

# **Revised Heritage Statement**

## 48-54 Renshaw Street

November 2016

# Contents

1.	Introduction	1
2.	Heritage Assets	3
3.	Site Context and Development	6
4.	Assessment of Significance	9
5.	Impact Assessment	24
6.	Conclusion	34
Appendix 1: World Heritage Site Heritage Impact Assessment		
Appendix 2: List Entry Descriptions		
Appendix 3: Statement of Outstanding Universal Value		
Appendix 4: Nos. 48-84 Renshaw Street. Full Assessment of Significance		
Appendix 5: Heritage Legislation, Planning Policy and Guidance		
Appendix 6: Photographs – Numbers 48-84 Renshaw Street		
Appendix 7: Historic England Pre-Application Consultation Correspondence		

**Client**

YPG Developments Ltd

**Our reference**

YPGH3002

9 November 2016

# 1. Introduction

- 1.1 This Heritage Statement has been prepared by Turley Heritage on behalf of YPG Developments Ltd in relation to an application for full planning permission for *“Demolition of part of the existing building and erection of an eleven storey building, creating a mix of 74 residential studios and 85 aparthotel units. Commercial space and other associated uses at basement and ground floor levels, including cycle store, plant room, offices, reception, store room, laundry room, gym and lobby”* (the ‘Proposed Development’) at nos.48-54 Renshaw Street, Liverpool (the ‘Application Site’).
- 1.2 The Application Site is located in the Buffer Zone of the Liverpool Maritime Mercantile City World Heritage Site (WHS) and is close to, although outside, the boundary of the Duke Street Conservation Area. The Application Site is also located close to a number of listed buildings including the grade II\* listed St Luke’s Church. During initial pre-application consultation with Liverpool City Council, it was suggested that nos.48-84 Renshaw Street may be considered to be a non-designated heritage asset.
- 1.3 Under the Planning (Listed Buildings and Conservation Areas) Act 1990, Liverpool City Council has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas<sup>1</sup> and, in determining applications for development affecting listed buildings, it must pay special regard to the desirability of preserving listed buildings and their setting<sup>2</sup>.
- 1.4 In addition to addressing national legislation and policy requirements The World Heritage Convention places a responsibility on the ‘State Party’ (DCMS) to protect, conserve, present and transmit the Outstanding Universal Value (OUV), authenticity and integrity of the WHS and to satisfy the requirements of the UNESCO Operational Guidelines for the Implementation of the World Heritage Convention (2015).
- 1.5 The National Planning Policy Framework (NPPF) provides the Government’s national planning policy on the conservation of the historic environment. In respect of information requirements for applications, it sets out that:
- ‘In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance’<sup>3</sup>.*
- 1.6 To meet these requirements, Section 2 identifies those heritage assets with potential to be affected by the Proposed Development. Section 3 provides an overview of the historic development of the Application Site and surrounding area to help provide an understanding of the context for the Proposed Development. Section 4 describes the significance of the relevant heritage assets, including the contribution made by the Application Site. This assessment is undertaken on the basis of published information,

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<sup>1</sup> s72(1) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>2</sup> s66(1) Planning (Listed Buildings and Conservation Areas) Act 1990

<sup>3</sup> DCLG (2012) National Planning Policy Framework, paragraph 128

archival research and an on-site visual inspection including the interior of nos.48-54 Renshaw Street.

- 1.7 Section 5 provides an assessment of the impact of the Proposed Development on the significance of the identified designated heritage assets and nos. 48-84 Renshaw Street, in light of the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990; national policy set out in the NPPF and local planning policy.
- 1.8 There are no attributes of the WHS located within, or adjoining, the Application Site. However, the Application Site partly encloses a 'defined vista', identified in the WHS SPD and therefore a separate Heritage Impact Assessment that focuses on the OUV of the WHS, based on the ICOMOS Guidance on the Preparation of Heritage Impact Assessments (2011) has been provided in Appendix 1 of this Statement.

## 2. Heritage Assets

- 2.1 This section identifies the heritage assets that could be affected by the Proposed Development. The NPPF (2012) defines a heritage asset as:

*“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.”<sup>4</sup>*

### Designated Heritage Assets

- 2.2 Designated heritage assets are those which possess a level of heritage interest that justifies designation under relevant legislation and are then subject to particular procedures in planning decisions that involve them.
- 2.3 There are no designated heritage assets within the boundary of the Application Site. Any effects arising from the Proposed Development on designated heritage will therefore be indirect in nature; having the potential to affect the significance of the heritage assets identified below through change within their setting.
- 2.4 The following types of designated heritage asset are relevant in the consideration of the Application Site.

### World Heritage Sites

- 2.5 World Heritage Sites are places of Outstanding Universal Value (OUV) to humanity, as set out in the 1972 UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (the World Heritage Convention).
- 2.6 The site is within the Buffer Zone of the Liverpool Maritime Mercantile City World Heritage Site (WHS), which was inscribed by UNESCO in July 2004. World Heritage Sites are inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) as a place of special cultural or physical significance. Nominated sites must be of ‘*Outstanding Universal Value*’ (OUV) and meet at least one of the ten associated criteria. Each World Heritage Site has a Statement of OUV, approved by the World Heritage Committee, which sets out the significance of the World Heritage Site (WHS) and the criteria against which it was inscribed. The full Statement of OUV is provided at Appendix A of the Heritage Impact Assessment at Appendix 1 of this Heritage Statement.

### Listed Buildings

- 2.7 Listed buildings are defined as designated heritage assets that hold special architectural or historic interest. The principles of selection for listed buildings are published by the Department of Culture, Media and Sport and supported by Historic England’s Listing Selection Guides for each building type.
- 2.8 There are no listed buildings located within the Application Site. Having considered the individual significance of proximate listed buildings and the intervening townscape and

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<sup>4</sup> DCMS (2012) National Planning Policy Framework (NPPF) Annex 2: Glossary

topography, the potential effects are limited to the following listed buildings. Full list entry summaries for all listed buildings are included at Appendix 2.

Name/Address	Date of Designation	Grade
Church of St Luke	28 Jun 1952 (amended 19 Jun 1985)	II*
35 to 43 (odd) Renshaw Street and Methodist Central Hall, including Nos 2 to 6 Upper Newington	19 Jun 1985	II
59-67, Renshaw Street, 57B, Renshaw Street, 4 and 6 Benson Street	14 Mar 1975	II
12, Benson Street	19 Jun 1985	II
8 and 10, Benson Street	14 Mar 1975 (amended 19 Jun 1985)	II
Lewis's Department Store	4 Jun 2007	II

### Conservation Areas

- 2.9 Conservation areas are areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.
- 2.10 The Application Site is located outside of, but proximate to, the Duke Street Conservation Area. The conservation area was designated on 30<sup>th</sup> August 1988, and was subsequently extended on 28 November 1990 and on 24 January 2003.

### Non-designated Heritage Assets

- 2.11 The 'Good Practice Advice Note 2: Managing Significance in Decision-Taking' published by Historic England (2015) states that:

*"Non-designated heritage assets include those that have been identified in a Historic Environment Record, in a local plan, through local listing or during the process of considering the application."*

- 2.12 Liverpool City Council does not have a published local list, or associated set of selection criteria, and nos.48-84 Renshaw Street is not on the Historic Environment Record (HER)<sup>5</sup>. The Site is therefore not currently identified as a non-designated heritage asset and the only means for it to be identified as a non-designated heritage asset would be for Liverpool City Council to determine it as such during the planning application process.
- 2.13 During initial pre-application consultation with Liverpool City Council, it was suggested that nos.48-84 Renshaw Street, incorporating the Application Site, may be considered a non-designated heritage asset. Therefore for the purpose of this Heritage Statement,

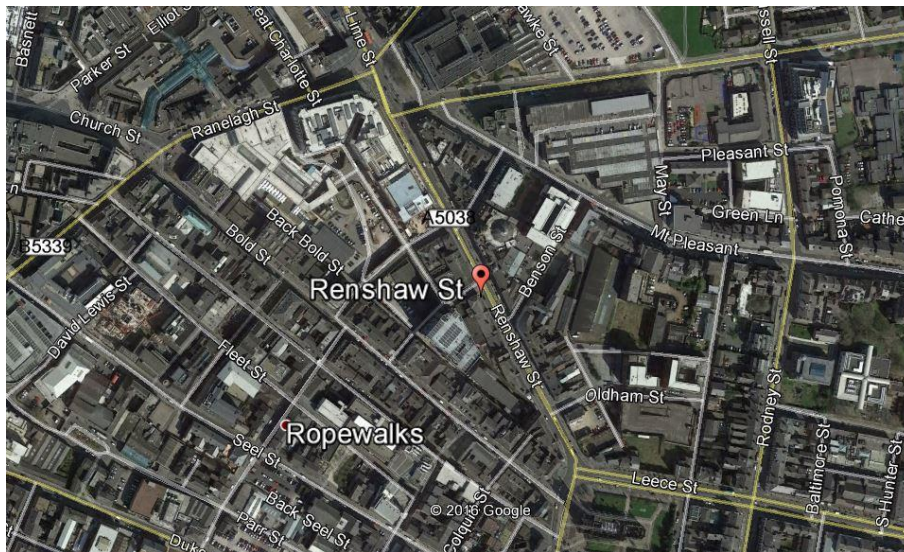
<sup>5</sup> Searched 4 March 2016

nos.48-84 Renshaw Street has been treated as a potential non-designated heritage asset.

### 3. Site Context and Development

#### Location

- 3.1 The Application Site is located on Renshaw Street, a busy road between the Ranelagh Place junction (to the north) and St Luke's Place (to the south), in Liverpool city centre approximately 0.5km south of Liverpool Lime Street Station. Nos.48-84 Renshaw Street sits partially within the Application Site and was occupied as one continuous frontage by the 'Rapid DIY' store between 1971 and 2010. The DIY store also occupied buildings to the north of Heathfield Street and a building fronting St Luke's Place.



**Figure 3.1: Site Location (Google Earth, 2015)**

#### Historic Development

##### Expansion of Liverpool Central Station

- 3.2 The 1898 Plan of Liverpool in the Royal Atlas of England and Wales (Fig 3.2) shows that at the end of the 19<sup>th</sup> century, the Application Site was principally occupied by St Andrew's Church. The Church was designed by Sir John Gladstone and established in 1815. It closed in 1892 after it was sold to a Railway Company<sup>6</sup> (presumed to be the Cheshire Lines Committee) who acquired the site for the enlargement of the Central Station<sup>7</sup>. The money obtained through the sale was used to erect a new church on Aigburth Road which opened the following year. The parish was absorbed by St Luke's, Bold Street.
- 3.3 The Diocese has been consulted, during the course of preparing this Statement, regarding the sale and demolition of St Andrew's Church, which has been confirmed as 1892. Records of baptisms continued well into the 20th century; however these are likely to refer to the subsequent St. Andrew's Church on Aigburth Road. Historic map regression suggests that the properties to the south of the St Andrew's Church were also demolished as part of the station expansion.

<sup>6</sup> Liverpool Record Office cited by OPC for the County of Lancashire: [www.lan-opc.org.uk/Liverpool/Liverpool-Central/](http://www.lan-opc.org.uk/Liverpool/Liverpool-Central/)

<sup>7</sup> Victoria County History (1911) A History of the County of Lancaster Volume 4





- 3.7 The footprint of the row of buildings has subsequently been altered very little. The shop fronts and internal spaces (inspected only at nos. 48-54) have been altered to reflect changing occupant's requirements. These alterations are described in Section 4.



**Figure 3.3: 1910 Ordnance Survey Map (revised 1906)**

- 3.8 In 1971 'Rapid Hardware' was founded in Renshaw Street and eventually expanded to occupy all of nos.48-84 Renshaw Street as well as premises on St Luke's Place and on the opposite side of Heathfield Street. In 2010, the store relocated and parts of nos.48-84 Renshaw Street were reinstated to individual units. Nos. 48-54 Renshaw Street remain interconnected and have been vacant since 2010.

### **Changes in the wider context**

- 3.9 The twentieth century brought changes to the grain and character of Renshaw Street with the introduction of buildings with greater height and massing as well as differing architectural character and styles; for example the former Methodist Central Hall (1904-5) and the replacement Lewis's Department Store (1947). More recently, the multi-storey car park immediately behind the Application Site (ref: 10F/0507, approved 2010) has introduced greater height in the surrounding area as part of the Central Station redevelopment, which included a sequence of residential towers.

Services to the High Level railway station ceased in 1972 and the Central Station building on Ranelagh Street was demolished the following year. The retaining wall at the rear of nos.48-84 Renshaw Street remains extant and creates a shear drop to the former railway lines into Central Station and a void across to the rear of properties on Bold Street which has been filled with stacked 'Portacabins'.

## 4. Assessment of Significance

### Introduction

- 4.1 Historic England advice on *‘Managing Significance in Decision-Taking in the Historic Environment’*<sup>8</sup> recommends a structured process to understand the significance of any affected heritage asset and, if relevant, the contribution of its setting to its significance.
- 4.2 This section summarises the significance of those designation heritage assets identified in Section 2 and the contribution made to significance by the Application Site. It also considers the significance of nos.48-84 Renshaw Street in light of its potential consideration as a non-designated heritage asset.

### Significance

- 4.3 The NPPF defines the significance of a heritage asset as:

*“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.”*<sup>9</sup>

### Setting

- 4.4 The NPPF (2012) defines the setting of a heritage asset as:

*“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.”*<sup>10</sup>

- 4.5 Historic England has published guidance on the setting of heritage assets<sup>11</sup>, providing detail on understanding setting and the associated assessment of the impact of any changes. The guidance confirms that setting is not a heritage asset, nor a heritage designation, rather its importance lies in what it contributes to the significance of the relevant heritage asset itself.
- 4.6 The assessment of significance considers each asset’s setting in reference to Historic England’s guidance and comprises:
- the asset’s physical surroundings;
  - the way the asset is appreciated; and
  - the asset’s associations and patterns of use.

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<sup>8</sup> Historic England (2015) Historic Environment Good Practice Advice in Planning: 2: Managing Significance in Decision-Taking in the Historic Environment.

<sup>9</sup> DCLG, National Planning Policy Framework (NPPF) 2012 – Annex 2: Glossary

<sup>10</sup> DCMS National Planning Policy Framework (NPPF) 2012 – Annex 2: Glossary

<sup>11</sup> Historic England (2015) The Setting of Heritage Assets. Historic Environment Good Practice Advice in Planning 3.



- 4.7 These considerations have informed the following assessments of the contribution of setting to the OUV of the World Heritage Site and the significance of the conservation area and listed buildings.

### **Assessment**

- 4.8 The following assessment of significance is proportionate to the importance of the identified heritage assets and sufficient to understand the impact of the Proposed Development, given its nature and extent. The assessment has been based on existing published information, research and an on-site visual inspection.

### **Liverpool Maritime Mercantile City World Heritage Site**

#### ***Significance***

- 4.9 The WHS was inscribed as “*the supreme example of a commercial port at the time of Britain’s greatest global influence*” and on the basis of the following criteria:

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

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

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

- 4.10 The Statement of OUV for the Liverpool WHS summarises the WHS as:

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

- 4.11 Whilst some elements of the more fractured historic landscape in the Buffer Zone contribute to the context and understanding of the 18<sup>th</sup>-19<sup>th</sup> century maritime mercantile city; as a row of typical early 20<sup>th</sup> century shops, the Application Site does not contribute to the OUV of the WHS.

#### ***Summary of Significance and Contribution made by the Application Site***

- 4.12 The Liverpool WHS is of outstanding universal value (OUV) because:

- Liverpool played a leading role in the development of dock construction, port management and international trading systems in the 18<sup>th</sup> and 19<sup>th</sup> 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 18<sup>th</sup> and 19<sup>th</sup> 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<sup>12</sup>.

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<sup>12</sup> Liverpool Maritime Mercantile City World Heritage Site, Supplementary Planning Document, Liverpool City Council, 2009

### St Luke's Church (grade II\* listed)



**Figure 4.1: Tower of St Luke's Church from Bold Street**

#### ***Significance***

- 4.13 St Luke's Church is a deconsecrated shell of a former Anglican church (1811-1832). It was designed by Liverpool architect John Foster, for the Corporation of Liverpool. The design was amended over a number of years including by John Foster Junior who completed the build, with further minor amendments by William and John Audsley, also of Liverpool, between 1864 and 1873. The Church was damaged during the May Blitz 1941 which destroyed the interior and roof of the Church.
- 4.14 The Pevsner Architectural Guide for Liverpool describes St Luke's Church as having *"For its date it is an unusually rich and ambitious Gothic Revival design in the Perpendicular style."*<sup>13</sup> It has a western three-stage tower; the top of which is richly panelled with ogee hoodmoulds over the belfry windows. The corners of the tower have octagonal corner buttresses extending above the pierced and battlemented parapet adding additional vertical emphasis to the tower. Pevsner describes the tower as a *"high, graceful tower, rising impressively from a steep flight of steps and dominating the view up Bold Street."*

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<sup>13</sup> Sharples, J (2004) Pevsner Architectural Guides: Liverpool.

- 4.15 The aisles have large windows, buttresses and a battlemented parapet with crocketed finials. The prominent chancel has a richer architectural treatment with a pierced pediment and octagonal finials. The list entry description states that:

*“Despite severe damage during World War II, the church and its railed enclosure remain an outstandingly rich example of early C19 ecclesiastic Perpendicular Gothic architecture, and an architectural, historical and historic townscape ensemble of monumental significance at the heart of the city of Liverpool.”*

- 4.16 The Church was commissioned by the Corporation of Liverpool to serve the new prosperous suburbs being developed on the Corporation Estate. The brief was altered to allow the church to be used as a concert hall, shortly after construction began. Following bomb damage in World War II, the Church was earmarked for demolition but has been retained in its damaged state as an unofficial war memorial; adding to its special historic interest.

***Contribution made by setting, including the Application Site***

- 4.17 St Luke’s Church has a prominent location at the junction of Berry Street, Leece Street and Renshaw Street. The view east along Bold Street is also terminated by the church, and provides the best of the defined vistas associated with the tower. The Church is in the Duke Street Conservation Area, which extends to the west of Berry Street to include the Church and the two blocks to the south. The immediate setting of the Church is defined by the surrounding walling, railings, steps, piers and gates which enclose the church and the grassed area surrounding it. (The immediate setting of the Church is the busy traffic junction at Leece Street and the varied condition and quality of the buildings fronting it.) The wider setting is comprised of a mixed city centre context of 18<sup>th</sup> to 21<sup>st</sup> century buildings. Those facing onto the church are typically two to four storeys in height of a modest scale and of varied materiality. At a further distance are later 19<sup>th</sup> and 20<sup>th</sup>/21<sup>st</sup> century buildings of larger scale and height. These buildings do not dominate the Church, but are viewed as part of the previously mentioned varied city centre context that frame views towards it.
- 4.18 The corner and junction location of St Luke’s Church, together with its rich architecture and separation from the surrounding buildings, give the church a high degree of prominence within the townscape. The Church is best experienced from Berry Street where both its tower and nave can be appreciated together with the railings and steps up to the church. The list entry description identifies that St Luke’s Church has group value with the surrounding enclosure walling, railings, steps and piers and gates have group value.
- 4.19 The church tower terminates the vista along Bold Street, within the Duke Street Conservation Area (Fig 4.2). Along Renshaw Street, the vista is terminated by the aisles of the church with the tower, off the central axis, to the right. At some points on Renshaw Street, the tower of the Anglican Cathedral can also be viewed in the background to the tower of St Luke’s Church.
- 4.20 As shown in Figure 4.2, the tower of St Luke’s Church is centrally framed by the buildings in the foreground of either side of Renshaw Street. The angle of Renshaw Street means the lower parts of the church are obscured by the buildings further along Renshaw Street. Rising above this are the two faces of the tower, each with a clock, the

gothic arch shape of the southern face is clear, together with the four octagonal buttresses extending above the tower. The Cathedral tower is in the background of the view, mostly obscured by Lewis' Department store, although the Cathedral is located some distance to the south.



**Figure 4.2:** View south along Renshaw Street from St George's Plateau (zoomed in)





**Figure 4.3: View south along Renshaw Street**

- 4.21 The view of St Luke's Church in Fig 4.3 shows the form of the aisles and the architectural detail of the tower is more easily appreciated. On the tower, the south and east faces of the tower and their clocks, the string course, gothic arched window on the south face and the parapet and octagonal buttresses at the tower corners are all visible. The tower of the Anglican Cathedral rises above the roofline of the shops along the west side of Renshaw Street. This view is incidental; occurring because of the height of the Cathedral tower and is one of many glimpsed views of the Cathedral experienced in the city centre.
- 4.22 The Application Site is only visible in views of the Church from the southern section of Renshaw Street and forms part of the varied city centre townscape. It therefore makes a negligible contribution to the significance of the Church.

***Summary of Significance and Contribution made by the Application Site***

- St Luke's is an outstanding and early example of ecclesiastic Perpendicular gothic revival architecture which is particularly rich and ambitious for its date. The exterior survives well intact despite World War II bomb damage that destroyed the interior and roof.
- The shell of the church has special historic interest as a poignant war memorial for World War II.
- The immediate setting of the church grounds and railings provides separation from the surrounding townscape contributing to the prominence and architectural impact of the church.

- The Church is best experienced from Berry Street where both its tower and nave can be appreciated together with the railings and steps up to the church.
- The church tower terminates the vista along Bold Street. The strong alignment and narrowness of the street emphasise the elegance and height of the church tower. Whilst the church tower closes the view along Renshaw Street from St George's Hall, for much of the length of Renshaw Street the view of the church is secondary to that along Bold Street. Nonetheless, the architectural form and key detailing can be appreciated from Renshaw Street.
- The Anglican Cathedral is seen in the background of views of St Luke's Church along Renshaw Street. However, this is incidental and the one of many glimpsed views of the Cathedral tower in the city centre.
- The Application Site forms part of the varied city townscape setting and makes a negligible contribution to the significance of the Church.

**35 to 43 (odd) Renshaw Street and Methodist Central Hall, including Nos 2 to 6 Upper Newington (grade II listed)**



**Figure 4.4: Former Central Methodist Hall (main entrance and tower)**

***Significance***

- 4.23 The listed building comprises a former chapel, shops and offices and is now occupied as a retail outlet for alternative fashion and lifestyles. It was designed 1904-5 by Bradshaw and Gass; an architectural firm which continues to practice under the name Bradshaw Gass and Hope. The Bolton Practice gained national prominence in the early 20<sup>th</sup> century after winning a number of architectural competitions.

- 4.24 The architectural focus of the red brick and yellow terracotta building is the domed tower over the corner entrance. There is a further large dome over the main space and further subsidiary domes, some of which are pointed. The shop fronts have been altered and are in an Art Nouveau style. The upper floors of the building are in poor condition. The Pevsner Architectural Guide for Liverpool describes the building as follows:

*“The style promiscuously mingles classical, Byzantine, Gothic and Jacobean, and much of the terracotta has a swirly Art Nouveau character. It all looks thoroughly un-church like, and might just as well have been a theatre or department store (the ground-floor windows were in fact designed for lettable shop units).”*

- 4.25 The building was the former Central Hall of the Liverpool Wesleyan Mission and belongs to a national movement by Methodists to build Halls around this time to accommodate social activities, as well as religious, to provide a wholesome alternative to public houses and music halls.

***Contribution made by setting, including the Application Site***

- 4.26 The former Methodist Hall forms part of the varied city centre townscape on Renshaw Street. The building is experienced as a one-off architectural piece and the corner domed tower gives the building prominence along Renshaw Street. The use of red brick has similarities to nos.48-84 Renshaw Street; however the smaller scale and inferior architectural quality of nos.48-84 limits the aesthetic relationship between them.

***Summary of Significance and Contribution made by the Appraisal Site***

- The former Methodist Central Hall has architectural interest as an example of Bradshaw and Gass’ work; a notable northern architects’ firm.
- It has historic interest as the former Central Hall of the Liverpool Wesleyan Mission.
- The domed tower above the entrance and subsidiary towers are prominent within the street scene along Renshaw Street.
- Setting makes a limited contribution to the significance of the listed building and the Application Site makes a negligible contribution.

**59-67, Renshaw Street, 57B, Renshaw Street, 4 and 6 Benson Street; 12, Benson Street; 8 and 10, Benson Street (grade II listed)**

***Significance***

- 4.27 The above properties are early 18<sup>th</sup> century former houses dating from c1818 to 1848. Nos. 8 and 10 Benson Street. These listed buildings have been grouped due to their proximity and similar ages and typologies. Their significance lies in their age, Georgian architecture and historic association with the 18th century growth of Liverpool.

***Contribution made by setting, including the Application Site***

- 4.28 Their setting is much altered and the buildings are not part of a consistent Georgian streetscape. However, their close proximity to the Rope Walks area contributes to the narrative of Liverpool’s development.

- 4.29 The Application Site is of a different age and architectural style and there is no associative relationship. Therefore, the Application Site does not contribute to the significance of the listed buildings.

**Lewis's Department Store (grade II listed)**



**Figure 4.5: Lewis's Department Store (main entrance on Ranelagh Place)**

***Significance***

- 4.30 Lewis's Department Store was designed in 1947 by Gerald de Courcy Fraser and constructed in the late 1940s to the early 1950s. Fraser was architect to Lewis Ltd and designed their stores throughout the UK, before forming a partnership with K W Greary and M G Fraser.
- 4.31 The construction is steel framed, clad in Portland stone and brick to the rear and the style is stripped back Classical. The monument scale of the building gives it a landmark quality. The store replaced the earlier department store on the site which was largely destroyed during World War II. Part of the earlier façade survives at the east end of the Renshaw Street elevation.
- 4.32 Above the corner main entrance is a giant bronze statue of a nude male figure by Jacob Epstein. The statue dates from 1954-6 and symbolises Liverpool's resurgence after World War II. Below are three relief panels, also by Epstein. Inside on the fifth floor is a large tile mural in the Festival of Britain style by Carter's of Poole.

***Contribution made by setting, including the Application Site***

- 4.33 The department store occupies a prominent position at an important junction between St George's Hall and St Luke's Church.



- 4.34 That location, together with its monumental scale, contributes to the landmark status of the building which is predominately experienced from within Ranelagh Place and the focus of attention is clearly directed to the corner entrance. From Ranelagh Place, the towers of St Luke's Church and the Anglican Cathedral are present in views of Lewis's, as part of the varied city centre context. Together they form a group of Liverpool landmarks that assist with wayfinding at this busy junction. There is an aesthetic relationship between Lewis's and the Adelphi Hotel (grade II) which is also clad in Portland Stone.
- 4.35 Nos.48-54 Renshaw Street is of a different period, scale and style and at some distance from Lewis's with limited visibility. It is therefore considered to make a negligible contribution to the significance of Lewis's as part of its setting.

***Summary of Significance and Contribution Made by the Application Site***

- Lewis's Department Store is a good example of mid-20<sup>th</sup> century stripped classical architecture. The sculptures by Epstein and Festival of Britain mural contribute to its special architectural interest.
- The store has historic interest through its symbolism of Liverpool's rebuilding following the heavy bomb damage suffered during World War II.
- The prominent location, together with the building's scale and architecture contribute to the landmark quality of the department store. The ability to view other Liverpool landmarks (St Luke's tower, the Anglican Cathedral and St George's Hall) from in front of Lewis's in Ranelagh Place contributes to its significance.
- The Application Site makes a negligible contribution to the significance of Lewis's Department Store as part of its wider setting.

**Duke Street Conservation Area**

***Significance***

- 4.36 The Duke Street Conservation Area covers a broadly rectangular area bounded by Bold Street to the north, Hanover Street to the west, Argyle and Lydia Ann Street to the south and Berry Street to the east. Only Lower Duke Street is included in the WHS.
- 4.37 The street pattern is based on a distorted grid pattern of broadly parallel west-east principal streets comprising Bold Street, Seel Street and Duke Street. A series of secondary streets are aligned between them, such as Fleet Street, with shorter connecting streets, including Slater Street and Colquitt Street connecting, with a north-south alignment.
- 4.38 The area developed rapidly during the second half of the 18<sup>th</sup> century following the success of Old Dock. Streets of affluent residential properties, some connected directly to the merchants' warehouses, were quickly over taken by commercial port related uses. Pevsner describes the process as:

*"Affluent housing existed alongside industries associated with the port (ropewalks, timber yards, cooperages, foundries) and early merchants' dwellings were often physically linked to their warehouses and counting houses. By the mid C19th the rich*

*had moved further out, leaving the district to industry, warehousing and the poor. Bold Street escaped this fate, becoming the favoured location of high-class shops. Regeneration began in the 1990s with the conversion of a few older industrial buildings to residential and leisure use. New developments are now transforming this area of extraordinary architectural and historical richness.<sup>14</sup>*

- 4.39 The conservation area is generally characterised by buildings dating from the later 18<sup>th</sup> to the mid 20<sup>th</sup> centuries, with a cluster of relatively recent residential and commercial developments at the western and eastern ends of Duke Street. The earliest surviving buildings tend to remain from the initial residential phase of development, followed by several phases of warehouse development from the early/mid 19<sup>th</sup> century to mid 20<sup>th</sup> century.
- 4.40 Several character areas within the conservation area are predominantly brick based with respect to materials. For instance the character and appearance of the areas associated with lower Henry Street and the eastern end of Seel Street are influenced by the consistent use of brick. However, several character areas, including Bold Street which is the closest part of the conservation area to the Site, are more varied in appearance.
- 4.41 A key characteristic of the Duke Street Conservation Area is the layout of the street pattern, originally influenced by the alignment of the roperies, and the contrasting sense of enclosure formed by the buildings that form the street frontages. The characteristic street pattern is interrupted by the railway lines into Central Station and the area to the north-east of the conservation area, which includes the Application Site, has a different pattern of streets, which is not associated with the roperies. The sense of enclosure varies greatly from the domestic scale of the frontages in the middle section of Duke Street to the intense enclosure of the much narrower Henry Street, formed by the comparatively taller warehouses, and Bold Street.

***Contribution made by setting, including the Application Site***

- 4.42 The Duke Street Conservation Area is an area of distinct historic and townscape character, as described above. Although there are buildings and areas outside the immediate conservation area which share some of those characteristics, the townscape outside the conservation area is more fragmented and has different, overriding characters.
- 4.43 There is a vista along Renshaw Street to the Church of St Luke which is within the conservation area. This vista is principally of the church and does not capture the wider character and appearance of the conservation area. Therefore this view is considered in terms of the contribution it makes to the special architectural and historic interest of the listed building below.
- 4.44 Due to the strong sense of enclosure in Bold Street, as a result of the narrowness of the street, there is no visual relationship between the Site and this part of the conservation area. There is greater visibility of the southern part of nos.48-84 from the part of the conservation area around St Luke's Church.
- 4.45 The distinctive street pattern, influenced by the alignment of the roperies, is a defining characteristic of the conservation area contributing to the legibility of the area's

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<sup>14</sup> Sharples, J (2004) Pevsner Architectural Guides: Liverpool.

development. There is a sharp divide between Bold Street and Renshaw Street caused by Central Station, and Renshaw Street does not form part of that street pattern or historic development.

- 4.46 Due to the lack of inter-visibility between the site and the conservation area and the lack of characteristics the Site shared with the conservation area in terms of street pattern, architecture and typology of the buildings. The Application Site is not considered to contribute to the character and appearance of the Conservation Area.



**Figure 4.6: Photograph looking north across the sharp divide between Renshaw Street and Bold Street, caused by Central Station**

***Summary of Significance and Contribution Made by the Application Site***

- The Duke Street Conservation Area has significance as the earliest area of development following the opening of Old Dock in 1715.
- The conservation area has a distinctive street pattern, formed by the informal west-east grid of streets, the alignment of which was influenced by the linear pattern of the roperies that existing in the area prior to the street network being developed and enclosed by buildings.
- The Duke Street Conservation Area retains good examples of early merchants housing and warehouses, associated with the development of the port. The residential and warehouse buildings are important attributes of the WHS.
- The phased development of the area from the mid 18th to the mid 20<sup>th</sup> centuries is legible within the townscape and is reflected in the existing complex patterns of use and building types and periods.

- The Application Site frames views along Renwick Street to St Luke's Church, which is within the conservation area. The importance of this view is primarily in terms of the listed building and is considered below. Due to the very limited inter-visibility between the Application Site and the conservation area and the different character of the buildings on the Application Site, it is considered that the Application Site makes a negligible contribution to the character and appearance of the conservation area.

#### **Nos.48-84 Renshaw Street (Potential non-designated heritage asset)**

4.47 A detailed inspection of nos.48-84 Renshaw Street, including the interior of nos.48-54 only, has been completed. In the absence of any published criteria for local listing by Liverpool City Council, Historic England's Advice Note 7, Local Heritage Listing (2016) provides selection criteria commonly used by local planning authorities to support local heritage listing. Nos.48-84 Renshaw Street has been considered against these criteria (included in Appendix 2) and the significance of the building is summarised below.

- Nos.48-84 Renshaw Street were erected c1902, potentially in phases. It is therefore not of considerable age and is not representative of the key period of Liverpool's history during the 18<sup>th</sup> and 19<sup>th</sup> centuries when it was one of the world's major trading cities.
- Overall the architecture of the row of two storey shops is modest with eclectic architectural flourishes of different architectural styles including Classical and Arts and Crafts motifs alongside Dutch-style gables. The row can be considered to have three distinct sections; defined by their different architectural styles and junctures between the buildings. In places the junctures and the varied and eclectic architecture is awkward and unrefined with detailing and proportions varying to accommodate the slope of Renshaw Street. The building is not included within the Pevsner Architectural Guide for Liverpool which supports the conclusion that the row is of limited architectural note.
- Although the architectural quality is limited, the eclectic character of the row of buildings is charming and interesting. The architecture may be mixed, but the consistent use of red brick along the terrace unites the different elements and contributes to a consistent townscape along this western stretch of the street. However, it does not form part of a wider, coherent, planned townscape. The gables and towers add interest and avoid a monotonous eaves line, but the townscape impact of those elements is diminished by their uneven spacing and the altered northern tower.
- The aesthetic value of the row of shops has been diminished by the altered shop fronts, northern tower and modern signage. The interior has also been heavily altered and there are ad hoc additions to the rear of the buildings.
- Commercial buildings survive in large numbers and were subject to a high degree of standardisation. Rows of two-storey shops dating from the early 20<sup>th</sup> century are not rare; however, the long frontage along Renshaw Street and the eclectic use of architectural motifs is more unusual.
- The architect(s) is unknown and may have been an in-house surveyor or architect at the Cheshire Lines Committee; the railway company which owned Central



Station and purchased the land for its expansion. The terrace has no known associations with people, companies or events that are of national interest.

- The row has some landmark qualities due to its length and eclectic architectural style.
- Although 'Rapid DIY' was well known within the city, it was only established in 1971 and its cultural influence was limited.

## 5. Impact Assessment

### Summary of Statutory Duties and the NPPF

- 5.1 Under The Planning (Listed Buildings and Conservation Areas) Act 1990, Liverpool City Council, in determining the submitted full planning application, has a statutory duty to have special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess (s66(1)).
- 5.2 There is no statutory duty in relation to World Heritage Sites; however the NPPF policies in relation to designated heritage assets apply.
- 5.3 One of core land-use planning principles set out in the NPPF (paragraph 17) is that planning should:
- “conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.”*
- 5.4 Paragraph 131 of the NPPF states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, as well as the positive contribution that the conservation of heritage assets can make to sustainable communities including their economic vitality and to local character and distinctiveness.
- 5.5 Paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to an asset’s conservation. ‘Conservation’ is defined by the NPPF as:
- “the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance”.*
- 5.6 Paragraphs 133 and 134 provide a framework for considering harm to designated heritage assets, where it occurs.
- 5.7 Paragraph 135 of the NPPF relates to non-designated heritage assets and states that such assets can merit consideration in planning matters, with the authority taking a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.
- 5.8 Paragraph 137 of the NPPF advises LPAs to look for opportunities for new development in World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance.
- 5.9 A full review of the heritage legislation, national and local planning policy and guidance relevant to the determination of the planning and listed building consent applications is set out at Appendix 5.

## The Proposed Development

- 5.10 YPG Developments Ltd is seeking full planning permission for:

*Demolition of part of the existing building and erection of an eleven storey building, creating 74 residential studios and 85 aparthotel units of a mix of residential studios and aparthotel units. Commercial space and other associated uses at basement and ground floor levels, including cycle store, plant room, offices, reception, store room, laundry room, gym and lobby.*

## Pre-application Consultation

- 5.11 Pre-application advice was sought from Historic England on the emerging proposals for nos.48-54 Renshaw Street. In an advice letter, dated 21 June 2016, Historic England identified that:

*“Renshaw Street forms part of the setting of the Grade II\* listed St Luke’s Church and the street as a whole is located in the buffer zone of the World Heritage Site. The importance of the key view along Renshaw Street towards St Luke’s Church is recognised in the Liverpool Maritime Mercantile City World Heritage Site, Management Plan and Supplementary Planning Document.*

*It is the termination of the road at the grade II\* listed St Luke’s Church which helps to elevate the importance of the street, as part of the wider setting of the church.”*

- 5.12 Historic England’s response confirms that its remit for consideration of the Proposed Development is:

*“to determine the likely level of harm which could occur to the setting of a grade II\* listed building. We also offer advice on the impact of the proposed development on the Outstanding Universal Value of the World Heritage Site. The fundamental issue to consider in both these points is whether the proposed new development will negatively impinge on the key view of St Luke’s from along Renshaw Street.”*

- 5.13 The consultation proposals included retaining the façade of the shop fronts along Renshaw Street. Historic England provided the following advice in relation to the proposed part-façade retention in the scheme:

*“We are not convinced of the success of the retention of a small section of the existing building as proposed and would like to understand the reasoning behind this decision better. In our view it is questionable whether this element will be understood when not three dimensional. The hierarchy of massing in the proposed building needs to be further addressed and more successfully executed and we wonder whether it would be a more honest approach to fully redevelop the site.”*

- 5.14 Following the production of a series of massing models, a second response letter was received from Historic England, dated 23 June 2016, with the following observation:

*“Following on from our letter dated the 21<sup>st</sup> June, a number of visualisations have been produced which depict the massing of the proposed new building, within the streetscape of Renshaw Street. In reviewing these visualisations, we can confirm that we do not*

*believe the development will impact on the view along Renshaw Street to St Luke's Church; as a consequence no harm will be caused to the setting of the church or the identified key view, which forms part of the buffer zone of the World Heritage Site. We would therefore raise no objections to the proposal, were it to be submitted in its present form, as a formal planning application."*

## **Assessment of Impact**

5.15 The key heritage issues to be taken into consideration are the effect that the Proposed Development will have on:

- The OUV, authenticity and integrity of the Liverpool Maritime Mercantile City World Heritage Site
- The special architectural and historic interest (significance) of the Church of St Luke (grade II\*) and the following grade II listed buildings, as a result of development within their setting:
  - 35 to 43 (odd) Renshaw Street and Methodist Central Hall, including Nos 2 to 6 Upper Newington
  - 59-67, Renshaw Street, 57B, Renshaw Street, 4 and 6 Benson Street
  - 12, Benson Street
  - 8 and 10, Benson Street
  - Lewis's Department Store
- The character and appearance of the Duke Street Conservation Area.
- Nos. 48-84 Renshaw Street, as a non-designated heritage asset.

## **View analysis**

- 5.16 The WHS Supplementary Planning Document (SPD) identifies a series of key landmark buildings and views/vistas. Only one view/vista identified within the WHS SPD has potential to be affected by the Proposed Development: Defined Vista (f.) *'St Luke's from Lewis's along Renshaw Street.'*
- 5.17 In addition, Section 4 identified a view towards St George's Hall, another key WHS landmark building, from Renshaw Street. This is a variation of Defined Vista (g.) in the WHS SPD *'St George's Hall from Lewis's along Lime Street'* which, as previously explained, is of lesser quality but has been included for completeness.
- 5.18 Additional viewpoints have been identified to understand the impact of the height, scale and massing of the Proposed Development on views of St Luke's Church from St George's Plateau and in closer proximity to the Church than vista (f.) along Renshaw Street.

The methodology is consistent with Historic England's 'Seeing the History in the View'<sup>15</sup>, and analyses a series of kinetic views along Renshaw Street and Lime Street.

**Table 5.1: Viewpoint Analysis**

Viewpoint	Significance	Impact
<p><i>St Luke's from Lewis's along Renshaw Street</i></p> <p>Defined Vista (f.) (WHS SPD)</p>	<p>St Luke's Church is identified as a key landmark and the vista is aligned to the tower of St Luke's as the focal point of the view. 'Significant framing components' are defined as the "<i>Strong presence of Portland Stone, restrained classicism of Lewis's and the varied elevations on the E side of Renshaw Street</i>". The role the Application Site is not referred to in relation to the way in which the view is framed.</p>	<p>The Proposed Development will not intrude on the scale, form and 'sky space' around the profile of St Luke's Church tower and its architectural detail will remain visible. The key focus and role of St Luke's in terminating the vista will be sustained.</p> <p>From Lewis's Department Store, the view of St Luke's tower will remain unobstructed by the Proposed Development, which is set back from Renshaw Street. The scale and massing of the Proposed Development will continue the enclosing and framing effect of 20<sup>th</sup> and 21<sup>st</sup> century buildings south of Lewis's along Renshaw Street.</p> <p>The impact on the significance of the view is neutral.</p>
<p>Portico of St George's Hall from the corner of Renshaw Street and Berry Street</p> <p>- Variation of Defined Vista (g.) (WHS SPD)</p>	<p>The 'significant framing components' defined for Vista (g.) are "<i>the Tower and gable of The Vines and varied skyline and elevations of the E side of Lime St and; curved façade of the 1950s building at Ranelagh St/Lime St corner South.</i>"</p> <p>The portico of St George's Hall remains a highly</p>	<p>The Proposed Development will increase the massing within the foreground of this view, but will not intrude upon the building line or the visibility of St George's Hall within the view.</p> <p>The scale and height of the Proposed Development is consistent with more recent and consented schemes, as shown by the view analysis.</p> <p>The impact on the</p>

<sup>15</sup> Historic England (2011) Seeing the History in the View

	<p>significant element of this longer vista, albeit the portico is not centrally framed within the vista from this location.</p> <p>The quality of the architecture within the foreground is varied and is not consistent in style, materials, height, scale or massing.</p> <p>The Application Site makes a negligible contribution to framing the vista.</p> <p>Buildings of greater mass than the A Site, such as the Lewis's Store, contribute to the middle ground of the view, and the portico is experienced in a series of kinetic views heading north towards St George's Plateau.</p>	<p>significance of this view is therefore neutral.</p>
Tower of St Luke's Church from St George's Plateau	<p>The tower of St Luke's terminates the vista along Lime Street and Renshaw Street. The street appears narrow at this point and due to the distance of the church, the scale and height of buildings such as the Adelphi Hotel are more dominating.</p> <p>The significance of the view is principally in way-finding at this important junction and in relation to St Luke's Church as a landmark.</p>	<p>The visibility of St Luke's Church tower will not be affected by the Proposed Development. The Proposed Development will be consistent with the building height on the west side of Lime Street, as viewed from St. George's Plateau. The effect on the significance of the view is therefore neutral.</p>
Towers of St Luke's Church and the Anglican Cathedral from Renshaw Street	<p>The view of St Luke's Church at this point shows glimpses of the aisles through street furniture, signage and traffic, although it is difficult to make out any architectural detail other than the finials. More architectural detail on the church tower (e.g.</p>	<p>The Proposed Development will sustain views of St Luke's and the visual relationship with the tower of the Anglican Cathedral.</p> <p>The contemporary form of the new frontage will add more variety to the townscape, which is already</p>

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<p>clocks, string course, gothic arched window and buttresses) can be appreciated from this closer distance.</p> <p>The tower of the Anglican Cathedral peers above the roofline of the shops along the west side of Renshaw Street. There is a synergy between the two towers of the cathedral and St Luke's Church, limited by the low extent to which the Cathedral tower rises above the buildings. This view is likely to be incidental; occurring because of the height of the Cathedral tower rather than as a result of a planned view along Renshaw Street.</p> <p>The Application Site forms part of the varied city centre townscape and makes a negligible contribution to the view.</p>	<p>varied in character. It will retain the enclosure along the frontage.</p> <p>The effect on the significance of the view will be neutral.</p>
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### **Impact: Liverpool Maritime Mercantile City World Heritage Site**

- 5.19 A separate Heritage Impact Assessment regarding the WHS is provided in Appendix 1 of this Heritage Statement.
- 5.20 The impact assessment has been informed by the ICOMOS Guidance on Heritage Impact Assessments for World Cultural Heritage Property (2011). It follows a systematic approach to identifying the relevant attributes of OUV within the context of the criteria for inscription and with reference to the Statement of OUV. The relevant heritage assets have been identified and their significance assessed, including their contribution to OUV. The methods used to assess the significance of the assets, including desk top archive research and a detailed site inspection, are consistent with those advocated in the ICOMOS guidance. Consultation with Historic England, as a relevant stakeholder, is also incorporated into this assessment.
- 5.21 As established in Section 4, although the Application Site falls within the WHS Buffer Zone, it does not contribute to the OUV, authenticity and integrity of the World Heritage Site as established in the Statement of OUV, agreed by the World Heritage Committee.
- 5.22 The western side of Renshaw Street was subject to considerable change during the early C20th, at the time the existing building on the Application Site replaced St

Andrews Church, and during the mid C20th with the construction of the much greater mass and scale of Lewis's Department Store. The Proposed Development will have a neutral impact on the above SPD view by continuing to frame the view of St Luke's Church, rather than obscuring it, an assessment that is supported by the pre-application feedback from Historic England which states:

*"We do not believe the development will impact on the view along Renshaw Street to St Luke's Church; as a consequence no harm will be caused to the setting of the church or the identified key view, which forms part of the buffer zone of the World Heritage Site."*

**Impact: Church of St Luke's (grade II\* listed)**

- 5.23 As previously mentioned, the Application Site currently forms part of the varied townscape setting of the Church of St Luke's and is only visible in views of the church from the southern part of Renshaw Street.
- 5.24 The increased height and massing of the proposed development, within the city centre context of the church's setting where there are existing buildings of similar scale, height and mass visible.
- 5.25 The view analysis indicates that views of St Luke's Church will not be obscured as a result of the Proposed Development; the architectural form and key detailing of the tower will continue to be appreciated from Renshaw Street. From the southern section of Renshaw Street, the synergy between the towers of St Luke's Church and the Anglican Cathedral will be sustained. The key views of the Church from Berry Street and Bold Street will not be affected by the Proposed Development.
- 5.26 The Proposed Development does not affect the special architectural or historic interest of the listed building and will therefore not affect its significance as a result of development within its setting. Therefore concluded that there will be a neutral impact on the setting of St Luke's Church as a result of the Proposed Development.

**Impact: 35 to 43 (odd) Renshaw Street and Methodist Central Hall, including Nos 2 to 6 Upper Newington (grade II listed)**

- 5.27 As described in Section 4, the former Methodist Hall forms part of the varied city centre townscape on Renshaw Street and is experienced as a one-off architectural piece with a degree of prominence mainly due to its corner domed tower. Due to the distance between the Application Site and the Methodist Hall, the townscape context that includes the scale and mass of the Lewis's store, and the simple contemporary form of the Proposed Development, it will not detract from the architectural interest and prominence of the Methodist Hall. The limited aesthetic relationship between the buildings will be sustained through the retention of red brick along the frontage.
- 5.28 The historic interest of the building as the former Central Hall of the Liverpool Wesleyan Mission will not be affected as a result of the Proposed Development.
- 5.29 Therefore, the impact on the significance of '35 to 43 (odd) Renshaw Street and Methodist Central Hall, including Nos 2 to 6 Upper Newington' is neutral.



**Impact: 59-67, Renshaw Street, 57B, Renshaw Street, 4 and 6 Benson Street; 12, Benson Street; 8 and 10, Benson Street (grade II listed)**

- 5.30 The significance of this group of buildings lies in their age, Georgian architecture and historic association with the 18<sup>th</sup> century growth of Liverpool. As previously mentioned, their setting is already much altered although their close proximity to the Rope Walks area contribute to the narrative of Liverpool's development and the buildings' own historic interest.
- 5.31 The replacement of part of an early 20<sup>th</sup> century building with a 21<sup>st</sup> century development is unlikely to affect the ability to appreciate their significance will not affect the special architectural and historic interest of this group of listed buildings.

**Impact: Lewis's Department Store (grade II listed)**

- 5.32 The significance of the department store principally resides in the monumental scale and mass of its stripped classical architecture and the sculptures by Epstein and Festival of Britain mural, with its setting contributing to its landmark qualities. As previously established, the building is predominately experienced from within Ranelagh Place, with the Application Site making a negligible contribution to its setting.
- 5.33 The Application Site is at some distance from Lewis's and the Proposed Development will not affect the prominence of the building which arises from its junction location and its monumental scale; aspects that will not be altered as a result of the Proposed Development. The visibility of St Luke's Church from outside Lewis's will be retained; maintaining the group of Liverpool landmarks that contribute to the legibility of the city.
- 5.34 The effect the Proposed Development will have on the significance of Lewis's department store will therefore be neutral.

**Impact: Duke Street Conservation Area**

- 5.35 Due to the strong sense of enclosure in Bold Street, the street pattern, topography and the modern multi-storey car park between the conservation area and the Application Site, there is no visual relationship between the Application Site and the conservation area and the Proposed Development will not be visible from this part of the Conservation Area.
- 5.36 The Proposed Development will be visible looking out of the conservation area along Renshaw Street, however this view does not contribute to the character and appearance of the conservation area and the Proposed Development will be experienced within the varied city centre context.
- 5.37 There will therefore be no impact on the significance of the Duke Street Conservation Area arising from the Proposed Development.

**Impact: Nos.48-84 Renshaw Street (Potential non-designated heritage asset)**

- 5.38 During the course of the application process the Proposed Development has been amended to retain the existing front elevation of nos. 49-54 Renshaw Street with the 12-storey mixed-use development being set back behind the retained façade of the terrace.
- 5.39 The significance of nos.48-84 Renshaw Street principally resides in its townscape value. The continuity of the different phases of the terrace will be retained and the current

defective shop fronts will be replaced with new shop fronts designed to respect those of the wider terrace. The fabric of the building that will be removed from the rear of the property, and replaced by the new build element of the Proposed Development, has been significantly altered in the past and is in a poor and deteriorating condition. The replacement of the rear part of the building will have a neutral effect on the townscape value of the front elevation.

### **Statutory Duties and the NPPF**

- 5.40 The NPPF requires that great weight is given to the conservation of designated heritage assets (paragraph 132) and this reflects the statutory duties of the 1990 Act.
- 5.41 The significance of the following designated heritage assets will be sustained, as a result of the Proposed Development, in accordance with Paragraph 131 of the NPPF:
- Liverpool Maritime Mercantile City WHS
  - Church of St Luke (grade II\* listed)
  - 35 to 43 (odd) Renshaw Street and Methodist Central Hall, including Nos 2 to 6 Upper Newington (grade II listed)
  - 59-67, Renshaw Street, 57B, Renshaw Street, 4 and 6 Benson Street (grade II listed)
  - 12, Benson Street (grade II listed)
  - 8 and 10, Benson Street (grade II listed)
  - Lewis's Department Store (grade II listed)
  - The Duke Street Conservation Area.
- 5.42 The amended proposals, that incorporate the retained front elevation of nos. 48-54 Renshaw Street will not harm the limited interest of the building and therefore a balanced judgement should be made of the Proposed Development in accordance to NPPF paragraph 135.

### **Local Planning Policy Considerations**

- 5.43 Liverpool Unitary Development Plan (November 2002) Policy HD5 asserts that planning permission will only be granted for development affecting the setting and important views of a listed building where the setting and important views of the building are preserved. As established, the setting of listed buildings, including important views, will be preserved and the Proposed Development is therefore in accordance with this policy.
- 5.44 Core Strategy (Submission Draft 2012) Strategic Policy 1 outlines the sustainable development principles against which all new development proposals will be assessed. The criteria include the need to protect and enhance environmental and heritage assets. The requirement for new development proposals to protect and enhance the character and identity of the City's historic fabric, including the wider setting of heritage assets, is confirmed by Strategic Policy 23. The Proposed Development will preserve the

significance of the identified designated heritage assets, although a degree of harm has been identified to the potential non-designated heritage asset nos.48-84 Renshaw Street

- 5.45 Strategic Policy 25 relates to the Liverpool Mercantile City World Heritage Site, and states that:
- 1. The City Council will protect the Outstanding Universal Value (OUV) of the World Heritage Site (WHS), as set out in the World Heritage Site Supplementary Planning Document (SPD).*
  - 2. Development proposals within the WHS will be considered for their potential impact upon the OUV. They will need to demonstrate that the characteristics of the development site and its environs have been taken into account in all aspects of the design of schemes, in accordance with current national and local guidance.*
  - 3. The design and scale of development proposals in the Buffer Zone will need to reflect the characteristics of the surrounding area, proportionate to their potential impact on the setting of the WHS.*
- 5.46 The World Heritage Site Supplementary Planning Document (SPD) has been used to identify key visual landmark buildings and views which have been taken into account in the Heritage Statement and view analysis. The character of the relevant part of the Buffer Zone has been assessed and it is concluded that the Proposed Development will not affect the OUV of the WHS and therefore accords with Strategic Policy 25.

## 6. Conclusion

- 6.1 YPG Developments Ltd seeks to redevelop nos.48-54 Renshaw Street (part of nos. 48-84 Renshaw Street) and erect a 12-storey mixed use development set back behind the retained two-storey facade to Renshaw Street, which will maintain the scale, rhythm and continuity of the terrace of properties between Nos. 48-84 Renshaw Street
- 6.2 The significance of the following designated heritage assets will be sustained, as a result of the Proposed Development, in accordance with Paragraph 131 of the NPPF:
- Liverpool Maritime Mercantile City WHS
  - Church of St Luke (grade II\* listed)
  - 35 to 43 (odd) Renshaw Street and Methodist Central Hall, including Nos 2 to 6 Upper Newington (grade II listed)
  - 59-67, Renshaw Street, 57B, Renshaw Street, 4 and 6 Benson Street (grade II listed)
  - 12, Benson Street (grade II listed)
  - 8 and 10, Benson Street (grade II listed)
  - Lewis's Department Store (grade II listed)
  - The Duke Street Conservation Area.
- 6.3 The Proposed Development therefore addresses the statutory duties of s66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Liverpool Unitary Development Plan Policy HD5 and Core Strategy (Submission Draft 2012) Policy 25.
- 6.4 A separate Heritage Impact Assessment has been carried out in accordance with ICOMOS guidance and with reference to the WHS SPD. The Proposed Development will not affect the OUV, authenticity or integrity of the WHS.
- 6.5 There will be a loss of fabric from the rear of nos. 48-54 Renshaw Street. However the rear of the building has been significantly altered by a series of ad hoc extensions and does not contribute to the townscape value of the terrace that encloses Renshaw Street. Liverpool City Council does not maintain a local list of buildings and the Application Site is not identified in the HER. The terrace meets few of the Historic England recommended criteria for identifying locally listed buildings and the townscape value of the terrace will be retained.

## **Appendix 1: World Heritage Site Heritage Impact Assessment**

# **Appendix 1**

## **World Heritage Impact Assessment**

48-54 Renshaw Street, Liverpool

November 2016

# Contents

Non-Technical Summary	i
1. Introduction and Methodology	1
2. Liverpool Maritime Mercantile World Heritage Site	3
3. Application Site and Historic Development	10
4. Description of the Proposed Development	13
5. Assessment and Evaluation of the overall Impact of the Proposed Development on the Attributes of OUV	14
Appendix A: Statement of OUV	
Appendix B: Boundary plan of WHS	
Appendix C: ICOMOS Heritage Impact Tables	

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**Client**

Willmott Dixon

**Our reference**

WILH3002

9 November 2016

# Non-Technical Summary

1. Liverpool Maritime Mercantile World Heritage Site (WHS) was inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) in July 2004 on the basis of the following criteria:

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

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

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

2. The Application Site is located within the Buffer Zone (BZ) of the World Heritage property to the south of Character Area 5, William Brown Street Cultural Quarter, and to the east of Character Area 6, Lower Duke Street.
3. The history and development of the Application Site is described in the attached Heritage Statement. The alignment of Renshaw Street had been set out by the early 19<sup>th</sup> century and the western part of the Application Site was occupied by St Andrews Church from 1815 until it was demolished in the late 19<sup>th</sup> century to enable the improvement and expansion of Central Station. The building that occupies the Site was constructed in several phases during the early 20<sup>th</sup> century.
4. The Application Site does not contribute to the outstanding universal value (OUV), authenticity or integrity of the WHS. It does not include any attributes that contribute to OUV, authenticity or integrity and is not identified in the WHS SPD as an area of the BZ that illustrates OUV.
5. The Proposed Development comprises an eleven storey building that would accommodate 160 units of a mix of residential studios and aparthotel units. Associated uses, including a reception, gym and lobby and commercial uses would be created at ground floor and basement levels.
6. The Proposed Development would have no effect on the ability to appreciate the WHS as a major centre that generated innovative technologies and methods in dock construction and port management during the C18th and C19th (inscription criteria (ii) and (iii)). The Application Site has no known connections with maritime mercantile culture, on the slave trade or emigration from northern Europe or America.
7. In respect to inscription criteria (iv) and the importance of Liverpool as an ‘outstanding example of a world mercantile port city’ the Proposed Development will not be visible



from Albert Dock, Lower Duke Street, Pier Head, Stanley Dock or Lower Duke Street William Brown Street Character Areas. The Application Site makes a modest contribution to the enclosure of a 'Defined Vista', which is identified in the WHS SPD as a view towards St Luke's Church, a key landmark within the BZ. However, in views from Lime Street towards St Luke's Church, south along Renshaw Street, the massing of the block that includes the former Lewis' store emphasises the diminutive scale of the existing buildings on the site.

# 1. Introduction and Methodology

- 1.1 This Appendix has been prepared to specifically assess the impact of the Proposed Development on the Outstanding Universal Value (OUV) of the Liverpool Maritime Mercantile City World Heritage Site (WHS).
- 1.2 The statutory consultation response from Historic England (21 September 2016) advised that *“Through our own considerations we have also concluded that the development would be unlikely to have a harmful impact on the OUV of the WHS buffer zone (NPPF 137)). However, it is important that these conclusions are verified through thorough analysis of the potential level of change in the form of a Heritage Impact Assessment, produced in line with the ICOMOS document ‘Guidance on Heritage Impact Assessments for Cultural World Heritage properties, Appendix 4’”*.
- 1.3 This Heritage Impact Assessment has been prepared in accordance with the ICOMOS ‘Guidance on Heritage Impact Assessments for Cultural World Heritage Properties’ (January 2011) (the ‘ICOMOS Guidance’) and the structure is based on the guidance set out in Appendix 4 of that document entitled ‘Heritage Impact Report Contents’.
- 1.4 The assessment of the impact of the Proposed Development on the OUV of the WHS has been informed by our research of the history and development of the Application Site and its contribution to the BZ, as defined by the World Heritage Site Supplementary Planning Document adopted in October 2009 (the ‘WHS SPD’). We have identified the WHS attributes with potential to be affected by the Proposed Development and we have assessed the direct and indirect effects of the Proposed Development on those attributes.
- 1.5 This assessment has been informed by historic map regression and archival research, published sources – including those related to the WHS combined with our knowledge of the Application Site, the surrounding area and the WHS from site visits and experience. We have also used site visits and published sources, including the WHS SPD to identify any key views that could be affected by the Proposed Development.
- 1.6 This Appendix is structured as follows:
  - (a) **Liverpool Maritime Mercantile World Heritage Site (WHS)** – This section introduces the WHS, it describes when it was inscribed and why, it includes a proportionate assessment of the significance of the WHS, including the role of the BZ.
  - (b) **Application Site History and Development** – This section provides an understanding of the history and development of the Application Site relative to the Statement of OUV and the attributes which convey OUV and contribute to the statements of authenticity and integrity of the WHS.
  - (c) **Description of the Proposed Development** – This section describes the Proposed Development and also comments on the planning history of the Application Site.

- (d) **Assessment and Evaluation of the overall impact of the Proposed Development on the Attributes of OUV** – This assessment will consider the direct and indirect impacts of the Proposed Development – it will include physical impacts, visual impacts or those related to noise, on individual heritage attributes, assets or elements and associations with the BZ and the relevant WHS attributes.
- (e) **Evaluation of the Significance of Effect** – This section will summarise the assessment set out in Section (v) in a series of Tables – prepared in accordance with the ICOMOS Guidance.
- (f) **Summary and Conclusions.**

## 2. Liverpool Maritime Mercantile World Heritage Site

### Introduction

- 2.1 Liverpool Maritime Mercantile World Heritage Site (WHS) was inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) in July 2004 on the basis of the following criteria:

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

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

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

- 2.2 WHSs have a Statement of OUV that is approved by the World Heritage Committee. The full Statement of OUV is provided in Appendix A of this Impact Assessment. The National Planning Policy Guidance emphasises the importance of the Statement of OUV as the “key reference document for the protection and management of each WHS”. The Statement of OUV for the Liverpool WHS describes it as follows:

*“Six areas in the historic centre and docklands of the maritime mercantile City of Liverpool bear witness to the development of one of the world’s major trading centres in the 18th and 19th centuries. Liverpool played an important role in the growth of the British Empire and became the major port of the mass movement of people e.g. slaves and emigrants from northern Europe to America. Liverpool was a pioneer in the development of dock technology, transport systems and port management. The listed site features a great number of significant commercial, civic and public buildings, including St. George’s Plateau.”<sup>1</sup>*

- 2.3 A plan of the boundary of the WHS is provided in Appendix B. It incorporates six character areas referred to in the Statement of OUV and described in the WHS SPD as:

*“Character Area 1 – The Pier Head, an early C20th designed ensemble created around three monumental commercial buildings that define Liverpool’s waterfront.*

*Character Area 2 – Albert Dock and Wapping Dock, this area retains its mid-19th century docks as well as many of its warehouses, water spaces and associated buildings.*

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<sup>1</sup> Liverpool City Council (2009) Liverpool Maritime Mercantile City World Heritage Site SPD

*Character Area 3 – Stanley Dock Conservation Area encompasses the northern part of the docks, including Princes Half-tide Dock, Stanley Dock and the surviving Dock Wall. The area is mostly derelict and disused (except at Waterloo Dock) and has massive potential for extensive heritage-based regeneration. [Since the WHS SPD was published the successful conversion and repair of the northern warehouse at Stanley Dock has been completed].*

*Character Area 4 - Castle Street / Dale Street / Old Hall Street, Commercial District covers the historic mercantile, commercial and civic centre of Liverpool and is focused on the area of Liverpool's medieval origins.*

*Character Area 5 – William Brown Street Cultural Quarter, encompasses the historic cultural heart of the City and includes the magnificent St. George's Hall and William Brown Street complex of cultural buildings; it also includes Lime Street Station – a major gateway into the City.*

*Character Area 6 – Lower Duke Street, forms part of the Ropewalks area. This area represents an unusual survival of an area of 18th and 19th century trading townscape relating to the historic docks.”<sup>2</sup>*

- 2.4 The BZ has been identified around the WHS to ensure that careful consideration is given to development proposals within the setting of the WHS. The western boundary of the BZ follows the centre of the River Mersey while the northern and southern boundaries are drawn quite tightly around the parts of the dock estate that exhibit OUV. The eastern part of the BZ, incorporating the Application Site, is more extensive and includes the two Cathedrals that dominate the ridge of higher ground to the east of the city centre.

- 2.5 The integrity of the WHS is summarised in the Statement of OUV:

*“The key areas that demonstrate OUV 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 WWII.”<sup>3</sup>*

- 2.6 The authenticity of the WHS is summarised in the Statement of OUV as follows:

*“Within the property, the major dock structures, and commercial and cultural buildings still testify to the OUV 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 historic authenticity has occurred, as the physical evidence of the City and its great past remain*

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<sup>2</sup> Liverpool City Council (2009) Liverpool Maritime Mercantile City World Heritage Site SPD

<sup>3</sup> Historic England (2010) Liverpool World Heritage Site Summary [see Appendix 4]

*prominent and visible, and in some cases have been enhanced. The main docks survive as water-filled basins within the property and 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 OUV.”<sup>4</sup>*

- 2.7 The OUV of the WHS is also based on a series of ‘attributes’. The ICOMOS Heritage Impact Assessment guidance refers to tangible and non-tangible attributes of OUV. The Statement of OUV does not describe the attributes in detail, however they can be summarised as follows:

Dock technology and systems	Including river walls, dock retaining walls and associated structures such as lock gates and capstans, the integrated dock system of docks and half-tide docks, historic surfaces, the development of dock retaining wall structures, the archaeological value of buried dock remains, including those association with evolution and re-alignment of the dock system and structures associated with dock management, including the Victoria Clock Tower, the dock wall and associated entrance gates and police lodges, gatemen’s shelters and hydraulic structures.
Warehouses	Warehouse construction, development and innovation, including fire-proof structures, specialist warehouses e.g. for rum or tobacco, the spatial location of warehouses and their relationship with retail, wholesale and commercial functions, the aesthetic value of warehouse design, evidence of WWII damage and renewal,
Commercial Office Buildings	Including banks, insurance company offices and shipping company offices, often designed as prestigious buildings in a variety of architectural styles including the Edwardian Baroque Royal Insurance Building, the American classicism of Martins Bank, Beaux Arts influenced India Buildings, Classical Bank of England, Art Nouveau influenced Cotton Exchange and French Renaissance style Municipal Buildings. Key examples include structural innovations for their time, including the slender cast iron framing of Oriel Chambers, the Royal Insurance Building, incorporating an innovative structural frame to support the building and Hennebique construction method of the Liver Building.
Architectural expressions of Civic Grandeur and Key Landmarks	Including the Town Hall, Municipal Buildings, St. George’s Hall and the William Brown Street group and ecclesiastical landmarks, including the Metropolitan Cathedral, Anglican Cathedral and St. Nicholas’s Church.
The Cityscape associated with the World Mercantile	Including the principal expression of the port city at Pier Head, created by developing Georges Dock / Manchester Dock; St. Georges Plateaux, William Brown Street and the late Victoria

<sup>4</sup> Historic England (2010) Liverpool World Heritage Site Summary [see Appendix 4]

Port City	and Edwardian development of the 'great streets' of Liverpool, including Dale Street, Castle Street and Victoria Street.
Intangible attributes of Liverpool's role in global trading, cultural connections and the British Empire	Including Liverpool's role with the slave trade and its abolition; mercantile society and associated street names; the spirit of enterprise and innovation, occasionally resulting in the most influential buildings being commissioned through competitions and form the engagement of young architects with potential but who were not tried and tested; Liverpool's role as a key port city at the time of Britain's greatest global influence; the legacy of new trading systems, the 'futures market' that encouraged the co-location of banks, insurers, shipping companies and merchants; the search for innovation that led to the construction of the unprecedented dock system; recovery and renewal following then Blitz, the spirit that propelled Liverpool on to the world stage and the desire of the city to express this status in many of the architectural commissions of the city centre.

## **Liverpool World Heritage Site Buffer Zone Summary of Outstanding Universal Value, Authenticity and Integrity**

- 2.8 The Buffer Zone is an area that provides a visual setting for the WHS where development could potentially have an adverse impact on the OUV and includes some attributes of OUV.
- 2.9 The historic townscape within the Buffer Zone is more fractured than within the WHS itself. It includes some landmarks and areas of 18<sup>th</sup> and 19<sup>th</sup> century buildings and townscape which contribute to the understanding of Liverpool's maritime mercantile culture and wealth: for example the areas of warehouses in the Baltic Triangle and the street pattern of the Ropewalks which accounts for most of the Duke Street Conservation Area outside of the WHS.
- 2.10 The WHS SPD identifies a series of key landmark buildings and key vistas. St Luke's Church is identified as a key landmark. Defined Vista (f.) "*St Luke's Church from Lewis's along Renshaw Street*" is aligned to the tower of St Luke's as the focal point of the vista. 'Significant framing components' are defined as the "*Strong presence of Portland Stone, restrained classicism of Lewis's and the varied elevations on the E side of Renshaw Street*". The role the Application Site is not referred to in relation to the way in which the view is framed. However, a view analysis has been undertaken to understand the potential impact on this view as a result of the Proposed Development and is considered in the Impact Assessment in Section 5 of this Heritage Statement.
- 2.11 Defined Vista (g.) '*St George's Hall from Lewis's along Lime Street*' does not include the Application Site, however the portico of St George's Hall is visible from Renshaw Street in the vicinity of nos.48-84 Renshaw Street. The portico is a highly significant element of the Hall which terminates the vista (albeit not centrally aligned when viewed from Renshaw Street). The Application Site makes a negligible contribution to this longer view in framing the vista this view and has been assessed in the Impact Assessment of the main Heritage Statement.



- 2.12 The Application Site is comprised of four early 20<sup>th</sup> century shops; forming part of a longer run of shops along the west side of Renshaw Street. The shops were erected c1902 to replace earlier buildings on the Site which were demolished for the expansion of Central Station. The date of these buildings and the expansion of Central Station is at the end of the period of influence (18<sup>th</sup>-19<sup>th</sup> centuries) for which Liverpool WHS is recognised through its inscription. Whilst the redevelopment of this area is illustrative of the city's growth; the Application Site does not contribute to OUV, authenticity, integrity or any attribute of OUV.
- 2.13 In addition, the architectural quality of the shops is limited and their uses were typical of early 20<sup>th</sup> century commerce; selling confectionary, brushes, cabinet-makers and jewellery. The Site is therefore an example of general early 20<sup>th</sup> century commerce that could be applicable to any city rather than directly related to OUV.

### **Authenticity and Integrity**

- 2.14 The Statement of OUV describes the integrity of the WHS with reference to dock structures, the innovation of the City's architecture, the general intactness of major structures and buildings and the legibility of the historic street pattern.
- 2.15 The Application Site does not contribute to those aspects of OUV. The dock estate is remote from the eastern area of the BZ. The Site does not convey any innovation with respect to the architecture of the existing building, which combines a variety of architectural motifs across three phases of construction. In this respect the historic map regression, provided in the main Heritage Statement, indicates that the plan form of St Andrews Church, that previously occupied the Site, is likely to have made a greater architectural contribution to Renshaw Street than the existing buildings.
- 2.16 In relation to the legibility of the street pattern Renshaw Street has maintained its alignment, which has been focused on the tower of St Lukes Church since its completion in 1832 by John Foster, the importance of which is recognised by the 'defined vista' identified in the WHS SPD, although the buildings that enclose Renshaw Street demonstrate considerable variety in architectural style and form.
- 2.17 The Statement of OUV summarises the authenticity of the WHS with reference to the major dock structures, commercial and cultural buildings within the world heritage property and the manner in which they testify to OUV in terms of their form, design, materials and to some extent their function. The Statement of OUV refers to changes to the setting of the WHS in respect to potential development within obsolete dockland and that new development should 'respect and transmit' OUV, the Renshaw Street area is not referred to in this respect.
- 2.18 There are no commercial or civic buildings that transmit OUV within the Application Site or adjoining area. There are no warehouses on Renshaw Street or Lime Street, which is unusual in the context of the City Centre, while the rear of the Application Site is separated from the rear of Bold Street by the deep recess of Central Station.

### **Attributes of OUV**

- 2.19 The ICOMOS Guidance requires that there is a clear and comprehensive description of individual and/or groups of heritage attributes that may be directly or indirectly affected by the Proposed Development. Attributes of OUV are inextricably linked to issues of

authenticity and integrity and an overall summary of attributes for the WHS as a whole is provided above at paragraph 2.7. A specific consideration of the attributes within the BZ adjoining the Application Site is provided below. Clearly, due to the location of the Site and the historic development of the Renshaw Street area there are few identifiable WHS attributes:

Dock technology and systems	The eastern part of the BZ is located remotely from the dock estate and does not include any attributes associated with dock technology and systems. The Site cannot be experienced from the dock estate and there are no known associations with dock management regimes.
Warehouses	There are no warehouses located within the vicinity of the Application Site, which is unusual in the context of the WHS BZ.
Commercial Office Buildings	There are no key commercial office buildings associated with OUV, such as banks, insurance companies or shipping lines, within the Renshaw Street part of the BZ.
Architectural expressions of Civic Grandeur and Key Landmarks	<p>To the south of the Application Site the tower of St Lukes Church is the prominent landmark and terminates the vista along Renshaw Street and Bold Street. The SPD refers to the church as a key landmark of the BZ.</p> <p>The vista north from Renshaw Street into Lime Street is terminated by the south front of St Georges Hall, creating one of the most memorable views in Liverpool, although the buildings that enclose Lime Street vary greatly in style and form and the Application Site is set back behind the viewpoint location.</p>
The Cityscape associated with the World Mercantile Port City	Renshaw Street is located remotely from the principal urban expressions of the port city, for instance Pier Head, Albert Dock and William Brown Street.
Intangible Attributes	<p>The Application Site is occupied by general commercial premises and does not exhibit intangible attributes associated with the WHS inscription.</p> <p>St Lukes Church, located to the south of the Application Site, preserved as the 'bombed church' provides an evocative reminder of the damage Liverpool sustained during WWII.</p>

## WHS Supplementary Planning Document

- 2.20 The SPD emphasises that *"There are areas of the BZ where the historic character of the WHS extends beyond its boundaries"* (4.2.5). The SPD does not specifically refer to Renshaw Street in this respect, rather it focuses on the area to the east and south of Character Area 5 (William Brown Street) where there are streets of early C19th

development, including bridges associated with Lime Street Station. However, although the alignment of Renshaw Street pre-dates the early C19th, the buildings that occupy the Application Site are clearly significantly later and are distanced from Lime Street Station.

- 2.21 The SPD also refers to the character of the WHS extending “All around Character Area 6, where the ropewalks extend beyond the WHS boundary”. However, the street pattern associated with the long straight alignment of the former roperies is situated to the south of the Application Site, is separated by the deep recess of Central Station and is clearly not associated with the Application Site.
- 2.22 The SPD identifies a series of views, vistas and panoramas that contribute to an appreciation of the WHS. The vistas are often centred on a key landmark building. St Lukes Church, south east of the Application Site, is identified as one of the key landmarks of the BZ. The SPD requires applicants to provide accurate 3D modelling to inform an assessment of their proposals. A series of viewpoints have been modelled within ‘defined vistas’ (g) and (f) which are partly enclosed by the Application Site.
- 2.23 The SPD confirms that “... *it is important that new development is brought forward in a manner that respects the network of views to, from and within the WHS*” (4.4.12) and that Design and Access Statements should demonstrate “how they have addressed potential impacts on the agreed views” (4.4.13) and confirms that “*The City Council expects that developments should not have a significant adverse impact on the key views of, from and within the WHS, by wholly obstructing a key public view of a landmark building or overly dominating a panorama.*”
- 2.24 The SPD defines mid-rise buildings as those from 7-15 storeys and high rise as those significantly taller than their surrounding buildings. Buildings over 15 storeys fall into this category in the SPD. The Proposed Development would be 11 storeys in height and would be similar in height to the adjoining multi-storey car park to the rear of the Application Site. Buildings to the north of the Site, enclosing the western side of Renshaw Street and Lime Street have a similar scale and mass.

### 3. Application Site and Historic Development

#### Overview of History and Development

##### Expansion of Liverpool Central Station

- 3.1 The 1898 Plan of Liverpool in the Royal Atlas of England and Wales (Fig 3.1) shows that at the end of the 19<sup>th</sup> century, the Application Site was principally occupied by St Andrew's Church. The Church was designed by Sir John Gladstone and established in 1815. It closed in 1892 after it was sold to a Railway Company<sup>5</sup> (presumed to be the Cheshire Lines Committee) who acquired the site for the enlargement of the Central Station<sup>6</sup>. The money obtained through the sale was used to erect a new church on Aigburth Road which opened the following year. The parish was absorbed by St Luke's, Bold Street.
- 3.2 The Diocese has been consulted regarding the sale and demolition of St Andrew's Church, which has been confirmed as 1892. Records of baptisms continued well into the 20th century; however these are likely to refer to the subsequent St. Andrew's Church on Aigburth Road. Historic map regression suggests that the properties to the south of the St Andrew's Church were also demolished as part of the station expansion.

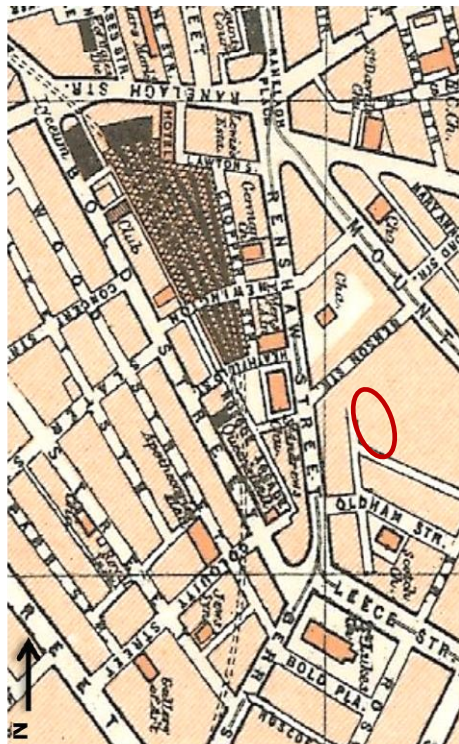


Figure 3.1: 1898 Plan of Liverpool in the Royal Atlas of England and Wales (not orientated north)

<sup>5</sup> Liverpool Record Office cited by OPC for the County of Lancashire: [www.lan-opc.org.uk/Liverpool/Liverpool-Central/](http://www.lan-opc.org.uk/Liverpool/Liverpool-Central/)

<sup>6</sup> Victoria County History (1911) A History of the County of Lancaster Volume 4

### Construction of nos. 48 to 84 Renshaw Street

- 3.3 The precise dates of demolition and the erection of the current row of buildings are unknown, although historic map regression indicates it was between the survey date of the 1901 Liverpool Street Map (unknown) and the 1906 revision date for the 1910 Ordnance Survey Map (Fig 3.2). The Liverpool Street Directories narrow the period down further; indicating that nos.48 to 84 were occupied, or the future occupants known, by the time of the 1903/4 publication.
- 3.4 The 1902 date-stone on one shop towards the southern end of the terrace is not centrally located along the row and, together with the variations and junctures in the architecture, suggests that the row of buildings may have been erected in three phases.
- 3.5 Once completed, nos.48-84 Renshaw Street were occupied commercially as separate units by a range of different merchants and manufacturers including; confectioners, assurance agents, shop-fitters, glass and china dealers, brush-makers, bassinette makers, motorcar makers, artist's colour-men, cabinet makers and jewellers. The type of goods sold was typical of this period and were not specific to Liverpool.
- 3.6 The footprint of the row of buildings has subsequently been altered very little. The shop fronts and internal spaces (inspected only at nos.48-54) have been altered to reflect changing occupant's requirements.



**Figure 3.2: 1910 Ordnance Survey Map (revised 1906)**

- 3.7 In 1971 'Rapid Hardware' was founded in Renshaw Street and eventually expanded to occupy all of nos.48-84 Renshaw Street as well as premises on St Luke's Place and on the opposite side of Heathfield Street. In 2010, the store relocated and parts of nos.48-84 Renshaw Street were reinstated to individual units. Nos. 48-54 Renshaw Street remain interconnected and have been vacant since 2010.



### **Changes in the wider context**

- 3.8 The twentieth century brought changes to the grain and character of Renshaw Street with the introduction of buildings with greater height and massing as well as differing architectural character and styles; for example the former Methodist Central Hall (1904-5) and the replacement Lewis's Department Store (1947). More recently, the multi-storey car park immediately behind the Application Site (ref: 10F/0507, approved 2010) has introduced greater height in the surrounding area as part of the Central Station redevelopment, which included a sequence of residential towers.

Services to the High Level railway station ceased in 1972 and the Central Station building on Ranelagh Street was demolished the following year. The retaining wall at the rear of nos.48-84 Renshaw Street remains extant and creates a shear drop to the former railway lines into Central Station and a void across to the rear of properties on Bold Street which has been filled with stacked 'Portacabins'.

## 4. Description of the Proposed Development

### The Proposed Development

- 4.1 The Proposed Development comprises:

*“Demolition of part of the existing building and erection of an eleven storey building, creating a mix of 85 residential studios and 74 aparthotel units. Commercial space and other associated uses at basement and ground floor levels, including cycle store, plant room, offices, reception, store room, laundry room, gym and lobby.”*

- 4.2 The rear part of nos. 48-54 Renshaw Street, including the ad hoc outriggers to the rear yard, would be removed and replaced by the 11 storey residential block.
- 4.3 The original proposal has been amended with respect to the front elevation. The application initially proposed to replace the front elevation with a replacement elevation based on a contemporary interpretation of the existing building. However, this approach has been reconsidered and the amended scheme now seeks to retain the front elevation, reinstating the cupola to the corner of Renshaw Street and Heathfield Street.
- 4.4 New shop fronts are proposed, to both the Renshaw Street and Heathfield Street elevations, comprising a traditional form of frontage that will incorporate transom lights and a low brick stall-riser.
- 4.5 The ground floor will comprise two residential units, either side of a central lobby, with residential accommodation to the first floor.
- 4.6 The rear elevation of the residential element would comprise two full height projecting red brick bays that would frame a recessed bay clad in grey zinc, which would be visible only from the adjoining grey and blue clad multi-storey car park. To the front elevation of the taller residential block each floor level would be expressed externally to create a horizontal rhythm and the elevations of the residential units and apartment hotel would be predominantly clad in glass, with aluminium cladding and full height red brick bays to the side elevations



## 5. Assessment and Evaluation of the overall Impact of the Proposed Development on the Attributes of OUV

### Context

- 5.1 It is acknowledged in paragraph 138 of the NPPF that not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance. The same principle applies to the Buffer Zone.
- 5.2 It has been established in Section 3 of this report that the Application Site, given its former use and the modest form of the architecture, does not contribute to the OUV, authenticity and integrity of the WHS other than to partly frame a 'defined vista', identified in the WHS SPD, towards St Lukes Church.

### Assessment

- 5.3 The ICOMOS guidance describes the process of assessing the impact of development on a WHS as simple and poses the following three questions:
- What is the heritage at risk and why is it important – how does it contribute to OUV?
  - How will it change or a development proposal impact on OUV?
  - How can these effects be avoided, reduced, rehabilitated or compensated?
- 5.4 Further guidance is set out in the Appendices to the ICOMOS document, including the guidance set out in Appendix 4, which has been used to structure this assessment and headings have been used to assess the impact of the Proposed Development on the OUV, authenticity, integrity and attributes of the WHS as described in Section 2 and 3 of this report. It should be noted that the development does not propose any direct physical works that would affect any attributes of the WHS.
- 5.5 The ICOMOS Guidance does however define 'direct impacts' as those that arise as a primary consequence of the proposed development and can include the physical loss of part or all of an attribute and/or changes to its setting. The Proposed Development will result in change to aspects of the setting of St Luke's Church, identified as a key landmark within the BZ.

### Impact of the Proposed Development on the OUV of the WHS

- 5.6 As previously stated, the WHS was inscribed on the basis of the following criteria:

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

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

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

- 5.7 In relation to Criterion (ii) the Proposed Development will have no effect on the ability to appreciate the WHS as a former major centre generating innovative technologies and methods in dock construction and port management in the 18th and 19th centuries. The Application Site is distanced from the dock estate and the Proposed Development will not be visible from the Pier Head, Albert Dock and Wapping Dock and Stanley Dock Character Areas of the WHS.
- 5.8 In relation to Criterion (iii) the Application Site has no known connections with maritime mercantile culture, the slave trade or patterns of emigration from northern Europe and America, nor will the Proposed Development affect these aspects of OUV.
- 5.9 In relation to Criterion (iv) the Application Site does form part of what was the wider ‘world mercantile port city’. It contributes to the enclosure of part of Renshaw Street, the alignment of which existed by the later C18th, and partly encloses one of the principal two views towards St Lukes Church.
- 5.10 However, the architectural composition of Renshaw Street as a whole lacks coherence, the enclosing buildings are varied in style and scale without a unifying character. It does not have the stature of the ‘great streets’ of Liverpool, such as Dale Street and Victoria Street, and while it is located in the BZ it does not have the presence to meet the above criterion or contribute to the OUV of the WHS. Indeed, Renshaw Street remains outside the adjoining Duke Street Conservation Area, which has been designated by virtue of its special character and appearance. The boundary of the WHS has been drawn with a greater degree of selectivity than the conservation area. The Application Site remains outside both boundaries and is not referred to in the SPD as being an area of the BZ which the character of the WHS extends into.
- 5.11 A detailed view analysis is provided in the main Heritage Statement. The Proposed Development will not have a significant impact on the agreed views. The height and mass of the Proposed Development has been set back to the rear of the Application Site. In views from the north of the Site, for example from St Georges Plateaux, the taller element of the Proposed Development would be glimpsed as part of the early-mid C20th frontage to Lime Street, which has recently been extended with buildings of a similar scale and mass.
- 5.12 From the junction of Lime Street and Renshaw Street the taller rear element would become more visible, however it would not intrude in the view towards St Lukes Church or impact on the ability to appreciate the architectural detailing of the listed church, for example the stages, buttresses and pinnacles of the tower.

- 5.13 In the view north, from the junction of Berry Street and Renshaw Street, the terraced frontage of Renshaw Street would remain, with a greater mass of development to the rear. However, it would not obstruct the view towards the portico of St Georges Hall and would be experienced as part of the block of larger C20th buildings that include the Lewis' Store.

#### **Impact of the Proposed Development on the Integrity and Authenticity and of the World Heritage Site**

- 5.14 As previously stated in relation to the WHS inscription criteria, the Application Site does not demonstrate OUV in terms of innovative technologies and dock construction and is not located near any commercial office buildings, warehouses or expressions of civic grandeur in respect to WHS attributes
- 5.15 The Statement of OUV makes the following observation in relation to integrity:

*"The historic evolution of the Liverpool street pattern is still readable representing the different periods, with some alteration following the destruction of WWII."*

- 5.16 The street pattern and landmark status of the shell of St. Luke's Church will remain readable and will not be effected by the Proposed Development.
- 5.17 With respect to authenticity the Application Site has no association with the dock estate and its related technology and management systems. Importantly, however the Statement of OUV confirms that:

*"Some new development has been undertaken since inscription and has contributed to the City's coherence by reversing earlier fragmentation."*

#### **Impact of the Proposed Development on Attributes of the World Heritage Site**

- 5.18 As described above, the Application Site is located within the eastern part of the BZ of the WHS and is not located near any attributes of OUV, however for completeness the following consideration of WHS attributes is provided:

Dock technology and systems	The dock estate is located well to the west of the Application Site and the dock structures and integrated dock systems will not be affected by the Proposed Development
Warehouses	There are no warehouses located within or close to the Application Site.
Commercial Office Buildings	There are no significant commercial office buildings related to mercantile trade, for example insurance companies, banks for shipping lines, located within or close to the Application Site.
Architectural expressions of Civic Grandeur and Key Landmarks	The Application Site is located well to the south of the southern portico of St. Georges Hall and will not effect the civic expression of the architecture of the Hall or the ability to appreciate its contribution to the street scene. The Proposed Development will be set back to the rear of the site, behind

	the retained façade and will be located to the north of St. Luke's Church. It will be visible in some views of the church however it will not obscure the listed building or impede the ability to appreciate the quality of the architectural detailing.
The Cityscape associated with the World Mercantile Port City	The Proposed Development would contribute to the wider cityscape of the WHS BZ. However, Renshaw Street is varied in terms of the scale and form of the enclosing architecture and the NPPF is clear that not all parts of a WHS (or BZ) will contribute to its significance.
Intangible Attributes	The Proposed Development will not impact on the ability to understand the post WWII history of St. Luke's Church..

### **Impact of the Proposed Development on WHS BZ:**

- 5.19 The WHS SPD identifies several parts of the BZ in which the OUV of the WHS is considered to extend. For, example, parts of the Baltic Triangle, streets adjoining Lower Duke Street and the area immediately east of Central Docks are specifically referred to. However, the area around the Application Site is not identified by the SPD in this context.
- 5.20 The Application Site is physically separated by the former 'roperies' by the gap created by Central Station and separated from the Lower Duke Street Character Area by the intervening townscape and topography. The Proposed Development will not be visible from the Lower Duke Street area, which is the closest part of the WHS to the Application Site.
- 5.21 The Proposed Development will cause change within the BZ, however it is not part of the BZ that contributes positively to OUV, the Proposed Development will not affect any attributes of OUV and therefore it will have a neutral impact on the contribution of the BZ to the WHS.

### **Evaluation of the Significance of Effect**

- 5.22 The ICOMOS Guidance provides examples for assessing the value of heritage assets and the magnitude of potential impacts. ICOMOS grades the value of WHSs as 'very high' and the value of nationally graded buildings or structures as 'high'. It advocates an impact grading of: major, moderate, minor, negligible or no change. A series of tables, following the ICOMOS methodology, have been provided in Appendix C of this Heritage Impact Assessment to describe the effect of the Proposed Development on the BZ and the associated WHS attributes.
- 5.23 For a cultural asset as complex as Liverpool WHS considerable sensitivity is required in applying the ICOMOS methodology. Many tangible and in-tangible attributes contribute to the OUV of the WHS. Both the ICOMOS Guidance and the NPPF recognise that not all elements of a WHS will contribute to its significance or OUV. The WHS SPD does not refer to this part of the BZ in this respect.

## **Summary and Conclusions**

- 5.24 The Application Site is located within Character Area 4 of the World Heritage property. However, in its current form the Site does not contribute to the integrity or authenticity of the WHS. It does not display Outstanding Universal Value (OUV) or any of the attributes which contribute to the OUV of the WHS.
- 5.25 The Application Site has no known connections with maritime mercantile culture, the slave trade or patterns of emigration from northern Europe and America, nor will the Proposed Development affect these aspects of OUV (inscription criterion iii).
- 5.26 The Proposed Development would contribute to the historic urban landscape of Liverpool as an outstanding example of a world mercantile port city (inscription criterion iv). In this respect the Proposed Development has been carefully designed to satisfy the design principles of the SPD in respect to the development of the key vacant sites in the BZ.

## **Appendix A: Statement of OUV**

# Liverpool - Maritime Mercantile City

## World Heritage Site Summary

**World Heritage Site inscribed by the World Heritage Committee of UNESCO in 2004.**

**Name:** Liverpool - Maritime Mercantile City

### **Brief Description:**

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

### **Criteria:**

This entry is compiled from information provided by UNESCO who hold the official record for all World Heritage Sites at their Paris Head Quarters. This entry is provided for information only and those requiring further assistance should contact the World Heritage Centre at UNESCO.

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

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

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

### **Statement of Significance:**

### **Statement of Outstanding Universal Value:**

This was approved in 2010 by the World Heritage Committee in Brasilia.

### 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): 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): 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): 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 (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 skillfully 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.

## **Appendix B: Boundary plan of WHS**

Figure 1.1 WHS and Buffer Zone Boundary



# Appendix C: ICOMOS Heritage Impact Tables

## ICOMOS Guidance Tables

The below tables have been informed by the Guidance on Heritage Impact Assessments for Cultural World Heritage Properties prepared by the International Council on Monuments and Sites (ICOMOS) in 2011.

**Table A5.1: Example table for assessing scale and severity of change/impact for WH properties with very high value<sup>7</sup>**

VALUE OF HERITAGE ASSET <sup>8</sup>	SCALE AND 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

<sup>7</sup> ICOMOS (2011) Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, Section 5, page 9

<sup>8</sup> The value of each heritage asset has been informed by Appendix 3A of the ICOMOS Guidance (2011)

**Table A5.2: Proposed Development table for assessing scale and severity of change/impact for WH properties with very high value<sup>9</sup>**

VALUE OF HERITAGE ASSET <sup>10</sup>	SCALE AND SEVERITY OF CHANGE/IMPACT				
	No Change	Negligible Change	Minor Change	Moderate Change	Major Change
<b>Castle Street / Dale Street / Old Hall Street (WHS Characater Area 4)</b>	SIGNIFICANCE OF EFFECT OR OVERALL IMPACT (EITHER ADVERSE OR BENEFICIAL)				
	Neutral	Slight	Moderate/Large (Beneficial)	Large/Very Large	Very Large
	Neutral	Slight	Moderate/Large	Large/Very Large	Very Large
	Neutral	Slight	Moderate/Large	Large/Very Large	Very Large
	Neutral	Slight	Moderate/Large	Large/Very Large	Very Large
<b>Key Civic Buildings</b>	Neutral	Slight (Beneficial)	Moderate/Large	Large/Very Large	Very Large

<sup>9</sup> ICOMOS (2011) Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, Section 5, page 9

<sup>10</sup> The value of each heritage asset has been informed by Appendix 3A of the ICOMOS Guidance (2011)



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# Appendix 2: List Entry Descriptions

## CHURCH OF ST LUKE

### 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 ST LUKE

List entry Number: 1280622

### Location

CHURCH OF ST LUKE, BERRY 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: 19-Jun-1985

### Legacy System Information

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

Legacy System: LBS

UID: 213761

### 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**

392/56/149 BERRY STREET 28-JUN-1952 CHURCH OF ST LUKE (Formerly listed as: BERRY STREET CHURCH OF ST LUKE WITH RAILINGS AND PIERS SURROUNDING CHURCH) GV II\*

Former Anglican church, approach steps and raised flagged forecourt, now deconsecrated shell. 1811-32. By John Foster, architect of Liverpool, for the Corporation of Liverpool, the design amended and the work completed by John Foster junior. Minor amendments 1864-73 by William and John Audsley of Liverpool, damaged by bombing May 1941. Ashlar sandstone. Perpendicular Gothic style. PLAN: Nave, chancel, and west tower with 3-sided front approach to Berry Street, stepped on a sloping site and terminating at a spacious flagged forecourt. EXTERIOR: Tower has west entrance of 4 orders with ogival hood mould with poppyhead. Flanking porches with 2-light windows, and entrances to north and south. Polygonal buttresses at angles of tower which is of 3 storeys. 2nd stage has 3-light windows and traceried frieze above with clocks to all sides. 3rd stage has 4-light windows and ogival hood moulds; traceried panelling to spandrels and buttresses. Battlemented parapet and 4 flat-topped pinnacles. Nave of 5 bays with windows of 3 lights between panelled buttresses ending in crocketed pinnacles above the battlemented parapet. Chancel of 4 bays and apsidal end. Flanking porches at west end. Windows of 3-lights between panelled buttresses with crocketed pinnacles, panelling above windows. East window of 5 lights. Panelled octagonal finials with flat tops. INTERIOR: The church was severely damaged and its interior destroyed during an air raid in 1941. Internal finishes remain as exposed brick and stone. Brick 4-centred chancel arch. The church retains its bell frame in the tower. Thought to be the first cast-iron bell frame to be made, it is inscribed 'GEORGE GILLEBRAND BELL HANGER 1828'

HISTORY: St Luke's Church was built on a site purchased by the Corporation of Liverpool in 1791, and was planned to serve the new suburbs being developed for the prosperous on the Corporation's Estate. After the commencement of works in 1805, the brief was changed to allow the new building to provide the functions of ceremonial place of worship for the Corporation and fee paying concert hall. The provision of an unusually spacious chancel is thought to have been based on the need to provide a segregated area of worship for Members of the Corporation. The concert hall function was maintained until the erection of the Philharmonic Hall in Hope Street in the mid-C19. Forms a group with railings, plinth walls, gates, piers and steps surrounding the Church of St. Luke (q.v.)

St. Luke's Church together with the surrounding enclosure walling, railings, steps, piers and gates (q.v.) which define its setting were designed to serve as the

church of the Corporation of Liverpool by John Foster of Liverpool and later by his son John Foster junior. Despite severe damage during World War II, the church and its railed enclosure remain an outstandingly rich example of early C19 ecclesiastical Perpendicular Gothic architecture, and an architectural, historical and historic townscape ensemble of monumental significance at the heart of the city of Liverpool.

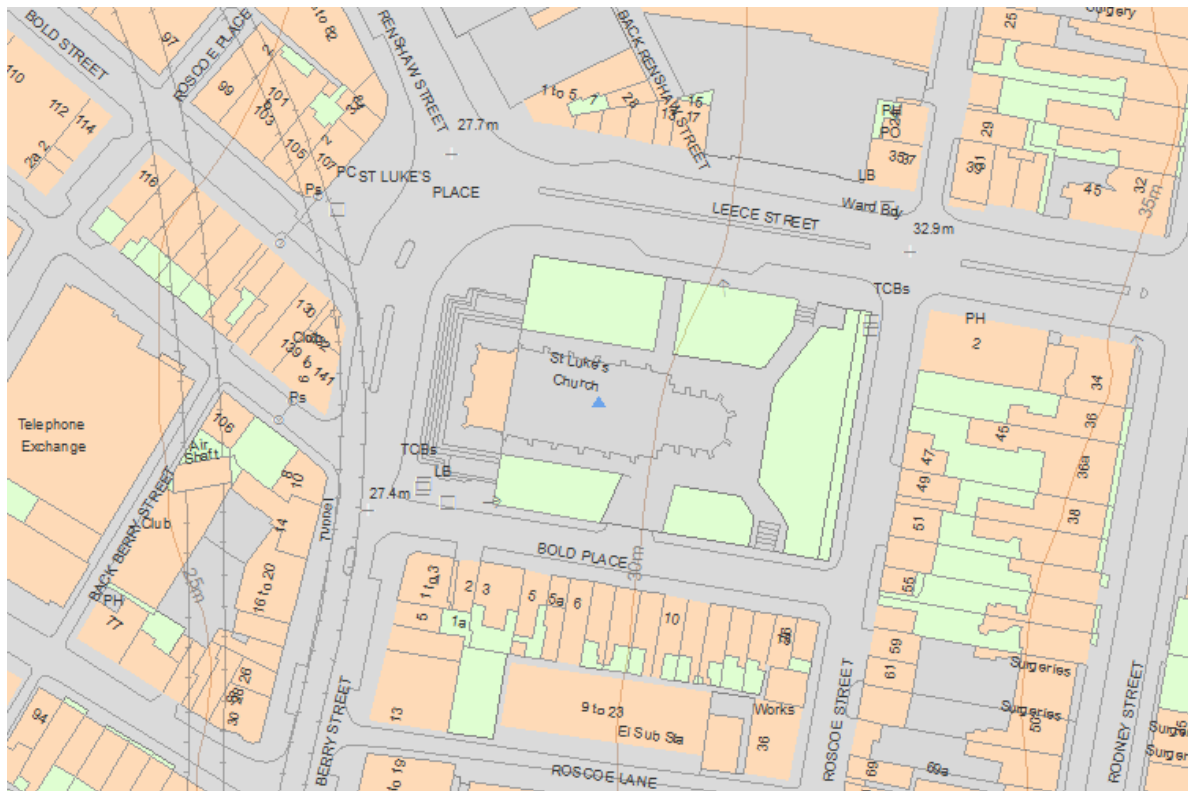
Listing NGR: SJ3526889870

### **Selected Sources**

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

National Grid Reference: SJ 35264 89871

### **Map**



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The above map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - [1280622.pdf](#)

The PDF will be generated from our live systems and may take a few minutes to download depending on how busy our servers are. We apologise for this delay.

This copy shows the entry on 03-Mar-2016 at 08:51:43.

## LEWIS'S DEPARTMENT STORE

### 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: LEWIS'S DEPARTMENT STORE

List entry Number: 1391992

### Location

LEWIS'S DEPARTMENT STORE, RANELAGH 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: 04-Jun-2007

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: 503405

### 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

392/0/10293 RANELAGH STREET 04-JUN-07 LEWIS'S DEPARTMENT STORE

II Department store, designed 1947, constructed late 1940s/early 1950s, by Gerald de Courcy Fraser, constructed by Fraser, Sons & Geary. Steel frame with Portland stone facades, brick to rear. Stripped Classical style. Statue and reliefs to main entrance by Sir Jacob Epstein. Replaced earlier store largely destroyed during WWII. Adjacent Watson Building incorporated into earlier store retains early C20 facade.

PLAN: Long main NE block alongside Renshaw Street, shorter block running W from right end down Ranelagh Street. W end facing Fairclough Street. Lawton Street and Cropper Street to SW rear of building. Main entrance fronting Ranelagh Place.

EXTERIOR: Renshaw Street elevation (including Watson Building) of 25 bays, Ranelagh Street elevation of 16 bays, Fairclough Street end elevation of 9 bays with further bay to flat left corner. Large flat corner bay facing Ranelagh Place. Major part of store of 7 storeys plus basement and sub-basement, ground floor mezzanine level to NW corner. Watson Building to SE end of Renshaw Street elevation of 8 storeys, 5 bays. Slim red granite columns with Ionic capitals divide recessed paired windows to second and third floors, columns to fourth floor Tuscan in style. Middle floor bays divided by full-height pilasters. Balustrade with pierced roundels to fifth floor, 3-light windows to fifth and sixth floors flanked by paired pilasters. Dentil eaves cornice, balustraded parapet to roofline, further storey set back behind. Main Renshaw Street, Ranelagh Street and Fairclough Street 7-storey elevations share same design with large ground floor display windows, windows with geometric style glazing to first, second and third floors flanked to each end by full-height segmented pilaster strips. Large gold incised lettering reading 'LEWIS'S' between first and second floors to Renshaw Street and Ranelagh Street elevations. Windows in identical style to fourth and fifth floors divided by classically styled 2-storey pilaster strips. Top floor set back behind parapet wall (displaying relief lettering reading 'LEWIS'S' to Fairclough Street elevation) except corners, which are flush and give appearance of towers. Used as stair towers. Two entrances to Renshaw Street, one to Ranelagh Street, one to flat corner bay of Ranelagh Street and Fairclough Street, some flanked by fluted half-columns. Main entrance to flat corner on Ranelagh Place, tall Egyptian-style porticoed entrance rising to second floor, three ground floor entrance doorways separated by plain full-height square columns. Large cement fondu relief panels above each doorway by Sir Jacob Epstein, 1955. Depict scenes of childhood, modelled on Epstein's own children and grandchildren. Panels depict young boys play fighting (left), baby girl sat in a pram with her pet dog (centre), children playing playground games (right). Tall windows above panels (now covered over with signage). Giant 18' high bronze statue of nude male figure 'Liverpool Resurgent' striding forward on ship's prow emerges from and surmounts portico, also by Sir Jacob Epstein, 1954-6.

Represents Liverpool's resurgence after WWII. Lower panels represent new generation for whom Liverpool was being rebuilt. 2 storey colonnade to upper part of corner entrance with fluted Doric-style half-columns, windows between columns to each floor in same style as main elevations, plain carved panels between floors, parapet to roofline, further storey set back behind. Flat roof with raised lights, two large water tanks.

INTERIOR: Stone and marble stairs with timber handrails overlaid in metal (some with solid metal handrails), decorative wall plates, Art Deco inspired pierced metal splat balusters. Marble entrance hallways. Stepped light boxes to ceiling of far left Renshaw Street entrance. Original lifts (some not in operation and cars removed), grill doors underneath later fire doors, attendant's seat and operating mechanism. Passenger lifts to SE end of building with original clocks incorporating coloured lights corresponding to the member of staff needed on the shop floor. 1960s escalators to centre of building, part of original escalators to fourth and fifth floors survive. Sub-basement with storage and maintenance areas. Basement to third floor with open plan layout, large fluted stone columns based on those in Selfridges, London (owned by Lewis' at the time of store's reconstruction), columns boxed in to second and third floors. Fourth floor originally had same layout, now partitioned for offices, original fluted columns intact. Ground floor mezzanine level with Art Deco inspired pierced metal balustrade to NW corner divided by corner entrance stair, access from half landing on corner entrance stair and late C20 timber stairs rising from shop floor. Fifth floor with original polished exotic wood panelling, panelled doors, tiled floor to main corridor running down left side of Ranelagh Street block, inserted late C20 fire doors to each end. Ladies powder room and gentlemen's toilets with original fittings and tiling. Former self-service restaurant to Fairclough Street end of building with 65' long, 10' high tiled Festival of Britain mural on E wall (originally behind servery), produced by Carter's of Poole, depicts food and crockery, probably designed by Alfred Burgess Read or Peggy Angus, hand-painted and hand-printed tiles. Further mural to S wall depicts geometric patterns and cutlery, probably by same designer. Decorative pierced metal screens above seating benches, mid C20 drop lights and ball-and-rod light fitting to centre of ceiling. Original pierced bronze screen by Mitzi Cunliffe, 1957, depicting War of the Roses now removed. Two other restaurants to fifth floor plain in appearance, kitchen with tiled walls, floor and ceiling. Former Glemby hair and beauty salon to NE end, long rectangular plaster relief to SE wall depicting four naked women amongst field of flowers, unknown artist but possibly Epstein or Mitzi Cunliffe. Patterned metal ceiling to salon, booths incorporating metal leaf sculpture, original mid C20 hairdryers and seating. Storerooms and workshops to rest of floor. No sixth floor to main store. Seventh floor with same layout as fifth, corridor with tiled floor and walls, green tiles to latter forming geometric patterns. Function room above mural restaurant with sprung dance floor. Large tiled kitchen with dumb waiters. NE end of building above salon formerly offices, divided by low partition walls. Raised roof lights. Medical rooms and offices to rest of building. Watson Building retains early C20 layout. Used as office and storage space, offices to second floor modernised and partitioned in late C20.

HISTORY: The first Lewis's store was established in 1856 on Ranelagh Street by David Lewis (born David Levy), retailer and later a philanthropist, as a men's and boy's clothing store. In 1864 women's clothing was incorporated and the store



later expanded in the 1870s by adding further departments including shoes and tobacco. Later other branches were opened in Manchester, Birmingham and Sheffield (all now closed) and Lewis's became England's first department store chain. After David Lewis' death the business was taken over by Louis Cohen and subsequently Harold and Rex Cohen who took the company public in 1924 and opened further stores in England and Scotland. In 1951 the Lewis group purchased Selfridges, London. The original C19 store was replaced in stages from 1910-1923 to the classical designs of Gerald de Courcy Fraser and incorporated another adjacent building (Watson Building) to the SE along Renshaw Street into its design for use as offices and storage. The store was mostly destroyed during the Liverpool Blitz of May 1941 and was redesigned as the present store in 1947 (constructed in the late 1940s/early 1950s), again to the designs of de Courcy Fraser and constructed by Fraser, Sons & Geary. Only part of the early C20 store survived the bombing (the Watson Building) and this was retained whilst the rest of the building was rebuilt in a more modern stripped classical style. To signify Liverpool's resurgence following the war years a nude male sculpture and 3 bronze reliefs by Sir Jacob Epstein were incorporated into the new design. After the Cohens the Lewis's group had a succession of different owners before becoming part of the Sears Group, who remained in control until 1992 when Owen Owen took over. Owen Owen retained some stores to continue trading under the Lewis's brand name but sold other stores to other retail operators. After 2001 following the closure of the Manchester store the Liverpool branch was the only store trading under the Lewis's name. Owen Owen went into administration in early 2007 and four of their stores (including Lewis's) are to be closed. Up until 1987 the whole store was operative but with dwindling trade the top floors including the restaurants, hair/beauty salon, and the function room were closed off to the public with only the basement, ground, first and second floors remaining in retail use. In 1959 a subway was created underneath Fairclough Street that linked Central Station with the basement of Lewis's. This still remains in use.

SOURCES: Cavanagh T. 1997. 'Public Sculpture of Liverpool'. Liverpool: Liverpool University Press. Morrison K A. 2003. 'English Shops & Shopping'. London: English Heritage. Sharples J. 2004. 'Pevsner Architectural Guides: Liverpool'. New Haven & London: Yale University Press. Unpublished: Pearson L. 'After the Festival: Mural decoration in postwar Britain'. 2007. Paper given at the Grosvenor Museum, Chester, 14th March 2007.

SUMMARY OF IMPORTANCE: A major, prominently-sited post-war department store in the stripped Classical style designed in 1947 by Gerald de Courcy Fraser and constructed in the late 1940s/early 1950s. The present building replaced an earlier store that was mostly destroyed during the Liverpool blitz of May 1941. Lewis's department store possesses imposing main elevations and a striking overall composition and massing that incorporates a giant bronze sculpture and cement fondu reliefs by the internationally significant sculptor Sir Jacob Epstein, which represent Liverpool's resurgence after the war years. Combined with an interior that retains its original floor plan and features including unique Festival of Britain murals in the fifth floor restaurant, a decorative plaster relief in the former hair salon, all the original stone and marble stairs and some original lifts. Lewis's is a distinctive and now rare example of a little-altered, early post-war department store with high quality architectural detailing. As such it fully merits listing at grade II.

## Selected Sources

Books and journals

Cavanagh, T, Public Sculpture of Liverpool, (1997)

Morrison, K, English Shops and Shopping An Architectural History, (2003)

Sharples, J, Pevsner Architectural Guides: Liverpool, (2004)

National Grid Reference: SJ 35041 90252

## Map



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This copy shows the entry on 03-Mar-2016 at 09:47:18.

## **35 to 43 (odd) Renshaw Street and Methodist Central Hall, including Nos 2 to 6 Upper Newington**

### **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:** 35 to 43 (odd) Renshaw Street and Methodist Central Hall, including Nos 2 to 6 Upper Newington

**List entry Number:** 1072941

### **Location**

2, 4 AND 6, UPPER NEWINGTON  
35-43, RENSHAW STREET  
METHODIST CENTRAL HALL, RENSHAW 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:** 359308

### **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 3590 SW 54/961

RENSHAW STREET, L1 35 to 43 (odd) and Methodist Central Hall

G.V. II

Includes Nos 2 to 6 Upper Newington. Chapel, shops and offices. 1904-5. Bradshaw Gass. Red brick and yellow terracotta, slate roof. 3 storeys with attic, 10 bays, canted corner bay and 6-bay return. Ground floor has segmental arched openings with Art Nouveau capitals, cornice over shop front. Above this 2nd, 3rd, 8th and 9th bays project, 2 are canted, 2 bowed; these have terracotta facings. All windows are mullioned, some with transoms and small paned casements, 2nd floor windows are segmental headed (except for projecting bays). Terracotta foliage in centre and flanking segmental bays. Top cornice, 2nd and 9th bays have lunettes behind Ionic colonnade and short spire over. End bay has 3 windows surmounted by shallow dome on drum with canted angles. 3rd and 8th bays have small domes, 2 flat topped dormers between. Tall brick stacks. Corner with polygonal turrets ending cupolas flank a 2-storey oriel with mullioned and transomed windows, more over large lunette. Gable and domer with flanking turrets. Interior: main hall, coffered saucer dome. Horseshoe gallery on columns has arcade with fan spandrels. Organ recess with segmental arch. Elaborate pilaster work with Art nouveau detail.

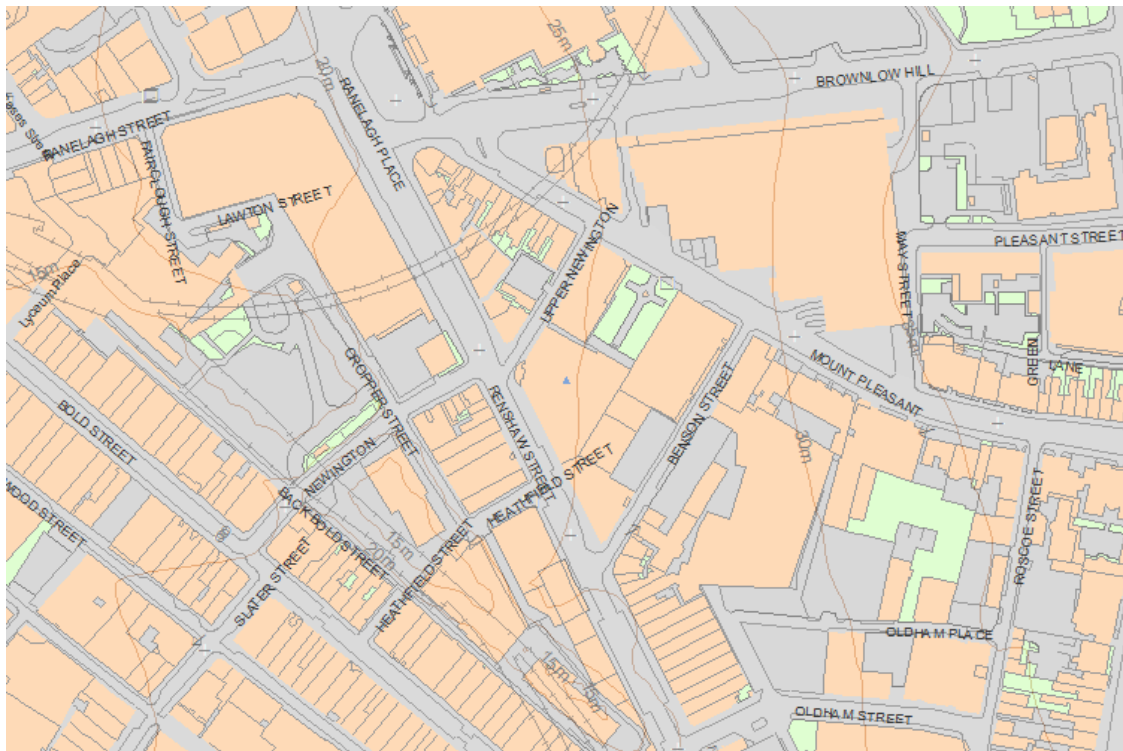
Listing NGR: SJ3516190137

### **Selected Sources**

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

National Grid Reference: SJ 35161 90137

### **Map**



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This copy shows the entry on 03-Mar-2016 at 09:01:13.

**59-67, RENSHAW STREET, 57B, RENSHAW STREET, 4 AND 6,  
BENSON STREET**

**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:** 59-67, RENSHAW STREET, 57B, RENSHAW STREET, 4 AND 6, BENSON STREET

**List entry Number:** 1072942

**Location**

4 AND 6, BENSON STREET  
57B, RENSHAW STREET  
59-67, RENSHAW 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:** 359309

**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 3590 SW RENSHAW STREET L1

54/962 No 57B Nos 59 to 67 (odd) 14.3.75. GV II

Includes Nos 4 and 6 Benson Street. Shops. 1820s, Stucco. 3 storeys and attic, 10 bays. Cornice over ground floor, 1st floor sill course, top cornice; attic has cornice and blocking course. Curved corner to Benson Street. Ground floor with small shop fronts, other windows sashes in architraves. Every other 2 bays emphasised by pediments to 1st floor windows, cornices to 2nd floor windows. No 63 has canopied full-width entrance.

Listing NGR: SJ3519490064

### Selected Sources

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

National Grid Reference: SJ 35194 90064

### Map



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## **12, BENSON STREET**

### **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: 12, BENSON STREET

List entry Number: 1068379

### **Location**

12, BENSON 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: 213758

### **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 3590 SW BENSON STREET LI

54/146 No. 12 - G.V. II

House, now office. Dated 1818 on rainwater head. Brick with stone dressings. 3 storeys with attic basement-. 2 bays. 1st floor sill band, top cornice. Windows have wedge lintels and sashes, 1st floor window over door has glazing bars. 2nd floor has 1 window only, with casement. Entrance to right of ground floor window has round head, doorcase with wide consoles and 6-panelled door. Rainwater head has initials W L K and date. Listed for group value only.

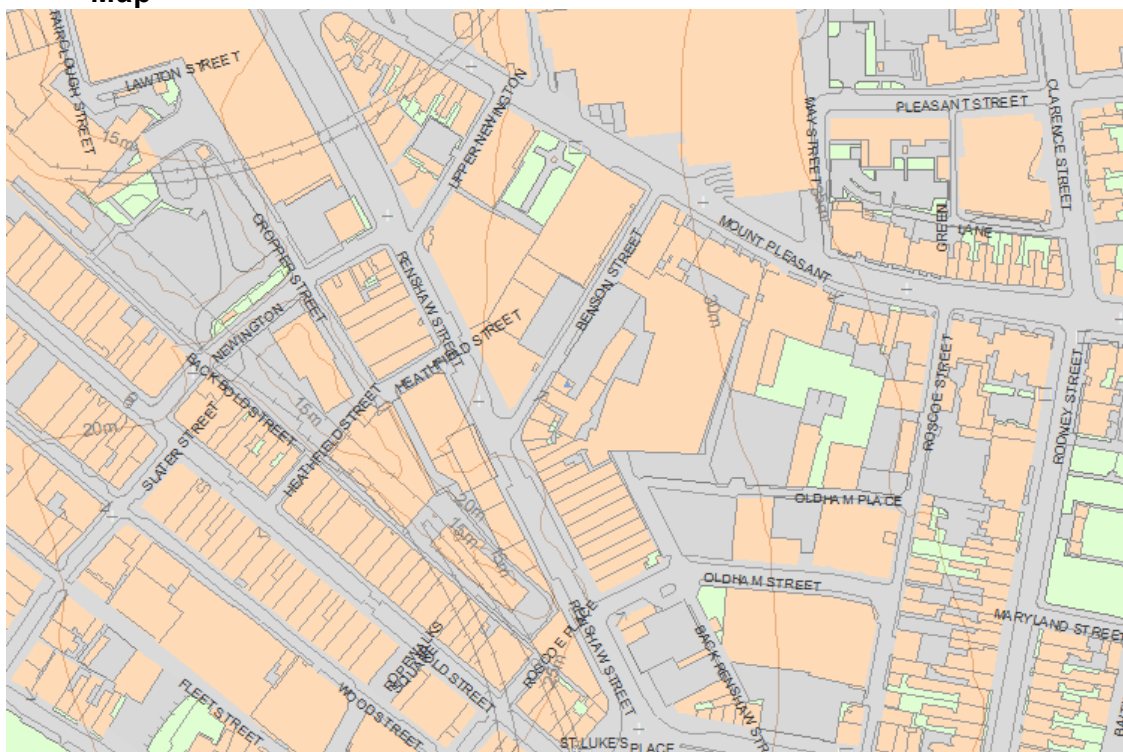
Listing NGR: SJ3520290076

## Selected Sources

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

National Grid Reference: SJ 35202 90076

## Map



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## **8 AND 10, BENSON STREET**

### **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:** 8 AND 10, BENSON STREET

**List entry Number:** 1205573

### **Location**

8 AND 10, BENSON STREET

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

**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:** 213757

### **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 3590 SW BENSON STREET

54/185 Nos. 8 and 10 14.3.75 G.V. II

House and attached warehouse. 1844-8 with later C19 and C20 alterations. Empty at time of inspection (July 2000). Attributed to Arthur Hill Holme, architect, of Liverpool, for Samuel and James Holme, building contractors. Ashlar sandstone and red brick, with a slated roof. PLAN: Elongated T-plan with Warren Street frontage to dwelling, and the rear warehousing range extending north-eastwards from rear of house part. FRONT: 2 storey range of 3 bays, with cornice to ground floor, a cill band at first floor level and an upper frieze and pediment. Ground floor with 3 semi-circular headed windows, now overboarded, with panelled aprons and with flanking doors in projecting flat architraves with pediments. First floor windows have architraves, that to the centre window flat, with Greek hood and acroteria. Tympanum to upper pediment has foliated decoration and 3 acroteria. Panelled parapet with 4 finials. REAR: Elongated elevation with canted end to house, and 2 bays extending to south-east. To north-west, a further narrow domestic bay, retaining some sash frames and then a warehouse range of 3 storeys, the first 5 bays built as a storeyed range, with double taking in doors to each floor at the south-east end. A further 8 bays extend from this, originally a single-storeyed timber storage shed, with tall arched openings to the yard, now infilled with metal window frames, and with added upper storeys. INTERIOR: Much damaged by water ingress and vandalism, but retaining most of the original floor plan in the house part, with fragments of decorative plasterwork, some panelled doors and the base of the stair structure giving some feeling of the original interior. Parts of the ground floor are of fireproof construction, with brick jack arches rising from Hodgekinson metal beams. Interior of warehouse range retains roof trusses within the ground floor of the end 8 bays, which were formerly single-storeyed. These now support the upper floor structure. HISTORY: The house and warehouse range was built for Samuel and James Holme, building contractors. They were Liverpool's premiere building company at this time, and were the contractors for the St Georges Hall, and the designers of the County Sessions House on William Brown Street.

Listing NGR: SJ3520790065

## **Selected Sources**

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

National Grid Reference: SJ3520790065

## **Map**





# Appendix 3: Statement of Outstanding Universal Value

## 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):** 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):** 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):** 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**

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**

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 skillfully 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**

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.

Source: Liverpool World Heritage City, UNESCO - <http://whc.unesco.org/en/list/1150>

## Appendix 4: Nos. 48-84 Renshaw Street. Full Assessment of Significance

Criterion <sup>16</sup>	Description	Assessment
Age	The age of an asset may be an important criterion, and the age range can be adjusted to take into account distinctive local characteristics or building traditions.	Nos.48-84 Renshaw Street was erected c1902, potentially in phases. It is therefore not of a great age and is not representative of the key period of Liverpool's history when it was one of the world's major trading cities in the 18 <sup>th</sup> and 19 <sup>th</sup> centuries.
Rarity	Appropriate for all assets, as judged against local characteristics	Commercial buildings survive in large numbers and were subject to a high degree of standardisation. Rows of two-storey shops dating from the early 20 <sup>th</sup> century are not rare; however, the long frontage along Renshaw Street and the eclectic use of architectural motifs is more unusual.
Aesthetic Interest	The intrinsic design value of an asset relating to local styles, materials or any other distinctive local characteristics.	<p>Overall the architecture of the row of two storey shops is modest with eclectic architectural flourishes of different architectural styles. The row can be considered to have three distinct sections; defined by their different architectural styles and junctures between the buildings.</p> <p>The signage and shopfronts along the row are modern and separated by ashlar columns, painted black.</p> <p>The first, curved, section at St Luke's Place consists of five slim bays with timber sash windows with prominent plaster surrounds at first floor. Pilasters at first floor reference the adjoining building onto St Luke's Place and extend to a deep moulded cornice with brick parapet above. Atop, on the roof is a domed tower with a band of 'oeil de boeuf' windows separated by further pilasters that have plaster angels aligned above. At the base of the tower is a green man. To the right of the tower is a small hipped square roof with a stone capped brick chimney behind. The relationship between the tower, hipped roof and chimney is awkward.</p> <p>A mullioned window bay, of different proportions to the windows in the bays either</p>

<sup>16</sup> Criteria and description from Historic England's Advice Note 7, Local Heritage Listing (2016)

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side, separates this section from a six bay section 'bookmarked' by two shaped gables (convex and concave curves). The cornice continues along this bay to the first shaped gable. The gabled bays have large arched windows at first floor. Between the gabled bays are four bays with recessed oriel windows in an Arts and Crafts style at first floor. The oriels have exaggerated keystones adjoining a deep cornice and parapet to match that on the curved section.

Another singular bay with a Diocletian window at first floor level marks the narrowest part of the building plan and the ground floor may originally have provided access to the yard behind. There is a 1902 date stone above the first floor window.

The next section is the longest and runs to the end of the row at Heathfield Street. With the exception of the gabled elements, there is a deep moulded cornice and brick parapet similar to the previous sections. This section is roughly symmetrical either side of a central three storey, two-bay gabled element with ornate classical finial and kneelers atop brick pilasters. The first and second floor mullioned windows are not classical in style or proportions and sit uncomfortably alongside the classical architectural detailing. The wide proportions of this central element and the brick pilasters give it a heavy and inelegant architectural character.

Either side of the central element are six, small bays with sash windows. The upper sashes of each are divided into six panes. The windows have square brick arches with keystones and a plaster sill below that references the window surrounds on the first section of the row.

Mirrored either side is a section of four bays comprised of two triangular gabled bays with two bays between. All have recessed oriel windows at first floor similar to the Arts and Crafts style oriels in the shaped gabled section. Those in the triangular bays have an 'inglenook' feature above the oriel; further contributing to the Arts and Crafts aesthetic of these bays.

The section is completed to the south by four bays matching the sash-window bays and to

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the north; five sash-window bays and a corner bay comprising a stone ashlar mullioned window with a much altered tower above. No historic images showing the original design have been identified. However, it appears that the height of the tower has been reduced, potentially through the removal of a dome or crown and there is a small round window set in a piece of stone ashlar with scars that suggest there may have been an oeil de boeuf on the corner of the tower.

The architecture of the terrace fights to work with the change in slope along Renshaw Street. The architect's solution was to use different dimensions for the repetitive parts which undermines the consistency along the row.

The varied and eclectic architecture along the row, which in places is awkward and unrefined, suggests that: the architect(s) was not greatly skilled and, that the row may comprise a series of separately design buildings (albeit buildings which have clearly taken architectural references from each other). The building is not included within the Pevsner Architectural Guide for Liverpool which supports the conclusion that the row is of limited architectural note.

Although the architectural quality is limited, the eclectic character of the row of buildings is charming and interesting. The architecture may be incoherent, but the consistent use of red brick along the terrace unites the different elements and contributes to a consistent townscape along this western stretch of the street. The gables and towers add interest and avoid a monotonous eaves line, but the townscape impact of those elements is diminished by their uneven spacing and the altered northern tower.

The aesthetic value of the row of shops has been diminished by the altered shopfronts and the tower at the northern end of the building. However at first floor level, the terrace retains the majority of historic windows and architectural features.

Internally, the creation of larger shop-floors occupying more than one unit has resulted in open spaces with no surviving features of architectural or historic merit (interior

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		<p>inspection of no.48-54 only). Modern partitions have been inserted and the rear elevations have been heavily altered with very poor, ad hoc additions; some of which have punched through the rear wall.</p> <p>As noted above, the tower at the junction with Heathfield Street has been substantially altered. Later metal joists within the tower interior suggest the reason for the alteration was structural.</p>
Group Value	Groupings of assets with a clear visual design or historic relationship.	<p>The townscape along Renshaw Street is varied; comprising buildings of different ages, architectural styles, scales and heights. Therefore whilst the terrace has townscape value and adds to the commercial character of Renshaw Street, it does not form part of a wider, coherent, planned townscape. No associative relationship with proximate heritage assets has been identified. As such, it is determined that the terrace has negligible group value.</p>
Archaeological Interest	The local heritage asset may provide evidence about past human activity in the locality, which may be archaeological – that is in the form of buried remains – but may also be revealed in the structure of buildings or in a manmade landscape. 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.	N/A
Archival Interest	The significance of a local heritage asset of any kind may be enhanced by a significant contemporary or historic written record.	<p>There is not a significant contemporary or historic written record relating to the building.</p> <p>The architectural practice, Edmund Kirby and Sons, were involved in additions and alterations to nos.48-50 Renshaw Street in 1952-5<sup>17</sup>. The practice carried out valuations in relation to the improvements undertaken by the Corporation at the end of the 19<sup>th</sup> Century but, as established in Section 2, this excluded nos.48-84 Renshaw Street. The work of Edmund Kirby and Sons is well documents in the Liverpool Record Office archives and there</p>

<sup>17</sup> Liverpool Record Office



		is no indication the firm designed nos.48-54 and an association has therefore been discounted.
Historical Association	The significance of a local heritage asset of any kind may be enhanced by a significant historical association of local or national note, including links to important local figures. Blue Plaque and other similar schemes may be relevant.	The architect(s) is unknown but, due to the limited architectural quality, it is unlikely to be an architect of national interest. He may have been an in-house surveyor or architect at the Cheshire Lines Committee, the railway company which owned Central Station and purchased the land for its expansion.  The terrace has no known associations with people, companies or events that are of national interest.
Designed Landscape Interest	The interest attached to locally important historic designed landscapes, parks and gardens which may relate to their design or social history. This may complement a local green space designation, which provides special protection against development for green areas of particular importance to local communities for their current use.	N/A
Landmark Status	An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.	There is potential for the row of buildings to be considered to have landmark qualities due to its length and eclectic architectural style.
Social and Communal Value	Relating to places perceived as a source of local identity, distinctiveness, social interaction and coherence, sometimes residing in intangible aspects of heritage, contributing to the 'collective memory' of a place.	Although 'Rapid DIY' was well known within the city, it was only established in 1971 and its cultural influence was limited.

# Appendix 5: Heritage Legislation, Planning Policy and Guidance

## World Heritage Convention

Under the terms of the UNESCO Convention Concerning The Protection of the World Cultural and Natural Heritage (1972), which was ratified by the UK in 1984, the UK Government is formally responsible for the management of the WHS.

The Operational Guidelines for the Implementation of the World Heritage Convention aim to facilitate the management of the Convention in relation to the protection of the World's cultural and natural heritage and summarises the World Heritage Convention, by emphasising:

*“The cultural and natural heritage is among the priceless and irreplaceable assets, not only of each nation, but of humanity as a whole. The loss, through deterioration or disappearance, of any of these most prized assets constitutes an impoverishment of the heritage of all the peoples of the world. Parts of that heritage, because of their exceptional qualities, can be considered to be of ‘outstanding universal value’ and as such worthy of special protection against the dangers which increasingly threaten them.”*

The National Planning Policy Guide emphasises the importance of the Statement of OUV as *the “key reference document for the protection and management of each WHS”*.

The management and protection of the WHS is also informed by the WHS Management Plan and Supplementary Planning Document (SPD).

## International Guidance

The ICOMOS ‘*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*’ (2011) provides a methodology in order to effectively evaluate the impact of development on the OUV of World Heritage properties, in a ‘systematic and coherent way’. The guidance notes that WHS’s are ‘single heritage assets’ with an international value that has been clearly articulated through the OUV. As set out in the NPPF (paragraph 138), the guidance states that not everything within a WHS necessarily contributes to OUV, it is the attributes which convey OUV that need to be appropriately protected. These attributes need to be set out within a clear statement of significance.

It states that every reasonable effort should be made to eliminate or minimise any adverse impacts on significant places. In accordance with the NPPF the guidance recognises that it may be necessary to balance the public benefits of any proposed change against the harm to the place. The guidance concludes with a series of tables to aid in the assessment of impact..

## Statutory Duties

The Planning (Listed Buildings and Conservation Areas) Act 1990

In determining applications for planning permission affecting the setting of statutory listed buildings, the following duty is placed on the decision maker:

*“s.66 (1) In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the*

*building or its setting or any features of special architectural or historic interest which it possesses.”*

In relation to conservation areas, the s.72(1) of the Act states that “*special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*”

Recent case law has confirmed that Parliament’s intention in enacting section 66(1) was that decision-makers should give “*considerable importance and weight*” to the desirability of preserving the special interest and setting of listed buildings, where “*preserve*” means to “*to do no harm*”. The presumption is therefore that development proposals should not give rise to harm to the special interest of a listed building. This duty must be borne in mind strongly when considering cases where harm may be considered to accrue, and then the balancing of such harm against public benefits as required by national planning policy.

Whilst the setting of conservation areas is not specifically mentioned in the primary legislation, the NPPF states that the setting of a designated heritage asset can contribute to its significance. The above principles therefore apply to conservation areas as well as listed buildings.

## **National Planning Policy**

### **NPPF: National Planning Policy Framework, 2012**

The National Planning Policy Framework was introduced on 27 March 2012 and provides a statement of Government planning policies with regard to the protection of all heritage assets. One of the twelve core planning principles of the NPPF is that planning should:

*“conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.”*

Chapter 12 outlines the Government’s guidance regarding conserving and enhancing the historic environment. Paragraph 128 outlines the information required to support planning applications affecting heritage assets. It states that applicants should provide a description of the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset’s importance and no more than is sufficient to understand the potential impact of the proposal on their significance. The guidance clarifies that the level of detail provided should be proportionate to the importance of the asset and no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset.

Paragraph 128 of the NPPF outlines the information required to support planning applications affecting heritage assets, stating that applicants should provide a description of the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset’s importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 129 sets out the principles guiding the determination of applications affecting designated and non-designated heritage assets, and states that:

*“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal... They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal.”*

Paragraph 131 states that with regard to determining such planning applications, stating that local planning authorities should take account of the desirability of sustaining and enhancing the significance of the heritage assets, and putting them into viable uses consistent with their conservation, as well as the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 confirms that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Annex 2: Glossary defines conservation (for heritage policy) as:

*"The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance."*

It is also confirmed that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Any harm to, or loss, of significance of a designated heritage asset should require clear and convincing justification.

Paragraph 133 states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm and or loss is necessary to achieve substantial benefits that outweigh that harm or loss, or all of the following apply:

*"the nature of the heritage asset prevents all reasonable uses of the site; and*

*no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*

*conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*

*the harm or loss is outweighed by the benefit of bringing the site back into use"*

Paragraph 134 is applicable where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset. In these circumstances, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

In considering development affecting non-designated heritage assets, paragraph 135 requires that the effect of an application on the significance of such an asset should be taken into account in determining the application. It requires decision makers, in weighing applications that affect directly or indirectly non designated heritage assets, to make a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 137 states that local planning authorities should look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of a heritage asset should be treated favourably.

## **National Guidance**

### **National Planning Policy Guidance**

This web based practice guide was made available online in March 2014. It provides detailed guidance to accompany the policies set out in the NPPF.

### **Department of Culture, Media and Sport Circular: Principles of Selection for Listing Buildings 2010**

The Principles of Selection for Listing Buildings was published by the DCMS in 2010. It sets out the general criteria for assessing the special interest of a building in paras. 9 and 10, as below:

*Architectural Interest. To be of special architectural interest a building must be of importance in its architectural design, decoration or craftsmanship; special interest may also apply to nationally important examples of particular building types and techniques (e.g. buildings displaying technological innovation or virtuosity) and significant plan forms;*

*Historic Interest. To be of special historic interest a building must illustrate important aspects of the nation's social, economic, cultural, or military history and/or have close historical associations with nationally important people. There should normally be some quality of interest in the physical fabric of the building itself to justify the statutory protection afforded by listing.*

These criteria were used to assess the significance of the listed buildings in Section 4.

### **Historic England: Historic Environment Good Practice Advice in Planning Note 2, Managing Significance in Decision-Taking in the Historic Environment, 2015**

This Good Practice Advice (GPA) note is not a statement of Government Policy, but supports the implementation of national government policy. It provides advice on assessing the significance of heritage assets and the impact of proposals on that significance.

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

This document sets out guidance on managing change within the setting of heritage assets. It provides a tool kit for assessing the implications of development proposals affecting setting.

### **Historic England: Advice Note 7 Local Heritage Listing, 2016**

In relation to the protection of locally listed heritage assets, the advice states:

*"While local heritage listing can be a legitimate response to an actual or perceived threat to a heritage asset, including the threat of demolition, the level of protection afforded is influenced by the manner in which the local heritage list is prepared. The sounder the basis for the addition of an asset to the local heritage list – particularly the use of selection criteria – the greater the weight that can be given to preserving the significance of the asset. The degree of consultation on the list and the inclusion of assets on it also increases that weight. However, the absence of any particular heritage asset from the local list does not necessarily mean that it has no heritage value, simply that it does not currently meet the selection criteria or that it has yet to be identified."*

## **Local Planning Policy**

### **Liverpool Unitary Development Plan (November 2002)**

Policy GEN3 confirms the Council's aim to protect and enhance the built environment of the City by, inter alia, preserving and enhancing historically and architecturally important buildings and areas and, where appropriate, improving them. It states that a high standard of design and

landscaping will be encouraged in new development, together with improved accessibility and creating an attractive, safe and secure environment.

Policy HD5 asserts that planning permission will only be granted for development affecting the setting and important views of a listed building where the setting and important views of the building are preserved. This will include control over the design and siting of new development and control over the use of adjacent land

Policy HD11 states that planning permission will not be granted for development in a conservation area which fails to preserve or enhance its character; and applications which are not accompanied by the full information necessary to assess the impact of the proposals on the area, including all details of design, materials and landscaping. The policy states that proposals for new development will be permitted having regard to the following criteria:

- (i) the development is of a high standard of design and materials, appropriate to their setting and context, which respect the character and appearance of the conservation area;
- (ii) the development pays special attention to conserving the essential elements which combine to give the area its special character and does not introduce changes which would detract from the character or appearance of the area;
- (iii) the proposal protects important views and vistas within, into and out of the conservation area;
- (iv) the proposal does not lead to the loss of open space or landscape features (trees and hedges) important to the character or appearance of the area;
- (v) the development does not generate levels of traffic, parking, noise or environmental problems which would be detrimental to the character or appearance of the area; and
- (vi) the proposal has a satisfactory means of access and provides for car parking in a way which is sympathetic to the appearance of the conservation area.

### **Core Strategy Submission Draft (2012)**

Strategic Policy 1 outlines the sustainable development principles against which all new development proposals will be assessed. The criteria include the need to protect and enhance environmental and heritage assets. The policy's supporting text confirms that *"Liverpool's environmental and heritage assets are an integral part of Liverpool's distinctive character and make a vital contribution to the attractiveness of the City as a place in which to live, work and invest. Their protection is therefore important"* (Paragraph 6.33).

The requirement for new development proposals to protect and enhance the character and identity of the City's historic fabric, including the wider setting of heritage assets, is confirmed by Strategic Policy 23.

Strategic Policy 24 relates to the historic environment and confirms that heritage assets will be protected from inappropriate development by requiring development proposals within or adjacent to them to demonstrate that it will preserve and enhance them and the special features for which they are designated. These 'features' include both the buildings and landscaping that are integral to their character, important views within and to them, and their settings.

Strategic Policy 25 relates to the Liverpool Mercantile City World Heritage Site, and states that:

1. *The City Council will protect the Outstanding Universal Value (OUV) of the World Heritage Site (WHS), as set out in the World Heritage Site Supplementary Planning Document (SPD).*
2. *Development proposals within the WHS will be considered for their potential impact upon the OUV. They will need to demonstrate that the characteristics of the development site and its environs have been taken into account in all aspects of the design of schemes, in accordance with current national and local guidance.*
3. *The design and scale of development proposals in the Buffer Zone will need to reflect the characteristics of the surrounding area, proportionate to their potential impact on the setting of the WHS.*

### **Liverpool Maritime Mercantile City World Heritage Site Supplementary Planning Document**

The SPD was adopted in October 2009 and its overarching aim is to provide guidance for protecting and enhancing the OUV of the WHS. Section 4.0 provides general guidance for development in the WHS and its Buffer Zone.

In relation to new development within the Buffer Zone, paragraph 4.2.8 states:

*“All developments in the Buffer Zone, whether in an area of surviving historic character or not, will, in accordance with HD18, need to respond to and reflect the characteristics of the area around them. The design and scale of developments will need to respond to, and respect, their context proportionately to their potential impact on the setting of a conservation area and the WHS. Major schemes adjacent to conservation areas and the WHS will be considered more carefully for their impact on the OUV of the WHS and character of conservation areas than minor developments further away from the WHS and conservation areas.”*

Paragraph 4.2.9 sets out the types of development which should seek to protect and enhance the setting of the WHS, and the conservation areas that encompass it, through the conservation of the historic character and buildings in and around the proposed development site.

Information, which demonstrates how this will be achieved, will need to be outlined in the Design and Access Statement that will accompany the application. This includes (amongst other types of development) proposals for tall buildings, buildings with a mass that significantly exceeds that of surrounding buildings, and buildings which have a significant impact upon key views or key landmark buildings.

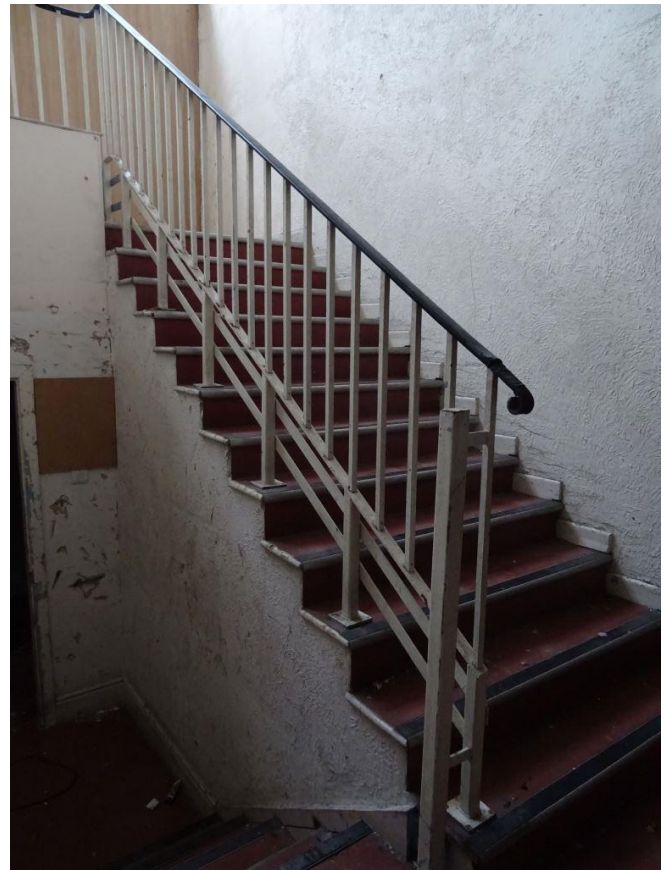
Paragraph 4.2.12 states:

*“The architectural quality of a proposal within the WHS and Buffer Zone must be of the highest quality of contemporary design but respect, respond to and enhance its highly sensitive and important historic context.”*

The SPD identifies key visual landmark buildings and views within the WHS and Buffer Zone. These have been taken into account in the Heritage Statement and view analysis.

## **Appendix 6: Photographs – Numbers 48-84 Renshaw Street**





























## **Appendix 7: Historic England Pre-Application Consultation Correspondence**



Historic England

NORTH WEST OFFICE

Mr Graeme Ives  
Turley  
10th Floor  
1 New York Street  
Manchester  
M1 4HD

Direct Dial: 0161 242 1431

Our ref: PA00440939

4 October 2016

Dear Mr Ives

**Pre-application Advice**

**VICTORIA STREET CAR PARK, LIVERPOOL**

Thank you for coming to our offices on the 23<sup>rd</sup> September to explain and seek initial pre application advice on the proposed scheme for the site on Victoria Street in Liverpool, for this discussion called Victoria Street Car Park.

**Advice**

The history and importance of the site is set out in the draft Heritage Statement presented to us and an understanding of the sensitive aspects of a major development in this location is in our view demonstrated. The site is located within the designated Castle Street Conservation Area, within the World Heritage Site and also within the setting of a number of listed buildings, including the grade II\* listed Municipal Buildings on Dale Street. After bomb damage to the original Government Building on the site during WWII, the site was cleared in 1948. The original building line and scale of the Government Building was, and still largely is, typical for this part of the conservation area where the Victorian buildings fill the plots and are built to back of pavement. On this particular site low balustrading historically defined the edges of the plot towards the street. After the post-war clearing and until today the site has been used as a surface car park with tree screening towards the street and a copy of the original balustrading to continue to define the edge of the site.

The character of the conservation area could be enhanced with some appropriate development on this site, subject to appropriate mass, scale, materials and building line. The proposal presented to us is for a three level multi storey car park with a lower section towards Victoria Street including a restaurant/bar/café and a small open square to ensure an active frontage. There is a real challenge in designing a building of this use and character in an historically important conservation area area and in the



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context of Victoria Street. However, the mass and scale of the proposed development would in this case be acceptable from a conservation area point of view and does not harm the setting of the Municipal Buildings which faces Dale Street and historically turns its back to this site. The materials and design of the car park itself has the potential to mitigate, at least to an extent, the inevitably uninviting architectural expression of a building of this function. The scale of the frontage facing Victoria Street could in our view possibly have been larger to fill the historic line of the plot, but is acceptable in its current scale. The contrasting materials and architectural language to the car park works well and gives interest and an active edge to the part of the site facing Victoria Street. We believe the scheme could be improved by some sort of low balustrade or similar continuing the historic line of the site where the open space is proposed.

The development of this site would be classed as a major development within the World Heritage Site (WHS) and we would at application stage require a Heritage Impact Assessment (HIA) to assess its impact on the Outstanding Universal Value of the property. I note that this has been included in draft as an appendix to the Heritage Statement and is set out in an appropriate format. This particular site is mentioned in the Supporting Planning Document (SPD) to the WHS as being a development opportunity site and does for the moment not contribute to the OUV. In terms of the new development we would not consider it, as now presented to us, to harm the OUV of the WHS. However, due to the scale of development and its sensitive location within the WHS we would at planning application stage recommend LCC to notify DCMS so that they can consider whether they would refer it to UNESCO for consideration.

### Next Steps

Thank you for involving us at the pre-application stage. We consider your proposals to have reached a stage where they address any heritage considerations we may have.

Yours sincerely

Anna Boxer

Principal Inspector of Historic Buildings and Areas

E-mail: [anna.boxer@HistoricEngland.org.uk](mailto:anna.boxer@HistoricEngland.org.uk)

cc:



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**VICTORIA STREET CAR PARK, LIVERPOOL**  
**Pre-application Advice**

**List of information on which the above advice is based**  
**Information Provided**



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