

## 18 BUILT HERITAGE

### 18.1 INTRODUCTION

#### 18.1.1 Company

KMHeritage provides advice, guidance and support on all aspects of the historic built environment.

#### 18.1.2 Author

The author of this report is Nick Collins BSc (Hons) MSc MRICS IHBC. Nick has twenty years' experience in the property sector, including most recently as a Director of the Conservation Team at integrated design consultants, Alan Baxter & Associates. Nick spent nine years at Historic England as Principal Inspector of Historic Buildings & Areas where he led a specialist team of historic building inspectors, architects, and archaeologists on a wide range of heritage projects in East & South London. Previously Conservation Officer at the London Borough of Bromley, Nick began his career at international real estate consultancy Jones Lang LaSalle as a Chartered Surveyor. This experience has given Nick an in-depth understanding of the property industry, listed building and planning process, heritage policy and guidance and funding bodies.

#### 18.1.3 Chapter Purpose

This chapter of the ES assesses the likely significant effects of the proposed development on the environment in terms of Built Heritage. It should be read in conjunction with Chapter 19 Archaeology. This chapter and its supporting appendices describe the planning policy context, the assessment methodology; the baseline conditions at the application site and surroundings; the likely significant effects; the mitigation measures required to prevent, reduce or offset any significant adverse effects; the likely residual effects after these measures have been employed; and the cumulative effects. In summary, the objectives of the chapter are to:

- Identify the key heritage receptors that might be affected by the proposals; and
- Assess the impact of the proposals against the key heritage receptors that might be affected by the application.

#### 18.1.4 Chapter Updates for Revised 2020 Submission

Due to:

- The relevance and scale of the proposed development amendments (including amendments to the construction methodology);
- The clarification of the baseline data;
- Addition of new cumulative schemes; and
- Statutory consultee comments and the appropriateness of the previously identified mitigation measures),

a full new technical assessment (a 'Level 3 update') has been undertaken for Built Heritage. It has been confirmed that there are no amendments

required with regard to legislation/policy revisions as there have been no related updates to legislation/policy that have affected either the methodology or findings of this assessment.

#### 18.1.5 Appendices

- Appendix 18.1 Heritage Statement
- Appendix 18.2 Heritage Impact Assessment based on the methodology of the International Council on Monuments and Sites (ICOMOS) 2011 Guidance on Heritage Impact Assessments for Cultural World Heritage Properties
- Appendix 18.3 List of Historic England (HE)/Liverpool City Council (LCC) Consultation Meetings
- Appendix 18.4 Response to Scoping Comments
- Appendix 18.5 Regent Road Dock Wall Survey
- Appendix 18.6 Heritage Asset Survey
- Appendix 18.7 Hydraulic Engine House Condition Survey
- Appendix 18.8 Statutory Consultee responses

### 18.2 METHODOLOGY

#### 18.2.1 Legislation, Policy and Guidance

Planning (Listed Buildings and Conservation Areas) Act 1990: Section 66(1) of the Act requires decision makers to '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' when determining applications which affect a listed building or its setting. Section 72(1) of the Act requires decision makers with respect to any buildings or other land in a conservation area to pay 'special attention... to the desirability of preserving or enhancing the character or appearance of that area'.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 require that planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.

The statutory development plan for the City of Liverpool currently comprises the Unitary Development Plan (UDP) (adopted 2002).

Relevant materials considerations include:

- World Heritage Site Supplementary Planning Document (SPD) (amplifies UDP Heritage policies) [1];
- World Heritage Site Management Plan 2017-2024 [2];
- National Planning Policy Framework (NPPF) (2019) – particularly Chapter 16 of the NPPF 'Conserving and enhancing the historic environment' [3];

- Historic England's Good Practice Advice in Planning Notes (GPAs) [4] [5]; and
- Historic England Advisory Notes.

As well as the legislation and policy documents listed above, this assessment has also had regard for the guidance found in:

- Conservation Principles, Policies and Guidance for the sustainable management of the historic environment' (English Heritage/Historic England, April 2008) [6];
- Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (ICOMOS, January 2011) [7];
- The World Heritage Convention (1972);
- UNESCO Operational Guidelines (2013) [8].

#### 18.2.2 Scoping & Consultees

##### 18.2.2.1 Scoping

Comments were raised by Historic England and Graeme Ives, LCC's independent heritage adviser, in the Scoping Opinion and these are identified along with a response in Appendix 18.4.

##### 18.2.2.2 Pre-Application Consultations

In accordance with recommended best practice, given the recognised heritage sensitivities of the application site and its surroundings, a comprehensive programme of meetings were initiated with LCC, their independent heritage advisor Graeme Ives and HE to establish a platform for the professional team to exchange and receive views and progress regarding the heritage elements of the proposals and for the professional team to share its plans for the new stadium project to preserve those elements and to regenerate Bramley-Moore Dock.

The dates and topics of these meetings is provided at Appendix 18.3. However, in summary, there were several areas where extensive engagement and input from LCC and HE guided and shaped the proposed design solution (non-exhaustive list):

- Design Rationale – orientation of stadium, confirmation of stadium brief and design intent;
- Methodology for preparation of an Alternative Site Assessment;
- Confirmation regarding proposed dock infill methodology;
- Proposed water channel detail with new retaining wall to the east edge of the new channel;
- Public realm design and materiality;
- Stadium façade design and materiality – providing input on brick tone to be integrated within the Stanley Dock Conservation Area; the colour of the façade metal panels; and the expression of solidity of the stadium base as it meets the ground;

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- Regent Road Wall openings – providing technical justification for the extent of the openings, the proposed construction methodology and final architectural finish so as to limit the impact on the Grade II listed wall.

The application proposal was also subject to a separate independent design panel review (Places Matter, December 2019) and extensive engagement with a number of statutory and non-statutory consultation bodies to inform the final submission. A detailed Statement of Community Engagement accompanies the application submission and details the extensive engagement that the applicant has undertaken with the general public.

### 18.2.2.3 Post-Submission Consultations

Following submission of the planning application (LPA ref. 20F/0001) in December 2019, consultation has continued with regular communication between the Applicant with LCC and HE (including the Historic England Advisory Committee (HEAC)), as well as further consultation with Places Matter and other stakeholders. The consultation meetings that have taken place during the period are set out in the table below.

**Table 18.1**  
Post-Submission Consultation Meetings

DATE	CONSULTEE(S) PRESENT/PURPOSE OF MEETING
06 Feb 2020	HE - Stadium Façade Meeting
11 Feb 2020	LCC - Stadium Façade Meeting
26 Feb 2020	Brick Selection Meeting
12 Mar 2020	LCC/HE - Brick Façade Meeting
27 Mar 2020	LCC/HE - Design Update
08 Apr 2020	LCC/HE - Design Update
01 May 2020	LCC - Hydraulic Tower
21 May 2020	Places Matter Review
12 June 2020	LCC/HE - Listed Building Consent Scope
19 June 2020	LCC/HE - Regent Road Wall Design / LBC Scope
03 July 2020	LCC/HE - Regent Road Wall Design / LBC Scope
16 July 2020	LCC/HE - Regent Road Wall Design / LBC Scope
22 July 2020	HE Advisory Committee
05 August 2020	LCC - Regent Road Wall
12 August 2020	LCC On-Site Meeting (Heritage Asset Repair / Inclusive Access)

The meetings focused on the following key areas:

- Brick selection and façade development (including massing/roof height and relocation of PV panel array);
- Heritage artefact use and reuse on-site;
- Hydraulic Tower temporary repair works;

- Regent Road Wall openings; and
- Public realm development (including landscape design & materiality).

The design team has incorporated the feedback from these consultations and developed significant enhancements to the scheme as a result. The Places Matter design panel reviewed the scheme for a second time in May 2020, warmly receiving the changes, including recognising the introduction of the western terrace as a major improvement to the scheme.

HEAC also reviewed the scheme in July 2020, noting that they welcomed the positive development in the evolution of the design and provided further feedback on detailing and materiality of the scheme.

Since the submission of the planning application, formal consultation responses have been received from Historic England, ICOMOS and the Victorian Society. This chapter is based on a thorough assessment of the information available and it has also had regard for these responses.

### 18.2.3 Consideration of Climate Change

The key climate change projections are not anticipated to affect the identified built heritage located within the study area and therefore, have not been considered further.

### 18.2.4 Consideration of Human Health

It is not considered that issues relating to Built Heritage will have any impact on Human Health.

### 18.2.5 Consideration of Risk of Major Accidents and/or Disasters

The issues of flooding and fire were recognised in the World Heritage Site Nomination Document (2003). It was recognised that providing existing river defence arrangements are maintained, they should be adequate for the foreseeable future. With regard to fire, Fire Action Plans are recommended for each key building across the WHS, as part of the proposed development a comprehensive fire strategy has been developed and will continue to be refined during subsequent technical design. In particular, as design is able to be progressed on the Hydraulic Engine House this will include specific fire suppression and control measures. As such, this aspect has not been considered further within this Chapter.

### 18.2.6 Alternatives

A revised comprehensive alternative sites assessment has been undertaken and is addressed within Chapter 5 Alternatives and Design Evolution. A alternative future baseline scenario has been included within the assessment for comparison purposes as stated in Chapter 2 EIA Methodology. This is the Liverpool Waters outline planning permission (LPA ref. 10O/2424 – latest consented non-material amendment being ref. 19NM/1121 and latest non-material amendment pending determination being ref. 20NM/1801), which has been considered as part of this assessment as an alternate future baseline. It has also been considered as a cumulative scheme throughout the Chapter.

### 18.2.7 Assessment of Baseline Conditions & Receptor Sensitivity

The views provided in Chapter 17 and its technical appendices have been reviewed as part of the assessment approach for this chapter. The views included within that Chapter have been selected in consultation with LCC, Graeme Ives and HE.

It should also be noted that the townscape views incorporate relevant cumulative schemes, including Liverpool Waters (as per latest proposed non-material amendment) but also a number of other cumulative schemes (such as the proposed hotel (LPA ref. 20F/0217) on Regent Road/Blackstone Street opposite the application) that are of relevance due to their proximity to the application site and location within the view corridors. As such, these schemes have also been considered through the review of the townscape visualisations.

The cumulative schemes considered through the townscape views are listed in Table 6.1 of Appendix 17.1 of Chapter 17 Townscape & Visual Impact Assessment, including those schemes already completed and therefore included within the baseline photography and those schemes that were modelled.

A detailed assessment of the baseline conditions can be found in the accompanying appendices and is set out in Section 18.3 of this Chapter. However, the following paragraphs provide a brief summary of the baseline that has informed the approach to its assessment.

The historic core of Liverpool and its docks became a World Heritage Site in 2004. The inscription states that it is ‘*the supreme example of a commercial port at the time of Britain’s greatest global influence*’. Within it are six areas of distinct character, each reflecting different patterns of historic growth and aspects of mercantile culture. Bramley-Moore Dock lies within Stanley Dock Character Area 3, which also forms the Stanley Dock Conservation Area. This area contains nine ‘named’ docks that contain a waterbody.

Bramley-Moore Dock Retaining Walls (and the northern dock retaining wall of Nelson Dock which is located within the application redline boundary), the Regent Road Dock Wall from opposite Sandhills Lane to Collingwood Dock, with entrances, and the Hydraulic Engine House at Bramley-Moore Dock are all listed Grade II.

There are a number of listed buildings and structures nearby that have been assessed as relevant to this application including:

- Nelson Dock Retaining Walls (II);
- Stanley Warehouse North (Titanic Hotel) (II\*);
- Hydraulic Tower to its west (II);
- Entrances to Stanley Dock (II);
- Tobacco Warehouse (II);
- Stanley Warehouse to south of Tobacco Warehouse (II);
- Bonded Tea Warehouse (II)

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- Salisbury, Collingwood, Stanley Docks & Clarence Graving Docks (II)
- Sea Wall (II)
- Victoria Clock Tower (II)
- Dockmaster’s Office (II)
- Leeds Liverpool Canal, Stanley Locks (II)
- 15-17 Fulton Street (II)

The Liverpool World Heritage Site, Bramley-Moore Dock, the Regent Road Dock Wall, the Stanley Dock Conservation Area and nearby listed buildings are ‘designated heritage assets’, as defined by the National Planning Policy Framework (the NPPF). Other buildings and structures that make a positive contribution to the conservation area or identified through a search of the Merseyside Historic Environment Record are considered as ‘non-designated heritage assets’, for example, the Bascule Bridge on Regent Road.

The effect of the proposed development on these assets will be on the Outstanding Universal Value (‘OUV’) of the World Heritage Site (‘WHS’), the special architectural and historical importance of the listed Dock and Walls, the character and appearance of the Conservation Area and the setting of other listed buildings.

An assessment has been made of the likely connection between the proposed development and heritage receptors in the surroundings of the application site. This identification of the baseline historic environment has been undertaken using a variety of methods outlined below:

- Desk-based assessment of published sources of information on the historic built environment in the area, in the form of statutory information and studies, histories and research including the Merseyside Historic Environment Record.
- Physical inspection and fieldwork at the application site and the surrounding area. (numerous visits, including 11/5/17; 26/7/2017; 23/10/2019; 9/12/2019 & 24/01/2020).
- A systematic data search undertaken for heritage assets in the vicinity of the application site that may be affected by the proposed development.
- Preparation of a survey of the Regent Road Dock Wall (Appendix 18.5) and an accompanying Heritage Asset Survey (Appendix 18.6), to identify all artefacts across the site (updated since submission); and Hydraulic Engine House Condition Survey (Appendix 18.7).
- Consultation with LCC (as Local Planning Authority), the Council’s retained independent heritage advisor (Graeme Ives Heritage Planning) and HE.

Table 18.2 sets out the scale of sensitivity that has been applied to receptors identified and considered within this assessment.

Table 18.2  
Scale of sensitivity used in the assessment

SENSITIVITY	DESCRIPTION
Very High	<ul style="list-style-type: none"><li>■ Sites or structures of acknowledged international importance inscribed as of universal importance as WH property.</li><li>■ Individual attributes that convey OUV of the WH property.</li><li>■ Other buildings or urban landscapes of recognised international importance</li></ul>
High	<ul style="list-style-type: none"><li>■ Nationally-designated structures with standing remains.</li><li>■ Other buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade.</li><li>■ Conservation Areas containing very important buildings.</li><li>■ Undesignated structures of clear national importance.</li></ul>
Medium	<ul style="list-style-type: none"><li>■ Designated buildings. Historic (unlisted) buildings that can be shown to have exceptional qualities or historical associations.</li><li>■ Conservation Areas containing buildings that contribute significantly to its historic character.</li><li>■ Historic townscapes or built-up areas with important historic integrity in their buildings or built settings.</li></ul>
Low	<ul style="list-style-type: none"><li>■ “Locally Listed” buildings.</li><li>■ Historic (unlisted) buildings of modest quality in their fabric or historical associations.</li><li>■ Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings</li></ul>
Negligible	<ul style="list-style-type: none"><li>■ Buildings or urban landscapes of no architectural or historical merit; buildings of an intrusive character</li></ul>

18.2.8 Assessment of Magnitude

The assessment was undertaken based on the description of the proposed development contained in Chapter 3 of this volume of the ES.

In addition, the viewpoints provided within Chapter 17 Townscape and Visual Impact Assessment (including those identified in the World Heritage Site SPD) have been reviewed to aid in the determination of the magnitude of impact of the proposed development on the relevant heritage assets and their setting. Those most pertinent to this assessment are identified as follows:

- **TVIA Viewpoint 3** – View looking SW from Regent Road towards application site
- **TVIA Viewpoint 5** – View looking W from Blackstone Street at Great Howard Street Junction
- **TVIA Viewpoint 7** – Everton Park (elevated view of Stanley Dock Conservation Area and wider city panoramic)

- **TVIA Viewpoint 8** – View NW from Bascule Bridge
- **TVIA Viewpoint 9** – View looking N from Waterloo Road
- **TVIA Viewpoint 10** – View looking N from Waterloo Road (further distant)
- **TVIA Viewpoint 11** – View from Waterloo Warehouse
- **TVIA Viewpoint 21** – View from Woodside Ferry Terminal (Wirral)
- **TVIA Viewpoint 22** – View from Seacombe Ferry Terminal (Wirral)
- **TVIA Viewpoint 23** – View from Wallasey Town Hall (Wirral)
- **TVIA Viewpoint 24** – View from Magazine Promenade (Wirral)
- **TVIA Viewpoint 25** – View from Fort Perch Rock (Wirral)
- **TVIA Viewpoint 26** – View from Trafalgar Dock (Victoria Clock Tower)
- **TVIA Viewpoint 27** - View from Trafalgar Dock (Victoria Clock Tower) (more distant)

Additional views have also been produced from the Leeds-Liverpool Canal and included in Appendix D of Appendix 18.1, ES Volume III. Table 18.3 indicates the scale of impact magnitude that has been used in undertaking the assessment. The scale of magnitude is based on that found in the ‘Guidance on Heritage Impact Assessments for Cultural World Heritage Sites prepared by ICOMOS but directly modified from ‘Major’, ‘Moderate’, ‘Minor’, ‘Negligible’ & ‘No Change’ to the common Magnitudes used for the purposes of this Environmental Statement. To ensure a correlation of approach between the two methodologies the Medium and Small scales of magnitude have been combined in terms of their description allowing a professional judgment to be made with regards to the significance matrix in Table 18.4.

For those receptors that form part of the application site, the impact of the proposed development is in some instances both direct on the asset itself and indirect through impacts to its setting. For receptors identified outside of the application site (except the Stanley Dock Conservation Area and the WHS) the impact is considered to be only on their setting.

Further information for each built heritage receptor is provided in the Heritage Statement found at Appendix 18.1.

Table 18.3  
Scale of magnitude of impacts used in the assessment

MAGNITUDE	DESCRIPTION
Very large	<ul style="list-style-type: none"><li>■ Change to key historic building elements that contribute to OUV such that the resource is totally altered.</li><li>■ Comprehensive changes to the setting</li></ul>
Large	<ul style="list-style-type: none"><li>■ Changes to many key historic building elements, such that the resource is significantly modified.</li></ul>



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MAGNITUDE	DESCRIPTION
	■ Changes to the setting of an historic building, such that it is significantly modified.
Medium/Small	■ Change to key historic building elements, such that the asset is slightly different. ■ Change to setting of an historic building, such that it is noticeably changed.
Negligible	■ Slight change to historic building elements or setting that hardly affect it.
No change	■ No change to fabric or setting.

### 18.2.9 Assessment of Significance

The assessment of significance within this Chapter is based on the matrix presented in Table 18.4.

Table 18.4

Significance Matrix

MAGNITUDE OF EFFECT	SENSITIVITY OF RECEPTOR				
	Very High	High	Medium	Low	Negligible
Very Large	Major Significance	Major Significance	[3]	Moderate Significance	[1]
Large	Major Significance	[3]	Moderate Significance	Minor Significance	[2]
Medium	[3]	Moderate Significant	Minor Significance	[2]	Negligible Significance
Small	Moderate Significance	Minor Significance	[2]	Negligible Significance	Negligible Significance
Negligible	[1]	[2]	Negligible Significance	Negligible Significance	Negligible Significance

[1] The choice between ‘Moderate Significance’, ‘Minor Significance’ and ‘Negligible Significance’ will depend on the specifics of the impact and will be down to professional judgement and reasoning.

[2] The choice between ‘Minor Significance’ and ‘Negligible Significance’ will depend on the specifics of the impact and will be down to professional judgement and reasoning.

[3] The choice between ‘Major Significance’ and ‘Moderate Significance’ will depend on the specifics of the impact and will be down to professional judgement and reasoning.

In general, the Significance is recognised as being either ‘Beneficial’ or ‘Adverse’. In the case of the *setting* of some key receptors, the additional criteria of ‘Neutral’ has been introduced for occasions when the proposed development will appear within the setting of a receptor but its presence does not affect the ability to appreciate the special interest of the receptor or its contribution to the OUV of the WHS and thus, the proposals have a neutral effect.

The potential significant impacts identified in Section 18.4 have been assessed in unison on the receptors, rather than individually.

### 18.2.10 Relevant Associated Development

An area of hardstanding outside Sandhills station will be constructed to provide a suitable area of pedestrians to wait in a safe environment whilst they wait for trains at Sandhills in the post-match / post event period. The facility will be located on land owned by Merseytravel. It is envisaged that this would be secured via a Section 106 contribution.

This associated development is not considered relevant to the assessment of heritage impacts and effects, and, has not been considered further within the Chapter.

### 18.2.11 Assumptions/Limitations

The following assumptions have been made, and limitations experienced in the production of this Chapter and its associated technical appendices:

- The construction of the proposed development and its completion in its final built form prior to occupation is considered to represent the likely full impact of the works and buildings at the application site, with a number of heritage impacts occurring as a consequence of the construction works themselves. Therefore, the impact of the proposed development’s construction, in its final built form, has been assessed as a component of the construction phase assessment.
- It is not considered likely that the operation of the proposed development will have any impacts on any of the key heritage receptors beyond those identified as a consequence of its built form. The exception to this is Lighting, which will vary in terms of how it is operated throughout the operational phase of the proposed development. The implications of lighting are assessed in Chapter 16 of this ES and it is therefore largely scoped out of this chapter.
- For matters relating to Archaeology and Townscape the limitations and assumptions identified in the relevant ES Chapters should be referred to.

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18.3 BASELINE CONDITIONS

18.3.1 Existing Baseline

KEY RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Bramley-Moore Dock Retaining Walls — Asset & Setting, List Entry Number: 1072980	Retaining wall. 1848. J. Hartley. Bramley-Moore Dock forms part of a ‘ <i>system of interlinked wet docks representing the culmination of Jesse Hartley’s development of dock design, and a dramatic component of Liverpool’s historic dockland, characterised by large warehouses, walls and docks, but also smaller structures such as bridges, bollards and capstans</i> ’. The retaining walls of the dock are an example of Hartley’s ‘cyclopean’ form of construction, retaining their physically massive and carefully constructed granite forms and with the immediacy of the open water of the docks an important element of their significance. The level of integrity and authenticity of the dock is high, and its contribution to OUV relates to the tangible evidence of Liverpool’s role as the supreme example of a commercial port at the time of Britain’s greatest global influence, and, its innovative techniques and types of construction of dock facilities. This receptor forms part of the application site.	Very High	Appendix 18.1, Chapter 8; World Heritage Site Management Plan 2017-2024
Regent Road Dock Wall - Asset & Setting, List Entry Number 1072979	The Regent Road Dock Wall forms a continuous barrier from Sandon Dock in the north to Princes Dock in the south running along the eastern edge of the application site. For a large part of this, and including at Bramley-Moore Dock, it is an example of Hartley’s ‘cyclopean’ form of construction and retains its physically massive and carefully constructed granite form. There are two openings into Bramley-Moore Dock, both as originally designed by Hartley and that also include their sliding timber gates. As a defining feature of the docks, and its relatively intact condition, it is considered to contribute to the authenticity and integrity of the WHS. This receptor forms part of the application site.	Very High	Appendix 18.1 Chapter 8
Hydraulic Engine House — Asset & Setting, List Entry Number: 1072981	The Hydraulic Engine House that is situated at the north-eastern corner of Bramley-Moore Dock is now redundant, stripped of its equipment and context it stands as a derelict and disconnected landmark. Its later date (1883) means that it has little historical significance in terms of innovation and does not date to the period of Jesse Hartley’s development of the Dock. It has architectural presence by virtue of its scale and position, however it has been severed from its context and surrounding infrastructure, and, is now derelict and redundant. The heritage asset is considered to contribute to the authenticity and integrity of the WHS, as it reflects the evolving technology used throughout the wider Docks. However, its derelict state and the total loss of the attached coal railway (a significant time ago) have lessened its contribution to the integrity of the WHS. This receptor forms part of the application site.	Very High	Appendix 18.1 Chapter 8
Nelson Dock Retaining Walls -Asset & Setting, List Entry Number 1209519	Retaining wall. 1848. J. Hartley. Granite rubble brought to a fair face, of large and small blocks. Including entrances to Bramley-Moore (north) and Salisbury Docks (south). The navigable connection with Bramley-Moore Dock has been severed with the installation of the dock isolation structure.	Very High	Appendix 18.1 Chapter 8
Stanley Warehouse North (Titanic Hotel) List Entry Number: 1217978	The five-storey warehouse was built between 1852-54 to the designs of Jesse Hartley. Whilst the eastern half of the building has been demolished, the remaining part is of a cast-iron frame construction with a brick skin to help prevent the spread of fire. The ground floor on the south side recessed behind a colonnade of cast-iron Doric columns at the edge of the Dock to aid direct transference of goods. The warehouse was originally built to store rum. It was refurbished and opened in June 2014 as the Titanic Hotel. The warehouse is one of a number of listed structures in and around Stanley Dock that contribute to the integrity and authenticity of the WHS and form a group of warehouses identified as Key Landmark Buildings. Part of this receptor forms part of the application site.	Very High	Appendix 18.1 Chapter 8
Hydraulic Tower to west of Stanley Dock List Entry Number: 1072981	The Hydraulic Tower is located within the boundary walls to Stanley Dock and dates possibly to 1848. It forms part of Hartley’s original dock construction and port management vision and would have provided the power necessary to ensure the functioning of the complex. The Hydraulic Tower contributes to the integrity and authenticity of the WHS although its integrity is diminished by its redundancy of use. It nevertheless retains High Value in terms of this contribution. This receptor sits within the wider visual setting of the application site.	Very High	Appendix 18.1 Chapter 8
Entrances to Stanley Dock List Entry Numbers.: 1187329, 1072940, 1356360, 1072939	All four entrances to the dock, with their characteristic granite rubble-built gate piers and gate watchman’s huts are typical of one of Hartley’s most recognisable entrance designs and represent his architectural flair as well as practical application. One side of both the north and south entrances along Regent Road have been bricked up, but the stone piers still remain. The entrances are an important physical reminder of the security afforded the warehouses and docks, and the fortress-like enclosure of the Regent Road; and as such, are considered to contribute to the authenticity and integrity of the WHS. This receptor sits within the wider visual setting of the application site.	Very High	Appendix 18.1 Chapter 8
Tobacco Warehouse List Entry Number: 1063328	Dating from 1900 the Tobacco Warehouse towers over the area in red and blue brick, on a high rusticated stone base. Panelled with pilasters and crowned by small pediments and parapets, the building extends the whole length of the Stanley Dock on its south side, in front of the earlier Stanley Warehouse. In particular the continued dominance and scale of the Tobacco Warehouse and other warehouses is important in the context of the WHS and Conservation Area — providing physical evidence even beyond the immediate area of the impact of the Docks on the city. The warehouse is one of a number of listed structures in and around Stanley Dock that contribute to the integrity and authenticity of the WHS and form a group of warehouses identified as Key Landmark Buildings. This receptor sits within the wider visual setting of the application site.	Very High	Appendix 18.1 Chapter 8
Stanley Dock Warehouse to south of Tobacco Warehouse List Entry Number 1359841	Built by Jesse Hartley between 1853-56, it was built together with the warehouse on the north side of the dock (now the Titanic Hotel) but this southern warehouse is now cut off from the dock by the later Tobacco Warehouse. It is faced in brick with rubble granite base, rock faced stone ground floor and is five storeys in height. It has similar cast-iron Doric columns on the ground floor on the north side, but the arches are now blocked by brick infilling. It also forms part of the Jesse Hartley’s development of dock design although its direct relationship with the Stanley Dock was diminished by the construction of the Tobacco Warehouse. The warehouse is one of a number of listed structures in and around Stanley Dock that contribute to the integrity and authenticity of the WHS and form a group of warehouses identified as Key Landmark Buildings. This receptor sits within the wider visual setting of the application site.	Very High	Appendix 18.1 Chapter 8

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KEY RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Bonded Tea Warehouse List Entry Number: 1298760	The Bonded Tea Warehouse forms part of the group of listed warehouses at and around Stanley Dock. Built in c.1840 it is an early example of a fireproof warehouse and is still in use. Whilst not built by Jesse Hartley (SKJ Holme) it was a major component of the thriving commercial district right up until the mid 20 <sup>th</sup> century and therefore, forms an important part of the development of maritime mercantile culture. The warehouse is one of a number of listed structures in and around Stanley Dock that contribute to the integrity and authenticity of the WHS and form a group of warehouses identified as Key Landmark Buildings. This receptor sits within the wider visual setting of the application site.	Very High	Appendix 18.1 Chapter 8
Collingwood Dock List Entry Number: 1209517	Dock retaining walls. 1848. J. Hartley. Granite rubble brought to a fair face with bricks and small blocks. Including entrances to Stanley and Salisbury Docks. This receptor sits within the wider visual setting of the application site.	Very High	Appendix 18.1 Chapter 8
Salisbury Dock List Entry Number: 1361686).	Dock retaining wall. 1848. J. Hartley. Granite rubble brought to a fair face, of large and small blocks. Including entrances to Trafalgar, Collingwood and Nelson Docks. This receptor sits within the wider visual setting of the application site.	Very High	Appendix 18.1 Chapter 8
Stanley Dock	Forming part of Jesse Hartley’s overall dock design and the only dock constructed east of Regent Road. The Dock was partially filled in 1900 when Tobacco Warehouses were erected between Hartley’s warehouses and unlike many of the other docks is not listed. This receptor sits within the wider visual setting of the application site.	High	Appendix 18.1 Chapter 8
Clarence Dock Dry Graving Dock List Entry Number: 1206210	Clarence Graving Dock, J. Hartley, 1830. Excavated partly from bedrock, these are a pair of elongated graving docks, with stepped sides. The dock walls are constructed of massive granite blocks and at the west end of each dock is a single pair of lock gates, still in place. For much of its operational existence, Clarence Graving Dock was sandwiched between two operational dock basins – Collingwood to the north and Clarence to the south – which would have hosted transit sheds on their quaysides. The graving docks have been altered several times including in 1928–33 when the dock basin was reshaped and opened up to the remodelled Trafalgar Dock, the basins shortened and the west dock gates removed. This receptor sits within the wider visual setting of the application site.	High	Appendix 18.1 Chapter 8
River Mersey Sea Wall	The sea walls that divide the docks with the River Mersey were all part of Hartley’s overall dock construction plan and provide the man-made boundary between docks and, effectively, the open sea. They also form the river edge when viewed from the Wirral across the River to the west. Whilst much of the wall contributes to the authenticity and integrity of the WHS as a key component of Hartley’s overall complex and therefore considered to be High Value, parts have been encapsulated in the more modern sea wall (concrete structure) that is now seen on site Elements of the sea wall to the south are listed although not immediately adjacent to the site. This receptor sits within the wider visual setting of the application site.	Medium	Appendix 18.1 Chapter 8
Victoria Clock Tower List Entry Number: 1209989	This tall, hexagonal clock and bell tower provided the time to shipping and the surrounding docks, and, sounded the half and high tides as well as warnings. It also incorporated the Pier Master’s apartment. Designed by Hartley at one of the key entrances to the northern dock complex, its significance lies in its form and its function. It was a key component of Hartley’s overall dock construction and port management providing vital information to the ships and their operators. Its visibility along the docks is an important part of its significance however this would always have been limited historically by the buildings that once lined the dock quays. The Clock Tower contributes to the authenticity and integrity of the WHS as a key component of Hartley’s overall complex and port management system. It is identified as a Key Landmark Building. This receptor sits within the wider visual setting of the application site.	Very High	Appendix 18.1 Chapter 8
Dockmaster’s Office List Entry Number: 1073480	Built in 1848 by Jesse Hartley, the Dock Master’s Office is located close to the base of the Clock Tower. It is an impressive structure of granite masonry with stone mullioned and arched windows and a corbelled, castellated parapet clearly designed to give it solidity and status. The Dock Master’s Office’s contribution to the authenticity and integrity of the WHS as a key component of Hartley’s overall complex and port management system is considered to be High. This receptor sits within the wider visual setting of the application site.	Very High	Appendix 18.1 Chapter 8
Leeds-Liverpool Canal Stanley Locks List Entry Number: 1084206	The rise of four locks that step down from the Leeds-Liverpool Canal into Stanley Dock and subsequently link to wider Dock network are an important example of the integration of the docks into the wider national transport infrastructure at that time. Constructed in the 1840s, probably by Jesse Hartley. The lock structures and the canal link are an important element of the overall port management system as conceived and built by Jesse Hartley, providing a vital connection for the exchange of raw and completed goods between the rest of the country and the rest of the world. This receptor sits within the wider visual setting of the application site.	Very High	Appendix 18.1 Chapter 8
Regent Road Bascule Bridge	The Bascule Bridge that crosses the link between Stanley Dock and Collingwood Dock is an unlisted non-designated heritage asset (within the conservation area) which contributes to the character of the area. Built in 1932 it originally also provided a crossing for the Dock Railway as well as rising up to allow access to and from Stanley Dock. This receptor sits within the wider visual setting of the application site.	Medium	Appendix 18.1 Chapter 8
15-17 Fulton Street List Entry Number: 1469878	15-17 Fulton Street is Grade II listed and is located behind Regent Road and Blackstone Street on Fulton Street to the north east of the site. It is an interesting example of two separate mid-19 <sup>th</sup> century warehouse units contained within a single building. Despite some later conversion works, its character survives along with many elements of historic fabric. It has group value with the nearby commercial and dock related structures. The building is not within the World Heritage Site or conservation area but lies in the WHS Buffer Zone and thus contributes to their historic context and setting.	Medium	Appendix 18.1 Chapter 8
Remnants of Overhead Railway	The Overhead Railway ran the length of the docks between 1893 and 1957 when it was demolished. Only a few extant features remain, which include cast iron girders and vertical support stanchions incorporated into the dock boundary wall in places. A small amount of remnant brick wall remains abutting the western side of the (listed) Regent Road Dock Wall that indicates the gradient of the switchback that once took the railway underneath the former Coal Railway. The remnant now has no architectural value but has some historic value as a fragment of the now lost railway line. The remnant of wall is regarded as having Low Value as a fragmentary relic that has historical associations with the operation of the docks.	Low	Appendix 18.1 Chapter 8

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KEY RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
66 & 68 Regent Road	66 & 68 Regent Road are two unlisted brick built 19 <sup>th</sup> century structures of a similar date on the eastern side of Regent Road, to the north of the site, built as engineering works as part of the David Rollo & Sons Engineering Works they provide the ‘front of house’ in terms of architectural treatment. They sit within a terrace of mostly industrial buildings of varying date and quality and the frontage remains mostly intact. The building forms part of the wider commercial hinterland to the Dock area and its setting relates to this commercial environment as well as the long linear Regent Road. Although historically the visual connection between the buildings and the application site would have been blocked by the Coal Railway crossing Regent Road, they also reflect a chain of process from dock to warehouse that gives them a group value with the numerous remaining dock warehouses and buildings in the area. The buildings are not within the WHS or conservation area but lie in the Buffer Zone.	Low	Appendix 18.1 Chapter 8
9 Blackstone Street	9 Blackstone Street is also an unlisted 19 <sup>th</sup> century engineering works built in brick with a barrel-vaulted roof. It sits to the rear of 66-68 Regent Road on the corner of Blackstone Street and Fulton Street and was once also part of the David Rollo & Son Engineering Works. Its setting also relates to the commercial hinterland of the Dock area, and in particular forms part of a group of commercial buildings to the north of Blackstone Street and Fulton Street. The building and the application site are not inter-visible but contribute to each other’s significance through their inter-connected role in Liverpool’s trade through the expanded dock system	Low	Appendix 18.1 Chapter 8
Wellington Dock/Sandon Half-Tide Dock	Originally built in 1850 by Jesse Hartley, subsequently much altered and unlisted. The Dock was largely in-filled for the United Utilities waste water treatment plant. Sandon Half-Tide Dock provides the existing connection between BMD and the River Mersey. The dock is within the WHS Buffer Zone and contributes to the historic setting and context of the WHS. Wellington Dock, Sandon Dock and Huskisson Dock, all to the north of the application site have all been considered as non-designated heritage assets and all contribute to the historic setting and context of the World Heritage Site – Wellington Dock in particular, lying within the Buffer Zone of the WHS. All built in the years immediately after BMD- 1850, 1851 and 1852) - they have been considerably altered since construction and thus lost much of their original architectural and historical significance, but they nevertheless still reflect the ever-further expansion of the dock system to the north.	Low	Appendix 18.1 Chapter 8
Sandon Dock	Originally built in 1851 by Jesse Hartley, unlisted and now filled in. The dock lies to the north of the WHS and its buffer zone but has been considered as non-designated heritage assets through its contribution to the historic setting and context of the World Heritage Site.	Low	Appendix 18.1 Chapter 8
Huskisson Dock	Originally built in 1852 by Jesse Hartley, unlisted and now much altered. The dock lies to the north of the WHS and its buffer zone but has been considered as non-designated heritage assets through its contribution to the historic setting and context of the World Heritage Site.	Low	Appendix 18.1 Chapter 8
Stanley Dock Conservation Area	The character is described in Liverpool Maritime Mercantile City World Heritage Site Supplementary Planning Document (2009). This states: “ <i>Character Area 3 encompasses a number of surviving areas of historic docks, part of the Leeds and Liverpool Canal and the dock wall. The docks in the northern part of this areas were mainly built in the 1840s, although Princes Dock and Waterloo Dock were opened in 1821 and 1834 respectively. Stanley Dock and Waterloo Dock retain much of their associated warehousing and Salisbury Dock retains granite dockyard buildings, landmark groups of buildings in their own right. To the east of Stanley Dock, the ground rises to the Leeds and Liverpool Canal, linked to Stanley Dock by a series of four locks. The docks that lie outside of the WHS but within the Buffer Zone, form part of the general dockyard landscape and contribute to the character of the WHS and wider city. They are broadly contemporary with those within the WHS but have generally lost their historic dockside buildings and in some cases have been largely re-built. Within the WHS, original dockyard surfaces and dock walls often survive and there are areas where groups of buildings retain their historic character. Hard surfaces, edges, stock brick, stone and iron define the character of the area. The dock wall and the way it defines the relationship between the docks and the city are significant aspects of the character of this area, the dockyard wall often underscoring views towards the city from the docks. In the Buffer Zone, the docks around those within the WHS and the relatively low historic buildings that survive outside the WHS, to the east of Waterloo Road and Regent Road, provide historic context and setting to the WHS</i> ”.	Very High	Appendix 18.1 Chapter 8
Liverpool Maritime Mercantile City World Heritage Site	The WHS is a geographically large heritage asset of very high significance that spans north-south from Sandon Half-Tide Dock to Queen’s Dock and subsuming most of the historic core of Liverpool. Parts of it are further protected under the planning system as designated heritage assets. The Statement of Outstanding Universal Value (OUV) summarises the significance of the world heritage site: “ <i>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 18<sup>th</sup> century, when it was also crucial for the organisation of the trans-Atlantic slave trade. In the 19<sup>th</sup> 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 facilities and warehouse construction had worldwide influence. Liverpool was instrumental in the development of industrial canals in the British Isles in the 18<sup>th</sup> century, and of railway transport in the 19<sup>th</sup> century. All through this period, and particularly in the 19<sup>th</sup> and early 20<sup>th</sup> centuries, Liverpool gave attention to the quality and innovation of its architectural and cultural activities. To this stand as testimony its outstanding public buildings, such as St George’s Hall, and its museums. Even in the 20<sup>th</sup> 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</i> ”.	Very High	Appendix 18.1 Chapter 8

18.3.2 Future Baseline

The Future Baseline is based upon the completion of the Liverpool Waters Masterplan (original outline planning permission ref. 10O/2424 – latest non-material amendment is ref. 19NM/1121). The conclusions of the Heritage Impact Assessment that formed part of the ES Heritage Chapter (Nov 2011) with the regard to the impact on the setting of the Stanley Dock Character Area (which also forms the Stanley Dock Conservation Area) is, in summary, that the impact of the proposed development (Liverpool Waters Masterplan) on urban grain will be moderate beneficial; on the physical fabric it will be large beneficial; the impact on setting will be moderate adverse; the impact on views will be slight adverse; the impact on access and permeability will be large beneficial; and that the cumulative impact on the Character Area will be moderate beneficial. With regard to compliance with the World Heritage Site SPD, the Heritage Impact Assessment



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concludes that the proposals are in ‘full compliance’ with the Council’s vision for the Stanley Dock Conservation Area. The Assessment concludes ‘*whilst some limited harmful impacts...remain...these are greatly outweighed by the benefits offered, and that overall there is no risk to the inscription of the Liverpool World Heritage property*’.

The following table identifies the impact on fabric and setting and the cumulative significance of effect of the Liverpool Waters Masterplan on the key receptors relevant, as identified in the Liverpool Waters ES Heritage Chapter (Nov 2011).

KEY RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Bramley-Moore Dock	Impact on fabric will be major beneficial and the impact on setting neutral. Cumulative significance of effect being moderate beneficial	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Hydraulic Engine House	Impact on fabric will be major beneficial and the impact on setting neutral. Cumulative significance of effect being moderate beneficial	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Nelson Dock	Impact on fabric will be major beneficial and the impact on setting neutral. Cumulative significance of effect being moderate beneficial	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Dock Boundary Wall and entrances from opposite Sandhills Lane to Collingwood Dock	Impact on fabric will be major beneficial and the impact on setting neutral. Cumulative significance of effect being moderate beneficial	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Stanley Dock	Impact on fabric will be neutral and the impact on setting neutral. Cumulative significance of effect being neutral	High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Collingwood Dock	Impact on fabric will be major beneficial and the impact on setting neutral. Cumulative significance of effect being moderate beneficial	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Salisbury Dock	Impact on fabric will be major beneficial and the impact on setting neutral. Cumulative significance of effect being moderate beneficial	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Sea Wall to North Island at entrance to Salisbury Dock/Central Island and south of Dock	Impact on fabric will be major beneficial and the impact on setting neutral. Cumulative significance of effect being moderate beneficial	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Dock Masters Office	Impact on fabric will be major beneficial and the impact on setting negligible adverse. Cumulative significance of effect being moderate beneficial	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Bascule Bridge	Impact on fabric will be neutral and the impact on setting neutral. Cumulative significance of effect being neutral	High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Victoria Clock Tower	Impact on fabric will be major beneficial and the impact on setting negligible adverse. Cumulative significance of effect being moderate beneficial	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Clarence Graving Dock	Impact on fabric will be major beneficial and the impact on setting minor adverse. Cumulative significance of effect being slight beneficial	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Clarence Dock Fire & Police Station	Impact on fabric will be major beneficial and the impact on setting moderate adverse. Cumulative significance of effect being neutral	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Gate to Clarence & Clarence Graving Docks	Impact on fabric will be major beneficial and the impact on setting minor adverse. Cumulative significance of effect being slight beneficial	Very High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6
Bonded Tea Warehouse	Impact on fabric will be neutral and the impact on setting neutral. Cumulative significance of effect being neutral	High	Liverpool Waters Heritage Impact Assessment (Nov 2011) Chapter 6

## 18.4 POTENTIAL SIGNIFICANT IMPACTS

PHASE	DESCRIPTION	ADVERSE/BENEFICIAL
Construction	Construction of the stadium and associated facilities. The stadium foundation design is proposed to minimise new piles clashing with Grade II listed masonry dock basin walls (hereafter ‘BMD dock walls’).	Adverse
Construction	All buildings on the quaysides of BMD will be demolished except for the Grade II listed Hydraulic Engine House which is to be renovated to create an exhibition / cultural centre with ancillary café (all physical works to be subject to separate listed building consent submissions).	Beneficial
Construction	The BMD dock walls are to be retained/repared with the dock waterbody infilled by marine-won sand. A permanent isolation structure is to be constructed between BMD and Sandon-Half Tide Dock following infill. Some limited cutting into the dock wall may be required to attain a water seal. (replicating existing isolation structure between BMD and Nelson Dock).	Adverse
Construction	A number of capstans / bollards and artefacts on top of the Grade II listed BMD walls (and top of the northern wall of Nelson Dock) are to be removed prior to construction commencing. A significant number, where possible, will be retained in situ (in particular along the top of the northern wall of Nelson Dock and the western quay of the BMD), whilst others not forming part of the listed structures and that have been identified as being of some interest are to be renovated and reintroduced into the final hard landscaping scheme along with cobbled surfacing/railway lines (as part of flush surface to meet access and safety requirements) and dock rail tracks (also to be removed prior to construction).	Adverse
Construction	The top of the Grade II listed BMD walls outside of the stadium footprint are to be incorporated into the final hard landscaping scheme with feature blue toned surfacing within the walls (all surfaces to be flush with the wall due to accessibility / safety requirements) to denote the former location of the dock waterbody.	Beneficial
Construction	A water channel, oriented north to south, is to be excavated from the infill on the western side of the dock (new retaining wall installed through dock infill to form the eastern edge of the new water channel) to create a visual water connection between Sandon Half-Tide Dock to the north and Nelson Dock to the south. It will also allow for the exposure of the existing western wall of BMD dock in its current form, and with its waterbody.	Beneficial



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Construction	Three additional site access points (‘insertions’) are to be created through the Grade II listed Regent Road wall on the eastern site boundary to enable pedestrian access to the site via the Fan Zone proposed to the east of the stadium. The width of these openings has been substantially reduced in the revised scheme (45m to 29.4m). The existing northern and southern turreted access points are proposed to be maintained for both pedestrian and vehicular access.	Adverse
Operation	Lighting Strategy: This will ensure that the structures and public realm are appropriately lit both on match and non-match days, and that the historic structures are given due prominence.	Beneficial
Operation	Access: The proposals will lead to 24 hour access to this part of the WHS upon completion (not presently accessible / visible), with the Hydraulic Engine House providing a ‘bookend’ to the desired river walk.	Beneficial

18.5 DESIGN INTERVENTIONS

DESIGN INTERVENTION	DESCRIPTION	REASON FOR INTERVENTION	FURTHER INFORMATION
Stadium, Car Park & Outside Broadcast/Substation Design	<p>Recent design amendments include the removal of the Multi Story Car Park (MSCP), replacing it with a stepped terrace to provide views across the River Mersey. The PV canopy from the surface car park has been relocated to the stadium roof and the proposed substation has been moved north to allow for the creation of a shared space on the west quay car park.</p> <p>The façade design of the stadium, adjoining western terrace, and the outside broadcast/substation enclosure have been designed using a common design thread which has been borne out of a detailed study (subject to detailed pre-application &amp; post submission consultation with LCC and HE) into the surrounding warehouse architectural forms, materials and scale. This has included consideration of brick colour, pattern, bond, use of metal as well as how the structure meets the ground. The design of the façade has been simplified which has resulted in the distinctive Leitch Truss pattern being adjusted for better legibility; the pattern only appearing in the brickwork and not the metal panels or glazing, resulting in a bolder clearer gesture and ; removal of the thinnest piers to give the façade a more solid presence in line with the warehouse setting. A glazed portal has been introduced to the east and west elevations. A number of the proposed wind baffles have been replaced with tree planting. Minor adjustments to the design of the roof have reduced the overall height of the building from 46.86m above ground level to 44.75m above ground level.</p>	<p>This will ensure that the structure is contextual to the limited palette of materials that typifies the conservation area and surrounding buildings and also the architectural forms that those buildings have. The design amendments have, in part, been introduced to better integrate necessary elements, such as wind mitigation, into the overall design. The western stepped terrace also provides a new public space that will provide views across the Mersey to the west and also across the WHS towards the city centre.</p>	<p>ES Chapters 3&amp;4</p> <p>Design &amp; Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design);</p> <p>Appendix18.6;</p> <p>Application drawings (Pattern Design &amp; Planit-IE).</p>
Dock Infill Methodology	<p>This includes the construction of a new isolation structure (temporary and permanent structures) at the northern entrance of Bramley-Moore Dock, infilling the dock with marine won sand and careful compaction, further details regarding the sequence and approach may be found in Chapter 4 Construction Strategy.</p>	<p>To allow for the long-term potential for reversibility of the proposals.</p>	<p>ES Chapters 3&amp;4; Design &amp; Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design)</p>
Historic Dock Walls	<p>Very limited new penetrations are being created in the original walls following consultation with LCC and HE. Exposure of historic dock walls is to be maximised within the context of the design. The stadium foundations have been designed to cantilever out of the dock to further prevent no harm to their fabric (subject to separate listed building consent submission).</p>	<p>The extant dock walls will not to be damaged by the proposed development which will ensure for the long-term potential for reversibility. The exposure of the dock walls, in the new water channel (existing western dock wall) as part of the landscaping (existing eastern dock wall), will ensure that the position and the scale of the dock is still appreciable</p>	<p>ES Chapters 3&amp;4; Design &amp; Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Drainage Strategy (ES Volume 3, Appendix 11.4, Buro Happold); proposed utilities plans (Buro Happold).</p>
Water Channel	<p>A meaningful and authentic water channel is to be created to the west of the stadium and the historic dock wall on the western elevation of the channel is to remain exposed as per its current appearance.</p>	<p>To ensure a continuity, visual inter-connectivity and appreciation of the dock system to the north and south of the site as per the original dock development intention.</p>	<p>ES Chapters 3&amp;4; Design &amp; Access Statement (DAS) (Meis Architects), and DAS Addendum (Pattern Design); Landscape Drawings (Planit-IE); Appendix 18.6</p>
Hydraulic Engine House	<p>Making safe the Hydraulic Engine House (subject to separate listed building consent submission). The stadium is positioned away from the Hydraulic Engine House to allow for it to function independently as an anchor of the east entry plaza.</p>	<p>The first step towards the eventual full restoration of the listed structure and in order to bring it into beneficial public use. The position of the stadium will allow the architectural qualities of the building to be fully appreciated within an appropriate landscaping setting (hard and soft landscaping).</p>	<p>ES Chapters 3&amp;4; Design &amp; Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Hydraulic Engine House Design Intent Report (Pattern Architects); Hydraulic Accumulation Tower at BMD Stage 1 Visual Structural Condition Appraisal (Curtins, 2020 Update).</p>

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DESIGN INTERVENTION	DESCRIPTION	REASON FOR INTERVENTION	FURTHER INFORMATION
Public Realm	For all publicly accessible areas around the stadium, external levels are to be set at or close to historic ground levels to retain the character of the dock, and to allow for the retention of as much of the existing granite sett hardscape and other artefacts as possible (subject to appropriate access / DDA compliance etc.). At its eastern end the surface of the public realm will demarcate the former dock through the texture and colour of the surface treatment. The new western stepped terrace will offer views across the River Mersey and the WHS towards the city centre and will provide enclosed access to the stadium beneath the terrace.	To ensure the meaningful retention and re-use of as many of the existing artefacts on the site as possible, including capstans, bollards etc and the extant railway lines. This will help to ensure an understanding and memory of the maritime history of the dock is appreciable by visitors to the site.	ES Chapters 3&4; Design & Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Landscape Drawings (Planit-IE); Appendix 18.6
Regent Road Dock Wall	The wall is to be modified with three new groups of pedestrian openings sized to allow for safe access and egress from the site. The openings are designed to maintain the overall integrity and appearance of the existing wall. Under the recent design amendments, the openings have been reduced in width from 45m to 29.4m in total and the aesthetic treatment of the openings has been revised, with larger dock wall stones now to be used for the proposed lintels. The existing entrances at the north east and south east corners of the Regent Road Wall will remain in use in their current operation as vehicular entry and exist points. The physical works to the wall will be subject to a separate listed building consent submission.	This will ensure that the significance and special interest of the wall, particularly when viewed along Regent Road, retains its overall integrity and ensure that the original turret entrances retain their prominence.	ES Chapters 3&4; Design & Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Appendix 18.5; proposed openings to Regent Road wall plans (Pattern Design).

18.6 ASSESSMENT PRE-MITIGATION (INCLUDING DESIGN INTERVENTIONS)

The impact of the proposals is both direct and on the setting of those receptors that form part of the application site. For the other receptors identified (except the Stanley Dock Conservation Area and the WHS) the impact is only on their setting.

18.6.1 Proposed Development Scenario

PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Bramley-Moore Dock Retaining Walls — Asset	The proposed development would have a direct impact on the listed structure — although importantly not on its physical structure. The proposed stadium foundations have been designed to cantilever over the existing walls to ensure their fabric and integrity is retained. The proposed stadium would sit within the Dock on a north-south axis. The proposals would require the removal of the water and the infill of the dock (by marine-won sand) to accommodate the stadium, fundamentally altering its historic purpose and function although ultimately allowing for the reversibility of the proposals. The retaining walls will either be visually apparent or protected below ground long term. The proposed water channel will ensure that an element of the dock walls remains visible and within a water-context and the dock gates will remain fixed open.	Very Large	Major Adverse	Yes	ES Chapters 3&4; Design & Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Bramley-Moore Dock Retaining Walls — Setting	The proposed development will impact the setting of the listed structure by virtue of the removal of the existing waterbody and the cessation of its function as a maritime facility. The façade design of the stadium, adjoining car park structure, and the outside broadcast/substation enclosure have been designed to ensure the building has had full regard for the contextual architectural forms, materials and scale of the surrounding area. The introduction of the water channel at the western end of the Dock will ensure that a visual link is retained between the inter-linked Docks but the interconnection will no longer be navigable. The water channel will also help to retain an element of the importance attached to the docks’ functional interconnectivity with the wider dock system and the benefits this brought Liverpool’s development and success.	Very Large	Major Adverse	No	ES Chapters 3&4; Design & Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; Appendix 18.6

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Regent Road Dock Wall — Asset	The impact on the Dock Wall will be the creation of three ‘punched’ openings and consequential removal of existing granite walling. Under the recent amendments, the new openings have been reduced in width and retain the overhead (lintel) section of the wall, using the larger stones from the existing wall to ensure as much of the granite can be visualised as possible and retain the continuity and perception of the enduring scale of the wall. The works will be subject to a separate Listed Building Consent application for the repair of the wall, the removal of the sub-station that currently abuts the wall and the consolidation of the remnant brick wall relating to the former Overhead Railway.	Small	Moderate Adverse	Yes	ES Chapters 3&4; Design & Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; Appendix 18.5
Construction	Regent Road Dock Wall — Setting	The design ensures that the openings are kept simple in finish when viewed from Regent Road, the extent and width of the openings has been further reduced and will appear even less obvious when seen obliquely when travelling along the road from north to south. Whilst the stadium proposals will bring about a change in the setting of the Dock Wall the extent to which the design has been conceived to respect the character of the area should minimise the impact on the setting of the listed wall. Any adverse effect to its setting is primarily caused by the physical opening up of the wall in three places. The majority of the entire length of listed wall would remain intact (following rebuild of lintel) and the nature of the proposed openings would ensure that the scale and fortress-like nature of the wall is retained however the opening of the wall will nevertheless alter its setting in the context of its original function.	Small	Moderate Adverse	No	ES Chapters 3&4; Design & Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; Appendix 18.5
Construction	Hydraulic Engine House — Asset	There will be no physical impact on the heritage asset at this stage as the planning application only seeks to facilitate its future use as an exhibition / cultural centre; With written agreement from LCC, essential repairs and stabilisation works will be undertaken in advance of a Listed Building Consent application. An application for essential demolitions/removals and repairs to the historic structure (including internal fit-out of the building) will be made via subsequent Listed Building Consent submissions. At the outset, the applicant has made a clear commitment (via S106 draft heads of terms) to repair, restore and convert the building in order to provide a positive and sustainable future use. It will also provide an active and purposeful termination of the River Walk through the WHS as envisaged in the Liverpool Waters Masterplan.	Very Large	Major Beneficial	Yes	ES Chapters 3&4; Design & Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; Hydraulic Accumulation Tower at BMD Stage 1 Visual Structural Condition Appraisal (Curtins, 2020 Update).
Construction	Hydraulic Engine House — Setting	In its immediate setting, the landscaping will ensure it retains a connection to its historic past, with the listed Bramley-Moore Dock walls still visibly sitting in front of the building, and the location of the stadium will ensure that in views along Regent Road the tower will still appear prominently over the Regent Road Dock Wall at the front of the site. Where the proposed stadium and the Hydraulic Engine House are seen together, the complementary brick aesthetic of the stadium will ensure that it does not compete with the listed structure but will sit comfortably alongside it (the approved Liverpool Waters masterplan has buildings in far closer proximity). The stadium will be a prominent, contemporary, positive new structure, its brick and steel design in keeping with the local vernacular materials. However, there will undoubtedly be an impact on the setting of the Hydraulic Engine House due to its proximity. It will retain its independence and dominant impact in many views, both immediate and long distance but the proposed stadium would be a dominant presence within its setting. Whilst currently the structure is the only one of any height in the vicinity, this is more to do with the extent of post-war demolition and site clearance than the reality of its historic setting — when it would always have been seen in the context of many other structures (primarily the elevated railways), and always behind the Regent Road Dock Wall.	Medium	Moderate Adverse	No	ES Chapters 3&4; Design & Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; Appendix 18.6

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Nelson Dock Retaining Walls — Asset	The proposals ensure the retention of the historically important captstans/bollards that currently line the dock’s northern retaining wall. The existing dock gates to the south of the existing southern isolation structure between BMD and Nelson Dock will remain fixed open.	Small	Moderate Neutral	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; Landscape Drawings (Planit-IE) Appendix 18.6
Construction	Nelson Dock Retaining Walls — Setting	The proposal will not impact the dock waterbody or its contribution to the WHS, however it will noticeably change its setting, with the stadium appearing directly to the north of the dock. The proposal will not prevent an appreciation of the special interest of the dock structure and its purpose. Historically there would have been buildings between the water body and Bramley-Moore Dock. The proposals’ impact will be mitigated by the design approach and materiality of the proposed stadium, and at ground level by the landscape proposals to incorporate the existing dock related objects. As with the other listed docks, the significance derived from the perceived physical and collective functional connection between the integrated dock system, and therefore the listed docks, will be reflected by the water channel (the actual connectively having long been severed by the construction of an isolation structure between BMD and Nelson Dock).	Small	Moderate Neutral	No	ES Chapters 3&4; Design & Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Stanley Warehouse North (Titanic Hotel)- Setting	The proposed stadium would sit, visually, some way from the listed warehouse at a scale not dissimilar — at long distance — to that of the closer-by Tobacco Warehouse. The approach to the facade treatment of the stadium — with the brick facades ensuring that the structure ‘grows out of’ the Dock and its wider context further would ensure that the relationship is appropriate in the context of the group of landmark buildings. Due to the disparate and non-dock related uses within the buildings now, the building’s functional relationship with its setting is now largely lost. Closer, when approaching from the north and south on Regent Road the Stanley Dock (north) Warehouse is always visually separated from the proposal site by the road and the imposing Regent Road Dock Wall and when approaching from the south only comes into view once past the Tobacco Warehouse by which time the visual separation ensures little interconnection and thus impact on setting. It is therefore considered that any impact on the ability to appreciate the setting of the warehouse or its contribution to the OUV of the WHS would be minimal and that its individual architectural and historical interest remains intact.	Negligible	Minor Neutral	No	ES Chapters 3&4; Design & Access Statement (DAS) (Meis Architects) and DAS Addendum (Pattern Design); Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Hydraulic Tower to west of Stanley Dock — Setting	Due to the scale of the Bascule Bridge, the Hydraulic Tower is primarily appreciated in views from the north, looking south. Within this context its setting relates to being part of the Stanley Dock ‘group’ rather than the docks to the west. The building will still form part of the overall dock environment and therefore its contribution to the wider group of dock related buildings — of which its function was interrelated — will be preserved. It is therefore considered that any impact on the ability to appreciate the setting of the Hydraulic Tower or its contribution to the OUV of the WHS would be minimal and that its individual architectural and historical interest remains intact. Where the listed structure and the proposal are seen in the same context, the proposed materiality and the warehouse typology embodied in the architectural approach would further lessen any impact on its setting.	Negligible	Minor Neutral	No	ES Chapters 3&4; Design & Access Statement (DAS) (Meis Architects); DAS Addendum (Pattern Design);Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Entrances to Stanley Dock — Setting	The Stanley Dock entrances, similar to those at Bramley-Moore Dock, are built using Hartley’s cyclopean-stone construction method and are oval in form and incorporate a gate watchman’s hut. All four (two being on Great Howard Street) have had one side of their double openings bricked up. The special interest of the entrances clearly relates directly to the Stanley Dock and the security which it provided for the goods within. The proposals would not impact an ability to appreciate this significance or the contribution that they make to the OUV of the WHS.	Negligible	Negligible	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Tobacco Warehouse — Setting	In the context of the proposals it is its dominant presence that is as important as its architecture and purpose — although recognising its purpose through its form and scale makes it an important marker in ‘locating’ the docks from longer views, being the most dominant of the group of buildings identified as key landmark buildings. With the application site located to the north west, the intent through the design process to minimize the proposed stadium height would ensure that it would not overwhelm or dominate the Tobacco Warehouse or its setting. In the key longer views from both sides of the River Mersey the form, scale and materiality of the Tobacco Warehouse is identifiable and appreciable. The architectural approach of the roof ‘growing out of’ its brick base and the Dock anchors the proposed stadium contextually to its location. The simple palette of materials further mitigates against any impact. The proposal would be an additional structure of similar scale to the wider setting of the Warehouse in a context where it is currently the only structure of that scale. However, this impact would not have a harmful impact on its contribution to OUV of the WHS.	Medium	Moderate Neutral	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9



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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Stanley Dock Warehouse to south of Tobacco Warehouse — Setting	The setting of this Dock is dominated by the Tobacco Warehouse to the north and partially by the Bonded Tea Warehouse to the south, both of which contribute to its setting as part of the group of historic warehouses. There is very little direct inter-visibility between the listed warehouse and the site. The building is only fully appreciated in closer views. In longer views towards the application site just the top of the building is visible and generally it is overwhelmed in scale by the adjacent Tobacco Warehouse. However, when identified it forms a group, recognisable by their robust brick forms, with the other remaining warehouses on the eastern side of Regent Road, by Stanley Dock. The proposed stadium sits, visually, some way from the listed warehouse at a scale not dissimilar — at long distance — to that of the closer-by Tobacco Warehouse — which already dominates this warehouse. Therefore, there will be no direct impact caused by the proposals. The proposal will not affect the setting of the Warehouse, which is tucked behind the mass of the Tobacco Warehouse	Negligible	Negligible	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Bonded Tea Warehouse — Setting	The Bonded Warehouse is also a substantial brick warehouse, although not on the scale of Tobacco Warehouse. It was a major component of the thriving commercial district right up until the mid-20 <sup>th</sup> century and forms an important element of the ‘group’ of surviving warehouses near to Stanley Dock. It sits to the south of the Tobacco Warehouse, and therefore is generally seen in the context and ‘shadow’ of the larger building. As a consequence of its position, the proposed stadium would have no impact on its setting in terms of appreciating the building’s special architectural or historic interest or its contribution to the OUV of the WHS.	Negligible	Negligible	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Collingwood & Salisbury Docks — Setting	The dock structures, as with Bramley-Moore are all listed Grade II. Each of these structures is listed in its own right as examples of Jesse Hartley’s innovative dock wall design, however together they form an intrinsic part of the inter-connected dock system design. Each dock interconnected with each other and, via the Stanley Dock, with the Liverpool-Leeds Canal. The functional connection with the docks to the north of Nelson Dock, which allowed the ‘functional’ interconnectivity and formed part of the docks’ significance, has now not been possible for many years as the Docks are already ‘closed off’ through the installation of an isolation structure at the southern end of Bramley-Moore Dock at its entrance to Nelson Dock. Historically, the site would not have formed part of the visual setting of the surrounding docks due to the structures that once sat adjacent to each of them. It is considered that any impact on the ability to appreciate the setting of the listed docks or their contribution to the OUV of the WHS is minimal and that their individual architectural and historical interest remains largely intact. Whilst the proposals will bring about a change in the setting of the listed docks, the extent to which the design has been conceived to respect the character of the area means that this change is not harmful to their setting and thus regarded as Neutral.	Negligible	Minor Neutral	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Stanley Dock — Setting	Similarly forming part of Jesse Hartley’s overall dock design and the only dock constructed east of Regent Road. The Dock was partially filled in 1900 when Tobacco Warehouses were erected between Hartley’s warehouses. It is considered that the impact on Stanley Dock will be minimal. Due to the enclosed nature of the dock the proposal and the dock are unlikely to be seen in the same context in a meaningful way. As with the other listed docks, the significance derived from the perceived physical and functional connection between the integrated dock system, and therefore the listed docks, will be reflected by the water channel (the actual connectively having long been severed by the installation of an isolation structure between BMD and Nelson Docks.	Negligible	Minor Neutral	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Clarence Dock Graving Dock — Setting	The dock structures, as with Bramley-Moore, are all listed Grade II. Each of these structures is listed in its own right as examples of Jesse Hartley’s innovative dock wall design, however together they form an intrinsic part of the inter-connected dock system design. The Clarence Graving Dock was specifically a set of dry docks for ship repair and maintenance. The proposal will introduce a structure that is not traditionally ‘dock-related’ into the dock context, however its impact will be mitigated by the design approach and materiality and it will not prevent a full appreciation of the special interest of the dock structure and its purpose, both historically and today — particularly when it is recognised that the dock would have had no visual connection with the application site originally and therefore would not have formed part of its setting. As with the other (listed) docks, the significance derived from the perceived physical and functional connection between the integrated dock system, and therefore the listed docks, will be reflected by the water channel (the actual connectively being long severed). Whilst the proposals will bring about a negligible change in the setting of the listed docks, the extent to which the design has been conceived to respect the character of the area means that this change is not harmful to their setting and thus regarded as Neutral.	Negligible	Minor Neutral	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Sea Wall — Setting	The proposals would sit within the setting of the Sea Wall, particularly when seen in views from the west side of the River Mersey. The Sea Wall provides the ‘datum’ above which any dock structures and the city beyond ‘sit’ (although the dock waterbody actually sits well below the sea wall at BMD). The original Sea Wall has historical associations with the development of the docks, however this structure is not listed and has now been largely encapsulated within the more modern construction (concrete) that is now visible at BMD. Whilst the proposal would have a visual impact on the setting of the Sea Wall, when taking into consideration the design mitigation for the stadium and the fact that historically (and currently) there were buildings seen beyond the sea wall, the proposal would not be harmful to its setting and would not prevent an ability to appreciate its special interest or its contribution to the OUV of the WHS.	Medium	Minor Neutral	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Victoria Clock Tower – Setting	The Victoria Clock Tower is a prominent feature at the Mersey entrance to Salisbury Dock and directly in line with the Liverpool-Leeds Canal spur that leads down to Stanley and Collingwood Docks to the east. It is a prominent landmark that provided time to shipping and the surrounding docks and sounded the half and high tides as well as warnings – all key elements of the Victorian dock management system. Its visual prominence is therefore an important element of its significance however buildings around the existing docks would have historically limited its visibility. In recognising that the docks were all originally surrounded by buildings, the existing extent of visibility between the docks should be recognised as only part of the tower’s relationship with the surrounding docks – hence the warning bells as well as the clock. Overall it is considered that as the inter-visibility between the application and site and the Victoria Clock Tower was always limited (being two docks to the north) the proposals would have a no more than a small impact on its visual setting and its special architectural and historical interest – which includes its functional as well as visual importance – will remain unharmed.	Small	Moderate Neutral	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Dockmaster’s Office – Setting	Whilst obviously designed to impress, its location relates primarily to the entrance to the Salisbury Dock and views out and along the River Mersey. When built, the other warehouses that lined the sides of the docks to the north and south would have meant there was no visual relationship between the listed building and the site of the stadium.	Negligible	Negligible	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Leeds-Liverpool Canal Stanley Locks - Setting	The proposal will be visible from the upper locks but at some distance and will not affect their setting and so it is considered that there will be no impact caused by the proposals. The significance derived from the perceived physical and functional connection between the canal, through the integrated dock system, will be reflected by the water channel (the actual connectively having long been severed by the construction of a southern isolation structure between Bramley-Moore and Nelson Docks.	Negligible	Negligible	No	Appendix 18.1 Chapter 9 & Appendix D & Appendix 18.2 Chapter 9
Construction	Regent Road Bascule Bridge - Setting	The proposals will be seen in the distance beyond the Bascule Bridge when approaching from the south. The bridge is a robust and dominant structure which itself obscures oblique views from Regent Road. There would be a negligible impact on the setting of the bridge but this would not affect an ability to appreciate its contribution to the conservation area and WHS.	Negligible	Negligible	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	15-17 Fulton Street List Entry Number 1469878	It is not considered that the proposals will have an impact on the ability of these buildings to contribute to the wider understanding of the impact of the docks on the commercial development of this part of Liverpool or their ability to contribute to the setting of the conservation area and WHS. The retained Regent Road Dock Wall will continue to maintain the character of Regent Road and the Hydraulic Tower will remain a prominent and recognisable landmark. The buildings form part of a currently undetermined planning application for development of a hotel including a 9 storey element between them and the site. This will alter their immediate setting and their relationship with the site.	Negligible	Negligible	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Remnants of Overhead Railway	The remnants of the Overhead Railway are addressed in the section on the Regent Road Dock Wall. Where retained, the remnant wall will be repaired and stabilised.	Small	Negligible	Yes	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; proposed openings to Regent Road wall plans (Pattern Design).
Construction	66 & 68 Regent Road	It is not considered that the proposals will have an impact on the ability of these buildings to contribute to the wider understanding of the impact of the docks on the commercial development of this part of Liverpool or their ability to contribute to the setting of the conservation area and WHS. The retained Regent Road Dock Wall will continue to maintain the character of Regent Road and the Hydraulic Tower will remain a prominent and recognisable landmark. The buildings form part of a currently undetermined planning application for the development of a hotel including a 9 storey element between them and the site. This will alter their immediate setting and their relationship with the site.	Negligible	Negligible	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	9 Blackstone Street	This building forms an informal group with 66 & 68 Regent Road and 15-17 Fulton Street. It is not considered that the proposals will have an impact on the ability of the building to contribute to the wider understanding of the impact of the docks on the commercial development of this part of Liverpool or their ability to contribute to the setting of the conservation area and WHS.	Negligible	Negligible	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Wellington Dock/Sandon Half-Tide Dock	Wellington Dock and the Sandon Half-Tide Dock are located within the WHS Buffer Zone and sit hidden partly behind the listed Regent Road Dock Wall. Wellington Dock has been filled in to create the United Utilities Waste Water Treatment Plant. Whilst the physical access between BMD will be closed by the installation of a new (northern) isolation structure, the sense of interconnectivity between the docks will be retained with the proposed water channel and dock gates. Whilst the proposed development will be directly to the south, it is not considered that it will alter their existing limited contribution to the setting of the WHS or affect their remaining significance.	Small	Negligible	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Sandon Dock	Sandon Dock is located north of Wellington Dock and the application site and filled in. Outside the WHS and Buffer Zone it is not considered that the proposals will alter any small contribution that it makes to the setting of the WHS or affect their remaining historical significance.	Negligible	Negligible	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Huskisson Dock	Huskisson Dock is located north of Sandon Dock, Wellington Dock and the application site. Outside the WHS and Buffer Zone it is not considered that the proposals will alter any small contribution that it makes to the setting of the WHS or affect their remaining significance.	Negligible	Negligible	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Stanley Dock Conservation Area	Bramley-Moore Dock, the listed and many of the unlisted structures and artefacts within it all form part of the overall character and appearance of the conservation area and the area’s contribution to the OUV of the WHS. In terms of overall impact of the proposals on the character and appearance of the conservation area, the greatest impact will be on Bramley-Moore Dock itself in which the existing dock use and therefore character will be altered. The removal of the waterbody and the construction of the stadium structure over a significant element of it will fundamentally alter the character and appearance of this part of the conservation area. The impact on the wider area largely mitigated through the design considerations: height, materiality, landscaping, water channel. It should be noted that the proposals have been designed to allow for the long-term possibility of reversibility, and within the site itself, very little physical fabric of significance will be lost. However, as a core element of the conservation area, it will hat the proposals will cause substantial harm to its character and appearance.	Large	Major Adverse	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Liverpool Maritime Mercantile City World Heritage Site	<p>As identified, the application site is located within Character Area 3 of the WHS and it has been established that the site and the assets that it contains currently contributes to the OUV of the WHS as comprising one of the system of interlinked wet docks that represent the culmination of Jesse Hartley’s development of dock design, and is a dramatic component of Liverpool’s historic dockland. The proposals would infill the Bramley-Moore Dock for the construction of a stadium and associated uses which would result in a permanent change to heritage assets located within the Site that are also identified as contributing to the WHS. It would also impact the setting of a number of heritage assets in the vicinity. It should be noted that, as with the infill of the Wellington Dock (immediately north of the application site), the proposals have been designed so that the long-term option of reversibility is possible. In views across the River Mersey which are those closest to the application site, the Key Landmark Buildings in close proximity to the proposal — the Stanley Dock complex, dominated by the Tobacco Warehouse, and the Victoria Clock Tower — all retain their prominence, integrity and authenticity. The proposal will introduce a structure that is not traditionally ‘dock-related’ into the dock context. However, the approach to the façade treatment of the stadium — with the brick facades further revised and simplified to increase their appearance of solidity ensuring that the structure has its origins in the warehouse architectural typology — ‘grows out of’ the Dock and its wider context. The stadium will be a prominent, contemporary, positive new structure but its brick and steel design are in keeping with the local vernacular and in keeping with the tradition of strong, muscular buildings that define Liverpool’s prosperity and success. The proposal will not appear in views from the other Character Areas of the WHS. In terms of the integrity of the WHS, the innovative technologies and dock construction from the 18<sup>th</sup> to the early 20<sup>th</sup> century and the quality and innovation of its architecture would still be appreciable and understandable. However, it is recognised that the loss of much of the dock as open water and the contribution that the open water makes to the OUV would be lost. The in-filling of one of the docks and the alterations (new openings) to the Regent Road Dock Wall would diminish the historical authenticity of the dock as well as its role as part of the integrated dock system — which was crucial to the development of Liverpool as a port city of global importance and central role in the development of the British Empire and global trade. However, there is a long tradition of the infilling of Docks within the Liverpool Docks throughout the WHS, with the Three Graces built on former Docks as well as The Museum of Liverpool and the Liverpool One development. The Clarence Dock Power Station was built in the infilled Dock in 1929 (subsequently demolished in 1994).</p> <p>The Bramley-Moore Dock site is one of the series of inter-linked docks (albeit not connected to Nelson Dock due to an existing isolation structure) in a part of the WHS that is currently predominantly vacant/derelict and whilst the proposal will significantly modify the Dock and associated heritage assets and elements of its setting, the overall understanding of the dock construction and port management of which it forms part, will still be appreciable and understandable. The proposals would also enable the repair and re-use (and thus better appreciation of) an important heritage asset that contributes to OUV but has been derelict for decades and open up to the public a part of the WHS that has been privately operated and securely closed. The proposals would make a Moderate difference to the ability to understand and appreciate the OUV of the WHS when considering the entire of the WHS. It is recognised that it would have a Major Adverse impact on both the Bramley-Moore Dock and the Stanley Docks Character Area, both of which are of very high value. From large parts of the WHS and its Buffer Zone the proposal would not be visible, and where it is the approach to the façade treatment of the stadium — with the brick facades ensuring that the structure has its origins in the warehouse architectural typology and in keeping with the local vernacular, as well as the reduction in height to below 45m — ensures the building sits comfortably in its setting.</p>	Large	Major Adverse	No	Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9

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18.6.2 Proposed Development + Liverpool Waters Scenario

PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Bramley-Moore Dock Retaining Walls	The completion of the Liverpool Waters will not change the impact of the proposals on the Bramley-Moore Dock Retaining Walls.	Very Large	Major Adverse	Yes	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; and DAS Addendum (Pattern Design)
Construction	Bramley-Moore Dock Retaining Walls – setting	The implementation of the Liverpool Waters permission would fundamentally change the setting of BMD from its existing situation, introducing development that rises from 27-38m in height around all four sides of the dock walls.	Very Large	Major Adverse	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; and DAS Addendum (Pattern Design)
Construction	Regent Road Dock Wall	The Liverpool Waters permission has already accepted the principle that new openings into the Dock Wall are necessary to improve permeability and access (including into Nelson Dock). However, the completion of the Liverpool Waters will not change the significance of effect of the proposals on the Regent Road Dock Wall (any openings to be subject to separate listed building consent submissions).	Small	Moderate Adverse	Yes	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; and DAS Addendum (Pattern Design)
Construction	Regent Road Dock Wall – setting	The implementation of the Liverpool Waters permission will introduce new development along much of the length of Regent Road to the south of the application site, re-introducing built form to the setting of the wall to the west.	Small	Moderate Adverse	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; and DAS Addendum (Pattern Design)
Construction	Hydraulic Engine House – asset	The implementation of the Liverpool Waters permission would not have any impact on the application for change of use.	Very Large	Major Beneficial	Yes	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; Hydraulic Accumulation Tower at BMD Stage 1 Visual Structural Condition Appraisal (Curtins, 2020 Update); and DAS Addendum (Pattern Design)
Construction	Hydraulic Engine House – setting	The Liverpool Waters permission has allowed for buildings of 27m and 28m to be built directly adjacent to the Hydraulic Engine House to the west and south. This would fundamentally change the immediate setting of the listed building from its existing situation. By not undertaking the BMD element of the Liverpool Waters permission, the setting of the Hydraulic Engine House will be left more open, giving the listed building more space to be appreciated. Therefore, the completion of the Liverpool Waters permission without the BMD element of it will not change the impact of the proposals on the Hydraulic Engine House or its contribution to the OUV of the WHS.	Medium	Moderate Adverse	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; and DAS Addendum (Pattern Design)
Construction	Nelson Dock Retaining Walls	The completion of the Liverpool Waters permission will not change the impact on the impact of the proposals on the Dock Retaining Walls.	Small	Moderate Neutral	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; and DAS Addendum (Pattern Design)
Construction	Nelson Dock Retaining Walls – setting	The completion of the Liverpool Waters permission will change the wider setting of Nelson Dock, to include new development on all sides, however as the BMD element of the Liverpool Waters permission would not be completed if this application is permitted it will not change the impact of the proposals on Nelson Dock to the south.	Small	Moderate Neutral	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; and DAS Addendum (Pattern Design)
Construction	Stanley Warehouse North (Titanic Hotel)	The Liverpool Waters permission allows for buildings ranging from 28m to 33m in height between the warehouse and the application site. The development proposed around Nelson Dock will be considerably closer to the listed warehouse than the application site and will thus have a greater impact. The completion of the Liverpool Waters permission (without the BMD element) will change the immediate setting of the warehouse to its west, introducing new development along the western and southern side of Nelson Dock between it and the proposal site – largely severing any sense of interconnectivity of the application site and the warehouse and their settings. The impact will undoubtedly be reduced but within the scale of impact already identified.	Negligible	Minor Neutral	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Hydraulic Tower to west of Stanley Dock	The completion of the Liverpool Waters permission will change the immediate setting of the Hydraulic Tower to its west, introducing new development along the western and southern side of Nelson Dock between it and the proposal site – effectively severing any sense of interconnectivity of the proposal site and the Hydraulic Tower and their settings. The impact will undoubtedly be reduced but within the scale of impact already identified.	Negligible	Minor Neutral	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Entrances to Stanley Dock	The completion of the Liverpool Waters permission will not change the impact of the proposals on the Stanley Dock Entrances	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9



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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Tobacco Warehouse	The completion of the cumulative schemes will change the immediate setting of the Tobacco Warehouse by the introduction of substantial new development to its west behind the Regent Road Dock Wall and all along the docks to the south. The Liverpool Waters outline permission enables two buildings of 38m on the western quays of BMD and Nelson Dock and 29m on the southern quay of Collingwood Dock, and the parameters for Central Docks include building plots of 141/117/119/109 m high as well as blocks on the west side facing the river being 41m. The proposal will form part of the overall redevelopment of the northern docks, the proposal itself would be partially obscured in some views across the River Mersey by the approved Liverpool Waters scheme. Whilst still just visible above the setting Liverpool Waters scheme the setting of the Tobacco Warehouse will be altered and the impact of the proposal on the warehouse lessened as a consequence.	Negligible	Minor Neutral	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Stanley Dock Warehouse to south of Tobacco Warehouse	The implementation of the Liverpool Waters permission will introduce development of considerable height to the docks on the western side of Regent Road Dock Wall. In views from the south this will potentially alter the sense of dominance produced by the group of warehouses at Stanley Dock. The completion of the Liverpool Waters permission will not change the impact of the proposals on the warehouse.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Bonded Tea Warehouse	The completion of the Liverpool Waters permission will not change the impact of the proposals on the warehouse.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Collingwood & Salisbury Docks	The completion of the Liverpool Waters permission will mean that development sits between the docks and the application site, nearly entirely removing the visual inter-connectivity other than where the docks interconnect. The impact will undoubtedly be reduced but within the scale of impact already identified.	Negligible	Minor Neutral	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Stanley Dock	Due to the enclosed nature of the dock the proposal and the dock are unlikely to be seen in the same context in a meaningful way. The completion of the Liverpool Waters permission will mean that there will be considerable development between the dock and the proposal site effectively severing any visual interconnection such that the proposals would have no impact on Stanley Dock.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Clarence Dock Graving Dock	The completion of the Liverpool Waters permission will mean that there will be considerable development between the dock and the proposal site effectively severing any visual interconnection such that the proposals would have no impact on the Graving Dock at all.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Sea Wall	The completion of the Liverpool Waters permission will not change the impact of the proposals on the sea wall but the Liverpool Waters permission will introduce a further change in its setting to the south	Medium	Minor Neutral	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Victoria Clock Tower	The setting of the Victoria Clock Tower will be changed by the completion of the Liverpool Waters permission and will further reduce the visual interconnectivity between the proposal site and the tower.	Negligible	Minor Neutral	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Dockmaster’s Office	The completion of the Liverpool Waters will lead to a much-altered character and appearance to the conservation area and thus this part of the WHS however it will not alter the impact of the proposals.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Leeds-Liverpool Canal Stanley Locks	The completion of the Liverpool Waters permission will not change the impact of the proposals on the listed locks.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Regent Road Bascule Bridge	The completion of the Liverpool Waters permission will change the immediate setting of the bridge to its west, introducing new development along the western and southern side of Nelson Dock between it and the proposal site — effectively severing any sense of inter-connectivity of the proposal site and the bridge and their settings. The impact will undoubtedly be reduced but within the scale of impact already identified.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	15-17 Fulton Street List Entry Number: 1468	The completion of the Liverpool Waters permission will not change the impact on the proposals on these buildings.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Remnants of Overhead Railway	The completion of the Liverpool Waters permission would potentially mean the remnant brick wall could be retained	Negligible	Negligible	Yes	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9; proposed openings to Regent Road wall plans (Pattern Design)
Construction	66 & 68 Regent Road	The completion of the Liverpool Waters permission will not change the impact on the proposals on these buildings.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	9 Blackstone Street	The completion of the Liverpool Waters permission will not change the impact on the proposals on this building.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Wellington Dock/Sandon Half-Tide Dock	The completion of the Liverpool Waters permission will not change the impact on the proposals on the dock.	Small	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Sandon Dock	The completion of the Liverpool Waters permission will not change the impact on the proposals on the dock.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Huskisson Dock	The completion of the Liverpool Waters permission will not change the impact on the proposals on the dock.	Negligible	Negligible	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Stanley Dock Conservation Area	The Liverpool Waters permission will fundamentally alter the character and appearance of the conservation area over its existing state, introducing buildings up to 38m in height and allowing for increased accessibility and permeability through the Regent Road Dock Wall. The completion of the Liverpool Waters permission without the BMD element will still lead to a much-altered character and appearance to the conservation area, particularly to the west of the Regent Road Dock Wall. Due to the impact of this application on the conservation area being primarily confined to Bramley-Moore Dock the cumulative effect of the impact will remain largely unchanged, however the individual impact of the proposal on the wider area will be much reduced due to the extent of development proposed by the Liverpool Waters Masterplan.	Large	Major Adverse	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9
Construction	Liverpool Maritime Mercantile City World Heritage Site	The completion of the Liverpool Waters permission will lead to a much-altered character and appearance to the conservation area and thus this part of the WHS however it will not alter the magnitude of impact of the proposals on the OUV of the WHS.	Large	Major Adverse	No	ES Chapters 3, 4 & 15; Appendix 18.1 Chapter 9 & Appendix 18.2 Chapter 9

## 18.7 MITIGATION & ENHANCEMENT MEASURES

A review of the Liverpool Waters Environmental Statement (prepared in support of outline permission ref. 10O/2424) identified that mitigation would be dealt with through design and safeguards such as a heritage management protocol to be agreed with the Council ensuring the reasonable care and protection of surface features identified during construction and operation of the proposed development. The protocol, tied to the submitted Conservation Management Plan, would deal in detail with protection of the heritage assets and features of the site during construction, including procedures in areas of contamination and for vehicle movements. Finally, it would deal with the protection of heritage assets on the site pending development and during the construction phase.

In the case of this application the principle mitigation measures beyond those dealt with through design are identified in the Construction Management Plan to protect and safeguard the heritage assets on and around the site. These include the following:

PHASE	POSSIBLE EFFECT BEING MITIGATED	MITIGATION MEASURE	HOW SECURED / TRIGGER	MAGNITUDE POST-MITIGATION	ADVERSE/ BENEFICIAL	FURTHER INFORMATION
Construction	Protection of listed structures on site	Preparation of a Conservation Management Plan to detail the protection of the heritage assets and features of the site during construction, including procedures in areas of contamination and for vehicle movements	Planning Condition /Listed Building Consent	Very Large	Adverse	N/A
Construction	Protection of listed structures on site	All listed structures, including the hydraulic tower and any dock walls, will be protected from damage during demolition and construction, with hoardings attached where appropriate to prevent any damage. Where agreed with Liverpool City Council and Historic England, removal of heritage assets will be undertaken for safe storage and later reuse.	Listed Building Consent	Very Large	Adverse	ES Chapter 4; Construction Management Plan

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PHASE	POSSIBLE EFFECT BEING MITIGATED	MITIGATION MEASURE	HOW SECURED / TRIGGER	MAGNITUDE POST-MITIGATION	ADVERSE/ BENEFICIAL	FURTHER INFORMATION
Construction	Loss of elements of heritage assets e.g. capstans/bollards that form part of Bramley-Moore Dock	Ahead of demolition, any heritage assets designated for reuse will carefully be removed and either stored safely on site, where they will be stored ready for reuse later in the project or sent for appropriate restoration. The majority of historically important artefacts will be retained in situ or relocated within the proposed public realm/landscaping scheme.	Listed Building Consent	Small	Adverse	ES Chapter 4; Construction Management Plan; Appendices 18.5, 18.6
Construction	Loss of historic materials from creation of openings in Regent Road Dock Wall	Granite facing stones from removed wall portions to be stored safely on site. Subsequently, larger granite facing stones to be reinstated on the overhead ‘lintel’ portion rebuilt to hide the new structural supports. The metalwork will be fully encapsulated to side and top faces to hide the structural support. Sufficient ties will be provided between the stone and the supporting metal frame to ensure robustness. The remnant brick structure from the former Overhead Railway will be consolidated and repaired (only sections where the new openings are to be created are to be removed).	Listed Building Consent	Small	Adverse	ES Chapter 4; Construction Management Plan; proposed openings to Regent Road wall plans (Pattern Design)
Construction	Installation of permanent northern isolation structure	A bored concrete solution is being proposed to permanently isolate Bramley-Moore Dock from the northern waterbodies. Two pile walls are being proposed which will be formed by constructing a series of reinforced concrete piles in the ‘dry’ water channel to the south of a temporary isolation structure, that interlock to form a water tight barrier. Eight pipes will be cast in between the two rows of piles at identical levels to the existing southern isolation structure to enable the exchange of dock water to the north and south. The approach has been undertaken at other Docks within the WHS/buffer zone (Nelson & Wellington Docks) and the exact methodology and interaction with the Dock Wall will be subject to Listed Building Consent.	Listed Building Consent	Very Large	Adverse	ES Chapter 4; Construction Management Plan; Proposed Northern Isolation Structure plan (Buro Happold)
Construction	Repair and re-use of Hydraulic Tower	A series of measures will be implemented to make the building safe, carry out measured internal building survey, structural condition surveys and eventually remedial works.	Planning condition and Listed Building Consent	Medium	Beneficial	ES Chapter 4; Hydraulic Engine House Design Intent Report (Pattern Architects); Hydraulic Accumulation Tower at BMD Stage 1 Visual Structural Condition Appraisal (Curtins, 2020 Update); and DAS Addendum (Pattern Design)

18.8 ASSESSMENT POST-MITIGATION

18.8.1 Proposed Development Scenario

PHASE	RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
			SIGNIFICANCE	ADV/BEN/ NEUTRAL	ST/MT/LT	D/IND	P/T	R/IRR
Construction	Bramley-Moore Retaining Dock Walls – asset	Whilst protection of the listed structures will not change the impact of the proposals on the receptor, the residual effect will be to safeguard the historic fabric to ensure its long-term survival following construction works and to allow for the long-term possibility of reversibility. A detailed Listed Building Consent for the installation of a permanent northern isolation structure; monitoring of dock walls; creation of the new water channel; dock gate retention; compaction of fill material; drainage and duct insertions, public realm surfacing interface with dock walls & construction phase interfaces will ensure the works are carried out in a way that protects the existing listed dock walls and allows for the long-term possibility of reversibility, it will not, however change the effect.	Major	Adverse	Short-term	Direct	Permanent	Reversible
Construction	Bramley-Moore Retaining Dock Walls – setting	The effect remains as previously described	Major	Adverse	Long-term	Indirect	Permanent	Reversible

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Phase	Receptor	Residual Impact	Residual Effect					
			Significance	Adv/Ben/ Neutral	St/Mt/Lt	D/Ind	P/T	R/IRR
Construction	Regent Road Dock Wall	Whilst the protection of the listed wall will not change the effect of the proposals on the receptor, the residual effect will be to safeguard the remaining historic fabric to ensure its long-term survival following construction works. A methodology secured by Listed Building Consent for the storing and reinstatement of historic granite (larger stones) that is removed for the new openings in the Dock Wall as well as for the consolidation and repair of the remnant brick wall of the Overhead Railway will ensure a high quality finish and that the receptor is not further harmed by the proposals.	Moderate	Adverse	Short-term	Direct	Permanent	Irreversible
Construction	Regent Road Dock Wall — setting	The effect remains as previously described.	Moderate	Adverse	Short-term	Indirect	Permanent	Irreversible
Construction	Hydraulic Engine House	A series of reports and surveys and ultimately remedial works secured by Listed Building Consent will ensure that the benefits offered by the proposals to the Hydraulic Engine House are delivered as effectively as possible.	Major	Beneficial	Long-term	Direct	Permanent	Irreversible
Construction	Hydraulic Engine House — setting	The effect remains as previously described.	Moderate	Adverse	Long term	Indirect	Permanent	Reversible
Construction	Stanley Dock Conservation Area	The mitigation measures outlined above will ensure that works carried out to elements of the conservation area that are regarded as making a positive contribution to the character and appearance of the conservation area are safeguarded and their long-term survival ensured.	Major	Adverse	Long-term	Direct	Permanent	Irreversible
Construction	Liverpool Maritime Mercantile City World Heritage Site	The mitigation measures outlined above will ensure that works carried out to elements of the WHS that are regarded as displaying attributes contained in the Statement of OUV are safeguarded and their long-term survival ensured.	Major	Adverse	Long-term	Direct	Permanent	Irreversible
Construction	Nelson Dock Retaining Walls	The effect remains as previously described.	Moderate	Neutral	Long Term	Direct	Permanent	Irreversible
Construction	Nelson Dock Retaining Wall - setting	The effect remains as previously described.	Moderate	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Stanley Warehouse North (Titanic Hotel)	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Hydraulic Tower to west of Stanley Dock	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Entrances to Stanley Dock	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Tobacco Warehouse	The effect remains as previously described.	Moderate	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Stanley Dock Warehouse to south of Tobacco Warehouse	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Bonded Tea Warehouse	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Collingwood & Salisbury Docks	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Stanley Dock	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Clarence Dock Graving Dock	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Sea Wall	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible



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PHASE	RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
			SIGNIFICANCE	ADV/BEN/ NEUTRAL	ST/MT/LT	D/IND	P/T	R/IRR
Construction	Victoria Clock Tower	The effect remains as previously described.	Moderate	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Dockmaster’s Office	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Leeds-Liverpool Canal Stanley Locks	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Regent Road Bascule Bridge	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	15 – 15 Fulton Street	The effect remains as previously described	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Remnant of Overhead Railway	The effect is described above with the Regent Road Wall.	Negligible	Adverse	Short Term	Direct	Permanent	Reversible
Construction	66 & 68 Regent Road	The effect remains as previously described	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	9 Blackstone Street	The effect remains as previously described	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Wellington Dock/Sandon Half-Tide Dock	The effect remains as previously described	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Sandon Dock	The effect remains as previously described	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Huskisson Dock	The effect remains as previously described	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Key: ADV/BEN = Adverse/Beneficial; ST/MT/LT = Short-term/Medium-term/Long-term; D/IND = Direct/Indirect; P/T = Permanent/Temporary; R/IRR = Reversible/Irreversible								

18.8.2 Proposed Development + Liverpool Waters Scenario

PHASE	RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
			SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Construction	Bramley-Moore Retaining Dock Walls	The completion of the Liverpool Waters permission does not change the residual impact.	Major	Adverse	Short-term	Direct	Permanent	Reversible
Construction	Bramley-Moore Retaining Dock Walls - setting	The completion of the Liverpool Waters permission does not change the residual impact.	Major	Adverse	Long-term	Indirect	Permanent	Reversible
Construction	Regent Road Dock Wall	The completion of the Liverpool Waters permission does not change the residual impact.	Moderate	Adverse	Short-term	Direct	Permanent	Irreversible
Construction	Regent Road Dock Wall - setting	The completion of the Liverpool Waters permission does not change the residual impact.	Moderate	Adverse	Short-term	Indirect	Permanent	Irreversible
Construction	Hydraulic Engine House	The completion of the Liverpool Waters permission does not change the residual impact.	Major	Beneficial	Long-term	Direct	Permanent	Irreversible
Construction	Hydraulic Engine House - setting	The completion of the Liverpool Waters Permission does not change the residual impact.	Moderate	Adverse	Long-term	Indirect	Permanent	Reversible
Construction	Stanley Dock Conservation Area	The completion of the Liverpool Waters permission does not change the residual impact.	Major	Adverse	Long-term	Direct	Permanent	Irreversible
Construction	Liverpool Maritime Mercantile City World Heritage Site	The completion of the Liverpool Waters permission does not change the residual impact.	Major	Adverse	Long-term	Direct	Permanent	Irreversible

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PHASE	RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
			SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Construction	Nelson Dock Retaining Walls	The effect remains as previously described.	Moderate	Neutral	Long Term	Direct	Permanent	Reversible
Construction	Nelson Dock Retaining Walls - setting	The effect remains as previously described.	Moderate	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Stanley Warehouse North (Titanic Hotel)	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Hydraulic Tower to west of Stanley Dock	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Entrances to Stanley Dock	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Tobacco Warehouse	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Stanley Dock Warehouse to south of Tobacco Warehouse	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Bonded Tea Warehouse	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Collingwood & Salisbury Docks	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Stanley Dock	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Clarence Dock Graving Dock	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Sea Wall	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Victoria Clock Tower	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Dockmaster’s Office	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Leeds-Liverpool Canal Stanley Locks	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Regent Road Bascule Bridge	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	15-17 Fulton Street	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	The remnant of former Overhead Railway	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	66&68 Regent Road	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	9 Blackstone Street	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Wellington Dock/Sandon Half-Tide Dock	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Sandon Dock	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Huskisson Dock	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Key: ADV/BEN = Adverse/Beneficial; ST/MT/LT = Short-term/Medium-term/Long-term; D/IND = Direct/Indirect; P/T = Permanent/Temporary; R/IRR = Reversible/Irreversible								

18.9 BUILT HERITAGE: INTER-DEVELOPMENT CUMULATIVE SCHEME EFFECTS

The potential effect of the Liverpool Waters scheme (LPA ref. 10O/2424 – the most recent approved non-material amendment is reference 19NM/1121 (further non-material amendment reference 20NM/1801 is currently pending determination) in the immediate vicinity of the application site has already been inherently considered within the assessment in this chapter through the use of the townscape visualisations. In addition, those wider cumulative schemes that have appeared in the townscape views have therefore, also been considered within the assessment of this chapter. Those cumulative schemes that are of too great a distance to appear in the townscape views would not have a cumulative effect on the relevant identified heritage assets or their settings as they cannot be seen in visual combination with the proposed development. The cumulative schemes have been reviewed for potential for there to be cumulative effects that cannot be assessed by the townscape views. For this to be the case such schemes would need to be in relative proximity to the application site or wider relevant designations such as the Stanley Dock Conservation Area and the WHS. The consideration of Liverpool Waters has addressed the majority of such impacts however the stand alone ‘drop in’ applications that sit within the Liverpool Waters boundary have also been reviewed and of these, Plot CO2 as described below has been identified as one which would also involve partial infill of a dock waterbody. However, although plot CO2 is a stand-alone application it is not proposing dock infill beyond which is already permitted within the Liverpool Waters consent and therefore, it would not be appropriate to consider both Plot CO2 and Liverpool Waters for the same dock infill cumulative effect as Liverpool Waters has already been considered as part of this assessment.

Since the application was submitted, two further applications have been submitted for schemes in close proximity to that site that are likely to have an impact on a number of heritage assets identified above:

- Land bounded by Blackstone Street, Fulton Street and Regent Road (Application 20F/0217) is within the WHS Buffer Zone and will directly affect 15-17 Fulton Street and 66&68 Regent Road and the immediate setting of 9 Blackstone Street, to the north of the site.

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- 2-6 Lightbody Street (Application 20F/1947) is also in the Buffer Zone and is likely to appear particularly in the backdrop of Stanley Dock and those buildings and structures surrounding it.

These schemes and their potential inter-development cumulative effects are set out in the following tables.

CUMULATIVE SCHEME	SCHEME DESCRIPTION	POTENTIAL FOR CUMULATIVE EFFECTS?	CONSIDERED WITHIN ASSESSMENT?
Land bounded by Blackstone Street, Fulton Street and Regent Rd, L5 (Application 20F/0217	Demolition and re-development of site to provide 9 storey hotel with car park and associated access / servicing.	This scheme has the potential to produce cumulative effects alongside the current proposals as a result of its scale — further adding to the scale of development in the surrounding area and a further move away from the historic inter-connected dock based or associated uses.	Yes
2-6 Lightbody Street (Application 20F/1947)	To demolish vacant buildings and erect 210 residential units, 716 sq.m of flexible commercial use A1, A2, A3, B1 and B8, 2 x 550 kva sub-stations with associated landscaping.	This scheme has the potential to produce cumulative effects alongside the current proposals as a result of its scale — further adding to the scale of development in the surrounding area and a further move away from the historic inter-connected dock based or associated uses.	Yes
Plot C02 (LPA ref. 18F/3247 — application pending)	Residential development comprising 646 apartments with ground floor commercial space, in six blocks of between 10 to14 storeys in height, with single storey concierge pavilion building, parking, soft and hard landscaping/public open space, including two floating timber jetties and dockside walkway	The Plot C02 scheme would have the potential to produce cumulative effects alongside the current proposals as a result of the requirement to partially infill the West Waterloo Dock by further exacerbating the loss of Docks. The site is not within the WHS but within the buffer zone. Further, the site benefits from the principle of the earlier outline consent for a 60ha mixed development as part of the Liverpool Waters Masterplan (100/2424) and the approved Central Docks Neighbourhood Masterplan sets out that residential development is suitable around this location through the partial infilling of West Waterloo Dock. The site is also identified within LCCs 2018 Strategic Housing Land Availability Assessment (SHLAA 2018) to help assist with the housing delivery within the emerging Local Plan period.	No

PHASE	RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
			SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Construction	Bramley-Moore Retaining Dock Walls	The completion of the cumulative schemes does not change the residual impact.	Major	Adverse	Short-term	Direct	Permanent	Reversible
Construction	Bramley-Moore Retaining Dock Walls - setting		Major	Adverse	Long-term	Indirect	Permanent	Reversible
Construction	Regent Road Dock Wall	The completion of the cumulative schemes does not change the residual impact.	Moderate	Adverse	Short-term	Direct	Permanent	Irreversible
Construction	Regent Road Sock Wall - setting		Moderate	Adverse	Short-term	Indirect	Permanent	Irreversible
Construction	Hydraulic Engine House	The completion of the cumulative schemes does not change the residual impact.	Major	Beneficial	Long-term	Direct	Permanent	Irreversible
Construction	Hydraulic Engine House - setting		Moderate	Adverse	Long-term	Indirect	Permanent	Irreversible
Construction	Stanley Dock Conservation Area	The completion of the cumulative schemes does not change the residual impact.	Major	Adverse	Long-term	Direct	Permanent	Irreversible
Construction	Liverpool Maritime Mercantile City World Heritage Site	The completion of the cumulative schemes does not change the residual impact.	Major	Adverse	Long-term	Direct	Permanent	Irreversible
Construction	Nelson Dock Retaining Walls	The effect remains as previously described.	Moderate	Neutral	Long Term	Direct	Permanent	Reversible
Construction	Nelson Dock Retaining Walls - setting	The effect remains as previously described.	Moderate	Neutral	Long Term	Direct	Permanent	Reversible
Construction	Stanley Warehouse North (Titanic Hotel)	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Hydraulic Tower to west of Stanley Dock	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Entrances to Stanley Dock	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible

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Phase	Receptor	Residual Impact	Residual Effect					
			Significance	Adv/Ben	ST/MT/LT	D/Ind	P/T	R/IRR
Construction	Tobacco Warehouse	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Stanley Dock Warehouse to south of Tobacco Warehouse	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Bonded Tea Warehouse	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Collingwood & Salisbury Docks	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Stanley Dock	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Clarence Dock Graving Dock	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Sea Wall	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Victoria Clock Tower	The effect remains as previously described.	Minor	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Dockmaster’s Office	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Leeds-Liverpool Canal Stanley Locks	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Regent Road Bascule Bridge	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	15-17 Fulton Street	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	The remnant of former Overhead Railway	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	66&68 Regent Road	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	9 Blackstone Street	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Wellington Dock/Sandon Half-Tide Dock	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Sandon Dock	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Construction	Huskisson Dock	The effect remains as previously described.	Negligible	Neutral	Long Term	Indirect	Permanent	Reversible
Key: ADV/BEN = Adverse/Beneficial; ST/MT/LT = Short-term/Medium-term/Long-term; D/IND = Direct/Indirect; P/T = Permanent/Temporary; R/IRR = Reversible/Irreversible								

## 18.10 REFERENCES

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