summer 2003 and then regularly
	2.1.5 Ensure that successful regeneration and heritage initiatives are promoted in the media and to the wider public	WHS and BZ	All Agencies		Ongoing
	2.1.6 Conduct a debate about the benefits of heritage and regeneration through the media and the WHS website with public seminars and lectures	WHS and BZ	SG	-	Ongoing
	2.1.7 Create a National Curriculum teaching pack for citizenship, exploring regeneration and heritage and distribute to local schools	WHS and BZ	LCC and SG	-	Ongoing
Objective 2.2 Implement regeneration schemes that conserve and enhance the significance of the WHS	2.2.1 Encourage developers to bring forward schemes that have identifiable benefits for the WHS	WHS and BZ	NWDA, LV, LCC, MP. MT, NML,LLDC and GONW	-	Ongoing
	2.2.2 Ensure Environmental Statements are prepared for all major development in line with relevant regulations	WHS and BZ	LCC	-	Ongoing
	2.2.3 Promote the role of the Steering Group and other conservation professionals in the development of Masterplans and Strategies	WHS and BZ	NWDA, LV, LCC, MP. MT, NML, LLC and GONW	-	Ongoing
<b>Objective 2.3</b> Develop and maintain a synergy between the conservation and socioeconomic needs	2.3.1 Maintain a dialogue between all agencies through the Steering group	WHS and BZ	SG	-	Ongoing

Built Heritage Conservation	Action	Extent	Agencies	Funding	Target for Implementation
Objective 3.1 Identify and secure sustainable and appropriate uses for the built heritage resource of the Site that support the regeneration	3.1.1 Create and maintain a database of individual historic buildings and empty spaces, and their potential sustainable regeneration uses	WHS and BZ	LCC, EH, LV and LBC	ТВА	Short Term
of the City	3.1.2 Seek funding to implement sustainable regenerative uses for empty buildings and spaces	WHS and BZ	LCC, EH, LV, NWDA, EP, LLDC and LBC	-	Ongoing
	3.1.3 Prepare THI bid for eligible areas of the WHS	WHS and BZ	LCC and EH	-	Complete
	3.1.4 Implement a Living Over the Shop scheme for empty upper floors of historic buildings, where appropriate	WHS and BZ	LCC and SG	ТВА	Short Term
	3.1.5 Establish a forum for regeneration and conservation professional to discuss and promote appropriate and innovative uses for historic buildings	WHS and BZ	SG	-	Short Term
	3.1.6 In line with the recommendations of the City Centre Residential Capacity Study prepare an action plan to identify and bring forward buildings for residential conversion	WHS	LV and LCC	ТВА	Short Term
	3.1.7 Complete the implement of the refitting of and extension to Liverpool Museum	Museum	NML	In place	Short Term
	3.1.8 Complete the refurbishment and reorganisation of St. George's Hall and the improvement of access to it and means of escape from it	St George's Hall	LCC and Trustees of St. GH	In place	Short Term
	3.1.9 Finalise plans for the refurbishment of, reorganisation of and extension to Bluecoat Chambers and implement them	Bluecoat	Bluecoat Trustees	ТВА	Medium Term
	3.1.10 Finalise plans for the provision of an improved entrance to Liverpool Central Library and the improvement of storage and access facilities to the Library and the Records Office	Central Library	LCC	ТВА	Medium Term
	3.1.11 Finalise plans for the internal reorganisation of Lime Street Station	Lime Street Station	MT and Network Rail	ТВА	Medium Term
Objective 3.2 Ensure that sympathetic materials, styles	3.2.1 Implement H.E.L.P Project 8: Casework and Designations	WHS and BZ	EH and LCC	-	October 2004
and techniques are utilised by all conservation projects within the Site and its environs	3.2.2 Establish apprenticeship Scheme in historic building conservation	WHS and BZ	EH, LCC, NML and scheme provider	ТВА	Medium Term

Built Heritage Conservation		Action	Extent	Agencies	Funding	Target for Implementation
	3.2.3	Create a Liverpool Guild of Historic Building Conservation, with awards for practitioners with particularly high standards of work	WHS and BZ	LCC, EH and NML	ТВА	Short Term
	3.2.4	Create and disseminate accessible information about appropriate materials and designs for particular styles and periods of historic building, through leaflets, exhibitions and the WHS website	WHS and BZ	LCC and EH	ТВА	Short Term
	3.2.5	Implement H.E.L.P Project 13: Liverpool Architecture and Design Award for best building conservation project	City Wide	EH, LCC and Liverpool Architecture and Design Trust	-	Ongoing
	3.2.6	Adequately resource Development Control Offices charged with monitoring and assessing Conservation projects	WHS and BZ	LCC	-	Short Term
	3.2.7	Prepare and disseminate conservation guidance for the Site's public sculpture and monuments	WHS	NML, EH and LCC	ТВА	Short Term
<b>Objective 3.3</b> Ensure that settings of historic buildings and / or building complexes are taken into account when	3.3.1	Maintain or enhance policy HD5 of the UDP in forthcoming review	WHS and BZ	LCC	-	Short Term
planning change	3.3.2	Scrutinise all development proposals that may affect the setting of assets	WHS and BZ	LCC and EH	-	Ongoing
	3.3.3	Encourage developers to address setting issues in all applications and master plans	WHS and BZ	NWDA, CONW, LCC, LV, MP, MT and NWL	-	Ongoing
Objective 3.4 Continue to monitor the built heritage resource to ensure that	3.4.1	Implement H.E.L.P Project 6: Buildings at Risk	City Wide	EH and LCC	-	Ongoing
buildings at risk are identified and conserved and implement a programme of regular	3.4.2	Implement a 'Maintain Our Heritage' pilot project for Liverpool's listed buildings	WHS and BZ	EH and LCC	ТВА	Short Term
inspection and maintenance for all historic buildings and monuments	3.4.3	Regularly update and review all Conservation Area appraisals	WHS and BZ	LCC	-	Ongoing
	3.4.4	Extend Buildings at Risk survey to include all historic buildings in the Site and Buffer Zone	WHS and BZ	LCC and EH	ТВА	Medium Term
	3.4.5	Prepare a schedule and detailed maintenance programme for the public sculpture and monuments on the site	WHS	NML, EH and LCC	ТВА	Short Term

Built Heritage Conservation	Action	Extent	Agencies	Funding	Target for Implementation
Objective 3.5 Ensure that historic buildings and monuments are adequately maintained and repaired, through existing and future grant-funding initiatives and the application of statutory powers where necessary	3.5.1 Implement existing area-based heritage-led projects such as the Castle Street Heritage Economic Regeneration Scheme and the WHS Townscape Heritage Initiative and set up similar initiatives when the opportunity arises	WHS and BZ	LCC, LV , NWDA and owners	ТВА	Ongoing
	3.5.2 Consider the need for serving and implementing Urgent Works Notices and Repairs Notices and in extreme cases pursuing compulsory purchase, in accordance with its agreement with NWDA	WHS and BZ	LCC, LV , NWDA and owners	ТВА	Ongoing
Objective 3.6 Undertake appropriate recording programmes for all historic	3.6.1 Prepare guidance on appropriate levels of survey, recording and documentation	WHS and BZ	LCC and EH	TBA	Short Term
buildings, especially prior to substantial alteration or demolition	3.6.2 Ensure all alterations/demolitions to historic buildings are accompanied by an appropriate level of recording	WHS and BZ	LCC and EH	-	Ongoing
Objective 3.7 Provide robust guidance on conservation practice and encourage the	3.7.1 Prepare guidance document on conservation practice and planning in the WHS and BZ	WHS and BZ	EH and LCC	TBA	Short Term
preparation of conservation plans / statements for all significant historic buildings and complexes	3.7.2 Identify all buildings in the WHS and BZ requiring Conservation Plans or Statements	WHS and BZ	LCC and EH	ТВА	Short Term
	3.7.3 Where possible, place copies of guidance relating to Conservation Plans and Statements on the WHS web site	WHS and BZ	SG	ТВА	Short Term
Objective 3.8 Ensure that the redundant dock water-spaces are managed and re-used in a way that respects their significance and utilises their potential	3.8.1 Maintain regular dialogue with the owners of the water-spaces to ensure that the dock walls and quays are properly maintained as part of an agreed management regime	WHS and BZ	LCC, EA, MDHC and BW	ТВА	Ongoing
	3.8.2 Work with the owners to ensure that appropriate active use is made of the water-spaces	WHS and BZ	LCC, EA, MDHC and BW		Ongoing

Townscape/ Public Realm	Action	Extent	Agencies	Funding	Target for Implementation
Objective 4.1 Ensure that the unique character, distinctiveness and aesthetic quality of the site's townscape is recognised,	4.1.1 Prepare a comprehensive Townscape Appraisal for the City Centre	City Centre inc WHS and BZ	All agencies	ТВА	Immediate
conserved and enhanced	4.1.2 Prepare an Urban Design Framework for the City Centre	City Centre	LV, LCC and EH	-	In progress
	4.1.3 Prepare, review and update Conservation Area appraisals for the WHS	WHS	LCC	-	Immediate
	4.1.4 Ensure master plans and planning applications fully consider the townscape of the Site and Buffer Zone	WHS and BZ	LCC	-	Ongoing
	4.1.5 Apply statutory controls associated with conservation Area status to conserve the character of the Site	WHS	LCC	-	Ongoing
Objective 4.2 Increase recognition of the contribution of the townscape and public realm to the outstanding universal value of the Site	4.2.1 Prepare an assessment of the value and role of the townscape to the Site's Outstanding Universal value	WHS and BZ	SG	ТВА	Short Term
universal value of the one	4.2.2 Ensure that all documentation reflects the value of the townscape to the WHS	WHS and BZ	All agencies	-	Ongoing
Objective 4.3 Promote a	4.3.1 Implement the CCMAPRS	WHS and BZ	LCC, LV and MT	-	In progress
high- quality and sensitive approach to the management and maintenance of the Site's townscape and public realm	4.3.2 Implement the programme for the removal of 'Street Clutter' in the CCMAPRS and prepare and implement a similar programme for the rest of the WHS	WHS and BZ	LCC, LV and MT	ТВА	Immediate
	4.3.3 Ensure a 'heritage top-up' for improving street furniture is included in WHS THI bid	WHS and SL	LCC and EH	-	Ongoing
	4.3.4 Maintain a close dialogue between clients and contractors who are responsible for maintaining public streets and spaces	WHS and BZ	LCC, MT, LV, ADCompany, MDHC, City Safe and Enterprise Liverpool	ТВА	Ongoing
	4.3.5 Prepare Advertisement Guidelines and adopt as Supplementary Planning Guidance	WHS and BZ	LCC	ТВА	Short Term
Objective 4.4 Identify and protect key visual relationships, panoramas and vistas into, out of and across the Site	4.4.1 Incorporate key views and vista's into the UDP and establish policies for their conservation and enhancement	WHS and BZ	LCC	-	Upon Inscription
	4.4.2 Prepare Supplementary Planning Guidance note on the protection and enhancement of key visual relationships, panoramas and vistas into, out of and across the Site	WHS and BZ	LCC	-	Short Term

Townscape/ Public Realm		Action	Extent	Agencies	Funding	Target for Implementation
Objective 4.5 Improve sustainable access, connectivity and movement into and across the site and its environs for the benefit of visitors, users and local	Alb the Du	prove pedestrian access from pert Dock and Pier Head to Castle Street and Lower ke Street Areas as part of CCMAPRS	AD CS LD BZ	LCC, MT and LV	ТВА	Short Term
communities	betv and	prove pedestrian links ween Lower Duke Street I Castle Street as part of the CMAPRS	CS LD BZ	LCC, MT and LV	ТВА	Short Term
	and gate	nance Lime Street Station I environs to improve eway experience as part of CCMAPRS	WB BZ	MT, LV, LCC, SG and Network Rail	ТВА	Short Term
New Development		Action	Extent	Agencies	Funding	Target for Implementation
Objective 5.1 Continue to ensure that all new developments within the Site	pro	courage developers to mote high quality schemes the Site and Buffer Zone	WHS and BZ	NWDA, GONW, LC, LCC and MP	-	Ongoing
and its Buffer Zone are of high design and construction quality	grai	sure all development nted planning permission of an appropriate quality	WHS and BZ	LCC	-	Ongoing
<b>Objective 5.2</b> Ensure that new development respects the significance of the Site and is appropriate to its historic,	Dev	pare the City Centre velopment Code and and to encompass the entire HS	WHS & BZ	LCC	-	In progress
spatial and townscape context	a Ta City	pare, develop and implement all Buildings Policy for the y, with special reference to Site and its Buffer Zone	WHS and BZ	LCC, LV and EH	-	In progress
	six :	velop 'Local Visions' for the areas of the site to guide relopment and change	WHS and BZ	SG	ТВА	Immediate
	dev plai asse dev	sure that inappropriate relopments are not granted mining permission, by essing all proposed relopments against the erpool Urban Design Guide	WHS and BZ	LCC	-	Ongoing
	all i	pare development briefs for major development sites in WHS and Buffer Zone	WHS & BZ	LCC, LV and EH	-	Ongoing
Objective 5.3 Identify inappropriate buildings within the Site and its environs and establish a long-term programme for their replacement or	inaj defi	pare a schedule of ppropriate buildings, as ined in the Townscape praisal	WHS and BZ	LCC, EH and LV	ТВА	Short Term
for their replacement or redevelopment	con rede	plement a programme of npulsory purchase to evelop inappropriate ldings	WHS and BZ	EH, LCC, LV, NWDA, English Partnerships and LLDC	-	Medium Term
	rede	omote and encourage the evelopment of inappropriate ldings	WHS and BZ	NWDA, LCC, LV and LLDC	-	Ongoing
	rede	velop opportunities for the evelopment of inappropriate ldings	WHS and BZ	NWDA, LV EH and LCC	-	Ongoing

New Development	Action	Extent	Agencies	Funding	Target for
Objective 5.4 Identify and release development sites within the Site and Buffer Zone in a manner that does not conflict with, and wherever possible, supports the conservation and	5.4.1 Prepare an 'ideal' phased programme for the release and redevelopment of sites in the WHS & Buffer Zone based on and integrated with the Liverpool City Centre Business Plan	WHS and BZ	NWDA, LV, LCC and SG	ТВА	Short Term
regeneration objectives	5.4.2 Develop a programme of compulsory purchase and release to promote and stimulate development in key areas	WHS and BZ	NWDA, LV, LCC, EP and LLDC	TBA	Medium Term
	5.4.3 Work with developers and land owners to promote critical sites for redevelopment and to release land and redevelopment opportunities in line with the objectives of the management plan	WHS and BZ	LCC, LV, NWDA and LLDC	-	Ongoing
Transportation	Action	Extent	Agencies	Funding	Target for Implementation
<b>Objective 6.1</b> Manage transport into and across the site in a sustainable manner	6.1.1. Review the LTP in light of the Management Plan	WHS and BZ	MT and MLA	-	Next review of LTP
that aids the conservation of the character and significance of the Site and Buffer Zone	6.1.2 Implement the Merseytram scheme	WHS and BZ	MT and MLA	-	In progress
of the site and bullet 2016	6.1.3 Involve key conservation bodies in the detailed design process for the Merseytram and other major transportation schemes	WHS and BZ	EH, MT and LCC	-	Ongoing
	6.1.4 Improve sustainable access to the Stanley Dock Area	SD	MT, LCC and MDHB	TBA	Short Term
	6.1.5 Implement the City Centre Movement Strategy and Public Realm	WHS and BZ	LCC, LV and MT	-	In progress
Objective 6.2 Provide high quality pedestrian and cycling	6.2.1 Implement the Walking Strategy	WHS and BZ	MT LCC and LV	-	In progress
routes across the Site and its environs and reduce conflict	6.2.2 Implement the Cycling Strategy for Liverpool	WHS and BZ	MT LCC and LV	-	In progress
between vehicles and pedestrians	6.2.3 Carry out a cycle and pedestrian audit for all new development schemes to ensure that consideration is given to preserving and enhancing these mode of transport	WHS and BZ	MT LCC and LV	-	In progress
Objective 6.3 Balance the needs of all users of the Site and the local community when developing transportation solutions for the City Centre	6.3.1 Continue to update and revise the LTP and associated strategies in consultation with the Steering Group and Local Communities	WHS and BZ	MT and MLA	-	Ongoing
<b>Objective 6.4</b> Maintain the high levels of access to the Site through the provision of a broad range of sustainable transportation options	6.4.1 Implement the LTP	WHS and BZ	MT and MLA	-	Ongoing

Archaeology	Action	Extent	Agencies	Funding	Target for Implementation
Objective 7.1 Interpret and promote the archaeological resource of the Site and its environs to the local community and visitors	7.1.1 Ensure that the archaeology of the Site is incorporated in the Interpretation and Education Strategy (objective 10.1)	WHS and BZ	NML, LCC and EH	-	Short Term
community and visitors	7.1.2 Encourage developers to establish public archaeology programmesn as part of their development control process	WHS and BZ	LCC, NML and EH	-	Ongoing
<b>Objective 7.2</b> Develop a comprehensive understanding of the Site's archaeological resource	7.2.1 Complete the historic Characterisation of Merseyside Survey and widely disseminate the results	WHS and BZ	LCC, EH and NML	ТВА	In progress
	7.2.2 Establish a pilot project to test the feasibility of undertaking archaeological deposit modelling for the Site and environs	WHS and BZ	LCC, EH and NML	TBA	Medium Term
	7.2.3 Explore the possibility of establishing more intensive evaluation and examination procedures for areas of high archaeological potential in the City Centre	WHS and BZ	LCC, EH and NML	-	Short Term
	7.2.4 Prepare an archaeological research framework for the Site and Buffer Zone	WHS and BZ	LCC, EH and NML	ТВА	Medium Term
Objective 7.3 Ensure that archaeological issues are addressed by and integrated into, the development and conservation process	7.3.1 Review the archaeological resource of the site in line with the Monuments Protection Programme methodology to identify nationally significant remains for scheduling	WHS and BZ	LCC, EH and NML	ТВА	Short Term
	7.3.2 Continue to support the Merseyside Archaeological Service as the lead body for the conservation of archaeological resources in the City	WHS and BZ	All agencies	-	Ongoing
Understanding The Site	Action	Extent	Agencies	Funding	Target for Implementation
Objective 8.1 Develop appropriate research strategies	8.1.1 Implement H.E.L.P Project 1: Architectural Investigation	WHS and BZ	EH and LCC	Agreed	In progress
and frameworks to ensure that the future management of the Site is based on sound understandings	8.1.2 Implement H.E.L.P Project 2: Designed Landscapes Survey and Analysis	WHS and BZ	EH and LCC	Agreed	Short Term
	8.1.3 Prepare a schedule of research projects and areas for study for prioritised action in the short to medium term	WHS and BZ	SG	-	Short Term
	8.1.4 Implement H.E.L.P Project 5: Survey of Public Opinion	WHS and BZ	EH and LCC	-	Complete
	8.1.5 Undertake urban and estuarine habitat survey	WHS and BZ	English Nature and LCC	ТВА	Short Term

Understanding The Site		Action	Extent	Agencies	Funding	Target for Implementation
	8.1.6	Explore the potential for establishing a research scholarship/fund for studies relevant to the Site.	WHS and BZ	All agencies	-	Short Term
	8.1.7	Digitally record and disseminate maps and other historic information for researchers through 'E-encyclopaedia of Liverpool WHS' and 'Mersey Gateway'	WHS and BZ	LCC, ML and EH	ТВА	Short Term
	8.1.8	Identify and establish links with a broad range of research Institutions and organisations	WHS and BZ	NML, LCC and EH	-	Ongoing
Objective 8.2 Ensure that all research strategies and frameworks are co-ordinated and that opportunities for interdisciplinary communication and analysis are realised	8.2.1	Create a professional and academic research forum	WHS and BZ	NML, EH and LCC	-	Short Term
Objective 8.3 Encourage researchers to disseminate and present their findings to as	8.3.1	Create a regular public lecture series for disseminating new research	WHS and BZ	Local Universities, NML, LCC and EH	-	Short Term
diverse and audience as possible	8.3.2	Create an email discussion group for the sharing of research about Liverpool's heritage	WHS and BZ	Britarch, NML, LCC and EH	-	Short Term
	8.3.3	Showcase new research on the Liverpool WHS website	WHS and BZ	SG	ТВА	Short Term
	8.3.4	Create an occasional monograph series for publishing research about Liverpool's heritage and the management of the WHS	WHS and BZ	SG, Local Universities, NML, EH and LCC	ТВА	Medium Term
	8.3.5	Implement H.E.L.P Project 9: Publications and Exhibitions	WHS and BZ	EH, LCC and NML	In place	Short Term
	8.3.6	Showcase new research in regular and accessible exhibitions about Liverpool's heritage	WHS and BZ	NML, LCC and EH	TBA	Ongoing
	8.3.7	Complete catalogue of publications and research	WHS and BZ	NML, LCC and EH	ТВА	Short Term
	8.3.8	Prepare a 'Coffee Table' style version of the Nomination Document	WHS and BZ	SG	TBA	Short Term
	8.3.9	Establish and maintain a register of ongoing research projects	WHS & BZ	NML, LCC and EH	TBA	Short Term
	8.3.10	Explore potential for a research paper to investigate the role of "faith" on Liverpool's World Heritage values	WHS and BZ	LCC, CoC, LU and BoL	TBA	Short Term
	8.3.11	Assist in the development of a project to interpret the Tidal Pool	WHS and BZ	LCC, NML and Bluecoat	TBA	Ongoing

Culture and Intangible Heritage	Action	Extent	Agencies	Funding	Target for Implementation
Objective 9.1 Promote interaction with, and understanding of, the Site's unique intangible heritage	9.1.1 Prepare and implement a Cultural Strategy for the Liverpool WHS, and integrate with the LCC Cultural Strategy	WHS and BZ	SG	ТВА	Short Term
	9.1.2 Implement H.E.L.P Project 13 to support the European Capital of Culture bid for Liverpool 2008	WHS and BZ	EH and LCC	In place	Complete
	9.1.3 Maintain strong links with the Capital of Culture Team and celebration for the 800th Anniversary	WHS and BZ	EH, LCC, NML and CoC	-	Ongoing
Objective 9.2 Promote and establish links with Liverpool's wider Diaspora and similar national and international sites to improve cultural understanding and management of our common past	9.2.1 Implement H.E.L.P Project 4: International Ports	WHS and BZ	NML, EH and LCC	ТВА	In progress
	9.2.2 Contact and establish active links with UNESCO's 'Slave route' project	WHS and BZ	SG	-	Short Term
	9.2.3 Contact urban and port WHS sites, and non-WHS heritage sites, around the world to share information and best practice	WHS and BZ	SG	-	Short Term
Objective 9.3 Develop relationships with other UK WHS and Candidate sites	9.3.1 Join the WHS Local Authority Forum	WHS and BZ	LCC	-	Upon Inscription
	9.3.2. Establish links to UK Candidate & WH Sites through ICOMOS- UK	WHS and BZ	SG and ICOMOS	-	Short Term
	9.3.3 Seek opportunities to copromote the UK's family of World Heritage Sites	WHS and BZ	SG	-	Ongoing
Education and Interpretation	Action	Extent	Agencies	Funding	Target for Implementation
Objective 10.1 Ensure that educational and interpretational access to the WHS is inclusive and that the widest possible audience is reached	10.1.1 Prepare and implement an Interpretation and Education Strategy	WHS and BZ	NML, EH and LCC	ТВА	Short term
	10.1.2 Implement H.E.L.P Project 10: The Liverpool Exploratory	WHS and BZ	EH and LCC	TBA	Medium term
	10.1.3 Implement H.E.L.P Project 11: Education	WHS and BZ	EH and LCC	ТВА	Short term
	10.1.4 Implement H.E.L.P Project 12: Blue Plaques	WHS and BZ	EH and LCC	In place	Short Term
	10.1.5 Implement H.E.L.P Project 13: Arts Project; Walking Tours; Buildings of England, Liverpool	WHS and BZ	EH and LCC	ТВА	Medium Term
	10.1.6 Implement the 'Connecting Liverpool' project	WHS and BZ	LCC	In place	Short term

Education and Interpretation	Action	Extent	Agencies	Funding	Target for
					Implementation
	10.1.7 Revise and revitalise the Heritage Walk	WHS and BZ	NML	TBA	Short term
	10.1.8 Finalise and implement plans for the improvement of storage and access to the archives of the Liverpool Record Office	Central Library	LCC	ТВА	Medium Term
	10.1.9 Support and promote initiatives to create new public art to celebrate and interpret the world heritage values, such as a monument to Jesse Hartley and the contribution of carters and their horses	WHS and BZ	LCC, NML, Biennial and others	ТВА	Ongoing
Objective 10.2 Establish and maintain links with international and national education projects relevant to the Site	10.2.1 Establish links with UNESCO's World Heritage in Young Hands project	WHS and BZ	SG	-	Short Term
	10.2.2 Identify in discussion with other heritage and WH Sites in the UK successful quality educational programmes	WHS and BZ	SG	-	Short Term
Visitor Management and Tourism	Action	Extent	Agencies	Funding	Target for Implementation
างแกรม					<i>Ітріетеніанон</i>
Objective 11.1 Establish and maintain a co-ordinated approach to visitor management and sustainable tourism on the Site	11.1.1 Prepare and implement a Visitor Management Strategy	WHS and BZ	LAG, LCC and NML	TBA	Short Term
	11.1.2 Encourage the display of appropriate vessels throughout the water-spaces and dry docks	WHS and BZ	LAG, LCC and NML	TBA	Ongoing
Objective 11.2 Improve visitor management, access, movement and facilities within the site and its environs	11.2.1 Improve and increase provision of accessible public toilets across the Site and Buffer Zone	WHS and BZ	LCC	TBA	Short Term
	11.2.2 Negotiate with building owners to develop enhanced access to the historical built heritage resource of the Site	WHS and BZ	LCC, EH and NML	ТВА	Medium Term
	11.2.3 Implement the 'connecting Liverpool' Strategy to improve orientation	WHS and BZ	LCC	TBA	Short Term
Objective 11.3 Optimise potential benefits for the Local Community and other local attractions	11.3.1 Through the Visitor  Management Strategy process enhance links to local attractions and seek to maximise and recommend benefits	WHS and BZ	SG, MP, LV, LCC and LAG	-	Ongoing
	11.3.2 Discuss with local communities their needs when preparing the Visitor Management Strategy	WHS and BZ	LCC	-	
	11.3.3 Ensure that existing and future events promote the outstanding universal value of the site	WHS & BZ	LCC, MP, LV and LAG	TBA	Ongoing
Objective 11.4 Optimise visitor numbers to the Site, ensuring that the significance and character of the Site is not adversely affected	11.4.1 Develop indicators and monitoring regimes to ensure that the Visitor Management Strategy is developing sustainable benefits and not adversely affecting the site	WHS and BZ	LCC	ТВА	Short Term

Setting of The Site	Action	Extent	Agencies	Funding	Target for Implementation
Objective 12.1 Monitor and manage change within the Buffer Zone and wider environs to ensure that the setting of the Site is adequately protected from development that is incompatible with the distinctive character and status of the Site	12.1.1 Ensure that developments that adversely affect the setting of the Site are refused planning permission	BZ	LCC	-	Ongoing
	12.1.2 Prepare guidance, within any future SPG regarding the WHS, on the setting of the Site	BZ	LCC	-	Short Term
	12.1.3 Ensure that the SPG prepared under Action 4.4.2 is implemented and regularly updated	BZ	LCC	-	Ongoing
Objective 12.2 Use the unique status and character of the Site to promote the need for a high quality environment in its Buffer Zone and the wider environs	12.2.1 Encourage developers to bring forward schemes of a quality appropriate to the structures of the WHS	BZ	EH, LCC, LV, LLDC, NWDA and GONW	-	Ongoing
	12.2.2 Use the development control process to promote development of an appropriate quality	BZ	LCC	-	Ongoing
		_			
Natural Environment	Action	Extent	Agencies	Funding	Target for Implementation
Objective 13.1 Ensure that the management of the Site and its environs is undertaken in line with the national and	Action  13.1.1 Involve English Nature and the Environment Agency in planning for change in the Site and Buffer Zone		Agencies  LCC	Funding -	
Objective 13.1 Ensure that the management of the Site and its environs is undertaken	13.1.1 Involve English Nature and the Environment Agency in planning for change in the Site			-	Implementation
Objective 13.1 Ensure that the management of the Site and its environs is undertaken in line with the national and local policy framework for the	<ul> <li>13.1.1 Involve English Nature and the Environment Agency in planning for change in the Site and Buffer Zone</li> <li>13.1.2 Regularly update the UDP to reflect national guidance and ensure UDP policies on the natural environment are</li> </ul>	WHS and BZ	LCC	- TBA	Implementation Ongoing

#### 6.4 MONITORING AND REVIEWING THE PLAN

- Management planning is a dynamic process and does not stop with the production of a Management Plan document. New information, changing economic circumstance or changed perceptions of management priorities can alter the emphasis of the Plan as the knowledge and practical experience of those responsible for the management of the WHS develops. New development, or the reaching of a critical mass in regeneration terms can have a dramatic affect on the management issues facing the site. Also, as additional information or knowledge comes to light, the understanding of the significance of the Site and its components also changes. All these will have an effect on the long-term management of the Site.
- 6.4.2 It is therefore important that the plan is regularly monitored and reviewed. Responsibility for organising and facilitating the monitoring and reviews of the Plan lies with the WHS Steering Group and WH coordinator. They will monitor the progress of implementation by:
  - Reviewing each year's work as set out in the annual action programmes;
  - Reporting on progress and identifying priorities for the following year;
  - ◆ Assessing the effectiveness of action in achieving the Management Plan's objectives and reviewing the overall direction of its strategy and initiatives in response to changing priorities and needs.
- 6.4.3 In terms of comprehensive reviews, it is anticipated that the actions set out in the Management Plan will retain their relevance for up to five to ten years, and the overall objectives are likely to be relevant for much longer. A formal review of the Management Plan, the Site boundary and Buffer Zone should be undertaken every six years, and annually revised and modified as required to reflect changed circumstances. For this purpose an amendment sheet has been included and a live version of the Management Plan should be maintained on the WHS website. Notifications of changes should be issued to all members of the Steering Group and other agencies and bodies with an interest in the management of the Site.

#### 6.5 MONITORING THE SITE

6.5.1 To ensure that the outstanding universal value of the Site is effectively conserved, the state of conservation on the Site needs to be continuously monitored and the results of this monitoring need to be fed back into the Management Plan review process. Section Six of the Nomination Document outlines an approach to monitoring the conservation of the Site, the following is derived from that document.

#### Key indicators for measuring the state of conservation

6.5.2 The Site comprises an area of diverse buildings, monuments, cultural landscapes and collections, and these need to be monitored in a variety of ways. Some aspects of the heritage assets have been the subject of assessment and survey as described in Sections 3 a) and 3 c) of the Nomination Document. Further information is held in the form of records

held by the Local Records Office, the Sites and Monuments Record, the National Monuments Record Centre, English Heritage, the NML and Liverpool City Council. These take the form of archives, files, photographs, measured drawings, site management databases, record databases, designations, listed building records and conservation area appraisals. These sources of information form a baseline against which change can be monitored, but these will need to be compiled during the life of the Management Plan.

- 6.5.3 The monitoring of state of conservation will focus on progress with:
  - 1. Protection of the heritage assets
  - 2. Conservation of the heritage assets
  - 3. Presentation of the heritage assets
  - 4. Education in respect of the heritage assets

#### Protection of the heritage assets

- 6.5.4 Progress with protection will assessed by:
- Reviewing the number of listed buildings within the Site. The baseline figures for listed buildings of Grades I, II\* and II is known and any change from that baseline through delisting, demolition, spot-listing or comprehensive review will indicate progress with the protection of individual buildings.
- Reviewing the Conservation Areas on the Site. The whole of the Site is protected by conservation area status and LCC has a statutory duty to review its conservation areas from time to time. The policy framework related to those conservation areas and optional additional controls such as Article 4 Directions will also need to be reviewed and any changes tracked over time.
- ◆ Adopting the Management Plan, or summary note of, as Supplementary Planning Guidance. There is at present no specific Supplementary Planning Guidance for World Heritage Site issues, such guidance should be produced and subjected to adequate public consultation.
- Reviewing the archaeological resource of the Site. At present there are no Scheduled Monuments within the Site, this will be reviewed through the Monuments Protection Programme. Consultation with Merseyside Archaeological Service will H.E.L.P identify indicators for change.

#### Conservation of the heritage assets

- 6.5.5 Progress with monitoring Conservation will be assessed by:
- ◆ Updating the Buildings At Risk Registers. English Heritage maintains a Buildings At Risk Register for Grade I and II\* listed buildings (and scheduled monuments) to promote concerted action and as a framework for determining funding priorities. Liverpool City Council maintains a Buildings At Risk Register for all listed buildings within the city, for the same reasons. Both registers are regularly revised following rapid surveys. The baseline registers and any changes to them will give a good indication of progress with the conservation of buildings.

- Reviewing the number of Conservation Plans and their effectiveness There are at present Conservation Plans for St. George's Hall, NML buildings on William Brown Street and the Bluecoat Arts Centre. Such Conservation Plans identify how the proper conservation and maintenance of the buildings will be achieved. The review of the effectiveness of existing Conservation Plans will inform progress with the progress in the conservation of those specific buildings.
- Reviewing Conservation Area Appraisals Conservation Area. Appraisals are in various stages of production for all of the Conservation Areas in the nominated Site. They provide a robust subjective assessment of the state of conservation of the conservation areas and the character of them. Regular reviews of the appraisals will give an indication of progress with the conservation of conservation areas.
- Reviewing the extent of Public Realm works. Public realm works have recently been carried out in the Ropewalks Area and on Old Hall Street and there are proposals in hand to carry out further major works between Lime Street and the river. Reviews of the money spent and the square footage improved will provide a quantitative indication of progress with the conservation of the public realm.
- Reviewing the levels of grant-aid and levered-in funds. Various sources of grant aid are, and will be, available to assist in the cost of the conservation of buildings and areas. Reviews of the resources devoted to physical conservation, both in grant-aid and in the value of levered-in funds from owners will provide another measure for the progress made towards the conservation of the Site.
- Reviewing the effectiveness and quality of development control decisions. The quality of decisions made in determining planning applications can have a dramatic impact on the conservation and appearance of the nominated site. It is relatively easy to measure the number of decisions but more difficult to measure the quality of decisions.
- Reviewing the impact of transportation factors. The high volume of traffic through some parts of the site has a negative impact upon the conservation of the Site, in terms of causing physical damage and impairing appreciation of the buildings. A review of the number of vehicles using specific streets would provide a measure of whether the situation is improving or deteriorating.
- Reviewing the number of monuments/public art that are treated. There are a large number of monuments and public art in the nominated site and many of them are in need of repair and/or restoration works. A review of the number of such monuments that are properly treated would give a measure of progress towards their conservation.

#### Presentation of the heritage assets

- 6.5.6 It will not be straightforward to effectively monitor this particular factor because many aspects of it are subjective and intangible, but attempts to monitor progress with presentation can be made within the context of both the Visitor Management Strategy and Interpretation and Education Strategy. Indicators could include:
  - By a review of the number of facilities open to the public.
  - By a review of the number of visitors attracted to the facilities in nominated site.
  - By carrying out surveys of visitor satisfaction with the facilities at the site.
  - ◆ By carrying out a survey of the number and quality of interpretive publications, interpretation boards, websites and audio-visual material.

#### Education in respect of the heritage assets

6.5.7 Monitoring procedures need to be established within the context of the Interpretation and Education Strategy. These could focus on simple tests such as reviewing the number of organised educational visits made to the site by schools and colleges, reviewing direct training provision for training in conservation and tourism skills at colleges in the vicinity of the nominated site, number of linkages established with other projects etc.

## 6.6 ADMINISTRATIVE ARRANGEMENTS FOR MONITORING THE PROPERTY

6.6.1 The basis for most of the effective monitoring of the Site is already in place through the established records and practices of the authorities and agencies of the Liverpool WHS Steering Group. In particular, Liverpool City Council and English Heritage have statutory and discretionary powers in respect of building conservation in its widest sense. Through the work of the WH Coordinator, whom they currently jointly fund, they can play a coordinating role in the collection and collation of the necessary information. The Steering Group and the WH Coordinator can ensure that any gaps in the administrative arrangements for effectively and regularly monitoring the site are filled.



Aerial View of Albert Dock, Pier Head and Princess Dock © LCC



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# APPENDIX 1

## INDEX OF SITES SHOWN ON FIGURES 4.1 AND 4.2

# Medieval Sites (see Fig 4.1)

The castle, built c1235, demo	olished 1	1726
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- The Tower, fortified by the Stanleys c 1406, demolished early 19th century
- 3 Chapel of St Mary del Key, first recorded 1257, demolished 1814
- 4 Chapel of St Nicholas, consecrated 1361, partially destroyed by bombing 1941 and subsequently rebuilt
- Moore Hall (Old Hall), home of the Moore family, c 13th-14th centuries, demolished early 19th century
- 6 Granary of Birkenhead Priory, approximately 13th to 14th centuries
- 7 Sites of mills recorded in medieval documents

# 16th and 17th Centuries Sites (see Fig 4.2)

3	Town Hall, c1511-1674
)	Crosse Hall, home of the Crosse family from c1520
10	Tithe barn, built by Sir William Molyneux in 1523-4
11	Sites of mills recorded in the 16th and 17th centuries
12	Pool House, built in 1558 and used as a Poor House
13	Salt house, owned by the Moores and in existence by 1636
14	Townsend Bridge, stone bridge at the head of the Pool, first recorded in 1564
15	Pool Bridge, spanned the Pool south of Townsend Bridge by 1648
16	Site of the first sugar refinery (sugar house) in Liverpool, a five-storey building erected by
	Richard Cleveland and Daniel Danvers between 1670 and 1673
17	Lord Street Bridge, built by Lord Molyneux in 1671
18	Town Hall, replaced the old Town Hall in 1674, was itself replaced by the present building
	in 1754
19	Custom House, a two-storey structure on the shore, in use by c1680
20	Poole's almshouses, the first in Liverpool, built in 1684
70	Civil War defences

# 18th Century Sites (see Fig 4.2)

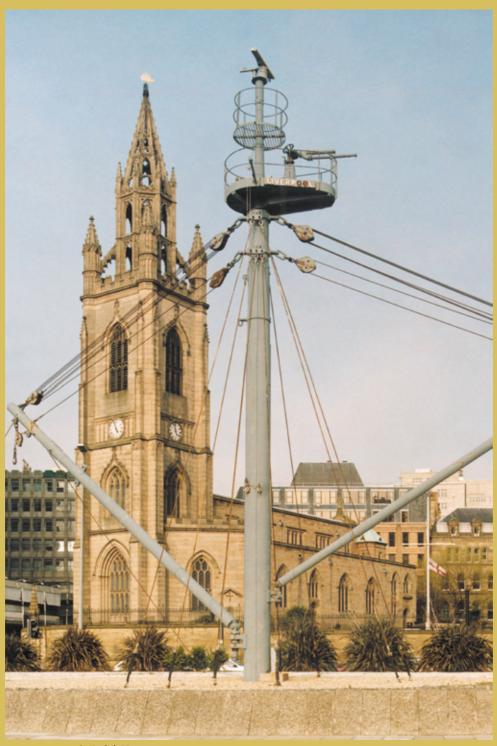
- 21 St George's Church, built on the site of the castle, c1726, demolished 1899-1900
- 22 St Peter's Church, consecrated in 1704, demolished in 1922
- 23 Key Street Presbyterian Chapel, built in 1707, demolished in 1848
- Friends' Meeting House, built in 1711, demolished in 1861
- 25 Baptist Chapel, built in 1722
- 26 Benn's Gardens Presbyterian Chapel, built in 1727
- 27 Site of a synagogue in the mid-18th century
- Warbrick's almshouses, built in 1706, demolished in 1787
- 29 Site of almshouses, built c1748
- 30 Sites of mills
- 31 Sites of sugar houses
- 32 Sites of salt works
- 33 Sites of brick works
- 34 Sites of lime kilns
- 35 Sites of potteries
- 36 Sites of roperies
- 37 Sites of glass works
- 38 Sites of dye works
- 39 Sites of tanneries
- 40 Site of copper works
- 41 Sites of iron foundries
- 42 Sites of breweries
- 43 Sites of boat yards
- Site of basin at the terminal end of the Leeds-Liverpool canal, enlarged in 1792, infilled in 1882

# 18th Century Docks (see Fig 4.2)

- Old Dock, the world's first commercial enclosed wet dock. Built by Thomas Steers in the mouth of the Poll between 1710 and 1715. The system also included a small entrance basin and a graving dock. Infilled in 1826 and now lies beneath Canning Place.
- Salthouse (South) Dock, opened in 1753 and almost doubled in size in the 1840s and 1850s. Survives largely intact.
- George's Dock, built between 1762 and 1771, increased in size in the 19th century, infilled in the early twentieth century and now lies beneath the Liver, Cunard and Port of Liverpool buildings on the Pier Head.
- Duke's Dock, built in 1773, extended in the 1790s and reconstructed in the 1840s. A small dock for the inland trade. Still survives largely intact.
- Manchester Dock, a small tidal basin opened in 1785 for barges using the inland waterways, converted to a half-tide dock in 1818, infilled between 1928 and 1936.
- Chester Basin, built in 1796 for the same purpose as Manchester Dock, and infilled at the same time.
- King's Dock, opened in 1788, extensively altered in the early 20th century and infilled in the early 1980s.
- Part of the same complex as King's Dock, opened in 1796, enlarged in 1810-16 and extensively altered in the 19th and early 20th centuries. Survives partly intact.

# 19th Century Docks in the Study Area (Fig 4.2)

- Princes Dock, commenced in 1810 and opened in 1821 for the North American trade. The Princes Dock (much altered) and Half-tide Dock survive today but are currently unused.
- Canning Dock, formed in 1829 by the conversion of the mid-18th century Dry Dock (itself converted from the Old Dock's tidal entrance basin). A half-tide entrance basin was constructed in 1845. Closed to commerce in 1972, the half tide dock and graving docks are today important elements of the Merseyside Maritime Museum.
- Clarence Dock, half-tide dock and graving dock basin were opened in 1830. The dock itself was infilled in 1929 and the half tide dock and graving basin were incorporated into the extensively re-modelled Trafalgar Dock.
- Brunswick Dock opened in 1832 specifically for the timber trade and a Branch Dock was built in 1878. The Dock was altered in 1905 and closed in 1975 but still survives today.
- Waterloo Dock, opened in 1834 and extensively altered in 1868 to create East and West Waterloo Docks. Closed in 1988 but survives largely intact, with adjacent warehouses converted into flats.
- Victoria Dock, opened in 1836 on the same day as Trafalgar Dock. Largely infilled in the early 1970s and closed completely in 1988, the remnant still survives today.
- Trafalgar Dock, opened in 1836 as a conventional rectangular basin but extensively altered in 1929. Still open today and occasionally used.
- Coburg Dock, established in 1840 by fitting the Brunswick tidal basin with gates and renaming it. Enlarged in 1858 and 1902, closed in 1972 but still in existence today.
- Albert Dock, opened in 1845 complete with extensive dockside warehousing. Closed in 1972, but recently redeveloped and now a major tourist attraction.
- Salisbury Dock, opened in 1848 as the half-tide entrance dock to the group of docks opened in 1848 (Collingwood, Stanley, Nelson and Bramley-Moore Docks).
- 63 Collingwood Dock, opened in 1848 for smaller vessels, and survives today largely unaltered.
- Stanley Dock, opened in 1848, and the only Liverpool dock on the landward side of the dock road. Direct access to the Leeds and Liverpool Canal was provided by a flight of locks. Closed in 1988 but survives largely intact, together with the adjacent 12-storey tobacco warehouse of c.1900.
- Nelson Dock, opened in 1848. Survives largely unaltered and is still in occasional use by coastal container vessels.
- Bramley-Moore Dock, opened in 1848. Used for much of its life for coal bunkering and export. Closed in 1988 but survives today.
- Wellington Dock, opened in 1850 and still sees some use today.
- Sandon Dock, opened in 1851 and extensively remodelled during the 20th century. Still survives as the Sandon Half Tide Dock.
- Huskisson Dock, opened in 1852 and extended and extensively modified on a number of occasions. Still in operation today for the handling of bulk oil and other bulk cargoes.



St. Nicholas' Church © English Heritage

## **Liverpool (United Kingdom)**

### No 1150

#### 1. BASIC DATA

State Party: United Kingdom

Name of property: Liverpool - Maritime Mercantile City

Location: Liverpool, England

Date received: 29 January 2003

Category of property:

In terms of the categories of cultural property set out in Article 1 of the 1972 World Heritage Convention, this is a group of buildings. In terms of Operational Guidelines for the Implementation of the World Heritage Convention (2002, 29, ii) this is a historic town that has evolved along characteristic lines and has preserved spatial arrangements and structures that are typical of the successive stages in their history.

## Brief description:

The Maritime Mercantile City of Liverpool became one of the centres of world trade in the 18<sup>th</sup> and 19<sup>th</sup> centuries. It had an important role in the growth of British Empire and it became the major port for the mass movement of people, e.g. slaves and emigrants. Liverpool pioneered in the development of modern dock technology, transport systems, and port management. The city has a series of significant commercial, civic and public buildings, including St. George's Plateau.

## 2. THE PROPERTY

#### Description

The city of Liverpool is situated in north-western England on the Irish Sea at the mouth of the Mersey River. It is an example of a commercial port that had its major development at the time of Britain's greatest global influence - from the 18<sup>th</sup> century through to World War I. Today, Liverpool is a dynamic city with a resident population of 463,700; over 1,400,000 live in the former Merseyside County.

The nominated area is articulated in six specific parts, indicated below, and surrounded by a fairly large buffer zone:

- Pier Head with the three main buildings: Royal Liver Dock, Cunard Building, and Dock Office, is the heart of the early 20<sup>th</sup> century Liverpool;
- 2. Albert Dock Conservation Area, to the south of the Pier Head, comprises a series of warehouses and other facilities related to harbour activities;
- Stanley Dock Conservation Area to the north of the Pier Head, comprises Dock Boundary Walls and several warehouses;

- 4. The historic centre around the Castle Street/Dale Street/Old Hall Street Commercial Area, extends to the east of the Pier Head. The area includes outstanding buildings from the 18<sup>th</sup> and early 19<sup>th</sup> centuries, in various architectural styles.
- William Brown Street Cultural Quarter, to the east of the previous, includes St. George's Plateau, St. John's Gardens, and other public buildings;
- Lower Duke Street, to the east of the Stanley Dock, comprises old warehouses and merchants' offices.

Docks: The development of enclosed commercial wet docks was pioneered at Liverpool in the 18th century. Little of the fabric of these early docks has survived, following the 19<sup>th</sup> century remodelling of the docks when they became Britain's Atlantic gateway and the emigration port for much of Western Europe. Recent (2001) archaeological excavations however have revealed that much of Old Dock's dock basin wall, dock edge coping, timbers and cobbled surfaces have survived below ground. One of the earliest existing structures, the 1821 brick section of the dock wall adjacent to Princes Dock is attributed to John Foster, Jesse Hartley, the Dock Engineer from 1824 to 1860, designed the great fireproof warehouses at Albert Dock, Stanley Dock and Wapping Docks, ornamental hydraulic towers and pump houses, and enclosed further parts of the dock system with granite boundary walls with turreted gate entrances. His work was continued by the Lysters, father and son, who were Dock Engineers until 1897 and 1913 respectively, building also eg Waterloo Warehouse and Stanley Tobacco Warehouse.

Warehouses and Commercial Centre: Before the docks were enclosed, most of the warehouses were privately owned and were located in the town close to the merchants' houses in the streets focussed on the Old Dock, some distance inland from the Mersey River. Some of these warehouses survive in the Duke Street area. Commercial offices, banks and exchanges in and around Castle Street and Dale Street had replaced most of the earlier properties by the end of the 19<sup>th</sup> century. These now comprise a fine commercial district with massive ornate office blocks such as Tower Buildings and innovative buildings such as Oriel Chambers. The expression of commercial activity culminated in the trio of buildings at the Pier Head - the former offices of the Mersey Docks and Harbour Board (1907), the Royal Liver Building (1911) and the Cunard Building (1916).

Cultural Quarter: The great prosperity of the city in the 19<sup>th</sup> century, which was generated by shipping and trade of goods for Britain's burgeoning industries, was matched by a desire and an ability to display civic pride by the construction of prestigious public buildings. The monumental classical buildings erected around William Brown Street create one of the finest cultural groupings in the country. The public buildings combine with the public spaces of St. George's Plateau and St. John's Gardens and other surrounding buildings to create a townscape of great distinction. The main buildings include the magnificent St. George's Hall, a concert hall and money exchange, designed by Harvey Lonsdale Elmes in Greek-Roman Revival style, opened in 1855. There is also the Lime

Street Station, for the Liverpool-Manchester railway, built in 1867-1879.

### History

Growth before 1715: The earliest evidence of human activity in the area of Liverpool is from the late Mesolithic period, some 6,000 years ago. There are traces of Roman, Anglo-Saxon, and Viking settlements, followed by the Norman conquest. Liverpool was first mentioned in a charter of Prince John ca 1192. King John established Liverpool with the grant of a Charter in 1207 to enable him to mount an expansion into Wales and Ireland. Liverpool became a port for Irish and Scottish trade. Around the middle of the 17th century Liverpool merchants began to develop trade with America. The Great Plague of London caused many merchants come to Liverpool, bringing their money and experience. There was also an increasing number of religious emigrants, eg Puritans, Protestants, and Ouakers, to the New World. From the end of the 17<sup>th</sup> to the early 18<sup>th</sup> centuries, the increasing wealth resulted in new urban developments, and the construction of docks and warehouses for the harbour. The so-called Old Dock was opened in 1715, becoming the prototype of commercial enclosed wet docks and the catalyst of Liverpool's subsequent rise to the status of a world port.

18th century: The principal early imported cargoes were tobacco, sugar and rum. After 1700, Liverpool joined Spain, Portugal, Bristol and London in the Triangular Trade, trading with cotton, manufactured goods, black slaves, and other goods between Africa, the West Indies, America and Europe. Liverpool became the most important centre in the world for the organisation of the slave trade. A Northern Triangular Run grew with the opening of Salthouse Dock in 1753, facilitating the export of salt, part of the system of exchange of various products between Newfoundland, and the West Indies, as well as Ireland and the Mediterranean countries. Businessmen and tradesmen came to Liverpool from all parts of Britain to take advantage of the opportunities, and by 1801 Liverpool had become the largest town in England.

With the increase of the capacity of the harbour, a reliable transport system was needed: first in improving the navigation of existing rivers, then by the construction of canals. The Mersey and Irwell Navigation opened in 1736. The Sankey Brook Canal from the St. Helens coalfield to the River Mersey (1757) is seen as the first industrial canal in the world. From 1770 to 1816, a canal was cut from Leeds to Liverpool, the longest and most successful in Britain. With the take-off of the Industrial Revolution in the late 18<sup>th</sup> century Liverpool's dock facilities became critical to this process, involving the cotton industry of the North West of England, as well as the iron and steel-making industries in the country.

19<sup>th</sup> century: When ships were dependent on wind-power, storage of goods was essential, and warehouses became a part of the Liverpool townscape, especially from the late 18<sup>th</sup> till mid 19<sup>th</sup> centuries, eg Goree Warehouses (1793), others at King's Dock (1795-1812), Albert Dock Warehouses (1847) for imports, and Waterloo Warehouse (1868) for grain. The importance of coal became marked with the widespread introduction of steam power for production machines and transportation. The first

**steamship** entered the Mersey in 1815, the first trans-Atlantic steamer from Liverpool was the *Royal William* in 1833, initiating a new era for shipping and leading to increases in tonnage going through Liverpool.

The idea of a railway between Liverpool and Manchester was promoted by a committee of Liverpool businessmen. The line was complete by June 1830; it was the first railway in the world to carry passengers to regular timetables as well as goods. The opening of the railway enabled goods from Liverpool Docks to be transported to other parts of Great Britain more efficiently than before and the port came to depend upon the railways for maintaining its global trading position. The Liverpool Overhead Railway was built 1889-1893, becoming the world's first elevated electric railway.

Until the beginning of the 19<sup>th</sup> century, Liverpool's traders mostly worked from home. As the scale of operations expanded, the scale and character of the centre area changed. Increasing profits from trade justified the construction of large, purely **commercial buildings**, three and four storeys high and subsequently more. At the same time, there were urban renewal programmes and new streets and areas were constructed in the town.

The prosperity of Liverpool and its role as a point of **emigration** to the New World attracted thousands upon thousands of people from across Europe. Many stayed and added to the unsanitary housing conditions in central Liverpool. In response to these problems, Liverpool introduced many advances in health care, becoming a forerunner in the country in mid 19<sup>th</sup> century. After the abolition of the transportation of slaves in 1807, ships continued to transport emigrants from Liverpool to America in vast numbers. Many European migrants came through Liverpool because it had the necessary shipping lines, choice of destinations and infrastructure, including special emigration trains.

20<sup>th</sup> century: At the beginning of the 20<sup>th</sup> century, Liverpool claimed to be 'The Second City of the Empire'. The First World War, however, slowed down the development, causing unemployment. Later, the economy recovered, and some fine buildings were constructed.

During the Second World War, Liverpool suffered from bombing more than any other provincial town in Britain due to its strategic importance. After the war, there has been much rebuilding. Some of the old docks have been modernised and the approach from the sea was improved. The economic drawback continued however, and the city has lost nearly half of its inhabitants (from 850,000 in 1930 to 450,000 today). Nevertheless, the last decade has seen a positive turn, and the city has made major efforts to regenerate its cultural and economic life.

## Management regime

Legal provision:

The properties in the nominated area are in a mixed ownership. Some of the main buildings are owned by the Liverpool Municipality, the National Museums and Galleries on Merseyside, British Waterways, Merseytravel, and English Parnerships. Several properties are owned by private companies.

The areas enclosed in the WH nomination are legally protected, and most of the buildings and structures are listed for protection either as Grade I or Grade II.

## Management structure:

The nominated site is within the boundary of Liverpool City Council, which includes the Local Planning Authority and the Local Highway Authority. There are several other organisations and agencies with management responsibility for the properties in the nominated area, including especially English Heritage, Liverpool Vision, Merseytravel, and others. Most of these public bodies are represented on the Liverpool World Heritage Site Bid Core Steering Group, created with the purpose to coordinate the management of the proposed World Heritage site.

The nominated area is subject a great of different plans and policies, including the Liverpool Unitary Development Plan and the Strategic Regeneration Framework (July 2000). There are several detailed master plans for specified areas, and conservation plans for the individual buildings. A full Management Plan is in preparation for the nominated site and is expected to be in place in late 2003 or early 2004.

#### Resources:

The conservation and development of the nominated area can benefit from a wide range of grants and financial resources both from public and private sources.

#### Justification by the State Party (summary)

The nomination document indicates that Liverpool has had an important role in: the development of world trade, the industrial revolution, the growth of British Empire, the mass movement of people, pioneering dock technology, port management, building construction methods, and transport systems. The urban landscape of Liverpool has a series of significant commercial, civic and public, and domestic buildings. Liverpool is also repository of significant historical and cultural collections.

Liverpool - Maritime Mercantile City is proposed for inscription as 'The supreme example of a commercial port at the time of Britain's greatest global influence'. The nominated site is a complete and integral urban landscape that provides coherent evidence of Liverpool's historic character and bears testament to its exceptional historic significance.

Criterion ii: Liverpool was an innovator and pioneer in many fields, especially dock technology, port management and transport systems. One of Liverpool's most significant achievements was the construction in 1715 of the Old Dock, the world's first commercial enclosed wet dock. This was the beginning of a movement to create artificial docks in tidal estuaries that spread throughout the British Empire and the world. Liverpool's technologically innovative dock complexes with their warehouses eventually set the standard for all other port developments.

*Criterion iii:* Liverpool was the leading international seaport of the British Empire and Europe's foremost transatlantic port from the 18<sup>th</sup> century to the early 20<sup>th</sup> century. Liverpool was a highly successful general-cargo port, for both import and export, and a major European port of trans-Atlantic emigration. ... The urban

landscape of the site, including its architecture, layout, dock complexes and transport systems, combined with the comprehensive cultural and historical records held on the site, form a unique testimony to the commercial acumen and mercantile strength of the British Empire in the period from the early 18<sup>th</sup> century to the early 20<sup>th</sup> century. No other port in Britain, the former British Empire or the world bears such testimony. ...

Criterion iv: The nominated site is a complete and integral urban landscape that includes an outstanding architectural and technological ensemble of buildings, structures and archaeological remains. The landscape of the site developed primarily during the 18th, 19th and early 20<sup>th</sup> centuries during the Industrial Revolution, the growth of the British Empire and general European expansion throughout the world. These processes are significant stages in human history that have shaped the current geopolitical, social and economic environment. ...

#### 3. ICOMOS EVALUATION

## Actions by ICOMOS

An ICOMOS expert mission visited the site in September 2003. ICOMOS has also consulted its International Scientific Committee on Historic Towns and Villages, CIVVIH.

#### Conservation

## Conservation history:

The development of Liverpool as an important maritime mercantile city started in the 18th century. Most of the harbour structures of this period were however renovated and replaced in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. In any case, the nominated historic area does preserve a representative selection of buildings dating from the 18<sup>th</sup> to the 20<sup>th</sup> centuries. The town suffered a setback after the First World War, though it recovered later, only to be subject to a massive bombing during the Second World War. After the war, the town has been largely rebuilt. The nominated historic area, however, luckily has preserved a substantial number of historic buildings. In the 1970s, Liverpool suffered in terms of economy, but in the recent decade the city has again emerged as a vital part of the British economic and cultural life. This has allowed the conservation and rehabilitation of many of the historic structures as well.

## State of conservation:

Area 1: The three Pier Head buildings are in good state. There is discussion re the construction of a fourth building in a parking area. The proposal is reported to be still at the design stage and no decisions have yet been taken.

Area 2: The Albert Dock area has a successful regeneration project of one of the largest docks and the warehouses around it with full respect for heritage buildings. The site includes remains of the early 18<sup>th</sup>-century dock, now in a parking area, which will be subject to a development programme – again with full respect for heritage aspects.

Area 3: The Stanley Dock, includes successful regeneration projects. It also includes large warehouses, for which there is no use at the moment, and abandoned dock areas in the buffer zone. The main challenge is a development project within the buffer zone. The City argues that having the area recognized will ensure its protection and that the new buildings will be sympathetic to the heritage status. There is no doubt that the City is committed to ensure that the new buildings are to be acceptable in such a heritage area [most of which is private property].

Area 4: The historic and commercial centre of the city, includes some outstanding buildings from the 18<sup>th</sup> and early 19<sup>th</sup> centuries, which are in good state of conservation. The area also includes some late twentieth century buildings. Except for one central building, the others are in the periphery of the nominated area and do not detract too much from the heritage zone.

Area 5: The William Brown Conservation area includes some of the most important public buildings of Liverpool including St Georges Hall, as well as a number of minor but important heritage buildings, memorials, and the old railway station. The area is well conserved and some major restoration projects are being done at the moment.

Area 6: The Duke Street includes a large number of original warehouses which are being successfully transformed for modern use as part of a major regeneration project. It is the most residential of the nominated sites and as such important to include. The main challenge is the building of infill structures, a remnant of the war destruction. Still, the new buildings are done in keeping with accepted principles.

#### Management:

The ICOMOS mission was generally satisfied with the planning and development control mechanism. There are strong legal and practical mechanisms to ensure the protection of the historic core areas and the individual buildings. The Buffer zone is considered well defined and large enough to protect the nominated area. The local City Government is determined to ensure that there will be sufficient protection in the Buffer Zone.

A new construction has been planned right in the centre of the port area, next to the existing historic buildings. It is obvious that in such sensitive areas, it is fundamental to have strict control of the design, materials, and volume, as well as of the general character and use of any new buildings.

It is understood that the local authorities are currently in the process of preparing a policy for tall buildings. While appreciating that due regard is given to the nominated historic areas and their visual context, ICOMOS nevertheless draws attention to the need to vigilantly monitor the development.

### Risk analysis:

The centre area of Liverpool is subject to development projects, including the construction of offices, and much of the nominated core zone and buffer zone are in private ownership, which may cause pressure for change. The city authorities are taking steps to monitor and control such changes, including a policy for tall buildings, as well as eventual environmental hazards, such as air pollution,

groundwater level, and flooding. Steps have been taken in view of risk preparedness programmes. The transportation system in the city centre is currently under study, and some important changes are being proposed to improve it and make more sympathetic to the environment.

#### Authenticity and integrity

The existing urban fabric of the nominated area dates from the 18<sup>th</sup> to the 20<sup>th</sup> centuries, with an emphasis on the 19<sup>th</sup> and early 20<sup>th</sup> centuries. The city has suffered from the Second World War destruction as well as from the long economic decline after the war.

The historic evolution of the Liverpool street pattern is still readable representing the different periods. There have been some alterations after the war destruction in 1941. In the nominated area, the main historic buildings have retained their authenticity to a high degree. There are some parts, especially in the buffer zone, where the damages from the war period still exist. There are also new constructions from the second half of the 20<sup>th</sup> century, of which not all are to high standard. The main docks survive as water-filled basins within the nominated site. They are not any more operational, though one dock area is operated by Merseyside Maritime Museum, and another is used for ship-repairs. The warehouses are being converted to new uses. Here attention is given to keep changes to the minimum.

Judging in the overall, though, the nominated area has well retained its historic authenticity and integrity. In fact, the ICOMOS expert mission was complimentary, emphasising that not only the buildings were in good state but every effort has been made to preserve the minor detailing of architecture such as the original pulleys of the docks and various other cast iron features.

## Comparative evaluation

The nomination document presents a good study comparing Liverpool as a significant port city within the British Empire. It is seen in relation to other British ports, such as London, Hull, Bristol and Glasgow, as well as various port cities in other countries, including Hamburg, Marseille, Barcelona, Baku, Bombay, New York, St. Petersburg and Shanghai. Note is also taken of ports already inscribed on the World Heritage List. The latest of these is Valparaíso, which was inscribed in 2003.

ICOMOS concurs with the conclusions of the study, which has shown that the qualities and values of Liverpool clearly distinguish its outstanding universal value in relation to the others, both in terms of its maritime mercantile function and its architectural and cultural significance.

#### Outstanding universal value

## General statement:

The proposed nomination of Liverpool consists of selected areas in the historic harbour and the centre of the city, defined as 'the supreme example of a commercial port at the time of Britain's greatest global influence'. Liverpool

grew into a major commercial port in the 18<sup>th</sup> century. when it was also crucial for the organisation of slave trade. In the 19<sup>th</sup> century, Liverpool became a world mercantile centre and had major significance on world trade being one of the principal ports of the British Commonwealth. Its innovative techniques and types of construction of harbour facilities became an important reference worldwide. Liverpool also became instrumental in the development of industrial water canals on the British Isles in the 18<sup>th</sup> century, as well as of railway transport in the 19<sup>th</sup> century. All through this period, and particularly in the 19th and early 20th centuries, Liverpool gave attention to the quality of its cultural activities and architecture. To this stand as testimony its outstanding public buildings, such as St. George's Hall and the many museums. Even in the 20th century, Liverpool has given a lasting contribution, which is remembered in the success of the Beatles, who originated from this city.

#### Evaluation of criteria:

Criterion ii: Liverpool was a centre for innovation in the 18<sup>th</sup> and 19<sup>th</sup> centuries, and it had great importance for the building up of the international mercantile systems throughout the British Commonwealth. This was mainly due to its importance as a seaport. The canal and dock system and the warehouses were outstanding when they were created. The fact that they have survived to this day gives them great importance as historic testimonies. In addition to the industrial heritage of the site, Liverpool architecture also reflects the importance and development of the city as a port, which had important influence in various countries.

*Criterion iii*: Liverpool is an exceptional testimony to the maritime mercantile culture as it developed in the 18<sup>th</sup> and 19<sup>th</sup> centuries, contributing to the construction of the British Empire. It bears testimony to the various aspects of this culture, including the slave trade, until its abolition in 1807, as well as to the immigration from northern European countries to America.

Criterion iv: The importance of the British Empire is well reflected in this criterion. On the one hand, the architecture of Liverpool reflects the grandeur of the Empire, on the other, the buildings, the architecture and the industrial heritage are an exceptionally well preserved technological ensemble illustrating a significant period of human history. Liverpool was the most important port of its period, through which the major commercial routes were fed but also through which millions of passengers, both slaves and paying emigrants, migrated.

#### 4. ICOMOS RECOMMENDATIONS

## Recommendation for the future

ICOMOS recommends particular attention to be given to monitoring the processes of change in the nominated historic areas and their surroundings. This concerns especially changes in use and new constructions.

It is understood that a new construction is planned in the central part of the nominated port area, i.e. the Pier Head, which has the potential to adversely impact its integrity. Considering the sensitivity of this area, ICOMOS recommends that the State Party inform the World Heritage Committee about the project and its impact on the

nominated property, prior to decision about its inscription on the World Heritage List.

## Recommendation with respect to inscription

That, subject to satisfying the above condition, the property be inscribed on the World Heritage List on the basis of *criteria ii, iii and iv*:

*Criterion ii:* Liverpool was a major centre generating innovative technologies and methods in dock construction and port management in the 18<sup>th</sup> and 19<sup>th</sup> centuries. It thus contributed to the building up of the international mercantile systems throughout the British Commonwealth.

*Criterion iii*: the city and the port of Liverpool are an exceptional testimony to the development of maritime mercantile culture in the 18<sup>th</sup> and 19<sup>th</sup> centuries, contributing to the building up of the British Empire. It was a centre for the slave trade, until its abolition in 1807, and to emigration from northern Europe to America

*Criterion iv*: Liverpool is an outstanding example of a world mercantile port city, which represents the early development of global trading and cultural connections throughout the British Empire.

ICOMOS, March 2004

## Liverpool (Royaume-Uni)

## No 1150

#### 1. IDENTIFICATION

État partie : Royaume-Uni

Bien proposé : Liverpool – Port marchand

Lieu: Liverpool, Angleterre

Date de réception : 29 janvier 2003

Catégorie de bien :

En termes de catégories de biens culturels, telles qu'elles sont définies à l'article premier de la Convention du patrimoine mondial de 1972, il s'agit d'un ensemble. Aux termes du paragraphe 29 ii des *Orientations devant guider la mise en oeuvre de la Convention sur le patrimoine mondial* de 2002, il s'agit également d'une *ville historique* à caractère évolutif exemplaire ayant conservé une organisation de l'espace et des structures caractéristiques des phases successives de leur histoire.

## Brève description:

Le port marchand de Liverpool devint l'un des centres du commerce mondial aux XVIIIe et XIXe siècles. La ville joua un rôle important dans l'essor de l'Empire britannique et devint le principal point de passage des mouvements migratoires, notamment des esclaves et des émigrants. Liverpool fut la pionnière du développement de la technologie portuaire moderne, des systèmes de transport et de la gestion portuaire. La ville possède une série de bâtiments commerciaux, civils et publics, notamment St. George's Plateau.

## 2. LE BIEN

## Description

Liverpool se dresse au nord-ouest de l'Angleterre sur la mer d'Irlande, à l'embouchure de la Mersey. C'est un exemple de port marchand ayant connu sa plus grande prospérité à l'époque où la Grande-Bretagne était à l'apogée de son influence mondiale, du XVIIIe siècle à la Première Guerre mondiale. Aujourd'hui, Liverpool est une ville dynamique où vivent 463 700 habitants; plus de 1 400 000 vivent dans l'ancien comté du Merseyside.

Le bien proposé pour inscription s'articule autour de six parties spécifiques, indiquées ci-dessous, au sein d'une zone tampon assez vaste :

 Pier Head et ses trois principaux bâtiments: Royal Liver Dock, Cunard Building et Dock Office; c'est le cœur du Liverpool du début du XXe siècle.

- 2. La zone protégée d'Albert Dock, au sud de Pier Head, se compose d'une série d'entrepôts et autres installations associées aux activités portuaires.
- La zone protégée de Stanley Dock, au nord de Pier Head, comprend les murs d'enceinte du port et plusieurs entrepôts.
- 4. Le centre historique autour du quartier commercial de Castle Street / Dale Street / Old Hall Street, s'étend jusqu'à l'est de Pier Head. La zone englobe des édifices exceptionnels du XVIIIe siècle et du début du XIXe siècle, dans divers styles architecturaux.
- Le quartier culturel de William Brown Street, à l'est des précédents, comprend St. George's Plateau, St. John's Gardens et d'autres édifices publics.
- Lower Duke Street, à l'est de Stanley Dock, comprend d'anciens entrepôts et bureaux marchands.

Docks: Les bassins à flot commerciaux fermés ont fait leur apparition à Liverpool au XVIIIe siècle. Peu de structures de ces premiers docks ont survécu, après leur remodelage au XIXe siècle, quand ils sont devenus la porte de la Grande-Bretagne sur l'Atlantique et le port d'émigration de la majeure partie de l'Europe occidentale. De récentes fouilles archéologiques (2001) ont cependant révélé qu'une grande partie des murs des anciens docks, des chaperons, des charpentes et des surfaces pavées subsistaient sous le sol. L'une des plus anciennes structures existantes, la section en briques de 1821 du mur de dock adjacent au Princes Dock, est attribuée à John Foster. Jesse Hartley, ingénieur des docks de 1824 à 1860, a conçu les grands entrepôts à l'épreuve du feu d'Albert Dock, Stanley Dock et Wapping Docks, des tours hydrauliques ornementales et des postes de pompage, et a fermé les autres sections des docks avec des murs de granit aux portes à tourelles. Les Lyster père et fils, ingénieurs des docks jusqu'en 1897 et 1913 respectivement, ont poursuivi son œuvre, construisant également Waterloo Warehouse et Stanley Tobacco Warehouse, par exemple.

Entrepôts et centre commercial: Avant la fermeture des docks, la plupart des entrepôts appartenaient à des propriétaires privés et étaient situés dans la ville à proximité des maisons des marchands, dans les rues axées sur Old Dock, à une certaine distance de la Mersey. Certains de ces entrepôts subsistent dans le quartier de Duke Street. Les bureaux commerciaux, les banques et les offices de change aux alentours de Castle Street et de Dale Street avaient remplacé la majorité des bâtiments antérieurs dès la fin du XIXe siècle. Ils composent aujourd'hui un beau quartier commercial, avec des immeubles de bureaux imposants et élaborés, tels que Tower Buildings, et des bâtiments novateurs comme Oriel Chambers. L'expression de l'activité commerciale culmine dans le trio d'édifices de Pier Head – les anciens bureaux

des docks de la Mersey et du comité portuaire (1907), le Royal Liver Building (1911) et Cunard Building (1916).

Quartier culturel: La grande prospérité de la ville au XIXe siècle, générée par le trafic maritime et le commerce pour les industries naissantes de la Grande-Bretagne, s'accompagnait du désir de manifester son orgueil citoyen par la construction de bâtiments publics prestigieux. Les bâtiments classiques monumentaux érigés autour de William Brown Street créent l'un des plus beaux ensembles culturels du pays. Les édifices publics se marient aux espaces publics de St. George's Plateau, de St. John's Gardens et des autres bâtiments avoisinants pour créer un paysage urbain d'une grande distinction. Parmi les principaux édifices, le magnifique St. George's Hall, une salle de concert et une Bourse, dessinée par Harvey Lonsdale Elmes dans un style gréco-romain et ouvert en 1855, ainsi que la gare de Lime Street, destinée à la ligne Liverpool-Manchester, construite entre 1867 et 1879.

#### Histoire

Essor avant 1715 : Les premières traces d'activité humaine dans la région de Liverpool remontent à la fin du mésolithique, il v a environ 6 000 ans. On v trouve des traces de peuplements romains, anglo-saxons et vikings, qui furent suivis par la conquête normande. Liverpool fut mentionnée pour la première fois dans une charte du prince Jean vers 1192. Le roi Jean établit Liverpool par charte, en 1207, pour permettre l'expansion vers le pays de Galles et l'Irlande. Liverpool devint un port accueillant le commerce irlandais et écossais. Vers le milieu du XVIIe siècle, les marchands de Liverpool commencèrent à se lancer dans le commerce avec l'Amérique. La grande peste de Londres incita bon nombre de marchands à venir s'installer à Liverpool, qui apportèrent avec eux leur argent et leur expérience. Il y avait également de plus en plus d'émigrants partant pour des raisons religieuses vers le Nouveau Monde: puritains, protestants, quakers... De la fin du XVIIe siècle au début du XVIIIe siècle, la richesse croissante de la ville entraîna de nouveaux développements urbains, et la construction de docks et d'entrepôts pour le port. La partie dite « Old Dock » fut ouverte en 1715, et devint le prototype des bassins à flot fermés commerciaux et le catalyseur de l'accession de Liverpool au statut de port mondial.

XVIIIe siècle: Les principales cargaisons importées dans les premiers temps étaient le tabac, le sucre et le rhum. Après 1700, Liverpool rejoignit l'Espagne, le Portugal, Bristol et Londres dans le commerce triangulaire, échangeant du coton, des biens manufacturés, des esclaves et autres « marchandises » entre l'Afrique, les Antilles, l'Amérique et l'Europe. Liverpool devint le premier pôle mondial du commerce des esclaves. Un commerce triangulaire entre pays du Nord se développa avec l'ouverture de Salthouse Dock en 1753, facilitant l'exportation de sel et s'intégrant dans un système d'échange de divers produits entre Terre-Neuve et les Antilles, ainsi qu'entre l'Irlande et les pays méditerranéens. Hommes d'affaires et commerçants venaient de tout le pays à Liverpool pour saisir les opportunités qui s'y présentaient et, en 1801, Liverpool était devenue la plus grande ville d'Angleterre.

Avec l'accroissement de la capacité du port, un système de transport fiable s'imposait : tout d'abord en améliorant la navigation sur les cours d'eau existants, puis en construisant des **canaux**. La navigation sur la Mersey et l'Irwell débuta en 1736. Le canal de Sankey Brook, entre les mines de charbon de St. Helens et la Mersey (1757), est considéré comme le premier canal industriel au monde. De 1770 à 1816, un canal fut creusé entre Leeds et Liverpool, le plus long et le plus emprunté de Grande-Bretagne. Les docks de Liverpool devinrent essentiels à l'essor de la **révolution industrielle** à la fin du XVIIIe siècle, impliquant l'industrie cotonnière du nord-ouest de l'Angleterre ainsi que les industries sidérurgiques du pays.

XIXe siècle: Alors que les navires dépendaient de l'énergie éolienne, l'entreposage des marchandises était essentiel, et les entrepôts devinrent une composante à part entière du paysage de Liverpool, particulièrement de la fin du XVIIIe siècle au milieu du XIXe siècle, avec par exemple Goree Warehouses (1793), d'autres à King's Dock (1795-1812), les entrepôts d'Albert Dock (1847) pour les importations, et Waterloo Warehouse (1868) pour le grain. Le charbon gagna en importance avec le lancement généralisé de l'utilisation de la vapeur pour les machines de production et les transports. Le premier bateau à vapeur fut lancé sur la Mersey en 1815, et le premier bateau à vapeur transatlantique au départ de Liverpool fut le Royal William en 1833, amorçant une nouvelle ère de transport et entraînant des augmentations des tonnages qui transitaient par Liverpool.

Un comité d'hommes d'affaires de Liverpool encouragea l'idée d'un **chemin de fer** entre Liverpool et Manchester. La ligne fut achevée en juin 1830; ce fut le premier chemin de fer au monde à transporter régulièrement des passagers aussi bien que des marchandises. L'ouverture du chemin de fer permit de transporter les marchandises des docks de Liverpool vers d'autres régions de Grande-Bretagne plus efficacement que par le passé, le statut mondial du port commençant à dépendre du chemin de fer. Le **métro aérien** de Liverpool, le premier chemin de fer électrique aérien du monde, fut construit entre 1889 et 1893.

Jusqu'au début du XIXe siècle, les marchands de Liverpool travaillaient essentiellement depuis leur domicile. Au fur et à mesure que les opérations gagnèrent en envergure, l'échelle et le caractère du centre changèrent. L'accroissement des bénéfices du commerce justifia la construction de grands édifices commerciaux, exclusivement réservés à cet usage, de trois ou quatre étages tout d'abord et plus hauts ensuite. Parallèlement, des programmes de rénovation urbaine étaient mis en œuvre, de nouvelles rues et de nouveaux quartiers construits dans la ville.

La prospérité de Liverpool et son rôle en tant que pointe de l'émigration vers le Nouveau Monde attiraient des milliers de personnes, venues des quatre coins de l'Europe. Beaucoup restaient, ajoutant au délabrement des conditions de vie dans le centre de Liverpool. En réaction à ces problèmes, Liverpool introduisit de nombreuses avancées en matière d'hygiène, devenant une ville pionnière en la matière au milieu du XIXe siècle. Après l'abolition de l'esclavage et donc du transport d'esclaves en 1807, les bateaux continuèrent à transporter en grand nombre des

émigrants de Liverpool en Amérique. Beaucoup d'émigrants européens passaient par Liverpool car la ville disposait des liaisons maritimes nécessaires, d'un grand choix de destinations et d'infrastructures, dont des trains réservés aux émigrants.

XXe siècle: Au début du XXe siècle, Liverpool se proclamait « deuxième ville de l'Empire ». La Première Guerre mondiale, cependant, ralentit le développement et généra du chômage. Plus tard, la ville connut une reprise économique, et certains beaux édifices furent construits.

Pendant la Seconde Guerre mondiale, Liverpool subit plus de bombardements que n'importe quelle autre ville de province britannique, du fait de son importance stratégique. Après la guerre, elle connut beaucoup de reconstructions. Certains des anciens docks furent modernisés, et l'approche depuis la mer améliorée. La récession économique se poursuivit cependant, et la ville a aujourd'hui perdu presque la moitié de ses habitants (de 850 000 en 1930 à 450 000 aujourd'hui). Néanmoins, la dernière décennie a été le témoin d'un tournant positif, et la ville a fait de grands efforts pour régénérer sa vie culturelle et économique.

#### Politique de gestion

#### Dispositions légales :

Les biens figurant dans la zone proposée pour inscription sont en propriété mixte. Certains des bâtiments principaux appartiennent à la municipalité de Liverpool, aux musées nationaux et aux galeries du Merseyside, à *British Waterways*, à *Merseytravel* et à des partenariats britanniques. Plusieurs biens appartiennent à des sociétés privées.

Les zones qui font partie de la proposition d'inscription sur la Liste du patrimoine mondial sont protégées juridiquement, et la plupart des bâtiments et des structures sont classés comme bâtiments protégés de niveau I ou II.

## Structure de la gestion :

Le bien proposé pour inscription est du ressort du conseil municipal de Liverpool, qui inclut les autorités locales d'urbanisme et les autorités locales des routes. Il existe plusieurs autres organisations et agences dotées de la responsabilité de gestion des biens de la zone proposée pour inscription, particulièrement *English Heritage*, *Liverpool Vision*, *Merseytravel* et d'autres. La plupart de ces organismes publics sont représentés au comité de direction de la proposition d'inscription sur la Liste du patrimoine mondial, créé en vue de coordonner la gestion du site proposé pour inscription.

La zone proposée pour inscription est soumise à quantité de plans et de politiques différentes, dont le plan de développement unitaire de Liverpool et le plan structurel de rénovation stratégique (juillet 2000). Il existe plusieurs plans directeurs détaillés pour des zones spécifiques, et des plans de conservation pour les bâtiments individuels. Un plan de gestion complet est en cours de préparation pour le site proposé pour inscription ; il devrait être mis en place fin 2003 ou début 2004.

#### Ressources:

La conservation et le développement du bien proposé pour inscription peuvent bénéficier de diverses subventions et ressources financières apportées par des sources publiques et privées.

## Justification émanant de l'État partie (résumé)

Le dossier de proposition d'inscription indique que Liverpool a joué un rôle important dans : le développement du commerce mondial, la révolution industrielle, l'expansion de l'Empire britannique, les mouvements migratoires, la technologie des docks, la gestion portuaire, les méthodes de construction et les systèmes de transport. Le paysage urbain de Liverpool possède divers bâtiments commerciaux, civils, publics et domestiques. Liverpool est également dépositaire de collections historiques et culturelles significatives. ...

Liverpool – port marchand est proposé pour inscription comme « illustration suprême d'un port commercial à l'époque où la Grande-Bretagne était à l'apogée de son influence mondiale ». Le site proposé pour inscription est un paysage complet et intégral fournissant une preuve cohérente du caractère historique de Liverpool et témoignant de son importance historique exceptionnelle. ...

Critère ii: Liverpool fut une ville novatrice et pionnière dans de nombreux domaines, tout particulièrement la technologie des docks, la gestion portuaire et les systèmes de transport. L'une des réussites les plus significatives de Liverpool fut la construction en 1715 de la partie dite Old Dock, les premiers bassins à flot commerciaux fermés au monde. Ce fut le début d'un mouvement de création de docks artificiels dans les estuaires à marées qui se répandit dans tout l'Empire britannique et dans le monde entier. Les docks technologiquement novateurs de Liverpool avec leurs entrepôts finirent par représenter le modèle à suivre pour tous les autres développements portuaires. ...

Critère iii: Liverpool fut le premier port maritime international de l'Empire britannique et le port transatlantique européen le plus en vue du XVIIIe siècle au début du XXe siècle. Liverpool fut un port de marchandises qui connut un grand succès, tant pour les importations que pour les exportations, et un port européen majeur pour l'émigration transatlantique. Le paysage urbain du site, notamment son architecture, sa disposition, ses docks et ses systèmes de transport, combinés aux archives culturelles et historiques exhaustives conservées sur le site, forme un témoignage unique de la puissance commerciale et marchande de l'Empire britannique entre le début du XVIIIe siècle et le début du XXe siècle. Aucun autre port de Grande-Bretagne, de l'ancien Empire britannique ou du monde ne représente un tel témoignage....

Critère iv: Le site proposé pour inscription est un paysage urbain intégral constituant un ensemble architectural et technologique exceptionnel de bâtiments, de structures et de vestiges archéologiques. Le paysage du site s'est essentiellement développé au XVIIIe, au XIXe et au début de XXe siècle pendant la révolution industrielle,

l'expansion de l'Empire britannique et, plus généralement, l'expansion de l'Europe vers le reste du monde. Ces processus marquent des étapes significatives de l'histoire de l'homme, qui ont façonné l'environnement géopolitique, social et économique actuel. ...

## 3. ÉVALUATION DE L'ICOMOS

#### Actions de l'ICOMOS

Une mission d'expertise de l'ICOMOS s'est rendue sur le site en septembre 2003.

L'ICOMOS a également consulté son Comité scientifique international sur les villes et villages historiques, le CIVVIH.

#### Conservation

### Historique de la conservation :

Le développement de Liverpool en tant que port maritime de première importance a commencé au XVIIIe siècle. La plupart des structures portuaires de cette période ont cependant été rénovées et remplacées au XIXe siècle et au début du XXe siècle. Quoi qu'il en soit, la zone historique proposée pour inscription conserve une sélection représentative d'édifices du XVIIIe au XXe siècle. La ville a connu un recul après la Première Guerre mondiale ; elle s'est remise par la suite mais pour tomber sous le coup de bombardements massifs pendant la Seconde Guerre mondiale. Après la guerre, la ville fut largement reconstruite. La zone historique proposée pour inscription a heureusement préservé un nombre substantiel de bâtiments historiques. Dans les années 1970, Liverpool a souffert sur le plan économique mais, ces dix dernières années, la ville est redevenue une composante essentielle de la vie économique et culturelle britannique, ce qui a permis la conservation et la réhabilitation de bon nombre de structures historiques.

## État de conservation:

Zone 1: Les trois bâtiments de Pier Head sont en bon état. Des discussions sont en cours quant à la construction d'un quatrième bâtiment dans une aire de parking. La proposition en est apparemment toujours au stade initial de la conception et aucune décision n'a encore été prise.

Zone 2: Le quartier d'Albert Dock fait l'objet d'un projet de rénovation pour un des plus grands docks et pour les entrepôts qui l'entourent, dans le plus grand respect des bâtiments patrimoniaux. Le site comporte des vestiges des docks du début du XVIIIe siècle, aujourd'hui dans une aire de parking, qui feront l'objet d'un programme de développement – toujours dans le plus grand respect du point de vue du patrimoine.

Zone 3: Le dock Stanley inclut des projets de rénovation réussis. Il comprend aussi de grands entrepôts inutilisés pour l'instant, et des docks abandonnés dans la zone tampon. Le principal défi est un projet de développement dans la zone tampon. La ville déclare que reconnaître la valeur de la zone assurera sa protection et que les

nouveaux bâtiments respecteront le statut de site du patrimoine. Il ne fait aucun doute que la ville a à cœur de veiller à ce que les nouveaux bâtiments, dans une zone du patrimoine [essentiellement sous propriété privée], soient acceptables.

Zone 4: Le centre historique et commercial de la ville comprend quelques bâtiments exceptionnels du XVIIIe et du début du XIXe siècle, qui sont dans un bon état de conservation. Elle inclut également quelques édifices de la fin du XXe siècle. Exception faite d'un bâtiment central, les autres sont à la périphérie de la zone proposée pour inscription et ne déparent pas excessivement par rapport à la zone du Patrimoine.

Zone 5 : La zone protégée William Brown inclut quelquesuns des plus importants bâtiments publics de Liverpool, notamment St. Georges Hall, ainsi que plusieurs édifices patrimoniaux mineurs mais importants, des monuments commémoratifs et l'ancienne gare de chemin de fer. La zone est bien conservée, et certains projets de restauration sont en cours.

Zone 6: Duke Street comprend plusieurs entrepôts transformés avec succès pour un usage moderne dans le cadre d'un projet de régénération majeur. C'est le plus résidentiel des sites proposés pour inscription et, à ce titre, il est important de l'inclure. Le principal défi reste la construction de structures sur des terrains intercalaires, un vestige des destructions de la guerre. Cependant, les nouveaux bâtiments restent conformes aux principes acceptés.

## Gestion:

La mission de l'ICOMOS a été dans l'ensemble satisfaite des mécanismes de planification et de contrôle du développement. Des mécanismes juridiques et pratiques forts sont en place pour assurer la protection du cœur historique et des bâtiments individuels. La zone tampon est considérée comme bien définie et suffisamment vaste pour protéger la zone proposée pour inscription. Le gouvernement municipal local est déterminé à assurer une protection suffisante dans la zone tampon.

La construction d'un nouvel immeuble a été planifiée en plein centre de la zone portuaire, à côté des bâtiments historiques. Il est évident que dans des zones aussi sensibles, il est essentiel d'exercer un contrôle strict sur la conception, les matériaux et le volume, ainsi que sur le caractère général et l'utilisation de tout nouvel édifice.

Il est entendu que les autorités locales sont en train de préparer une politique concernant les bâtiments élevés. L'ICOMOS, tout en étant conscient du fait que les zones historiques proposées pour inscription et leur contexte visuel reçoivent la considération qu'ils méritent, attire néanmoins l'attention sur la nécessité d'un suivi vigilant du développement.

## Analyse des risques :

Le centre-ville de Liverpool fait l'objet de projets de développement, notamment de construction de bureaux, et une grande partie de la zone proposée pour inscription et de la zone tampon sont sous propriété privée, ce qui peut causer des pressions de changement. Les autorités municipales prennent des mesures pour surveiller et contrôler ces changements, dont une politique concernant les bâtiments élevés, ainsi que d'éventuels risques environnementaux, par exemple la pollution de l'air, le niveau des nappes phréatiques et les inondations. Des mesures ont été prises en vue de programmes de préparation aux risques. Le système de transport dans le centre-ville est actuellement à l'étude, et certains changements importants sont proposés pour l'améliorer et le rendre plus respectueux de l'environnement.

### Authenticité et intégrité

Le tissu urbain de la zone proposée pour inscription date du XVIIIe au XXe siècle, et plus particulièrement du XIXe et du début du XXe siècle. La ville a pâti des destructions de la Seconde Guerre mondiale ainsi que du long déclin économique après la guerre.

L'évolution historique du tracé des rues de Liverpool au travers des différentes périodes est toujours lisible. Il y a eu quelques altérations après les destructions de la guerre en 1941. Dans la zone proposée pour inscription, les principaux bâtiments historiques ont conservé un degré élevé d'authenticité. Cependant, les dégâts de la guerre subsistent dans certaines parties, notamment dans la zone tampon. Il y a également de nouvelles constructions de la seconde moitié du XXe siècle qui ne sont pas toutes de bonne qualité. Les principaux docks subsistent en tant que bassins remplis d'eau dans le site proposé pour inscription. Ils ne sont plus opérationnels, quoiqu'une partie des docks soit utilisée par le musée maritime du Merseyside et qu'une autre le soit pour les réparations de bateaux. Les entrepôts sont convertis à de nouveaux usages. Dans ce cas, une attention particulière s'attache à limiter au maximum les changements.

Globalement, la zone proposée pour inscription a bien conservé son authenticité historique et son intégrité. En fait, la mission d'expertise de l'ICOMOS a été très élogieuse, soulignant que non seulement les bâtiments étaient en bon état, mais aussi que tous les efforts avaient été faits pour préserver les détails architecturaux mineurs, comme les poulies d'origine des docks et diverses autres structures de fonte.

## Évaluation comparative

Le dossier de proposition d'inscription présente une bonne étude comparative de Liverpool en tant que ville portuaire d'importance dans l'Empire britannique. Elle est comparée à d'autres ports britanniques comme Londres, Hull, Bristol et Glasgow, ainsi qu'à diverses villes portuaires d'autres pays, dont Hambourg, Marseille, Barcelone, Bakou, Bombay, New York, Saint-Pétersbourg et Shanghai. Il est également fait mention des ports déjà inscrits sur la Liste du Patrimoine mondial. Le dernier de ceux-ci est Valparaíso, inscrit en 2003.

L'ICOMOS est d'accord avec les conclusions de l'étude, qui démontre que les qualités et valeurs de Liverpool distinguent clairement sa valeur universelle exceptionnelle des autres, tant du point de vue de sa fonction de port marchand que de son importance architecturale et culturelle.

### Valeur universelle exceptionnelle

Déclaration générale :

La proposition d'inscription de Liverpool consiste en zones choisies dans le port historique et dans le centre de la ville, définie comme « l'illustration suprême d'un port commercial à l'époque où la Grande-Bretagne était à l'apogée de son influence mondiale ». Liverpool est devenu un port commercial majeur au XVIIIe siècle, crucial également à l'époque pour l'organisation du commerce des esclaves. Au XIXe siècle, Liverpool devint un pôle marchand d'envergure mondiale, avec une influence essentielle sur le commerce mondial, étant l'un des principaux ports du Commonwealth britannique. Ses techniques et constructions novatrices d'installations portuaires devinrent des références dans le monde entier. Liverpool joua également un rôle dans le développement de canaux industriels dans les îles Britanniques au XVIIIe siècle, ainsi que dans celui des transports ferroviaires au XIXe siècle. Tout au long de cette période, et particulièrement au XIXe siècle et au début du XXe siècle, Liverpool prêta une grande attention à la qualité de ses activités culturelles et de son architecture, comme en témoignent ses édifices publics exceptionnels, tels St. George's Hall et les nombreux musées. Même au XXe siècle, Liverpool a continué d'apporter une contribution durable, dont témoigne le succès des Beatles, qui en sont originaires.

#### Évaluation des critères :

Critère ii: Liverpool était un pôle d'innovation au XVIIIe et au XIXe siècle, et a eu une grande importance pour la construction des systèmes marchands internationaux dans tout le Commonwealth britannique, essentiellement à cause de son importance en tant que port maritime. Le système des canaux et des docks et les entrepôts étaient, à l'époque de leur création, exceptionnels. Le fait qu'ils aient survécu jusqu'à ce jour leur confère une grande importance en tant que témoignages historiques. Outre le patrimoine industriel du site, l'architecture de Liverpool reflète également l'importance et le développement de la ville en tant que port, qui a eu une influence importante dans plusieurs pays.

Critère iii: Liverpool est un témoignage exceptionnel de la culture marchande maritime qui s'est développée aux XVIIIe et XIXe siècles, contribuant à la construction de l'Empire britannique. Elle témoigne des divers aspects de cette culture, notamment le commerce des esclaves jusqu'à l'abolition de l'esclavage en 1807, ainsi que de l'immigration des pays d'Europe du Nord vers l'Amérique.

Critère iv: L'importance de l'Empire britannique est parfaitement illustrée par ce critère. D'une part, l'architecture de Liverpool reflète la grandeur de l'Empire, de l'autre, l'architecture et le patrimoine industriel constituent un ensemble technologique exceptionnellement bien préservé, illustrant une période importante dans l'histoire de l'humanité. Liverpool était le plus important port de son époque, un port qui alimentait les principales

routes marchandes mais par lequel transitaient aussi des millions de passagers, esclaves et émigrants.

#### 4. RECOMMANDATIONS DE L'ICOMOS :

## Recommandations pour le futur

L'ICOMOS recommande qu'une attention particulière soit accordée aux processus de changement dans les zones historiques proposées pour inscription et dans leurs abords. Cela concerne particulièrement les changements d'usage et les nouvelles constructions.

Une nouvelle construction est prévue dans la partie centrale de la zone du port proposée pour inscription, à Pier Head précisément, qui pourrait avoir un impact négatif sur l'intégrité de celle-ci. Compte-tenu de la sensibilité de la zone, l'ICOMOS recommande que l'État partie fournisse des informations au Comité du patrimoine mondial sur le projet et son impact sur le bien proposé pour inscription, avant toute décision quant à son inscription sur la Liste du patrimoine mondial.

## Recommandation concernant l'inscription

Que, sous réserve de remplir de façon satisfaisante la condition mentionnée ci-dessus, le bien soit inscrit sur la Liste du patrimoine mondial sur la base des *critères ii, iii et iv*:

Critère ii : Liverpool a été un pôle majeur, générant des technologies et des méthodes novatrices dans la construction des docks et la gestion portuaire aux XVIIIe et XIXe siècles, et a ainsi contribué à la mise en place des systèmes marchands internationaux dans tout le Commonwealth britannique.

Critère iii: La ville et le port de Liverpool constituent un témoignage exceptionnel du développement d'une culture marchande maritime aux XVIIIe et XIXe siècles, qui a contribué à l'essor de l'Empire britannique. C'était un centre du commerce d'esclaves, jusqu'à son abolition en 1807, et de l'émigration de l'Europe du Nord vers l'Amérique.

*Critère iv*: Liverpool est un exemple exceptionnel de ville portuaire marchande d'envergure mondiale, représentant les premiers développements des liaisons marchandes et culturelles dans tout l'Empire britannique.

ICOMOS, mars 2004