



Liverpool Cruise Terminal

ICOMOS Statement

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Liverpool Cruise Terminal

ICOMOS Statement

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Comments

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- C. Legislation and Planning Policy
- D. Glossary (National Planning Policy Framework)

1. Introduction

- 1.1. This ICOMOS (International Council on Monuments and Sites) Statement has been prepared by Waterman Infrastructure & Environment Ltd on behalf of City of Liverpool to accompany the submission of an outline planning application for Development of the Site to provide a new cruise terminal. The location and extent of the Site is shown in **Figure 1**.
- 1.2. A small section of the Site, incorporating St Nicholas' Place and part of the Liverpool Landing Stage, is located within the Liverpool Maritime Mercantile World Heritage Site (WHS), which was inscribed by UNESCO in July 2004. The majority of the Site is not within the World Heritage Site, but is located adjacent to its boundary and within the Buffer Zone.
- 1.3. This ICOMOS Statement provides a baseline analysis of the Site and its historical development, and an assessment of the identified designated and non-designated heritage assets within the Site and its environs. The assessment is based on information derived from documentary research and an analysis of the Site and its surroundings.
- 1.4. This document also sets out an assessment of the potential impact of the Development on the Outstanding Universal Value (OUV) of the WHS, which is evaluated through consideration of the impact on the attributes which convey the OUV of the WHS.
- 1.5. This assessment adheres to the methodology detailed in Appendix 4 of the ICOMOS guidance document *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*¹. It also follows best practice procedures produced by Historic England^{2,3}, the Chartered Institute for Archaeologists⁴ and is intended to meet the information requirements of national heritage planning policy contained in Paragraph 128 of the National Planning Policy Framework (NPPF), *Conserving and Enhancing the Historic Environment*⁵.
- 1.6. This report should be read in conjunction with **Chapter 10: Built Heritage** of the Environmental Statement submitted separately in support of the planning application for the proposed Development. This sets out the likely significant impacts of the Development on the heritage significance of identified heritage assets, and provides recommendations on any necessary mitigation of those impacts.

The Site

- 1.7. The Site is approximately 5.77 hectares (ha) in area, centred on Ordnance Survey Grid Reference 333670, 390670. The location and extent of the Site is illustrated in **Figure 1**.
- 1.8. The existing Site comprises an area of land and water located to the west of Princes Dock, incorporating Princes Parade highway and the floating Liverpool Landing Stage. The north west of the Site is formed of a hard standing surface carpark. A disused jetty, known as the Princes Jetty, and the open waters of the Mersey Estuary occupy the north-west corner of the Site. The jetty is currently dilapidated, not publicly accessible and surrounded by security fencing. Within the open waters of the Mersey Estuary two isolated concrete anchoring points were observed that were likely to have been used with a historical floating landing stage.

¹ ICOMOS, January 2011. *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*

² Historic England, 2015. *Historic Environment Good Practice Advice in Planning: 3 The Setting of Heritage Assets*

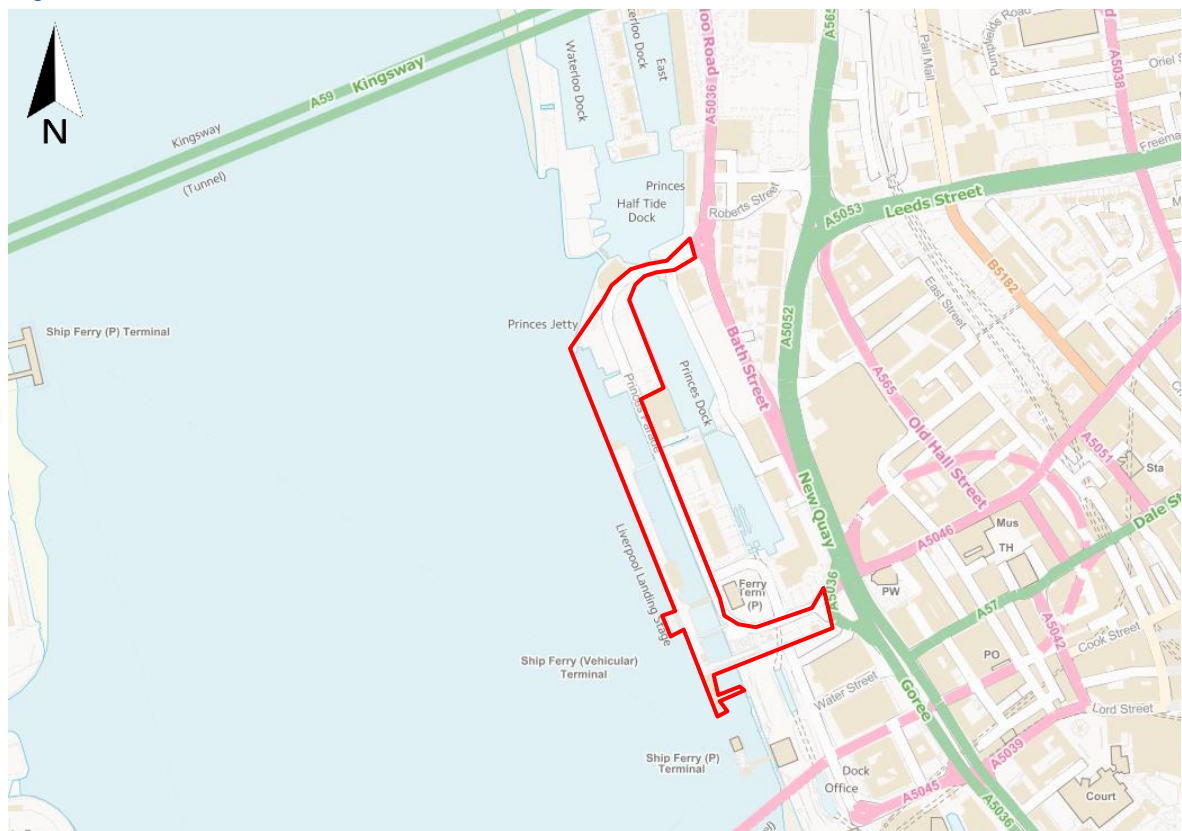
³ Historic England, April 2008. *Conservation Principles, Policies and Guidance for the sustainable management of the historic environment*

⁴ Chartered Institute for Archaeologists, November 2012. *Standard and Guidance: Desk Based Assessments*

⁵ Department for Communities and Local Government, March 2012. *National Planning Policy Framework*

- 1.9. A surface carpark and kiosk for the existing terminal is located in the south east of the Site. The listed Memorial to Heroes of the Marine Engine Room and its surrounding area of soft landscaping, located to the west of this carpark, is excluded from the Site boundary. A subterranean section of the Liverpool Canal Link also runs under the southern carpark. The northern and southern carparks within the Site are linked by the Princes Parade road that runs north south and connects to St Nicholas Place in the southern part of the Site. Access ramps to the existing floating landing stage connect to Princes Parade.
- 1.10. The Site is surrounded by the Mersey Estuary to the west, the residential apartment block of Alexandra Tower, Princes Half Tide Dock and Waterloo Dock to the north, offices and Princes Dock to the east and the Liver Building to the south.

Figure 1: Site Location Plan



2. Methodology

- 2.1. To prepare this assessment, the following activities have been undertaken:
- Identification of any designated or non-designated built heritage assets potentially affected by the Development;
 - Desk-top research using online resources and research in relevant archives was undertaken. For this assessment, the Liverpool City Archives were visited to obtain information from historic maps, documents and secondary sources. Historic maps and images are reproduced where appropriate in this report. Where maps and images have been reproduced from material held in Liverpool City Library, Waterman were advised that these were in the public domain and reproducible with reference to the library.
 - A walk-over survey of Site and immediate surrounding area;
 - Assessment of the heritage significance of the Site and the identified heritage assets potentially affected by the Development;
 - Assessment of the contribution that the Site makes to the heritage assets assessed;
 - Identification of the attributes that reflect the OUV of the WHS and the links between them;
 - Assessment of the impact of the Development on the attributes that convey OUV;
 - An evaluation of the overall significance of effect of the Development on individual attributes and the WHS as a whole, including its integrity and authenticity; and
 - Consultation of local and national planning policy and guidance pertaining to heritage.
- 2.2. The Site was visited on 11th September 2017. The aim of the visit was to identify and gain an understanding of any heritage assets within the Site, or its surroundings, that may be affected by the proposals. Some of the resultant images from this inspection are reproduced in this report.

Impact Assessment Methodology

- 2.3. The methodology adopted for this assessment is the ICOMOS *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*. This guidance sets out that a Heritage Impact Assessment (HIA) should present the evidence on which decisions can be made in a clear, transparent and practicable way. It outlines that an HIA needs to evaluate the impact of development on the attributes of OUV of a WHS and provides a methodology for this process.
- 2.4. The HIA approach differs from a typical EIA approach, which normally assesses the impact on individual heritage assets. The ICOMOS guidance identifies that the HIA should form part of the EIA. It is not additional to normal EIA requirements however, but uses different methodology which clearly focuses on OUV and attributes that convey that OUV.
- 2.5. The ICOMOS guidance states that:
- ‘The assessment process is in essence very simple:*
- *What is the heritage at risk and why is it important – how does it contribute to OUV?*
 - *How will change or a development proposal impact on OUV?*
 - *How can these effects be avoided, reduced, rehabilitated or compensated?’*
- 2.6. The potential impacts of the Development on the attributes that convey OUV and on the WHS as a whole are assessed under the following categories:
- Direct impacts on the heritage assets that have been identified as reflecting OUV;
 - Indirect impacts on the heritage assets that have been identified as reflecting OUV;

- Evaluation of the overall significance of effect; and
 - Assessment of the impact on the integrity and authenticity of the WHS.
- 2.7. The authenticity of the WHS is the way that attributes convey evidence of OUV, and the integrity of the WHS is based on whether all attributes of OUV are extant within the WHS and are not eroded or under threat.

Evaluation of Heritage Resources

- 2.8. The methodology used for the evaluation of heritage resources is set out in Appendix 3a of the ICOMOS guidance. This assesses the value of heritage assets in relation to international, national and local designations, but linked to the OUV, integrity and authenticity of the WHS. The value of the asset and attributes may be defined using the following grading scale:
- Very High
 - High
 - Medium
 - Low
 - Negligible
 - Unknown
- 2.9. This scale is in accordance with the table below:

Table 1: Levels of Heritage Significance

Level of Significance	Description of Criteria
Very High	<ul style="list-style-type: none"> • Sites or structures of acknowledged international importance inscribed as of universal importance as WH property. • Individual attributes that convey OUV of the WH property. • Other buildings, sites or urban landscapes of recognised international importance.
High	<ul style="list-style-type: none"> • Scheduled Monuments with standing remains. • Grade I and II* Listed Buildings. • Grade I and II* Registered Parks and Gardens. • Other buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade. • Conservation Areas containing very important buildings. • Undesignated structures of clear national importance.
Medium	<ul style="list-style-type: none"> • Grade II Listed Buildings. • Grade II Registered Parks and Gardens. • Historic (unlisted) buildings that can be shown to have exceptional qualities or historical associations. • Conservation Areas containing buildings that contribute significantly to its historic character. • Historic townscapes or built-up areas with important historic integrity their buildings, or built settings.
Low	<ul style="list-style-type: none"> • “Locally Listed” buildings. • Historic (unlisted) buildings of modest quality in their fabric or historical associations. • Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings.

Level of Significance	Description of Criteria
Negligible	<ul style="list-style-type: none"> Buildings or urban landscapes of no architectural or historical merit; buildings of an intrusive character.
Unknown Potential	<ul style="list-style-type: none"> Buildings with some hidden (i.e. inaccessible) potential for historic significance.

2.10. This report sets out descriptions of the relevant heritage assets, outlining their heritage significance, the contribution of setting and the Site to their significance, and their contribution to the OUV of the WHS.

Assessment of Scale of Specific Impact

2.11. The scale or severity of impacts or changes can be judged by taking into account their direct and indirect effects and whether they are temporary or permanent, reversible or irreversible. The scale or severity of impact can be ranked without regard to the value of the asset as:

- No change/impact
- Negligible change/impact
- Minor change/impact
- Moderate change/impact
- Major change/impact

2.12. The significance of the effect of change, i.e. the overall impact, on an attribute is a function of the importance of the attribute and the scale of change. As change or impacts may be adverse or beneficial, there is a nine-point scale with “neutral” as its centre point:

- Major beneficial
- Moderate beneficial
- Minor beneficial
- Negligible beneficial
- Neutral
- Negligible adverse
- Minor adverse
- Moderate adverse
- Major adverse

2.13. The significance of effect, or overall impact, is determined by considering the scale and severity of change/impact (either adverse or beneficial) against the value of the heritage asset, as set out in the table below:

Table 2: Significance of Effect or Overall Impact

Criteria		Scale and Severity of Change/Impact				
		No Change	Negligible Change	Minor Change	Moderate Change	Major Change
Value of Heritage Asset	Very High	Neutral	Slight	Moderate / Large	Large / Very Large	Very Large
	High	Neutral	Slight	Moderate / Slight	Moderate / Large	Large / Very Large
	Medium	Neutral	Neutral / Slight	Slight	Moderate	Moderate / Large
	Low	Neutral	Neutral / Slight	Neutral / Slight	Slight	Slight / Moderate
	Negligible	Neutral	Neutral	Neutral / Slight	Neutral / Slight	Slight

3. Site History and Description

Heritage Baseline

Designated Heritage Assets

World Heritage Site

- 3.1. The Liverpool Maritime Mercantile City World Heritage Site was inscribed by UNESCO in July 2004 under the 1972 World Heritage Convention. The majority of Site is not within the World Heritage Site, but is located adjacent to its boundary and within the Buffer Zone. A small section of the Site along St Nicholas' Place and also including a section of the Liverpool Landing Stage is within the World Heritage Site.

Conservation Areas

- 3.2. The southern portion of the Site, along part of Princes Parade and St Nicholas's Place, is located within the Castle Street Conservation Area. The northeast portion of the Site is encircled by the Stanley Dock Conservation Area. The boundaries of these conservation areas follow the same alignment as that of the World Heritage Site, and therefore they are not considered separately to the World Heritage Site in terms of understanding the Site's contribution to their significance.

Listed Buildings

- 3.3. The Memorial to Heroes of the Marine Engine Room (Grade II* Listed. List Entry Number: 1209973) is located within the southern section of the Site, but is excluded from the Site boundary. No listed buildings are located within the Site boundary.
- 3.4. The Site is in the vicinity of a number of listed buildings. The following listed buildings are considered relevant to the assessment:
- The Royal Liver Building (Grade I Listed. List Entry Number: 1356370);
 - The Cunard Building (Grade II* listed. List Entry Number: 1052283); and
 - The Port of Liverpool Building (Grade II* Listed. List Entry Number: 1068223).
- 3.5. Together, the three listed buildings above comprise the trio of heritage assets that are known as 'The Three Graces' of Liverpool.
- 3.6. In addition, to the west of the Three Graces there is a group of four monumental statues which, for the purposes of this assessment, are included as a group. These are:
- Monument to Sir Alfred Lewis Jones (Grade II Listed. List Entry Number: 1068225);
 - Monument of Edward VII (Grade II Listed. List Entry Number: 1068224);
 - War Memorial in front of Cunard Building (Grade II Listed. List Entry Number: 1052301); and
 - Merchant Navy War Memorial (Grade II Listed. List Entry Number: 1393706).
- 3.7. Also considered relevant to the assessment is the Church of Our Lady and St Nicholas (Grade II Listed. List entry Number: 1205993). This is located on the site of an earlier church, and is in the vicinity of the south-east section of the Site that encompasses St Nicholas Place. There is also a retaining wall to the west of, and railings to the south of the Church of Our Lady and St Nicholas

(Grade II Listed. List Entry Number: 1356312) and the Simpson Fountain (Grade II Listed. List Entry Number: 1280434) located within the retaining wall.

- 3.8. Located adjacent to the church to the south east, and opposite to the Liver Building, is the Tower Building (Grade II* Listed. List Entry Number: 1360220).
- 3.9. On the eastern side of Princes Dock is the remaining section of Princes Dock Wall, as well as the gates that historically provided access to the dock. These are listed Grade II (List entry Numbers: 1322045, 1068397 and 1280755).
- 3.10. Also considered in this assessment, are a number of listed structures that are related to the Princes Half Tide Dock and the Waterloo Dock. These include:
 - The Princes Half Tide Dock (Grade II Listed. List entry Number: 1252907);
 - Entrance to Princes Half Tide Dock (Grade II Listed. List entry Number: 1208892); and
 - Waterloo Warehouse (Grade II Listed: List entry Number: 1062576).
- 3.11. However, it is considered that any impact on these structures would be related to the relationship between the Site and views towards these structures from across the River. As this element of the assessment will also consider the Liverpool Maritime Mercantile City World Heritage Site, these structures will not be considered individually.
- 3.12. List descriptions for the listed buildings identified above can be found in **Appendix A**.

Other designated heritage assets

- 3.13. There are no other types of designated heritage asset, such as Scheduled Monument, Registered Park and Gardens and Battlefields, or Protected Wrecks, within the Site or its surroundings.

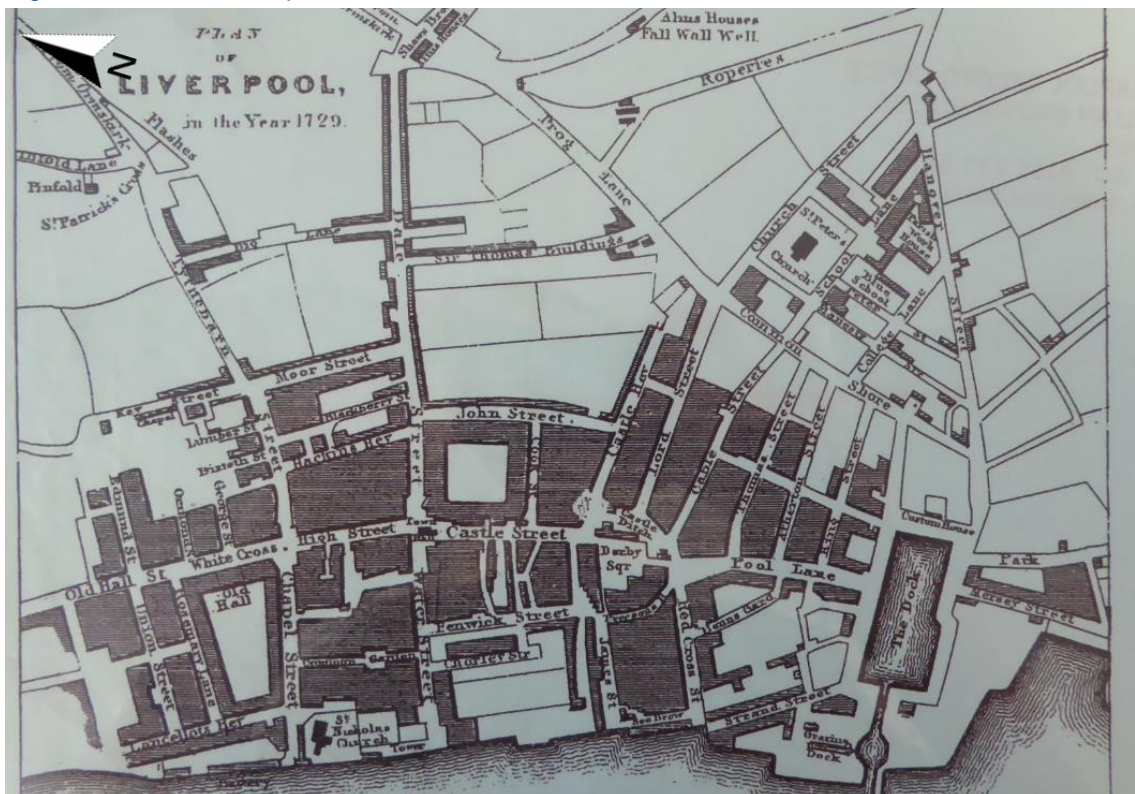
Non-designated heritage assets

- 3.14. There are no buildings or structures formerly identified by Liverpool City Council as non-designated heritage assets located within the Site. The site visit, however, identified the remains of Princes Jetty within the Site as potentially being of heritage interest and therefore a non-designated heritage asset.
- 3.15. In addition, the site visit identified the following buildings within the vicinity of the Site as potentially being of heritage interest and therefore non-designated heritage assets:
 - West Africa House, The Strand; and
 - Wellington Buildings, The Strand.
- 3.16. Due to the shared age and architectural character of these buildings, they are considered jointly as part of this assessment.
- 3.17. HER monuments are dealt with in Chapter 11: Archaeology of the Environmental Statement submitted separately in support of the planning application.

Historical Overview of Site

- 3.18. The name Liverpool derives from the old English for a thick, clotted pool of water⁶. The city was established by charter in the thirteenth century, and was established as a port by the sixteenth century. It was an important hub in the transatlantic trade by the mid seventeenth century, with riverfront quays running along the line of Strand Street⁷, to the south of Pier Head. Although in the seventeenth century Liverpool's principal trade was with Ireland⁸, its share of trade to the West African colonies of the British Empire and the tobacco trade of North America grew after this point, driving its development following the cessation of the English Civil War. This led to the construction of the first enclosed docks in the city, designed to provide a safe and stable haven for ships to anchor in, away from the tidal flows of the River Mersey.⁹
- 3.19. From the early eighteenth century Liverpool played a key role in the industrial development of the north-west of England, funding canal and waterway navigations linking the coal, iron, textile and pottery producing regions of the north-west and midlands to the city. The trade also included sending 'barterable goods' to west African ports to trade for slaves to be sent to the New World, and until the abolition of slavery in 1807 Liverpool was the principal slaving port in the UK¹⁰. A 1725 Plan of Liverpool illustrates the city at this time, showing the single 'Dock' at the southern end of the city, and the waterfront which, at that time, was much closer to the city itself (**Figure 2**).

Figure 2: Plan of Liverpool 1725



Source: Liverpool City Library

⁶ Key to English Place Names: Liverpool. <http://kepn.nottingham.ac.uk/map/place/Lancashire/Liverpool>. Accessed 04/04/2017

⁷ Liverpool Mercantile Marine WHS SPD

⁸ Stammer, M (1999) *Images of England: Liverpool Docks*.

⁹ *Ibid.*

¹⁰ *Ibid.*

- 3.20. The eighteenth century saw much growth in the city, and the construction of a new 'south dock' and 'dry dock' in the centre. The city also expanded into its hinterland to the east, as well as building out into the River Mersey. This expansion is evident on John Eye's Map of Liverpool, published in 1765. At this time, the city was already considering an additional, much larger dock, to the southwest of the Church of Our Lady and St Nicholas, which is depicted with the annotation 'Intended Dock' and is shown located roughly where George's Dock would later be built (**Figure 3**). The Site of Princes Dock was still part of the River Mersey at this time.

Figure 3: John Eye's Map of Liverpool, 1765



Source: Liverpool City Library

- 3.21. By the beginning of the nineteenth century, Liverpool's growth was such that it was the second port city of the UK, behind only London in terms of tonnage and trade value. New markets had opened between the city and places such as South America, India, the Far East and Australia, while the existing trade with North America continued to grow¹¹. This required new dock space for larger ships, and the Princes Dock, named after the Prince Regent (later King George VI) is one of the historical 'Central Docks' of Liverpool built at the turn of the nineteenth century. It was intended to facilitate even greater trade and security for shipping entering the port. The development of steam technology enabled not only increased connectivity with productive regions inland, but also enabled the construction of larger enclosed dock spaces¹². A 1795 Plan of Liverpool (**Figure 4**) shows the

¹¹ Ibid

¹² Stammer, M (1999) *Images of England: Liverpool Docks*.

city just before the construction of the Princes Dock, and indicates its proposed location, as well as the fort and other buildings along New Kay (sic) that formerly occupied the space.

Figure 4: Plan of Liverpool, c.1795

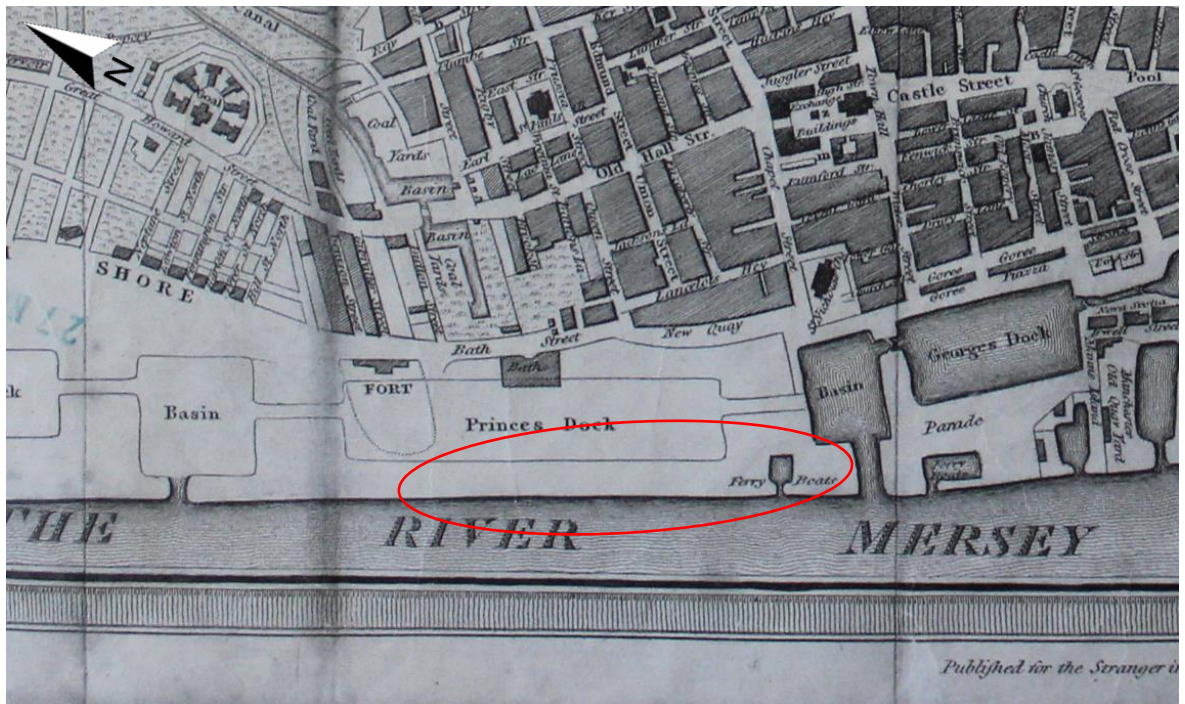


Source: Liverpool City Library

- 3.22. Although first proposed in the eighteenth century and approved by Act of Parliament in 1800, problems with raising funds and securing land for development meant that work did not commence until 1810. These problems were compounded by the French Revolutionary Wars and Napoleonic Wars, which limited the supply of men and horses for moving materials. By 1810, the full complement of land was still not available so work began on the construction of a dock which was now much reduced in size from the original proposal. At the same time, the sea wall that now forms the boundary of the current marine parade was also being built. Stone for the works was shipped across the river from quarries at Runcorn. By July 1811, the name of Princes Dock had been bestowed by the Dock Committee.
- 3.23. Thomas Kaye's Plan of Liverpool, surveyed in 1816 (**Figure 5**), shows the city at the time Princes Dock was being built, and was depicted as incomplete and without water in it. The dock is also shown as being built over the site of the former fort, and the bath house. The bath buildings are shown in historic paintings included in William Gavin Herdman's *Ancient Liverpool*¹³. These indicate a collection of buildings on the Mersey foreshore, with wheeled swimming bath enclosures on the sand, and 'Hot and Saltwater Baths' available in one of the buildings (**Figure 6**). Other paintings from 1809 and 1811 also show the quayside in the location where Princes Dock would be constructed (**Figures 7 & 8**).

¹³ Herdman, W.G. (1874) *Herdman's Liverpool*. Jaggad and Company. Liverpool.

Figure 5: Thomas Kaye's Map of Liverpool, 1816



Source: Liverpool City Library

Figure 6: Paintings of the Old Baths from Herdman's Liverpool

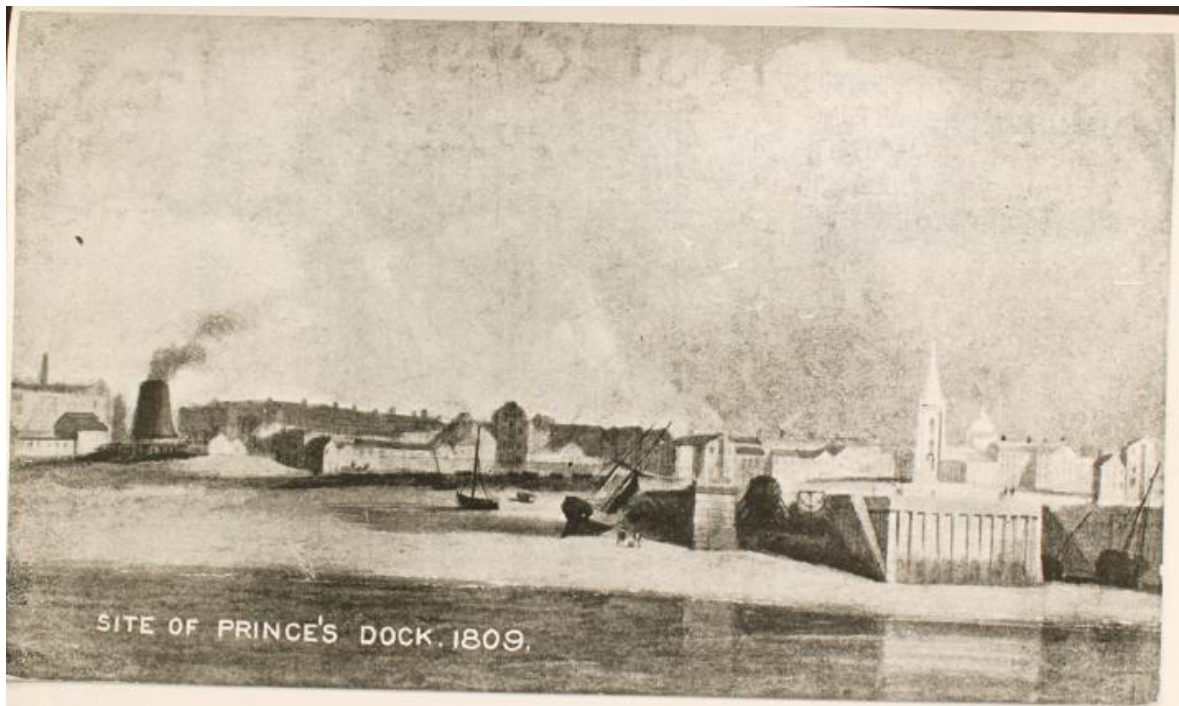


Source: Herdman, W.G. (1874)



Source: Herdman, W.G. (1874)

Figure 7: Painting of Princes Dock, 1809



Source: *Liverpool City Library*

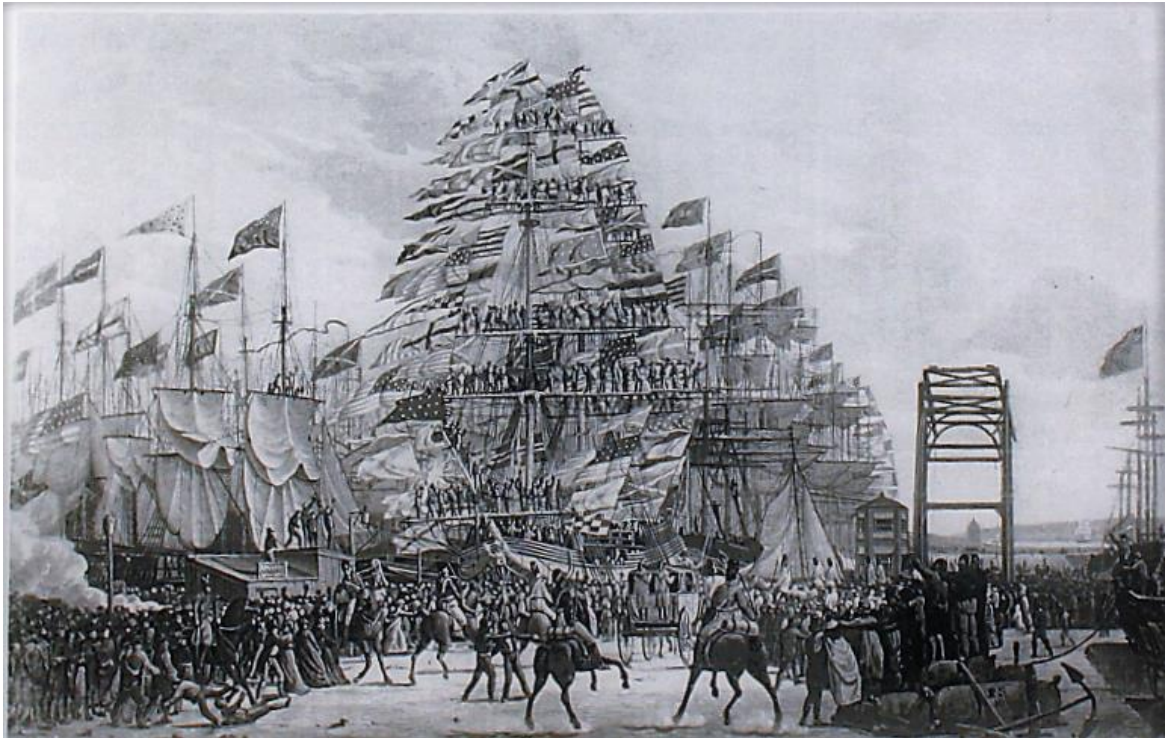
Figure 8: Painting of Princes Dock, 1811



Source: *Liverpool City Library*

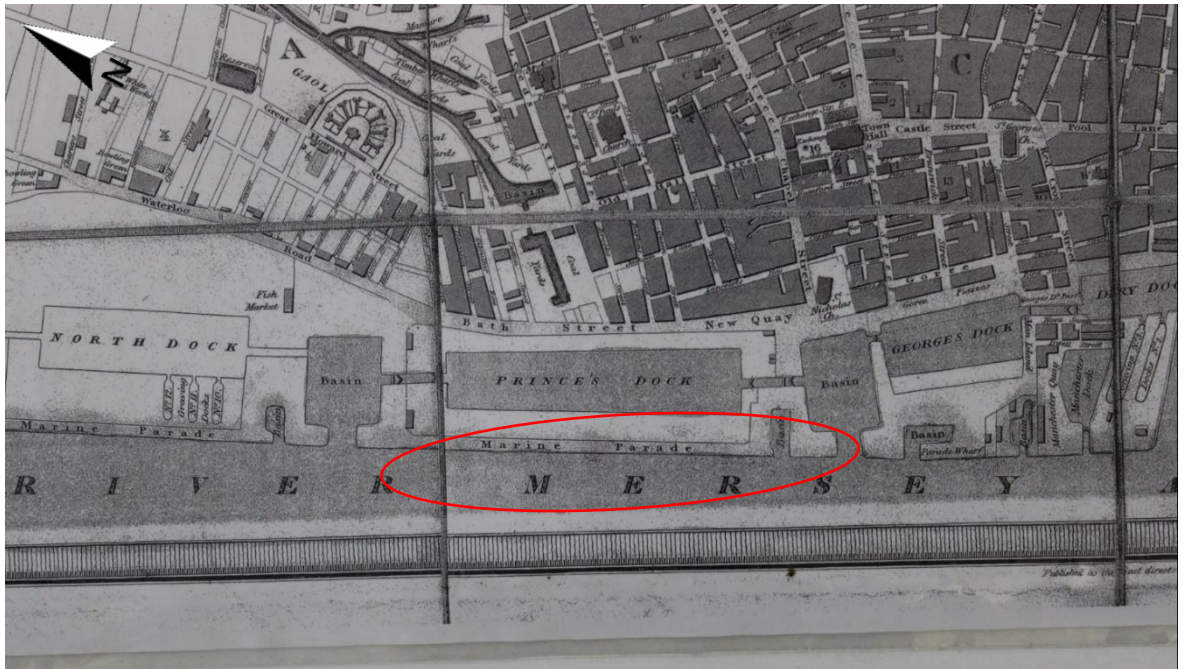
- 3.24. Work to construct Princes Dock involved the construction of a new river wall and ground reclamation. The Dock was completed in 1821 by Dock Engineer John Foster and opened with great celebration (**Figure 9**). Until 1832, it was the largest dock in Liverpool, and was the flagship dock for Liverpool's trade with North America. The main material unloaded was cotton heading for Lancashire's cotton mills, which during this period were the most productive in the world. The dock covered an area of 4.6 hectares, with a lock at the southern end connecting it to Georges Dock. At the north end was a second lock leading through to Princes Dock Basin, providing access to the Mersey. It was intended originally to build another dock on the north side of Princes Basin, which is shown on Thomas Kaye's Map (**Figure 5**), and Walker's Plan of 1821 (**Figure 10**), but this area was not developed until the 1830s. A swing bridge provided access to the island forming the western side of the dock and a series of transit sheds, as well as the Dock Master's and Pier Master's offices. Further buildings, such as a police station, were located on the east side of the dock.
- 3.25. Access to Princes Dock from the town was controlled by a dock boundary wall, the first to be built in Liverpool, begun in 1816 and completed in 1821 when the dock opened. Also built by Foster, the wall was of red brick, four courses thick, with sandstone copings and a gateway with sandstone piers in the Greek Revival style. Originally the wall extended around the dock, but only the east side now survives in-situ. The buildings around Princes Dock were also characteristic of this phase of building, as the newly constructed transit sheds were built to be easily constructed and dismantled. Surviving elements of these sheds are evident in the ground surface around the Site, including the remains of foundations and tramway tracks. The dock walls are depicted in historical water colours produced in the first half the nineteenth century by F.R Hay (**Figure 11**).

Figure 9: The opening of Princes Dock, 1821



Source: Liverpool City Library

Figure 10: Walker's Plan of Liverpool, 1821



Source: Liverpool City Library

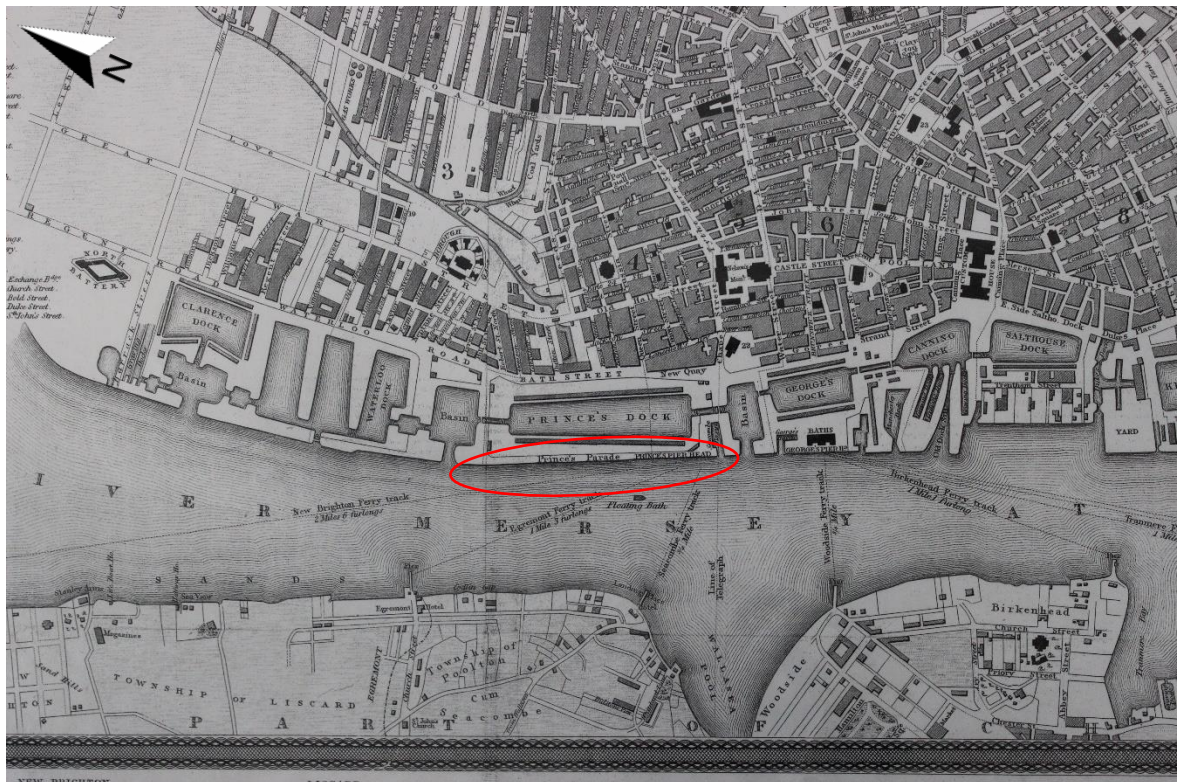
Figure 11: Princes Dock, with walls on the left of the image. By F.R Hay, c.1825



Source: Liverpool City Library

- 3.26. Princes Dock proved to be insufficient for the growing needs of the city, and dock extensions soon took place to the north, with the opening of the Clarence Dock in 1830, and the completion of the Waterloo, Victoria and Trafalgar Docks by Foster's successor Jesse Hartley in the mid-1830s. These and later docks could accommodate the larger steamships, and the Princes Dock therefore became the principal dock for high value and low bulk goods such as coffee and spices. The dock at this time is depicted on Henry Austin's map of Liverpool published in 1836 (**Figure 12**), which also depicts the expansion of the dockland to the north. Also shown on the map is the extensive system of walls around the docks, required by the Dock Warehousing Act 1803, and which essentially cut off the docks from the city.

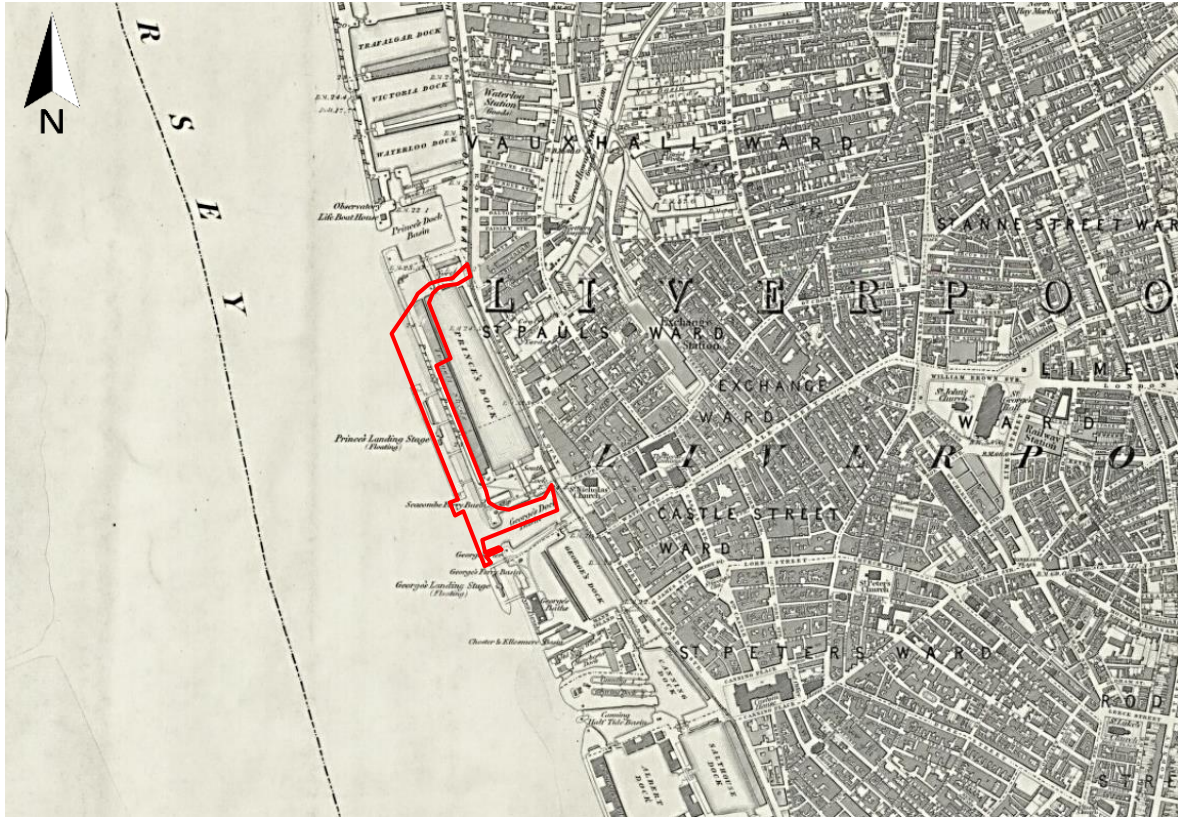
Figure 12: Henry Austin's Map of Liverpool, 1836



Source: Liverpool City Library

- 3.27. The first Ordnance Survey (OS) map showing the Site was published in 1851 (**Figure 13**), and it illustrates the extent to which the docks had been expanded and modernised by this time, both to the north and south of the city's historical core area around George's Dock. The line of the docks railway line is depicted, and the map also indicates that the southern section of the Site was, at this time, actually located in the George's Dock Basin.

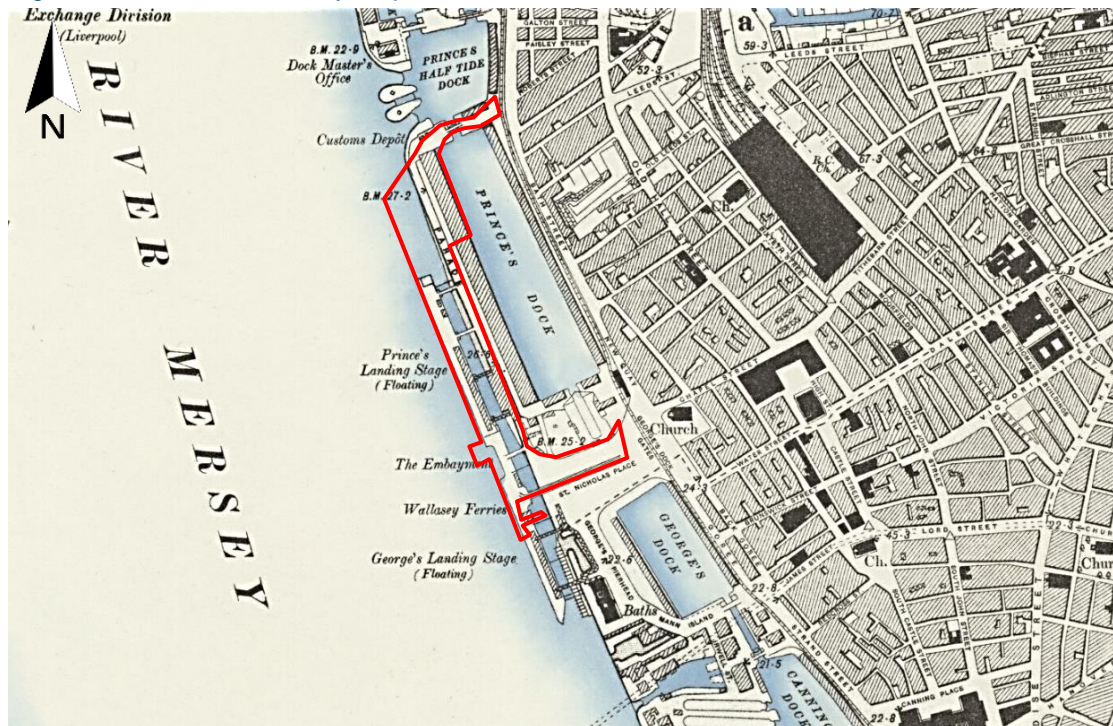
Figure 13: Ordnance Survey Map, 1851



Source: National Library of Scotland

- 3.28. In 1868 the Princes Basin was modernised to serve as a Half Tide Dock, which provided access to the remodelled Waterloo Dock to the north and the Princes Dock to the south. This work was carried out by G. F. Lyster, Hartley's successor, who also infilled the Georges Basin, allowing for the construction of a long floating roadway that led down to the Liverpool Landing Stage that served the ferries and cross-river traffic at Princes Dock and the Pier Head. This work is first depicted on the 1894 OS Map (**Figure 14**), which indicates that the Site incorporated a dockside warehouse in part of its northern end. To the south, George's Dock basin is shown as filled in, with St Nicholas' Place annotated. Outside the Site, the Princes floating landing stage is first depicted. At this time the dock was still used by large numbers of sailing vessels, which is also indicated by historic photographs of the time (**Figures 15 & 16**).

Figure 14: Ordnance Survey Map, 1894



Source: National Library of Scotland

Figure 15: Photograph of Princes Dock looking north, c.1890. The Site would be on the left in this image.



Source: Liverpool City Library

Figure 16: Photograph of the Princes Dock looking south, 1891. The Site would be on the right in this image.



Source: *Liverpool City Library*

- 3.29. Towards the end of the nineteenth century Liverpool was definitively the second most important port, after London, of the British Empire and it had been the main port for the trans-Atlantic passenger trade for over fifty years. In the 1880s, however, the port of Southampton began to take trade away from Liverpool. One of the reasons for this was the Southampton passenger railway facilities that had been developed close to ship berths. At Liverpool, the trans-Atlantic liners used a floating landing stage extending the length of Princes Dock from close to the Pier Head. This was located roughly in the location of the current floating landing stage.
- 3.30. The wharf was the first reinforced concrete structure in the docks, and is one of the earliest surviving examples of the Hennebique system, designed by French engineer Louis Gustave Mouchel¹⁴. Unlike Southampton, all of the major railway termini were located away from the riverside in Liverpool, and passengers with their luggage transferring between trains and ships had to be transported by road. The Mersey Docks & Harbour Board (MD&HB), dissatisfied with passenger liner trade moving to Southampton, decided to build a passenger station adjacent to the Princes Landing Stage. The station, which was named Liverpool Riverside, opened on 12 June 1895¹⁵.

¹⁴ Pollard, R and Pevsner, N (2006) *The Buildings of England: Lancashire: Liverpool and the South-west*. Yale.

¹⁵ http://www.disused-stations.org.uk/liverpool_riverside/. Accessed 07/04/2017

- 3.31. The Riverside station building is visible in an historic photograph of the Site taken in c.1915 (**Figure 17**), which shows a view looking south along Princes Dock, with a quay and loading facilities on the right of the image and the Royal Liver Building the focal point in the background. Similar views taken in 2017 (**Figure 18**) indicate the scale of change since the early twentieth century.

Figure 17: Princes Dock c.1915



Source: Liverpool City Library

Figure 18: Princes Dock, 2017



- 3.32. The Port of Liverpool building, located to the south of the Site beyond the Royal Liver Building and Cunard Building, was constructed between 1903-1907, and is first depicted on the 1910 OS map, which also shows modifications to the dock wall and addition of new sheds to accommodate larger square sided steam ships. A photograph of the Port of Liverpool Building (then called the Mersey Docks and Harbour Board Offices) taken in c.1914 (**Figure 19**) indicates the scale of the building at a time before the construction of the Cunard Building and Liverpool Cathedral. The photograph illustrates an element of the building's locality which is now to some extent less appreciable, i.e. that the buildings dominated the skyline and waterfront and were by far the biggest structures in the central part of the docks. The dominant effect is now somewhat lessened by other large buildings located behind in the remainder of the city, including the Anglican Liverpool Cathedral (**Figure 20**).

Figure 19: The Port of Liverpool Building in c.1914, before the construction of the Cunard Building and Liverpool (Anglican) Cathedral



Source: *Wikimedia Commons Public Domain:*

https://upload.wikimedia.org/wikipedia/commons/4/44/Port_of_Liverpool_Building.jpg

Figure 20: View of the Port of Liverpool Building, 2017



- 3.33. In April 1917, the United States entered the Great War. During the following months over 844,000 US servicemen and nurses passed through Liverpool, and the Riverside Station handled a large proportion of them. The London and North Western Railway (LNWR) ran 1,684 trains for the US forces from Riverside Station at Princes Dock¹⁶. After the war, the trans-Atlantic trade picked up again and entered its 'golden years'. Liners had evolved to be larger and it took many trains to transport all of the passengers. In January 1923, the LNWR was merged into the London Midland & Scottish Railway (LMS), which thereafter provided the trains that served Riverside Station. In the early 1930s Riverside was being serviced by an average of eight trains per week, serving passenger liners to North America, as well as closer destinations such as the Isle of Man for the annual TT race¹⁷.
- 3.34. The Princes Dock continued in use for coastal and Irish traffic throughout the twentieth century, hosting large steam cargo vessels. One of the independent White Star Line's (The company was merged with Cunard in 1934) last large liners, RMS Britannic, left on its maiden voyage from the wharf in 1931 (**Figure 21**). The photograph showing this also provides a view of the buildings occupying the Site at this time, including a number of departure sheds on the Princes Jetty, and the long pitched roof structure with 'Belfast Daily Express Sailings' inscribed on the roof, which occupied the north-eastern section of the Site, on the east side of Princes Parade. The building's northern end was curved and pointed, aligned with the curve of the railway track leading to the Riverside Station. Also visible is the line of St Nicholas' Place, in the southern part of the Site, which by this time had taken on its current alignment and form, with the memorial at its western end providing a focal point for people using the dock.

Figure 21: The RMS Britannic leaving on its maiden voyage in 1931



Source: Liverpool Central Library

¹⁶ http://www.disused-stations.org.uk/liverpool_riverside/. Accessed 11/04/2017

¹⁷ Ibid.

- 3.35. During the World War Two, Liverpool Riverside Station was even busier with troop trains than it had been in the First World War. After the USA entered the war their troops were again brought into Great Britain, primarily through Liverpool and via Riverside Station. During the war period 4,648 special trains ran to and from the station and 1,707,545 soldiers passed through it. Liverpool's strategic importance for the import of men and materials led it to become a regular target for Luftwaffe raids.
- 3.36. After the war, commerce at Princes Dock continued to be busy, as can be seen in photographs taken in the late 1940s (**Figure 22**). Figure 22 also shows the Site in detail, with a densely packed collection of sheds within the area of the Site. However, the advent of the shipping container from the early 1960s resulted in the end of mixed cargo freight shipping, and the smaller docks in Liverpool, including Princes Dock, began to decline rapidly with the advent of new, much larger, ships.

Figure 22: Princes Dock looking north, c.1949



Source: Liverpool City Library

- 3.37. Despite the decline, a “roll on/roll off” terminal for the Belfast ferry was installed in 1967 (**Figure 23**), at the southern end of the dock in the area now containing the temporary cruise liner terminal. Continuing decline in passenger numbers and the construction of the new terminal at Victoria Dock made it redundant in 1981. By this time the area of the Site was in a semi derelict state, as can be seen from various historic photographs taken at this time (**Figures 24-26**).

Figure 23: Belfast Ferry Terminal, c.1970s



Source: Liverpool City Library

Figure 24: Princes Wharf, c.1981



Source: Liverpool City Library

Figure 25: West Side of Princes Dock, showing buildings formerly on the Site, c.1981



Source: Liverpool City Library

Figure 26: Entrance to Riverside Station, taken from within the area of the Site c.1981



Source: Liverpool City Library

- 3.38. Princes Dock had fallen into decline by 1988, when the dock passed into the ownership of the Merseyside Development Corporation. At this time, the buildings within the Site were cleared (**Figure 27**) and the eastern quay widened. Princes Dock was regarded as a potential area for new

office development and in 1988 Merseyside Development Corporation commissioned a masterplan for its regeneration.

Figure 27: The cleared and derelict Princes Dock, c.1988



Source: *Liverpool City Library*

- 3.39. The results of this masterplan are visible today and the area is regenerating from the low point of the late 1980s. In 1992 development was commenced under the direction of The Princes Dock Development Company. The transit sheds and other buildings were cleared, the east quay was widened to create larger development sites, and the dock walls were rebuilt. The first phases included the Crowne Plaza Hotel, and a section of Princes Parade extending northwards on the western side of the dock.

Statement of Significance for the Site

- 3.40. The Site encompasses the northern and north-western end of the Princes Jetty and dockside. It extends south along Princes Parade, incorporating the floating Liverpool Landing Stage, and then east along St Nicholas' Place to the junction with George's Dock Gates. To the west the Site is bounded by the River Mersey and to the east by the edge of Princes Dock in its northern section and by the buildings along the east side of Princes Parade. The southern part of the Site forms an L-shape which encompasses the Memorial to the Heroes of the Marine Engine Room and is located adjacent to the Pier Head Ferry Terminal and the 'Three Graces'.
- 3.41. The Site incorporates part of the former Princes Dock, the first of a series of docks to the north that increase in size towards the mouth of the river in parallel to their chronological development. It was built using revolutionary technology, and on a scale greater than any other dock to that date in Liverpool. The Site also incorporates the location of the Princes Jetty, the principal departure and arrival location for transatlantic liner crossings and mass emigration to the US, as well as troop ships bringing US soldiers to serve on the western front of both the First and Second World Wars. It was also the departure point for ships carrying British troops sent to Ireland in 1916 and in the 1970s. From 1895 onwards, people arriving or departing from the Princes landing stage were transhipped using a rail link from the Liverpool Riverside Station. The dock and pier also played an important part in the transatlantic trade in high value goods until well into the twentieth century, and overall the Princes Dock area, including the wharf and pier within the Site, is considered to be of **high** historical value. The Site likely also has **medium** communal value for those members of the Liverpool community who worked in or around it until the 1970s and 1980s, when it ceased to be an active dock and the railway was closed. It is also likely to feature in the collective memory of local inhabitants, with the surviving sections of the jetty and wharf making a tangible contribution to that memory.
- 3.42. The majority of structures related to the Site's former use have been entirely removed, with the greater part of the jetty, Riverside Station, and all parts of the former arrivals terminal and dock structures demolished in the 1980s, which has diminished the Site's evidential value. The exception within the Site is the remaining section of the now derelict jetty and wharf in the north-western part of the Site, which comprises the timber substructure of part of the jetty and also incorporates some remaining fixtures and fittings such as railings, lamp posts and the movable access ramp that would have been extended to meet docked ships (**Figure 28**). To the south of this timber section is another section of jetty constructed of reinforced concrete supported on timber posts. Although decayed and derelict, it is considered these remaining structures retain a **medium** level of evidential value. This is derived from them being the only surviving sections of the historical wharf, which was the first reinforced concrete structure in the docks, and is one of the earliest surviving examples of the Hennebique system in the UK. Also of some evidential value within the Site is the remaining evidence of the dock side railway, the now truncated tracks of which can be seen in the north-eastern section of the site adjacent to the dock itself (**Figure 29**). These are also considered in the separate archaeology technical appendix and ES chapter prepared by Waterman.

Figure 28: Remaining jetty structure in northern part of the Site



Figure 29: Remaining elements of stone setts flooring and rail tracks formerly leading to the Riverside Station within the Site



- 3.43. Although Princes Dock retains an industrial aesthetic with remaining stonework and dockside paraphernalia, such as large cast iron bollards, the majority of the Site is considered to be of **low** aesthetic value due to the removal of much of its historical infrastructure that might have contributed to a more positive and discernible historic place today. The aesthetic value that remains is largely related to the remains of Princes Jetty, the dock features and historical floor materials, such as that surviving in the north-eastern part of the Site. The overall significance of the Site is therefore considered to be **Medium**, with most of this significance being derived from its historic value.

Heritage Assets Potentially Affected by the Development

Liverpool Maritime Mercantile City World Heritage Site – Very High Significance

- 3.44. The World Heritage Site (WHS) is a geographically large heritage asset of very high significance that encompasses a considerable part of the historic core of Liverpool. This is further protected in the English planning system as being designated entirely as a number of discrete Conservation Areas. It contains a number of other highly significant heritage assets including the ‘Three Graces’ of Liverpool. It was inscribed onto the UNESCO world heritage list by meeting the following criteria, description and definitions, which are taken from the World Heritage Site’s website:

Description of Asset and Statement of Outstanding Universal Value

- 3.45. Located at the tidal mouth of the River Mersey, where it meets the Irish Sea, the maritime mercantile City of Liverpool played an important role in the growth of the British Empire. It became the major port for the mass movement of people, including slaves and emigrants, from northern Europe to North America. Liverpool was a pioneer in the development of modern dock technology, transport systems, port management, and building construction.¹⁸
- 3.46. The Statement of Outstanding Universal Value (OUV) summarises the significance of the world heritage site: *“Liverpool - Maritime Mercantile City reflects the role of Liverpool 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 18th century, when it was also crucial for the organisation of the trans-Atlantic slave trade. In the 19th century, Liverpool became a world mercantile centre for general cargo and mass European emigration to the New World. It had major significance on world trade as one of the principal ports of the British Commonwealth. Its innovative techniques and types of dock, dock facilities and warehouse construction had worldwide influence. Liverpool was instrumental in the development of industrial canals in the British Isles in the 18th century, and of railway transport in the 19th century. All through this period, and particularly in the 19th and early 20th centuries, Liverpool gave attention to the quality and innovation of its architecture and cultural activities. To this stand as testimony its outstanding public buildings, such as St. George’s Hall, and its museums. Even in the 20th century, Liverpool has made a lasting contribution, remembered in the success of The Beatles, who were strongly influenced by Liverpool’s role as an international port city, which exposed them to seafarers, culture and music from around the world, especially America”* (Liverpool City Council, 2009)¹⁹.

¹⁸ <http://whc.unesco.org/en/list/1150>. Accessed 07/04/2017

¹⁹ *ibid*

Criteria for Inscription as World Heritage Site

- 3.47. The criteria used to select sites or locations for World Heritage Sites are set out by UNESCO. To be eligible for World Heritage Site status, a site must meet at least one out of ten of these criteria. Liverpool Mercantile Marine World Heritage Site meets the following three criteria:

Criterion (ii): to exhibit 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;²⁰

- 3.48. “Liverpool was a major centre generating innovative technologies and methods in dock construction and port management in the 18th, 19th and early 20th centuries. It thus contributed to the building up of the international mercantile systems throughout the British Commonwealth”²¹.

Criterion (iii): to bear a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or which has disappeared²²;

- 3.49. “The city and the port of Liverpool are an exceptional testimony to the development of maritime mercantile culture in the 18th, 19th and early 20th centuries, contributing to the building up of the British Empire. It was a centre for the slave trade, until its abolition in 1807, and for emigration from northern Europe to America”²³

Criterion (iv): to be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history²⁴;

- 3.50. “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”²⁵.

Buffer Zone

- 3.51. The buffer zone of the WHS extends beyond the boundary of the WHS itself, and the Site is located within it, between the sections of the World Heritage Site including Pier Head and the Waterloo Dock. The Buffer Zone is an area which provides a visual setting for the WHS and includes some historically significant features and major landmarks where development could potentially have an adverse impact upon setting. According to the World Heritage Site management plan, the purpose of the Buffer Zone in assessment terms is “*to ensure that development proposals within it, that might adversely affect the setting of the WHS, can also be carefully considered*”. The management plan also states: “*Developments are also considered for their potential positive effects on the townscape, such as by re-instating a street frontage, utilising derelict or disused land and re-connecting different parts of the city, as well as their positive economic benefits in providing investment and activity*” (Liverpool City Council 2009).

Contribution of the Site to the Buffer Zone and Outstanding Universal Value of the World Heritage Site

- 3.52. The Site is, as described above, enclosed by the boundaries of the World Heritage Site to the north, east and south. The entire area of Princes Dock and the majority of the northernmost section of Princes Parade and the Liverpool Landing Stage are located within the area designated as

²⁰ <http://whc.unesco.org/en/criteria/> Accessed 07/04/2017

²¹ Ibid 17

²² <http://whc.unesco.org/en/criteria/> Accessed 07/04/2017

²³ Ibid 17

²⁴ Ibid

²⁵ Ibid

buffer zone. A small section of the southern part of the Site, which includes St Nicholas Place, the southern car park and the southernmost section of the Liverpool Landing Stage, is located within the World Heritage Site.

- 3.53. The Site's principal contribution to the buffer zone and OUV of the WHS is as a continuation of the riverfront between Area 1: Pier Head of the World Heritage Site and Area 3: The Stanley Dock Conservation Area. An area of the Site is visible in key views looking east from across the River Mersey adjacent to the Mersey Ferry Terminal towards Pier Head and the Three Graces, from where the lattice of the former jetty structure is visible, as are the more recent taller buildings just outside the Site boundary to the north and east (**Figures 31 & 32**). The southern part of the Site encircles the Memorial to the Heroes of the Marine Engine Room, which acts a visual focal point towards and away from the Three Graces to the south, as well as punctuating the street scene upon entering the Site from the east. The Site provides a continuity of connected water space and maritime activity between the two parts of the World Heritage Site, with the Isle of Man Ferry and the current Cruise Liner facility near the Site maintaining the Site's traditional seafaring links. The modern ferry terminal is, however, utilitarian in nature and therefore does not contribute to the appreciation of the WHS.
- 3.54. The Site is located to the west of an important view identified in the World Heritage Site's SPD (paragraph 4.4.1)²⁶, which affords a vista along the waterfront of Princes Dock towards the Royal Liver Building and other Pier Head buildings that form a fundamental part of the southern section of the World Heritage Site and contribute to its OUV.

Figure 30: View South along Princes Dock towards the Royal Liver Building. The Site is on the right.



²⁶ Liverpool City Council, 2009

3.55. The Site's aesthetic contribution has been diminished over time due to the loss of the Princes Dock's and Transatlantic Liner historic frontage, and the demolition of the Riverside Station. Large parts of the Site remain derelict, which has a negative effect on its contribution to the immediate setting and OUV of the World Heritage Site. The loss of the majority of the activity associated with the commercial trade has also removed one of the key elements of the Site's former character. Overall, the Site's contribution to the buffer zone and OUV of the World Heritage Site is considered primarily to be related to its former use as dockland area, and its incorporation of an historic part of the Central Docks area of the waterfront. The removal of historic structures has lessened its aesthetic, atmospheric and visual contribution. Despite this, its significance is still discernible in the form and layout of the urban environment, and it is nonetheless an essential part of the dockland landscape.

Figure 31: Panoramic view towards the Site from the opposite bank of the River Mersey



Figure 32: Close up of the northern end of the Site, indicating lack of historic structures except the pier itself, and the Dock Wall in the background.



Summary of the Site's Contribution to the Buffer Zone and Outstanding Universal Value of the World Heritage Site

3.56. The principal features of significance that contribute to the buffer zone and the OUV of the WHS are as follows:

- Continuation of the waterfront and its associated maritime activity, providing a link between Area 1: Pier Head and Area 3: The Stanley Dock Conservation Area of the WHS.
- Former use as dockland area, and its incorporation of an historic part of the Central Docks area of the waterfront.
- Essential part of the dockland landscape.
- The first of the series of northern docks.
- Pioneering techniques of construction.
- Remains of Princes Jetty, which is representative of the mass European emigration to the New World and Liverpool's transatlantic trade.
- Remains of railway tracks and historic floor materials, which are illustrative of the dockland history of Liverpool.

These features are considered to contribute to the authenticity and integrity of the WHS, however, the decayed and derelict state of Princes Jetty lessens the Site's contribution to the integrity of the WHS.

Memorial to Heroes of the Marine Engine Room – Grade II* Listed - High Significance

Significance of Heritage Asset

- 3.57. The Memorial to the Heroes of the Marine Engine Room (**Figure 33**) is a grade II* listed structure built in 1916. It was originally intended to commemorate the engineers of the SS Titanic, but was later dedicated to all maritime engine room fatalities. The memorial was designed by William Goscombe John and comprises a banded granite obelisk set on a square chamfered plinth. Carved life-size figures of the engine room heroes adorn the east and west faces of the pedestal and at the foot of the obelisk are carved representations of Earth, Air, Fire and Water. The monument is crowned by a gilded torch flame. These decorative elements contribute to the aesthetic value of the heritage asset and the list description identifies that the monument is 'thought to be one of the most artistically- significant memorials to the Titanic' disaster on either side of the Atlantic'.
- 3.58. The monument is also of historic and evidential value in providing an understanding and commemoration of past events and as it had a considerable influence on the design of post-1919 war memorials. Pevsner describes the memorial as 'an exceptionally early monument to the heroic working man'²⁷. The heritage asset forms a prominent feature along the waterfront and in views towards Pier Head and is therefore likely to feature in collective local memory, which contributes to its communal value. Overall it is considered to be of **High** heritage significance.

Figure 33: The Memorial to Heroes of the Marine Engine Room, viewed from the north



²⁷ Pollard, R and Pevsner, N (2006) *The Buildings of England: Lancashire: Liverpool and the South-west*. Yale.

Contribution of Setting and the Site to Significance of Asset

- 3.59. The memorial is located within the southern section of the Site, but is however excluded from the Site boundary. It forms part of the waterfront cityscape along Princes Parade and is a focal point in views away from and towards Pier Head. The 'Three Graces', which are located directly to the south east of the heritage asset, form a significant element of setting and make a positive contribution to the significance of the memorial as attractive high quality buildings, which have a shared age and historic development. The group of monuments located to the south east of the memorial, in front of the 'Three Graces' and further along the waterfront, also form an important element of setting and contribute positively to the significance of the memorial by virtue of their historical associations.
- 3.60. A grassed area with integrated hard landscaping directly surrounds the memorial, providing a degree of separation from the surrounding activity associated with the dockside usage. This area complements the commemorative nature of the asset and therefore makes a positive contribution to its significance.
- 3.61. As identified, the southern section of the Site encircles the memorial. The southern car park is located adjacent to the memorial to its north east and the waterfront to its south west, which continues northwards along Princes Parade. As such, the Site provides a continuation of the dockland waterfront cityscape within which the heritage asset is located. The continued use of the modern ferry terminal and its associated activity form part of the historic function of the Site and the waterfront, albeit that the level of activity has been considerably reduced since the loss of Princes Dock and the Riverside Station. The Site, in its existing situation, is therefore considered to make a limited positive contribution to the significance of the memorial in this regard. This contribution is also lessened, however, by the lack of surviving historic structures within the Site.

Contribution of Heritage Asset to the OUV of the WHS

- 3.62. The principal features of significance that contribute to the OUV of the WHS are as follows:
- Forms part of the historic dockland landscape.
 - Forms a focal point on the waterfront and highlights Liverpool's importance as a commercial port.

Due to these features and the intactness of the heritage asset, it is considered to contribute to the authenticity and integrity of the WHS.

The Royal Liver Building – Grade I Listed - High Significance

Figure 33: The East front of the Royal Liver Building, with statue of Sir Alfred Lewis Jones in the foreground



Significance of Heritage Asset

- 3.63. The Royal Liver Building (**Figure 34**) was built in c.1910 to designs by Walter Aubrey Thomas. It was historically the home of the Royal Liver Assurance Group, for whom it was built, and which was set up to provide assistance to local people who lost a wage earning relative. It remained their headquarters until the Royal Liver Assurance Group was subsumed into the Royal London Group in 2011. At 322 ft tall, it was the tallest building in Liverpool when it was built, and comprises 8 storeys surmounted by a further two storeys of attic. It is topped at its eastern and western ends by two large copper Liver birds.
- 3.64. The building has high historical and evidential value being the first major structure in the UK, and one of the first in the world, to be constructed using the then relatively new technology of reinforced concrete. It also has a high level of aesthetic value due to its unusual and characteristic

architectural style, reminiscent of American skyscrapers, incorporating references to Baroque and Byzantine styles. It also has an iconic appearance in views of the Liverpool waterfront from the opposite side of the River Mersey, from where it is a key landmark alongside the Cunard Building and the Port of Liverpool Building, set against the backdrop of the city centre.

- 3.65. Although a privately-owned building, the immediate area surrounding the building is a public space and a very popular place with residents and tourists to congregate and take in the riverside setting. The building's former use as the Headquarters of the Royal Liver Assurance company, which focused specifically on helping local people, is also an element of its significance that the public are likely to have interacted with and have had collective experience with. It is also a landmark building that the public associate as being synonymous with Liverpool, and as such, it is likely highly valued in the collective public consciousness. The building is therefore considered to be of high communal value. Overall, the listed building is of **High** heritage significance.

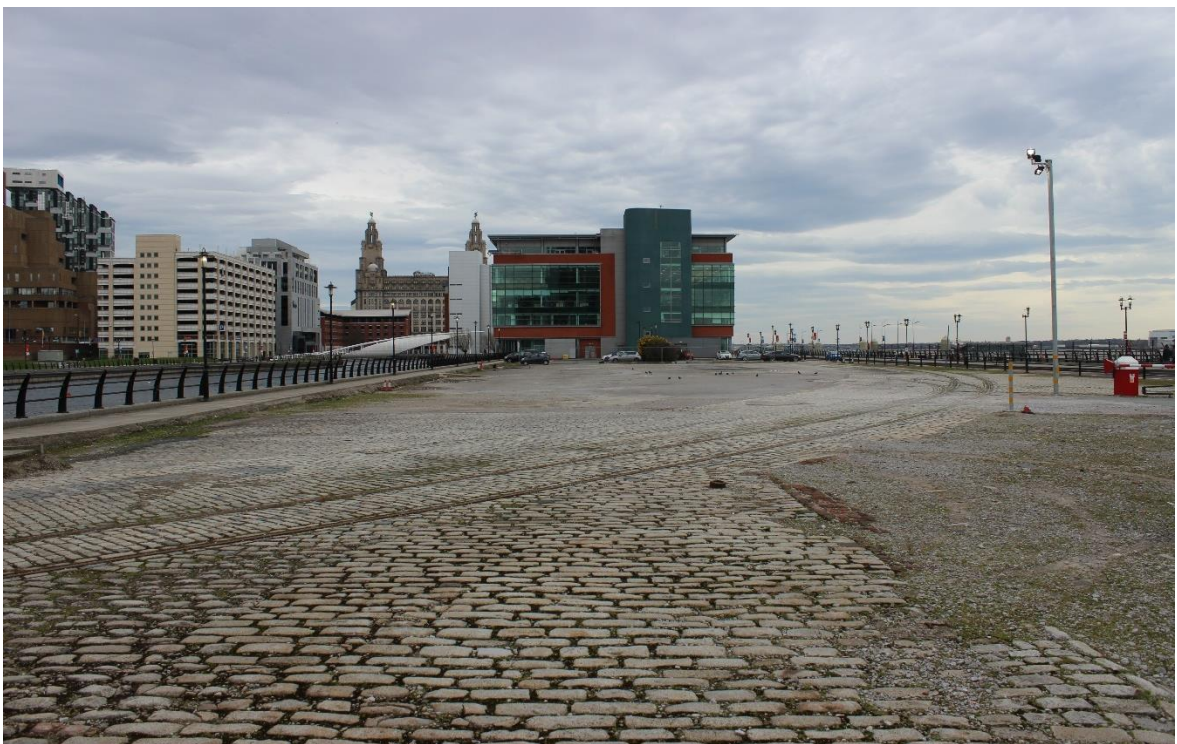
Contribution of Setting and the Site to Significance of Asset

- 3.66. The Royal Liver Building's setting is a fundamentally important element of the building's significance due to its location and prominence in key views along the waterfront and across the River Mersey. Historically, its prominence was not only an aesthetic factor, but also served a practical function due to the presence of the large clock faces that enabled mariners to accurately know the time whilst moving up and down the River Mersey. The building, alongside its neighbouring 'Graces', was designed to exhibit the wealth and status of the second most important port and centre of commerce in the UK, and views of the building were a key part of this exhibition.
- 3.67. There are areas of later development in the immediate vicinity of the Liver Building, which feature in key views towards the listed building. Most notable is the early twenty first century Museum of Liverpool building, located to the south of the heritage asset along the waterfront, adjacent to the Port of Liverpool building. This stone clad building is a dominant feature in views of the Liver Building and the other Three Graces across the River Mersey. A number of other modern buildings also feature in views of the heritage asset along and from across the river. Although of a differing age and character, this development is representative of the continued growth and development of Liverpool, as is expected within a large city.
- 3.68. The Site is located to the north of the Liver Building and, in similarity to its contribution to the World Heritage Site, the Site's contribution to the significance of the Royal Liver Building today provides an element of continuity to the waterfront that runs for several miles along the eastern bank of the Mersey, with the Three Graces at its centre. Historically, the area of the Site would have been the hub of immense activity due to the presence of the transatlantic liner trade and dock, with large numbers of people, vehicles and trains – not to mention ever larger and more magnificent liners – constantly in motion in the locality. Historic photographs taken from inside the Liver Building indicate that views of this activity would have been a significant part of its setting historically, and also today through the continued use of the modern ferry and cruise liner terminal.
- 3.69. The access road in the northern part of the Site, which curves around the northern end of Princes Dock, affords particularly important views south towards the Liver Building along the length of the dock, enabling an appreciation of the building within its setting. In addition, the southern section of the Site, along St Nicholas Place and adjacent to the Landing Stage ramp, encircles the Memorial to the Heroes of the Marine Engine Room. In views along the waterfront towards the Royal Liver Building, this striking obelisk, with its carved figures and gilded decorations, provides a focal point. The memorial also provides a connection between the Site and the public space to the east of the Three Graces in a commemorative sense, due to the presence of the other memorials and statues dedicated to historical elements of Liverpool's past.

Figure 34: View north past the Royal Liver Building, with the Site in the background including the Memorial to Heroes of the Marine Engine Room, and statue of Edward VII on the right.



Figure 35: View towards Royal Liver Building from within the Site. Modern buildings partially obscure the building from this direction



Cunard Building – Grade II* Listed - High Significance

Significance of Heritage Asset

- 3.70. The Cunard Building (**Figure 37**), located immediately south of the Liver Building and the central of the 'Three Graces', was designed by William Edward Willink and Phillip Coldwell Thicknesse. It was constructed between 1914 and 1917 in a mixture of Italian Renaissance and Greek Revival styles referencing the Palazzo Farnese in Rome which, in concert with its elaborate decorative interiors and highly detailed external sculpture work, contributes to a high level of aesthetic value²⁸. The asset's evidential value is derived from its contribution to the development of Liverpool's waterfront during the early twentieth century, as well as from its concrete and metal frame construction.
- 3.71. From 1917 until 1960 it was the headquarters of the Cunard Line, one of possibly two of the most famous transatlantic liner companies - the other being the White Star Line of Titanic fame, whose HQ Albion House was located opposite. It also served as the company's principal drawing office, and later liners such as the RMSs Queen Elizabeth and Queen Mary, the largest in the world at the time, were designed here. When the two lines merged in 1934, it became the HQ of the largest passenger steamship company in the world, and one which was intrinsically linked to the history and development of Liverpool as a passenger ship destination. The heritage asset's historical value is therefore considered to be high.

Figure 36: The Cunard Building from the north-east, with statue of Sr William Lewis Jones in the foreground



- 3.72. In similarity to the Royal Liver Building, the Cunard Building faces onto an area of public space from where people can appreciate its grand architecture. The association with Cunard is also something that is still very much valued by local people in Liverpool, as indicated by the recent 175th Anniversary celebrations the Cunard line held in the city, including a gathering of Cunard's

²⁸ Cunard Building Website: <http://cunardbuilding.com/the-building/the-history>. Accessed 10/04/2014

three current liners; the Queen Mary 2, Queen Elizabeth, and Queen Victoria²⁹. The building is therefore considered to have a medium level of Communal value. The overall heritage significance of the heritage asset is considered to be **High**.

Contribution of Setting and the Site to Significance of Asset

- 3.73. The setting of the Cunard building is, like the Royal Liver Building, fundamentally associated with its waterfront location and relationship to the other two Graces, the cityscape behind, and the other heritage assets in its vicinity. It has been subject to change and alteration during the city's changing economic fortunes and due to the changes and decline of the historical dock area as shipping has outgrown it and the transatlantic liner business was overtaken by air travel. Visually, the building's setting is reinforced by the same views across the Mersey in which all of Liverpool's dockland landscape can be appreciated, and the building is experienced from a distance and in close proximity as part of this monumental cityscape.
- 3.74. The Site is located to the north of the Cunard Building, beyond the Royal Liver Building. Its physical contribution is that of the continuation of the dockland cityscape of the Liverpool waterfront to the north of the Pier Head area, and as noted above, this contribution is almost notable for its lack of tangible connection with regards to built form, with nearly all historical features within the Site now demolished or derelict. Its relationship to the Site is less visually direct than the Royal Liver Building, being obscured behind the former from the Site. However, through its historical association, the Site is perhaps more important to its significance. As the location of the principal transatlantic liner departure and arrival jetty for Cunard, as well as other shipping lines, particularly during the 'golden age' of the great transatlantic liners during the 1930s, there is a considerable level of historical association between the area of the Site and the Cunard building. Although much declined from its 1930s heyday, this is an association which continues to some extent today with the existing cruise terminal adjacent to the Site.

Figure 37: The Cunard Building in context with the other Three Graces



²⁹ <http://www.liverpoolecho.co.uk/all-about/three-queens-liverpool>. Accessed 10/04/2017

The Port of Liverpool Building – Grade II* Listed - High Significance

Significance of Heritage Asset

- 3.75. The Port of Liverpool Building (**Figure 39**) was designed by local Liverpool architects Sir Arnold Thornely and F.B Hobbs, and built by William Brown & Son of Manchester. It functionally replaced a number of other structures around the city that the port authority had previously used, and was built on the site of the George's Dock, which was filled in and sold off in order to accommodate it (and the Royal Liver and Cunard buildings). It is built in Edwardian Baroque style, symbolic of the confidence and wealth of the British Empire, and resonant of Liverpool's importance to its economic development and trade links. The building's dome, which is reminiscent of St Paul's cathedral in London, and Belfast's City Hall, is a landmark structure in the cityscape and, as demonstrated in the historical photograph in Section 3, the building dominated Liverpool's skyline when it was built. It is considered to be of high aesthetic and historical value, and also provides important evidence of the development of early twentieth century municipal Liverpool at the height of its wealth and economic vitality. Like the Royal Liver and Cunard buildings, the Port of Liverpool building faces onto an area of public space, and is also open to the public for them to appreciate. Its long association with the dock authority and the city's people is likely to have engendered a high level of communal value. The Port of Liverpool building is overall considered to be of **High** heritage significance.

Figure 38: The Port of Liverpool Building in context



Contribution of Setting and Site to Significance of Asset

- 3.76. The setting of the Port of Liverpool Building is, like the Royal Liver and Cunard buildings, fundamentally associated with its waterfront location and relationship to the other two Graces and the other heritage assets in its vicinity. Like the other buildings in this location, its setting has been

subject to change as the city of Liverpool has developed behind it, and the docks have changed in character from an industrial dockland, to derelict and unused, to an area of heritage and design-led regeneration. Visually its setting is still, despite new development behind reducing the perceived scale of the building, reinforced by the same views across the Mersey in which all of Liverpool's dockland landscape can be appreciated, and the building is experienced from a distance and in close proximity as part of this monumental cityscape. As mentioned previously, the adjacent Museum of Liverpool building is a dominating feature in views of the listed building from across the River Mersey, which, although of a contrasting character, is representative of the continued growth of the city.

- 3.77. The Site is, in similarity to its relationship to the Royal Liver and Cunard Buildings, located to the north of the Port of Liverpool building, although slightly further removed physically from its location. The Site's contribution is again that of a continuation of Liverpool's dockland cityscape that extends around the Three Graces, and contributes to the significance of the Port of Liverpool building through its physical presence as well as through its historical associations. This contribution is lessened, however, by the lack of surviving historic structures within the Site.

Contribution of the Three Graces the OUV of the WHS

- 3.78. The principal features of significance that contribute to the OUV of the WHS are as follows:
- The Three Graces form a significant element of the historic dockland landscape of Liverpool and are considered to be landmark buildings, which are a prominent and important feature in views along the waterfront.
 - The heritage assets are high quality buildings which are representative of Liverpool's role as one of the principal ports of the British Commonwealth, and its wealth and economic development in the early twentieth century.

Due to these features, the intactness of the heritage assets and their recognised importance within Liverpool, they are considered to make a significant contribution to the authenticity and integrity of the WHS.

Tower Building – Grade II* Listed - High Significance

Significance of Heritage Asset

- 3.79. Tower Building (**Figure 40**) is an early twentieth century building designed by architect Walter Aubrey Thomas, who also designed the Liver Building located opposite. The listed building is one of the first steel framed structures in the country and stands on the site of a medieval fortified house owned by the Stanley family, demolished in 1819³⁰, which makes a significant contribution to the building's historic and evidential values.
- 3.80. The listed building is constructed of steel frame clad in grey granite and white faience, and displays a mix of Baroque and medieval motifs. The principal elevation consists of eight storeys arranged in nine bays, with polygonal turrets dividing the bays. To the central and end bays of the façade are full-height canted oriels over round-headed arches. These bays also have short towers with square, crenellated angle turrets, reminiscent of the earlier fortified building and which contribute to the building's aesthetic value. As a prominent building situated on The Strand and located in close proximity to the Three Graces and a number of other heritage assets, Tower Building is likely to feature in local memory, which contributes to its communal value. Overall, the heritage significance of the listed building is considered to be **High**.

Figure 39: Tower Building



³⁰ Sharples, J, (2004), Pevsner Architectural Guides: Liverpool. Yale.

Contribution of Setting and Site to Significance of Asset

- 3.81. The principal frontage of Tower Building addresses the north east side of The Strand/George's Dock Gates. Directly to the opposite side of The Strand is the Liver Building, designed by the same architect, with the other Three Graces located to the south west of Tower Building. These listed buildings, which are of high heritage significance, make a positive contribution to the significance of Tower Building by virtue of their high quality architecture and shared age, scale, character and materiality. The listed building turns the corner with Water Street and to the opposite side of this street, to the south east of the listed building, is West Africa House, which adjoins Wellington Buildings. These buildings also contribute positively to the heritage asset as attractive elements of setting. The remainder of The Strand to the south east of Tower Building comprises a mix of historic and modern buildings of similar scale.
- 3.82. The grade II listed Church of Our Lady and St Nicholas and its associated grounds are situated adjacent and to the north west of Tower Building and contribute positively to the significance of Tower Building as part of its historic context. The assets are located on the busy junction of The Strand/George's Dock Gates with St Nicholas Place and Chapel Street and as such, the listed building is experienced largely in kinetic views and in conjunction with high levels of vehicular traffic. Due to the proximity of these elements of setting, they detract from the appreciation of the significance of Tower Building.
- 3.83. The Site is located to the west/north west of the listed building, to the opposite side of the busy junction with St Nicholas Place. As such, there are views of the southern section of the Site, incorporating St Nicolas Place, from the heritage asset, as well as further reaching views to the waterfront, which provides a link between the Site and the listed building. This link is predominantly visual, based on the Site forming part of the historic context of the listed building, as there are no direct functional or historic associations between the Site and Tower Building. There is also a contrast between the formal architecture of Tower Building and the industrial character of the Site. The loss of the majority of the historic structures within the Site has, however, diminished the contribution that the Site makes to the listed building.

Contribution of Heritage Asset to the OUV of the WHS

- 3.84. The principal features of significance that contribute to the OUV of the WHS are as follows:
- The innovative construction and high quality architecture of the building is representative of the wealth and economic history of Liverpool in the early twentieth century, when the city gave attention to the quality and innovation of its architecture.

The heritage asset is considered to contribute to the authenticity and integrity of the WHS.

Church of Our Lady and St Nicholas – Grade II Listed - High Significance

Significance of Heritage Asset

- 3.85. The existing nineteenth century gothic church on this site (**Figure 41**) was built in 1811-15 by Thomas Harrison of Chester, and was extensively rebuilt following damage in the Second World War. The church occupies the site of two previous churches, however, neither of which survive in any form, with the earliest dating from c.1257³¹. The adjacent Chapel Street was named after the first of these, and the location is considered to be of a high level of historical value and significance due to this continuity of use. The building's nineteenth and mid twentieth century gothic architecture is also of a high level of aesthetic value, with the steeple's flying buttressed lantern described as 'a delightful structure' by Pollard and Pevsner³². Overall, the listed building is of **High** heritage significance.

Figure 41: Church of Our Lady and St Nicholas



³¹ Pollard, R and Pevsner, N (2006) *The Buildings of England: Lancashire: Liverpool and the South-west*. Yale.

³² *Ibid*

Contribution of Setting and Site to Significance of Asset

- 3.86. Historic maps indicate that the chapel was formerly located immediately adjacent to the Mersey foreshore, and would have been one of the most prominent landmarks in eighteenth century Liverpool before its industrialised expansion. The construction of first George's Dock, and then Princes Dock in the early nineteenth century, changed the church's setting considerably, removing it from the riverside, and placing it to the rear of the commercial dockland area, and later set behind the high-level dock railway. The Site, which comprises part of this nineteenth century development, therefore represents an important part of the churches setting in general terms. Today, however, the church remains disconnected physically from the Site and from the river by the dual carriageway of New Quay. It's location on the busy junction of New Quay with Chapel Street and St Nicolas Place detracts from its significance and emphasises the detachment from its historic context. The church however remains a focal point in views into the city from St Nicholas Place, which is within the Site (**Figure 42**).

Figure 42: Church of Our Lady and St Nicholas in context, viewed from within the Site



Contribution of Heritage Asset to the OUV of the WHS

- 3.87. The principal features of significance that contribute to the OUV of the WHS are as follows:
- Forms part of the nineteenth century townscape of Liverpool and is illustrative of the city's growth into a world mercantile centre, due to the change in the church's location following the construction of George's Dock and Princes Dock.

The heritage asset is considered to contribute to the authenticity and integrity of the WHS.

Dock Wall and Dock Wall Gates – Grade II Listed - High Significance

Significance of Heritage Asset

- 3.88. The Dock Wall at Princes Dock is the earliest section of the perimeter wall that eventually enclosed all of the historic northern docks. It was built by John Foster Sen, and was a requirement of the Warehousing Act, 1803. At Princes Dock, it is constructed of red brick with stone dressings (**Figure 43**), and stone rusticated gate piers (**Figure 44**). Although not architecturally decorative, aesthetic value is drawn from its solid, industrial character and prominent height. At 5.5m high, the wall was a psychological as well as physical barrier between the dockland area and the wider city beyond, with most inhabitants being unaware of the activities contained within. Its presence in the cityscape is historically and evidentially important, providing a physical remnant that informs and enhances understanding of dockland practices in the early nineteenth century, as well as being one of the only remaining standing structures in the Princes Dock area surviving from prior to the 1980s redevelopment. The listed structures form a prominent and dominating feature along the west and south west side of Waterloo Road / Bath Street and are also likely to feature in collective local memory, providing a tangible link to the historic use of the Princes Dock area. Located on the boundary of the World Heritage Site, the assets form an important part of the Dockland history of Liverpool. As such, the listed structures are considered to be of **High** heritage significance.

Figure 403: Princes Dock Wall and Gates



Figure 414: Princes Dock Gates



Contribution of Setting and Site to Significance of Asset

- 3.89. The Princes Dock wall and gates run along the west/north west side of Bath Street/New Quay, which is a principal thoroughfare with a high level of vehicular traffic. Although a principal route has historically existed in this location, as found today, the character of this busy street is not considered to contribute to the particular significance of the listed structures. The built form along this road has also changed considerably from the assets' historic context with a large number of late twentieth and early twenty first century high rise buildings, which are not considered to complement the listed structures.
- 3.90. Historically, the majority of the Site would have been within the Dock Wall, with the exception of the southern section of Princes Parade and St Nicholas' Place. Over time the contribution of the Site to the significance of the wall has changed from one of intense economic and passenger activity, around the dock and the wharf, to today's relatively deserted and unused character. The structures that would have complemented the brick built materiality of the Dock Wall have all now been demolished, diminishing the Site's contribution. Nonetheless, the existing Site is still of some significance, with the remaining open water of the dock also maintaining its former relationship to the wall, and allowing the observer to understand and appreciate its construction and purpose.

Contribution of Heritage Asset to the OUV of the WHS

- 3.91. The principal features of significance that contribute to the OUV of the WHS are as follows:
- Forms part of the historic dockland landscape.

- Provides tangible evidence of the growth of Liverpool into a major commercial port and is representative of its innovative techniques and types of dock and dock facilities, which had worldwide influence.

Due to these features and the intactness of the heritage asset, it is considered to contribute to the authenticity and integrity of the WHS.

Listed Statues in and around Pier Head – Grade II Listed - High Significance

Significance of Heritage Assets

- 3.92. This group of statues, including the Monument to local shipping company owner and businessman Sir Alfred Lewis Jones (in front of the Royal Liver Building), the statue of King Edward VII on horseback (to the front of the Cunard Building, although originally intended to be located in front of St George's Hall³³), the War Memorial in front of the Cunard Building, and the Merchant Navy Memorial (located immediately west of the modern building of the Museum of Liverpool), is considered to have group value as examples of the monumental cityscape in this part of Liverpool. The structures are also significant in their own right in terms of their subject matter and aesthetic quality, as well as through their contribution to the general setting of Pier Head and the Three Graces. They are of evidential and historic value as they provide an understanding and commemoration of past events and are also likely to feature in the collective memory of local inhabitants as prominent features on the waterfront. As monuments within the World Heritage Site, which form a principal element of the setting of the Three Graces, the heritage assets are overall considered to be of **High** heritage significance.

Figure 425: Statue of Edward VII with Royal Liver Building beyond, and War Memorial in front of the Cunard Building



Contribution of Setting and Site to Significance of Assets

- 3.93. The setting of these statues is characterised by the public open space and cityscape to the front of the Three Graces, around the Pier Head area, and the Liverpool waterfront to their south west.

³³ <http://www.victorianweb.org/sculpture/john/10.html>. Accessed 10/04/2017

Together with a number of other monuments, including an unlisted and informally styled bronze piece depicting The Beatles, as well as the listed Memorial to the Heroes of the Marine Engine Room, they punctuate the cityscape in and around the core of the waterfront, and complement the elaborate and monumental architecture of the principal buildings in this location. The Site's contribution to this setting essentially comprises the same elements that contribute to the setting of the Three Graces, i.e. a continuation of the dockland, waterfront cityscape. The Site therefore contributes to the significance of the listed statues by virtue of their historical association; however, this contribution has been diminished by the loss of historic structures within the Site.

Contribution of Heritage Asset to the OUV of the WHS

3.94. The principal features of significance that contribute to the OUV of the WHS are as follows:

- Forms part of the historic dockland waterfront cityscape.
- Form a focal point along the waterfront and are illustrative of the importance and development of maritime mercantile culture in Liverpool.

Due to these features and the intactness of the heritage assets, they are considered to contribute to the authenticity and integrity of the WHS.

The Princes Half Tide Dock, Entrance to Princes Half Tide Dock and Waterloo Warehouse – Grade II Listed - Medium Significance

Significance of Heritage Assets

- 3.95. This group of heritage assets are of historic and evidential value as they are representative of the expansion of Princes Dock northwards, to cater for the growing needs of the city. The dock entrance (**Figure 46**) and dock retaining wall were constructed by Jesse Hartley in the 1840s, who also undertook the completion of Waterloo, Victoria and Trafalgar Docks, which allowed for larger steamships to be accommodated and therefore resulted in Princes Dock becoming the principal dock for high value and low bulk goods.
- 3.96. Waterloo Warehouse, located on the north east side of the dock, was constructed in 1867 and designed by George Fosbery Lyster. The brick, granite and limestone building consists of six storeys and displays segmental arches and square piers to the ground floor. It forms an attractive building on the dockside and in views across the dock (**Figure 47**), which is illustrative of the character of industrial buildings of this period and also complements the robust nature of the granite rubble dock retaining wall and granite rubble and timber dock entrance. The heritage asset group is overall considered to be of **Medium** heritage significance.

Figure 436: Princes Half Tide Dock Entrance



Figure 447: Princes Half Tide Dock with Waterloo Warehouse beyond (central building)



Contribution of Setting and Site to Significance of Assets

- 3.97. The setting of the heritage assets is dominated by the River Mersey to the west, Waterloo and Princes Docks to the north and south, and the busy Waterloo Road/Bath Street to the east, with the built form of Liverpool beyond. The River Mersey and its associated activity are considered to make a positive contribution to the significance of the listed structures due to the historical associations and as it forms part of the assets' historic context. Similarly, the docks to the north and south contribute positively to significance by virtue of their historic and functional link. The surrounding built form largely concentrated to the east of the assets, but also including the high rise buildings of 1 William Jessop Way and Alexandra Tower to the south east and south west and other buildings further south along Princes Parade, form part of the mixed urban townscape of Liverpool, and are not considered to contribute to the significance of the heritage assets.
- 3.98. The Site forms part of the immediate setting of the heritage assets, with the northern section of the Site incorporating the derelict jetty and wharf and the surviving granite setts and sections of railway track located almost adjacent to the Princes Half Tide Dock entrance and retaining wall. These surviving historic elements on the Site make a positive contribution to the significance of the heritage assets in providing an understanding of their former historic links and group value. The overall contribution of the Site is somewhat limited, however, due to the lack of surviving historic structures, which has resulted in the loss of part of the historic context of the assets, as well as the loss of the dockland activity within the Site, particularly at its northern end.

Contribution of Heritage Asset to the OUV of the WHS

3.99. The principal features of significance that contribute to the OUV of the WHS are as follows:

- Forms part of the historic dockland landscape.
- Forms an important part of Liverpool's dockland history and is demonstrative of the city's role as a major centre generating innovative technologies and methods in dock construction and port management.

As such, the heritage assets are considered to contribute to the authenticity of the WHS; however, the deterioration of the historic fabric of Princes Half Tide Dock and Entrance to Princes Half Tide Dock lessens their contribution to the integrity of the WHS.

West Africa House and Wellington Buildings – Non-designated Heritage Assets - Low Significance

Significance of Heritage Assets

3.100. West Africa House and Wellington Buildings, built in 1920 and circa 1923 respectively, are located on the north east side of The Strand (**Figure 48**). They are of historic and evidential value as illustrative examples of the early twentieth century development of Liverpool and are representative of the economic history of the area. West Africa House, built for the former Bank of West Africa, was designed by Briggs, Wolstenholme & Thornley³⁴. It is constructed of Portland stone with Greek details, which contribute to its aesthetic value. Wellington Buildings is a larger twelve storey block adjoining West Africa House and was designed by Colin S. Brothers³⁵. The heritage assets are attractive buildings which complement the architecture of the Three Graces located directly to the opposite side of The Strand and form a key part of the streetscene along The Strand. Overall, the non-designated heritage assets are considered to be of **Low** heritage significance.

Figure 458: Wellington Buildings and West Africa House, with Tower Building beyond



Contribution of Setting and Site to Significance of Assets

3.101. The setting of the heritage assets is largely consistent with that of Tower Building, with the Three Graces located opposite and the busy route of the Strand and its associated vehicular and pedestrian traffic dominating the assets immediate setting. The non-designated heritage assets are

³⁴ Sharples, J, (2004), Pevsner Architectural Guides: Liverpool. Yale.

³⁵ Ibid

also located in close proximity to George's Dock ventilation and central control station of the Mersey road tunnel; a large scale structure constructed of Portland stone located to the south west side of The Strand. The group of listed buildings and structures to the opposite side of The Strand make a positive contribution to the significance of West Africa House and Wellington Buildings by virtue of their shared age, materiality and historic development. The modern large scale buildings towards the southern end of the Strand and at the junction with James Street are not considered to contribute to the significance of the non-designated heritage assets.

3.102. The Site is located to the north west of the heritage assets. As is the case with the listed Tower Building, the Site's contribution to the significance of West Africa House and Wellingtons Buildings is based on views of the Site from the assets and inter-visibility between the two, rather than any historical or functional associations. As such, the existing Site is considered to make a neutral contribution to the significance of the non-designated heritage assets.

Contribution of Heritage Asset to the OUV of the WHS

3.103. The principal features of significance that contribute to the OUV of the WHS are as follows:

- The high quality architecture of the buildings is representative of the wealth and economic development of Liverpool in the early twentieth century, when the city gave attention to the quality and innovation of its architecture.

The heritage asset is considered to contribute to the authenticity and integrity of the WHS.

4. Description of Proposed Development

- 4.1. The Applicant is seeking planning consent, a Marine Works Licence and a Harbour Revision Order to construct a new cruise liner terminal facility and supporting infrastructure to replace the existing temporary cruise terminal. The main elements of the proposed Development comprise:
- Demolition of buildings and structures, including the controlled removal of Princes Jetty;
 - Construction of a new landing stage and suspended deck;
 - Construction of a cruise liner terminal building;
 - Modification of the existing cruise liner terminal building to accommodate cruise related ancillary uses, including staff facilities and storage, on completion of the new cruise liner terminal;
 - Terminal parking, pickup and drop off facilities;
 - Erection of a vehicular and pedestrian linkspan bridge (linking the new terminal building and the existing pontoons); and
 - Erection of a passenger boarding bridge.
- 4.2. The physical characteristics of the proposed Development are set out in a series of Parameter Plans which are being submitted to Liverpool City Council for approval. These Parameter Plans set out, amongst other things, the location and maximum buildable envelope of the proposed built elements within the Site. The details of the proposed Development's appearance, including fixed building heights and footprints, are reserved for future detailed approval. Elements of the detailed design would be submitted for approval as part of future reserved matters applications and would accord with the relevant Parameter Plans.
- 4.3. The development of the existing Liverpool cruise liner terminal over the past decade, including the temporary cruise facility at Plot 7, Princes Parade to the south of the Site, has coincided with a large increase in cruise ship and passenger numbers. The existing facility is also used by vessels associated with offshore wind farm development and maintenance, the Royal Navy and foreign naval vessels.
- 4.4. The Applicant has now identified the pressing need to provide a new permanent facility to accommodate the predicted continued rapid increase in cruise ships visiting Liverpool while maintaining the facilities required by the other types of vessel listed above. Following a recent options appraisal, Princes Jetty in the north-west of the Site has been identified as the appropriate location for the proposed Development.
- 4.5. The primary use of the proposed Development would be the berthing of cruise ships, generally from March through to November, to accommodate the predicted growth in this sector. Additionally, at appropriate times throughout the year and particularly during the off-season, it is proposed to use the new terminal building as conferencing and exhibition space.

5. Assessment and Evaluation of Overall Impact

Princes Jetty – Non-Designated Heritage Asset - Medium Significance

Direct Impact

- 5.1. The proposed Development would involve the demolition of Princes Jetty, located within the north-west corner of the Site. Although currently in a decayed and derelict state, this non-designated heritage asset is considered to be of medium heritage significance. This significance is primarily invested in its historical value as the former principal departure and arrival location for transatlantic liner crossings, as well as its evidential value as one of the earliest surviving examples of the Hennebique system in the UK. Its removal would result in the loss of one of the few remaining elements of historic fabric within the Site, which currently provides an understanding of the historic use and function of the Site and its surrounding area, and therefore would have an adverse impact.

Indirect Impact

- 5.2. There would be no indirect impact on the heritage significance of Princes Jetty.

Impact on Contribution to OUV of the WHS

- 5.3. Princes Jetty is identified as contributing to the OUV of the WHS as a historic part of the dockland landscape and as it is representative of the mass European emigration to the New World and Liverpool's transatlantic trade. As such, its demolition would have an adverse impact which would lessen the contribution of the Site to the OUV of the WHS.

Significance of Effect or Overall Impact on Princes Jetty

- 5.4. It is considered that the direct impact on Princes Jetty would be major adverse, and therefore the scale and severity of change would be **moderate/large**.

Memorial to Heroes of the Marine Engine Room – Grade II* Listed - High Significance

Direct Impact

- 5.5. There would be no direct impact on the heritage significance of Memorial to Heroes of the Marine Engine Room.

Indirect Impact

- 5.6. The grade II* listed Memorial to Heroes of the Marine Engine Room is encircled by the southern section of the Site, but excluded from the Site boundary. As such, the proposed Development would result in a change to its immediate setting. Importantly however, the grassed area and integrated hard landscaping that directly surrounds the memorial would remain unaltered and therefore the proposed Development would not result in a loss of an element of setting that contributes positively to the heritage assets significance.
- 5.7. The Site has been identified as making a limited positive contribution to the significance of the listed memorial as a continuation of the dockland waterfront cityscape, and due to the continued use of the modern ferry terminal, which forms part of the historic function of the Site. As the level of activity within the Site has been considerably reduced since the late twentieth century however, it is considered that the reinstatement of the historic use of the Site and an increase in associated

activity would enhance the contribution that the Site makes to the significance of the listed memorial.

- 5.8. The proposed cruise terminal would be located within the northern section of the Site, at a distance from the memorial. It is therefore considered that this built form would not impair views towards the listed monument, particularly views along the waterfront towards the Three Graces within which the memorial is a focal point.

Impact on Contribution to OUV of the WHS

- 5.9. It has been established that the listed memorial contributes to the OUV of the WHS as part of the historic dockland landscape and forms a focal point on the waterfront, which highlights Liverpool's importance as a commercial port. Importantly, it is considered that these features of significance would not be compromised as a result of the proposed Development and that the appreciation of these attributes would be enhanced by the reinstatement of the historic use on the Site.

Significance of Effect or Overall Impact on Memorial to Heroes of the Marine Engine Room

- 5.10. Overall, it is considered that the indirect impact on Memorial to Heroes of the Marine Engine Room would be minor beneficial and as such, the severity and scale of change would be **moderate/large**.

The Royal Liver Building – Grade I Listed - High Significance

Direct Impact

- 5.11. There would be no direct impact on the heritage significance of The Royal Liver Building.

Indirect Impact

- 5.12. The grade I listed Royal Liver Building is located directly adjacent to the southern section of the Site, and therefore the proposed Development would result in a change to its immediate setting. The listed building is a prominent feature within views along and across the waterfront, and in an important identified view from the northern access road within the Site along the waterfront of Princes Dock. It also has an important relationship with the other two Graces, which contribute to its significance.
- 5.13. The proposed Development would include a new cruise liner terminal located within the northern section of the Site. This would be situated at a distance from the Royal Liver Building and crucially, it is considered that it would not detract from the appreciation of the listed building or hinder important views towards it, nor would it alter the assets relationship with the other two Graces.
- 5.14. The Site contributes to the significance of the Royal Liver Building as it provides an element of continuity to the waterfront and as the use of the modern ferry terminal continues the function that has existed historically within the Site. It is acknowledged however, that historically the Site would have been a hub of immense activity due to the former presence of the Princes Dock and Riverside Station. Re-establishing the use of the Site and the resultant activity would therefore enhance the Site's contribution to the significance of the Royal Liver Building.

Cunard Building – Grade II* Listed - High Significance

Direct Impact

- 5.15. There would be no direct impact on the heritage significance of The Cunard Building.

Indirect Impact

- 5.16. The proposed Development would result in a change to the wider setting of the Cunard Building, which is located to the south of the Site, beyond the Royal Liver Building. Although the listed building's relationship with the Site is less visually direct than the Royal Liver Building, it has considerable historical associations with the Site, as the Site was historically the location of the principal transatlantic liner departure and arrival jetty for Cunard. This historical association continues to some extent today with the continued use of the modern ferry terminal, however has been considerably reduced since the late twentieth century. Therefore the proposed Development would enhance the contribution that the Site makes to the significance of the Cunard building and allow an appreciation of its former function, through the reinstatement of the use and associated activity that was historically extant on the Site.
- 5.17. In addition, it is considered that the proposed Development would not alter the important relationship of the listed building with the other of the Three Graces and the key views of the listed building along and across the waterfront would not be significantly impaired by the proposed Development, due to the built form being concentrated towards the northern end of the Site.

The Port of Liverpool Building – Grade II* Listed - High Significance

Direct Impact

- 5.18. There would be no direct impact on the heritage significance of The Royal Liver Building.

Indirect Impact

- 5.19. The grade II* listed Port of Liverpool Building is located to the south of the Site, beyond the Royal Liver Building and the Cunard Building. The proposed Development would therefore result in a change to the wider setting of the listed building. As with the Royal Liver Building, the Site, although further removed physically from the Port of Liverpool Building, provides a continuation of Liverpool's dockland cityscape and has historical associations with the listed building. These associations are lessened, however, by the lack of surviving historic structures within the Site and as there has been a significant reduction of activity within the Site, largely due to the loss of the former Princes Dock and Riverside Station. As such, it is considered that the reinstatement of commercial trade and associated activity within the Site would be an improvement on its existing, largely derelict, state and would enhance the Site's contribution to the significance of the Port of Liverpool Building.
- 5.20. The proposed cruise terminal would be located within the northern section of the Site, at some distance from the listed building, and therefore it is considered that it would not detract from the appreciation of the significance of the Cunard Building. It would also not impede significant views of the listed building, enabling it to continue to be appreciated as part of the dockland landscape in views across the River Mersey and in conjunction with the other two Graces.

Impact on Contribution of the Three Graces to OUV of the WHS

- 5.21. It is considered that the proposed Development would not detract from the prominence and importance of the heritage assets as part of the historic dockland landscape and therefore their contribution to the OUV of the WHS would be sustained. In addition, it is considered that the renewed use of the Site and the associated activity would enhance the assets contribution to the OUV of the WHS, as it would allow a greater understanding of Liverpool's role as a principal port.

Significance of Effect or Overall Impact on The Three Graces

- 5.22. It is considered that the indirect impact on the Three Graces would be minor beneficial and therefore the severity and scale of change would be **moderate/large**.

Tower Building – Grade II* Listed - High Significance

Direct Impact

- 5.23. There would be no direct impact on the heritage significance of The Royal Liver Building.

Indirect Impact

- 5.24. As identified, Tower Building is located in close proximity to the southern section of the Site, to the opposite side of the busy junction of The Strand/St Nicholas Place. As such, there is a degree of inter-visibility between the listed building and the Site, as well as views towards the waterfront from the heritage asset.
- 5.25. It has been established that the Site has no direct historical or functional relationships with the listed building and also that there is a contrast between the formal architecture and character of Tower Building and the industrial nature of the Site, meaning that the link between the Site and the listed building is largely visual, based on the Site forming part of the historic context of the listed building. Due to the proximity of the Site to the listed building, the proposed Development would result in a change to its immediate setting, however the proposed cruise terminal would be concentrated to the northern section of the Site, and therefore it is likely that inter-visibility between this built form and the heritage asset would be limited. It is considered that the proposed Development would not have a significant effect on the particular significance of the listed building; however, it would provide a renewed use and the associated dockside activity that would have existed historically within the locality of the listed building, which would have a beneficial effect.

Impact on Contribution to OUV of the WHS

- 5.26. It has been established that the listed building contributes to the OUV of the WHS as its high quality architecture is representative of the wealth and economic history of Liverpool in the early twentieth century. It is considered that the proposed Development would not alter this contribution and therefore the asset's contribution to the OUV of the WHS would be sustained.

Significance of Effect or Overall Impact on Tower Building

- 5.27. As such, it is considered that the severity and scale of change would be **neutral**.

Church of Our Lady and St Nicholas – Grade II Listed - High Significance

Direct Impact

- 5.28. There would be no direct impact on the heritage significance of The Royal Liver Building.

Indirect Impact

- 5.29. The grade II listed Church of Our Lady and St Nicholas is located in close proximity to the Site to its east, although now disconnected physically from the Site and detached from its historic riverside context, with its setting predominantly defined by the busy junction of New Quay with Chapel Street and St Nicolas Place.

- 5.30. As identified, the Site forms an important part of the nineteenth century context of the church, and therefore the re-established use and associated activity on the Site resulting from the proposed Development would reinstate a historic element of the setting of the listed building. It is considered, however, that due to the degree of separation between the listed building and the Site, this would not have a significant effect on the significance of the church. In addition, as is the case with the Tower Building located adjacent to the church, it is likely that the inter-visibility between the built form of the proposed cruise terminal within the northern section of the Site and the listed church would be limited, due to the separation distance and interposing built form.

Impact on Contribution to OUV of the WHS

- 5.31. The Church of Our Lady and St Nicholas is considered to contribute to the OUV of the WHS as part of the nineteenth century townscape of Liverpool, which is illustrative of the city's growth into a world mercantile centre. It is considered that this contribution would not be changed as a result of the proposed Development and therefore the contribution of the listed church to the OUV of the WHS would be maintained.

Significance of Effect or Overall Impact on Church of Our Lady and St Nicholas

- 5.32. The severity and scale of change would therefore be **neutral**.

Dock Wall and Dock Wall Gates – Grade II Listed - High Significance

Direct Impact

- 5.33. There would be no direct impact on the heritage significance of the Dock Wall and Dock Wall Gates.

Indirect Impact

- 5.34. The proposed Development would result in a change to the wider setting of the listed dock wall and dock wall gates, which are located to the east of the Site. The heritage assets are somewhat separated from the Site by the modern development along Princes Parade and William Jessop Way, although there are views of the assets from the Site across Princes Dock, and glimpsed views from the opposite side of the River Mersey.
- 5.35. It has been established that the contribution of the Site to the significance of the dock wall and dock wall gates has changed over time, from the former intense activity around the dock to today's largely disused character. Therefore the proposed Development would reinstate the use and associated activity that existed historically on the Site and formed part of the assets historic context, which would have a beneficial effect.
- 5.36. Due to the built form of the proposed cruise terminal being located within the northern section of the Site, it is likely that the views of the heritage assets that exist currently from the Site and across the River Mersey would be obscured, resulting in the principal views of the dock wall and gates being from the city centre along Bath Street. It is considered, however, that overall the understanding and appreciation of the historic function of the heritage assets would be retained.

Impact on Contribution to OUV of the WHS

- 5.37. It is considered that the proposed Development would sustain the heritage asset's contribution to the OUV of the WHS as part of the historic dockland landscape, and as tangible evidence of the growth of Liverpool into a major commercial port, as well as being an example of the innovative techniques and types of dock and dock facilities in Liverpool. In addition, it is considered that the

re-instatement of a greater use and activity on the Site would enhance the appreciation of this contribution.

Significance of Effect or Overall Impact on Dock Wall and Dock Wall Gates

- 5.38. As such, it is considered that the indirect impact on the Dock Wall and Dock Wall Gates would be negligible beneficial and therefore the severity and scale of change would be **slight**.

Listed Statues in and around Pier Head – Grade II Listed - High Significance

Direct Impact

- 5.39. There would be no direct impact on the heritage significance of the Listed Statues in and around Pier Head.

Indirect Impact

- 5.40. It has been established that the setting of the listed statues is characterised by the public open space that surrounds them, the Three Graces and the Liverpool waterfront, all of which contribute positively to their significance. Importantly, it is considered that the proposed Development on the Site, which is located to the north of the heritage assets, would not compromise the relationship between the statues and the elements of setting that contribute positively to their significance, and therefore the proposed Development would not detract from the appreciation of the heritage assets.
- 5.41. In addition, the Site contributes to the significance of the listed statues as a continuation of the dockland waterfront cityscape and as part of the assets historic context, albeit that this has been diminished by the lack of surviving historic structures on the Site and the loss of its former intense level of use and activity. Therefore re-establishing the use and greater level of activity that existed historically on the Site will enhance its contribution to the significance of the heritage assets.

Impact on Contribution to OUV of the WHS

- 5.42. The listed statues have been identified as contributing to the OUV of the WHS as part of the historic dockland waterfront cityscape, which provide a focal point along the waterfront and are illustrative of the importance and development of maritime mercantile culture in Liverpool. Importantly, it is considered that these features of significance would not be compromised as a result of the proposed Development and that the appreciation of these attributes would be enhanced by the reinstatement of the historic use on the Site.

Significance of Effect or Overall Impact on Listed Statues in and around Pier Head

- 5.43. Overall, it is considered that the indirect impact on the heritage asset would be minor beneficial and therefore the severity and scale of change would be **moderate/large**.

The Princes Half Tide Dock, Entrance to Princes Half Tide Dock and Waterloo Warehouse – Grade II Listed - Medium Significance

Direct Impact

- 5.44. There would be no direct impact on the heritage significance of the Princes Half Tide Dock, Entrance to Princes Half Tide Dock and Waterloo Warehouse.

Indirect Impact

- 5.45. The grade II listed Princes Half Tide Dock, Entrance to Princes Half Tide Dock and Waterloo Warehouse are located directly adjacent and to the north of the Site. As such, the proposed Development would result in a change to the immediate setting of the listed structures. The structures are visible in views from the Site, as well as across the River Mersey, and therefore the proposed cruise terminal, which would be located adjacent to the heritage assets, would block views towards the listed structures, which would detract from the appreciation of their significance.
- 5.46. It is considered, however, that the relationship of the heritage assets with elements of setting that contribute positively to their significance, most notably the docks to their north and the River Mersey, would not be compromised. In addition, it has been established that the Site contributes to the significance of the listed structures by virtue of their shared historic functions; however, this contribution has been lessened by the loss of the dockland activity, particularly at the northern end of the Site. As such, the proposed Development would reinstate commercial trade and its associated activity in the location that would have historically formed the hub of intense economic and passenger activity.

Impact on Contribution to OUV of the WHS

- 5.47. It has been established that the heritage assets contribute to the OUV of the WHS as part of the historic dockland landscape, which is demonstrative of the city's role as a major centre generating innovative technologies and methods in dock construction and port management. It is considered that this contribution would not be altered by the proposed Development and that the reinstatement of activity and use at the northern end of the Site would enhance the appreciation of this contribution.

Significance of Effect or Overall Impact on Princes Half Tide Dock, Entrance to Princes Half Tide Dock and Waterloo Warehouse

- 5.48. It is therefore considered that the indirect impact on the heritage assets would be negligible beneficial and as such, the severity and scale of change would be **neutral/slight**.

West Africa House and Wellington Buildings – Non-designated Heritage Assets - Low Significance

Direct Impact

- 5.49. There would be no direct impact on the heritage significance of the West Africa House and Wellington Buildings.

Indirect Impact

- 5.50. The proposed Development would result in a change to the wider setting of West Africa House and Wellington Buildings, which are located to the south east of the Site, beyond the Royal Liver Building. It has been established that the Site makes a neutral contribution to the significance of the non-designated heritage assets, due to the inter-visibility between the two rather than any historical or functional associations.
- 5.51. It is considered that the proposed Development would not alter the assets' relationship with any elements of setting that contribute positively to their significance and would not affect the appreciation of the non-designated heritage assets.

Impact on Contribution to OUV of the WHS

- 5.52. It is considered that the proposed Development would not alter the contribution of the heritage assets to the OUV of the WHS, which is invested in their high quality architecture that is representative of the wealth and economic development of Liverpool in the early twentieth century. Therefore the assets' contribution to the OUV of the WHS would be sustained.

Significance of Effect or Overall Impact on West Africa House and Wellington Buildings

- 5.53. As such, it is considered that the severity and scale of change would be **neutral**.

Liverpool Maritime Mercantile City World Heritage Site – Very High Significance

Indirect Impact

- 5.54. As identified, the majority of the Site is located within the buffer zone of the World Heritage Site (WHS), with a small section of the southern part of the Site located within the WHS. The proposed Development would therefore result in a change to the WHS and its buffer zone, which forms a fundamental part of its visual setting. The World Heritage Site SPD outlines that development proposals within the buffer zone need to be carefully considered, to ensure that they do not adversely affect the setting of the WHS. It also states that: *“Developments are also considered for their potential positive effects on the townscape, such as by re-instating a street frontage, utilising derelict or disused land and re-connecting different parts of the city, as well as their positive economic benefits in providing investment and activity.”*³⁶
- 5.55. It has been established that in its current condition, the Site forms an essential part of the dockland landscape in this part of Liverpool, which contributes to the Outstanding Universal Value (OUV) of the WHS; however, the largely derelict state of the Site and the limited activity within it has resulted in a loss of one of the principal elements of its former character, which has a negative effect on its contribution to the OUV of the WHS. Therefore, the proposed Development would enhance the Site's contribution to the OUV of the WHS through re-establishing a greater use of the Site and utilising the disused land within the Site. In addition, the proposed cruise terminal would be situated in the northern section of the Site, in the location of the existing Princes Jetty, which would reinstate commercial trade and its associated activity in the location that would have historically formed the hub of intense economic and passenger activity. This would allow an appreciation of the former use of the Site and would restore the activity that would have formed a significant part of the setting of the WHS historically.
- 5.56. In relation to important views into the WHS, the view along the waterfront of Princes Dock towards the royal Liver Building, which is identified as an important view in the World Heritage Site SPD, would be retained, with the proposed Development within the Site concentrated to the west of this view. The proposed Development would alter the existing views towards the WHS from the opposite side of the River Mersey, resulting in these views of the WHS being experienced in conjunction with the new built form of the proposed Development; however, this change would reinstate the historic use of the Site, consistent with Liverpool's dockland history.
- 5.57. Overall, it is considered that the indirect impact on the WHS would be minor beneficial and the severity and scale of change would be **moderate/large**.

³⁶ Liverpool City Council (2009): 'Liverpool Maritime Mercantile City World Heritage Site Supplementary Planning Document', Liverpool City Council, Liverpool.

Impact on Authenticity and Integrity of the WHS

- 5.58. As identified, the authenticity of the WHS is the way that attributes convey evidence of OUV, and the integrity of the WHS is based on whether all attributes of OUV are extant within the WHS and are not eroded or under threat.
- 5.59. It has been established that all of the identified heritage assets contribute to the authenticity and integrity of the WHS, however, the deterioration of the historic fabric of Princes Half Tide Dock and Entrance to Princes Half Tide Dock lessens their contribution to the integrity of the WHS, as well as the decayed and derelict state of Princes Jetty, which lessens the Site's contribution to the integrity of the WHS.
- 5.60. It is considered that the authenticity and integrity of the WHS would overall be sustained. The only direct impact on the integrity of the WHS would arise from the demolition of Princes Jetty, which would result in a loss of an element of historic fabric that conveys the OUV of the WHS. This would lessen the Site's contribution to the integrity, and consequently the OUV, of the WHS, however, the attributes that contribute to the OUV of the WHS as a whole would still be represented.
- 5.61. The impacts to the remainder of the identified heritage assets would be indirect in nature and it has been assessed that the significance of effect or overall impact on heritage assets would be neutral to negligible or minor beneficial, with the impact on the assets' contribution to the OUV of the WHS being sustained or enhanced. It is therefore considered that the way in which attributes convey the OUV of the WHS would be maintained and in some cases enhanced and therefore there would be no adverse impact on the authenticity of the WHS.

6. Mitigation Measures

- 6.1. It has been identified that, in the absence of mitigation measures, the direct impact on Princes Jetty would be major adverse, and therefore the scale and severity of change would be **moderate/large**. This is due to the demolition of Princes Jetty, which is of medium heritage significance. As such, it is recommended that a Level 3 Building Recording of Princes Jetty is undertaken prior to demolition and that the proposed cruise terminal, to be located at the existing location of Princes Jetty, provides heritage interpretation of Princes Jetty to enable an understanding and appreciation of the history and significance of the historic structure.
- 6.2. The impacts to the remainder of the heritage assets would be neutral, negligible beneficial or minor beneficial and therefore there is no need for mitigation measures to be proposed.

7. Conclusions

- 7.1. This ICOMOS Statement provides a baseline analysis of the Site and its historical development, and an assessment of the identified designated and non-designated heritage assets within the Site and its environs.
- 7.2. This document also sets out an assessment of the potential impact of the Development on the Outstanding Universal Value (OUV) of the WHS, which is evaluated through consideration of the impact on the attributes which convey the OUV of the WHS.
- 7.3. It has been assessed that overall there would be no adverse impacts on the OUV of the WHS resulting from the proposed Development, and that in some cases the appreciation or understanding of the attributes that contribute to the OUV of the WHS would be enhanced by the reinstatement of a greater level of use and activity on the Site. Consideration of the impact on the authenticity and integrity of the WHS has identified that the demolition of Princes Jetty would lessen the Site's contribution to the integrity and OUV of the WHS, however overall there would be no adverse impacts on the authenticity and integrity of the WHS. As such, it is considered that there would be no risk to the inscription of the site as a World Heritage property as a result of the proposed Development.

References and Sources

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APPENDICES

A. Listing Descriptions

MEMORIAL TO HEROES OF THE MARINE ENGINE ROOM

List Entry Summary

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

Name: MEMORIAL TO HEROES OF THE MARINE ENGINE ROOM

List entry Number: 1209973

Location

MEMORIAL TO HEROES OF THE MARINE ENGINE ROOM, ST NICHOLAS PLACE

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II*

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 14-Mar-1975

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 359429

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ3390 ST NICHOLAS PLACE (west end) L3

27/1075 Memorial to "heroes of the marine engine room"

14.3.1975 GV II* Monument. 1916. By Sir William Goscombe John, originally designed to commemorate the engineers of the SS Titanic. Banded granite obelisk, 14.5 metres high rising from a pedestal set on a tall square chamfered plinth. On the east and west faces of the pedestal are carved life-size figures of the Engine Room Heroes'- stokers on the east face and engineers on the west. On the corners at the foot of the obelisk, at a level above the heads of the figures are carved representations of Water (north-west), Earth (north-east), Fire (south-east), and Air (south-west). Between these, stylised waves in low relief, from which, on each face, a rising sun emerges. At the top of the obelisk, on each face, a draped female form, depicting the sea. The figures grasp between them breech buoys, and thus form an encircling group of figures set beneath the gilded torch flame which crowns the monument. An inscription on the south face of the pedestal reads THE BRAVE DO NOT DIE/ THEIR DEEDS LIVE ON FOR EVER/ AND CALL UPON US/ TO EMULATE THEIR COURAGE/AND DEVOTION TO DUTY' On the north face, the inscription reads ALL HEROES OF THE / MARINE ENGINE ROOM/ THIS MEMORIAL/ WAS ERECTED BY/ INTERNATIONAL SUBSCRIPTION/ MCMXVI'. HISTORY: The memorial was originally intended to commemorate the 32 engineers of the Titanic' who remained at their posts to allow the greatest number of passengers to escape from the sinking liner. However, spaces were to be left to record other heroic deeds done by sea-going engineers'. However, because of the very high loss of life at sea during the progress of the First World War, it was thought appropriate to dedicate the monument to all maritime engine room fatalities. The memorial had a considerable influence upon the design of post -1919 war memorials, particularly in respect of the portrayal of the ordinary' man or woman, rather than of members of social or military elites. It is thought to be one of the most artistically- significant memorials to the Titanic' disaster on either side of the Atlantic.

Listing NGR: SJ3374490386

This List entry has been amended to add sources for War Memorials Online and the War Memorials Register. These sources were not used in the compilation of this List entry but are added here as a guide for further reading, 27 January 2017.

Selected Sources

Websites

War Memorials Online, accessed 27 January 2017 from <https://www.warmemorialsonline.org.uk/memorial/121287>

War Memorials Register, accessed 27 January 2017 from <http://www.iwm.org.uk/memorials/item/memorial/1224>

National Grid Reference: SJ 33744 90386

ROYAL LIVER BUILDING, IRON RAILINGS AND STONE PIERS SURROUNDING ROYAL LIVER BUILDING

List Entry Summary

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

Name: ROYAL LIVER BUILDING, IRON RAILINGS AND STONE PIERS SURROUNDING ROYAL LIVER BUILDING

List entry Number: 1356370

Location

ROYAL LIVER BUILDING, IRON RAILINGS AND STONE PIERS SURROUNDING ROYAL LIVER BUILDING, GEORGES PIER HEAD

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: I

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 12-Jul-1966

Date of most recent amendment: 19-Jun-1985

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 214151

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 3390 GEORGES PIER HEAD L3

27/503 Royal Liver Building Iron railings and stone piers surrounding 12.7.66 Royal Liver Building. (formerly listed under G.V. I Pier Head)

Office building. 1908-10. Aubrey Thomas. Concrete frame with granite cladding. 8 storeys, and 2 storeys of attics. 9 bays, 13-bay returns. Front has 4 giant buttress/projections each of 1 bay width, the middle 2 framing a semi-circular portico of Ionic columns with balustraded parapet; a smaller semi-circular projecting window above with shield of arms and Ionic columns. Ground and 1st floors rusticated. Ground floor has round-arched windows. Upper floors to 2nd, 3rd, 7th and 8th bays recessed behind parapet and scrolls. Windows with mullions and transoms of 3 lights. Those to projecting bays with transom only. Those to 5th and 6th floors in round headed recesses with balconies. Top floor recessed behind Doric colonnade. Frieze and bracketed cornice. Receding attics with parapets. Roof piled up with turrets and domes in receding stages. Clock towers with copper liver birds on top. Iron railings and stone piers all round at base. One of the 1st multi-storey concrete framed buildings in the world.

Listing NGR: SJ3388090329

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ 33880 90329

CUNARD BUILDING

List Entry Summary

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

Name: CUNARD BUILDING

List entry Number: 1052283

Location

CUNARD BUILDING, GEORGES PIER HEAD

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II*

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 12-Jul-1966

Date of most recent amendment: 19-Jun-1985

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 214150

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 3390 GEORGES PIER HEAD L3 27/502 Cunard Building 12.7.66 (formerly listed under Pier Head) G.V. II*

Office building. 1913-16. Willink and Thicknesse. Portland stone and 6 storeys. 9 bays, 17-bay returns. Ground floor and end bays with rustication. Ground floor battered with round-headed windows the centre bay projecting for the entrance, with carved animals as finials. 2nd floor windows have stone balustraded balconies. 3rd floor windows have cornices on brackets. Frieze above 4th floor. Top floor enriched with shields and drapery between windows, moulded frieze on modillions. Plain top parapet. Other facades similarly treated. 2 simple bronze lamp holders at entrances.

Listing NGR: SJ3392390273

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ 33923 90273

PORT OF LIVERPOOL BUILDING AND STONE BALUSTRADE, IRON GATES AND PIERS

List Entry Summary

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

Name: PORT OF LIVERPOOL BUILDING AND STONE BALUSTRADE, IRON GATES AND PIERS

List entry Number: 1068223

Location

PORT OF LIVERPOOL BUILDING AND STONE BALUSTRADE, IRON GATES AND PIERS,
GEORGES PIER HEAD

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II*

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 12-Jul-1966

Date of most recent amendment: 19-Jun-1985

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 214149

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 3390 GEORGES PIER HEAD L3

27/501 Port of Liverpool Building and stone balustrade, iron gates and piers (formerly 12.7.66. listed as Offices at Mersey Docks and Harbour Board)

G.V. II*

Office building. 1907. Arnold Thornely. Portland stone. Basement and 5 storeys, 13 bays wide with canted corner bays, 11-bay returns. Rusticated basement ground and 1st floor window round-headed, 1st floors, and corner bays. 2nd, central and 12th bays break forward. Ground floor window round-headed, 1st floor windows in eared architraves. 2nd and 3rd floors recessed behind attached Ionic colonnade with entablature and central open pediment containing bulls eye and dolphins, at ends round open pediments containing attic window. 3rd floor window of 3 lights, with colonnettes supporting open segmental pediments, and balustraded balconies. 4th floor window of 3 lights with colonnettes, centre and end bays have Diocletian windows. Attic has round-headed window with projecting panelled blocks between. Entrance in tunnel-vaulted recess with keystone and pediment, flanked by statues on plinths with ships in cornucopias over. End octagonal towers with tall glazed drums and coupled Ionic columns supporting domes. Central dome on 2-stage drum. 1st stage with Ionic colonnade and 4 projecting aedicules containing niches, 2nd stage recessed behind balustrade. Copper dome surmounted by lantern with 4 aedicules and obelisk. Interior has full height octagonal hall with coffered dome. Round-arched openings to galleries with iron railings and solid balconies with lamp standards to alternate floors. Mosaic paving. 2 square stone piers opposite the entrance, with dentilled cornices and globes with gilded continents; 4 iron gates and gate piers. Also stone balustrade across whole front, curving from entrance piers, with stone lamp holders on ends, and continuing round the whole building with stone lamp holders at intervals, in the form of naval monuments with draped urns on top. Also iron gates and piers at each end of forecourt.

Listing NGR: SJ3392290208

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ 33922 90208

MONUMENT TO SIR ALFRED LEWIS JONES

List Entry Summary

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

Name: MONUMENT TO SIR ALFRED LEWIS JONES

List entry Number: 1068225

Location

MONUMENT TO SIR ALFRED LEWIS JONES, GEORGES PIER HEAD

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish: Non Civil Parish

National Park: Not applicable to this List entry.

Grade: II

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 14-Mar-1975

Date of most recent amendment: 19-Jun-1985

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 214154

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 3390 GEORGES PIER HEAD L3

27/505+1 Monument to Sir Alfred Lewis Jones (formerly listed 14.3.75 under Pier Head) G.V. II

Monument. 1913. Stone plinth, square stone pedestal with bronze bust in laurel wreath, and bronze allegorical figures at base (fruits of industry, research and enterprise). Standing crowned female figure on top.

Listing NGR: SJ3382590312

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ3382590312

MONUMENT OF EDWARD VII

List Entry Summary

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

Name: MONUMENT OF EDWARD VII

List entry Number: 1068224

Location

MONUMENT OF EDWARD VII, GEORGES PIER HEAD

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 14-Mar-1975

Date of most recent amendment: 19-Jun-1985

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 214153

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 3390 GEORGES PIER HEAD L3

27/505 Monument of Edward VII (formerly listed 14.3.75 under Pier Head) G.V. II

Monument. c1911. By Sir W. Goscombe John. Tall rectangular stone pedestal, and bronze statue of king on standing horse.

Listing NGR: SJ3383690231

WAR MEMORIAL IN FRONT OF CUNARD BUILDING

List Entry Summary

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

Name: WAR MEMORIAL IN FRONT OF CUNARD BUILDING

List entry Number: 1052301

Location

WAR MEMORIAL IN FRONT OF CUNARD BUILDING, GEORGES PIER HEAD

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 14-Mar-1975

Date of most recent amendment: 19-Jun-1985

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 214152

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 3390 GEORGES PIER HEAD L3

27/504 War Memorial in front of Cunard Building (formerly listed 14.3.75 under Pier Head) G.V. II

First and Second World War Memorial, c.1920. Granite pedestal and tall unfluted column with copper capital and anchor ornament on rope fillet. Copper figure of Victory on top, nude, holding laurel wreath, with shield and drapery, standing on a ship's prow. Shaft is columna rostrata, i.e. is decorated with beaks of ships.

Listing NGR: SJ3387490251

This List entry has been amended to add sources for War Memorials Online and the War Memorials Register. These sources were not used in the compilation of this List entry but are added here as a guide for further reading, 13 March 2017.

Selected Sources

Websites

War Memorials Online, accessed 13 March 2017 from <https://www.war memorialsonline.org.uk/memorial/121292>

War Memorials Register, accessed 13 March 2017 from <http://www.iwm.org.uk/memorials/item/memorial/1218>

National Grid Reference: SJ 33874 90251

MERCHANT NAVY WAR MEMORIAL

List Entry Summary

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

Name: MERCHANT NAVY WAR MEMORIAL

List entry Number: 1393706

Location

MERCHANT NAVY WAR MEMORIAL, GEORGES PIER HEAD

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 05-Mar-2010

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 504858

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

The Merchant Navy War Memorial is recommended for designation at Grade II for the following principal reasons: * It is the national memorial to merchant seamen who served on Royal Navy

vessels, rather than their own vessels, during World War II under the T124 agreement * It is an evocative war memorial to the merchant seamen who lost their lives serving aboard Royal Navy vessels during the Second World War, designed to incorporate appropriate references to the seafarers it commemorates, namely a mariner's compass and lighthouse * It is architect-designed by London architects Stanley H Smith and Charles F Blythin, who won a national competition run by the Commonwealth War Graves Commission. The sculptural detailing is by the prominent Liverpool sculptor, H Tyson Smith, who has other memorials listed * It stands in a prominent location on the waterfront in the proximity of a number of other listed buildings and memorials including the Port of Liverpool Building (formerly the Mersey Docks and Harbour Board Building), the Cunard Building, the Royal Liver Building, the Memorial to Sir Alfred Lewis Jones, the War Memorial in front of the Cunard Building, and the Monument of Edward VII.

History

Legacy Record - This information may be included in the List Entry Details.

Details

392/0/10342 GEORGES PIER HEAD 05-MAR-10 Merchant Navy War Memorial

II World War II War Memorial. 1952. Architects, Stanley, Harold Smith and Charles Frederick Blythin of London. Sculptor, H Tyson Smith of Liverpool. Reinforced concrete faced with Portland stone, glass lenses at summit of column, bronze inscription plaques.

PLAN: Raised semi-circular enclosure with short straight walls extending on either side. Circular column in centre of enclosure.

DESCRIPTION: Enclosure is entered by a centrally placed flight of 6 steps, with the lowest step extended along the outside base of the enclosure walls to form a low shelf to place wreaths on. Sunk into the upper faces of the enclosure walls are 24 tall, rectangular, bronze plaques shaped in section as a shallow V like the pages of a book, and containing the names of the dead (8 plaques on each of the curving walls to either side of the steps, and 4 more on each of the straight extensions). Names arranged alphabetically under the names of over 120 ships on which the seamen had served. One extra name plaque below this level towards the far end of the right wing, which lists the names of those who died on land, but whose graves are unknown. Either side of the steps are gate posts surmounted by white stone globes; that on the left is a terrestrial globe, that on the right is a celestial globe bearing signs of the Zodiac. There are 2 bronze plaques at entrance to enclosure; on side face of the left gate post is a plaque inscribed THE REGISTER CONTAINING / THE NAMES RECORDED / ON THESE PANELS / MAY BE SEEN AT THE OFFICES / OF THE TOWN CLERK / AND THE MERSEY DOCKS / AND HARBOUR BOARD, on the side face of the right gate post is a plaque inscribed THIS MEMORIAL WAS BUILT / AND IS MAINTAINED BY THE COMMONWEALTH / WAR GRAVES COMMISSION. Within the enclosure are stone benches set against the interior faces of the curved walls. At the centre of the enclosure is a circular column surmounted by silver-backed glass lenses evoking a lighthouse. Near its base is a carved inscription reading THESE OFFICERS / AND MEN OF THE / MERCHANT NAVY / DIED WHILE / SERVING WITH / THE ROYAL NAVY / AND HAVE NO / GRAVE BUT / THE SEA / 1939-1945,

with a Naval badge, Naval crown, wreath and fowl anchor above. The design of the pavement around the base of the column is based on a mariner's compass.

HISTORY: A more correct name for the memorial is 'Memorial to the Missing of the Naval Auxiliary Personnel of the Second World War' as it was erected specifically to commemorate the 1,390 merchant seamen who lost their lives at sea serving on Royal Navy vessels during World War II. The merchant seamen commemorated enrolled with the Royal Navy under the then newly-instigated T124 agreement, under which they would be subject to Royal Navy discipline whilst retaining Merchant Navy rates of pay and other conditions. The T124 Manning Depot was established in Liverpool. The Imperial (later Commonwealth) War Graves Commission ran a national competition for architects who had served in the forces to design a memorial with a budget set at £5,000. The first prize was awarded to Stanley Harold Smith and Charles Frederick Blythin. It was unveiled by Admiral of the Fleet Viscount Cunningham on 12 November 1952.

SOURCES Terry Cavanagh, *Public Sculpture of Liverpool* (Liverpool, 1997), 146-9.

REASONS FOR DESIGNATION The Merchant Navy War Memorial is designated at Grade II for the following principal reasons: * It is an evocative war memorial to the merchant seamen who lost their lives serving aboard Royal Navy vessels during the Second World War, designed to incorporate appropriate references to the seafarers it commemorates, namely a mariner's compass and lighthouse * It is the national memorial to merchant seamen who served on Royal Navy vessels, rather than their own vessels, during the Second World War under the T124 agreement * It is architect-designed by London architects Stanley H Smith and Charles F Blythin, who won a national competition run by the Commonwealth War Graves Commission. The sculptural detailing is by the prominent Liverpool sculptor, H Tyson Smith, who has other memorials listed * It is the counterpart to the listed Mercantile Marine Memorial, Trinity Square, London, which commemorates those men who lost their lives serving on Merchant Navy vessels during the two World Wars * It stands in a prominent location on the waterfront in the proximity of a number of other listed buildings and memorials including the Port of Liverpool Building (formerly the Mersey Docks and Harbour Board Building), the Cunard Building, the Royal Liver Building, the Memorial to Sir Alfred Lewis Jones, the War Memorial in front of the Cunard Building, and the Monument of Edward VII.

This List entry has been amended to add sources for War Memorials Online and the War Memorials Register. These sources were not used in the compilation of this List entry but are added here as a guide for further reading, 27 January 2017.

Selected Sources

Books and journals

Cavanagh, T, *Public Sculpture of Liverpool*, (1997), 146-149

Websites



War Memorials Online, accessed 27 January 2017 from
<https://www.war memorials online.org.uk/memorial/72869>

War Memorials Register, accessed 27 January 2017 from
<http://www.iwm.org.uk/memorials/item/memorial/52562>

National Grid Reference: SJ 33835 90091

CHURCH OF OUR LADY AND ST NICHOLAS

List Entry Summary

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

Name: CHURCH OF OUR LADY AND ST NICHOLAS

List entry Number: 1205993

Location

CHURCH OF OUR LADY AND ST NICHOLAS, CHAPEL STREET

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 28-Jun-1952

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 213868

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 3390 CHAPEL STREET L2

27/244 Church of Our Lady 28.6.52 and St. Nicholas

GV II

Church. Tower is now the oldest part, built 1811-15 by Thomas Harrison of Chester, ashlar in Decorated Gothic style, 4 angle buttresses terminating in crocketed finials, with flying buttress supporting a graceful open lantern, which is surmounted by a ship weather vane. The rest of the church is 1952 by Edward C Butler, after war damage, in Perpendicular Gothic.

Listing NGR: SJ3395990485

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ 33959 90485

SIMPSON FOUNTAIN

List Entry Summary

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

Name: SIMPSON FOUNTAIN

List entry Number: 1280434

Location

SIMPSON FOUNTAIN, CHAPEL STREET

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 19-Jun-1985

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 213870

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 3390 CHAPEL STREET L2

27/246 Simpson Fountain - G.V. II

Attached to retaining wall to church of Our Lady and St. Nicholas. Fountain. 1885. Stone with granite plinth. Fountain in elaborate Late Gothic canopy with 4-centred arched niche with portrait head and panelling over, flanked buttresses and pinnacles supporting heraldic beasts. Ogival cap with foliated finial.

Listing NGR: SJ3392990483

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ 33929 90483

RETAINING WALL TO WEST OF, AND RAILINGS TO SOUTH OF CHURCH OF OUR LADY AND ST NICHOLAS

List Entry Summary

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

Name: RETAINING WALL TO WEST OF, AND RAILINGS TO SOUTH OF CHURCH OF OUR LADY AND ST NICHOLAS

List entry Number: 1356312

Location

RETAINING WALL TO WEST OF, AND RAILINGS TO SOUTH OF CHURCH OF OUR LADY AND ST NICHOLAS, CHAPEL STREET

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 19-Jun-1985

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 213869

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 3390 CHAPEL STREET L2

27/245 Retaining wall to west of, and railings to south of Church of Our Lady and St. Nicholas.

G.V. II

Retaining wall to west side of churchyard. 1885. Stone with moulded plinth and coping, iron railings. Gateway with iron gates, pointed and with battlements over, flanked by crocketed pinnacles. End stone gate piers with crocketed pinnacle. Iron railings to south of church yard. C19 iron piers in the form of fasces and stone gate piers with caps.

Listing NGR: SJ3394790451

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ 33947 90451

TOWER BUILDING

List Entry Summary

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

Name: TOWER BUILDING

List entry Number: 1360220

Location

1-11, TOWER GARDENS
TOWER BUILDING, 22, WATER STREET

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II*

Date first listed: 14-Mar-1975

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 359720

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 3490 SW WATER STREET (north side) L2

7/1337 No. 22 (Tower Building) 14.3.75. G.V. II*

Includes 1-11 (odd) Tower Gardens. Office Building with shopping arcade. 1906. Aubrey Thomas. 5 storeys and attics; 3 bays and curved corner bays, 9 bays to the Strand of 8 storeys. Steel frame with grey granite and white faience cladding, granite ground floor. Bays divided by polygonal turrets. All windows have mullions and are of 5:4:5 lights, those to ground floor with a 1st floor oriel bay and balcony over a double portal of round arches. Cornice and balustrade, balustrades to attics with scrolls. Strand facade similar, centre and end bays with full-height canted oriels over round-headed arches, that to left leading to Tower Gardens, that to centre leading to arcade, segmental headed 3-light windows. Recessed top storey with parapet. End tower of 2 storeys, coner turrets and parapet, centre tower octagonal of 3 storeys, corner turrers. One of the 1st steel framed buildings in the country.

Listing NGR: SJ3399590439

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ 33995 90439

PRINCES DOCK WALL

List Entry Summary

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

Name: PRINCES DOCK WALL

List entry Number: 1322045

Location

PRINCES DOCK WALL, BATH STREET

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 28-Sep-1999

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 477706

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ3340 LIVERPOOL BATH STREET (West side)

392/27/10143 Princes Dock Wall

II

Dockyard wall. 1821. English bond brick with sandstone copings, approx. 18 foot high. Wall extends for approx. 210m. The stretch of wall that completes the southern half of the landward boundary to Princes Dock, the first closed dock in Liverpool, was built under Hartley's predecessor, John Foster, as a secure boundary against theft of goods brought into the port, and is attached to the Greek Revival gateway and brick wall (qv item 108+ 1) that complete the boundary to the north.

Listing NGR: SJ3371890861

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ 33718 90861

GATES TO PRINCES DOCK

List Entry Summary

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

Name: GATES TO PRINCES DOCK

List entry Number: 1068397

Location

GATES TO PRINCES DOCK, BATH STREET L3

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish: Non Civil Parish

National Park: Not applicable to this List entry.

Grade: II

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 19-Jun-1985

Date of most recent amendment: 29-Jan-2001

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 213713

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ3340 392/27/108+3

BATH STREET, PRINCES DOCK , GATES TO PRINCES DOCK

(Formerly listed as: BATH STREET PRINCES DOCK GATES TO DOCKS 24, 27, 28 AND PRINCES DOCK)

19.06.85

II

Gate piers, gates removed. 1821. By John Foster, Dock Engineer between 1799 and 1824. Stone piers have pitted rustication, raised panels and caps. C20 railings close the entrance.

Listing NGR: SJ3372090858

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ3372090858

GATES TO DOCKS 24 AND 27 AND 28 AND PRINCES DOCK

List Entry Summary

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

Name: GATES TO DOCKS 24 AND 27 AND 28 AND PRINCES DOCK

List entry Number: 1280755

Location

GATES TO DOCKS 24 AND 27 AND 28 AND PRINCES DOCK, BATH STREET L3

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish: Non Civil Parish

National Park: Not applicable to this List entry.

Grade: II

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 19-Jun-1985

Date of most recent amendment: 29-Jan-2001

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 213714

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ3390 BATH STREET 392/27/108+2 PRINCES DOCK 19-JUN-85 GATES TO DOCKS 24, 27, 28 AND PRINCES DOCK (Formerly listed as: BATH STREET PRINCES DOCK GATE TO PRINCES DOCK)

GV II

Gate piers. 1821. John Foster, Dock Engineer 1799-1824. Granite rubble piers with splayed bases, rounded angles and Doric caps, that to left larger, with window and rear entrance (Gatekeeper's hut); that to right has groove and original gate.

Listing NGR: SJ3368290956

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ3368290956

PRINCES HALF TIDE DOCK

List Entry Summary

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

Name: PRINCES HALF TIDE DOCK

List entry Number: 1252907

Location

PRINCES HALF TIDE DOCK

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 10-Oct-1989

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 436020

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 39 SW, 3/1500

LIVERPOOL, PRINCES DOCK, PRINCES HALF-TIDE DOCK

G.V.

II

Dock retaining wall. Early 1840's. J Hartley. Granite rubble brought to a fair face, laid in blocks of greatly differing sizes and included steps laid diagonally.

This listing adjoins and is part of the same build as the seaward entrance and timber gates separately listed, reference 3/910 and 27/910, and includes the retaining walls to either side of the entrances from Princes Half-Tide Dock to West Waterloo Dock and East Waterloo Dock.

Listing NGR: SJ3364791056

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ 33647 91056

ENTRANCE TO PRINCES HALF TIDE DOCK

List Entry Summary

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

Name: ENTRANCE TO PRINCES HALF TIDE DOCK

List entry Number: 1208892

Location

ENTRANCE TO PRINCES HALF TIDE DOCK

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish: Non Civil Parish

National Park: Not applicable to this List entry.

Grade: II

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 19-Jun-1985

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 359254

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 39 SW PRINCES DOCK SJ 3390 L3

3/910 Entrance to 27/910 Princes Half- - Tide Dock. - II

Dock entrance. 1840S. . J. Hartley. Granite rubble wall brought to a fair face, laid in blocks of greatly differing sizes to landward and seaward of original timber gates. 2 capstans remain to landward side.

This listing adjoins and is part of the same build as the remaining part of the Princes Half-Tide Dock reference 3/1500.

Listing NGR: SJ3352090987

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ3352090987

WATERLOO WAREHOUSE

List Entry Summary

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

Name: WATERLOO WAREHOUSE

List entry Number: 1062576

Location

WATERLOO WAREHOUSE, WATERLOO ROAD

The building may lie within the boundary of more than one authority.

County:

District: Liverpool

District Type: Metropolitan Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first listed: 14-Mar-1975

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 359705

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

SJ 39 SW WATERLOO ROAD L3

3/1323 Waterloo Warehouse 14.3.75. G.V. II

Warehouse. 1867. George Fosbery Lyster. Brick, with granite base and limestone ground floor, 6 storeys and 43 x 5 bays. Rusticated ground floor of open stone segmental arches and square piers. Shallow barrel vaults underneath, on 4 rows of piers. 5 loading bays and 2 hoist towers with pedimented gables. Paired round-headed windows have iron frames, louvred with round window above. Bands at sill levels. Parapet and cornice.

Listing NGR: SJ3364291335

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SJ 33642 91335



B. Ordnance Survey Maps

Historical Mapping Legends

Ordnance Survey County Series and Ordnance Survey Plan 1:2,500

Quarry **Gravel Pit** **Sand Pit**
Clay Pit **Shingle** **Refuse Heap**
Sloping Masonry **Flat Rock**
Marsh **Reeds** **Osiers**
Rough Pasture **Furze** **Wood**
Mixed Wood **Brushwood** **Orchard**
Fir **Ford** **Stepping Stones**
Ferry **Waterfall** **Lock**
Trig. Station **Altitude at Trig. Station**
B.M. 325.9 **Bench Mark** **Surface Level**
Arrow denotes flow of water **Antiquities (site of)**
Cutting **Embankment**
Railway crossing Road **Level Crossing** **Road crossing Railway**
Railway crossing River or Canal **Road over single stream** **Road over River or Canal**
County Boundary (Geographical)
County & Civil Parish Boundary
Administrative County & Civil Parish Boundary
County Borough Boundary (England)
County Burgh Boundary (Scotland)
Co. Boro. Bdy.
Co. Burgh Bdy.
BP BS Boundary Post or Stone **P.C.B** Police Call Box
B.R. Bridle Road **P** Pump
E.P Electricity Pylon **S.P** Signal Post
F.B. Foot Bridge **Sl** Sluice
F.P. Foot Path **Sp.** Spring
G.P Guide Post or Board **T.C.B** Telephone Call Box
M.S Mile Stone **Tr.** Trough
M.P M.R Mooring Post or Ring **W** Well

Ordnance Survey Plan, Additional SIMs and Supply of Unpublished Survey Information 1:2,500 and 1:1,250

Inactive Quarry, Chalk Pit or Clay Pit **Active Quarry, Chalk Pit or Clay Pit**
Rock **Boulders**
Cliff **Slopes** **Top**
Roofed Building **Glazed Roof Building**
Sloping Masonry **Archway**
Non-Coniferous Tree (surveyed) **Coniferous Tree (surveyed)**
Non-Coniferous Trees (not surveyed) **Coniferous Trees (not surveyed)**
Orchard Tree **Scrub** **Bracken**
Coppice, Osier **Reeds** **Marsh, Saltings**
Rough Grassland **Heath** **Culvert**
Direction of water flow **Bench Mark** **Antiquity (site of)**
Cave Entrance **Triangulation Station** **Electricity Pylon**
Electricity Transmission Line
County Boundary (Geographical)
County & Civil Parish Boundary
Civil Parish Boundary
Admin. County or County Bor. Boundary
London Borough Boundary
Symbol marking point where boundary mereing changes
BH Beer House **P** Pillar, Pole or Post
BP, BS Boundary Post or Stone **PO** Post Office
Cn, C Capstan, Crane **PC** Public Convenience
Chy Chimney **PH** Public House
D Fn Drinking Fountain **Pp** Pump
EI P Electricity Pillar or Post **SB, S Br** Signal Box or Bridge
FAP Fire Alarm Pillar **SP, SL** Signal Post or Light
FB Foot Bridge **Spr** Spring
GP Guide Post **Tk** Tank or Track
H Hydrant or Hydraulic **TCB** Telephone Call Box
LC Level Crossing **TCP** Telephone Call Post
MH Manhole **Tr** Trough
MP Mile Post or Mooring Post **Wr Pt, Wr T** Water Point, Water Tap
MS Mile Stone **W** Well
NTL Normal Tidal Limit **Wd Pp** Wind Pump

Large-Scale National Grid Data 1:2,500 and 1:1,250

Cliff **Slopes** **Top**
Rock **Rock (scattered)**
Boulders **Boulders (scattered)**
Positioned Boulder **Scree**
Non-Coniferous Tree (surveyed) **Coniferous Tree (surveyed)**
Non-Coniferous Trees (not surveyed) **Coniferous Trees (not surveyed)**
Orchard Tree **Scrub** **Bracken**
Coppice, Osier **Reeds** **Marsh, Saltings**
Rough Grassland **Heath** **Culvert**
Direction of water flow **Triangulation Station** **Antiquity (site of)**
Electricity Transmission Line **Electricity Pylon**
B.M. 231.60m Bench Mark **Buildings with Building Seed**
Roofed Building **Glazed Roof Building**
Civil parish/community boundary
District boundary
County boundary
Boundary post/stone
Boundary mereing symbol (note: these always appear in opposed pairs or groups of three)
Bks Barracks **P** Pillar, Pole or Post
Bty Battery **PO** Post Office
Cemy Cemetery **PC** Public Convenience
Chy Chimney **Pp** Pump
Cis Cistern **Ppg Sta** Pumping Station
Dismtd Rly Dismantled Railway **PW** Place of Worship
EI Gen Sta Electricity Generating Station **Sewage Ppg Sta** Sewage Pumping Station
EI P Electricity Pole, Pillar **SB, S Br** Signal Box or Bridge
EI Sub Sta Electricity Sub Station **SP, SL** Signal Post or Light
FB Filter Bed **Spr** Spring
Fn / D Fn Fountain / Drinking Ftn. **Tk** Tank or Track
Gas Gov Gas Valve Compound **Tr** Trough
GVC Gas Governor **Wd Pp** Wind Pump
GP Guide Post **Wr Pt, Wr T** Water Point, Water Tap
MH Manhole **Wks** Works (building or area)
MP, MS Mile Post or Mile Stone **W** Well

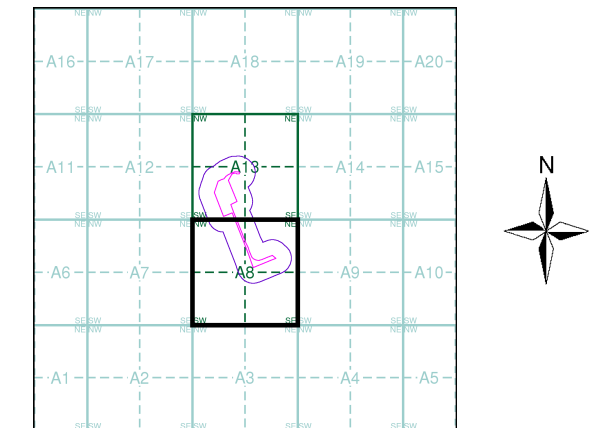
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Historical Mapping & Photography included:

Mapping Type	Scale	Date	Pg
Cheshire	1:2,500	1874 - 1876	2
Lancashire And Furness	1:2,500	1893	3
Cheshire	1:2,500	1899	4
Lancashire And Furness	1:2,500	1908	5
Cheshire	1:2,500	1911	6
Lancashire And Furness	1:2,500	1927	7
Cheshire	1:2,500	1935 - 1936	8
Ordnance Survey Plan	1:1,250	1954	9
Additional SIMs	1:1,250	1954 - 1983	10
Ordnance Survey Plan	1:2,500	1955	11
Additional SIMs	1:2,500	1955	12
Ordnance Survey Plan	1:1,250	1959 - 1972	13
Ordnance Survey Plan	1:2,500	1969	14
Ordnance Survey Plan	1:1,250	1971 - 1989	15
Supply of Unpublished Survey Information	1:1,250	1974	16
Additional SIMs	1:1,250	1984 - 1986	17
Ordnance Survey Plan	1:1,250	1989	18
Large-Scale National Grid Data	1:1,250	1993	19
Large-Scale National Grid Data	1:1,250	1995	20
Large-Scale National Grid Data	1:1,250	1996	21
Historical Aerial Photography	1:2,500	2000	22

Historical Map - Segment A8



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL

Landmark
 INFORMATION GROUP

Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk

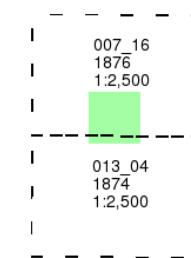
Cheshire

Published 1874 - 1876

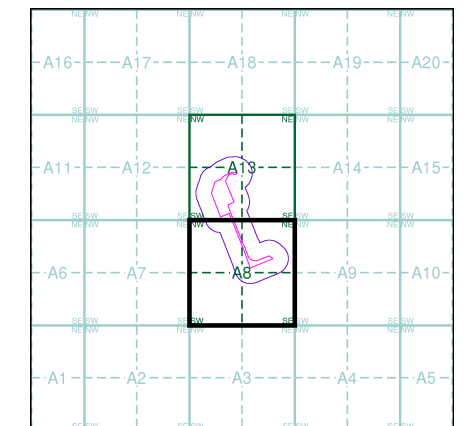
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A8

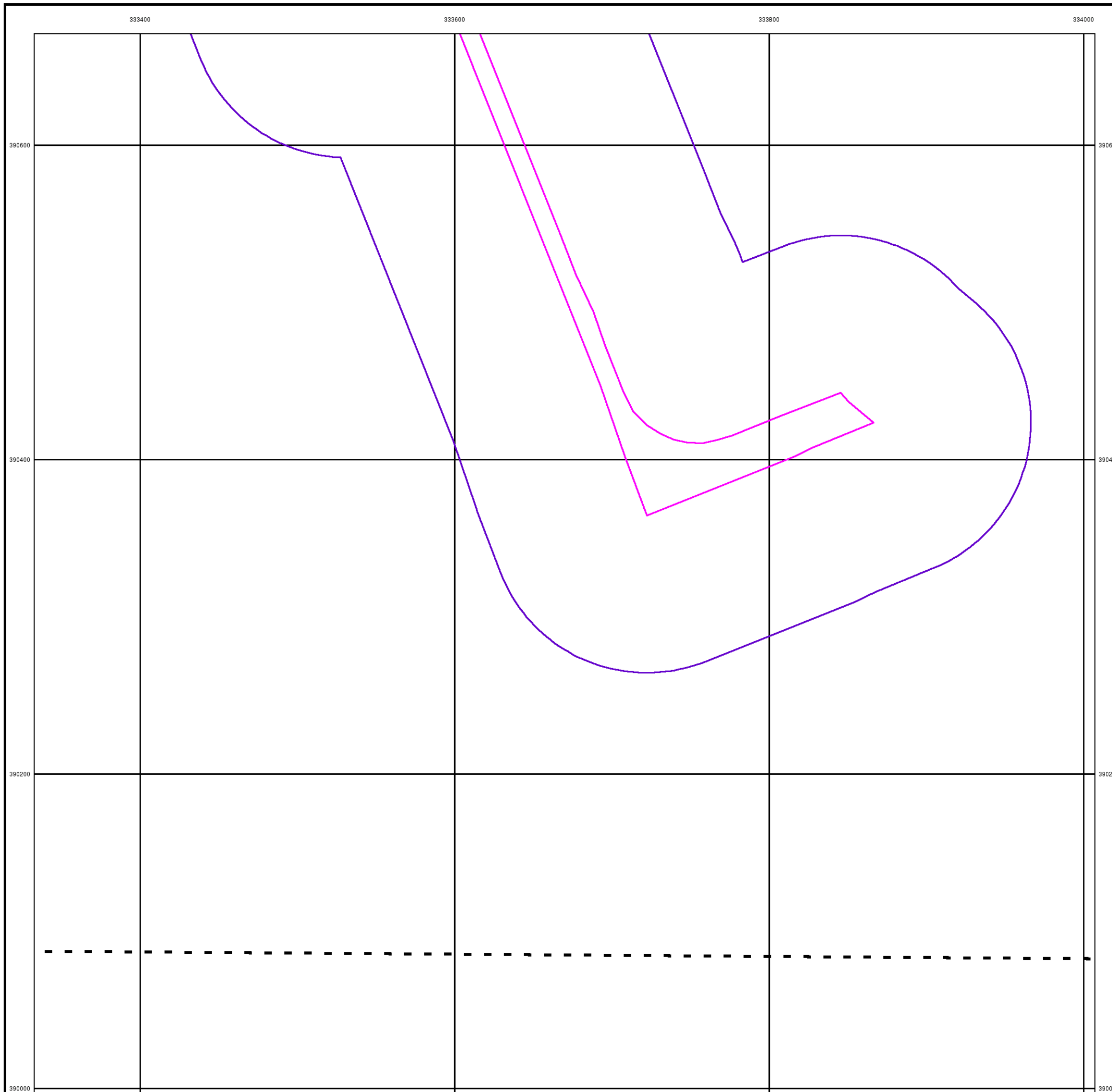


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



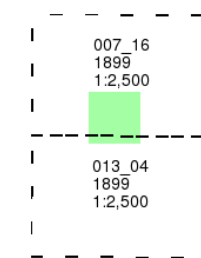
Cheshire

Published 1899

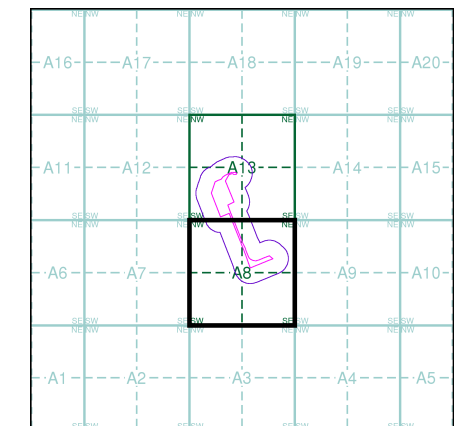
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A8

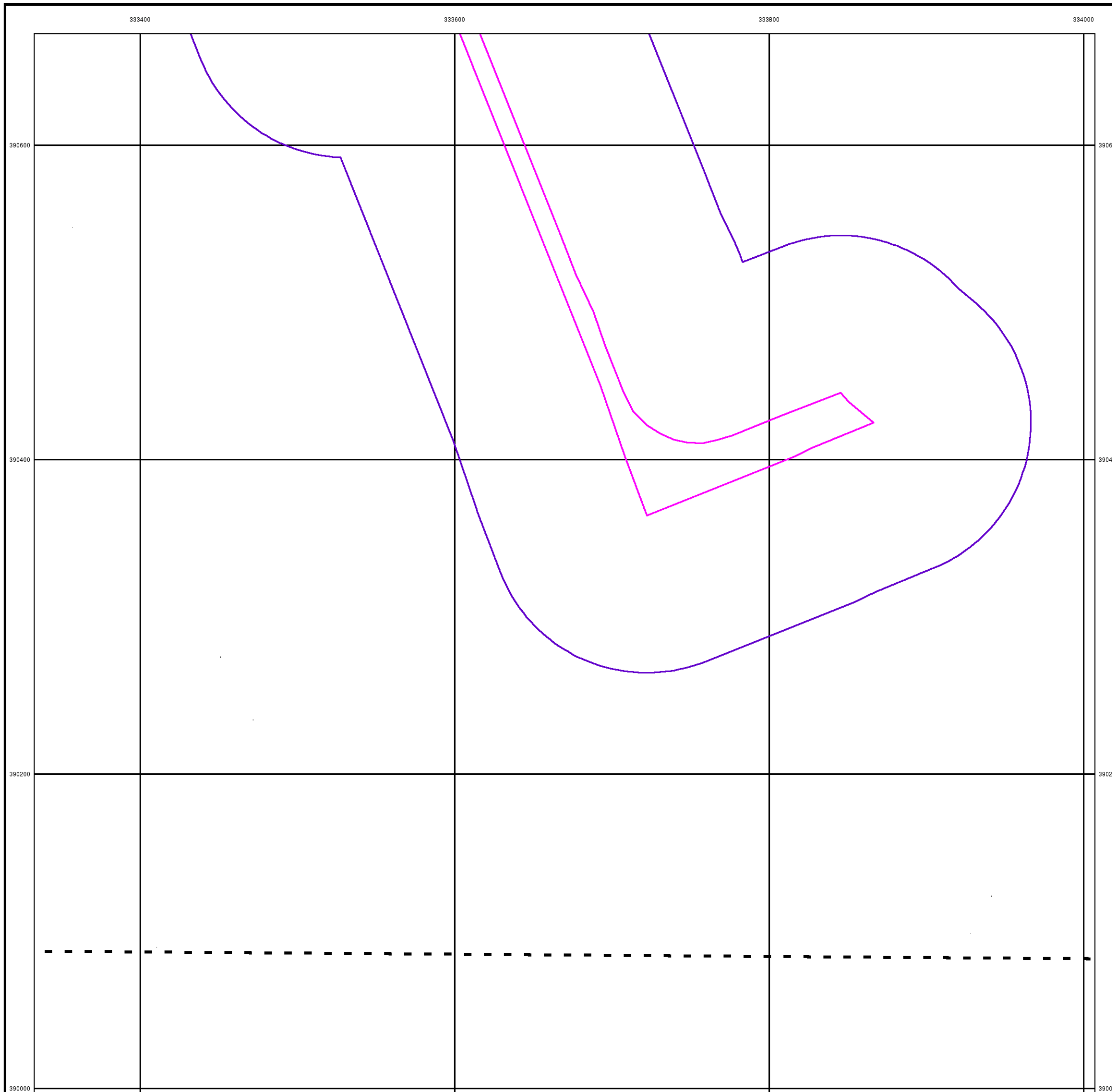


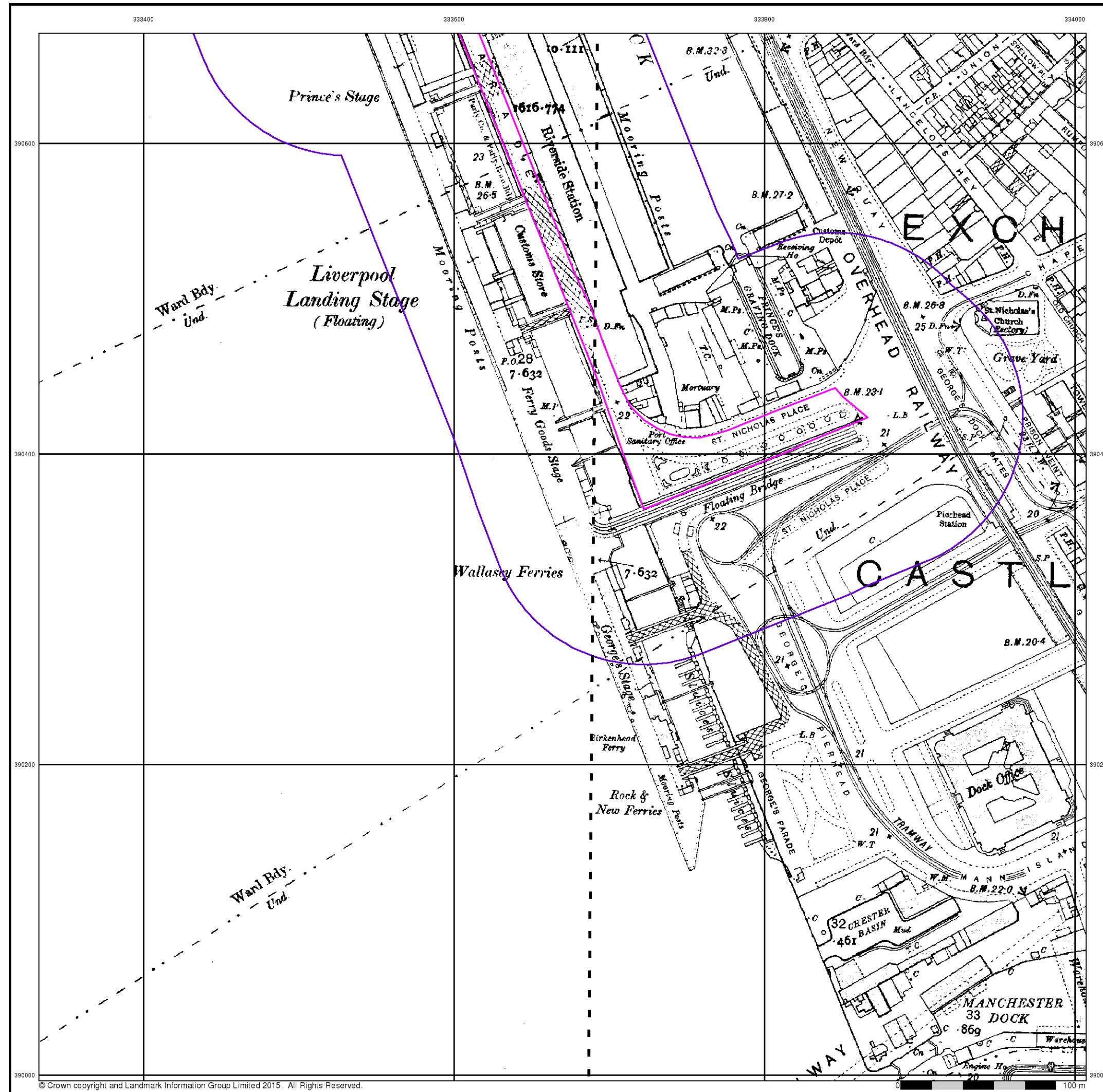
Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL

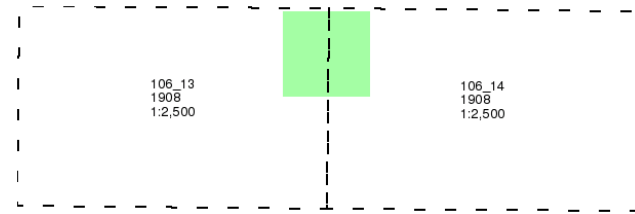




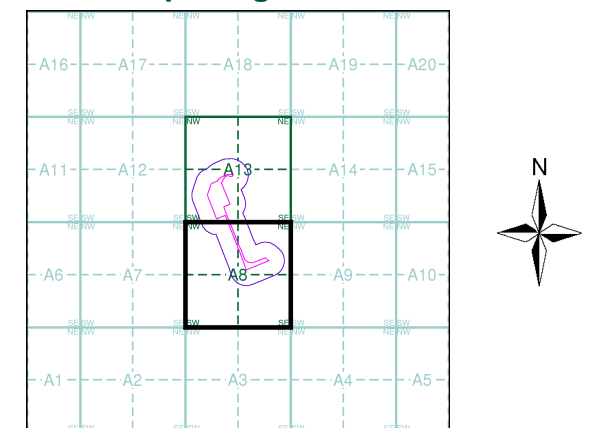
Lancashire And Furness
Published 1908
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A8



Order Details
 Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

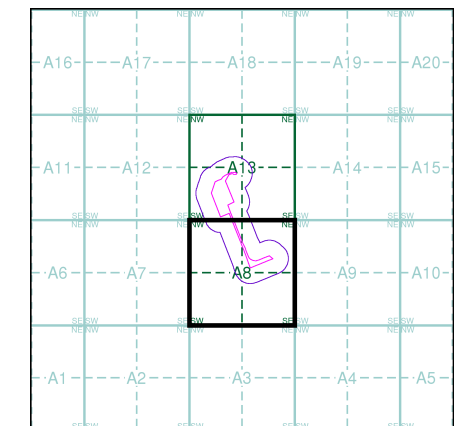
Site Details
 Princes Dock, Princes Parade, LIVERPOOL

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

007_16	1911	1:2,500
013_04	1911	1:2,500

Historical Map - Segment A8

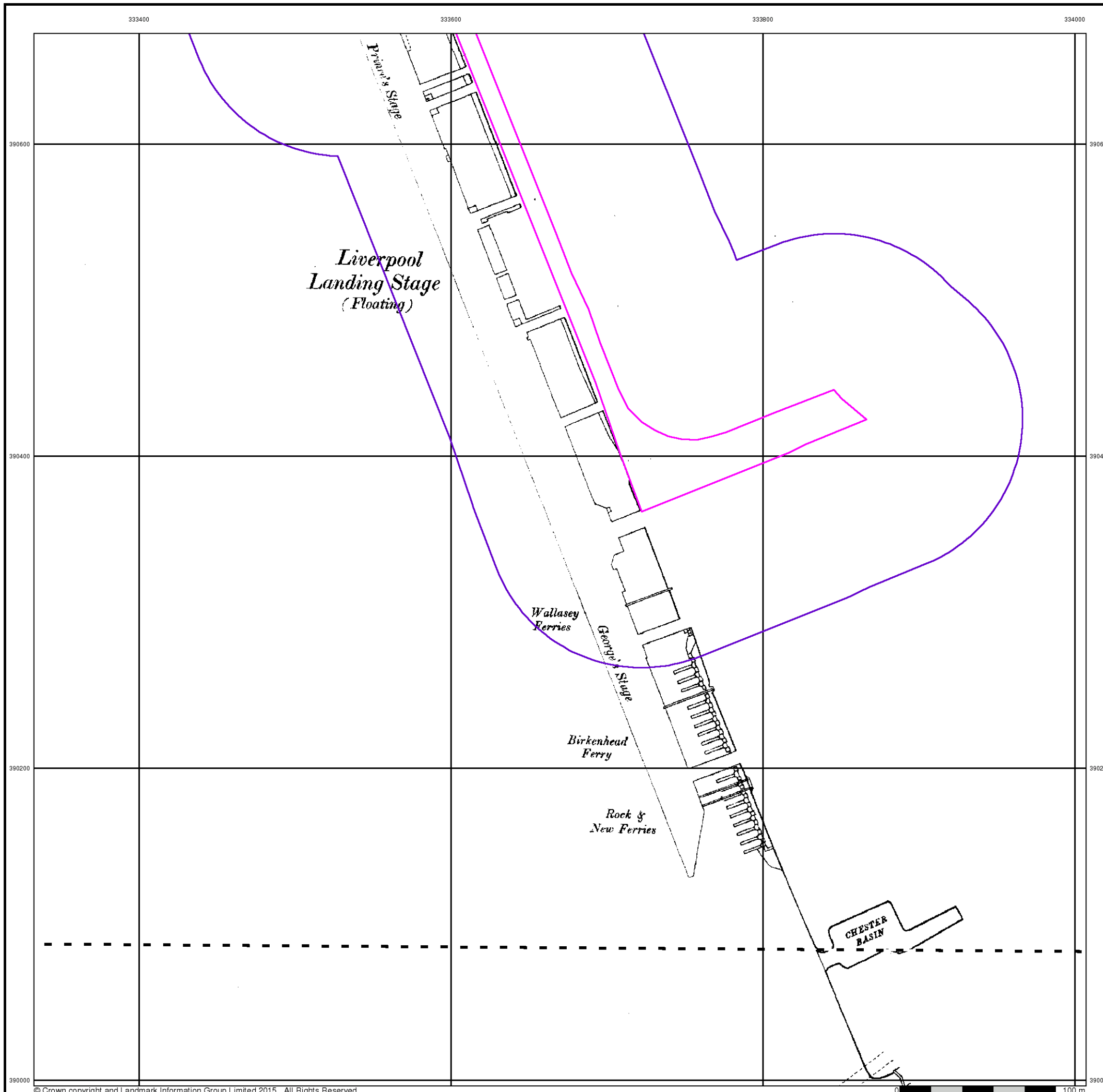


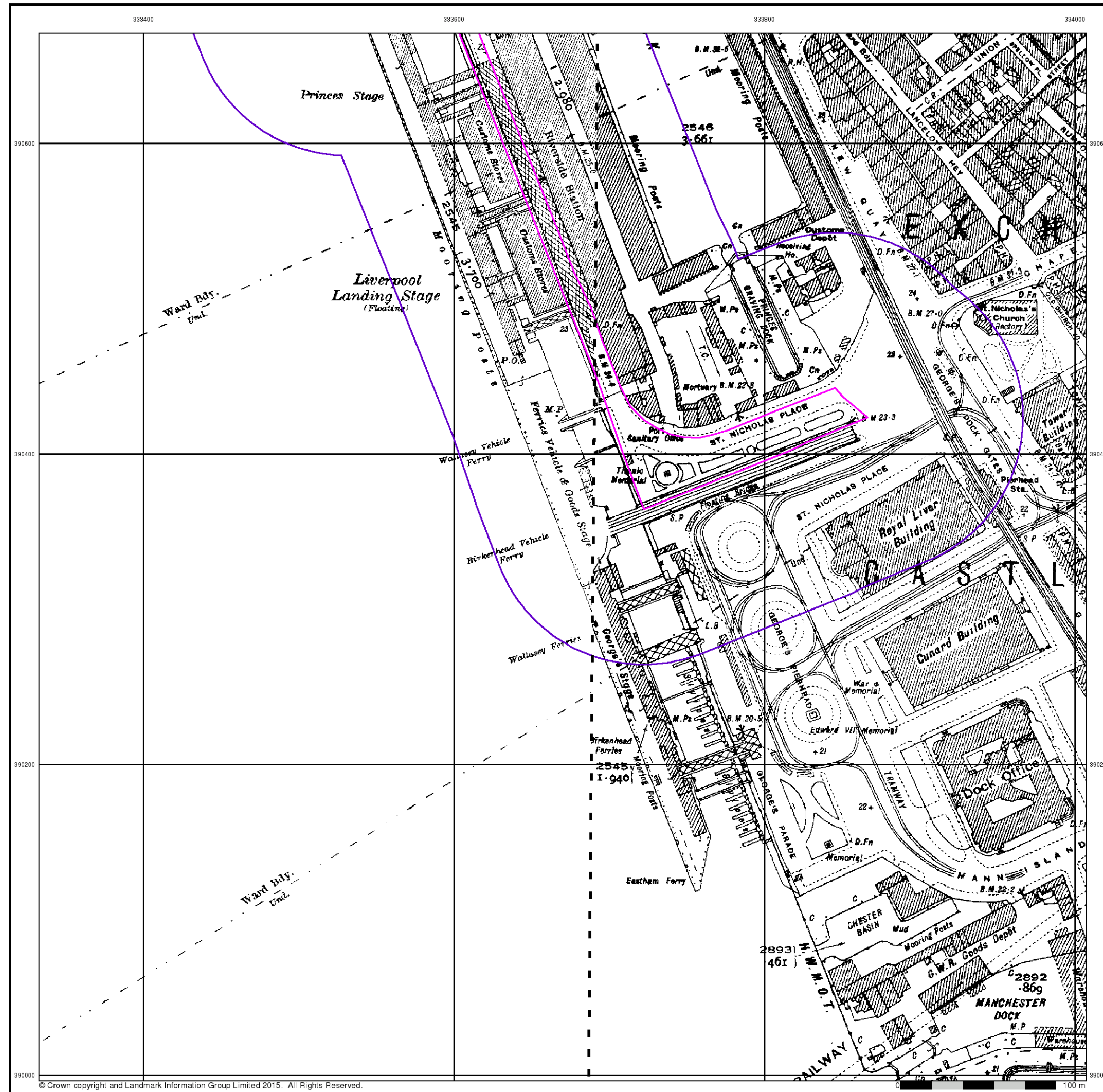
Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL





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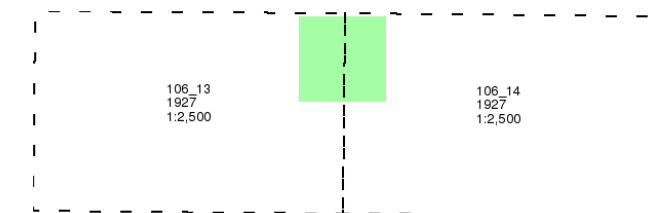
Lancashire And Furness

Published 1927

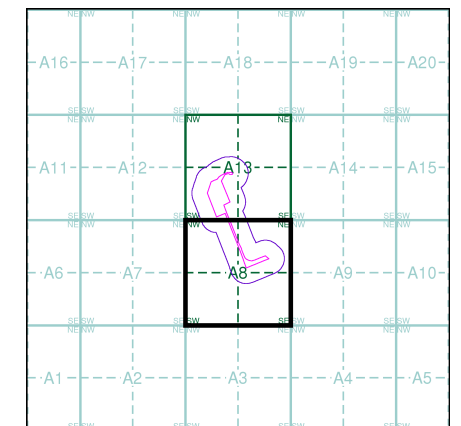
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A8



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL

Landmark
 INFORMATION GROUP

Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk

Cheshire

Published 1935 - 1936

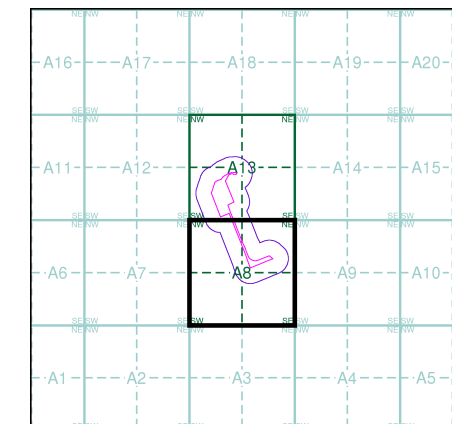
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

007_16
1935
1:2,500
013_04
1936
1:2,500

Historical Map - Segment A8

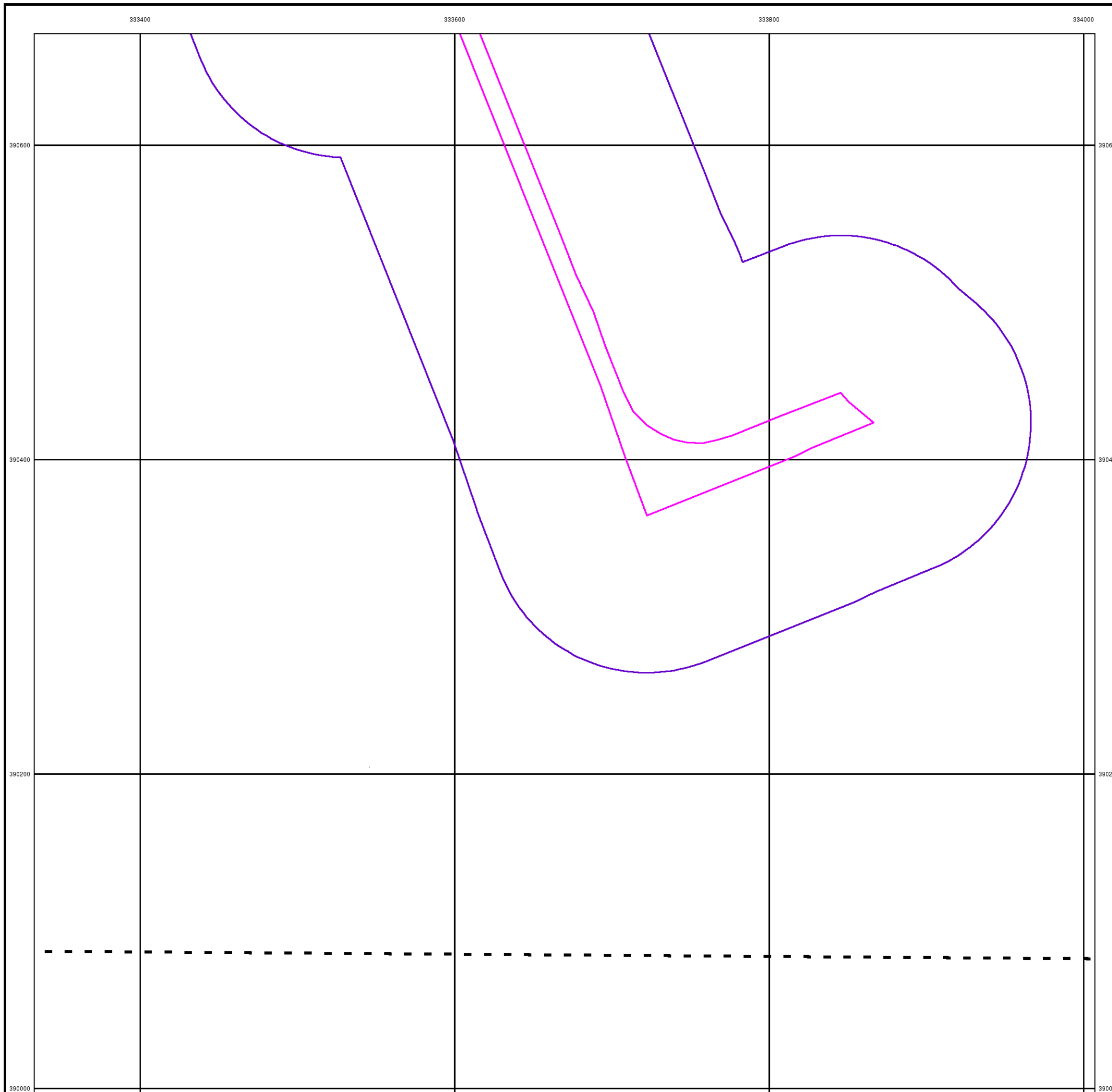


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Ordnance Survey Plan

Published 1954

Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

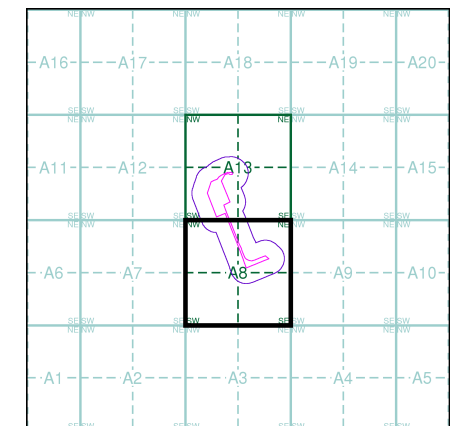
Map Name(s) and Date(s)

SJ3390NW	SJ3390NE	SJ3490NW
1954	1954	1954
1:1,250	1:1,250	1:1,250

SJ3390SE	SJ3490SW	
1954	1954	
1:1,250	1:1,250	

SJ3389NW	SJ3389NE	SJ3489NW
1954	1954	1954
1:1,250	1:1,250	1:1,250

Historical Map - Segment A8

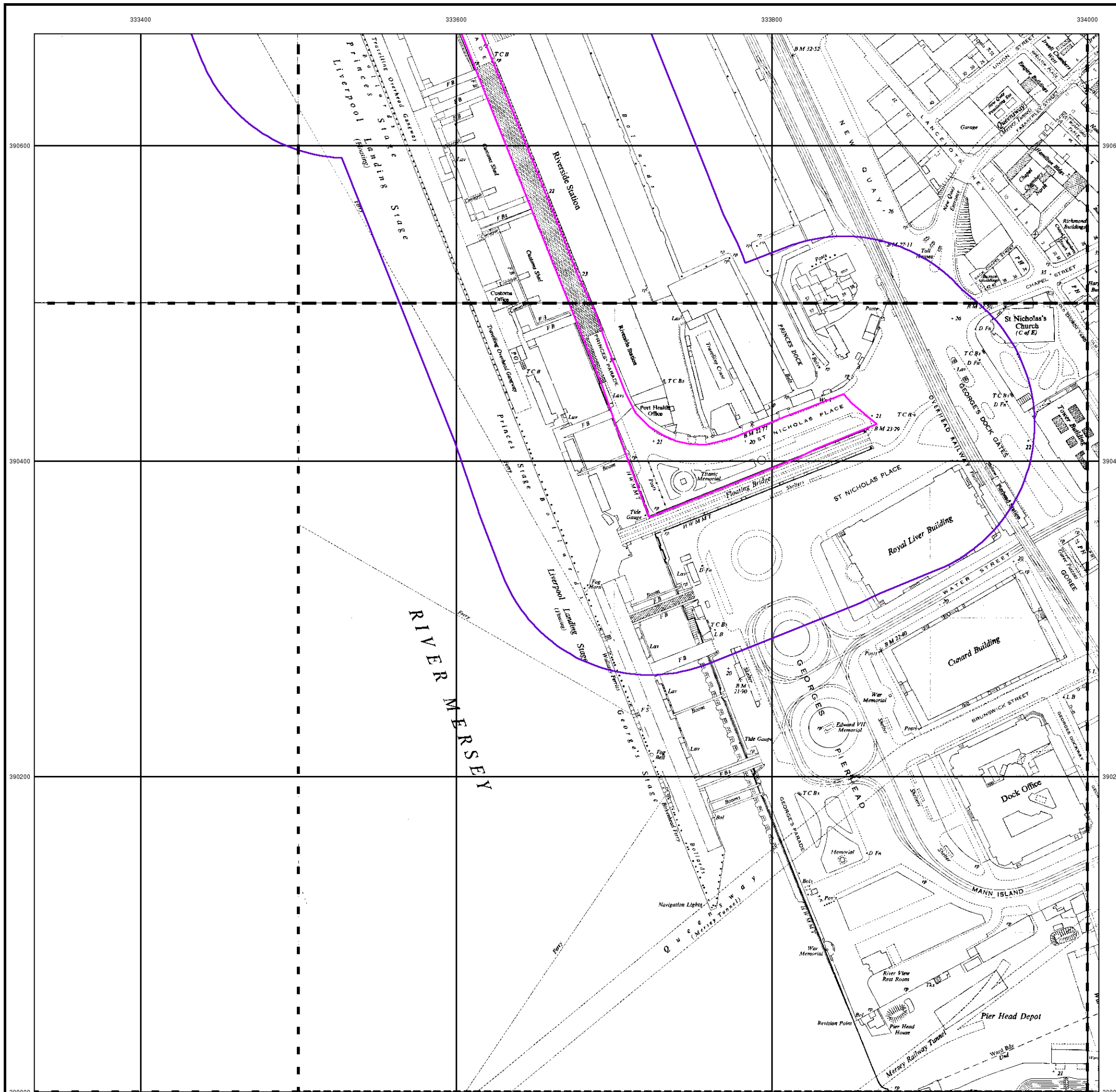


Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL





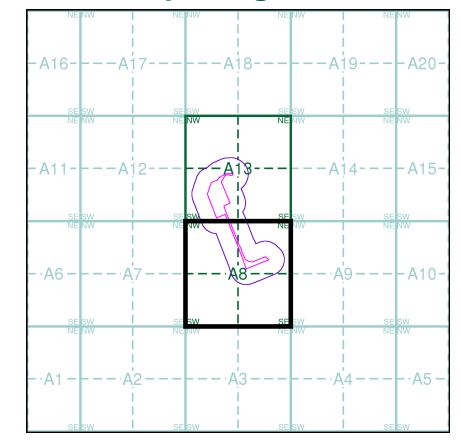
Additional SIMs
Published 1954 - 1983
Source map scale - 1:1,250

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

5J3390NW	1954	1:1,250	5J3390NE	1978	1:1,250	5J3490NW	1979	1:1,250		
		5J3390SE		1983		1:1,250		5J3490SW	1983	1:1,250
5J3389NW	1954	1:1,250	5J3489NW	1983	1:1,250					

Historical Map - Segment A8



Order Details
 Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details
 Princes Dock, Princes Parade, LIVERPOOL

Ordnance Survey Plan

Published 1955

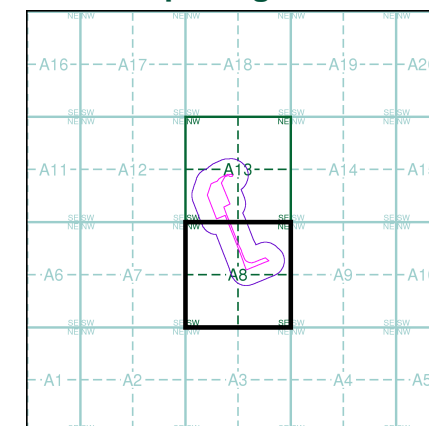
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

SJ3390 1955 12,500	SJ3490 1955 12,500
SJ3389 1955 12,500	SJ3489 1955 12,500

Historical Map - Segment A8



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Additional SIMs

Published 1955

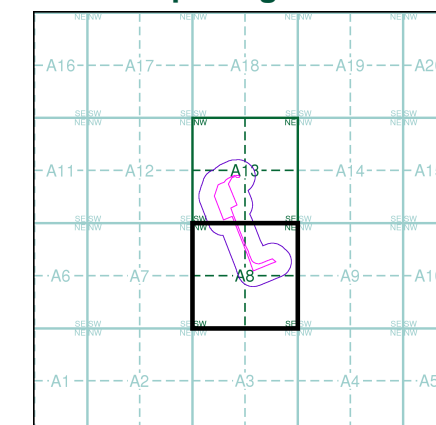
Source map scale - 1:2,500

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

SJ3390	SJ3490
1955	1955
12,500	12,500
SJ3389	
1955	
12,500	

Historical Map - Segment A8



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Ordnance Survey Plan

Published 1959 - 1972

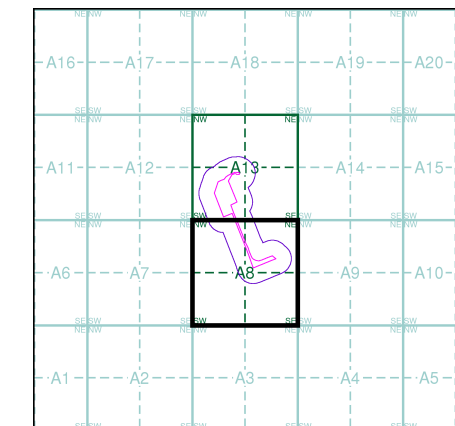
Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

SJ3390NE	SJ3490NW
1968	1963
1:1,250	1:1,250
SJ3390SE	SJ3490SW
1967	1959
1:1,250	1:1,250
SJ3389NE	SJ3489NW
1972	1959
1:1,250	1:1,250

Historical Map - Segment A8

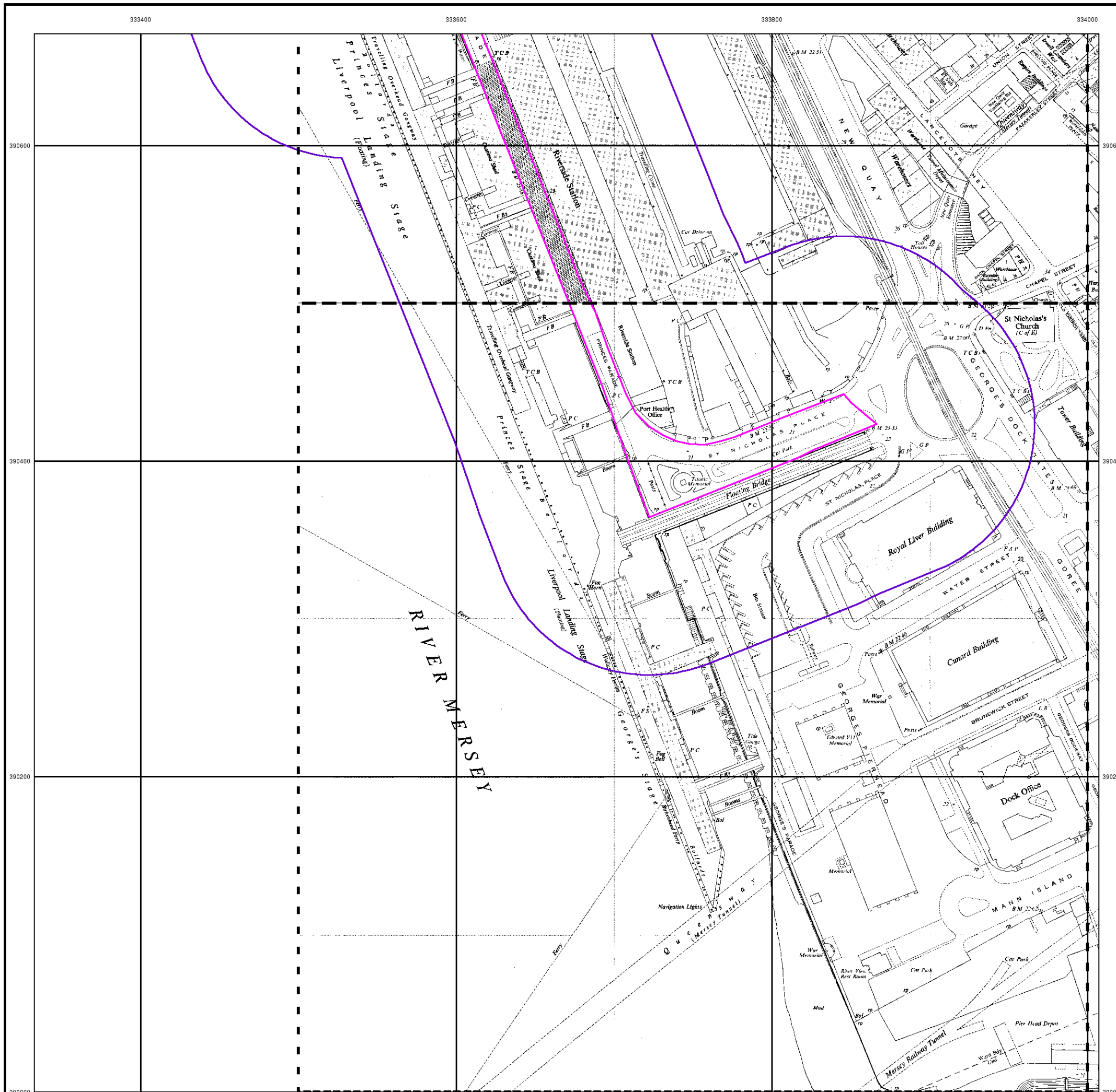


Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Ordnance Survey Plan

Published 1969

Source map scale - 1:2,500

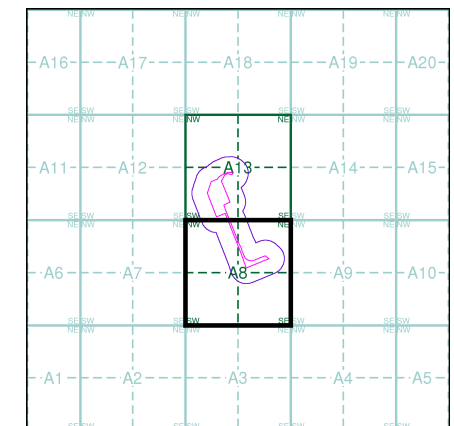
The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



SJ3489
1969
1:2,500

Historical Map - Segment A8

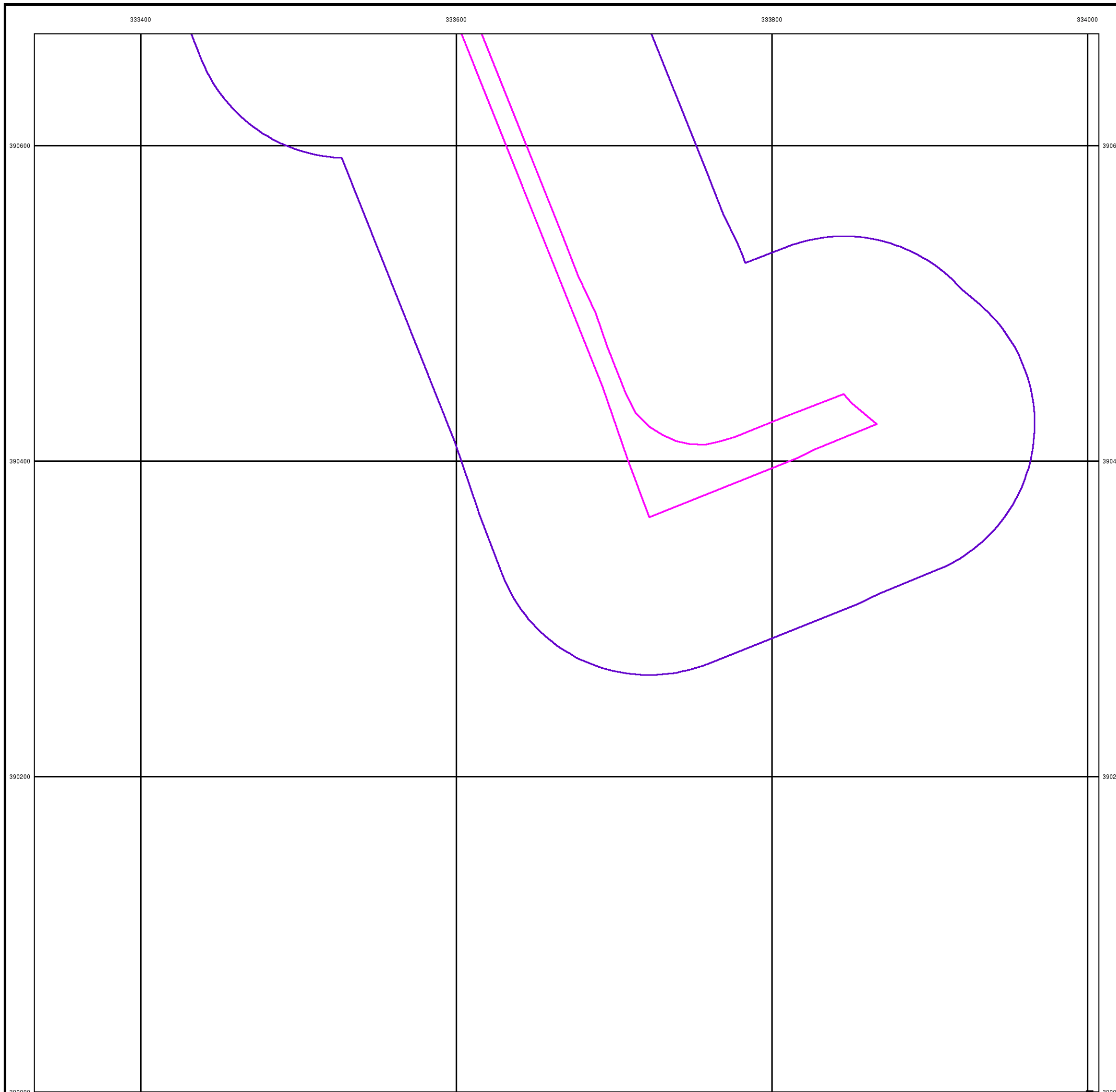


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Ordnance Survey Plan

Published 1971 - 1989

Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

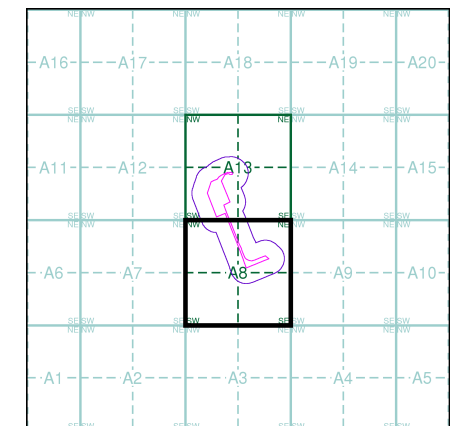
Map Name(s) and Date(s)

SJ3390NE	SJ3490NW
1984	1989
1:1,250	1:1,250

SJ3490SW	
1973	
1:1,250	

SJ3489NW	
1971	
1:1,250	

Historical Map - Segment A8

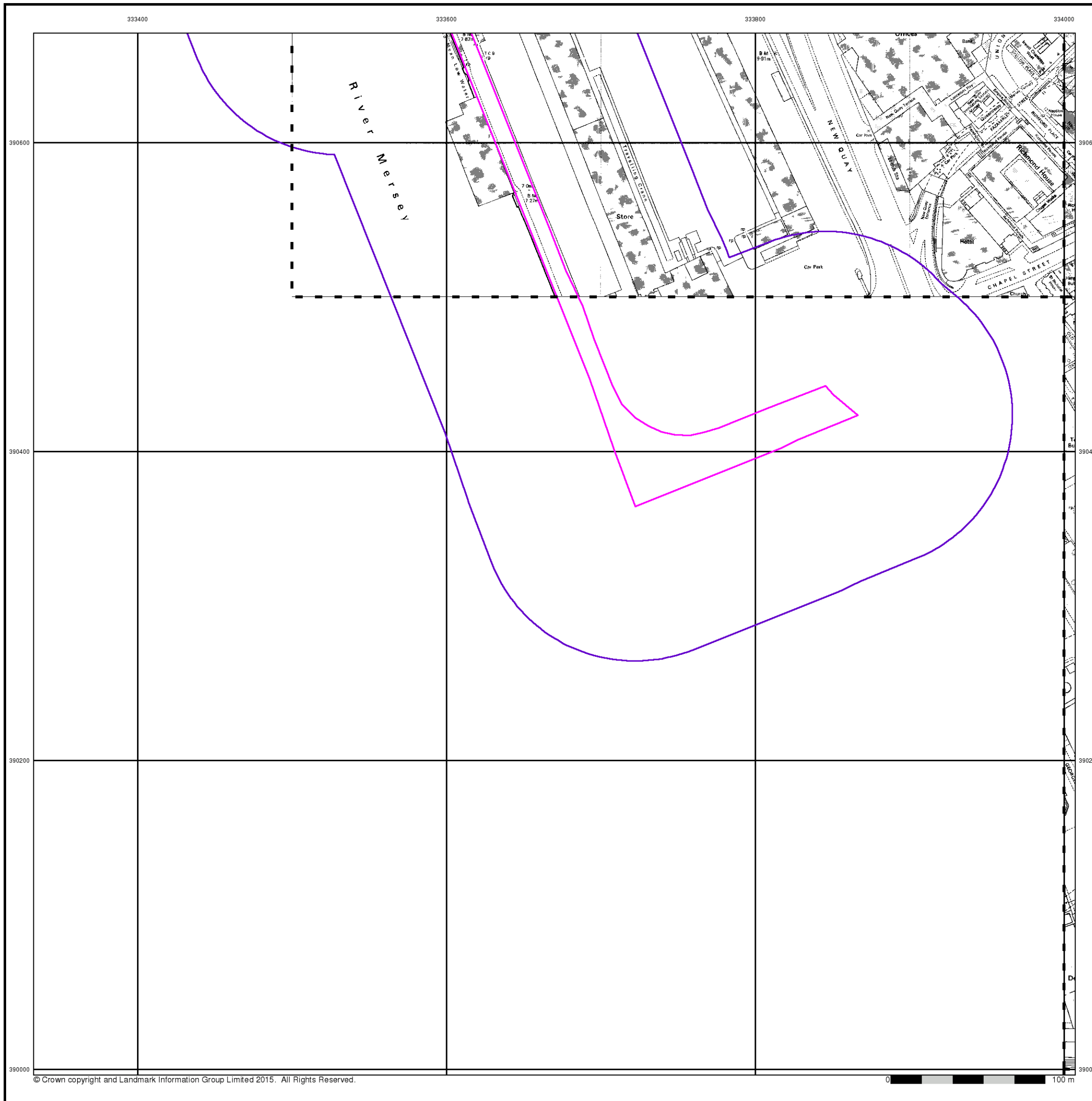


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Supply of Unpublished Survey Information

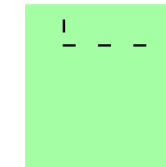
Published 1974

Source map scale - 1:1,250

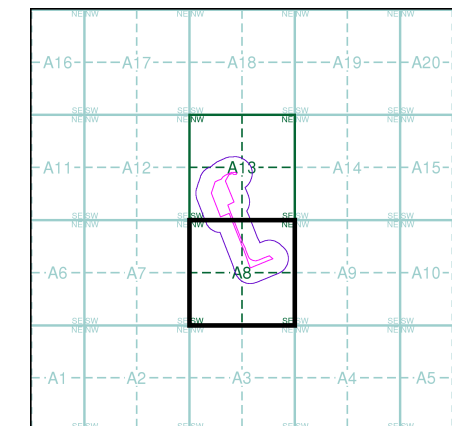
SUSI maps (Supply of Unpublished Survey Information) were produced between 1972 and 1977, mainly for internal use at Ordnance Survey. These were more of a 'work-in-progress' plan as they showed updates of individual areas on a map. These maps were unpublished, and they do not represent a single moment in time. They were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

| SJ3390NE |
| 1974 |
1:1,250



Historical Map - Segment A8



Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Additional SIMs

Published 1984 - 1986

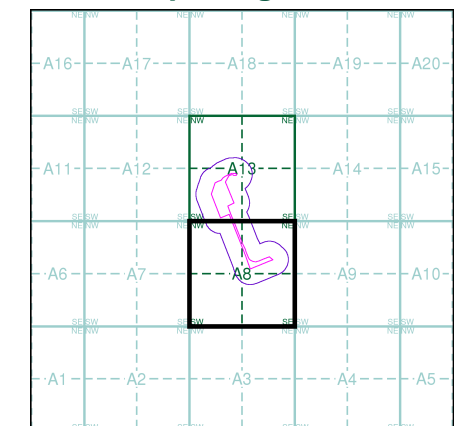
Source map scale - 1:1,250

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

6J3490NW	1986	1:1,250
6J3490SW	1984	1:1,250
6J3489NW	1986	1:1,250

Historical Map - Segment A8

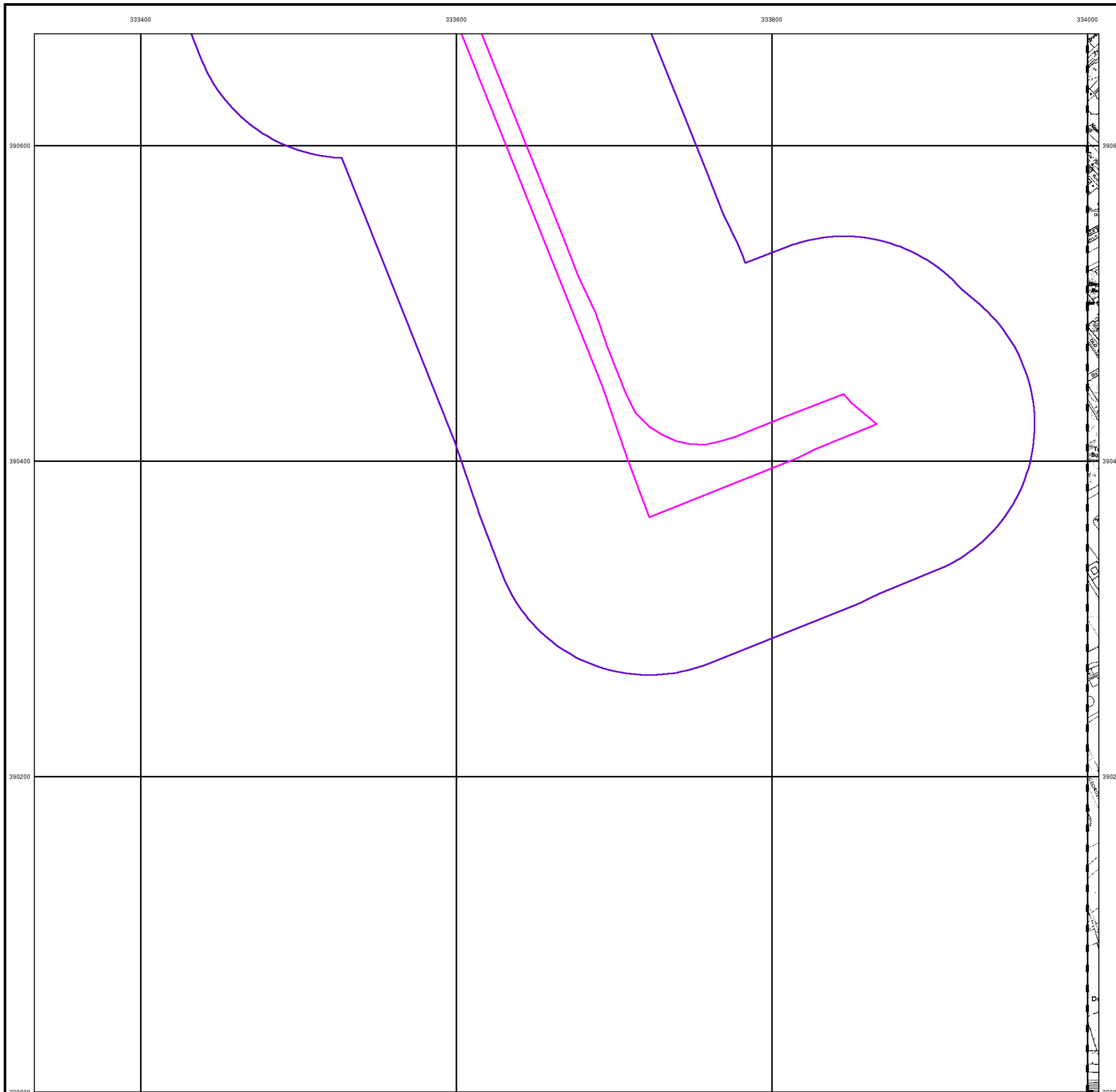


Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Ordnance Survey Plan

Published 1989

Source map scale - 1:1,250

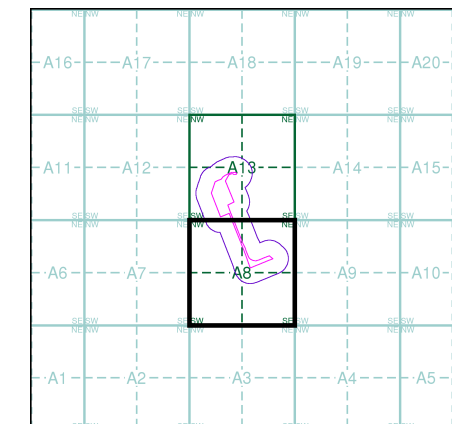
The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



SJ3489NW
1989
1:1,250

Historical Map - Segment A8

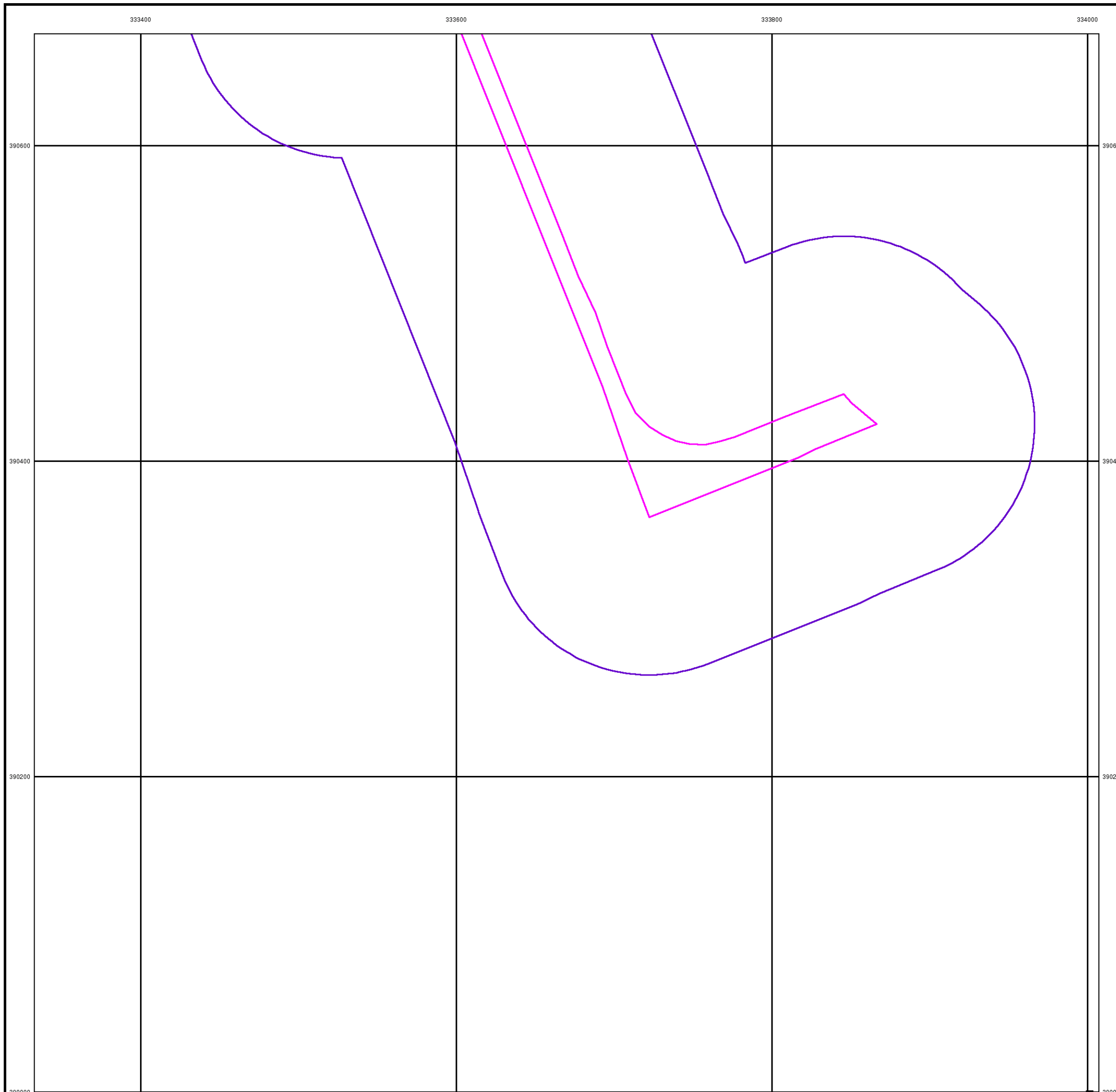


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Large-Scale National Grid Data

Published 1993

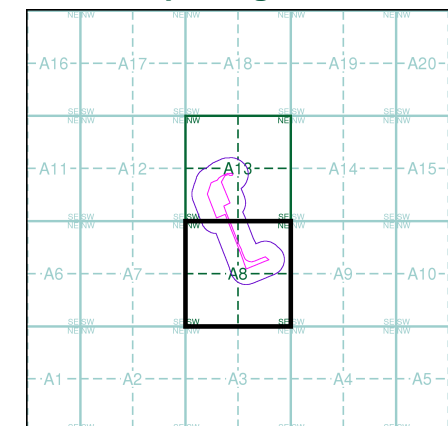
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

SJ3390NW	SJ3390NE	SJ3490NW
1993	1993	1993
1:1,250	1:1,250	1:1,250
SJ3390SW	SJ3390SE	SJ3490SW
1993	1993	1993
1:1,250	1:1,250	1:1,250
SJ3389NW	SJ3389NE	SJ3489NW
1993	1993	1993
1:1,250	1:1,250	1:1,250

Historical Map - Segment A8

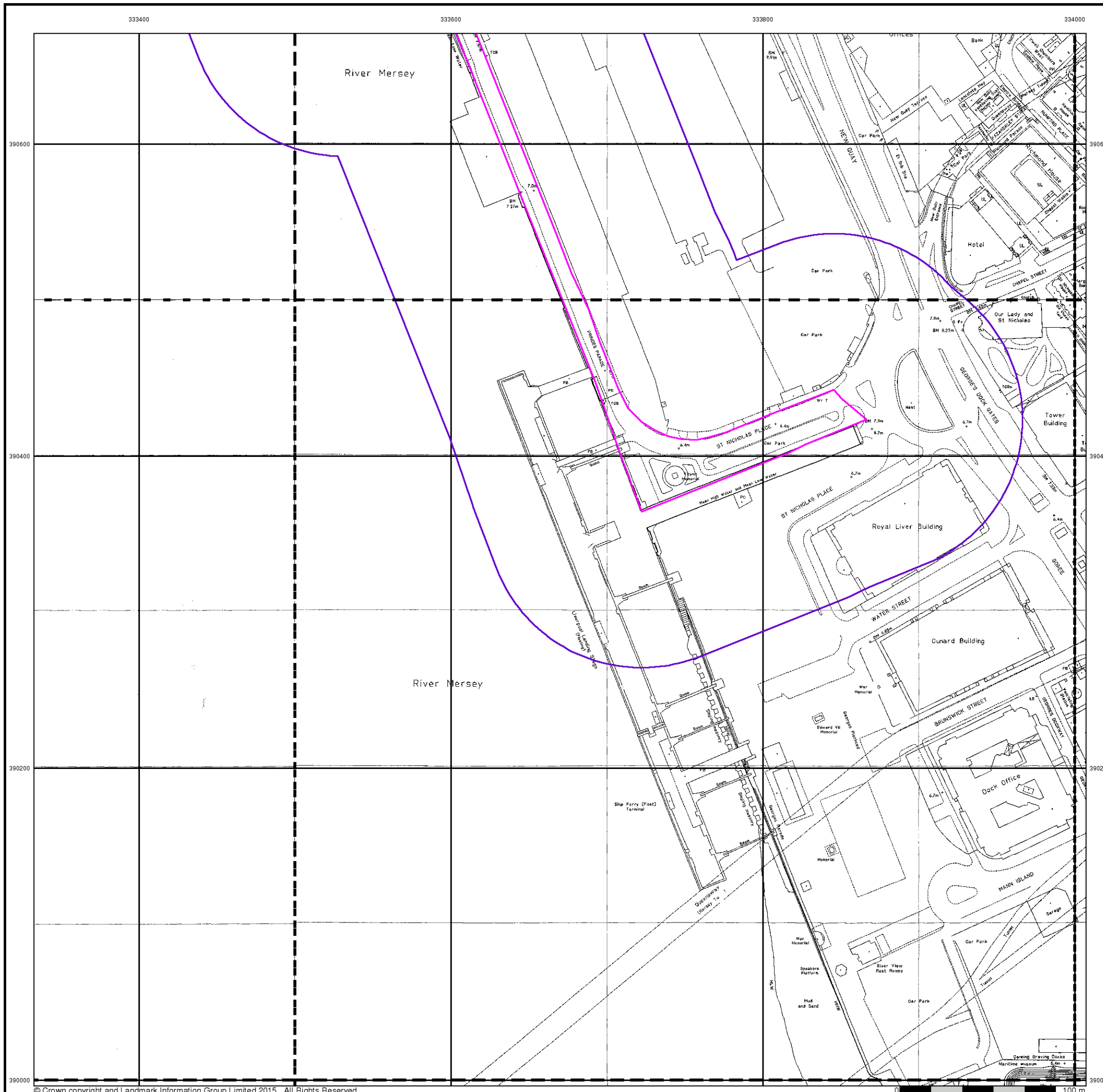


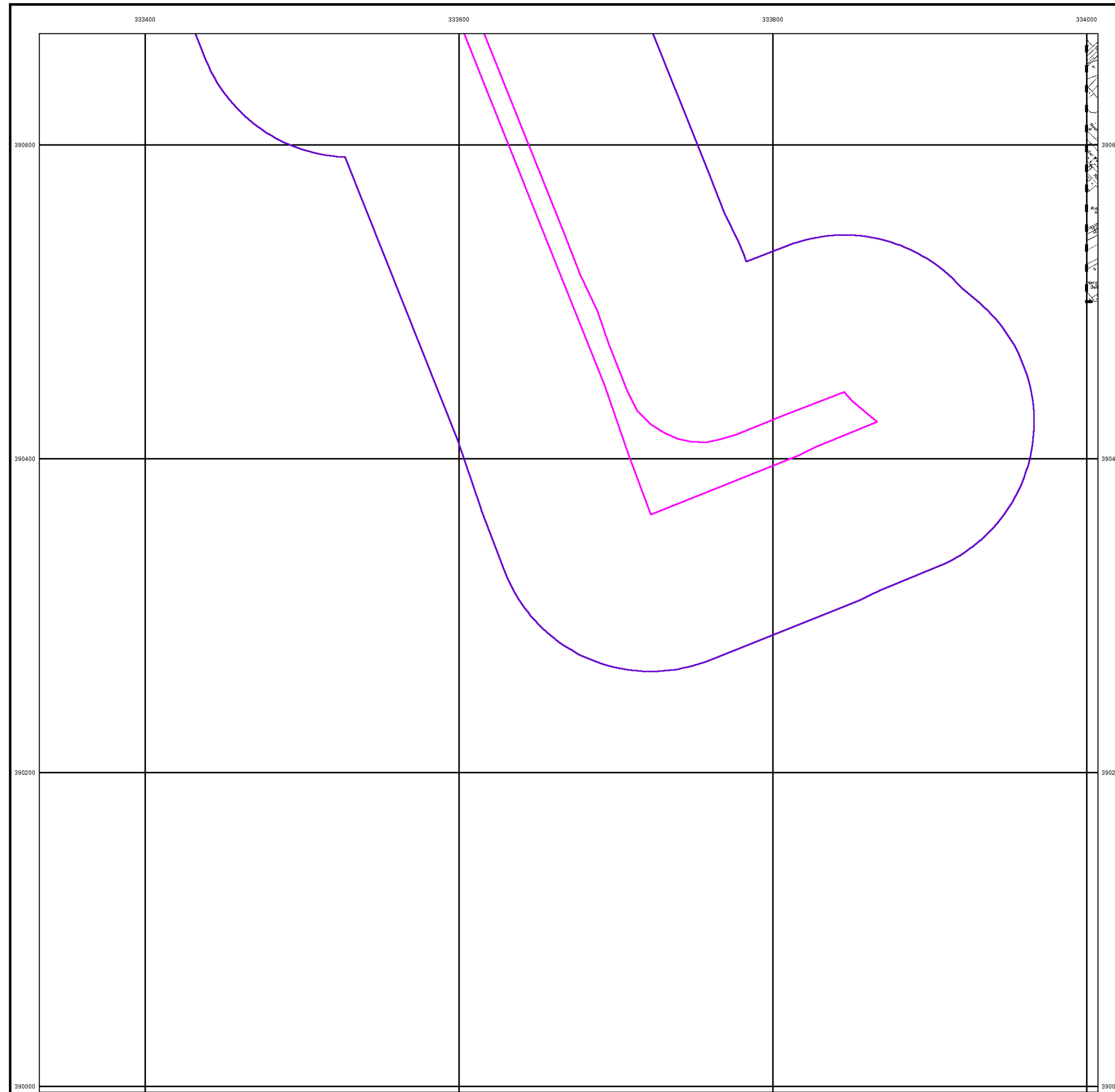
Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL





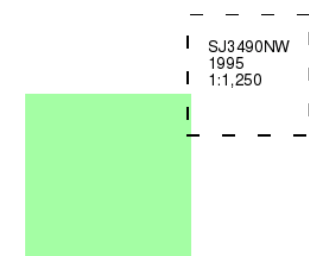
Large-Scale National Grid Data

Published 1995

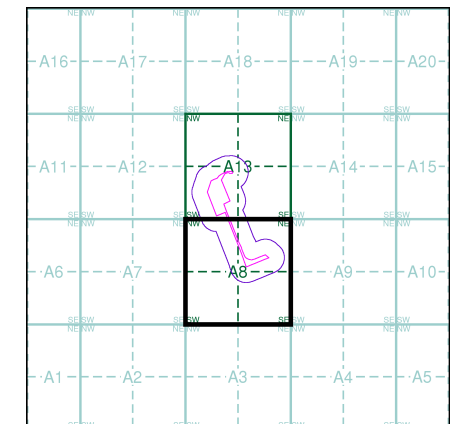
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A8



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL

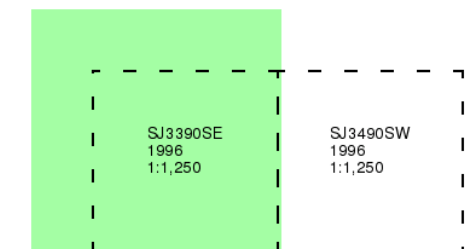
Large-Scale National Grid Data

Published 1996

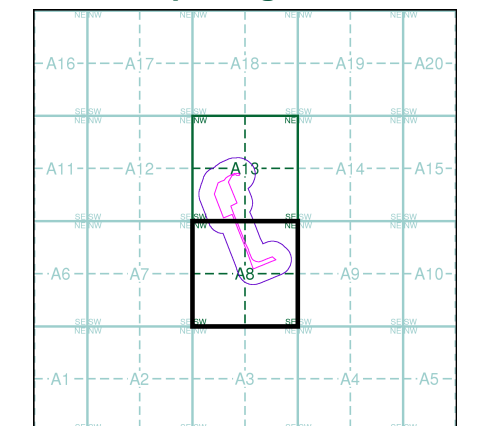
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A8



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



333400

333600

333800

334000

390600

390600

390400

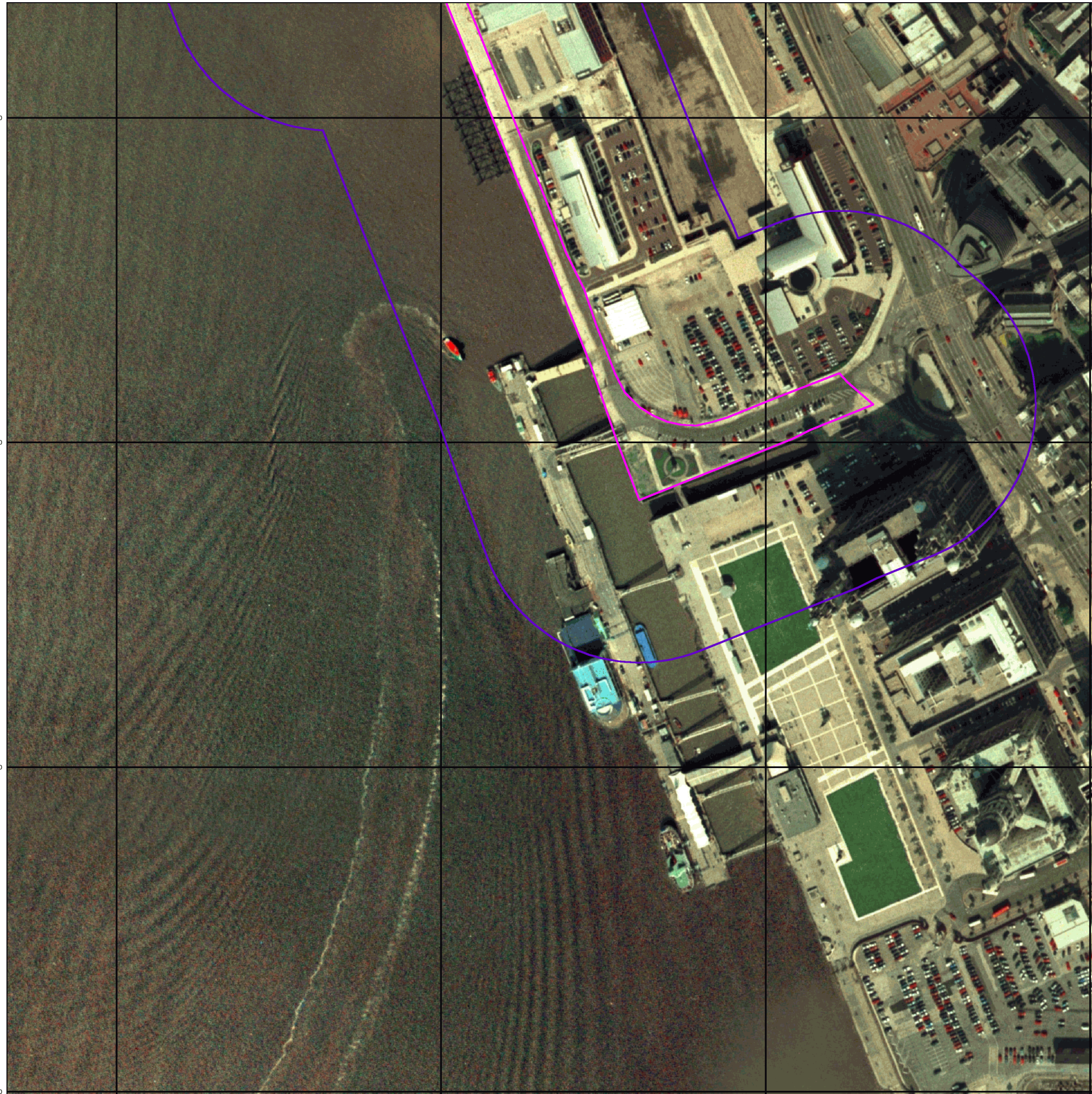
390400

390200

390200

390000

390000



Envirocheck®

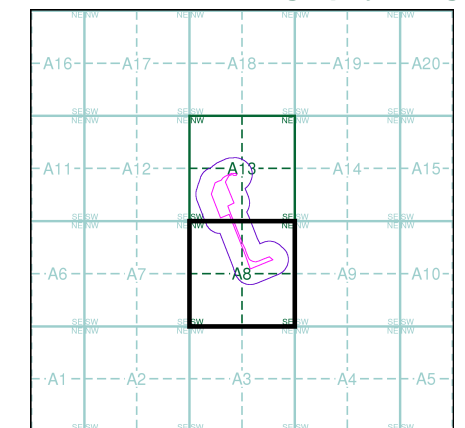
● LANDMARK INFORMATION GROUP®

Historical Aerial Photography

Published 2000

This aerial photography was produced by Getmapping, these vertical aerial photographs provide a seamless, full colour survey of the whole of Great Britain

Historical Aerial Photography - Segment A8



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL

Landmark®
 ● LANDMARK INFORMATION GROUP

Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk

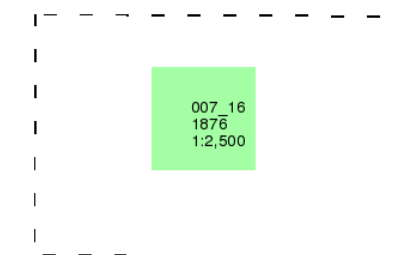
Cheshire

Published 1876

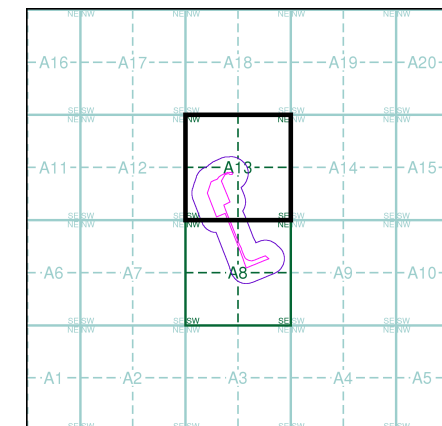
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13

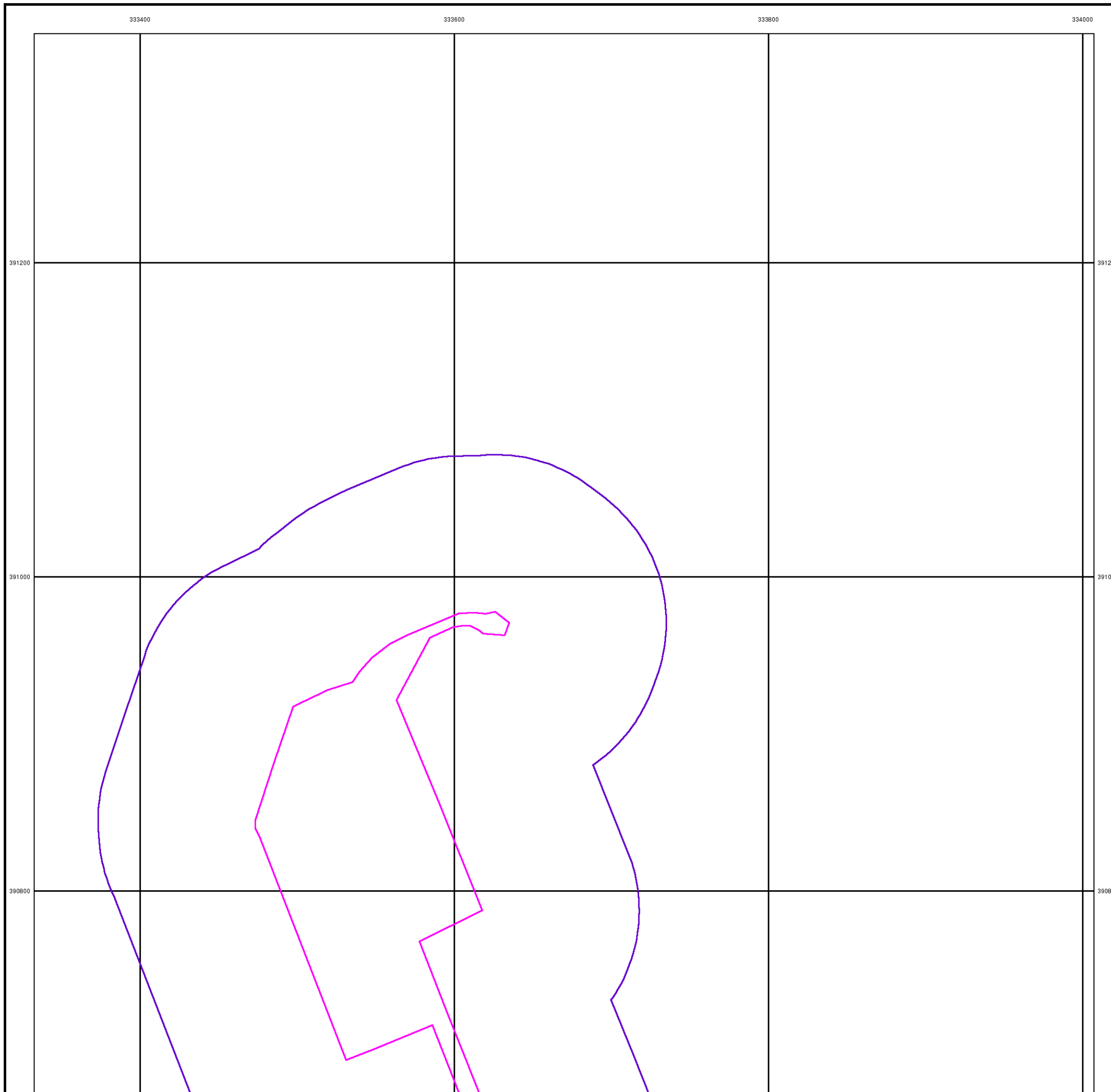


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL

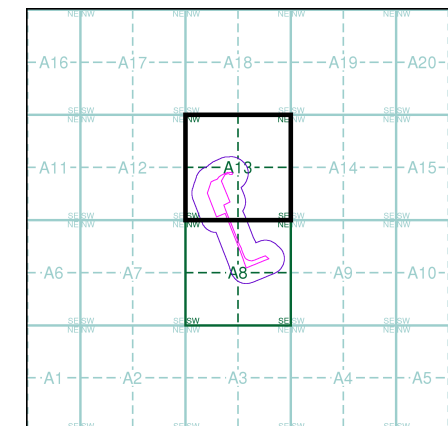


The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

106_09 1893 1:2,500	106_10 1893 1:2,500
106_13 1893 1:2,500	106_14 1893 1:2,500

Historical Map - Segment A13



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



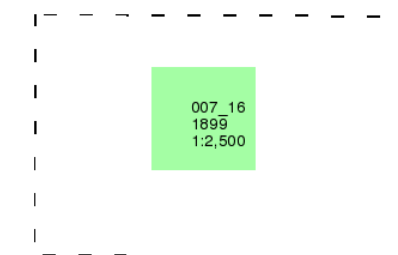
Cheshire

Published 1899

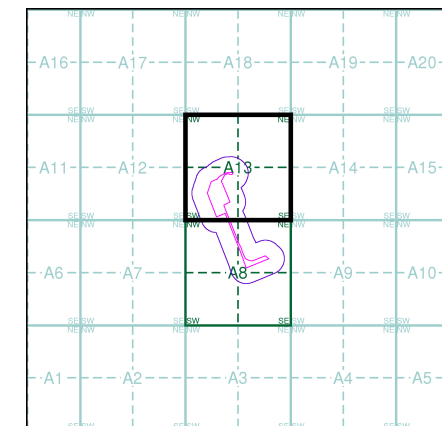
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13

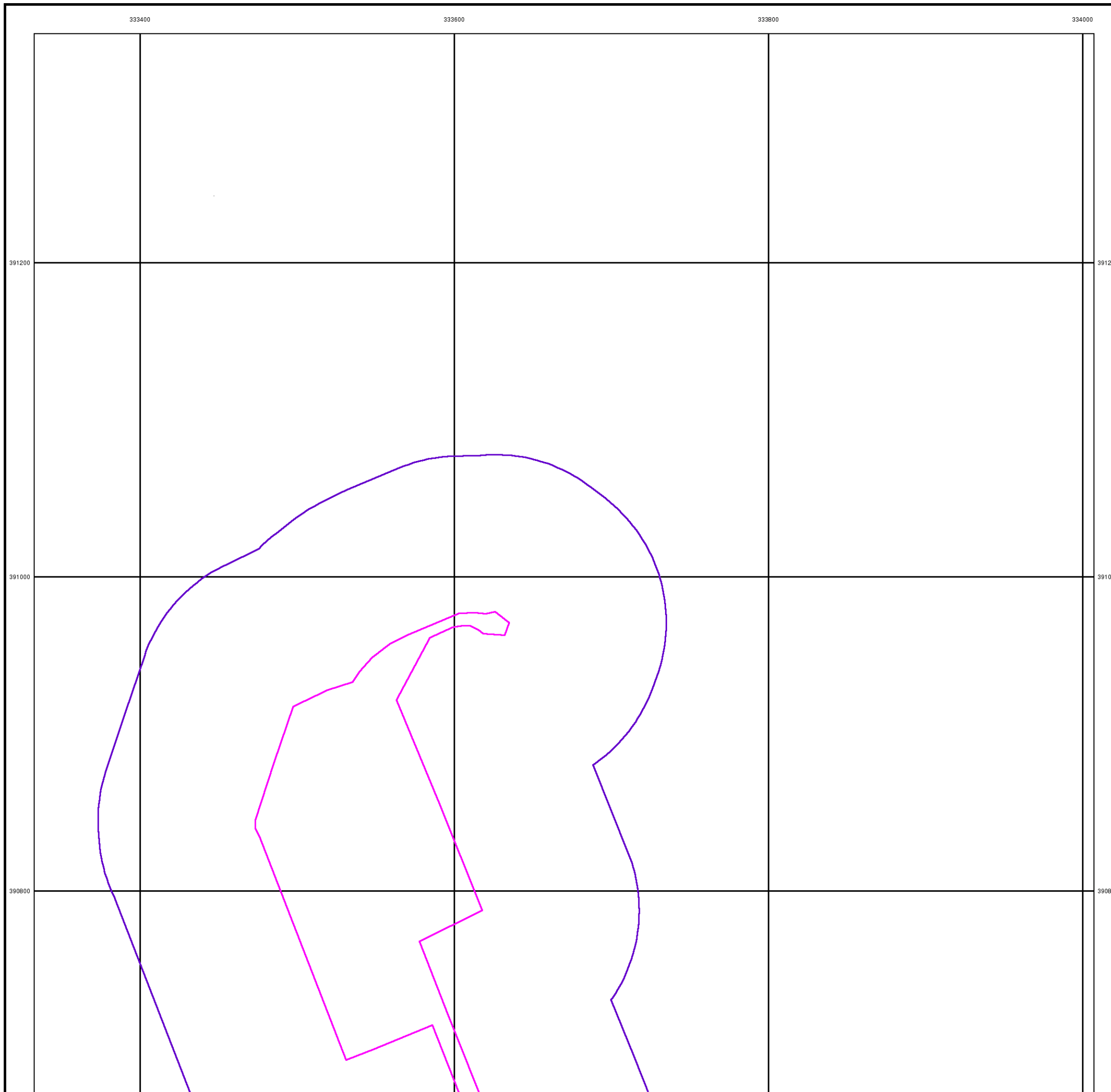


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL

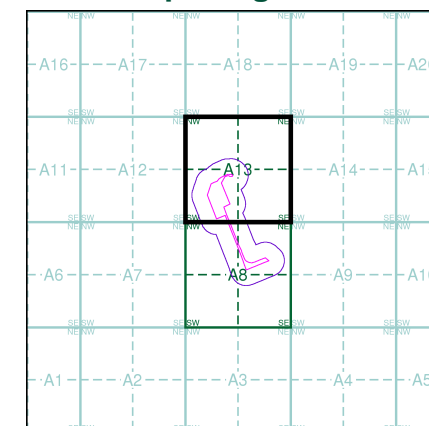


The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

106_09 1908 1:2,500	106_10 1908 1:2,500
106_13 1908 1:2,500	106_14 1908 1:2,500

Historical Map - Segment A13

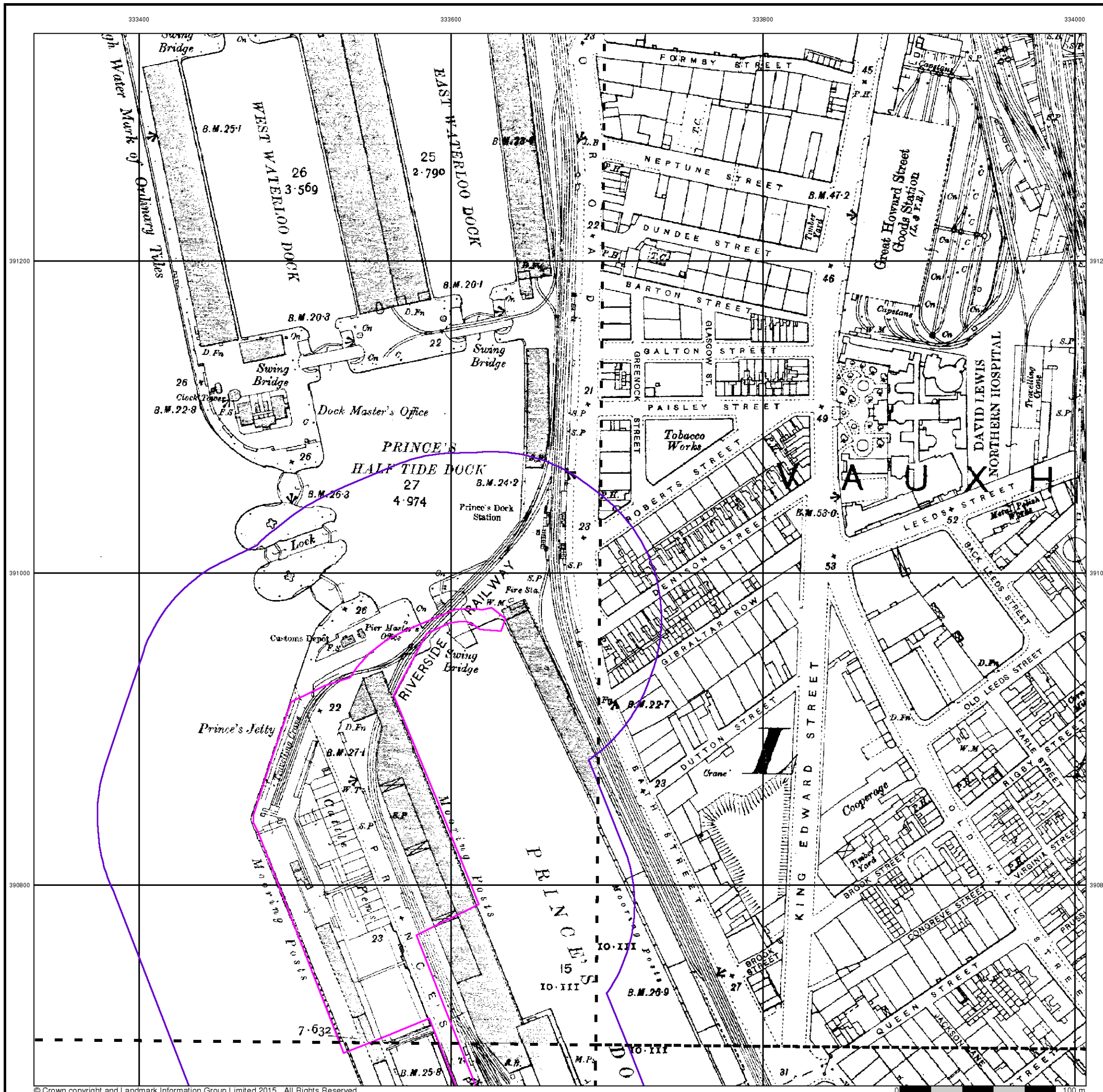


Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

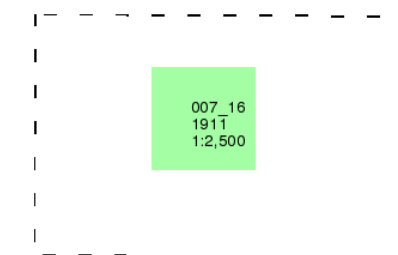
Site Details

Princes Dock, Princes Parade, LIVERPOOL

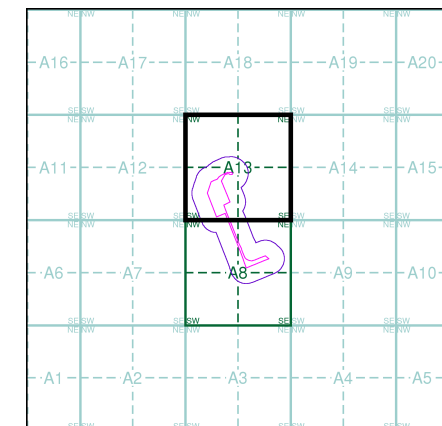


The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13

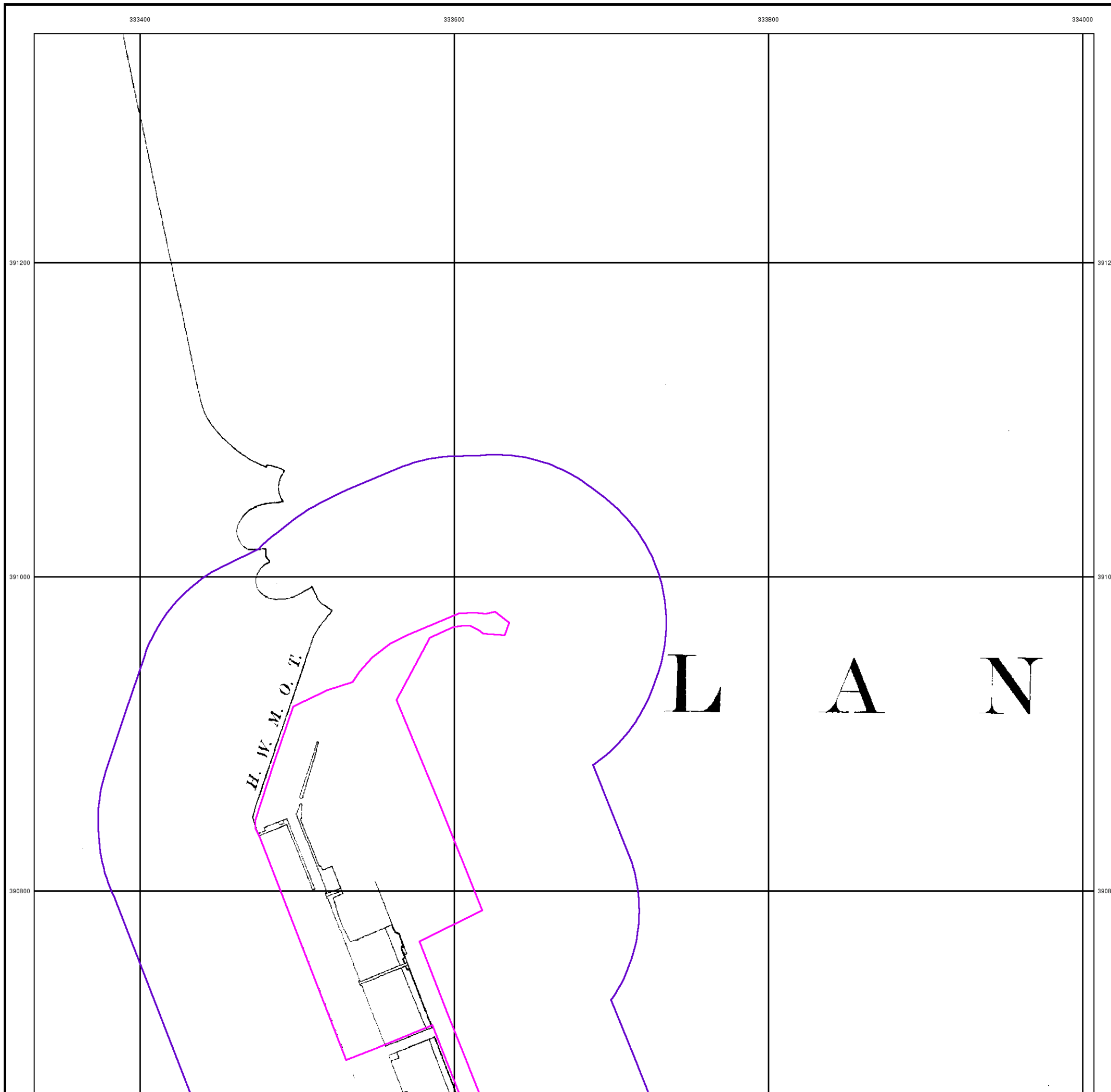


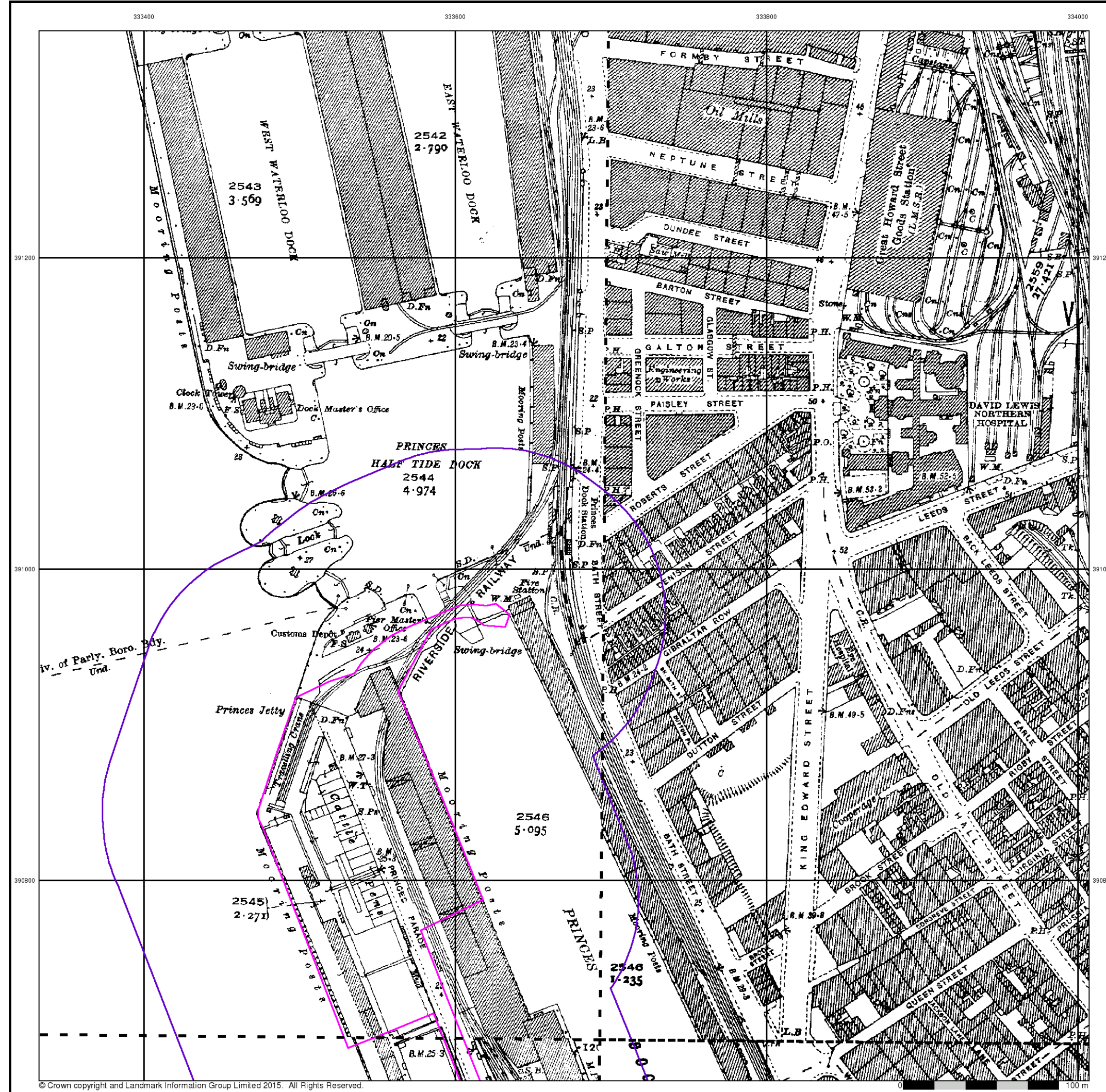
Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL





Envirocheck

LANDMARK INFORMATION GROUP

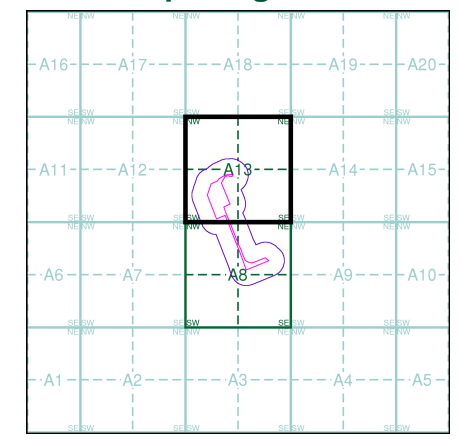
Lancashire And Furness
Published 1927
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

106_09 1927 1:2,500	106_10 1927 1:2,500
106_13 1927 1:2,500	106_14 1927 1:2,500

Historical Map - Segment A13



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL

Landmark
 INFORMATION GROUP

Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk

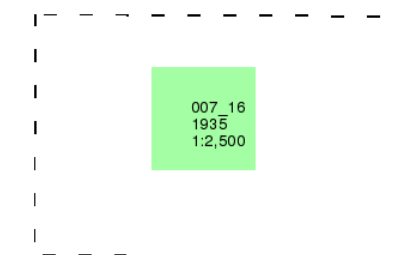
Cheshire

Published 1935

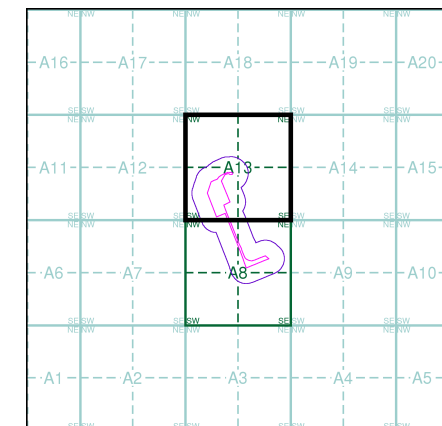
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13

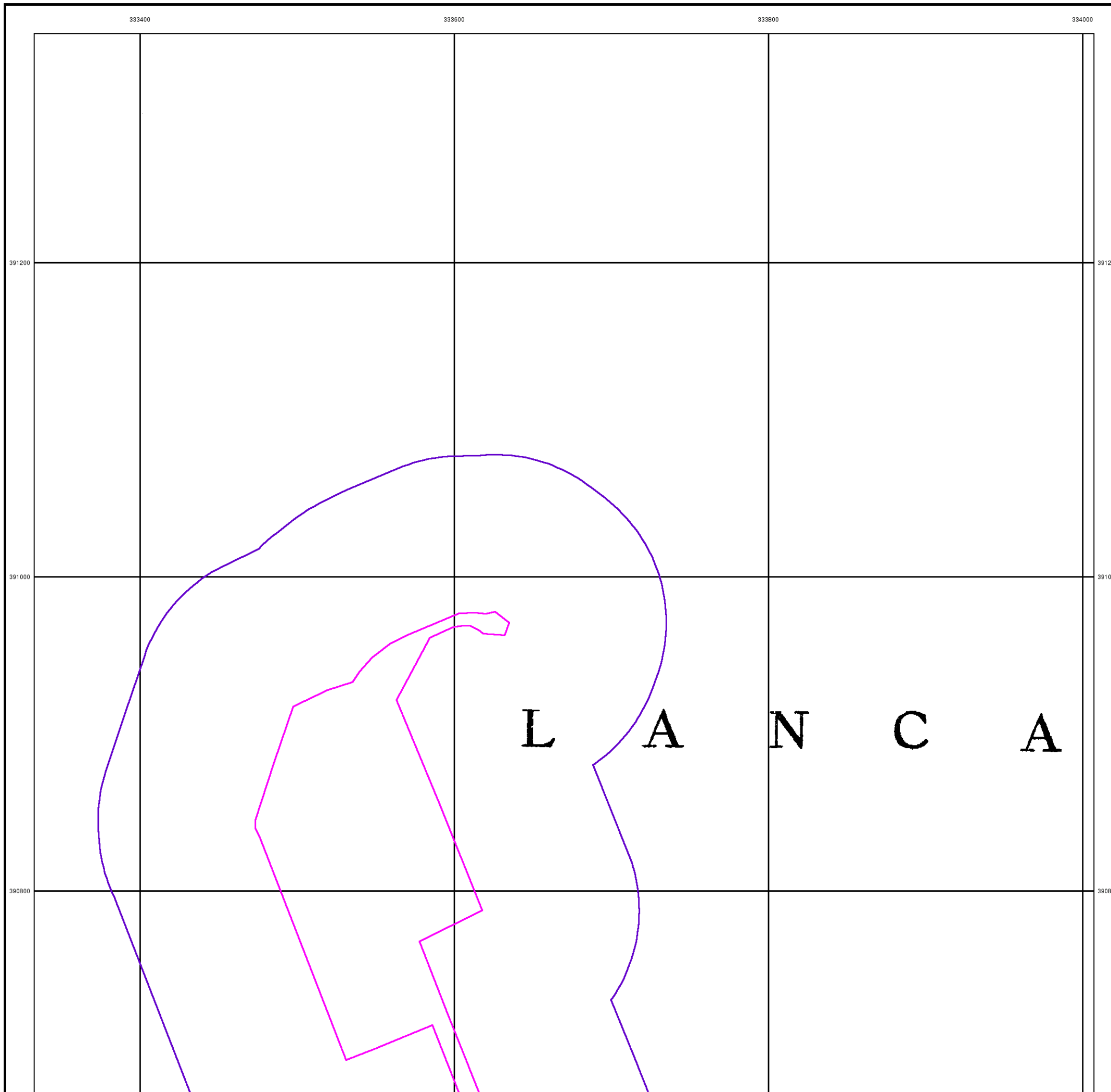


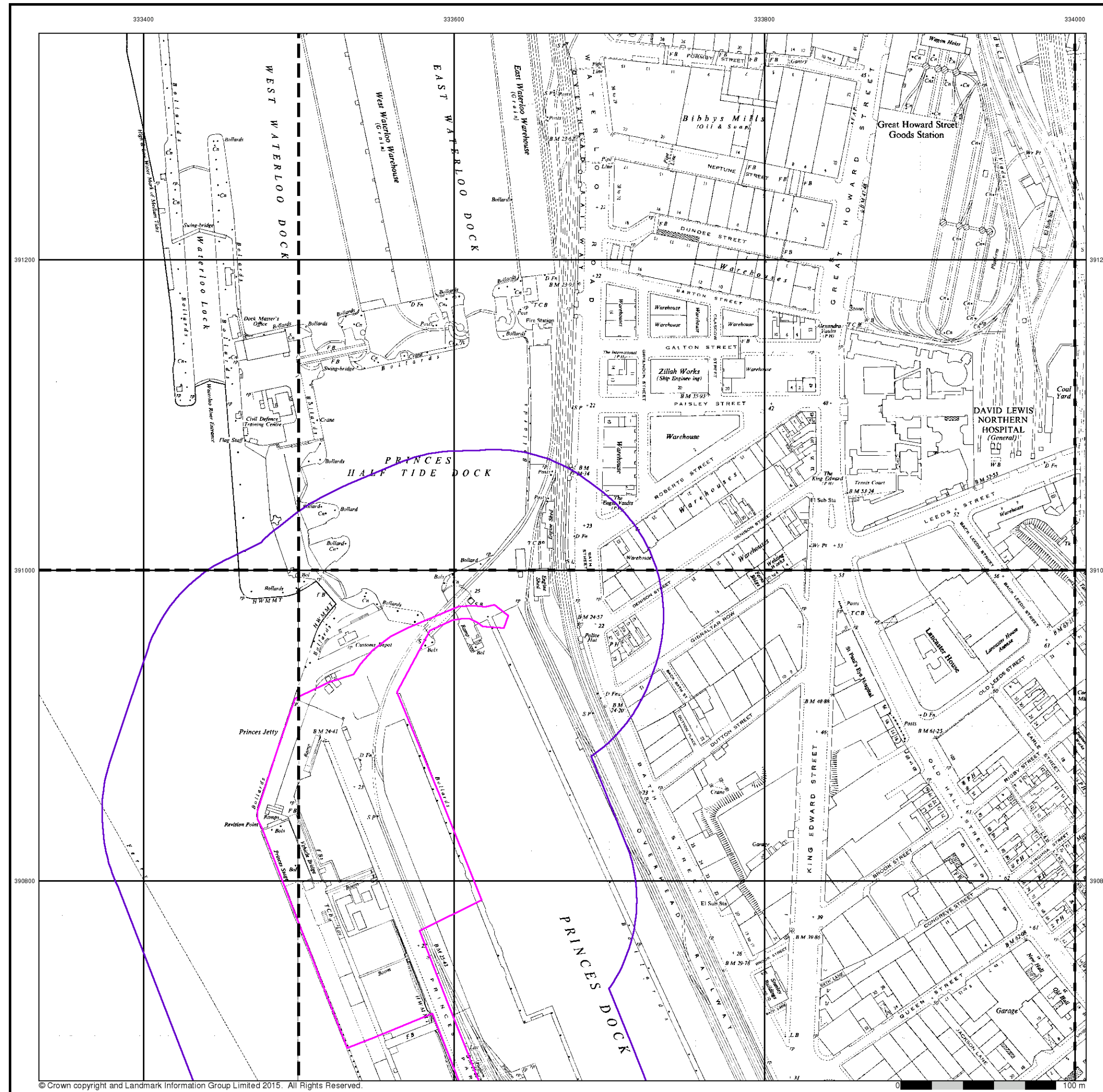
Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL





Ordnance Survey Plan

Published 1954

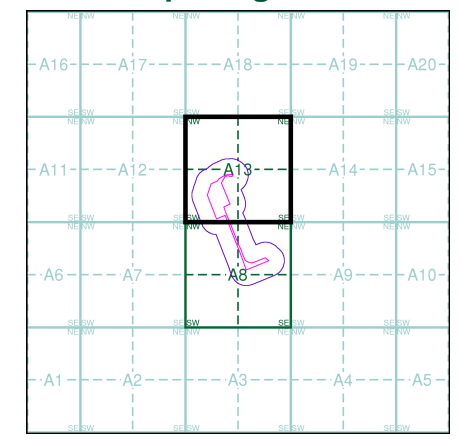
Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

SJ3391SW 1954 1:1,250	SJ3391SE 1954 1:1,250	SJ3491SW 1954 1:1,250
SJ3390NW 1954 1:1,250	SJ3390NE 1954 1:1,250	SJ3490NW 1954 1:1,250

Historical Map - Segment A13



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL

Additional SIMs

Published 1954 - 1983

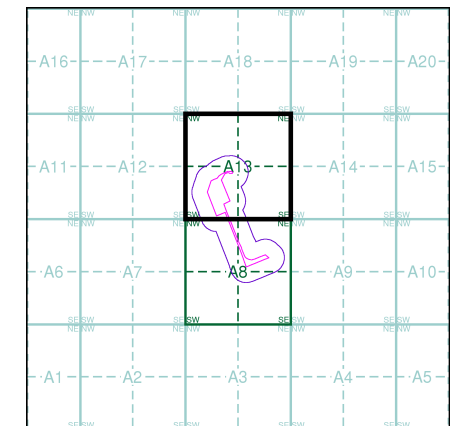
Source map scale - 1:1,250

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

	SJ3391SE 1982 1:1,250	SJ3491SW 1983 1:1,250
SJ3390NW 1954 1:1,250	SJ3390NE 1978 1:1,250	SJ3490NW 1979 1:1,250

Historical Map - Segment A13

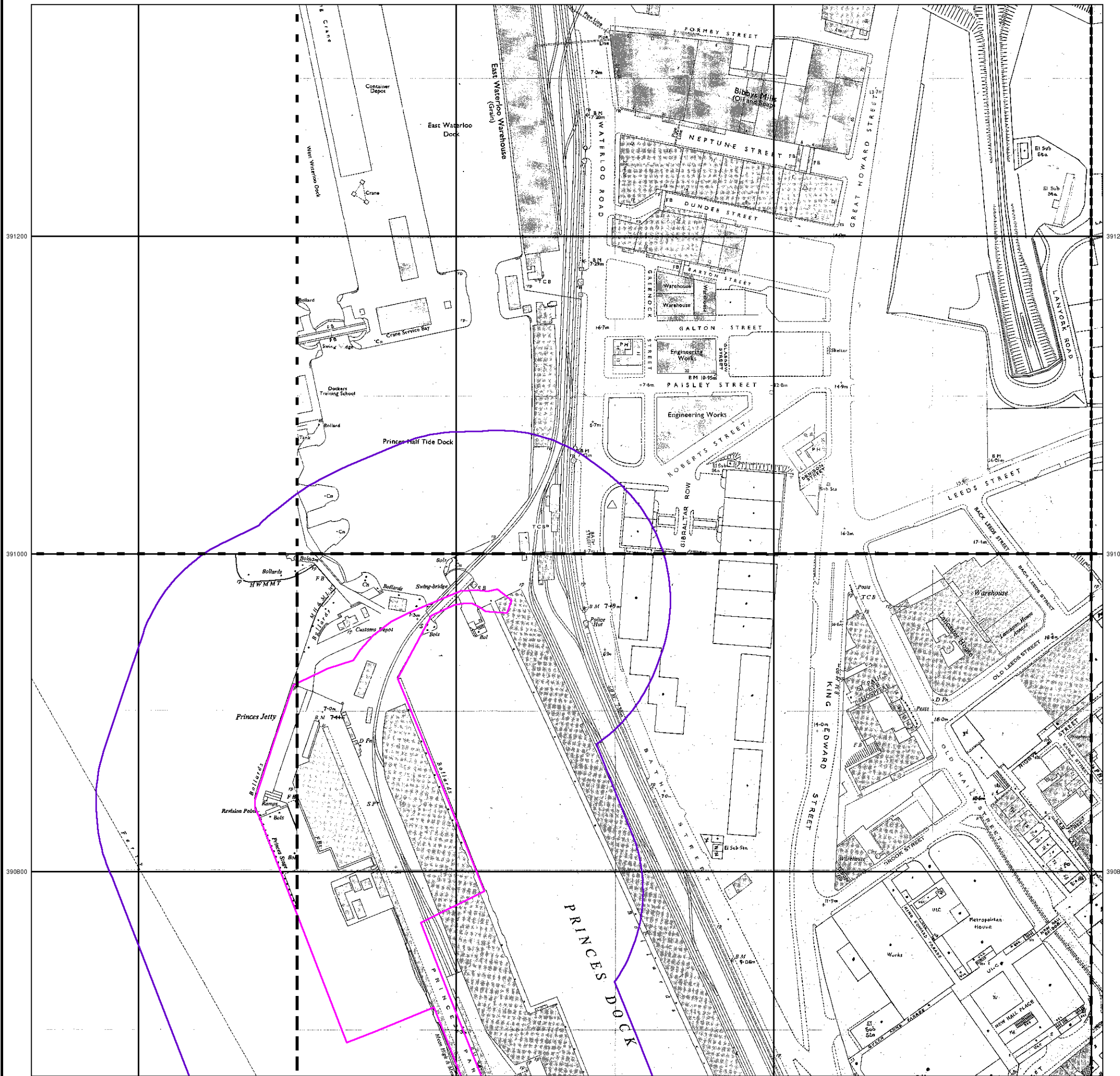


Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Ordnance Survey Plan

Published 1955

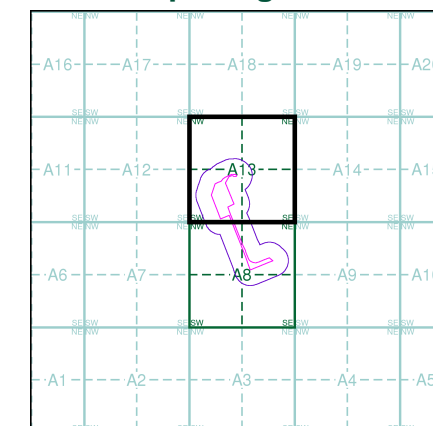
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

SJ3391 1955 12,500	SJ3491 1955 12,500
SJ3390 1955 12,500	SJ3490 1955 12,500

Historical Map - Segment A13

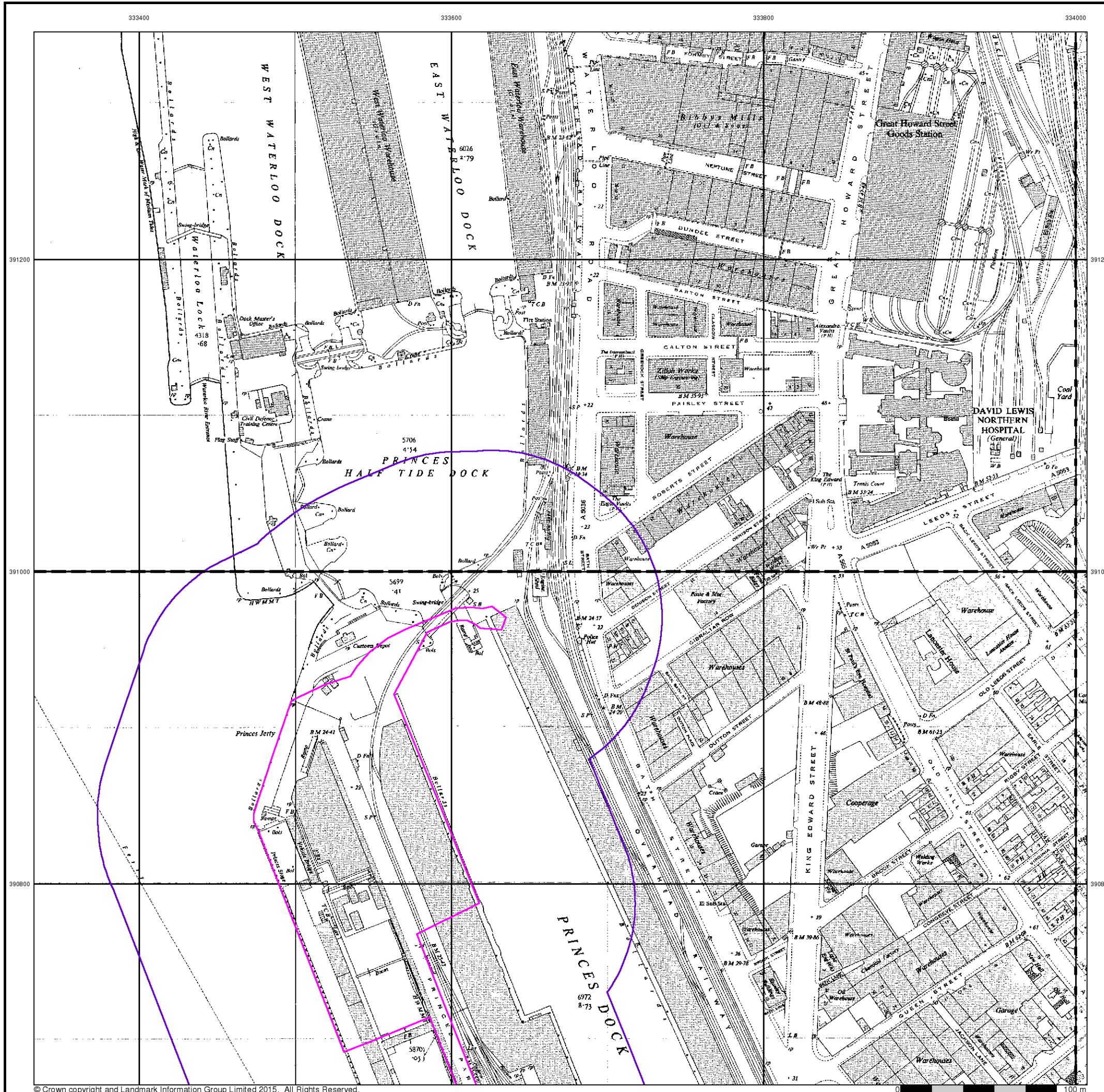


Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



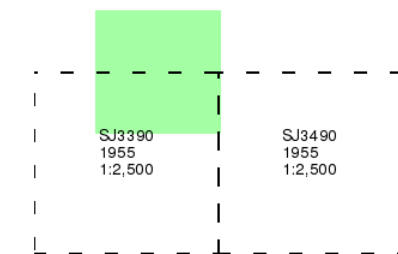
Additional SIMs

Published 1955

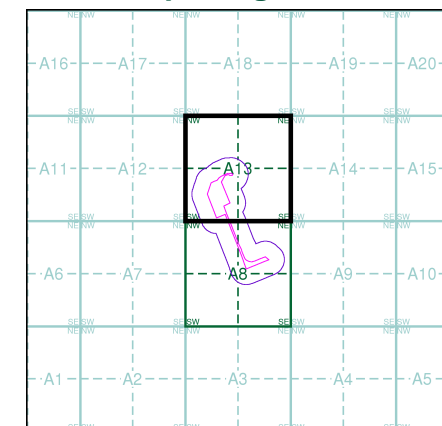
Source map scale - 1:2,500

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Ordnance Survey Plan

Published 1961 - 1964

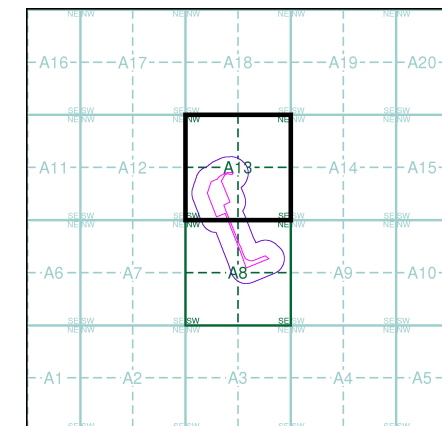
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

SJ3391 1964 1:2,500	SJ3491 1961 1:2,500
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Historical Map - Segment A13

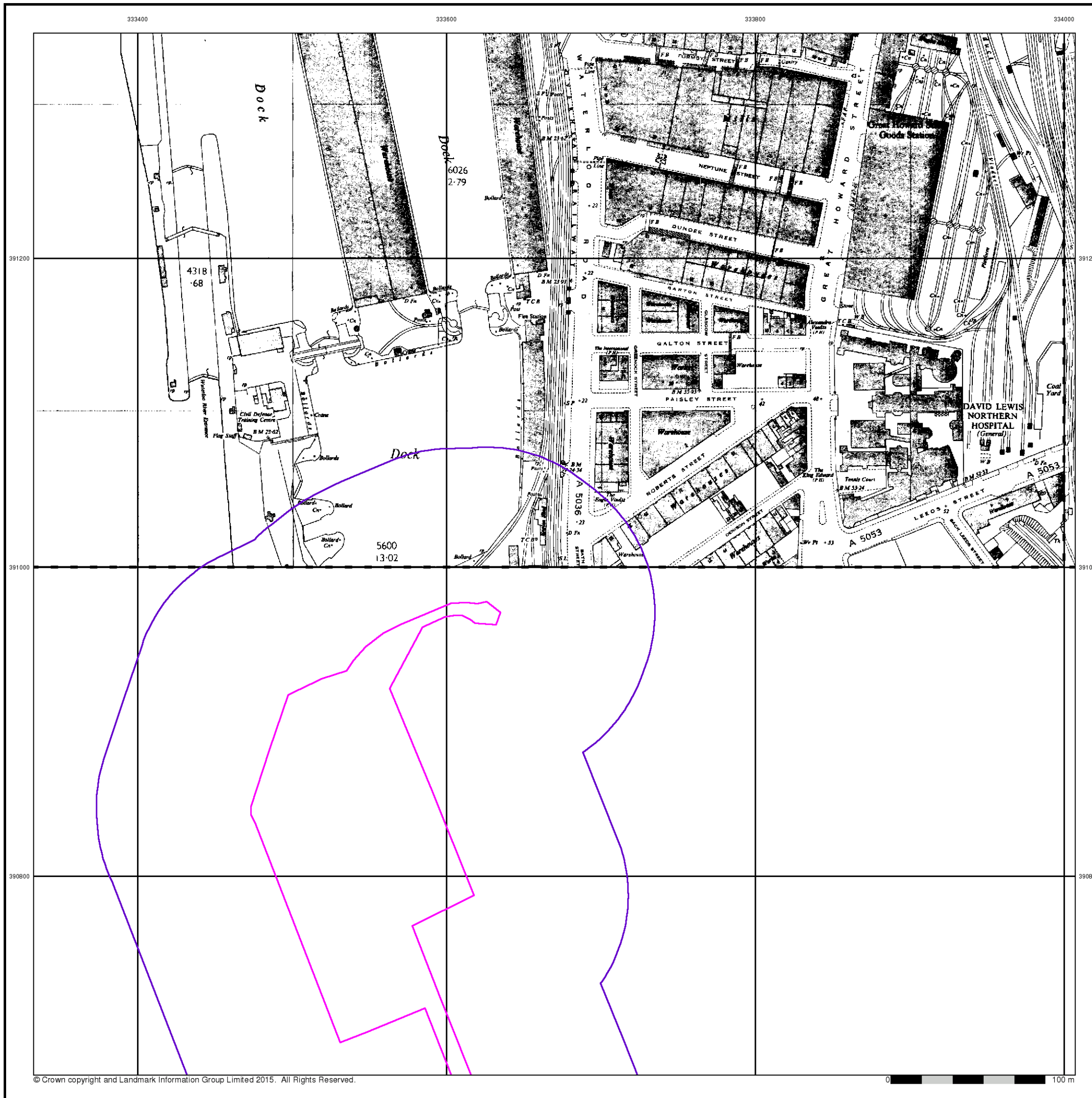


Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Ordnance Survey Plan

Published 1962 - 1969

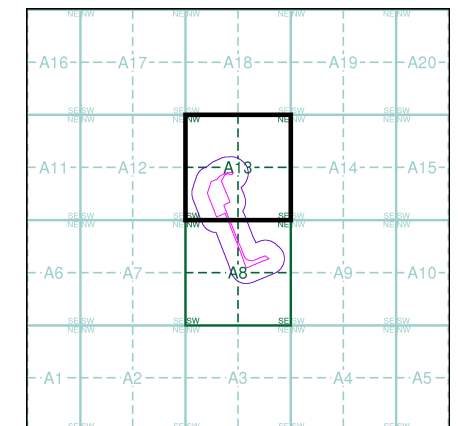
Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

SJ3391SW 1962 1:1,250	SJ3391SE 1969 1:1,250	SJ3491SW 1965 1:1,250
	SJ3390NE 1968 1:1,250	SJ3490NW 1963 1:1,250

Historical Map - Segment A13

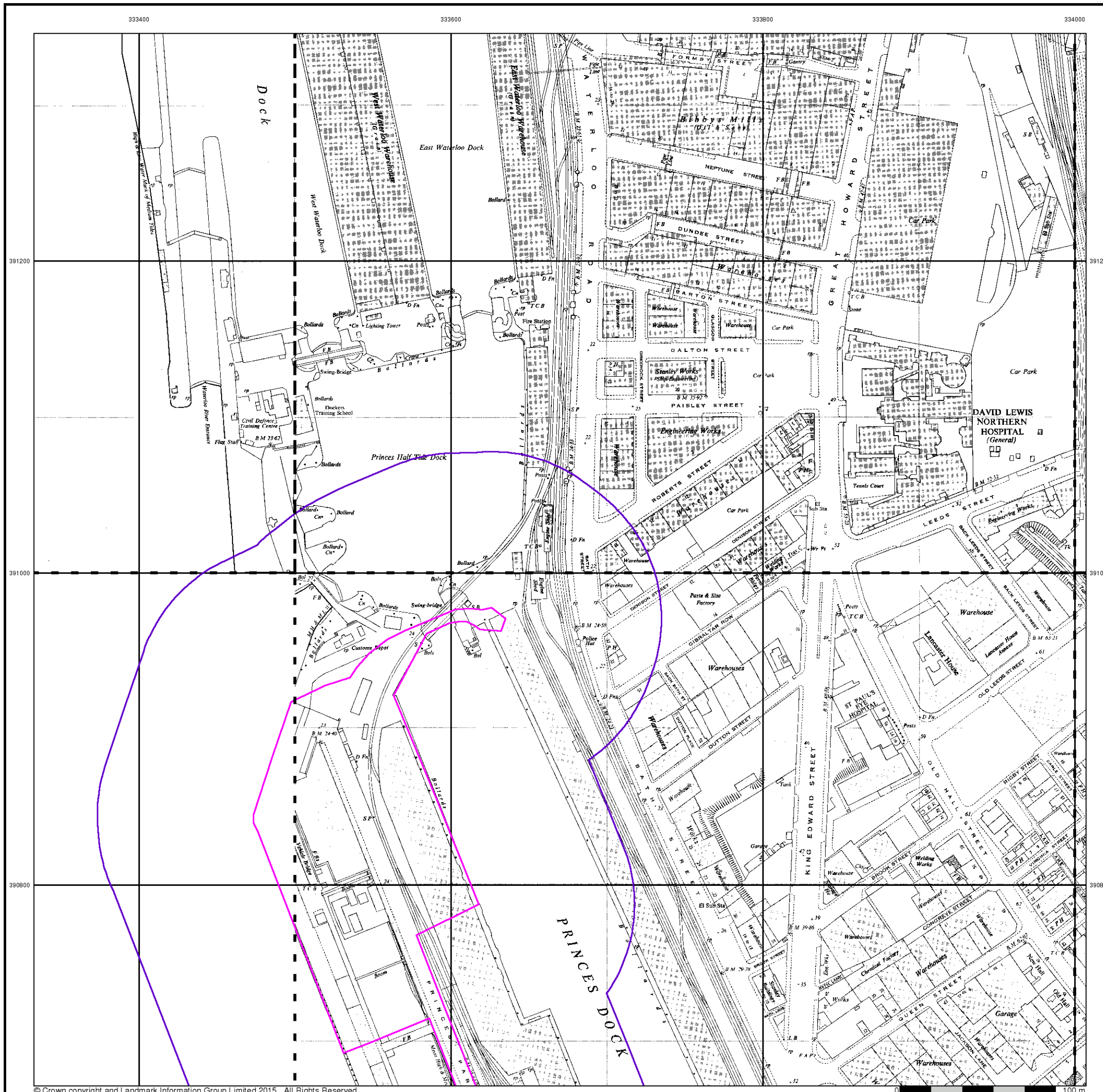


Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



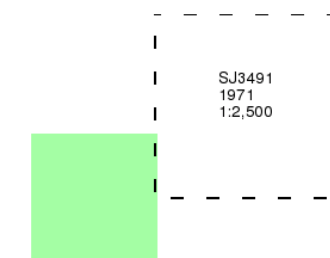
Ordnance Survey Plan

Published 1971

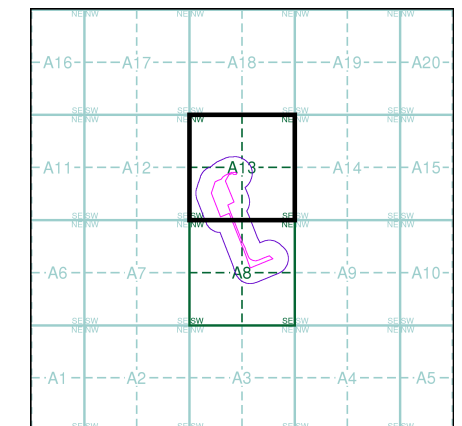
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13

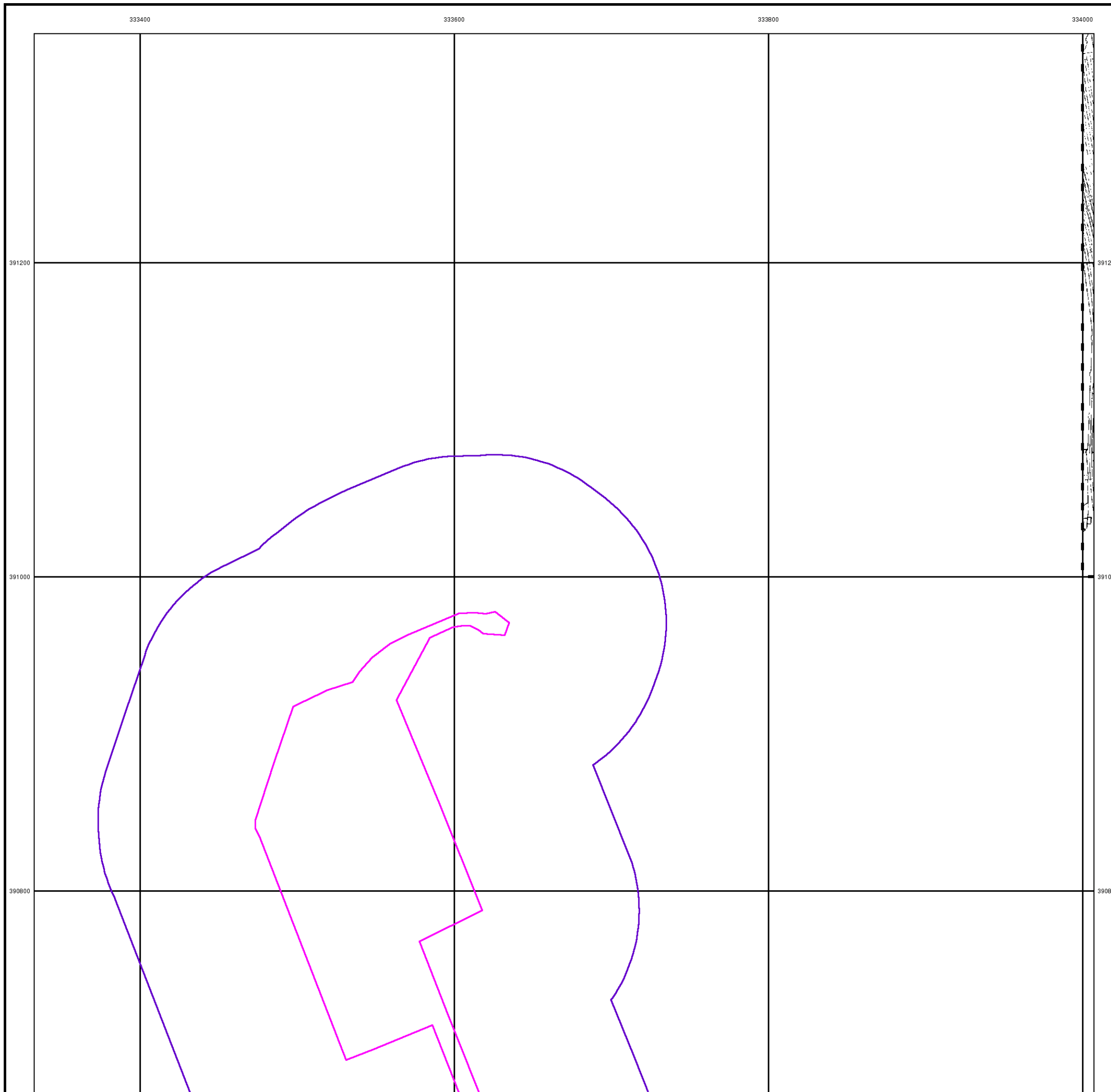


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



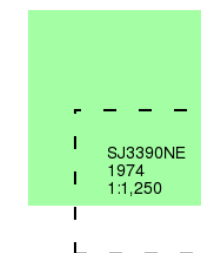
Supply of Unpublished Survey Information

Published 1974

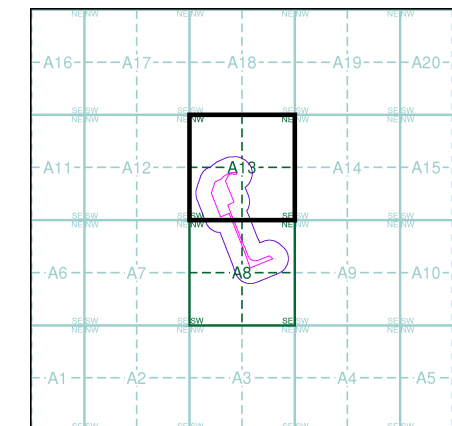
Source map scale - 1:1,250

SUSI maps (Supply of Unpublished Survey Information) were produced between 1972 and 1977, mainly for internal use at Ordnance Survey. These were more of a 'work-in-progress' plan as they showed updates of individual areas on a map. These maps were unpublished, and they do not represent a single moment in time. They were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13

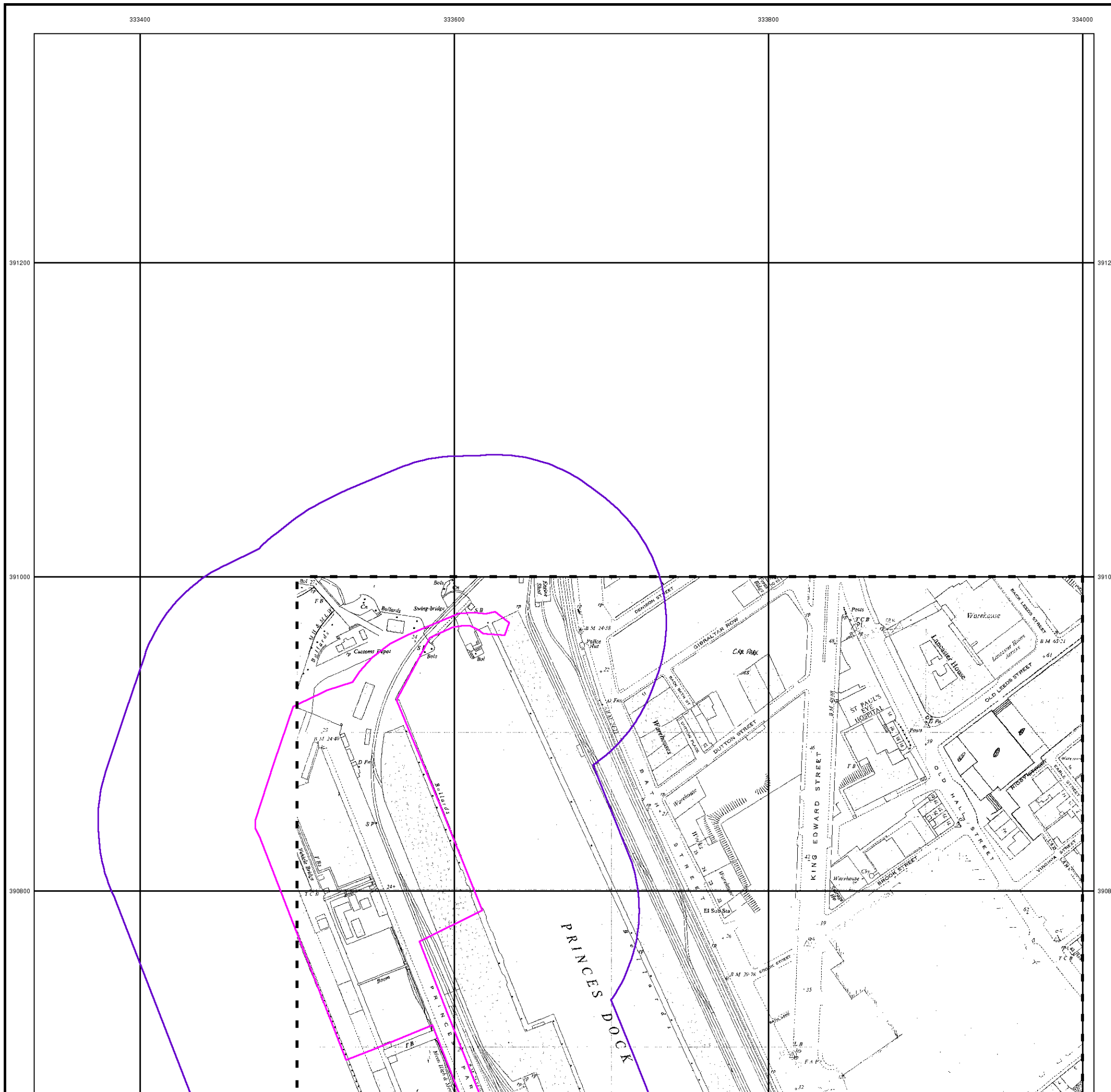


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Ordnance Survey Plan

Published 1975 - 1989

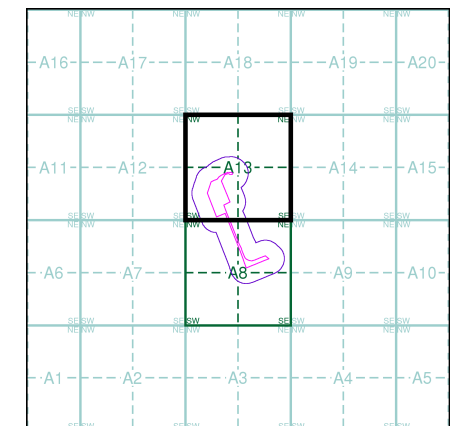
Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)

SJ3391SW 1975 1:1,250	SJ3391SE 1975 1:1,250	SJ3491SW 1976 1:1,250
	SJ3390NE 1984 1:1,250	SJ3490NW 1989 1:1,250

Historical Map - Segment A13



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Additional SIMs

Published 1983 - 1987

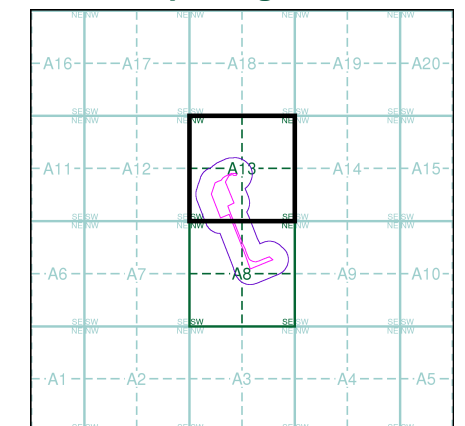
Source map scale - 1:1,250

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

SJ3391SE	SJ3491SW
1983	1987
1:1,250	1:1,250
SJ3490NW	
1986	
1:1,250	

Historical Map - Segment A13

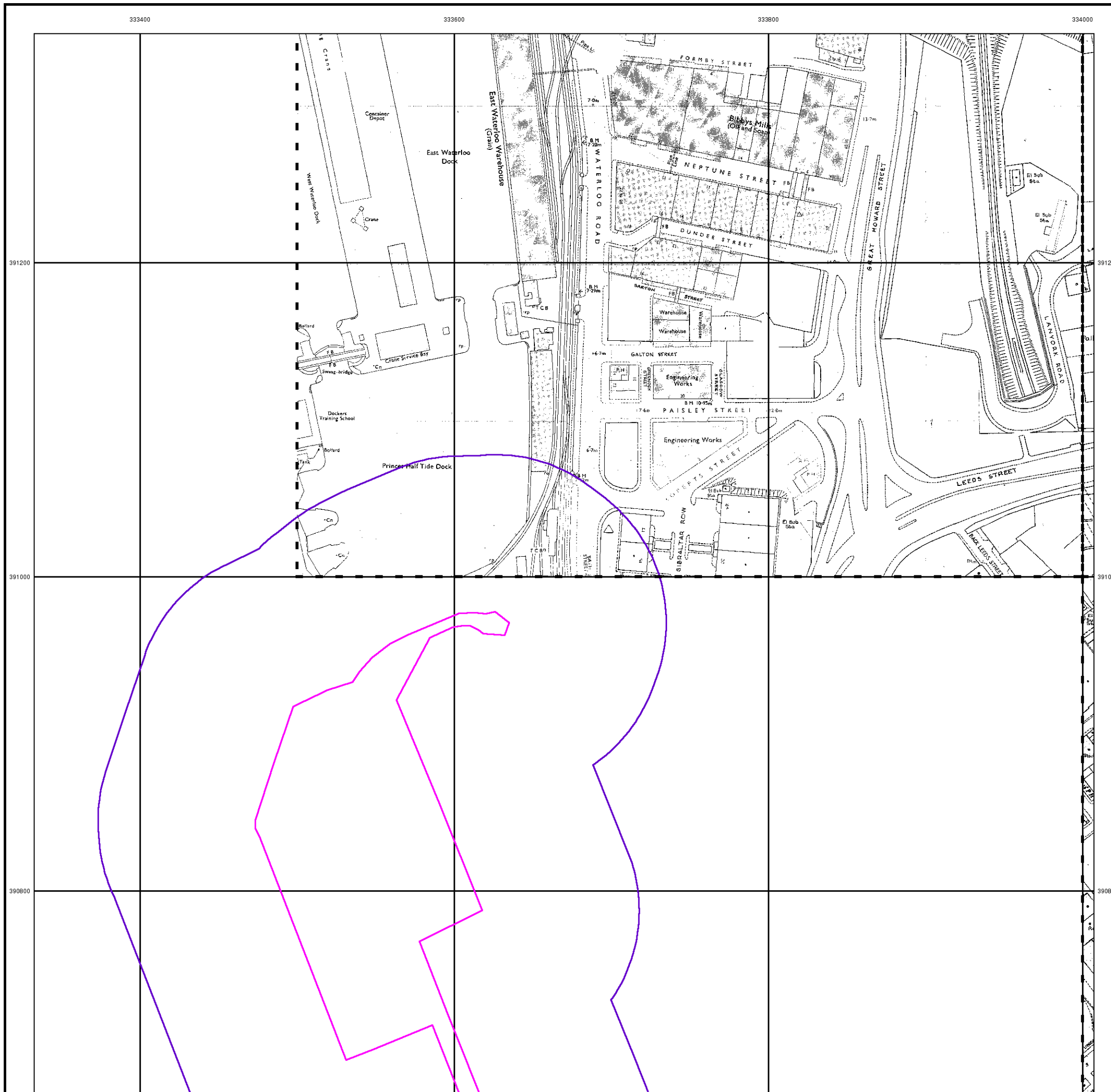


Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



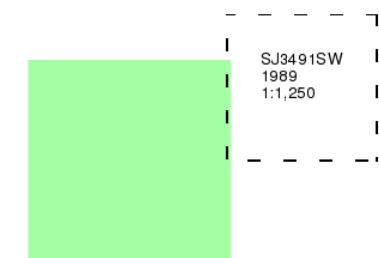
Ordnance Survey Plan

Published 1989

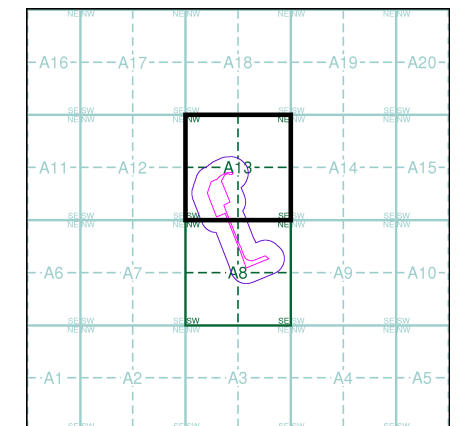
Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13

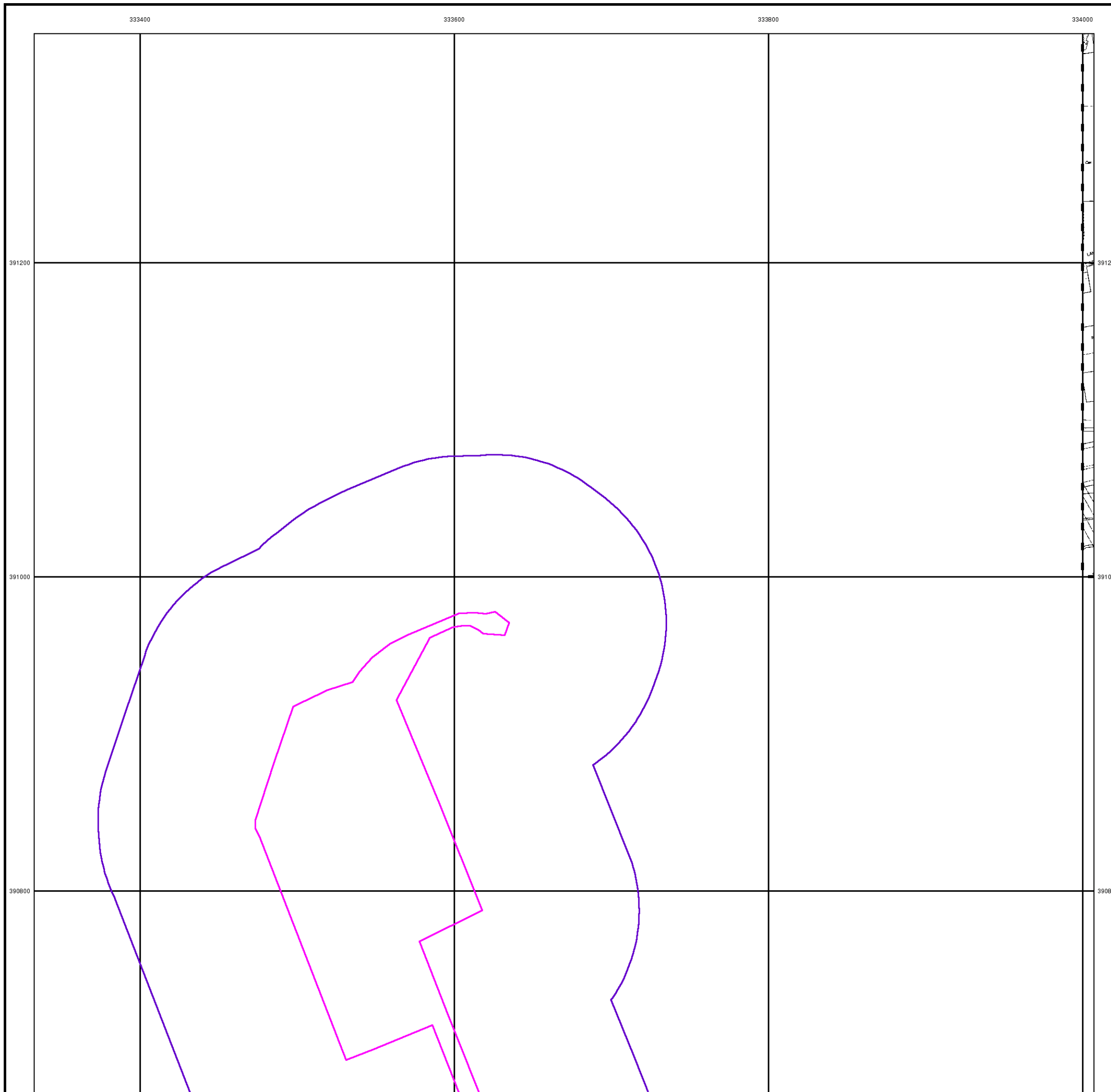


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



Large-Scale National Grid Data

Published 1993

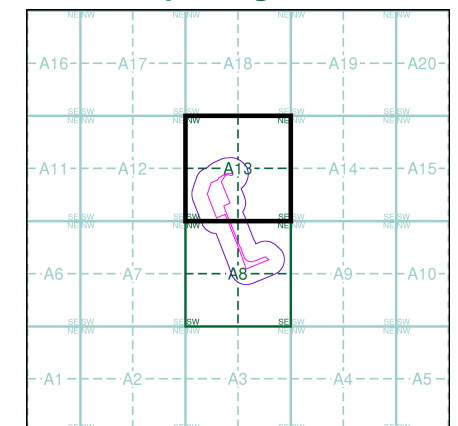
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

SJ3391SW	SJ3391SE	SJ3491SW
1993	1993	1993
1:1,250	1:1,250	1:1,250
SJ3390NW	SJ3390NE	SJ3490NW
1993	1993	1993
1:1,250	1:1,250	1:1,250

Historical Map - Segment A13

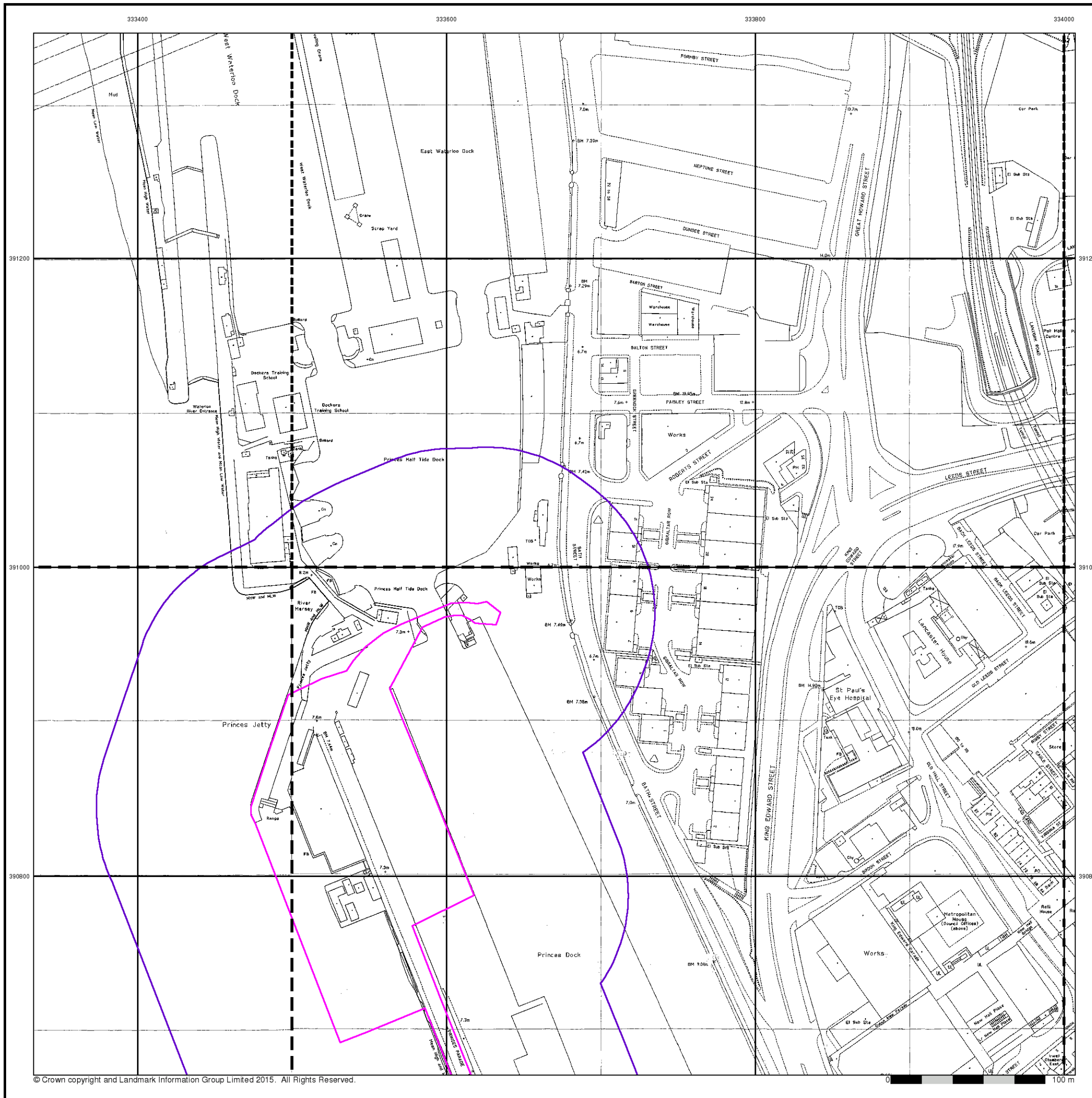


Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



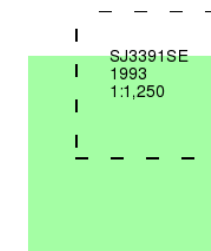
Large-Scale National Grid Data

Published 1993

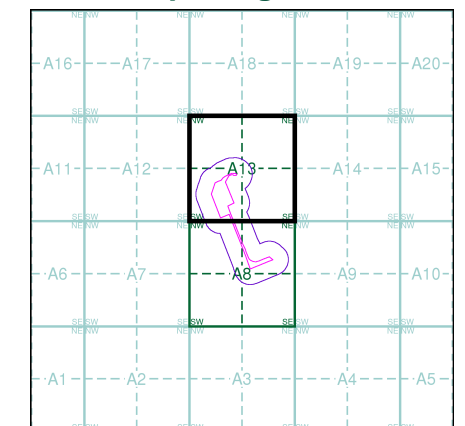
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



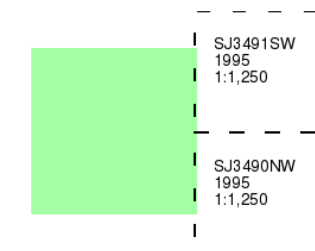
Large-Scale National Grid Data

Published 1995

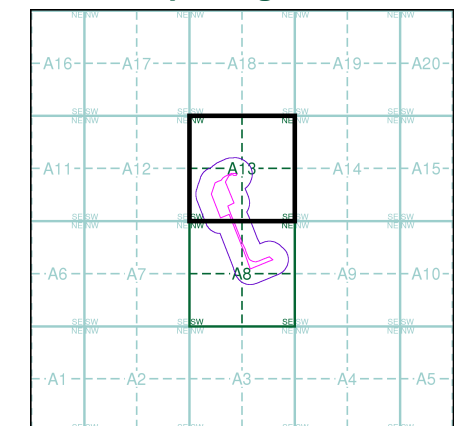
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13

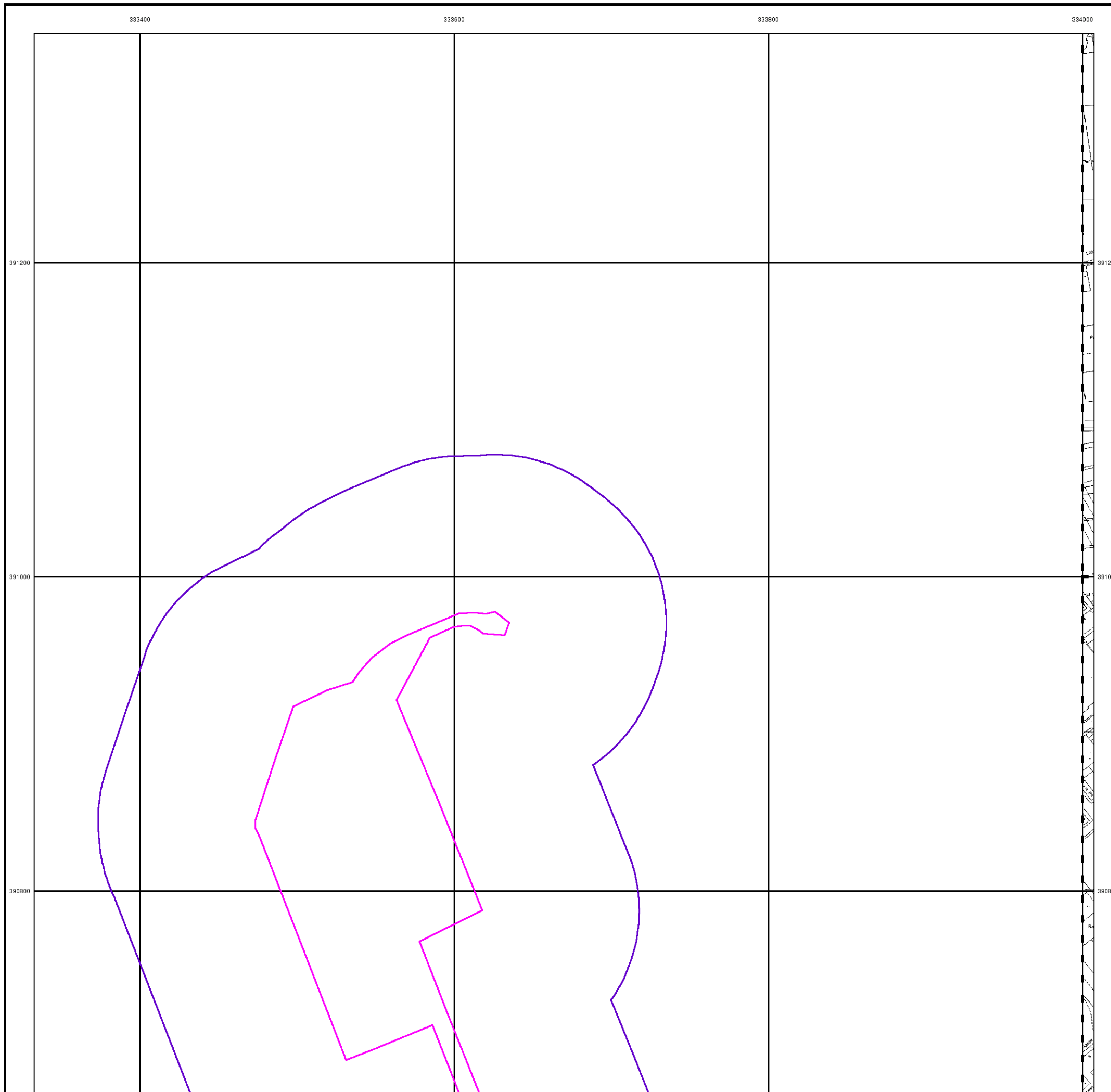


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



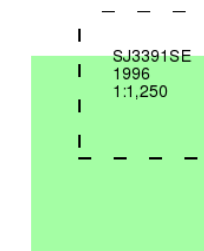
Large-Scale National Grid Data

Published 1996

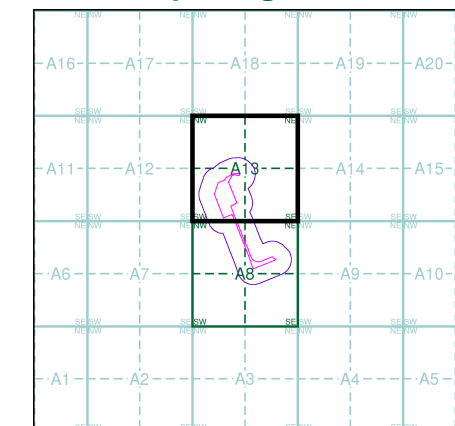
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13

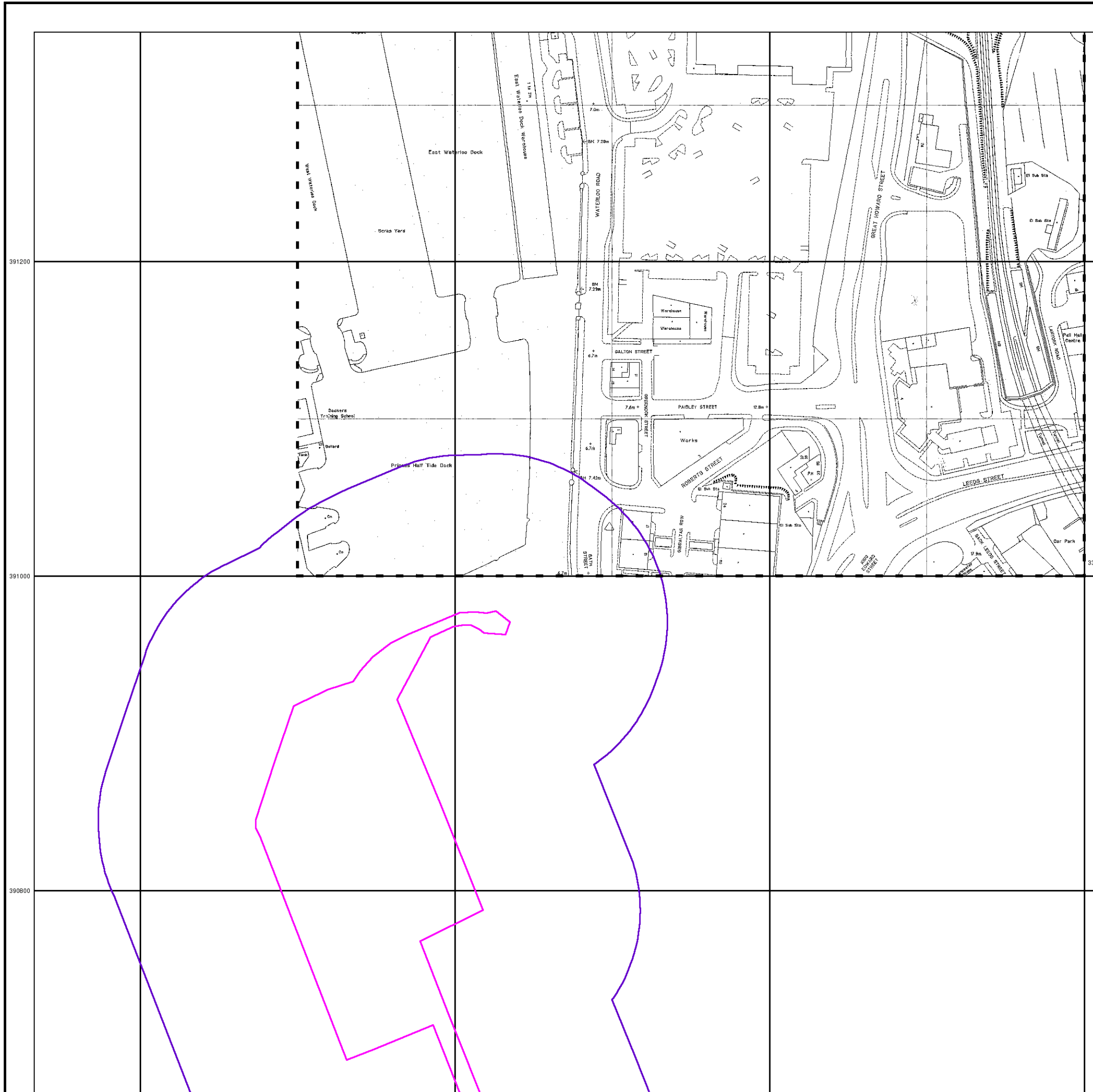


Order Details

Order Number: 112403143_1_1
Customer Ref: 80322
National Grid Reference: 333670, 390670
Slice: A
Site Area (Ha): 3.17
Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL



333400

333600

333800

334000

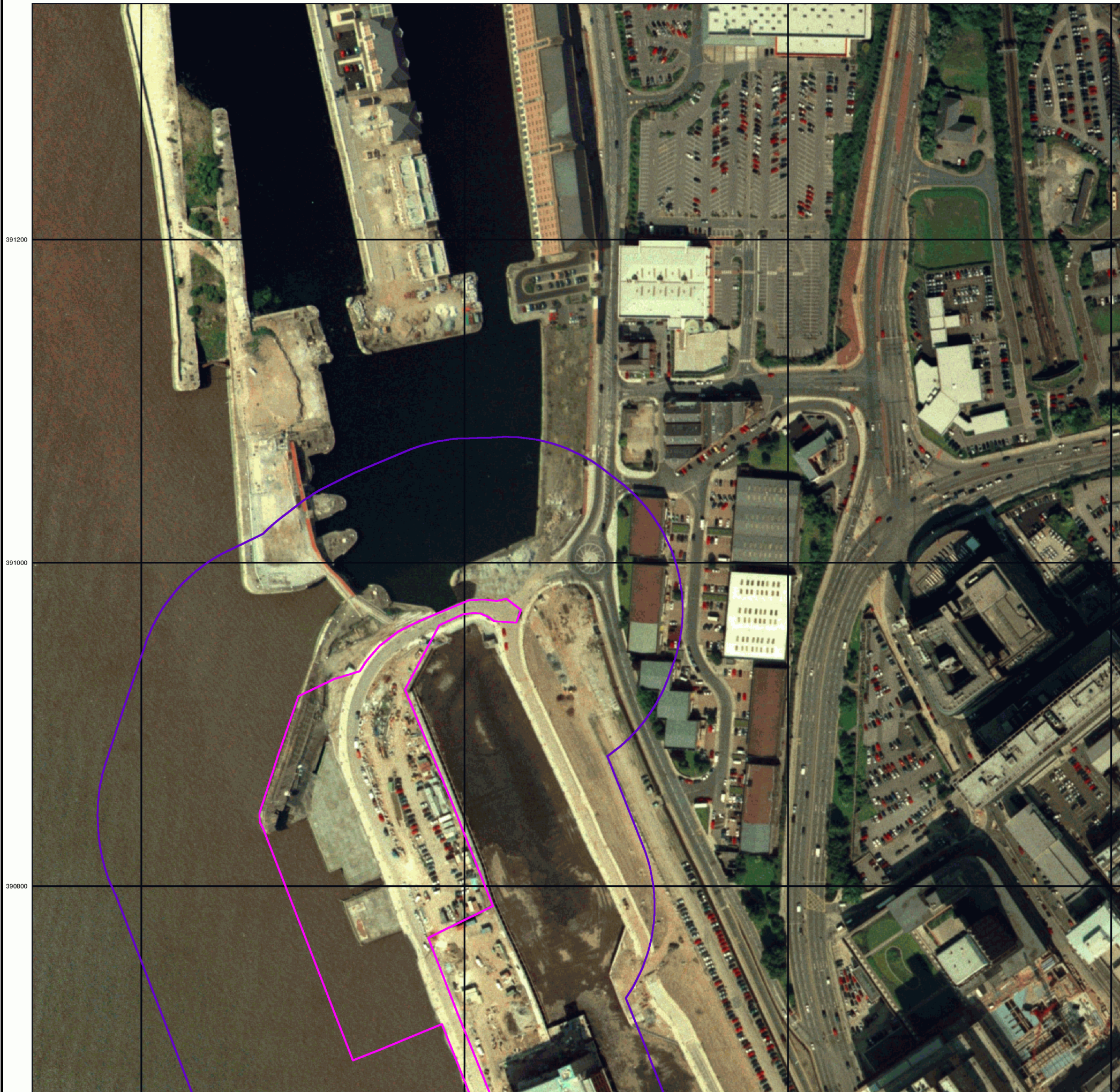
Envirocheck®

● LANDMARK INFORMATION GROUP®

Historical Aerial Photography

Published 2000

This aerial photography was produced by Getmapping, these vertical aerial photographs provide a seamless, full colour survey of the whole of Great Britain



391200

391200

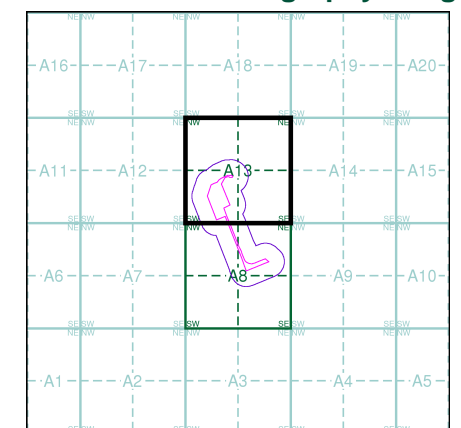
391000

391000

390800

390800

Historical Aerial Photography - Segment A13



Order Details

Order Number: 112403143_1_1
 Customer Ref: 80322
 National Grid Reference: 333670, 390670
 Slice: A
 Site Area (Ha): 3.17
 Search Buffer (m): 100

Site Details

Princes Dock, Princes Parade, LIVERPOOL

Landmark®
 ● INFORMATION GROUP

Tel: 0844 844 9952
 Fax: 0844 844 9951
 Web: www.envirocheck.co.uk

C. Legislation and Planning Policy

LEGISLATION/POLICY/GUIDANCE	DOCUMENT	SECTION/POLICY
Primary Legislation	Planning (Listed Buildings and Conservation Areas) Act 1990	66: General duty as respects listed buildings in exercise of planning functions. 72: General duty as respects conservation areas in exercise of planning functions.
Local Development Plan	Liverpool Unitary Development Plan (2002)	GEN3 Heritage and Design HD1 Listed Buildings HD5 Development Affecting the Setting of a Listed Building HD7 Conservation Areas HD12 New Development Adjacent to Conservation Areas
National Planning Policy	National Planning Policy Framework (2012) DCLG	Section 12; Annex 2
Guidance	National Planning Practice Guidance (2014) DCLG	ID: 18a
Guidance	Historic England (2015) Good Practice in Planning Advice Note 3: Setting of Heritage Assets	
Guidance	English Heritage (2008) Conservation Principles, Policies and Guidance.	
Local Supplementary Planning Document	Liverpool Maritime Mercantile City World Heritage Site Supplementary Planning Document (2009)	All sections

D. Glossary (National Planning Policy Framework)³⁷

Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Historic environment record	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
Setting of a heritage asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance (for heritage policy)	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

³⁷ Department for Communities and Local Government, March 2012. *National Planning Policy Framework*

UK and Ireland Office Locations

