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EXISTING CONTEXT

2.1 Movement and Access

Vehicle access into the site is currently provided along William Jessop Way, this is part of an almost circular route around the Princes Dock. William Jessop Way is a cul-de-sac and does not connect through to the wider road network surrounding Princes Dock. One of Liverpool's major north south vehicular routes, New Quay/The Strand passes close to the south eastern edge of the site. Bath Street and Waterloo Road provide vehicle access to areas north of the site.

Princes Dock is accessible by pedestrians. A number of existing openings within the historic Dock Wall help to provide existing pedestrian access to the site. However the location and legibility of these openings is poor in places. This issue is further exacerbated by the location of the new developments of Plaza 1821 and The Lexington. A pedestrian bridge crosses the dock, enabling pedestrian permeability across the dock. Pedestrian access is provided along the river edge towards the Pier Head.

The site is quite well served by public transport, with a bus route along Princes Parade. The nearest station is Moorfields approximately 5 minutes walk from the site.

KEY

- Liverpool Waters planning application boundary
- Princes Dock neighbourhood boundary
- Major road
- Primary road
- Secondary road
- Bus stop
- Opening in Dock Wall (pedestrian)
- Opening in Dock Wall (vehicular)
- Opening in Dock Wall (Vehicular-blocked)
- 🚉 Railway station
- 🚢 Ferry terminal



2.2 Heritage Designations

There are no scheduled ancient monuments within Princes Dock. There is one listed building – the Princes Dock Boundary Wall directly adjoining it, which is Grade II, and the stone surface materials and rail tracks which are regarded as un-designated heritage assets. The site is considered to be within the setting of the Royal Liver Building, which is listed Grade I. The site directly adjoins the Stanley Dock Conservation Area and is also within the setting of the Pier Head Conservation Area. It is within the Buffer Zone of the World Heritage Site (WHS).

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

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 and will be retained. The Dock Wall is an integral part of the WHS. It has much architectural interest, great historic importance and still provides cohesion; it defines the relationship between the docks and the City.

A number of structures, buildings and features are protected by statutory listing, including the Dock Walls, the boundary walls and gates, and structures such as Victoria Tower and the accumulator tower at Bramley-Moore Dock. In accordance with national and local planning policy, a high priority must be given to the physical preservation and setting of the listed buildings by any development proposals.



2.3 Historic Development of the Dock Wall

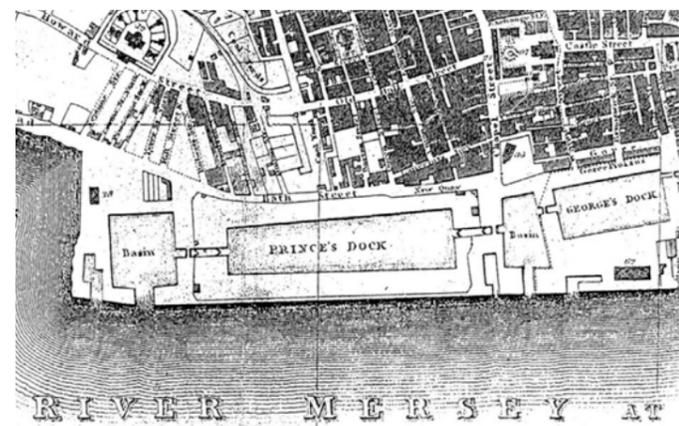
INTRODUCTION TO THE DOCK BOUNDARY WALL

The Dock Boundary Wall was built in six stages as dock construction developed. The design of the wall and gateways developed over time, starting with John Foster's functional classic style and culminating in Jesse Hartley's highly personal use of granite in the Cyclopean form.

Foster built the oldest section of the wall (section A - see Figure 5 overleaf) in red brick with a sandstone coping. The wall stands at 5.5m high and is four bricks thick in English bond.

The next phase of the wall (section B) was also built in red brick to the same height as section A, also in English bond.

The widespread use of granite came with the purchase, by the Dock Board, of the Creetown quarry in Scotland. Hartley's inventive constructional form was an economical and effective way of making best use of resources. Granite rubble was firstly introduced for the gateways, and then for the wall in its entirety. Section C of the wall was built entirely of granite rubble and tapers in section from base to top. It is 5.5m high and incorporates large carved granite plaques for the docks it encloses.



SWIRE'S MAP OF LIVERPOOL 1823-4 INDICATES DOCK BOUNDARY WALL SURROUNDING PRINCES DOCK



OS MAP 1894 SHOWING EXPANSION OF DOCKS

ANALYSIS

Section A – 1816-1821: Princes Dock

The Princes Dock was the first of the Liverpool docks to be enclosed by a security wall. Its purpose was twofold: to prevent pilfering of goods from the dockside, and also to provide a safe environment for commodities held in bond.

Construction of the Princes Dock Wall began in 1816 and was completed in 1821 when the dock opened. John Foster, the dock engineer, built it. Originally, the wall ran around all four sides of the dock. The wall was built of brick with sandstone copings and monumental gateways with pitted borders to the sandstone piers in classical style. The wall survives on the east side of the dock only, with one original gateway.

Section B – 1836-1841: Clarence, Waterloo, Victoria and Trafalgar Docks

The next phase was built by Foster's successor, Jesse Hartley. Some distance to the north of Princes Dock and its tidal basin, Hartley built Clarence Dock and Clarence Graving Dock, which opened in 1830. Then, from 1831 to 1836 he constructed three further docks – Waterloo, Victoria and Trafalgar Docks – in the area between Princes Half Tide Dock and Clarence Dock. The boundary wall ran around all sides of the dock, and was completed by 1821, being in brick with sandstone copings. Four gateways survive.

Section C – 1847: Salisbury, Collingwood, Nelson, Stanley and Bramley-Moore Docks

Following the Dock Act of 1844, Hartley, as part of a single construction programme, built five new central docks. These were Salisbury, Stanley, Collingwood, Nelson and Bramley-Moore Docks; all of which opened in 1848. Hartley's boundary wall enclosing this set of docks differed from the earlier walls. Instead of brick, he used the same 'Cyclopean' granite technique that he had developed for the Dock Walls, with finely jointed stones and rounded copings. Granite plaques, bearing the name and date of each dock, are set into the walls. The gateways have double entrances with round tapering towers as gate piers. The central piers are larger and functioned as shelters for the dock police. A gate slid out on rollers, operated by counterweights, from slits in the side gate piers, closing into slotted recesses in the central towers.

Section D – 1845-65: Princes Half Tide Basin

When the Princes Dock was constructed, it was entered via a tidal basin situated immediately to the north. Since the basin was not used for unloading high value goods it was not first enclosed by a wall, remaining open even after the Waterloo, Victoria and Trafalgar Docks had been built to the north. By 1865, however, map evidence shows that the area had been enclosed by a wall running alongside Waterloo Road and connected to the existing boundary walls at Princes Dock and Waterloo Dock. It has been suggested that the wall dates from c.1845 (Morgan, 1999). Equally a date in the mid 1860s would be possible, when Hartley’s successor, G.F. Lyster, re-modelled the Princes Half Tide Basin as a Half Tide Dock.

Sections E and F – c.1865: Princes Dock

A short section of the 1821 Princes Dock Wall was rebuilt, probably after G.F. Lyster became dock engineer in 1861. This runs from a point marked by a vertical break where a drinking fountain with outlets on both sides of the wall has been inserted, through to the 1821 gateway. The wall is of brick and identical in height to the Foster wall, but differs from the earlier construction (and from Hartley’s brick wall) by use of English Garden wall bond. The bricks are slightly larger in dimension and the wall is a little thicker. A further short section was built at the south end of the Princes Dock Wall. It is identical in materials and construction to section E described above, and it is reasonable to assume that the two sections are contemporary.



OVERVIEW OF HISTORIC GATEWAYS

Within the Liverpool Waters site there are 22 openings: thirteen original historic gateways, two late nineteenth century gateways (which were created to provide access for the dock railway) and seven modern openings, which are all capable of vehicular use. There are also three pedestrian doorways: one at Collingwood Dock is original, immediately north of the Stanley-Collingwood Passage, and two at Princes Dock are non original.

The 22 openings are numbered on Figures 6 to 7 at the foot of this and the adjoining page and referred to on this basis throughout the remainder of this report.

The three pedestrian doorways are indicated with a star symbol (see key below)



Opening 05: 1845-65
Dock gate opposite Roberts Street, by J Hartley. Granite rubble gate piers with splayed bases, rounded angles and Doric caps.



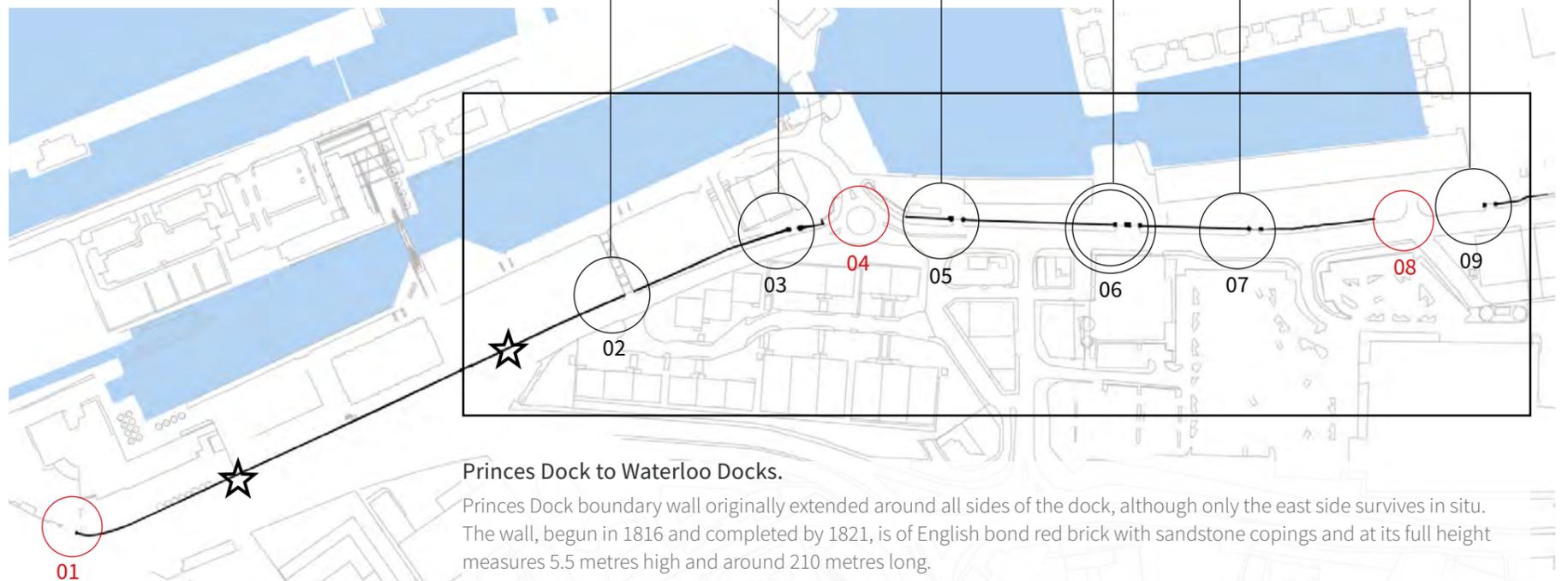
Opening 03: 1845-65 or 1868
Granite rubble piers with splayed bases, rounded angles and Doric caps. One pier larger with window and rear entrance, for gatekeeper, the other with groove and original gate (now blocked). The listing records this as by John Foster, but it appears to date to the rebuilding of Princes Half Tide Dock by Lyster in 1868, as its form imitates Hartley's gates of the 1840s.



Opening 02: 1821
Dock gates by John Foster, dock engineer between 1799 and 1824. Stone piers have pitted rustication, raised panels and caps. 20th century railings close the entrance.



Opening 07: 1845-65
Gate to Waterloo Dock, by J Hartley. Granite rubble piers with splayed bases, rounded angles and Doric caps, that to left with window and rear entrance (gatekeeper's hut); 20th century railings.



LOCATION OF OPENINGS: PRINCES DOCK TO WATERLOO DOCKS



Opening 06: 1845-65

South gate to Victoria, Princes and Waterloo Docks, by J Hartley. Gate piers, square battered stone with rusticated bases, and Doric caps with gabled tops and acroteria. 20th century railings. Plan for alterations dated 1891. The alterations involved converting the gateways from a single to double entrance by moving one of the outer piers, and constructing a new central pier.

Openings 09, 11, 14 and 15: 1836-41

Gate piers all by J Hartley. Square battered stone, with rusticated bases and gabled caps with acroteria. Opening 14 (gates to Clarence Dock) shown on right.



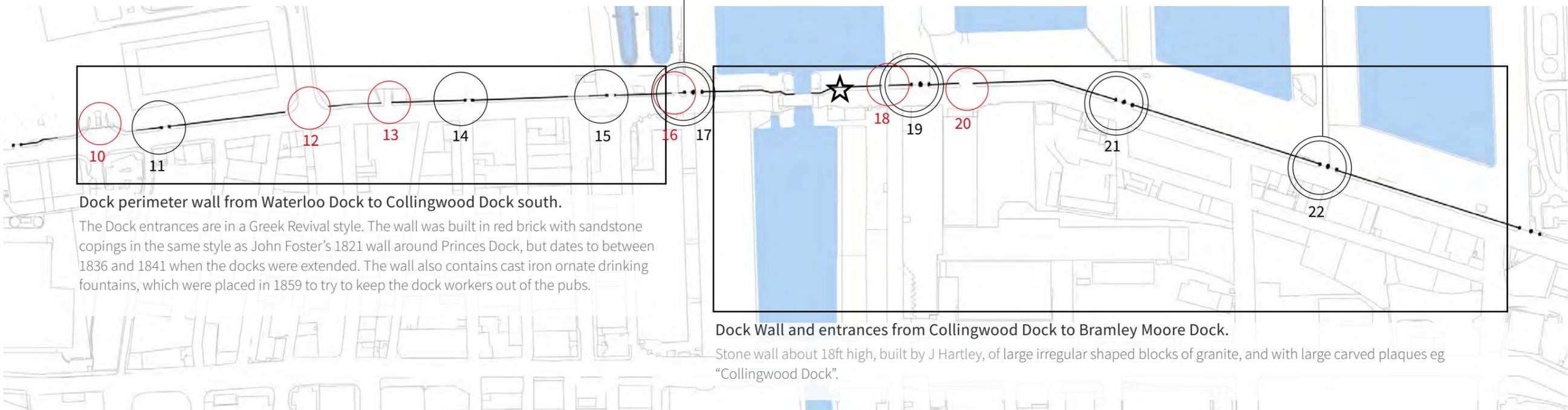
Openings 17, 19 and 21: 1847

Entrances to Docks have three round tapering turrets - the centre one taller and larger - with large base and heavy abacus tops, with deep slits at sides for gates.



Opening 22: 1847

Two round tapering turrets with centre turret oval in plan, with large bases and heavy abacus tops, and deep slits for gates.



Dock perimeter wall from Waterloo Dock to Collingwood Dock south.

The Dock entrances are in a Greek Revival style. The wall was built in red brick with sandstone copings in the same style as John Foster's 1821 wall around Princes Dock, but dates to between 1836 and 1841 when the docks were extended. The wall also contains cast iron ornate drinking fountains, which were placed in 1859 to try to keep the dock workers out of the pubs.

Dock Wall and entrances from Collingwood Dock to Bramley Moore Dock.

Stone wall about 18ft high, built by J Hartley, of large irregular shaped blocks of granite, and with large carved plaques eg "Collingwood Dock".

LOCATION OF OPENINGS: WATERLOO DOCKS TO BRAMLEY MOORE DOCK