

HERITAGE IMPACT ASSESSMENT

**TEMPORARY CRUISE TERMINAL BUILDING, PLOT 7,
PIER HEAD DOCKS, LIVERPOOL.**

**Prepared for Royal Haskoning UK Ltd.
by
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1 Introduction and Context

- 1.1 It is intended that this Heritage Impact Assessment will provide the decision making authority with enough information to adequately understand the impact of the proposed Temporary Cruise Terminal Building on heritage assets. The heritage assets considered in this assessment are: the Liverpool Maritime World Heritage Site, the Castle Street Conservation Area (including Pier Head character area), the Albert Dock Conservation Area, the Stanley Dock Conservation Area, and the following listed buildings/ structures: Royal Liver Building (Grade I), Cunard Building (Grade II*), Port of Liverpool Building (Grade II*), St Nicholas Church (Grade II), Tower Building adjacent to the church (Grade II*), Albert Dock Warehouses (Grade I), Memorial to the Heroes of the Marine Engine Room (Grade II), and the Dock Wall (Grade II).

RELEVANT LEGISLATION

Planning (Listed Buildings and Conservation Areas) Act 1990

- 1.2 The legal requirements affecting listed buildings and conservation areas are set out in the Planning (Listed Buildings and Conservation Areas) Act 1990. This imposes a duty to pay “*special attention to the desirability of preserving or enhancing the character or appearance*” of a conservation area (s.72) and to preserve the special architectural or historic interest of listed buildings (s.7). In addition, the Act also sets out the desirability of protecting the settings of these heritage assets.

PLANNING POLICY CONTEXT

- 1.3 The planning system is currently undergoing significant changes, which include the replacement of the national Planning Policy Statements and Planning Policy Guidance (PPSs and PPGs) with a streamlined National Planning Policy Framework (NPPF). A draft of the NPPF has recently been published by the Government, which is now a material planning consideration, but until the final NPPF has been adopted, the existing PPSs and PPGs remain in force.

National Planning Policy

Planning Policy Statement 5: Planning for Historic Environment 2010

- 1.4 Planning Policy Statement 5: Planning for the Historic Environment (PPS5) sets out Government’s policy on protecting the historic environment. The aim of PPS5 is to ensure that the historic environment and its heritage assets can be conserved and enjoyed for the quality of life they bring to this and future generations. Heritage assets are the valued components of the historic environment, defined as ‘*a building, monument, site, place, area or landscape*’ and can include both designated and non-designated heritage assets. Designated heritage assets are defined in PPS5 as ‘*a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area*’. They are recognised as ‘*those parts*

of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest’ and therefore establishing the significance of a heritage asset is a key element in the plan-making and decision-making process. Policy HE6.1 states that an applicant should provide a ‘description of the significance of the heritage assets affected and the contribution of their setting to that significance.’

- 1.5 Policy HE9 confirms that the significance of a designated heritage asset can be harmed or lost through development within its setting and sets out the basis on which local planning authorities should weigh the public benefit of a proposal against the harm to an asset’s significance, including through development within its setting.
- 1.6 Paragraph HE9.1 states that *‘substantial harm to or loss of a grade II listed building, park or garden should be exceptional’* and *‘substantial harm to or loss of designated heritage assets of the highest significance, including scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings and grade I and II* registered parks and gardens, World Heritage Sites, should be wholly exceptional’*.
- 1.7 Additional policies relating to or affecting setting are HE 1.2, 6.1, 7.1, 7.2, 7.4, 7.5, and 11.1.
- 1.8 With this in mind, this Heritage Assessment seeks to assess the likely impact of the Plot 7 temporary cruise terminal building on the significance of heritage assets in its vicinity to fulfil the requirements of PPS 5.

Historic Environment Planning Practice Guide

- 1.9 The Historic Environment Planning Practice Guide, 2010, published by English Heritage aims to assist local authorities, owners, applicants and other interested parties in implementing Planning Policy Statement 5 and to help in the interpretation of policies within the PPS. It includes guidance on assessing the significance of a heritage asset, sets out information requirements for applications for consent affecting heritage assets, provides additional policy principles guiding the consideration of applications for consent relating to designated heritage assets, and additional policy principles guiding the consideration of applications for development affecting the setting of a designated heritage asset. Section 2.5 states that the historic environment *“provides a tangible link with our past and contributes to our sense of national, local and community identity. It also provides the character and distinctiveness that is so important to a positive sense of place.”* Section 3.11 notes that *the difference between a heritage asset and other components of the environment is that a heritage asset holds meaning for society over and above its functional utility. It is this heritage significance that justifies a degree of protection in planning decisions.”*

Regional Policy

- 1.10 Under the Localism Bill, Regional Spatial Strategies (RSSs) will be revoked. Until the Bill becomes law, RSSs remain as part of the development plan. Thus we have made reference to the adopted North West of England Plan RSS 2008 as the primary regional policy document.

Future North West (formerly Regional Strategy (RS2010))

- I.11 Future North West sets out a framework to deal with issues which cross local boundaries and are critical to securing a sustainable future for the North West. A number of strategic priorities have been outlined to support this, of which the development of culture and quality of place, based on world-famous places, heritage and environmental assets are addressed. Big Ticket Issues (BTI's) and strategic objectives have also been set out to support this. Of relevance are BTI 10 which aims to develop *"cultural and quality of place offer, based on world famous places, heritage and environmental assets* and Objective 2d which aims to develop *"world-class cultural, heritage, sporting and quality of place offer and the attraction of Manchester, Liverpool, Chester and the Lake District as international destinations."*

North West of England Plan Regional Spatial Strategy (2008)

- I.12 The policies in the adopted RSS (2008) which are considered to be particularly relevant to this heritage assessment are:
- Policy EMI (A) Landscape – this policy states that plans, strategies, proposals and schemes should identify, protect, maintain and enhance natural, historic and other distinctive features that contribute to the character of landscapes and places within the North West. They should be informed by and recognise the importance of the characteristics and setting of World Heritage Sites.
 - EMI(C) Historic Environment – this policy states that plans, strategies, proposals and schemes should protect, conserve and enhance the historic environment supporting conservation-led regeneration in areas rich in historic interest, and in particular exploiting the regeneration potential of the maritime heritage of the North West coast including docks and water spaces.
- I.13 Policies within the RSS, clearly indicate the need to balance economic and physical regeneration with the conservation and enhancement of historic character and assets. This reflects the broad ethos expressed by the UNESCO World Heritage Committee in the Budapest Declaration (2002) and Declaration on the Conservation of Historic Urban Landscapes (2005).

Local Policy

- I.14 The City of Liverpool Development Plan (2002) contains a number of 'saved' policies relating to heritage assets. Those of relevance to this study include:
- GEN3 Heritage and Design in the Built Environment - designed to ensure that the primary objective, to preserve and enhance the city's historically and architecturally important buildings and areas, is successfully achieved.
 - HD1 Listed Buildings – aims to secure the retention, repair, maintenance and continued use of listed buildings.
 - HD5 Development Affecting the Setting of a Listed Building - states that planning permission will only be granted for development

affecting the setting of a listed building, which preserves the setting and important views of the building.

- HD8 Preservation and Enhancement of Conservation Areas – aims to secure the preservation or enhancement of conservation areas.
- HD12 New Development Adjacent to Conservation Areas – states that development on land adjacent to a conservation area will only be permitted if it protects the setting of the conservation area and important views into and out of it.

I.15 The emerging Liverpool City Council Core Strategy (2008) has a policy of particular relevance:

- PO10 Historic Areas - In order to maintain and enhance the character, visual integrity and historic value of the built fabric of the City, development in or adjacent to the World Heritage Site, Conservation Areas and Historic Parks should seek to preserve and enhance the area and its special features for which it is designated. These features can include the buildings and landscaping that are integral to the character of the area and important views within and into the area.

***Liverpool Maritime Mercantile City World Heritage Site
Supplementary Planning Document and Evidential Report***

I.16 The Liverpool Maritime Mercantile City World Heritage Site (WHS) Supplementary Planning Document (SPD) provides an historic context to the site, sets out the outstanding universal value (OUV) of the site, identifies development pressures, identifies key landmark buildings/ views that directly contribute to its outstanding universal value, and provides guidance for protecting and enhancing the OUV of the WHS.

I.17 The Liverpool Maritime Mercantile City World Heritage Site SPD has been prepared to guide development, conservation and investment in the Liverpool Maritime Mercantile City WHS and its Buffer Zone with the aim of protecting the WHS's Outstanding Universal Value whilst ensuring that it continues to play a leading role in the sustained regeneration of the City and the wider sub-region.

I.18 It states a Buffer Zone was identified around the WHS to ensure that development proposals within it, that might adversely affect the setting of the WHS, can be carefully considered.

I.19 The Liverpool Maritime Mercantile City World Heritage Site SPD acknowledges that the inscription as a WHS is the highest international heritage designation will ensure that the conservation and enhancement of the historic environment, that is of outstanding universal value, is fully considered in all decision-making that affects its future.

I.20 Para 6.2.9 of the document identifies plot 7 as lying within an area of development opportunity and states “*The development of Plot 7 of Princes Dock will need to have particular regard to: providing a sense of enclosure to the north side of the Pier Head; providing a positive elevation to the river; respecting key views*

to the Pier Head Group, to the river from Chapel Street and to Church of Our Lady and St Nicholas from the river.”

- I.21 The Evidential Report supplies supporting and background information to inform the development and future use of the Liverpool Maritime Mercantile City World Heritage Site SPD. The Evidential Report has been designed to complement the SPD and includes more detailed information on views, including the key features within each view.

RELEVANT GUIDANCE AND DOCUMENTS

- I.22 The following guidance and other documents are relevant to this heritage assessment:
- ICOMOS’s ‘Guidance on Heritage Impact Assessments for Cultural World Heritage Properties’ (2011);
 - English Heritage’s Conservation Principles. Policies and Guidance for the Sustainable Management of the Historic Environment (2008);
 - English Heritage’s ‘The Protection and Management of World Heritage Sites in England’ (2009);
 - English Heritage’s Understanding Place. Historic Area Assessments in a Planning and Development Context (2010);
 - English Heritage Understanding Place: Historic Area Assessments: Principles and Practice (2010);
 - English Heritage’s publication ‘Seeing the History in the View’ (2011);
 - English Heritage’s publication ‘The Setting of Heritage Assets’ (2011);
 - Liverpool City Council’s Maritime Mercantile City Management Plan (December 2003);
 - Circular on the protection of world heritage sites, Communities and Local Government Circular 07/2009;
- I.23 ICOMOS’s ‘Guidance on Heritage Impact Assessments for Cultural World Heritage Properties’ (2011) sets out suggested procedures and processes for a Heritage Impact Assessment, specific to World Heritage Sites. The Guidance states that proposed developments within World Heritage Sites have the *potential to impact adversely on the appearance, skyline, key views and other different attributes that contribute to Outstanding Universal Value (OUV)*. The Heritage Impact Assessment (HIA) *process needs to consider the impact of any proposed project or change to those attributes both individually and collectively, rather than on a standard range of receptors*. Therefore understanding the overall ensemble of attributes which combine to form the OUV is crucial to protecting World Heritage Sites. It also states that the Statement of Outstanding Universal Value (SoOUV) which sets out why a property is deemed to have OUV and what the attributes are that convey OUV will also be central to the HIA of World Heritage Sites.
- I.24 The ICOMOS Guidance recognises that where change may affect the OUV of a WH property, consideration of the cultural (and/or natural) heritage attributes should be central to planning any proposal and a key consideration

is the threat or risk to the WH status and this should be clearly assessed. The key questions which the ICOMOS Guidance suggests a HIA should aim to answer are:

- *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?*

- I.25 English Heritage has published a number of relevant documents. Their ‘*Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment*’ sets out an approach to assessing heritage values and significance. Their ‘*Protection and Management of World Heritage Sites in England*’ sets out the importance of the planning system and sustainable community strategies in protecting and sustaining World Heritage Sites. It explains the function of World Heritage Site Management Plans, the methods used to prepare them and sets out how to protect and manage World Heritage Sites.
- I.26 English Heritage’s ‘*Understanding Place: Historic Area Assessments in a Planning and Development Context*’ explains how to undertake Historic Area Assessments. It complements ‘*Understanding Place: Historic Area Assessments: Principles and Practice*’ which describes this approach in more detail and explains the way it relates to other approaches to understanding the character of place and its capacity for change.
- I.27 English Heritage’s publication ‘*Seeing the History in the View*’ sets out principles for assessing the impact of developments on views with heritage significance and ‘*The Setting of Heritage Assets*’, supports PPS 5 and provides some useful guidance on assessing impacts on setting of heritage assets. It acknowledges the importance of protecting the setting of heritage assets, acknowledges the importance of views in setting and suggests that any assessment of the significance of a heritage asset should include the contribution of its setting. It also contains guidance on how to assess the implications of change affecting setting and presents ideas for reducing impacts.
- I.28 Liverpool City Council’s ‘*Liverpool Maritime Mercantile City Management Plan*’ sets out a number of key principles (including the conservation of the OUV) which have been identified to guide the plan and the sustainable development and regeneration of the World Heritage Site. The Management Plan sets out a Vision for the WHS which will be managed as an exemplary demonstration of sustainable development and heritage-led regeneration which aims to forge an identity for Liverpool as a thriving, historic city of international significance and promote Liverpool’s heritage as a driver for sustainable development.
- I.29 The Communities and Local Government’s ‘*Circular on the Protection of World Heritage Sites*’ (07/09) aims to provide updated policy guidance on the level of protection and management required for World Heritage Sites and confirms that the setting of a WHS is a material consideration in determining planning applications. The circular explains the national context and the Government’s objectives for the protection of World Heritage Sites, the

principles which underpin those objectives, and the actions necessary to achieve them.

HISTORIC CONTEXT

- I.30 A good historic context is provided in Liverpool City Council's 'Liverpool Maritime Mercantile City World Heritage Site Supplementary Planning Document' (adopted October 2009). The following account is summarised from the document.
- I.31 The historic growth of Liverpool's city centre and its docks are inextricably linked with the expanding docks historically feeding the growth of the city. With an increase in both trade and population came the growth of the economy and the need for civic buildings and commercial and financial institutions. These developed along the streets to the east and west of Castle Street and reinforced Castle Street and the surrounding streets as the commercial core of the city. The growth of the city on a grand scale led to the building of increasingly monumental and architecturally accomplished commercial institutions which culminated in the construction of the Royal Liver Building, Cunard Building and Port of Liverpool Building at Pier Head. These buildings all have shipping associations and represent a stylistic gateway to the transatlantic route, in which they played an important role.
- I.32 Throughout the 19th century the docks continued to develop and eventually they stretched seven miles along the river front. The landing stage at the Pier Head was added in 1833 with Princes Dock added in the early 19th century. The large scale extension of the docks northwards took place in the 1840's, while the early 20th century saw the construction of the massive tobacco warehouse in Stanley Dock, dated 1901, as well as the redevelopment of the Pier Head. The brick warehouses are highly distinctive in style and monumental in scale and there is a high degree of homogeneity in their architecture and a consistency of materials used in their construction. This reflects the fact that many of these docks were developed in a period of a little over 20 years during the 19th century and that Jesse Hartley was involved in the design of many of them.
- I.33 The city and docks suffered intense bombing during the Second World War, but after the war the docks were repaired and improved. The industrial obsolescence of many of the historic docks and associated buildings has created great challenges for the conservation of maritime heritage but also opportunities for exciting redevelopments in a unique environment. In particular the recent opening of the new cruise liner facility at the Pier Head has brought large vessels back to the southern docks area.
- I.34 Although development declined in the latter half of the 20th century, Character Area 4 (Castle Street) and Character Area 2 (Albert Dock) have seen a great deal of transformation within the WHS including Albert Dock, Rope walks and the on-going developments at Mann Island and the Pier Head. Whilst the restoration of the Albert Dock successfully brought the buildings back into use, only with the opening of the new arena and conference centre at the former Kings Dock and Grosvenor's Liverpool One retail-based development, partly in the WHS and on the site of Old Dock in 2008, has the Albert Dock been fully integrated and connected into the life of the city. This

new vitality has been reinforced along the waterfront with the opening of the Museum of Liverpool and the creation of new connections. The revitalised Pier Head, complete with new Canal Link and Mersey Ferry Terminal, the marshalling facilities for the Isle of Man Ferry and the Cruise Liner Facility at Princes Dock are all further powerful demonstrations of the success of regeneration initiatives along the waterfront.

CHARACTERISTICS OF THE SITE AND ITS ENVIRONS

- I.35 The proposed site - Plot 7 Princes Dock - is located immediately outside the WHS but within its buffer zone in close proximity to the Pier Head area of the WHS (see **Figure I.1**). The site is currently an empty plot of rough ground and hard standing surrounded by fencing (a combination of concrete posts/chicken wire and railings). It therefore detracts from the quality of this part of the WHS buffer zone. It is noted as an area for development opportunities in the Liverpool Maritime Mercantile City World Heritage Site Supplementary Planning Document (SPD).



Proposed site at Plot 7 (site located within green fencing)

- I.36 The site lies immediately north of, and abuts, the Pier Head character area – this character area encompasses the early 20th century designed townscape of the Pier Head which forms part of the Castle Street Conservation Area (see **Figure I.1**). The Pier Head character area is dominated by a formal arrangement of monumental buildings; The Royal Liver Building, the Cunard Building; the Port of Liverpool Building and the later 1930s Ventilation Tower (all listed). These and the associated open space were designed as the centrepiece of the river frontage when Liverpool was the second city of empire. The view of this group of buildings from the river was the principal view of the city afforded to approaching shipping and was thus designed to be the face that the city projected to the world. It is now the iconic international image of Liverpool and the WHS. This area was redesigned for display at the beginning of the 20th century, with grand offices rather than warehouses, although it remained a major transport hub initially for trams and trains and then buses until the late 20th century, as well as local ferries. The formal grandness of this area has recently been enhanced by the canal link, comprehensive re-landscaping and relocation of monuments (many listed) and enclosure by the new Museum of Liverpool and the ferry terminal. The Memorial to the Heroes of the Marine Engine Room (listed Grade II) is

located just to the south of the site. The character of the area can be readily appreciated from within the Pier Head and from the significant views that exist from the north, south, east and critically from the river itself.

- I.37 To the east of the site, and across the main road, is the Castle Street/ Dale Street/ Old Hall Street Commercial District character area which encapsulates the historic commercial and civic centre of the city. This includes the landmark listed buildings of St Nicholas Church and the adjacent Tower Building which are located in relatively close proximity to the site.
- I.38 The site is enclosed to the north by the car parks and modern office buildings between Princes Parade and Princes Dock – these lie outside the World Heritage Site, but within the buffer zone. Running along the eastern edge of Princes Dock is the listed Dock Wall and to the north of Princes Dock is the Stanley Dock Conservation Area which encompasses a number of surviving areas of historic docks, part of the Leeds and Liverpool Canal and the dock wall.
- I.39 Further south, beyond the Pier Head area is the Albert Dock Conservation Area including the Grade I listed Albert Dock Warehouses. This area represents the surviving elements of the 18th to mid-19th century growth of the docks to the south of Mann Island and the surviving docks, dockyard buildings and water spaces that refer to former dock features are of particular historic interest and embody the outstanding universal value of the WHS.

Plot 7 - Temporary Cruise Terminal Building

Figure I.1: Viewpoints and Local Context

Key

 Site boundary

 Viewpoints

VP01. Princes Parade Promenade

VP02. William Jessop Way Bridge

VP03. Museum of Liverpool

VP04. Woodside Ferry Terminal

VP05. Chapel Street

World Heritage Site

 Liverpool - Maritime Mercantile City

 Liverpool - Maritime Mercantile City Buffer Zone


Conservation Areas

 Albert Dock

 Castle Street

 Duke Street

 Stanley Dock

 William Brown Street


Character Areas

 Pier Head

 Albert Dock


 Stanley Dock

 Castle Street

 William Brown Street

 Lower Duke Street

Listed Buildings

 Grade I

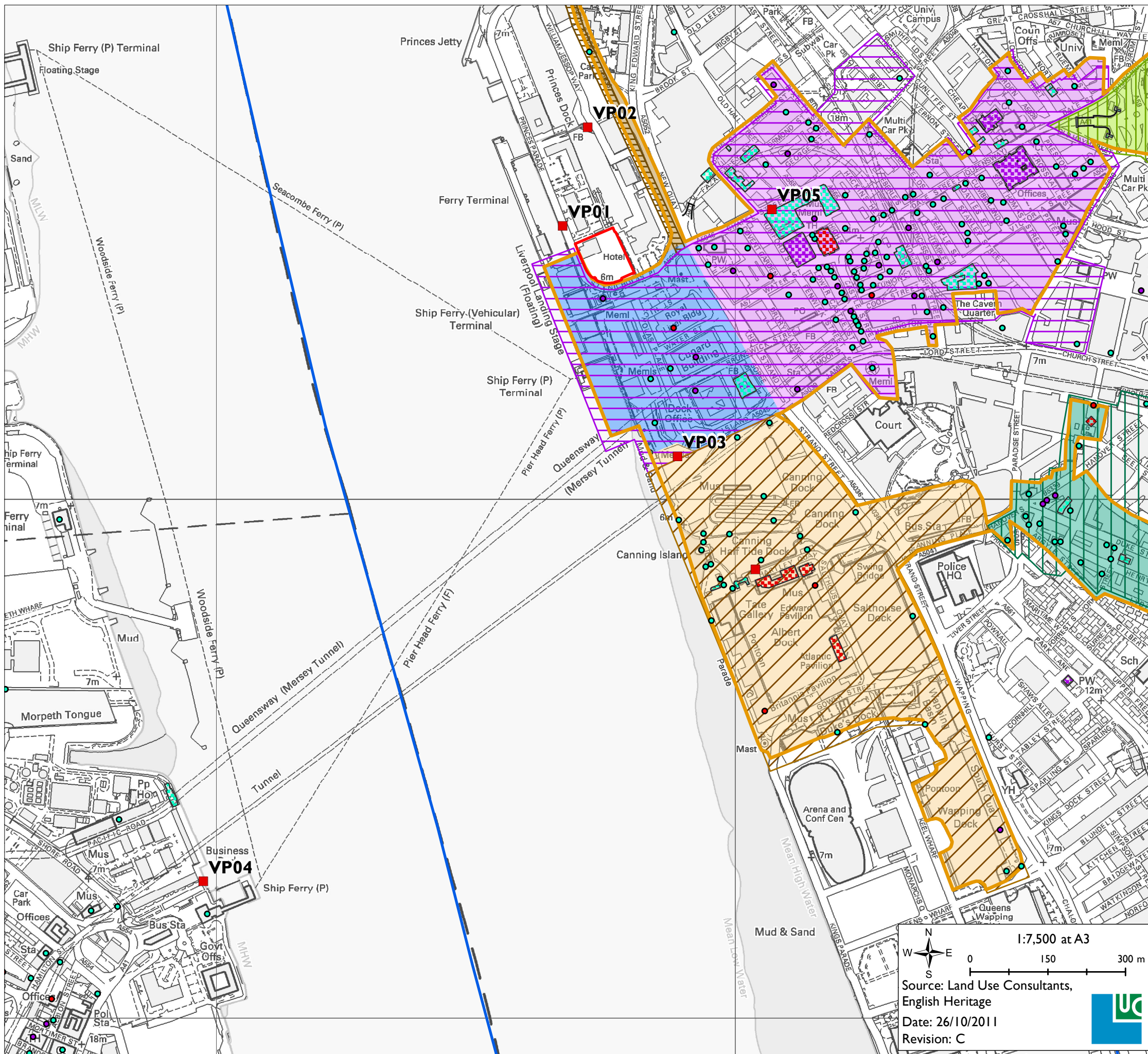
 Grade II*

 Grade II

 Grade I

 Grade II*

 Grade II



2 Heritage assets and their significance

- 2.1 In order to comply with the advice set out in Policy HE 6 of PPS 5 applicants are required to provide a description of the significance of any relevant heritage assets and/or their settings. The following heritage assets are considered relevant to this proposal:

Liverpool Maritime World Heritage Site

- 2.2 ICOMOS's Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011) states that the Statement of Outstanding Universal Value (SoOUV) which sets out why a property is deemed to have OUV and what the attributes are that convey OUV will be central to HIA.
- 2.3 Following Liverpool's inscription onto the UNESCO's World Heritage list in 2004, the World Heritage Committee agreed a Statement of Significance for the Site. However, the World Heritage Committee is now encouraging all World Heritage Sites to submit a Statement of Outstanding Universal Value (SoOUV)¹ which summarises why the site has been designated World Heritage Site status. The SoOUV¹ for Liverpool's WHS is summarised below and the full text appears in Appendix 2.
- 2.4 *"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 America. Liverpool was a pioneer in the development of modern dock technology, transport systems and port management, and building construction.*

Six areas in the historic centre and docklands of Liverpool bear witness to the development of one of the world's major trading centres in the 18th, 19th and early 20th centuries. A series of significant commercial, civic and public buildings lie within these areas, including the Pier Head, with its three principal waterfront buildings - the Royal Liver Building, the Cunard Building, and Port of Liverpool Building; the Dock area with its warehouses, dock walls, remnant canal system, docks and other facilities related to port activities; the mercantile area, with its shipping offices, produce exchanges, marine insurance offices, banks, inland warehouses and merchants houses, together with the William Brown Street Cultural Quarter, including St. George's Plateau, with its monumental cultural and civic buildings.

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

¹ The Statement of Outstanding Universal Value for Liverpool Maritime Mercantile City World Heritage Site was agreed by the World Heritage Steering Group, English Heritage, ICOMOS UK and the Department for Culture, Media and Sport in late 2009 and was accepted by the World heritage Committee at its meeting in 2010 - <http://www.liverpoolworldheritage.com/values/index.asp>

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."

- 2.5 In addition to the above description in the SoOUV, paragraph 1.2.2 of the Liverpool Maritime Mercantile City World Heritage Site SPD has summarised the primary reasons why the World Heritage Committee considers the WHS to have outstanding universal value:
 - *Liverpool played a leading role in the development of dock construction, port management and international trading systems in the 18th and 19th centuries;*
 - *The buildings and structures of the port and the city are an exceptional testimony to mercantile culture and;*
 - *Liverpool played a major role in influencing globally significant demographic changes in the 18th and 19th centuries, through a) its involvement in the Trans-Atlantic Slave Trade and b) its involvement as the leading port of mass European emigration to the New World.*
- 2.6 The **Buffer Zone** provides a visual setting for the WHS. This area, and the historic buildings within it, contribute to the visual character and setting of the WHS and often have a positive role in views to, from and within the WHS. It is important that development proposals in the setting of the WHS do not adversely impact on the OUV of the WHS.
- 2.7 The **integrity** of the site is set out in the SoOUV in Appendix 2. In summary, this relates to intactness of the major structures and buildings, the readable historic evolution of street pattern, and the architectural quality and sense of place.
- 2.8 The **authenticity** of the site is set out in the SoOUV in Appendix 2. In summary, this relates to skilful adaptation of historic structures to new uses, the prominent physical evidence of the City, and the survival of the docks. The SoOUV also states that further new development on obsolete dockland is a fundamental consideration and that it is essential that future development within the World Heritage property and its setting, including the buffer zone, should respect and transmit its Outstanding Universal Value.

Castle Street Conservation Area (including Pier Head character area)

- 2.9 There is no conservation area appraisal for this conservation area. Nevertheless the Liverpool Maritime Mercantile City World Heritage Site SPD includes a description of the character areas that comprise this conservation area.

- 2.10 The Pier Head is valued for its 20th century design and formal arrangement of the monumental buildings on the waterfront; The Royal Liver Building, the Cunard Building; the Port of Liverpool Building and the later 1930s Ventilation Tower. These and the associated open spaces were designed as the centrepiece of the river frontage and the view from the river was the principal view of the city afforded to approaching shipping and was thus designed to be the face that the city projected to the world. It is now the iconic international image of Liverpool and the WHS. The character of the area can be readily appreciated from within the Pier Head and from the significant views that exist from the north, south, east and critically from the river itself.
- 2.11 The Castle Street area considered to be the historic mercantile, commercial and civic centre of Liverpool is the focus of Liverpool's medieval origins and is valued for its high quality, innovative architecture which adds variety to the city's skyline. The external treatment and ornamental features of the buildings are a characteristic of the area, identified by the many turrets, towers, cupolas and domes. In addition the irregular medieval pattern of the streetscape of Castle Street is a valued characteristic.
- 2.12 The Pier Head complex is set in the context of great warehouses to the north and south, the intensity of commercial buildings to the east and the two cathedrals which fall within the Castle Street Area form the backdrop to the skyline. Although the Pier Head's buildings are a more recent addition, together both character areas are inextricably linked by their heritage assets and visual connections from the city centre to the waterfront edge.
- 2.13 The Liverpool Maritime Mercantile City World Heritage Site SPD notes in the vision for the Pier Head character area that *"development in the surrounding areas will respect the visual dominance of the Pier Head group, complement it and will not over-dominate this critically important group of buildings."*

Albert Dock Conservation Area

- 2.14 There is no conservation area appraisal for this conservation area. Nevertheless the Liverpool Maritime Mercantile City World Heritage Site SPD includes a description of the conservation area.
- 2.15 The Albert Dock conservation area is particularly valued for the completeness of its dock landscape and its representation of the 18th to mid-19th century growth of the docks to the south of Mann Island. It is valued for its surviving docks, dockyard buildings and water spaces that refer to former dock features – these are of particular historic interest and embody the outstanding universal value of the WHS. The area is also valued for its completeness and the evidence it provides of historic growth and adaptation. The good survival of original dockyard surfaces and dock walls also add to the significance of this asset.
- 2.16 The Albert Dock Complex is noted as a key landmark building in the Liverpool Maritime Mercantile City World Heritage Site SPD and this adds to its value.

- 2.17 The conservation area also includes the contrasting modern buildings of the Mann Island development and the Museum of Liverpool.

Stanley Dock Conservation Area

- 2.18 There is no conservation area appraisal for this conservation area. Nevertheless the Liverpool Maritime Mercantile City World Heritage Site SPD includes a description of the conservation area.
- 2.19 The Stanley Dock conservation area is particularly valued for its surviving areas of historic docks, part of the Leeds and Liverpool Canal and the dock wall (part of which is listed). Stanley Dock and Waterloo Dock are valued for the survival of their associated warehousing and Salisbury Dock is valued for the granite dockyard buildings which are landmark groups of buildings in their own right. The original dockyard surfaces and dock walls also contribute to the character and significance of the conservation area.
- 2.20 The dock wall is valued for the way it defines the relationship between the docks and the city and the way it often underscores views towards the city from the docks.
- 2.21 Some of the docks outside the conservation area retain a general dockyard landscape, although they have generally lost their historic dockside buildings and in some cases have been largely rebuilt – nevertheless they contribute to the character of the conservation area.
- 2.22 The Stanley Dock Complex, Waterloo Warehouse and Victoria Clock Tower are noted as key landmarks in the Liverpool Maritime Mercantile City World Heritage Site SPD and these add to the value of the conservation area.

Listed Buildings

- 2.23 A listed building is one which is considered to be of special architectural, historical or cultural significance, which is protected from being demolished, extended or altered, unless special permission is granted by the relevant planning authorities. The following listed buildings have been selected to form part of the assessment due to their proximity to the proposed site and/or their prominence as key landmark buildings.
- Royal Liver Building (Grade I),
 - Cunard Building (Grade II*),
 - Port of Liverpool Building (Grade II*),
 - St Nicholas Church (Grade II),
 - Tower Building adjacent to the church (Grade II*),
 - Albert Dock Warehouses (Grade I),
 - Memorial to the Heroes of the Marine Engine Room (Grade II)
 - Dock Wall (Grade II).
- 2.24 A number of these listed buildings are also identified in the Liverpool Maritime Mercantile City World Heritage Site SPD (para 4.4.5) as “*significant landmark buildings and building complexes which form a fundamental part of the WHS’s OUV and wider city’s visual structure. They make a positive contribution to the skyline and distinctiveness of the city because of their size, architectural quality,*

location and / or their inter-relationships. They provide visual reference points across the cityscape and form major components of key views to, from and within the WHS. Views to and from these listed buildings form part of their setting and consequently are a material consideration in planning applications and directly addressed by UDP policy HD5.”

- 2.25 The **Royal Liver Building** (grade I) was built between 1908 and 1911 and designed by Walter Aubrey Thomas. It is of significance as one of the first buildings in the country to have a reinforced concrete frame and was referred to as a skyscraper by contemporary press. It is also valued for its monumental and distinctive architecture (including two clock towers crowned by mythical Liver Birds), its shipping associations and representation of the gateway to the transatlantic route. It is also valued as a key landmark building in the Liverpool Maritime Mercantile City World Heritage Site SPD (in a group with the Cunard Building and Port of Liverpool Building) and it is now the iconic international image of Liverpool and the WHS.
- 2.26 The **Cunard Building** (grade II*) was constructed between 1914 and 1916. It is valued for its monumental architecture, its shipping associations (the former headquarters of the Cunard Line shipping company) and representation of the gateway to the transatlantic route. It is also valued as a key landmark building in the Liverpool Maritime Mercantile City World Heritage Site SPD (in a group with the Royal Liver Building and Port of Liverpool Building).
- 2.27 The **Port of Liverpool Building** (grade II*) was built from 1903 to 1907 and is also valued for its monumental architecture, its shipping associations (being the former home of the Mersey Docks and Harbour Board) and representation of the gateway to the transatlantic route. It is also valued as a key landmark building in the Liverpool Maritime Mercantile City World Heritage Site SPD (in a group with the Royal Liver Building and Cunard Building).
- 2.28 Collectively, these three buildings are the instantly recognisable image of Liverpool, particularly The Royal Liver Building with the two copper Liver birds perched on top of the towers. Each building stands on a separate plot, and is expressed in a different architectural style; rich in symbolic ornamentation and together they combine impressively to form a group of outstanding presence.
- 2.29 **St Nicholas Church** (grade II) - Our Lady and St Nicholas Church was originally dedicated in 1360 and has been rebuilt many times over the years. It was originally built on the river bank and is known as Sailor's Church and is valued as one of the most historic symbols of Liverpool's maritime heritage. The present church tower is now the oldest part; built 1811-15 by Thomas Harrison of Chester in Decorated Gothic style. The rest of the church is 1952 by Edward C Butler, after war damage, in Perpendicular Gothic. It is noted as a key landmark building in the Liverpool Maritime Mercantile City World Heritage Site SPD.
- 2.30 **Tower Building** (grade II*) – was completed in 1908 and designed by W. Aubrey Thomas and is valued as one of the earliest steel frame buildings in the United Kingdom. The Grade II* Listed Tower building is situated in the

famous historical commercial core of Liverpool that is now a World Heritage Site. Originally an office building it was converted in 2006 into apartments, with the two lower floors being retained for commercial and retail use. Adjacent to the Tower is the Royal Liver Building also designed by architect W. Aubrey Thomas.

- 2.31 **Albert Dock Warehouses** (grade I) – opened in 1846/47 and designed by Jesse Hartley, the Albert Dock Warehouses form the largest group of Grade I Listed Buildings in England and were the first buildings on the Dock Estate. The Albert Dock is valued as one of the earliest enclosed docks in the world and is an exceptionally complete and authentic example of its type. Visually the most striking features of the buildings are their vast scale, the extreme proximity of the iron quayside columns to the edge of the copings and the use of the architect's characteristic "Cyclopean" granite. The Albert Dock Complex is also noted as a key landmark building in the Liverpool Maritime Mercantile City World Heritage Site SPD.
- 2.32 **Memorial to Heroes of the Marine Engine Room** (grade II*) - built circa 1916 (originally commissioned following the sinking of The Titanic in 1912) and designed by Goscombe Johns to commemorate the lives of those lost at sea (not just those lost on the Titanic). 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.
- 2.33 **Dock Wall** (grade II) - The dock wall is valued for the way it defines the relationship between the docks and the city and the way it often underscores views towards the city from the docks.

Views

- 2.34 Key views in and out of the World heritage Site are set out in the Liverpool Maritime Mercantile City World Heritage Site SP D and the Evidential Report that accompanies the Liverpool Maritime Mercantile City World Heritage Site SPD. These show views to, from and within the World Heritage Site which are an important aspect of its visual character and directly contribute to its Outstanding Universal Value. They also form part of the character and setting of the conservation areas that encompass the WHS and some of the views form part of the setting of numerous listed buildings within the WHS and Buffer Zone.
- 2.35 A site visit was undertaken to each of these viewpoints and to select those views that would best illustrate the impact of the development proposal on the World Heritage Site. A number of key views identified in the Liverpool Maritime Mercantile City World Heritage Site SPD that did not have a clear view of the proposed site were not taken forward in the assessment. See below for examples of those not taken forward.



View E: Road bridge over Princes Dock/Princes Half-tide Dock passage to South (Refer to Liverpool Maritime Mercantile City World Heritage Site SPD Appendix 2 for details)



View F: Tithebarn Street/ Tempest Hey to St Nicholas Church (Refer to Liverpool Maritime Mercantile City World Heritage Site SPD Appendix 2 for details)



View H: North Gates of Albert Dock Estate/The Strand to Pier Head Group (Refer to Liverpool Maritime Mercantile City World Heritage Site SPD Appendix 2 for details)



Distant View 2: Liverpool from Wallasey Town Hall (Refer to Liverpool Maritime Mercantile City World Heritage Site SPD Appendix 2 for details)

- 2.36 The following views were selected and agreed with Liverpool City Council and English Heritage (to confirm if and when they respond) (see **Figure I.1**):

Table 2.1: Viewpoint Selection

Viewpoint Number and Name	Reason for Selection	Co-ordinates		Value/ Significance of the View
		Easting	Northing	
VP01 Princes Parade Promenade	A near view of the site to show how the temporary building will be experienced from Princes Promenade (in the World Heritage Site buffer zone) looking towards the Pier Head Complex.	333666	390526	This view is valued locally by people walking along Princess Promenade. It is not one of the key views to, from or within the WHS (and there are better views from which to view the Pier Head buildings), but it has been chosen to illustrate the proposal from the local environs. Value = Medium
VPO2 Picnic Area by William Jessop Way Bridge, Princes Dock	A view from Princes Dock (in the World Heritage Site buffer zone) show how the proposal will appear in views towards the Pier Head Complex in the World Heritage Site. (NB There will be no visibility from Liverpool Maritime Mercantile City World Heritage Site SPD viewpoint E due to screening by intervening buildings)	333715	390716	This view is valued by local people using this picnic area and viewing the partially regenerated dockland scene. It is not one of the key views to, from or within the WHS (and there are better views from which to view the Liver Building which is the key focal point in this view), but it has been chosen to illustrate the proposal from the local environs. Value = Medium

VP03 Museum of Liverpool Viewing Gallery	This is a popular viewpoint frequented by visitors to the Museum of Liverpool within the World Heritage Site.	333888	390082	This view is valued for its elevated position which gives a good view across the Pier head area of the WHS. It has only been in existence since the Museum of Liverpool was built, but it is a well visited viewpoint which gives a good view of the Pier Head Complex area of the WHS and is on the line of Liverpool Maritime Mercantile City World Heritage Site SPD Viewpoint G. Value = High
VP04 Woodside Ferry Terminal (Liverpool Maritime Mercantile City World Heritage Site SPD viewpoint 3)	Representative of views from the opposite side of the Mersey (outside the World Heritage Site and buffer zone). This view will show the proposal in relation to other buildings in and around the World Heritage Site.	332973	389263	This view is valued for the panoramic view it provides of the WHS – the history in the view (as recorded in the Liverpool Maritime Mercantile City World Heritage Site SPD). It includes the River Wall, Albert Dock Warehouses (full on), Pier Head Group, Anglican Cathedral, Metropolitan Cathedral, St John's Beacon, overall historic cityscape, Waterloo Warehouse, and Stanley Dock Warehouses. This view is one of the key viewpoints identified in the Liverpool Maritime Mercantile City World Heritage Site SPD as contributing to the Outstanding Universal Value of

				the WHS. Value = Very High
VP05 Chapel Street	View from Chapel Street outside Exchange Building (in the World Heritage Site buffer zone). Chosen to show the extent of the proposal in relation to views of the river, and St Nicholas Church.	334070	390558	This view is valued for the framed view of St Nicholas Church and visual connections from the city to the river. It is on the line of Liverpool Maritime Mercantile City World Heritage Site SPD viewpoint F, but closer to the river and is therefore representative of one of the key views contributing to the Outstanding Universal Value of the WHS. Value = High.

3 Description of proposals

- 3.1 The proposals have been developed by Haskoning UK Ltd as an advisor to Liverpool Cruise Terminal Management and Liverpool City Council and shown in Haskoning UK Ltd site layout plans.
- 3.2 The proposals comprise an outdoor area incorporating a car park, coach park, and taxi lane, and a temporary building incorporating a baggage hall, toilets, baggage x-ray, customs and UK border control. The building will be a temporary marquee type building present between April and September. The building will be 40 metres long x 20 metres wide with the eaves at 4.45m and apex at 7.7m.



Photo showing temporary building similar to that proposed on this site.

- 3.3 The building has been located on Plot 7 to sit in line with Number 8 Princes Parade (the adjacent office building) so that it minimises impact on views to, from and across the WHS, and ensures that the existing hierarchy of landmarks is retained. The building will be removed during off-peak seasons and replaced in April so that the building remains clean in appearance.
- 3.4 Tarmac will be added in the building area to provide a level platform and elsewhere the ground will be improved by adding compacted gravel or tarmac where necessary. The existing fence around Plot 7 will stay as is, possibly being moved slightly inward along two sides at most and an extra fence will also be added within the Plot 7 boundary around the baggage hall area. There will be no external lighting at night (daytime operation only).
- 3.5 The site is currently vacant and the proposed temporary development on this site will bring the site back into active use, contributing to the activity and vitality of this part of the WHS buffer zone.
- 3.6 Figure 5.1 of the Liverpool Maritime Mercantile City World Heritage Site SPD sets out building heights for the WHS. This site is allocated as 1-3 stories and this proposal fits within that range.
- 3.7 The development will respect the vision for the Pier Head area, as set out in the Liverpool Maritime Mercantile City World Heritage Site SPD, by bringing activity to the Pier Head, ensuring its continued role as an international

gateway and visitor destination. It will also respect the dominance of the monumental buildings on the Pier Head so that they remain the iconic representation of World Heritage Site and focal point for visitors and the proposals will improve the public realm of the area by bringing a vacant site back into use.

4 Assessment of potential impacts

METHOD

- 4.1 In assessing impacts on the OUV of the WHS; the character of conservation areas and the special architectural or historic interest of listed buildings that form part of the World Heritage Site and its Buffer Zone; and views to and from the WHS, we have drawn on ICOMOS's guidance².
- 4.2 The method for determining value of the heritage asset draws on the tables in Appendix 3A and the method for determining magnitude of impact draws on the table in Appendix 3B of ICOMOS's guidance.
- 4.3 The significance of the effect of the change on an attribute or asset is a function of the importance of the asset/attribute and the scale of the change and is assessed using the following tables (taken from ICOMOS Guidance 2011):

VALUE OF HERITAGE ASSET	SCALE & SEVERITY OF CHANGE/IMPACT				
	No Change	Negligible change	Minor change	Moderate change	Major change
For WH properties Very High – attributes which convey OUV	SIGNIFICANCE OF EFFECT OR OVERALL IMPACT (EITHER ADVERSE OR BENEFICIAL)				
	Neutral	Slight	Moderate/ Large	Large/very Large	Very Large

For other heritage assets or attributes	SIGNIFICANCE OF IMPACT (EITHER ADVERSE OR BENEFICIAL)				
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

² ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage Properties. A publication of the International Council on Monuments and Sites - January 2011

Impacts on the OUV of the Liverpool Maritime World Heritage Site

- 4.4 This section considers impact on attributes that convey OUV of the Liverpool Maritime World Heritage Site as set out in the SoOUV and the World Heritage Site SPD.

Table 4.1: Impact on the OUV of the Liverpool Mercantile World Heritage Site

OUV Attribute and Value	Scale and severity of change	Significance of impact	Nature of impact (beneficial or adverse; direct or indirect; temporary or permanent; reversible or irreversible)
<p>The buildings and structures of the port as an exceptional testimony to mercantile culture – particularly the three principal waterfront buildings of the Pier Head (the Royal Liver Building, the Cunard Building, and Port of Liverpool Building).</p> <p>Value: Very High</p>	<p>The proposals will respect the three principal waterfront buildings of the Pier Head and will only result in a very minor change to the setting of these buildings.</p> <p>Although it will bring a derelict site back into use, this change is likely to be seen as adverse due to impinging on views from a short section of Princes Parade (see visual assessment).</p> <p>Negligible</p>	Slight	Adverse, indirect, temporary, reversible
<p>Liverpool's leading role in the development of dock construction, port management and international trading systems in the 18th and 19th centuries – reflected in the Dock areas with its warehouses, dock walls, remnant canal system,</p>	<p>The proposals will not affect any of the dock areas within the WHS and the building will barely be visible from any of the Dock areas.</p> <p>No change</p>	Neutral	N/a

docks and other facilities related to port activities including innovative techniques and types of dock, dock facilities and warehouse construction had worldwide influence. Value: Very High			
Liverpool's role in influencing globally significant demographic changes in the 18th and 19th centuries, through a) its involvement in the Trans-Atlantic Slave Trade and b) its involvement as the leading port of mass European emigration to the New World. Value: Very High	The proposals will not affect any of these aspects of the WHS OUV. No change	Neutral	N/a
Outstanding public buildings, such as St. George's Hall, and its museums which reflect the quality and innovation of Liverpool's architecture and cultural activities. Value: Very High	The proposals will not directly or indirectly affect any other public buildings such as St. George's Hall or its museums. No change	Neutral	N/a

Impacts on the Character of Conservation Areas

- 4.5 This section considers impact on the character of the conservation areas that also form part of the World Heritage Site.

Table 4.2: Impact on the Character of the Castle Street Conservation Area (including the Pier Head character area)

Key Characteristics that Contribute to the Asset's Significance Value	Scale and severity of change	Significance of impact	Nature of impact (beneficial or adverse; direct or indirect; temporary or permanent; reversible or irreversible)
<p>The 20th century monumental buildings of the Pier Head as the centrepiece and iconic international image of the river frontage of Liverpool: comprising the Royal Liver Building, the Cunard Building; the Port of Liverpool Building and the later 1930s Ventilation Tower.</p> <p>Value: Very High</p>	<p>The proposals will retain these three principal waterfront buildings of the Pier Head as the centrepiece and iconic impact of Liverpool. The temporary marquee will result in a very minor change to the setting of these buildings. Although it will bring a derelict site back into use, this is likely to be seen as adverse due to impinging on views from a short section of Princes Parade (see visual assessment).</p> <p>Negligible</p>	Slight	Adverse, indirect, temporary, reversible
<p>The high quality, innovative architecture of the historic mercantile, commercial and civic centre of Liverpool whose turrets, towers, cupolas and domes add variety to the city's skyline.</p> <p>Value: Very High</p>	<p>The proposals will not affect the commercial or civic centre of Liverpool or the skyline of turrets, towers, cupolas and domes.</p> <p>No change</p>	Neutral	N/a

<p>The irregular medieval pattern of the streetscape of Castle Street.</p> <p>Value: High</p>	<p>The proposals will not affect the streetscape of Castle Street.</p>	<p>Neutral</p>	<p>N/a</p>
<p>The two cathedrals which form the backdrop to the skyline.</p> <p>Value: High</p>	<p>The proposals will not affect the backdrop to this conservation area.</p>	<p>Neutral</p>	<p>N/a</p>
<p>The visual connections from the city centre to the waterfront edge.</p> <p>Value: Very High</p>	<p>The temporary building will not be visible in views from Chapel Street to the Waterfront however the site will be partially visible (see viewpoint 5). As a result the temporary building will not affect the visual connection between the city centre and waterfront.</p> <p>No change</p>	<p>Neutral</p>	<p>N/a</p>

Table 4.3: Impact on the Character of the Albert Dock Conservation Area

Key Characteristics that Contribute to the Asset's Significance Value	Scale and severity of change	Significance of impact	Nature of impact (beneficial or adverse; direct or indirect; temporary or permanent; reversible or irreversible)
The completeness of the dock landscape including dockyard buildings and water spaces that refer to former dock features – and the evidence they provide of historic growth and adaptation. Value: Very High	The proposals will retain these features. No change	Neutral	N/a
The good survival of original dockyard surfaces and dock walls. Value: Very High	The proposals will not affect these. No change	Neutral	N/a
The Albert Dock Complex as a key landmark building. Value: High	The proposals will not affect this feature as a landmark. No change	Neutral	N/a

Table 4.4: Impact on the Character of the Stanley Dock Conservation Area

Key Characteristics that Contribute to the Asset's Significance Value	Scale and severity of change	Significance of impact	Nature of impact (beneficial or adverse; direct or indirect; temporary or permanent; reversible or irreversible)
Surviving areas of historic docks, part of the Leeds and Liverpool Canal, original dockyard surfaces and the dock wall (part of which is listed) and associated warehousing. Value: Very High	The proposals will retain these features. No change	Neutral	N/a
The landmark granite dockyard buildings of Salisbury Dock Value: Very High	The proposals will retain these buildings and will not affect them as landmarks. No change	Neutral	N/a
The dock wall that defines the relationship between the docks and the city and often underscores views towards the city from the docks. Value: Very High	The proposals will retain the dock wall and will not affect the role of the dock wall in views towards the city from the docks. No change	Neutral	N/a
The docks outside the conservation area that retain a general dockyard landscape and contribute to the character of the conservation area. Value: High	The proposals will occur on derelict Plot 7 in the general dockyard landscape outside the character area. The proposal will marginally improve the condition of this derelict site.	Moderate/slight	Beneficial, indirect; temporary; reversible

	Minor		
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Impacts on the Special Architectural or Historic Interest of Listed Buildings

- 4.6 This section considers impact on the special architectural or historic interest of listed buildings in the vicinity of the proposals.

Table 4.5: Impact on the Special Architectural or Historic interest of Listed Buildings

Special Architectural or Historic Interest and Value	Scale and severity of change	Significance of impact	Nature of impact (beneficial or adverse; direct or indirect; temporary or permanent; reversible or irreversible)
<p>Royal Liver Building (grade I):</p> <ul style="list-style-type: none"> - one of the first buildings in the country to have a reinforced concrete frame - monumental and distinctive architecture - shipping associations and representation of the gateway to the transatlantic route - key landmark building & the iconic international image of Liverpool and the WHS. <p>Value: Very High</p>	<p>Although a proposed temporary building will be placed in the setting of this monumental building it will not affect the reasons for which the building is listed. The temporary building will affect views of this building from a very small part of Princes Parade (see viewpoint I) – however this is not one of the key views of the building. Although it will bring a derelict site in the setting of the building back into use, this is likely to be seen as adverse due to impinging on views from a short section of Princes Parade.</p> <p>Negligible</p>	Slight	Adverse, indirect, temporary, reversible
<p>The Cunard Building (grade II*)</p> <ul style="list-style-type: none"> -monumental and distinctive architecture - shipping associations 	<p>Although a proposed temporary building will be placed in the setting of this monumental building it will not affect the</p>	Neutral	N/a

and representation of the gateway to the transatlantic route - a key landmark building in the WHS Value: Very High	reasons for which the building is listed. It will not affect views of this building. No change		
Port of Liverpool Building (grade II*) - monumental and distinctive architecture - shipping associations and representation of the gateway to the transatlantic route - a key landmark building in the WHS Value: Very High	Although a proposed temporary building will be placed in the setting of this monumental building it will not affect the reasons for which the building is listed. It will not affect views of this building. No change	Neutral	N/a
Our Lady and St Nicholas Church (Grade II) - historic symbol of Liverpool's maritime heritage - a key landmark building in the WHS Value: High	Although a proposed temporary building will be placed in the setting of this landmark building it will not affect the reasons for which the building is listed. Neither will the proposal affect views to the building. No change	Neutral	N/a
Tower Building (grade II*) - one of the earliest steel frame buildings in the United Kingdom Value: High	The proposals will not affect the reasons for which the building is listed. Neither will the proposal affect views to the building. No change	Neutral	N/a
Albert Dock Warehouses (grade I) -the largest group of Grade I Listed Buildings in England - one of the earliest enclosed docks in the world -an exceptionally complete and authentic example of its type - vast scale of the buildings and the architect's	The proposals will not affect the reasons for which the building is listed. Neither will the proposal affect views to or from the Docks, or their role as a landmark in the WHS. No change	Neutral	N/a

characteristic "Cyclopean" granite - a key landmark building in the WHS Value: Very High			
Memorial to Heroes of the Marine Engine Room (grade II*) - one of the most artistically significant memorials to the Titanic' disaster on either side of the Atlantic Value: High	The proposals will not affect the artistic significance of this building. However, the temporary building will be seen behind the memorial in views from Museum of Liverpool Viewing Gallery (see viewpoint VP03) and will interrupt views of the memorial from Princes Parade Promenade (see viewpoint VP01). No change	Neutral	N/a
Dock Wall (grade II) - defines the relationship between the docks and the city - underscores views towards the city from the docks Value: High	The proposals will not affect the dock wall and its relationship between the docks and the city, or the way in which it underscores views towards the city from the docks. No change	Neutral	N/a

Impacts on Heritage Value of Views to and From the World Heritage Site

4.7 This section considers impact on key views to and from the WHS.

Table 4.6: Impact on Heritage Value of Views to and From the WHS

View and Value (see baseline for reasoning)	Scale and severity of change	Significance of impact	Nature of impact (beneficial or adverse; direct or indirect; temporary or permanent; reversible or irreversible)
VP01: Princes Parade	The new temporary marquee will partially	Moderate	Adverse, direct,

Promenade Value: Medium	block views of the Pier Head buildings from this location (although the majority of the Liver Building will remain visible). The development will therefore erode to a minor extent the ability to appreciate the heritage value of these important landmark buildings in the WHS. Moderate		temporary, reversible
VPO2 Picnic Area by William Jessop Way Bridge, Princes Dock Value: Medium	The new temporary marquee will just be visible behind the modern office block on Princes Dock. It will not affect views of the Liver Building which is the key focal point in this view and the listed Titanic Memorial will also remain visible. The development will therefore not affect the ability to appreciate the heritage values of this view and the view will be virtually unchanged. Negligible	Neutral/Slight	Adverse, direct, temporary, reversible
VP03 Museum of Liverpool Viewing Gallery Value: High	The new temporary marquee will be visible in the background of this view, against the modern office buildings at Princes Dock. It will not interrupt views of the Pier Head buildings or affect the ability to appreciate the heritage values of the WHS and the view will be virtually unchanged. Negligible	Slight	Adverse, direct, temporary, reversible
VP04 Woodside Ferry Terminal Value: Very High	The temporary building will barely be visible from this viewpoint. It will form a small element of the view and will not affect any of the key features providing the history in the view that are listed in the Liverpool Maritime Mercantile City World Heritage Site SPD document (the River wall,	Slight	Adverse, direct, temporary, reversible

	Albert Dock Warehouses, Pier Head Group, Anglican Cathedral, Metropolitan Cathedral, St John's Beacon, overall historic cityscape, Waterloo Warehouse, or Stanley Dock Warehouses). The addition of the temporary building will therefore not affect the ability to appreciate the heritage values of this view and the view will be virtually unchanged. Negligible		
VP05 Chapel Street Value: High	The new temporary marquee will not be visible in the background of this view; however the site will be partially visible. It will not affect views of St Nicholas Church (which is a key focal feature of the view) or the visual connections from the city to the river and therefore will not affect the ability to appreciate the heritage values of the view. The view will be virtually unchanged. No Change	Neutral	N/a

SUMMARY

- 4.8 This Heritage Impact Assessment has considered the impact of the proposed Temporary Cruise Terminal Building on the Liverpool Maritime World Heritage Site, the Castle Street Conservation Area (including Pier Head character area), the Albert Dock Conservation Area, the Stanley Dock Conservation Area, and the following listed buildings/ structures: Royal Liver Building (Grade I), Cunard Building (Grade II*), Port of Liverpool Building (Grade II*), St Nicholas Church (Grade II), Tower Building adjacent to the church (Grade II*), Albert Dock Warehouses (Grade I), Memorial to the Heroes of the Marine Engine Room (Grade II), and the Dock Wall (Grade II).
- 4.9 The assessment indicates that there will be no more than a slight adverse temporary effect on any of these heritage assets. These slight adverse effects relate to the temporary marquee style building impinging on views of the Pier Head Buildings from a short section of Princes Parade, thereby affecting their setting and local views. Some effects will be seen as beneficial, as the currently derelict site will be brought back into use.

- 4.10 The proposal will preserve the character, visual integrity and historic value of the World Heritage Site, the character of conservation areas, the architectural and historic value of key listed buildings and structures, and heritage value of key views to and from the WHS as identified in the Liverpool Maritime Mercantile City World Heritage Site SPD.
- 4.11 Although the proposal cannot be said to enhance the integrity of the site, neither does it detract from the integrity – the intactness of the major structures and buildings, the readable historic evolution of street pattern, and the architectural quality and sense of place within the WHS will not be affected by this proposal.
- 4.12 In terms of authenticity, the SoOUV states that future development within the World Heritage property and its setting, including the buffer zone, should respect and transmit its Outstanding Universal Value (OUV). Although this temporary development cannot be said to enhance the WHS's OUV, neither does it detract from the OUV. It therefore will not affect the authenticity of the WHS.
- 4.13 The Liverpool Maritime Mercantile City World Heritage Site SPD states, at Para 6.2.9, that *“The development of Plot 7 of Princes Dock will need to have particular regard to: providing a sense of enclosure to the north side of the Pier Head; providing a positive elevation to the river; respecting key views to the Pier Head Group, to the river from Chapel Street and to Church of Our Lady and St Nicholas from the river.”* This is a temporary proposal and therefore its intention is not to provide the sense of enclosure or positive elevation to the river that is the long term aspiration for this site. However, it does respect key views to the Pier Head Group (only interrupting views from a short section of Princes Parade).

Appendix I

Viewpoint Photomontages



► Viewpoint 1 Princes Parade Promenade

OS Reference:	333666, 390526	Approx. Horizontal field of view:	90°	Recommended viewing distance at A3:	25 cm
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Figure 1.1

Proposed Temporary Ferry Terminal Building



► Viewpoint 1 Princes Parade Promenade

OS Reference:	333666, 390526	Approx. Horizontal field of view:	50°	Recommended viewing distance at A3:	45 cm
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Figure 1.2



► Viewpoint 2 Picnic Area by William Jessop Way Bridge, Princes Dock

OS Reference: 333715, 390716

Approx. Horizontal field of view: 90°

Recommended viewing distance at A3: 25 cm

Figure 2.1

Proposed Temporary Ferry Terminal Building



► Viewpoint 2 Picnic Area by William Jessop Way Bridge, Princes Dock

OS Reference:	333715, 390716	Approx. Horizontal field of view:	50°	Recommended viewing distance at A3:	45 cm
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Figure 2.2

Photograph



view horizon

Photomontage



► Viewpoint 3 Museum of Liverpool Viewing Gallery

OS Reference:	333888, 390082	Approx. Horizontal field of view:	90°	Recommended viewing distance at A3:	25 cm
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Figure 3.1

Proposed Temporary Ferry Terminal Building



► Viewpoint 3 Museum of Liverpool Viewing Gallery

OS Reference:	333888, 390082	Approx. Horizontal field of view:	50°	Recommended viewing distance at A3:	45 cm
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Figure 3.2



► Viewpoint 4 Woodside Ferry Terminal

OS Reference:	332973, 389263	Approx. Horizontal field of view:	90°	Recommended viewing distance at A3:	25 cm
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Figure 4.1

Proposed Temporary Ferry Terminal Building



► Viewpoint 4 Woodside Ferry Terminal

OS Reference:	332973, 389263	Approx. Horizontal field of view:	50°	Recommended viewing distance at A3:	45 cm
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Figure 4.2



► Viewpoint 5 Chapel Street

OS Reference:	334070, 390558	Approx. Horizontal field of view:	90°	Recommended viewing distance at A3:	25 cm
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Figure 5.1



► Viewpoint 5 Chapel Street

OS Reference:	334070, 390558	Approx. Horizontal field of view:	50°	Recommended viewing distance at A3:	45 cm
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Figure 5.2

Appendix 2

Statement of Outstanding Universal Value (SoOUV)

Liverpool – Maritime Mercantile City Statement of Outstanding Universal Value

Id. N° I 150 Date of inscription 2004

Brief synthesis

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 America. Liverpool was a pioneer in the development of modern dock technology, transport systems and port management, and building construction.

Six areas in the historic centre and docklands of Liverpool bear witness to the development of one of the world's major trading centres in the 18th, 19th and early 20th centuries. A series of significant commercial, civic and public buildings lie within these areas, including the Pier Head, with its three principal waterfront buildings - the Royal Liver Building, the Cunard Building, and Port of Liverpool Building; the Dock area with its warehouses, dock walls, remnant canal system, docks and other facilities related to port activities; the mercantile area, with its shipping offices, produce exchanges, marine insurance offices, banks, inland warehouses and merchants houses, together with the William Brown Street Cultural Quarter, including St. George's Plateau, with its monumental cultural and civic buildings.

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.

Criterion (ii):

Exhibit an important interchange of human values, over a span of time within a cultural area of the world, on development in architecture or technology, monumental arts, town planning or landscape design.

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.

Criterion (iii):

Bear a unique or at least an exceptional testimony to a cultural tradition or to a civilisation which is living or which has disappeared.

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.

Criterion (iv):

Be an outstanding example of a type of building or architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history.

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.

Integrity and Authenticity

Integrity (2009)

The key areas that demonstrate Outstanding Universal Value in terms of innovative technologies and dock construction from the 18th to the early 20th century and the quality and innovation of its architecture and cultural activities are contained within the boundaries of the six areas forming the property. The major structures and buildings within these areas are generally intact although some such as Stanley Dock and associated warehouses require conservation and maintenance. The historic evolution of the Liverpool street pattern is still readable representing the different periods, with some alteration following the destruction of World War II.

There has been some re-development on sites previously redeveloped in the mid-late 20th century or damaged during World War II, for example at Mann Island and Chavasse Park, north and east of Canning Dock. All archaeology on these development sites was fully evaluated and recorded; archaeological remains were retained in situ where possible, and some significant features interpreted in the public domain. A new visitor centre has been opened at the north east corner of Old Dock, which has been conserved and exposed after being buried for almost 200 years. The production and adoption of design guidance minimizes the risks in and around the WH property that future development might adversely affect architectural quality and sense of place, or reduce the integrity of the docks.

Authenticity (2009)

Within the property, the major dock structures, and commercial and cultural buildings still testify to the Outstanding Universal Value in terms of form and design, materials, and to some extent, use and function. Warehouses at Albert Dock have been skilfully adapted to new uses. Some new development has been undertaken since inscription and has contributed to the city's coherence by reversing earlier

fragmentation. No significant loss of historical authenticity has occurred, as the physical evidence of the City and its great past remain prominent and visible, and in some cases has been enhanced. The main docks survive as water-filled basins within the property and in the buffer zone. The impact on the setting of the property of further new development on obsolete dockland is a fundamental consideration. It is essential that future development within the World Heritage property and its setting, including the buffer zone, should respect and transmit its Outstanding Universal Value.

Protection and management requirements (2009)

The property is within the boundary of Liverpool City Council and is protected through the planning system and the designation of over 380 buildings. The six sections of the property are protected as Conservation Areas under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The properties within the boundary are in mixed ownership and several institutions have management responsibilities relating to them. The property is subject to different plans and policies, including the Liverpool Unitary Development Plan (2002) and the Strategic Regeneration Framework (July 2001). There are several detailed master plans for specified areas, and conservation plans for the individual buildings. A Townscape Heritage Initiative for Buildings at Risk in the World Heritage site and its buffer zone is successfully encouraging and assisting the restoration of buildings within designated areas of the property. A full Management Plan has been prepared for the property. Its implementation is overseen by the Liverpool World Heritage Site Steering Group, which includes most public bodies involved in the property.

At the time of inscription, the World Heritage Committee requested that the height of any new construction in the property should not exceed that of structures in the immediate surroundings; the character of any new construction should respect the qualities of the historic area, and new construction at the Pier Head should not dominate, but complement the historic Pier Head buildings. There is a need for conservation and development to be based on an analysis of townscape characteristics and to be constrained by clear regulations establishing prescribed heights of buildings.

A Supplementary Planning Document for Development and Conservation in and around the World Heritage site addresses the management issues raised by the World Heritage Committee in 2007 and 2008 and was formally adopted by the Liverpool City Council in October 2009.