

# **Heritage Statement**

21 Strand Street, Liverpool

July 2016

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# 1. Introduction

- 1.1 This Heritage Statement has been prepared by Turley Heritage on behalf of FT Patten Properties (Liverpool) Limited (Manchester) in connection with a full planning application for the development of 395 residential apartments and two ground floor commercial units with associated parking and landscaping (the Proposed Development) at 21 The Strand, Liverpool (the 'Application Site').
- 1.2 The Application Site is located within the Buffer Zone (BZ) of the Liverpool Maritime Mercantile World Heritage Site (WHS). The World Heritage Convention places a responsibility on the 'State Party' (DCMS) to protect, conserve, present and transmit the Outstanding Universal Value (OUV), authenticity and integrity of the WHS. The impact assessment in Section 6 of this Heritage Statement has therefore been informed by the ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage Properties.
- 1.3 The Planning (Listed Buildings and Conservation Areas) Act 1990 places statutory duties on decision makers to have special regard to the desirability of preserving listed buildings or their settings and to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.
- 1.4 The National Planning Policy Framework (NPPF) provides the Governments national planning policy on the conservation of the historic environment. In respect of information requirements for applications, it states:

*"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance".*
- 1.5 To comply with these requirements, Section 2 of this statement identifies the relevant heritage assets that may be affected by the Proposed Development. Section 3 describes the Application Site and summarises its historic development.
- 1.6 Section 4 provides an assessment of significance for the identified heritage assets, proportionate to both the importance of the asset and the likely impacts. This assessment is undertaken on the basis of published information, archival research and on-site visual survey.
- 1.7 Section 5 provides an assessment of the impact of the Proposed Development on the significance of identified designated heritage assets, in light of the statutory duties of the Planning (Listed Building and Conservation Areas) Act 1990, national policy set out in the NPPF and local planning policy for the historic environment (set out in detail at Appendix 1).

## 2. Heritage Assets

- 2.1 The NPPF (2012) defines a heritage asset as:

*“A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.”<sup>1</sup>*

### Designated Heritage Assets

- 2.2 Designated heritage assets are those which possess a level of heritage interest that justifies designation under relevant legislation and are then subject to particular procedures in planning decisions that involve them.
- 2.3 Historic England guidance in Managing Significance in Decision-Taking in the Historic Environment, Historic Environment Good Practice Advice in Planning: 2, advises that

*“A variety of terms are used in designation criteria (for example, outstanding universal value for World Heritage Sites, national importance for scheduled monuments and special interest for listed buildings and conservation areas), but all of these refer to a heritage asset’s significance.”*

### World Heritage Site

- 2.4 The Application Site is within the Buffer Zone of the Liverpool Maritime Mercantile World Heritage Site (WHS), which was inscribed by UNESCO in July 2004. The Liverpool WHS was inscribed on the basis of the following criteria:

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

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

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

- 2.5 The full Statement of OUV, required for every WHS, is provided in Appendix 2 and summarises the integrity and authenticity of the WHS. The WHS is defined by six character areas and the Application Site is most proximate to the Albert Dock and Pier Head Character Areas.

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<sup>1</sup> DCMS, National Planning Policy Framework (NPPF) 2012 – Annex 2: Glossary

### Listed Buildings

- 2.6 The following listed buildings have been identified close to the Application Site. They may be indirectly affected by the Proposed Development due to change within their setting:

Listed Building	Grade	Date of Listing	List Entry Number
Albion House	II*	28 June 1952, amended 19 June 1952	1207759
Port of Liverpool Building	II*	12 July 1966, amended 19 June 1985	1068223
Cunard Building	II*	12 July 1966, amended 19 June 1985	1052283
Royal Liver Building	I	12 July 1966, amended 19 June 1985	1356370
Merseyside Maritime Museum and the International Slavery Museum	I	28-Jun-1952	1280847
Dock Traffic Office	I	28-Jun-1952, amended 19-Jun-1985	1356264
Edward Pavilion, Albert Dock	I	28-Jun-1952, amended 19-Jun-1985	1068410
Atlantic Pavilion, Albert Dock	I	28-Jun-1952, amended 19-Jun-1985	1205175
Britannia Pavilion and the Colonnades	I	28-Jun-1952 amended 19-Jun-1985	1068409
Georges Dock Ventilation and Central Control Station of the Mersey Road Tunnel	II	10-Oct-1980	187177
Dock Retaining Walls, Salthouse Dock	II	19-Jun-1985	1073441
Pumping Station	II	19 June 1985	1293256
Former Dock Managers Office	II	19 June 1985	1343640
Number 1 Graving Dock	II	19 June 1985	1356281

Number 2 Graving Dock	II	19 June 1985	1205756
Swingbridge over entrance to Canning Dock	II	19-Jun-1985	1068359
Dock Retaining Walls, Canning Half Tide Dock	II	19-Jun-1985	1205802
Watchmans Hut on North Side of Pierhead	II	14-Mar-1975, amended 19-Jun-1985	1356282
Sea Wall to Canning Island	II	19-Jun-1985	1068361
Sea Wall to North of Canning Island	II	19-Jun-1985	1068362
Watchmans Hut to Canning Island	II	14-Mar-1975, amended 19-Jun-1985	1205762
Watchmans Hit on South side of Pierhead	II	14-Mar-1975, updated 19-Jun-1985	1068360
Piermasters House	II	19-Jun-1985	1205192
Original Dockmasters Office	II	19-Jun-1985	1280851
Workshop	II	19-Jun-1985	1068412
Gatepiers to Albert Dock	II	19-Jun-1985	1356266
Swingbridge	II	19-Jun-1985	1356265
The Pumphouse Public House	II	19-Jun-1985	1280849

### **Conservation Area**

- 2.7 The site is not located within a conservation area. It is adjacent to the Albert Dock Conservation Area, the east boundary of which runs along The Strand. The Castle Street Conservation Area is located a short distance to the north of the Application Site.
- 2.8 The conservation area boundaries are included in a Heritage Asset Plan at Appendix 3.

### 3. The Application Site and Surrounding Area

#### The Application Site

- 3.1 The Application Site is positioned on The Strand, which is a busy multi-lane thoroughfare dividing the waterfront area of Liverpool from the city centre. The street is enclosed to the east by both traditional and modern buildings, and to the west is the Liverpool waterfront. The Application Site is bounded by The Strand to the west, Red Cross Street to the north and a residential apartment building (One Park West) to the east.
- 3.2 The Application Site is occupied by a late C20th building (fig 3.1). It comprises three floors of office accommodation above a ground floor under-croft car park. The building is on an 'L' shaped plan with a longer 12 bay linear range parallel to The Strand and a shorter gable projecting towards the Strand. The roof is pitched and covered with grey tiles.
- 3.3 The upper floors are clad in an orange / red brick, while the ground floor is clad in rusticated style concrete blocks. Windows are rectangular grey PVC with lintels in grey concrete. A projecting porch in concrete blocks is positioned in the apex of the two ranges. A glazed double entrance door has a glazed pitched canopy on concrete piers.
- 3.4 The building fronts Strand Street to the south-west, and a grassed bed runs along the street frontage. To the rear of the site is a large area of hard standing utilised as a car park. The building is diminutive in scale in comparison to One Park West (17 storeys) to the south, the recent Travel Lodge Hotel (10 storeys) immediately to the north and other surrounding buildings.
- 3.5 The materials and architecture of the building are typical of its era. The orange/red brick finish is out of character and recent developments are expressed in more muted tones of grey and expansive glazing.



**Figure 3.1: Image of the Application Site, viewed from Canning Dock area**



**Figure 3.2: Aerial Image of the Application Site and surroundings**





**Figure 3.3: The Strand frontage, including Application Site, Travelodge and One Park West**



## Historical Development

3.6 A detailed description of the historical development of the Application Site and surrounding area is provided in Appendix 4. The below provides a brief summary of the key aspects of development and change.

- During the C17 and C18 Strand Street was set behind another row of buildings which fronted the developing dock systems.
- By the mid C19, the row of buildings to the frontage were demolished and cleared which gave Strand Street and its buildings, including the warehouses on the Application Site an increased prominence and direct visual relationship with the waterfront. The buildings on the site consisted of a series of functional warehouses and commercial buildings of varying heights and materials.
- In the late C19 and early C20, civic and commercial buildings were constructed along Strand Street, particularly focussed around the Pier Head and Water Street to the north west of the Application Site, increasing the grandeur and prominence of the street.
- Despite extensive bombing during World War II and later post-war redevelopment, many of the buildings on the Application Site remained into the late 20<sup>th</sup> century. Following demolition of the historic warehouse the Application

Site remained vacant until the construction of the present commercial building in the 1990's.

- During the late C20 and early C21 a series of prominent development projects in the vicinity of the Application Site have changed the character and context of the area. This has included the development of Mann Island opposite the Application Site with three large scale modern buildings. To the north and south of the Application Site on The Strand buildings of increased height have been constructed; these utilise modern materials. The photograph at figure 3.3 shows the Strand frontage today.

## 4. The Significance of Heritage Assets

### Significance and Special Interest

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

*“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”<sup>2</sup>*

- 4.2 The following assessments of significance are proportionate to both the significance of the relevant heritage assets, the nature of the Proposed Development and the likely magnitude and form of effect. Any effect arising from the Proposed Development will be indirect in nature, arising from impact on elements of setting that may or may not contribute to the significance of the heritage assets. The assessments are based on existing published information and informed by site visits.

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

*“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance, or may be neutral.”*

### Assessment of Significance

#### Liverpool Maritime Mercantile City World Heritage Site

- 4.4 The Liverpool Maritime Mercantile City WHS was inscribed as *“the supreme example of a commercial port at the time of Britain’s greatest global influence”* and on the basis of the above criteria (paragraph 2.3).

- 4.5 The National Planning Policy Guidance emphasises the importance of the Statement of OUV as *the “key reference document for the protection and management of each WHS”*. The Statement of OUV for the Liverpool WHS describes it as follows:

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

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

- 4.6 The management and protection of the WHS is also informed by the WHS Management Plan and Supplementary Planning Document (SPD), which identifies the six character areas. These comprise:

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

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

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

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

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

*Character Area 6 – Lower Duke Street, forms part of the Ropewalks area. This area represents an unusual survival of an area of 18<sup>th</sup> and 19<sup>th</sup> century trading townscape relating to the historic docks<sup>3</sup>.”*

- 4.7 The integrity of the WHS is summarised in the Statement of OUV, as:

*“The key areas that demonstrate OUV in terms of 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 and cultural activities are contained within the boundaries of the six areas forming the property. The major structures and buildings within these areas are generally intact although some such as Stanley Dock and associated warehouses require conservation and maintenance. The historic evolution of the Liverpool street pattern is still readable representing the different periods, with some alteration following the destruction of WWII.”*

- 4.8 The authenticity of the WHS is summarised in the Statement of OUV, as:

*“Within the property, the major dock structures, and commercial and cultural buildings still testify to the OUV in terms of form and design, materials, and to some extent, use and function. Warehouses at Albert Dock have been skilfully adapted to new uses. Some new development has been undertaken since inscription and has contributed to the City’s coherence by reversing earlier fragmentation. No significant loss of historic*

<sup>3</sup>

Liverpool City Council (2009) Liverpool Maritime Mercantile City World Heritage Site Supplementary Planning Document,

*authenticity has occurred, as the physical evidence of the City and its great past remain prominent and visible, and in some cases have been enhanced. The main docks survive as water-filled basins within the property and buffer zone. The impact on the setting of the property of further new development on obsolete dockland is a fundamental consideration. It is essential that future development within the World Heritage property and its setting, including the buffer zone, should respect and transmit its OUV.”*

### **Character Area 2 – Albert Dock and Wapping Dock**

- 4.9 Character Area 2 is most closely associated with the Application Site geographically and represents the surviving elements of the C18th and C19th growth of the docks, south of Mann Island. The principal features of the character area are the dock waterspaces themselves. Albert Dock retains a complete ensemble of warehouses, Wapping Dock retains most of the western warehouse, the southern end of which was lost during WWII bombing.

- 4.10 The character area is physically separated from the City Centre by the multi-lane Strand Street, which originally defined the natural edge of the river until the dock estate was constructed on land reclaimed from the estuary. The warehouses form an important attribute of the WHS and combine with a series of ancillary buildings and structures to contribute significantly to criterion (ii) of the WHS inscription, relating to innovative dock technologies and construction. For example, Albert Dock was designed by Jesse Hartley, dock engineer, who further developed fire-proof construction, including:

*“a wholly new and remarkable stressed-skin roof, made of wrought iron rods suspended on hangers from ribs attached to the underside. Unlike conventional roofs that derive strength from trusses, in Hartley’s the strength lies within the curvature of the riveted skin itself.”<sup>4</sup>*

- 4.11 Wapping Warehouse was completed in 1856 in a more utilitarian stripped-back classical style than the earlier Albert Dock. Wapping Dock was also designed to improve connections between adjoining dock water spaces. Although three sides of the dock were intended to be enclosed by warehouses, only the western warehouse was actually constructed. The dock was also integrated into the railway system.

- 4.12 The WHS Supplementary Planning Document (SPD) published in 2009, sets out the following vision for Character Area 2:

*“The area will remain a major tourism, retail and cultural destination for the city centre. It will benefit from links with Liverpool One and the new Kings Dock Waterfront. A conservation management plan will be agreed between all stakeholders to ensure that; the Albert Dock complex is maintained to a high standard that befits its listed status and importance to the WHS and; that the character of the area is not eroded by small alterations and signage. The docks will be conserved and the water spaces revitalised by a new management regime and new animated spaces. The surrounding public realm will be enhanced with greater pedestrian permeability and will provide a suitable setting for the docks and buildings.”*

<sup>4</sup>

Sharples, J (2004) Pevsner Architectural Guides: Liverpool

### **Character Area 1: The Pier Head**

- 4.13 To the north of the Application Site is the Pier Head character area. The area encompasses an early 20<sup>th</sup> century designed landscape, dominated by a formal arrangement of monumental buildings. These buildings, including the Royal Liver Building, Cunard Building, Port of Liverpool Building and 1930's ventilation tower were designed as a landmark centrepiece of the river frontage and encompass the grandeur and wealth associated with Liverpool during the 19<sup>th</sup> century when it was 'second city of empire'. The Liverpool World Heritage Supplementary Planning Document states that the view of this group of buildings from the river was the '*principal view of the city afforded to approaching shipping and thus designed to be the face that the city projected to the world*'.
- 4.14 The SPD sets out that the character of the area can be appreciated readily from within the Pier Head and from the north south and east. The view from the river, and from the west is however the principal view, with the site orientated and designed to be viewed from this aspect.
- 4.15 The WHS Supplementary Planning Document (SPD) published in 2009, sets out a vision for Character Area 1, which includes:

*"Development in the surrounding areas will respect the visual dominance of the Pier Head group, complement it and not over-dominate this critically important group of buildings".*

### **Character Area 4: Castle Street/Dale Street/Old Hall Street Commercial District**

- 4.16 Character Area 4 is located to the north of the Application Site. It rises on slightly more elevated ground above The Strand and contains a dense concentration of historic buildings that reflect the medieval origins of the City and its growth and development over the course of the 18<sup>th</sup>, 19 and 20<sup>th</sup> centuries.
- 4.17 The Character Area is renowned for the quality of the architecture, including buildings such as the Royal Insurance Building, Oriel Chambers, Martins Bank, Parrs Bank and the Cotton Exchange, which are all key attributes of the WHS. As well as the significant commercial and financial institutions the Castle Street Character Area includes several of the most important civic buildings including the Town Hall and Municipal Buildings.
- 4.18 The street hierarchy contributes to the character of the area, with principal through routes contrasting with the much narrower side streets, which preserve the grain of the medieval street pattern, including examples such as Leather Lane and Hackins Hey.
- 4.19 The WHS SPD sets out the vision for Character Areas 4 as:

*"The area will remain at the heart of the city and its on-going regeneration will bring vibrant mixed-use developments into the area which will embrace its appeal as a place to live, work and visit.*

*Historic buildings will be subject to sympathetic restoration and refurbishment to ensure that they continue to meet economic needs whilst ensuring the conservation of the*



*WHS's outstanding universal value. Vacant buildings will be brought back into sustainable long term uses.*

*Inappropriate buildings and currently undeveloped sites will be subject to high quality redevelopment that supports the regeneration of the area whilst complementing its rich and diverse historic character and which delivers a distinctive townscape.*

*All of this will be underpinned by the implementation of a high quality public realm in streets and spaces, notably Dale Street, Castle Street and Derby Square, that befits the international status and regional role of the city."*

### **World Heritage Site Buffer Zone**

- 4.20 The Buffer Zone was identified to conserve OUV by protecting the setting of the WHS. The BZ covers much of the city centre, extending from the centre of the River Mersey in the west to include both Cathedrals in the east.
- 4.21 The SPD confirms that there are areas of the Buffer Zone where the historic character of the WHS extends beyond its boundaries and that those areas contribute to the visual character and setting of the WHS. Several areas, including Lime Street, parts of the Baltic Triangle and the streets around Lower Duke Street are specifically highlighted, although the part of the Strand that incorporates the Application Site is not referred to.

### ***Contribution made by the Application Site***

- 4.22 The Application Site occupies a prominent position within the BZ, fronting the Strand between the commercial district of the city and Chavasse Park. However the existing building does not contribute to the complex urban backdrop of the waterfront due to its scale and form.
- 4.23 Several parts of the BZ are identified in the WHS SPD because of the positive contribution they make to OUV, for example the wider Ropewalks area around the Lower Duke Street Character Area. However the Application Site was subject to several significant phases of change during the C20th and does not make a contribution to the OUV, integrity and authenticity of the WHS.

### **Listed Buildings**

- 4.24 Listed Buildings are defined as designated heritage assets that hold architectural or historic interest. The principles of selection for listed buildings are published by the Department of Culture, Media and Sport and are supported by Historic England's Listing Selection Guides for a range of building types.

### **Albion House (Grade II\*)**

- 4.25 Albion House is positioned to the northwest of the Appraisal Site and forms part of the frontage to The Strand.

### ***Architectural interest***

- 4.26 Albion House (no 30) was built for the White Star Shipping Line in 1896-8, by Norman Shaw and local architect J Francis Doyle. The building is eight storeys in height. The basement and ground floor are in ashlar with rusticated dressings and the upper levels are red brick with striking banded Portland stone. To the Strand façade are corner



turrets with cupula and finials, which flank the large triangular gable, which was rebuilt after war damage. Large stacks are also banded.

- 4.27 The Architectural Review stated that the building '*made everything around it look little and mean*<sup>5</sup>' and the Historic England list description describes the building as a '*dramatic and influential essay in Shaw's polychromatic manner*'. The architectural style, with domed turrets and polychromatic brickwork was a development of Shaw's previous design at New Scotland Yard.

#### ***Historic Interest***

- 4.28 The building has historic interest for its association with Norman Shaw; and with his other similar designs, including New Scotland Yard. Additionally, it is of particular interest for its association with the White Star Shipping Line and the association with events surrounding the Titanic. The building was also very badly damaged during the Blitz, resulting in the reconstruction of much of the interior and parts of the western gable.

#### ***Setting***

- 4.29 Albion House is located in a prominent position on the corner of The Strand and James Street. It is one of a number of buildings which define a continual building line enclosing the northern parts of The Strand. To the south an adjacent cleared plot has broken the consistency of the building line. Albion House is positioned close to a collection of highly graded buildings on The Strand and in the Pier Head area associated with the development of Liverpool Docks, including the Georges Dock Ventilation and Control Station, the Port of Liverpool Building and the Cunard Building.
- 4.30 The building is primarily experienced from The Strand and James Street, where its primary elevations and architectural value, as well as a visual association with the Pier Head complex can be appreciated.

#### ***Contribution made by the Application Site***

- 4.31 The Application Site is positioned to the south of Albion House, on The Strand. It contributes to the enclosure of the eastern side of the Strand. However, the townscape to the southern corner of James Street is weakened by the prominent gap site and the building that occupies the Application Site is part of the more fragmented character of the southern part of the Strand frontage due to its diminutive scale and mass. Therefore, although the townscape of the Strand, as a whole, makes a contribution to the setting of the listed building the contribution of the Application Site is more modest because of the existing building.

#### **Pier Head Group**

- 4.32 The Pier Head Complex is located to the northwest of the Application Site, on the opposite side of The Strand. The group includes:
- Royal Liver Building (Grade I)
  - Cunard Building (Grade II\*)

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<sup>5</sup> Joseph Sharples, Pevsner Architectural Guides, Liverpool (2004)

- Port of Liverpool Building and Stone Balustrade, iron gates and piers (Former Mersey Docks and Harbour Board) (Grade II\*)
- Port of Liverpool Building and Stone Balustrade, iron gates and piers (Former Mersey Docks and Harbour Board) (Grade II\*)

### ***Architectural interest***

#### ***Royal Liver Building (Grade I)***

- 4.33 Built in 1908-10 by Aubrey Thomas, the Royal Liver Building, but for the Royal Liver Friendly Society for its new headquarters, is described by Pevsner as '*perhaps the most extraordinary office block of its date in the country*'. It is a rectangular block with a concrete frame and granite cladding. It rises to eight storeys with two storeys of attics. Corner domes are positioned either side of the prominent clock towers to the west and east, which rise 90m above the pavement. The building was referred to as a skyscraper in contemporary press and was far larger than necessary, with abundant lettable space.

#### ***Cunard Building (Grade II\*)***

- 4.34 The central Cunard Building was built between 1913 and 1916 by the Cunard Steamship Company for its head office. It is attributed to local firm Willink & Thicknesse with Arthur J Davis of Mewes & Davis as consultant, although recently information suggests it more likely attributed directly to Davis. It is broadly Italian Renaissance in style and was intended to contrast with those to either side. It is reinforced concrete clad in Portland stone. It rises to six storeys with 9 bays and 17 bay returns. The ground floor is battered with rustication. The frieze is carved with shields of countries allied during the First World War. The parts occupied by Cunard served as both headquarters and as a passenger terminal.

#### ***Port of Liverpool Building and Stone Balustrade, iron gates and piers (Former Mersey Docks and Harbour Board) (Grade II\*)***

- 4.35 The Port of Liverpool Building, then the Mersey Docks and Harbour Board was the first of the Pier Head buildings to be erected in 1903-7. The building was commissioned through a local competition, won by Briggs & Wolstenholme with Hobbs and Thornely. It has a steel frame encased in concrete and faced in Portland stone. The building is symmetrical to the river, and is a large rectangular block, baroque in style with polygonal corner turrets with stone cupolas. A central copper dome is surmounted by a lantern. The top floor above the cornice is a later addition. Pevsner describes the building as a '*secular cathedral of commerce*'.

#### ***Georges Dock Ventilation and Control Station (Grade II)***

- 4.36 The Georges Dock Ventilation and Control Station was constructed to house a ventilation system and offices for the Mersey Road Tunnel in 1925-34. It was constructed by Sir Basil Mott and JA Brodie with Herbert J Rowse as architect. It is constructed in Portland stone in an Art Deco style. It takes the form of a five storey base with a projecting windowless tower to the centre. It houses offices as well as and huge fans which ventilate the tunnel.

### ***Historical Interest***

- 4.37 The Pier Head complex of buildings occupies the site of St Georges Dock, which was opened in 1771 and obsolete by the end of the 19<sup>th</sup> century. It was drained in 1899 and Water Street and Brunswick Street extended over in the form of viaducts. No restrictions were imposed on the style of new buildings, and the resulting trio of buildings, known as the 'The Three Graces' are according to Pevsner '*an amazingly disparate trio*'. The buildings were designed as landmarks, and represent a symbol of Liverpool at the height of its prosperity.
- 4.38 The Georges Dock Ventilation and Control station has an historical interest as one of a group of Art Deco style buildings constructed in association with the Mersey Tunnel.

### ***Setting***

- 4.39 The buildings are prominently positioned to 'command' the Liverpool waterfront, facing west towards the Mersey. To their frontage is the Liverpool waterfront and the associated landscaped pedestrian area. To the east (rear) of the buildings is The Strand. To the south is the expanse of docks including the Canning Dock, Albert Dock and associated buildings and infrastructure. To the north is the Princes Dock and associated buildings. They are designed to be appreciated from the west, as a landmark and symbol of status when arriving in the Port of Liverpool.

### ***Contribution made by the Application Site***

- 4.40 The Application Site is to the south-east of the Pier Head group, to the rear of the primary buildings. The public realm of Pier Head has been re-invented on several occasions; however the setting of the Pier Head buildings, including the dock estate and waterfront, makes an important contribution to their significance. The Application Site makes a modest contribution to the townscape that encloses the Strand immediately to the east of Pier Head, however it does not contribute to the significance of the Pier Head buildings.

### **Albert Dock Complex**

- 4.41 The Albert Dock complex is positioned on the Liverpool Waterfront, south west of the Application Site. The complex includes:
- Edward Pavilion, Albert Dock (Grade I)
  - Atlantic Pavilion, Albert Dock (Grade I)
  - Britannia Pavilion and the Collonades (Grade I)
  - Dock Traffic Office (Grade I)
  - Merseyside Maritime Museum and the International Slavery Museum (Grade I)
  - Swingbridge (Grade II)
  - Gatepiers to Albert Dock (Grade II)
  - Piermasters House (Grade II)
  - Original Dockmasters Office (Grade II)

- Workshop (Grade II)

### ***Architectural Interest***

- 4.42 Albert Dock is one of the earliest enclosed docks in the world, and is a complete example of its type. It is described in Pevsner as '*one of the great monuments of 19<sup>th</sup> century engineering; its sublime grandeur unquestionably the architectural climax of the Liverpool docks*'. The complex is essentially an integrated warehouse-dock, built in 1843-7 without any combustible material, for the secure storage of high-value bonded goods. It was designed by Jesse Hartley.
- 4.43 The dock is 7.75 acres (3.1 hectares) with 40ft walls in granite. Five warehouses are grouped around it, standing on nearly 5300 beech piles. These are each constructed in brick with a cast iron frame, and together provide over one million square footage of floorspace. The warehouses are five storeys high and open to a colonnade to the dock side, supported by greek doric columns. The colonnade was designed to function as a transit shed, where goods could be transferred into the warehouse or out to waiting carts. Elliptical arches which break the colonnade and cut into the floor above allowed cranes and ships tackle to swing goods over the quay. Facades are restrained, with only functional articulation. Functional details include granite replacing brick or sandstone where architectural elements were susceptible to damage by carts. Full scale models of fireproof interiors were tested to destruction, before a system of cast iron columns and beams supporting brick arch floors was chosen. The frame was built above large sandstone and brick vaulted cellars.
- 4.44 To the east, the iron swingbridge, also by J Hartley, is one of the few remaining structures of the type. Related structures include the Piermasters House, Original Dockmasters Office and Workshop, all positioned adjacent to the dock entrance. The House and Office are now part of the Merseyside Maritime Museum having been restored in the C20. They are in brick with stone dressings, and a slate roof.

### ***Historic Interest***

- 4.45 Parliamentary consent was obtained to build a purpose built dock in Liverpool in 1841, and the site was chosen, positioned between the Canning and Salthouse docks and Mersey. Construction began in 1843, and the first warehouses were opened in 1846 by Prince Albert. The complex cost in excess of £700,000. Initially the dock was very successful, however within two decades its entrances were too small for increasingly large ships. The warehouses continued to be used until they were closed in 1972. Threats of demolition during the 1960's were averted and in 1984 the first phase of redevelopment opened. The complex is now Merseyside's premier tourist attraction and new uses include the Tate Gallery, Merseyside Maritime Museum, hotels, and a range of leisure and retail uses.

### ***Setting***

- 4.46 The buildings are prominently positioned at the Liverpool waterfront. They are orientated inwards and enclose the dock structure, and are best appreciated from within this complex, where their function and relationships are best understood. Due to their large scale the group is prominent and visible from the surrounding dock and waterfront area. To the west is the River Mersey, which represents an important aspect of setting, defining the historical position and function of the dock. To the north and south, the

waterfront and dock structures also make a contribution through highlighting the functional and commercial history and context of the area. Similarly Salthouse Dock, to the east has a historic and functional association.

***Contribution made by the Application Site***

- 4.47 The Application Site is north-east of the Albert Dock complex. Due to the relatively low height of intervening development and infrastructure associated with the waterfront, views across the space towards the Albert Dock are visible from the Application Site. The Application Site forms part of the wider urban landscape of the Albert Dock but has been renewed on several occasions during the C20th and in the context of the diverse urban backdrop to Albert Dock does not contribute to the significance of the listed dock complex.

**Canning Dock Group and Canning Island Group**

- 4.48 Canning Dock and Canning Island are to the immediate west of the Application Site, positioned on the opposite side of The Strand. The group includes:

- Canning Dock Retaining Wall
- Swing Bridge over Entrance to Canning Dock
- Number 1 Graving Dock
- Number 2 Graving Dock
- Dock Retaining Walls, Canning Half Tide Dock
- Watchmans Hut to Canning Island
- Watchmans Hut on North Side of Pierhead
- Watchmans Hut on South side of Pierhead

***Architectural Interest***

- 4.49 Canning Half-Tide dock was constructed by Jesse Hartley in 1844, as the entrance to the Albert Dock system. It is in stone with later parts in granite. It is the sole operational surviving Half Tide dock in Liverpool. The Graving Docks were built in 1765-9 and subsequently lengthened and deepened in the 1810's and 1840's. They are in sandstone and granite, with stepped stone sides known as 'altars'. The iron swing-bridge over the entrance to Canning Dock is also attributed to Hartley, and dates to 1845.
- 4.50 The river entrance to the Canning Dock is bisected by Canning Island. Three Watchmans Huts are arranged to the north and south, and upon the Island. The Watchmans Hut on Canning Island date to 1844 and is also by Jesse Hartley. It is octagonal with battered sides and a corbelled roof. Those to the north and south side are consistent in design and materials.

***Historic Interest***

- 4.51 The Canning Dock group of assets is of historic interest as some of the earliest surviving dock structures in Liverpool and the Half Tide dock as the only operational half-tide dock

to survive. They are of historic interest for their association with the early stages of development of the Liverpool docks during the late C18 and C19 and with Jesse Hartley, who was responsible for much of the dock infrastructure and building.

### ***Setting***

- 4.52 The structures are positioned in the waterfront area of Liverpool, surrounded by other dock structures and features, as well as the prominent buildings at the Pier Head to the north. These surroundings represent an important element of setting; contributing to and enhancing appreciation of the functional nature of the structures, and of their position as part of a wider commercial landscape. The proximity to the Mersey is of key importance; the relationship defines understanding of the functional nature of the facility and structures. To the east, the expanse of Liverpool City Centre contributes to a degree as an urban backdrop, while Mann Island and the Museum of Liverpool frames views to Pier Head

### ***Contribution made by the Application Site***

- 4.53 The Application Site is positioned to the east of the assets and is visible in views across The Strand. It is part of the development of The Strand which presents a backdrop to the waterfront area. The Application Site is part of the surrounding urban landscape however the current building makes no contribution to the significance of the dock buildings or structures due to its scale and form.

### **Other Listed Buildings and structures**

- 4.54 Other listed buildings and structures on the dock area, which are all included for Group Value include:

- Pumping Station
- The Pumphouse Public House
- Former Dock Managers Office

### ***Architectural Interest***

- 4.55 The Pumphouse public house is a former Hydraulic engine house, accumulator tower and chimney which dates to the 1870's. It is in brick with stone dressings and a slate roof, the gable with a louvre.
- 4.56 Included for group value to the north of the Canning Dock group is a pumping station, which dates to 1881. It is in brick with a blue brick base and red brick dressings with a hipped slate roof. The façade has a central round headed entrance with a rusticated stone arch, flanked by segmental headed windows. A Lombard frieze has 4 bay round arched blind arcading. Also included for group value is the Former Dock Managers Office a short distance to the west and which dates to the early 19<sup>th</sup> century. It is in brick with stone dressings and a slate roof, with a top wooden cornice.

### ***Historic Interest***

- 4.57 The assets have historic interest for their association with the development and function of the docks of Liverpool.

### ***Setting***

- 4.58 The structures are positioned in the waterfront area of Liverpool, surrounded by other dock structures and features. These surroundings represent an important element of setting; contributing to and enhancing appreciation of the functional nature of the structures, and of their position as part of a wider commercial landscape. The proximity to the Mersey is of key importance; the relationship defines understanding of the functional nature of the facility and structures. To the east, the expanse of Liverpool City Centre contributes to a degree as an urban backdrop.
- 4.59 The setting has changed considerably with the proximity of Mann Island, however the polished black granite of the Mann Island scheme contrasts with the red brick of the pumping station to emphasise the historic structure.

### ***Contribution made by the Application Site***

- 4.60 The Application Site is positioned to the east of the assets and is visible in views across The Strand. It represents part of the linear development of The Strand and the backdrop to the waterfront area. It is part of the surrounding urban landscape however the current building makes no contribution to the significance of the dock buildings or structures.

### **Albert Dock Conservation Area**

- 4.61 The Albert Dock Conservation Area was designated in November 1976. The conservation area forms Character Area Two of the WHS and its key attributes have been described in paragraphs 4.10 - 4.13 above. The character and appearance of the conservation area is essentially derived from the flat topography of the reclaimed land that enabled the dock estate to expand out into the river margins; the large expanses of dock water spaces themselves and the related evolution of dock construction and management and the key built structures including the Gateman's Huts, Gate Lodges, Hydraulic buildings and graving docks as well as the landmark warehouses.
- 4.62 The setting of the conservation area is variable in quality. To the north are the dramatic forms of the Mann Island development, which were designed to frame specific views of the Pier Head group and provide an effective enclosure to the northern side of Canning Dock. The east side of the conservation area is largely open, giving an artificial aspect and creating expansive views, west, towards Albert Dock, which would originally have been partly screened by the transit sheds to Salthouse Dock and subsequently by the elevated 'docker's railway'. The boundary of the Conservation Area to the east is defined by The Strand and the linear development of buildings which enclose the street frontage, forming a visual barrier. To the south the area around Kings Dock still comprises a large area of surface car parking, with the Echo Arena and Convention Centre to the west.

### ***Contribution made by the Application Site***

- 4.63 In this context the Application Site forms parts of the setting of the Conservation Area to the east. It represents a section of the developed frontage of the Strand. Former warehouses on the site had a functional and historic relationship to the docks. The form, scale and appearance of the replacement building does not however relate to its surroundings and is visually incongruous. Moreover, the building breaks the now broadly



consistent building heights in this area, which is detrimental to the streetscape. Therefore the building makes a neutral contribution to the conservation area.

### **Castle Street Conservation Area**

- 4.64 The Castle Street Conservation Area was designated in 1968. The conservation area includes Character Area 1 and Character Area 4r of the WHS.

#### ***Character and Appearance***

- 4.65 Castle Street is a large and complex conservation area which originates from the Medieval settlement of Liverpool and is renowned as the commercial heart of the city during the period of its greatest mercantile influence. The architecture of the area is often of the highest quality, displaying virtuosity and innovation and designed by accomplished British Architects. It includes the areas key civic buildings , including the 18<sup>th</sup> century town hall and civic, commercial and financial institutions on Dale Street, Walter stree3t, James Street and Lord Street. The conservation area also includes the Pier Head area which has been described above at 4.14-4.16. This area encompasses an early C20 designed landscape, dominated by a formal arrangement of monumental buildings. These buildings, including the Royal Liver Building, Cunard Building, Port of Liverpool Building and 1930's ventilation tower were designed as a landmark centrepiece of the river frontage.
- 4.66 The area is characterised by an informal grid pattern of streets with a consistent enclosure of mid to late C19th and early C20th commercial properties. Principal through routes and narrow side streets often in irregular patterns preserve the medieval street pattern. 20<sup>th</sup> century development has enriched the character of the area, with high quality architecture and materials and Art Deco and Modernist buildings.
- 4.67 The setting of the area is variable in quality. It is an expansive conservation area and it setting includes a broad mix of urban form associated with the centre of Liverpool and docks to the west. To the south are the dramatic forms of the Mann Island development, which were designed to frame specific views of the Pier Head group and provide an effective enclosure to the northern side of Canning Dock.

#### ***Contribution made by the Application Site***

- 4.68 In this context the Application Site forms parts of the setting of the Conservation Area to the south. It represents a section of the developed frontage of the Strand which extends from within the conservation area. The form, scale and appearance of the existing building does not however relate to its surroundings and is visually incongruous. Moreover, the building breaks the now broadly consistent building heights in this area, which is detrimental to the streetscape. Therefore the building makes a neutral contribution to the conservation area.

## 5. Summary of Legislation, Policy and Guidance

### Legislation/Statutory Duty

- 5.1 Under The Planning (Listed Buildings and Conservation Areas) Act 1990, Liverpool City Council, in determining the submitted full planning application, has a statutory duty to pay special attention to the desirability of preserving listed buildings, their setting or any features of special interest it may possess (s.66). The meaning of 'preservation' in this context, as informed by case law, is taken to be the avoidance of harm.

### National Planning Policy

- 5.2 In accordance with paragraph 128 of the NPPF, the significance of the identified designated heritage assets, including the contribution made by setting to that significance, has been described at Section 4 of this report.
- 5.3 Paragraph 131 states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, putting them into viable uses consistent with their conservation, as well as the desirability of new development making a positive contribution to local character and distinctiveness.
- 5.4 Paragraph 132 requires when considering the impact of a Proposed Development on the significance of a designated heritage asset that great weight should be given to the asset's conservation. 'Conservation' is defined by the NPPF as 'the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance'<sup>6</sup>.
- 5.5 In the event that harm is perceived to arise from proposals, the NPPF provides a policy framework at paragraphs 133 and 134 within which such harm can then be weighed against public benefits (133) or substantial public benefits (134) bearing in mind the 'considerable weight' to be attached to the statutory duty.
- 5.6 Paragraph 137 requires local planning authorities to look for opportunities for new development within the setting of heritage assets to better reveal their significance. With respect to setting, the NPPF notes that proposals that preserve those elements of setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably. Paragraph 138 highlights that not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance.

### Local Planning Policy

- 5.7 Policy GEN3 of the Liverpool Unitary Development Plan (2002) confirms the Council's aim to protect and enhance the built environment of the City by, inter alia, preserving and enhancing historically and architecturally important buildings and areas and, where appropriate, improving them. Policy HD5 asserts that planning permission will only be

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<sup>6</sup> DCLG (2012) National Planning Policy Framework (NPPF) – Annex 2: Glossary

granted for development affecting the setting and important views of a listed building where the setting and important views of the building are preserved.

- 5.8 Strategic Policy 1 of the Liverpool Draft Core Strategy (2012) outlines the sustainable development principles against which all new development proposals will be assessed. The criteria include the need to protect and enhance environmental and heritage assets. The requirement for new development proposals to protect and enhance the character and identity of the City's historic fabric, including the wider setting of heritage assets, is confirmed by Strategic Policy 23. Strategic Policy 24 relates to the historic environment and confirms that heritage assets will be protected from inappropriate development by requiring development proposals within or adjacent to them to demonstrate that it will preserve and enhance them and the special features for which they are designated.

### **International Guidance**

- 5.9 The ICOMOS '*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*' (2011) provides a methodology in order to effectively evaluate the impact of development on the OUV of World Heritage properties, in a 'systematic and coherent way'. The guidance notes that WHS's are 'single heritage assets' with an international value that has been clearly articulated through the OUV. As set out in the NPPF (paragraph 138), the guidance states that not everything within a WHS necessarily contributes to OUV, it is the attributes which convey OUV that need to be appropriately protected. These attributes need to be set out within a clear statement of significance.
- 5.10 It states that every reasonable effort should be made to eliminate or minimise any adverse impacts on significant places. In accordance with the NPPF the guidance recognises that it may be necessary to balance the public benefits of any proposed change against the harm to the place. The guidance concludes with a series of tables to aid in the assessment of impact (see Appendix 5).
- 5.11 A full and more detailed review of the relevant heritage legislation, policy and guidance context for consideration of the Proposed Development is set out in full in *Appendix 1* of this report.

## 6. Assessment of Impact On Significance

### Background to Assessment

- 6.1 The following impact assessment is proportionate to both the significance of the heritage assets, the nature of the Proposed Development and the likely magnitude and form of effect and should be read in conjunction with the Design and Access Statement which explains the design rationale.
- 6.2 The relevant heritage legislation, policy and guidance context for consideration of the Proposed Development is summarised in section 5 and set out in full in Appendix 1. This includes the statutory duties of the Planning (Listed Buildings & Conservation Areas) Act 1990, national policy set out in the NPPF, and local policy for the historic environment, as well as other international and national guidance and relevant material considerations.
- 6.3 Case law has confirmed that in respect to Section 66 of the Act decision-makers should give “considerable importance and weight” to the desirability of preserving the setting of listed buildings, where ‘preserve’ means “to do no harm”. Case law also confirms that addressing the requirements of NPPF paragraphs 131-134 can provide an effective means for complying with the above statutory duty of the Act.

### The Proposed Development

- 6.4 The Design and Access Statement submitted with the application package provides a detailed description of the Proposed Development.
- 6.5 It is proposed to demolish the existing building at the site and to replace it with a part 16 and part 19 storey building on a ‘H’ Plan. The building is primarily residential with commercial uses to the ground floor. Two wings project towards The Strand, defining a landscaped area to the frontage. At roof level lightweight glazed upper levels are recessed. .
- 6.6 The facades are proposed to be finished in black granite and ceramic cladding tiles with stone cladding to the window reveals and bronze cladding panels to the windows. The plinth and lower stages of the building will be in black brick and the upper stages will be lighter double glazed window spandrel panels and cladding. The materials have been chosen to reflect and respect those existing buildings at Pierhead, Mann Island and on The Strand.

### Pre-application feedback

- 6.7 A pre-application meeting with Historic England was held on 24<sup>th</sup> March 2016. Following this meeting a written response was received on 14<sup>th</sup> April 2016. The letter is included at Appendix 5.
- 6.8 The response from Historic England is summarised as follows:

- The existing building is of limited interest, making a neutral contribution to the wider streetscape. There is no objection to its demolition or the principle of redevelopment of the site.
- The present proposal has been well considered. The 'H' plan form reduces the mass of the building, provides articulation to the elevation, and increases the number of apartments which can view the Mersey.
- The proposed scale is more fitting with the current context, and the choice of architectural form and materials is also appropriate.
- The Visualisations show that the proposed scheme does not result in any significant change to the skyline and would not have an adverse impact upon key views.
- The application should be supported by a thorough analysis of the likely impact of the development on the Outstanding Universal Value of the World Heritage Site in line with UNESCO Guidance 'Heritage Impact Assessments for Cultural World Heritage Properties'.

## Assessment

### View Analysis

- 6.9 A series of 'heritage views' have been presented in the Design and Access Statement to help understand the potential impact of the Proposed Development. The viewpoint locations were identified during pre-application consultations with Historic England and the City Council. The impact on the setting of relevant heritage assets is summarised below:

**Table 6.1: Heritage Impact on viewpoint locations**

Viewpoint Location	Heritage Impact
Bridge over Queens Dock / Coburg Dock Passage	The view is principally focused on the dock waterspaces and related retaining walls. The clock towers of the Liver Building project above the roofscape and Wapping Warehouse is visible towards the centre of the view. The Proposed Development makes a negligible contribution to the townscape that forms the backdrop to Wapping Dock and the dock waterspaces.
South west corner of Salthouse Dock	The view focuses primarily on Salthouse Dock, with the warehouses of Albert Dock framing the left, western, side of the view. The White Star Office is located towards the centre of the view. The existing building on the Application Site appears almost as a 'gap site' given the scale of adjoining buildings. The Proposed Development would fill that gap and continue the frontage between the northern, lower,

	block of One Park West and the Travel Lodge. The scheme would not impact on the ability to appreciate the White Star Office.
South western corner of Albert Dock	The view is focused on the dock water space of Albert Dock, enclosed by the restrained brick elevations of the warehouses, with a prominent view towards Pier Head and the prominent cupola and clock towers. Several recent developments project above the ridge line of the warehouses, including the Mann Island office building and One Park West. The angled upper floors of the Proposed Development would also project above the warehouses between Mann Island and One Park West.
North west across the City from Anglican Cathedral (A)	The two clock towers of the Liver Building are prominent above the roofscape. The top of Georges Dock ventilation Tower is also visible. The Proposed Development would form part of the roofscape, immediately north of One Park West. The Clock Towers would remain prominent in the view, although the ventilation tower would no longer be visible from the viewpoint.
North west across City from Anglican Cathedral (B)	A low quality view focused on the car park and modern housing. The Liver Building Clock Towers are visible above the roofscape, while to a lesser extent the top of the adjoining ventilation tower is also visible. The Proposed Development would be seen close to the western clock tower in this view, however both clock towers would remain visible. The ventilation tower would no longer be visible from this location.
North west across City from Anglican Cathedral (C)	The Liver Building clock towers provide a longer distance reference above the roofscape. The top part of the adjoining ventilation tower is also currently visible. The Proposed Development would be close to the western clock tower and screen the view of the ventilation tower.
North west across the City from Anglican Cathedral (D)	The Liver Building clock towers provide a longer distance reference above the roofscape. The top part of the adjoining ventilation tower is also currently visible. The Proposed Development would be close to the western clock tower and screen the view of the ventilation tower.
North west across City from	The Proposed Development will not be visible from

Anglican Cathedral (E)	this location.
Woodside Ferry Terminal	Woodside allows one of the most comprehensive views of the international waterfront on the eastern side of the Mersey, including key WHS attributes such as Albert Dock warehouses and Pier Head as well as both Cathedrals. The Proposed Development would be visible towards the centre of the view. It would form part of the urban backdrop and form a common datum with One Park West and Mann Island, screening the Brown Court complex.
Everton Park	An expansive view across Liverpool City Centre and the Wirral towards the Welsh Hills, with a suburban residential area in the foreground. The complex roofscape features the Liver Building clock towers and also the spire of Municipal Building. The Proposed Development would sit amongst the roofscape of Liverpool One.
William Brown Street / St George's Hall	An important view, framed by the Picton Library and St George's Hall, with a filtered view of the Liver Building Clock Towers. The Proposed Development would not be visible in this view.
Wallasey Town Hall	The view from Wallasey is oriented south westwards towards Pier Head and the tall buildings of the commercial district of Liverpool. Key heritage assets include the Pier Head Group and Albert Dock. The Proposed Development would be screened from view behind the Liver Building.
Magazine Promenade	A distant view of the commercial district tall buildings cluster and the international waterfront. The clock towers of the Liver Building provide a key focus to the centre of the view, Albert Dock is visible to the right and the spire of the Municipal Building to the left. The Proposed Development would be screened from view behind the western edge of the tall building cluster.
Lime Street Station Exit	The view is dominated by the St Johns Centre and the public realm to the side of Lime Street Station. The Proposed Development would not be visible in this view.
Metropolitan Cathedral	The view west down Mount Pleasant is enclosed on either side by a series of listed former residential and institutional buildings, including Wellington Rooms. Glimpses are also afforded of the top phase of the



	Liver Building clock towers. The Proposed Development will not be visible in this view.
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### **Impact on the Outstanding Universal Value of the World Heritage Site**

- 6.10 The OUV of the WHS is derived from the three criteria for inscription and is described in the Statement of OUV, provided in Appendix 2, which has been agreed by the World Heritage Committee. The criteria for inscription are as follows:

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

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

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

- 6.11 The Proposed Development will not impact on either criterion (ii) of (iii) regarding innovative dock technologies, dock construction or management, of the mercantile culture that Liverpool influenced. With respect to criterion (iv) the Proposed Development will not affect the historic context of Liverpool's early role in global trading or cultural connections.
- 6.12 The development of the Application Site will contribute to the townscape that forms part of the backdrop to the international waterfront and will therefore contribute to the urban landscape of the port city. The existing building is out of scale with its historic and more recent neighbours, it appears diminutive in scale, provides a weak frontage to The Strand and makes a poor contribution to the context of the dock estate and Pier Head. The replacement of the existing building with a structure of greater height and mass will be consistent with the scale and form of enclosure to The Strand.
- 6.13 The Statement of OUV summarises the integrity and authenticity of the WHS. The consideration of integrity refers to the urban fabric evolving from the C18th to the C20th, the impact of WWII destruction and subsequent economic decline. The Strand frontage suffered particularly badly during the Blitz and the legacy of renewal and replacement is partly reflected in the current frontage. The Proposed Development will not affect the ability to appreciate any of the key attributes of the WHS, including the warehouses, commercial offices and banks, dock structures or the expressions of civic grandeur. Neither will the Proposed Development affect the in-tangible aspects of the spirit and culture of the WHS.
- 6.14 The ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage Properties provides a basis for assessing the value of heritage assets and the

magnitude of potential impacts (Appendix 6). ICOMOS grades the value of WHSs as 'very high' and the value of nationally graded buildings or structures as 'high'. The ICOMOS guidance advocates an impact grading of: major, moderate, minor, negligible or no change.

- 6.15 The Proposed Development will appear in the backdrop to three of the six WHS character areas from a limited number of locations. The ICOMOS guidance provides a tabular method for articulating the degree of change or impact in respect to the value of the relevant heritage assets, which has been applied to the relevant character areas, below:
- 6.16 **Character Area 1 - Pier Head:** the Proposed Development will be visible from the rear elevations, and associated public realm, of the Pier Head buildings but will be seen as part of the complex urban townscape to the east of the dock estate and will not be visible from the western side of the Pier Head group, facing the river, where the three buildings are best experienced. The Proposed Development will not challenge the landmark status of Pier Head in strategic views.

**Table 6.2: Scale of change / impact in respect to WHS Character Area 1.**

Value of Heritage Asset	Scale and Severity of change / impact				
	No Change	Negligible change	Minor change	Moderate change	Major change
For WH properties Very high – attributes which convey OUV	Significance of Effect or Overall Impact (either adverse or beneficial)				
	Neutral	Slight	Moderate / Large	Large / Very Large	Very Large

- 6.17 **Character Area 2 – Albert Dock and Wapping Dock:** The Proposed Development will be separated from the eastern edge of the Character Area by the multi-lane Strand and will appear as a minor part of the complex urban backdrop to the dock estate. The top of the Proposed Development will appear above the roofscape of Albert Dock, when viewed from the south-western corner of the dock. However, similar glimpsed views are already experienced of Mann Island and Liverpool One, and the ability to appreciate the OUV of the dock and enclosing warehouses will not be affected.

**Table 6.3: Scale of change / impact in respect to WHS Character Area 2.**

Value of Heritage Asset	Scale and Severity of change / impact				
	No Change	Negligible change	Minor change	Moderate change	Major change

For WH properties Very high – attributes which convey OUV	Significance of Effect or Overall Impact (either adverse or beneficial)				
	Neutral	Slight	Moderate / Large	Large / Very Large	Very Large

- 6.18 **Character Area 4 – Castle Street/Dale Street/ Old Hall Street:** The Commercial District is located to the north of the Application Site. Due to the topographic relationship between the Commercial District and Strand and the scale of intervening development the Proposed Development will not be visible from within the Character Area. For example the Proposed Development will not be visible from key spaces such as Castle Street, Water Street or Dale Street. The only visual change will be from the south-western edge of the Character Area, at the junction of the Strand and James Street. From this location the Proposed Development will be seen within a frontage of recent developments and will not affect the ability to appreciate the OUV of the Character Area.

**Table 6.4: Scale of change / impact to WHS Character Area 4.**

Value of Heritage Asset	Scale and Severity of change / impact				
	No Change	Negligible change	Minor change	Moderate change	Major change
For WH properties Very high – attributes which convey OUV	Significance of Effect or Overall Impact (either adverse or beneficial)				
	Neutral	Slight	Moderate / Large	Large / Very Large	Very Large

- 6.19 The NPPF recognises that not all elements of a WHS will contribute to its significance and for cultural assets as complex as Liverpool WHS considerable sensitivity is required in applying the ICOMOS methodology. In this context, given the existing character and location of the Application Site and design of the Proposed Development the criteria for inscribing the WHS will not be affected.
- 6.20 Therefore while the WHS is assessed as having ‘very high’ value the Proposed Development is considered to represent ‘no change’ to that heritage value and is assessed to have a neutral impact on the OUV, integrity and authenticity of the WHS.

## **Impact on the Significance of Listed Buildings**

### **Albion House (grade II\*)**

- 6.21 The special architectural and historic interest of the dock complex is derived from its technical innovation, intactness, contribution to dock innovation and management systems, architectural aesthetic and historic associations. The most important aspects of setting are those related to the dock estate, including the artificial land that was constructed at the river margins and the connections with adjoining docks. The contrasting function and character of Pier Head also makes an important contribution to its setting.
- 6.22 The Application Site forms part of the setting of the dock complex but does not contribute to its significance. The degree of change to setting, caused by the Proposed Development, in the context of adjoining developments would be at most negligible and the overall effect on the significance of Albert Dock would be neutral.

### **Pier Head Group (grade I / II\*)**

- 6.23 The Pier Head group derives significance from the quality of the architecture, which was designed to contrast across the three buildings, the technical innovation of the Liver Building structure, the historic development of the site, which was initially extended into the river margins as part of the dock system and as a statement of Liverpool's global mercantile influence. The Pier Head buildings, particularly the Liver Building clock towers, are glimpsed from many locations in the city centre, however the buildings are best experienced from the waterfront itself.
- 6.24 The Application Site is located to the south-east of Pier Head and is screened from the Pier Head space by intervening buildings, not least the three listed building themselves, as well as the Mann Island development. The Pier Head group will also screen the Proposed Development from strategic viewpoint locations on the Wirral, identified in the WHS SPD.
- 6.25 The Application Site is visible from the eastern side and rear elevations of the three highly graded listed buildings as part of the frontage that encloses the eastern side of the Strand. However, the Proposed Development would form part of a modern frontage to the Strand, it would replace a building that is under scaled as part of that frontage. It will result in a minimal change to the setting of the listed buildings. Given the special architectural and historic interest of the three listed buildings the Proposed Development is assessed to have a neutral impact on their significance.

### **Albert Dock Complex (grade I)**

- 6.26 The Albert Dock is the most complete set-piece warehouse development in the WHS. Its setting makes an important contribution to its significance, including the functional relationship with adjoining docks, its role in the expansion of the dock estate and the association with the mercantile statement of Pier Head.
- 6.27 The Application Site forms part of the backdrop to the dock complex, although it is separated from the listed buildings by Canning Dock. The Proposed Development will form part of a modern frontage to the eastern side of the Strand and will be similar in scale to the orthogonal office block of Mann Island and the neighbouring One Park West scheme.

- 6.28 The Proposed Development will make a modest change within the setting of Albert Dock, however given the attributes that contribute to the special interest of the dock complex, and the diversity of the urban backdrop to the east, the Proposed Development is assessed to have a neutral impact on its significance.

#### **Canning Dock Group and Canning Island Group (grade II)**

- 6.29 This cluster of listed buildings and structures are important attributes of the OUV, integrity and authenticity of the WHS. Historically, the context of Canning Dock has been influenced by a series of significant changes, including the removal of transit sheds and warehouses, the development of Pier Head in place of St George's Dock and more recently the Mann Island scheme, Museum of Liverpool and canal extension. This process of change is part of the historic narrative of the southern part of the dock estate. The Proposed Development will form part of the urban backdrop to Canning Dock and the related structures, it will cause modest change within that setting, however will not affect the ability to appreciate or understand the special architectural and historic interest of the related structures and will have a neutral impact on their heritage significance.

#### **Other Listed Buildings and Structures (grade II)**

- 6.30 The pumping station, pump house and dock managers office all contribute to the OUV, integrity and authenticity of the WHS. Their setting has resulted from the historic processes of change, summarised above, that have shaped the dock estate and its urban context. The Proposed Development will form part of the urban backdrop to the listed structures and will have a neutral impact on the significance of those nearby listed buildings.

### **Impact on the Character and Appearance of the Albert Dock Conservation Area**

- 6.31 The Application Site is located to the east of the conservation area, separated from it by the multi-lane Strand that creates a strong edge between the city centre and dock estate. The eastern part of the conservation area, associated with Canning and Salthouse Dock has an open character, which is largely artificial and reflects the removal of the former transit sheds that once enclosed the dock waterspaces. This open character now reinforces the separation between the eastern side of the Strand and the Albert Dock warehouses, which make a fundamental contribution to the character and appearance of the conservation area.
- 6.32 The Proposed Development would be seen projecting above the ridge line of the warehouses from the south-western corner of the dock, however for the vast majority of the enclosed dock space and colonnades of the warehouse complex the Proposed Development will not be visible. The recent developments at Mann Island and One Park West also project above the Albert Dock, yet its significance is sustained.
- 6.33 From outside of the enclosed space of Albert Dock the Proposed Development will be experienced as part of the complex and diverse urban backdrop that forms the wider historic urban landscape of the WHS and wider BZ. It will replace a building of diminutive scale that makes a poor contribution to enclosing the eastern side of the Strand. The Proposed Development will cause change to the urban backdrop of the

conservation area but will not harm the character and appearance of the conservation area and its impact on the significance of the designated heritage asset is considered to be neutral.

### **Impact on the Character and Appearance of the Castle Street Conservation Area**

- 6.34 Castle Street is a large and complex conservation area which originates from the Medieval settlement of Liverpool and is renowned as the commercial heart of the city during the period of its greatest mercantile influence. It is characterised by an informal grid pattern of streets with a consistent enclosure of mid to late C19th and early C20th commercial properties.
- 6.35 The Application Site is located to the south of the conservation area. The Proposed Development would be visible only from the corner of James Street and The Strand, which forms the southern boundary of the conservation area and will have a neutral impact on its significance.

### **Statutory Duty and NPPF Policy**

- 6.36 Liverpool City Council has a statutory duty to require special regard to be given to the desirability of preserving or enhancing the special interest, including setting, of listed buildings (S. 66) and also to pay special attention to preserving the character and appearance of conservation areas (S. 72). In this context 'preserve' is taken to mean 'to do no harm'.
- 6.37 NPPF Paragraph 132 requires 'great weight' to be given to the conservation of heritage assets when considering the impact of a proposed development on their significance.
- 6.38 In accordance with the requirements of NPPF Paragraph 128, the relevant heritage assets have been identified in Section 2 and their significance, including the contribution of setting, of the identified heritage assets has been described in Section 4.
- 6.39 Based on the assessment of significance of the identified heritage assets, and the contribution that setting makes to their significance, the Proposed Development has been assessed as having a neutral impact on the heritage significance of the Liverpool WHS, the relevant listed buildings and the Albert Dock and Castle Street Conservation Areas.
- 6.40 With respect to NPPF Paragraph 131 the Proposed Development will sustain and therefore preserve the significance of the identified heritage assets. The application therefore meets the requirements of NPPF Paragraphs 131 and 132. With respect to NPPG Paragraph 137, the Proposed Development will preserve those elements of setting that make a positive contribution to significance and should therefore 'be treated favourably'.

## **Local Planning Policy Considerations**

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

- 6.41 Policy HD5 of the Liverpool UDP establishes that planning permission will only be granted for development affecting the setting of a listed building where the setting and important views of the building are preserved.
- 6.42 Policy HD12 states that development on land adjacent to a conservation area will only be permitted if it protects the setting of the conservation area and important views into and out of it.
- 6.43 The Proposed Development will change the backdrop to the Albert Dock and Castle Street Conservation Areas. However, that change is not significant in respect to important views into the conservation areas and while the views across the Albert Dock Conservation Area are important in understanding the layout of the dock estate, the eastern frontage of the Strand has been renewed during several periods of change that have affected the character of the western edge of the city centre. The Proposed Development will be located between two recent developments, of similar scale and mass, and will be screened from Pier Head by the three historic waterfront buildings and also the adjacent Mann Island development.
- 6.44 The Proposed Development would have a minor impact on long distance views of the George's Dock Ventilation Tower, particularly those from the Anglican Cathedral. However the listed building is best experienced from the streets and spaces immediately adjoining Pier Head and many glimpsed views are gained of the structure from within the city centre and therefore the Proposed Development is assessed to have a neutral impact on the significance of the listed building.
- 6.45 The Proposed Development is assessed as being consistent with the relevant policies of the UDP.



## 7. Summary and Conclusions

- 7.1 The Application Site is located in a prominent part of the Buffer Zone of the WHS and makes a minor contribution to the complex urban backdrop to key WHS attributes within the Albert Dock and Castle Street Conservation Areas.
- 7.2 The Application Site has been subject to several periods of change and renewal, as the alignment of the waterfront and the enclosing properties changed and during the post war recovery of the mid to late C20th. Despite its prominent location the building that currently occupies the Application Site makes at best a negligible contribution to the backdrop to the international waterfront. It contributes little architecturally and appears under-scale.
- 7.3 The Proposed Development will appear within the setting of a wide range of heritage assets, including those that contribute to the OUV, integrity and authenticity of the WHS. However, it will appear as part of the backdrop, it will not obscure important views or challenge the predominance of key assets, such as Albert Dock and Pier Head.
- 7.4 The Proposed Development will sustain the significance of the Albert Dock and Castle Street Conservation Areas as a whole by preserving their character and appearance in accordance with S. 72 of the 1990 Act and the requirements of the NPPF and UDP. The Proposed Development will also preserve the significance of the relevant listed buildings.
- 7.5 The Proposed Development has been subject to a detailed view analysis that has included strategic views identified in the WHS SPD and this Heritage Statement has been informed by the ICOMOS Heritage Impact Assessment guidance with respect to the importance of the assets and the magnitude of likely impacts. The assessment of significance has considered the contribution of the six character areas of the WHS and the criteria for inscription. The proposals will not affect the WHS criteria for inscription, other than to contribute to the townscape in one part of the BZ that is not referred to in the WHS SPD. The proposed Development is therefore considered to have a neutral impact on the OUV, integrity and authenticity of the WHS.

## **Appendix 1: Heritage Legislation, Policy and Guidance**

## **Heritage Legislation, Policy and Guidance**

The proposals for the site should be considered in light of policy and guidance in respect of heritage assets. The statutory duties, national policy, and regional and local plan policy and guidance relevant to the Proposed Development are summarised below:

### **Statutory Duties (1990 Act)**

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

*“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”*

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in the exercise of planning functions with respect to any buildings or land in a conservation area that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

The concept of ‘preserve’ has been interpreted through case law to mean ‘to cause no harm’.

### **National Planning Policy**

#### **The National Planning Policy Framework, 2012**

The National Planning Policy Framework (NPPF) was introduced in March 2012 as the full statement of Government planning policies covering all aspects of the planning process. Chapter 12 outlines the Government’s guidance regarding the conservation and enhancement of the historic environment.

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

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

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

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

Paragraph 132 requires when considering the impact of a Proposed Development on the significance of a designated heritage asset, that great weight should be given to the asset's conservation and the more important the asset, the greater that weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss requires clear and convincing justification. It is noted that substantial harm to or loss of a grade II listed building should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance should be wholly exceptional.

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

- “the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use”

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

Paragraph 135 confirms that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. It also states the following:

*“In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”*

## **Setting**

Paragraph 137 requires local planning authorities look for opportunities for new development within the setting of heritage assets to better reveal their significance. With respect to setting, the policy notes that proposals that preserve those elements of setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably. The setting of a heritage asset is defined by the NPPF as:

*“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral”.<sup>7</sup>*

Paragraph 138 highlights that not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 133 or less than substantial harm under paragraph 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

### **Consideration of 'Harm'**

The statutory duty to have special regard to the desirability of preserving the special interest and setting of a listed building is a matter which should be accorded considerable importance and weight.

In the event that harm is perceived to arise from proposals, the NPPF provides a policy framework at paragraphs 133 and 134 within which such harm can then be weighed against public benefits bearing in mind the considerable weight to be attached to the statutory duty.

The National Planning Practice Guide (NPPG), published 6<sup>th</sup> March 2014, provides guidance on how to assess if there is substantial harm. This states:

*"What matters in assessing if a proposal causes substantial harm is the impact on the significance of the asset. As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset's physical presence, but also from its setting."*

Whether a proposal causes substantial harm will be a judgement for the decision taker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be addressed. The harm may arise from works to the asset or from development within its setting."

### **Local Planning Policy**

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

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

Policy HD12 states that new development adjacent to a conservation area will only be permitted if it protects the setting of the conservation area and important views into and out of it.

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

Strategic Policy 1 outlines the sustainable development principles against which all new development proposals will be assessed. The criteria include the need to protect and enhance environmental and heritage assets. The policy's supporting text confirms that *"Liverpool's environmental and heritage assets are an integral part of Liverpool's distinctive character and*

*make a vital contribution to the attractiveness of the City as a place in which to live, work and invest. Their protection is therefore important” (Paragraph 6.33).*

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

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

## **Guidance**

### **ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011)**

The World Heritage Convention, for the protection of the World’s Cultural and Natural Heritage, which came into being in 1972, recognises properties of outstanding universal value. The OUV is fixed by the World Heritage Committee at the time of inscription and since 2007 has been encapsulated in a Statement of OUV.

The World Heritage Convention is ratified by State Parties, who agree to conserve properties on their territories. This means that OUV needs to be sustained through the protection of attributes that are seen to convey OUV. WHSs are thus single heritage assets with an international value that has been clearly articulated. Not everything within them contributes to OUV, but those attributes that do must be appropriately protected. The ICOMOS guidance provides a methodology for evaluating impact on attributes of OUV in a systematic and consistent way.

ICOMOS advise that World Heritage properties need to be seen as single entities that manifest OUV. Their OUV is reflected in a range of attributes, and in order to sustain OUV it is those attributes that need to be protected.

ICOMOS suggest procedures for Heritage Impact Assessment in circumstances where change may affect OUV, and acknowledge that change may be adverse or beneficial. But whatever process is selected, the assessment must be ‘fit-for-purpose’ in respect to the local context and the changes proposed. Every effort must be made to eliminate or minimise adverse impacts.

The basis for management and decision making is a good understanding of the WH property, its significance and OUV, its attributes and its context. The Management Plan will often be the important first step in building an ability to have a clear and effective impact assessment. Both the WHS Management Plan and SPD have been consulted during the development of the proposals.

ICOMOS provide advice regarding the methods and tools available for undertaking Heritage Impact Assessments. This Heritage Statement is based on site visits, historic research and specific viewpoint analysis tailored to the relevant area of the BZ and is consistent with the ICOMOS advice.

ICOMOS considers direct impacts as those that arise as a primary consequence of a proposed development or change of use. Direct impacts can result in the physical loss of part or all of an attribute, and/or changes to its setting. Direct impacts that affect the setting of an attribute may

occur as a consequence of construction or operation of a development and may have an effect some distance from the development.

### **National Planning Practice Guidance, 2014**

Whilst not planning policy the Planning Practice Guidance provides a clear indication of the Government's approach to the application of national policy contained in the NPPF. Where there is conflict between the guidance in the PPG and earlier documents the PPG will take precedence

### **Historic England: Good Practice Advice Note: The Setting of Heritage Assets (March 2015)**

The document provides Historic England's guidance on managing change within the setting of heritage assets.

The guidance makes it clear at paragraph 9 that setting is not a heritage asset, nor a heritage designation, rather its importance lies in what it contributes to the significance of the relevant heritage asset itself.

The guidance sets out the need for a systematic and staged approach to assessing the impact of development proposals in the setting of a heritage asset. It confirms that such assessment should be based on an understanding of the significance of the heritage assets affected and then the contribution of setting to that significance.

Guidance is provided on what potential attributes of setting may or may not make a contribution to the significance of a heritage asset, noting that in any one instance a limited selection of the attributes will be of particular relevance to an asset. These attributes can comprise:

- the asset's physical surroundings;
- appreciation of the asset;
- an asset's associative relationships with other heritage assets.

When assessing the effect of a proposed development on the significance of a heritage asset through effects on setting, matters of location and siting of development; the form and appearance of development; additional effects; and, permanence are highlighted.

### **Liverpool World Heritage Site Supplementary Planning Document (SPD), 2009**

The World Heritage Site Supplementary Planning Document was adopted in October 2009 and provides detailed guidance for new development, regeneration and conservation in the Liverpool Maritime Mercantile City World Heritage Site (WHS) and the surrounding area.



## **Appendix 2: Liverpool Maritime Mercantile City World Heritage Site Statement of OUV**

# Liverpool - Maritime Mercantile City

## World Heritage Site Summary

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

**Name:** Liverpool - Maritime Mercantile City

### **Brief Description:**

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

### **Criteria:**

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

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

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

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

### **Statement of Significance:**

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

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

### Brief synthesis

Located at the tidal mouth of the river Mersey where it meets the Irish Sea, the maritime mercantile City of Liverpool played an important role in the growth of the British Empire. It became the major port for the mass movement of people, including slaves and emigrants from northern Europe to America. Liverpool was a pioneer in the development of modern dock

technology, transport systems and port management, and building construction.

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

Liverpool - Maritime Mercantile City reflects the role of Liverpool as the supreme example of a commercial port at the time of Britain's greatest global influence. Liverpool grew into a major commercial port in the 18th century, when it was also crucial for the organisation of the trans-Atlantic slave trade. In the 19th century, Liverpool became a world mercantile centre for general cargo and mass European emigration to the New World. It had major significance on world trade as one of the principal ports of the British Commonwealth. Its innovative techniques and types of dock, dock facilities and warehouse construction had worldwide influence. Liverpool was instrumental in the development of industrial canals in the British Isles in the 18th century, and of railway transport in the 19th century. All through this period, and particularly in the 19th and early 20th centuries, Liverpool gave attention to the quality and innovation of its architecture and cultural activities. To this stand as testimony its outstanding public buildings, such as St. George's Hall, and its museums. Even in the 20th century, Liverpool has made a lasting contribution, remembered in the success of The Beatles, who were strongly influenced by Liverpool's role as an international port city, which exposed them to seafarers, culture and music from around the world, especially America.

Criterion (ii): Liverpool was a major centre generating innovative technologies and methods in dock construction and port management in the 18th, 19th and early 20th centuries. It thus contributed to the building up of the international mercantile systems throughout the British Commonwealth.

Criterion (iii): The city and the port of Liverpool are an exceptional testimony to the development of maritime mercantile culture in the 18th, 19th and early 20th centuries, contributing to the building up of the British Empire. It was a centre for the slave trade, until its abolition in 1807, and for emigration from northern Europe to America.

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

#### Integrity (2009)

The key areas that demonstrate Outstanding Universal Value in terms of innovative technologies and dock construction from the 18th to the early 20th century and the quality and innovation of its architecture and cultural activities are contained within the boundaries of the six areas forming the property. The major structures and buildings within these areas are generally intact although some such as Stanley Dock and associated warehouses require conservation

and maintenance. The historic evolution of the Liverpool street pattern is still readable representing the different periods, with some alteration following the destruction of World War II.

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

#### Authenticity (2009)

Within the property, the major dock structures, and commercial and cultural buildings still testify to the Outstanding Universal Value in terms of form and design, materials, and to some extent, use and function. Warehouses at Albert Dock have been skillfully adapted to new uses. Some new development has been undertaken since inscription and has contributed to the city's coherence by reversing earlier fragmentation. No significant loss of historical authenticity has occurred, as the physical evidence of the City and its great past remain prominent and visible, and in some cases has been enhanced. The main docks survive as water-filled basins within the property and in the buffer zone. The impact on the setting of the property of further new development on obsolete dockland is a fundamental consideration. It is essential that future development within the World Heritage property and its setting, including the buffer zone, should respect and transmit its Outstanding Universal Value.

#### Protection and management requirements (2009)

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

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

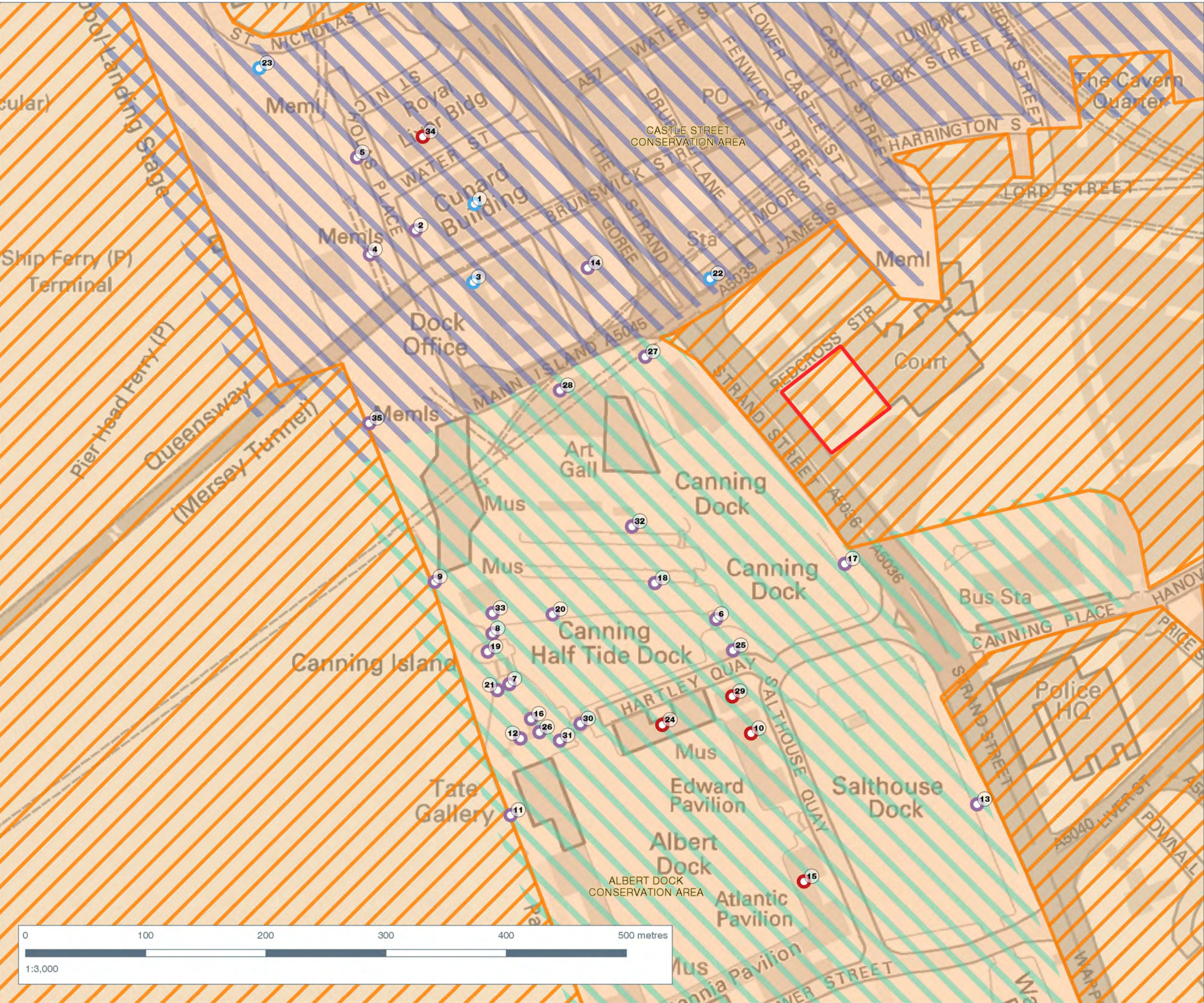
At the time of inscription, the World Heritage Committee requested that the height of any new construction in the property should not exceed that of structures in the immediate surroundings; the character of any new construction should respect the qualities of the historic area, and new construction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

townscape characteristics and to be constrained by clear regulations establishing prescribed heights of buildings.

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

## **Appendix 3: Heritage Asset Plan**





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**Legend**

 Site

**Conservation Area**

 ALBERT DOCK

 CASTLE STREET

**Listed Building (Historic England)**

 I

 II

 II\*

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

 Buffer Zone

 Core Area

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Client:  
**FT Patten Properties (Liverpool)  
Limited (Manchester)**

Project:  
**21 The Strand, Liverpool**

Drawing:  
**Heritage Asset Map**

Project No:  
**PANH3001**

Drawing No:  
**3001\_001**

Revision:  
**00**

Status:  
**Final**

Date:  
**May 2016**

Scale:  
**1:3,000 (A3)**

**Turley**



Number	List Entry	Name	Grade	Easting	Northing
1	1052283	CUNARD BUILDING	II*	333923	390273.36084
2	1052301	WAR MEMORIAL IN FRONT OF CUNARD BUILDING	II	333874	390251.36084
3	1068223	PORT OF LIVERPOOL BUILDING AND STONE BALUSTRADE, IRON GATES AND PIERS	II*	333922	390208.36084
4	1068224	MONUMENT OF EDWARD VII	II	333836	390231.36084
5	1068225	MONUMENT TO SIR ALFRED LEWIS JONES	II	333825.3594	390312.07685
6	1068359	SWING BRIDGE OVER ENTRANCE TO CANNING DOCK	II	334124	389928.36084
7	1068360	WATCHMAN'S HUT ON SOUTH SIDE OF PIERHEAD	II	333952	389874.36084
8	1068361	SEA WALL TO CANNING ISLAND	II	333938	389916.36084
9	1068362	SEA WALL TO NORTH OF CANNING ISLAND	II	333890	389959.36084
10	1068410	EDWARD PAVILION, ALBERT DOCK	I	334153	389833.36084
11	1068411	SEA WALL TO WEST OF MARINE PARADE	II	333953	389765.36084
12	1068412	WORKSHOP	II	333961.1	389829.11597
13	1073441	DOCK RETAINING WALLS, SALTHOUSE DOCK	II	334341	389774.36084
14	1187177	GEORGE'S DOCK VENTILATION AND CENTRAL CONTROL STATION OF THE MERSEY ROAD TUNNEL	II	334017.175	390220.22872
15	1205175	ATLANTIC PAVILION, ALBERT DOCK	I	334197.025	389710.15522
16	1205192	PIERMASTER'S HOUSE	II	333970	389845.36084
17	1205753	CANNING DOCK RETAINING WALL	II	334231	389974.36084
18	1205756	NUMBER 2 GRAVING DOCK	II	334073	389958.36084
19	1205762	WATCHMAN'S HUT ON CANNING ISLAND	II	333934	389901.36084
20	1205802	DOCK RETAINING WALLS, CANNING HALF TIDE DOCK	II	333988	389932.36084
21	1205809	SEA WALL TO SOUTH OF CANNING ISLAND	II	333942	389869.36084
22	1207759	ALBION HOUSE	II*	334119	390211.36084
23	1209973	MEMORIAL TO HEROES OF THE MARINE ENGINE ROOM	II*	333744	390386.36084
24	1280847	MERSEYSIDE MARITIME MUSEUM AND THE INTERNATIONAL SLAVERY MUSEUM	I	334079.2	389840.42072
25	1280849	THE PUMPHOUSE PUBLIC HOUSE	II	334138	389902.36084
26	1280851	ORIGINAL DOCK MASTER'S OFFICE	II	333977	389834.36084
27	1293256	PUMPING STATION	II	334065	390146.36084
28	1343640	FORMER DOCK MANAGER'S OFFICE	II	333994.0703	390118.36085
29	1356264	DOCK TRAFFIC OFFICE	I	334137.375	389864.13722
30	1356265	SWINGBRIDGE	II	334011.125	389841.42947

## **Appendix 4: Site History and Development**

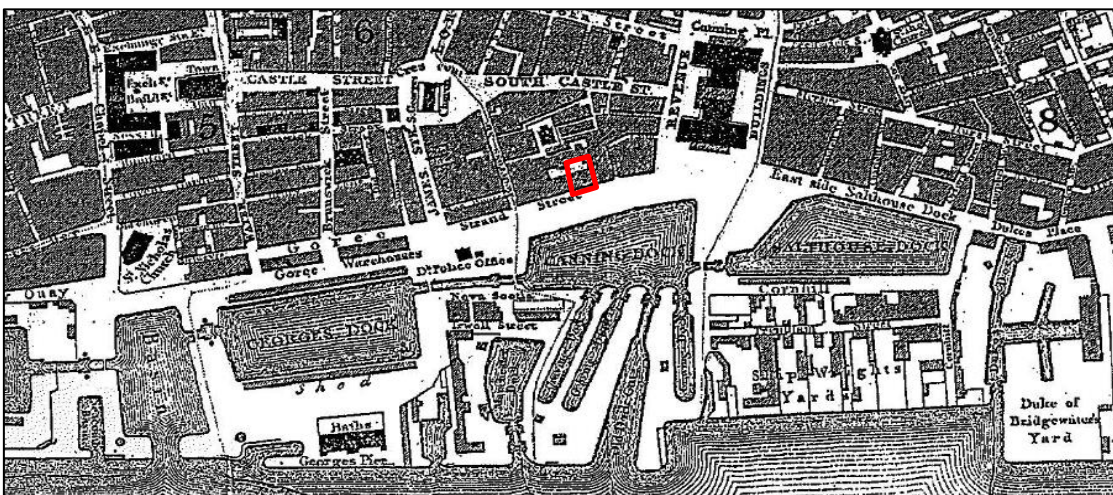
## Site History and Development

In the 17<sup>th</sup> century, the shoreline of the River Mersey was located further east from the present river wall, roughly following the line of Strand Street. During this time, the only safe mooring place for ships was in the Pool (a river inlet) located to the south east of the Application Site. The increase in ships arriving in Liverpool during the 18<sup>th</sup> century eventually led to the creation of the world's first permanent commercial wet dock (the Old Dock) in 1715. This led to the subsequent rise in status of Liverpool as a world port.



**Figure A4.1: 1765 Eyre's Map of Liverpool<sup>8</sup>**

The Eyre's Plan of Liverpool dated c.1765 (Figure A4.1) shows the rapid urban growth within Liverpool in the 18<sup>th</sup> century, with an expanded dock system and large areas of built development in a tight urban grain. The Application Site is identified as being developed by this time (most likely for warehouses) located along 'Old Strand Street' which was situated behind the street known as 'Kay [Quay] of the Dry Pier', beyond which was the expanded dock system. Historic map regression confirms that this layout remained up until the early mid-19<sup>th</sup> century.



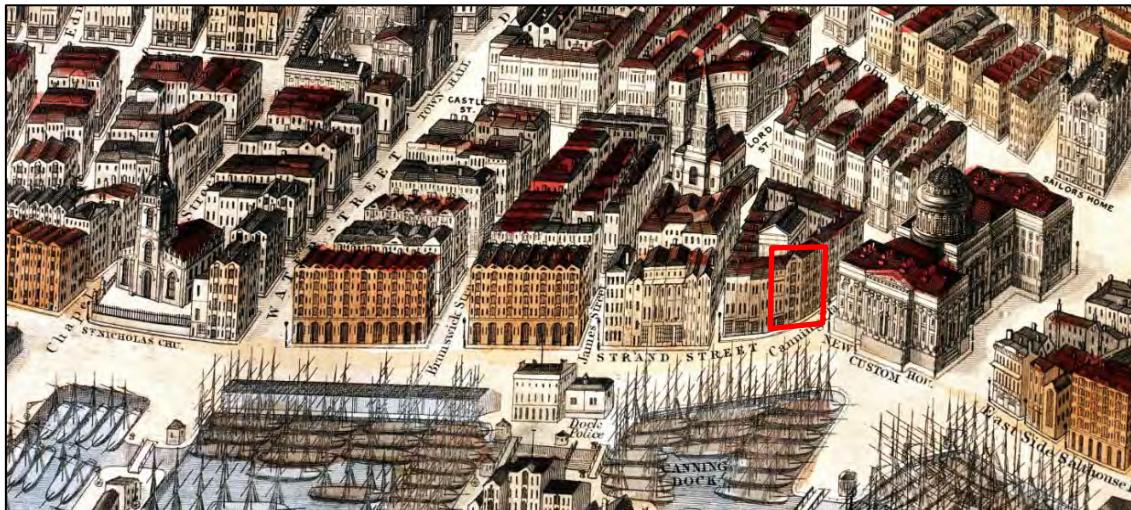
**Figure A4.2: 1841 J Bennison Map of Liverpool<sup>9</sup>**

<sup>8</sup>

Liverpool Record Office (2016) Eyre's Map of 1765



By the mid 19<sup>th</sup> century, the Old Dock was infilled and replaced by the Custom House which was designed by the noted architect John Foster and constructed in c.1839. Further changes also involved the demolition/clearance of the street (Kay [Quay] of the Dry Pier) and buildings to the front of the Application Site/Strand Street. This is evident on the J Bennison Map of Liverpool dated c.1841 (Figure A4.2). During this time, the landform was gradually constructed to the west as part of the expanded dock system including Salthosue Dock, Canning Dock and Albert Dock.



**Figure A4.3: Isometric View of Liverpool c.1850**

The built development on the Application Site and within the surrounding area is illustrated in an isometric view of Liverpool from the mid-19<sup>th</sup> century (Figure A4.3). Whilst the scale is not accurate, it provides a visual understanding of the type of buildings originally located on the Application Site. These appear to have principally consisted of warehouses in a typical narrow plan form.



**Figure A4.4: Photograph of Strand Street c.1875**

The buildings are more clearly identified on an historic photograph of Strand Street dated c.1875 (Figure A4.4). This photograph identifies the Application Site as consisting of a series of warehouses and commercial buildings of a varying scale and materials, narrow plots and all establishing a strong and continuous building line.

In the late 19<sup>th</sup> and early 20<sup>th</sup> century, more civic and commercial buildings were constructed along Strand Street, particularly focussed around the Pier Head and Water Street. This involved the construction of larger, grander scale buildings with a contrasting palette in materials (Portland Stone) to the nearby functional warehouses (red brick).



**Figure A4.5: Aerial Photograph c.1949**

Historic photographs and ordnance survey maps confirm that the buildings on the Application Site remained up until the mid to late 20<sup>th</sup> century (Figure A4.5). During this period, the surrounding area was subject to continual clearance and redevelopment as a result of bomb damage from World War II and post-war regeneration schemes. An aerial photograph shows the site of the then demolished former Customs House to the south of the site.

Following demolition in the late 20<sup>th</sup> century, the Application Site remained vacant for a number of years until the present commercial building and associated car parking area was constructed.

The present building is shown on the aerial image at Figure A4.6. It is an 'L' shape with a linear range parallel to The Strand and a shorter projecting gable projecting towards the Strand. It is built in red brick with cream rusticated stone to the ground floor. Windows are plain and rectangular. To each third bay is a tall glazing band reminiscent of a loading bay, with a small projecting gable above. A tall round headed window is prominent on the projecting elevation.

During the late 20<sup>th</sup> century the site to the north-west, immediately adjacent to the Application Site, on the Strand was cleared, and the image at Figure A4.6 shows the vacant site. In 2010 permission was granted (10DIS/1339) for a 10 storey building now occupied by a Travelodge. The building is faced with grey cladding and has regular fenestration with square windows. To



the lower level is a double height glazed foyer. A commercial building to the north-west of this site was cleared during the late 20<sup>th</sup> century and is now laid with turf as an area of open space.



**Figure A4.6: 2005 Aerial Image**

During the late 20<sup>th</sup> century and early 21<sup>st</sup> century a series of prominent development projects have changed the character and context of the area surrounding the Application Site. On Mann Island, opposite the Application Site, redevelopment during the early 21<sup>st</sup> century saw the development of the Museum of Liverpool, and the mixed use Mann Island Buildings. Both introduce a new bold modernist design aesthetic on a large scale, contrasting with the historic character of waterfront buildings.

To the immediate south-east of the Application Site on The Strand is One Park West, a glazed 17 storey residential building by Cesar Pelli, which consists of 326 apartments as well as offices and leisure uses. The building introduces a new scale and height to The Strand, contrasting with the much more diminutive building on the Application Site. One Park West is part of a much wider development known as Liverpool One, on land to the south and east of the Application Site. The project involved the redevelopment of 42 acres of space in Liverpool City Centre with retail led development, including leisure, residential and office use. The image at Figure A4.6 shows part of the Liverpool One development site under construction, in context with the Application Site.

These developments have contributed to the emergence of a changed character in the landscape surrounding the Application Site, with buildings of increasing height, modernist forms and expansive glazing. This character contrasts with and complements the solidity of the historic buildings in the area, with a successful dialogue developing between the two. Buildings to either side of the Application Site on The Strand are substantially taller and more successful in providing a continuation of the historic building line which encloses the street frontage.



**Figure A4.7: 2016 Aerial Image**



## **Appendix 5: Written Response from Historic England, dated 14 April 2016**



Historic England

NORTH WEST OFFICE

Ms Katy Lightbody  
Turley Associates  
10th Floor  
1 New York Street  
Manchester  
M1 4HD

Direct Dial: 0161 242 1416

Our ref: PA00421114

14 April 2016

Dear Ms Lightbody

**Pre-application Advice**

**THE STRAND, LIVERPOOL**

Thank you very much for taking the time to meet with me on the 24<sup>th</sup> March 2016 in order to present the proposed scheme for the redevelopment of 21 Strand Street, Liverpool. The scheme has been worked up to a fairly detailed stage and it is evident that heritage considerations have been at the forethought of the design process. As such, we don't wish to make detailed comments but have the following points to make.

**Advice**

The Strand, Liverpool is a linear roadway which forms a substantial part of one of the most significant waterfronts in the world. The road forms the backdrop for the defining Three Graces, which are turn of the century structures, ground breaking in construction technic and iconic in design. The Three Graces sit in direct contrast with the equally significant and innovative neighbouring complex of the Albert Dock. Built to a monumental scale, the red brick warehouses are a rare mix of pure functionality, combined with elegant massing and classical principles.

These two distinct groupings of building have in recent times been joined by a third, known as Mann Island. This contemporary development of museums, apartments, restaurants and offices has been executed using contemporary materials and design solutions, resulting in evidently modern expansion to the Liverpool Waterfront.

It is in this context that The Strand runs; consisting of buildings of various dates and architectural styles, including the Grade II\* listed former headquarters of the White Star Line, to the contemporary development of the new retail core Liverpool One. The street marks the boundary between the docks and the wider city.

The site and the wider whole, forms a fundamental part of the Liverpool Mercantile



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

Telephone 0161 242 1416  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)



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City World Heritage Site, contributing substantially to the Outstanding Universal Value of the designation. Due in part to the presence of the innovative docks system and the intrinsically linked, high quality commercial premises that line the waterfront; there are numerous Grade I and II\* listed buildings in the vicinity.

The development site currently in question is situated directly on The Strand, to the north of the Mann Island site and the open body of water of Canning Dock. The building is therefore, highly visible in key views and vistas of the World Heritage Site, including that from Woodside Ferry Terminal. The existing building consists of a brick built five storey hotel complex, which has been dwarfed in recent years by new buildings surrounding the site. It is proposed to demolish the existing building and replacement it with a structure of a similar scale to those adjacent for residential use.

Having considered the relative merits of the existing building, we have determined that it is of limited interest, making only a neutral contribution to the wider streetscape. As such we have no objection to its demolition or the principle of redeveloping the site.

As has been referred to earlier in these comments, we are of the view that the present proposal has been well considered. Whilst the whole of the plot would be built out under the present proposal, the use of an H planned form has a number of advantages. Not only does it reduce the mass of the building, whilst providing articulation to the elevation, it also maximises the number of apartments which can appreciate views over the Mersey, allowing it to be a structure which responds to its context.

The proposed building would be substantially higher than the existing building. However, this is partially due to the changes in scale that have occurred in the redevelopment of The Strand, with the consequence that the existing no. 21 is comparably small in scale. The proposed replacement is of a scale more fitting of the current context and the proposal to stagger the upper floors and employ a lighter coloured façade system, means those upper floors are recessive. It is therefore our view that the scheme is of an appropriate scale and massing. The choice of architectural form and materials is also considered to be appropriate, taking reference from the more recent development, whilst referencing the Three Graces, through the use of stone accents in the design.

Given the prominent location of the development, it is also necessary to consider the potential impact of the development on the wider context of Liverpool. Within the World Heritage Site Supplementary Planning Document (SPD) a number of key views of the city are identified and between assets within the city. These include a number of long distance views and as part of the pre applicant submission, a number of these



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views have been modelled with the proposed new building depicted. From these visualisation it is evident that in long distance views towards the waterfront, the massing of the Crown Courts, which are situated to the rear of the site, are presently evident and as such the proposed scheme does not result in any significant change in the skyline and therefore would not have an adverse impact on this views.

Of the remainder of the visualisations submitted for consideration, the only one which does cause some slight concern is that of 7.4 depicting the view to the North West of the city from the Anglican Cathedral. This visualisation indicates that the proposed building would obscure the base of one of the towers of The Liver Building and the whole of the George's Dock Ventilation Tower. It would be beneficial if a number of other visualisations could be provided from around the Anglican, depicting views out across the north west of the city. These would allow a truer appreciation of the likely impacts of the proposal on this view, which is identified as a key distance view in the SPD. It is not intended that these additional visualisations will need to be fully rectified, but should give as true a depiction of the impact as possible.

Given the location of the site within the WHS boundary, it is also key that the supporting documentation submitted in support of any application, makes a thorough analysis of the likely impact of the development on the Outstanding Universal Value of the World Heritage Site, in line with the UNESCO guidance 'Heritage Impact Assessments for Cultural World Heritage Properties.'

In conclusion we can advise that, subject to confirmation that the scheme will not impact adversely on the views between the Anglican and the north west of the city, we consider the scheme to be well thought through and appropriately designed. As such raise no objection to the proposals.

### Next Steps

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

Yours sincerely

Marie Smallwood

Inspector of Historic Buildings and Areas

E-mail: [marie.smallwood@HistoricEngland.org.uk](mailto:marie.smallwood@HistoricEngland.org.uk)



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Telephone 0161 242 1416  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)



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**Turley Office**  
1 New York Street  
Manchester  
M1 4HD

T 0161 233 7676