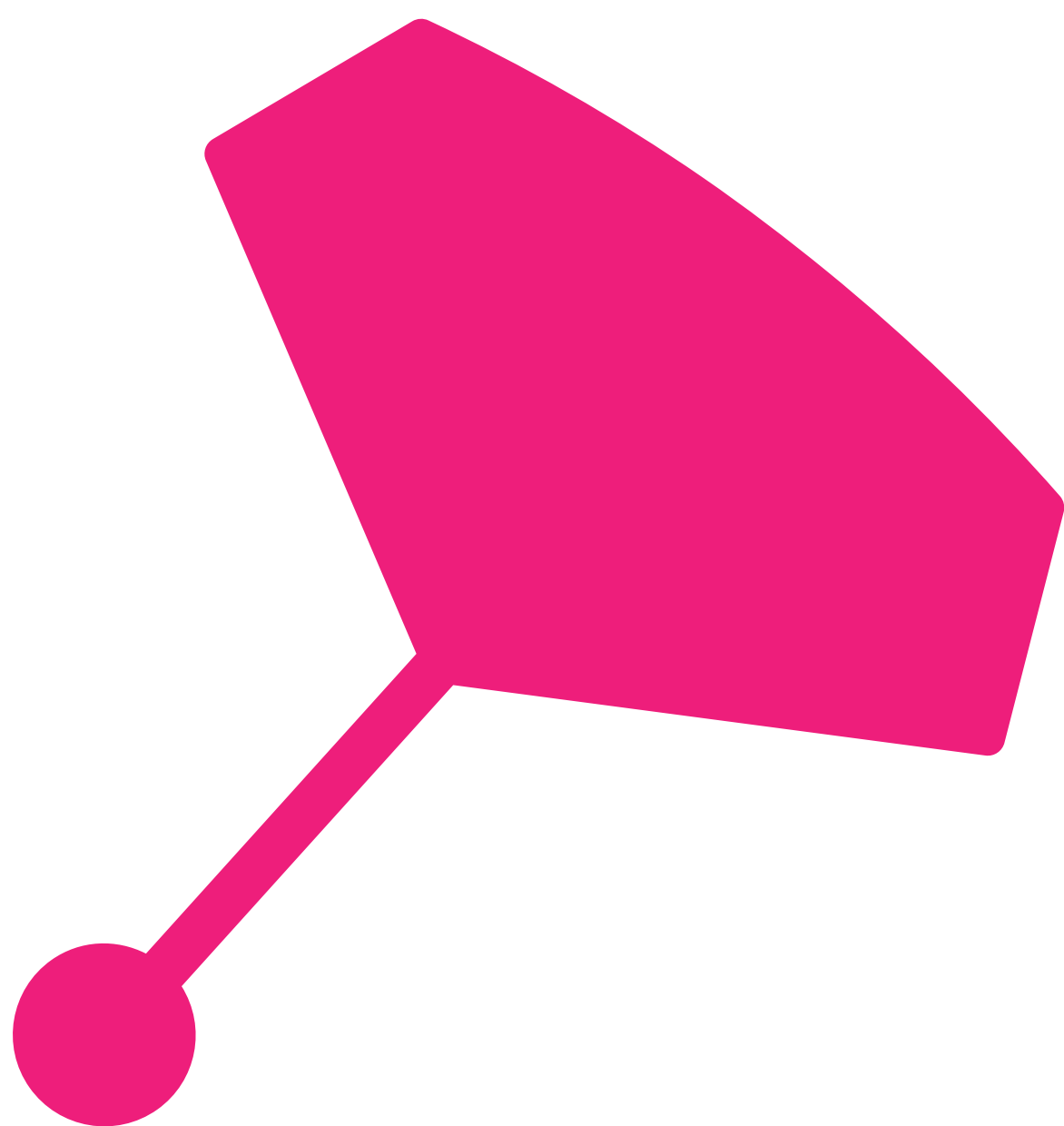


6.

WORLD HERITAGE SITE



RESPECTING A WORLD HERITAGE SITE.

Our proposed stadium lies within a World Heritage Site and we will continue to work closely with Liverpool City Council and other stakeholders, including UNESCO and Historic England, to share our plans and discuss possible initiatives that will respect and, where possible, restore the heritage value of the site.

Liverpool’s World Heritage Site covers six areas of the city, including countless buildings and other structures, and is partly focused on the city’s waterfront as well as the historic commercial centre.

In addition, Liverpool was also awarded the title UNESCO City of Music in 2015 in recognition of its outstanding contribution to global music in the last 50 years.

We also believe the potential for our new stadium to stage major music events will contribute to the UNESCO City of Music status.

The main heritage concern of the proposed stadium relates to the infilling of the dock.

However, Liverpool has a long history of imaginatively reusing abandoned docks and giving them a new lease of life. Our proposal follows this tradition. The historic dock structure and walls will be protected by the way we plan to infill the dock, ensuring we minimise the impact on its historic features.

Should the stadium ever move away from Bramley-Moore Dock in the distant future, the dock could be restored because of the preservation work we will have done in the construction process.

We are also proposing to retain a water channel within Bramley-Moore Dock. This will preserve the connection between the docks from north to south Liverpool.

Our design team is carefully considering how the appearance of the proposed stadium can reflect the dockland setting and be sympathetic to its surroundings and the outstanding universal value of the World Heritage Site status. We will be consulting with organisations such as Historic England, as well as Liverpool City Council, to ensure our proposals are sympathetic to the site.

One of the key projects we will undertake is to carefully restore the Hydraulic Tower which was used for powering lifting equipment and raising dock gates and is now a listed building.

We are considering how we can use the tower to showcase the history of the site, including the strong bond which existed between the docks, dockers and Everton. This is one of a number of potential uses for the tower.

As part of the planning application, we will be demonstrating that there are no alternative sites which could accommodate the stadium proposals. Liverpool City Council, when reviewing the planning application, will need to consider the heritage impact balanced with the public benefits. This decision-making process is set out in national planning policy.

Engaging with Historic England
Historic England is the public body which ‘helps people care for, enjoy and celebrate England’s spectacular historic environment’.

Initial discussions have already taken place between the Bramley-Moore Dock project team and Historic England and this engagement will continue as we prepare to submit our planning application.



7.



OUR DOCKLANDS REINVENTED

LIVERPOOL HAS A LONG AND PROUD TRADITION OF REINVENTING ITS REDUNDANT DOCKLAND.

Liverpool’s history is one of innovation, expansion and reaction to change – and all three can be seen in the development of its dock system.

From the first enclosed wet dock in 1715, to the opening of the container terminal at Seaforth in 1971, a total of 43 docks and basins were constructed over seven-and-a-half miles of Liverpool waterfront.

But with changing times and tides over the last 300 years, many of the docks have become redundant and have found a series of new uses:

- The Three Graces which consist of the Royal Liver Building, Cunard Building and Port of Liverpool Building, stand on what was once the 18th-century George’s Dock, filled in at the turn of the 20th-century to create what would become one of the world’s great waterfront vistas.
- The neighbouring Manchester Dock, first opened in 1785, was one of a number closed and filled in at the end of the 1920s. The land was used as a car park for many years before it became the site for the new Museum of Liverpool.

- Clarence Dock, which had welcomed 1.3 million people fleeing the Irish famine, was closed in 1928 and a power station built on the land. It’s now part of the site of the Liverpool Waters development.
- There was another wave of dock closures in 1972, with Herculaneum and Toxteth Docks being filled in to become part of the Brunswick Business Park, and Kings Dock becoming the site of open-air concerts - and now the Echo Arena.
- Meanwhile, parts of Liverpool’s original Old Dock, filled in to become a site for the grand 19th-century Customs House, have been preserved beneath the Liverpool ONE development and can be visited on heritage tours.
- And, of course, Jesse Hartley’s Albert Dock was abandoned and silted up when it became a focus for regeneration in the 1980s. As the Grade I listed Royal Albert Dock, it is now one of the UK’s premier tourist attractions.

