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Media & Sport

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4th February 2020

Dear Dr Rössler,

**State of Conservation Report for the Liverpool Marine Mercantile City World Heritage Site:
United Kingdom of Great Britain and Northern Ireland**

In accordance with Decision **43 COM 7A.47** we submit the following report on the state of conservation of Liverpool Marine Mercantile City World Heritage Site. This report is structured in line with the template provided in the *Operational Guidelines*. The relevant sections of the Committee decision are printed in *italics* for ease of reference.

The UK State Party is content for this report to be posted on the UNESCO World Heritage Centre website. If you require further information or clarification do please do not hesitate to contact me.

Kind regards,

Enid Williams
World Heritage Policy Advisor



STATE OF CONSERVATION REPORTS BY THE STATES PARTIES

(in compliance with Paragraph 169 of the Operational Guidelines)

LIVERPOOL MARITIME MERCANTILE CITY (United Kingdom of Great Britain and Northern Ireland) (C1150)

1. Executive Summary

This report addresses the issues raised by the World Heritage Committee in its Decision 43 COM 7A.47. The decision has as its focus the Liverpool Waters development scheme, part of which lies in the World Heritage Site with the remainder in the Buffer Zone.

It confirms that Liverpool City Council (LCC) and Peel Holdings (the Liverpool Waters developer), with the advice of Historic England (HE) and the engagement of the State Party are working to safeguard the OUV of the property, including the conditions of authenticity and integrity and the protection and management regime.

It reports on the progress made in developing the Desired State of Conservation Report (DSOCR), which will be essential to secure the removal of Liverpool from the List of World Heritage in Danger.

It provides a progress report concerning the elaboration of the Liverpool Local Plan and associated policies as well as an updated report on the State of Conservation of the property.

This report explains the processes in place to ensure that the OUV, authenticity and integrity of the property is sustained. The report also outlines a collaborative Vision for the North Shore which encompasses Liverpool Waters, the Stanley Dock conservation area and the adjoining Ten Streets. The Vision aims to provide a revised approach to the regeneration of this part of the World Heritage property in a way which respects the OUV of the Liverpool Maritime Mercantile City WHS, as requested in World Heritage Committee decisions.

Finally, there is a summary of the work and investment undertaken which has improved the condition of the WHS significantly since its inscription on the World Heritage list, and of ongoing initiatives designed to promote awareness of the WHS and its values.

2. Response from the State Party to the World Heritage Committee's Decision 43 COM 7A.47.

1. *Having examined Document WHC/19/43.COM/7A.47,*
2. *Recalling Decisions 37 COM 7A.35, 38 COM 7A.19, 39 COM 7A.43, 40 COM 7A.31, 41 COM 7A.22, and 42 COM.7A, adopted at its 37th (Phnom Penh, 2013), 38th (Doha, 2014), 39th (Bonn, 2015), 40th (Istanbul/UNESCO, 2016), 41st (Krakow, 2017), and 42nd (Manama, 2018) sessions respectively,*
3. *Acknowledges the increasing engagement of civil society in the care of the property and its World Heritage status;*
4. *Recalls its repeated serious concerns over the impact of the proposed Liverpool Waters developments in the form presented in the approved Outline Planning Consent*

(2013-2042) which constitutes an ascertained threat in conformity with paragraph 179 of the Operational Guidelines;

The State Party acknowledges the concerns of the Committee regarding the planning consent for the Liverpool Waters scheme that was granted in outline form in 2013. As confirmed in previous reports, the development will not be built out to the parameters set out in the outline planning permission. Additionally, there are mechanisms for protecting the Outstanding Universal Value (OUV) of the property in the planning conditions and legal agreement that were attached to the permission. This includes the requirement for plans to be developed for each of the five neighborhoods of Liverpool Waters before development takes place in each of these neighborhoods.

In accordance with the requirements of the outline permission these neighbourhood masterplans will or have provide(d) a detailed spatial framework for future development within the docks. They will or have provide(d) guidelines including detailed development briefs that re-set the maximum heights for individual plots and measures with the aim of ensuring the OUV of the WHS and heritage assets are protected and enhanced including views from, within and to the property.

The conditions of the outline permission require the neighbourhood masterplan to be approved before any detailed applications are submitted in each respective neighbourhood. The neighbourhood plans for Princes Dock and the Central Docks have been approved by Liverpool City Council. Historic England recognises the Central Docks masterplan as a significant improvement from what was envisaged in the outline consent, but advised against the inclusion of tall buildings within this area. Further to this, any individual development which comes forward within the masterplanning of the Liverpool Waters scheme will also be subject to detailed approval process prior to any development being undertaken.

This provision does not apply to developments, such as the Isle of Man ferry terminal, which are within the Liverpool Waters development area but not part of the Liverpool Waters outline consent. These developments are considered on their own merits and subject to a careful assessment of their potential impact on OUV.

In the State Party's view, no individual developments which have been given permission to date within Liverpool Waters and the WHS as a whole have impacted adversely to a significant extent on the OUV, including authenticity and integrity, of the site.

LCC requires developers to submit Heritage Impact Assessments (HIA) carried out to ICOMOS guidelines in order to inform planning decisions; development is permitted only where it does not, in the view of LCC, taking account of advice from Historic England and other consultees, have an adverse effect on OUV.

5. Although noting that the State Party has submitted an updated and revised draft Desired state of conservation for the removal of the property from the List of World Heritage in Danger (DSOCR), notes that comprehensive assessment of the proposed DSOCR by the World Heritage Centre and the Advisory Bodies is still not feasible, as the approval of the DSOCR relies on the content of additional documents, which are yet to be prepared or finalized, including the Local Plan, the revised Supplementary Planning Document, the majority of the Neighbourhood Masterplans, and the Tall Building (skyline) Policy;

Local Plan and World Heritage Site Supplementary Planning Document

The Liverpool Local Plan was initially submitted to the World Heritage Centre in draft alongside the 2019 SOCR. Subsequently, the draft plan has progressed through the statutory process which is necessary prior to its finalisation and adoption. It was published for six weeks public consultation under Regulation 19 of the Town and Country Planning (local Planning) (England) Regulations 2012, on January 26th 2018. The consultation closed on March 9th 2018 and in May 2018 Liverpool City Council submitted the Local Plan to the Secretary of State for the Ministry of Housing, Communities and Local Government (MHCLG) for the purposes of independent examination in public. LCC is preparing its responses to the Inspector's initial questions and comments after which there will be a period of public hearings later in 2020.

The Inspector appointed by the Secretary of State has indicated that he intends to hold the formal public hearings into the Local Plan in 2020. The Inspector has already, and will during the hearings recommend modifications to the Local Plan which will be published and consulted upon.

The State Party will update the World Heritage Centre on the timescales for these hearings, so that their advice can be incorporated into this process. The final adoption date of the Local Plan is likely to be in late 2020.

The WHS Supplementary Planning Document, first adopted in 2009, is being reviewed and will be finalized alongside the Local Plan. It cannot run ahead of the Local Plan as it provides additional detailed guidance on the implementation of the policies relating to the WH Site set out in that plan.

Tall Buildings Policy

With the support of the State Party and Historic England a series of measures have been put in place that offer substantive commitments to the effective regulation of new development. These include an update to the existing **Tall Buildings policy**. The update to this policy document is in development and will be included in the emerging Liverpool Local Plan. Independent expert consultants have finalised an Evidence Base and made recommendations for revisions to Policy UD6 Tall Buildings in the Local Plan prior to the public hearings on the Local Plan scheduled for late spring 2020. The production of the Supplementary Planning Document will follow and be completed in parallel with the Local Plan for late 2020.

Policy UD6 Tall Buildings requires proposals for tall buildings to be accompanied by a comprehensive Townscape and Visual Impact Assessment, a completed EIA including a Heritage Impact Assessment (HIA) where necessary, a Design and Townscape Analysis and to undertake a Design Review process before submitting an application. Liverpool City Council has commissioned consultants, including those with expertise in heritage, to prepare a robust evidence base and revisions to Policy UD6 Tall Buildings in the Local Plan and in order to provide more detail about the application of the policy relative to the World Heritage Site the production of a ("skyline") **Tall Buildings Supplementary Planning Document**.

The programme requires the evidence base and the revisions to Policy UD6 Tall Buildings to be completed prior to the public hearings on the Local Plan. The final draft of the SPD will then reflect the consideration of Policy UD6 Tall Buildings which in turn depends on the timing for Local Plan as indicated above. Historic England is an advisor during the consultation process and WH Centre/ICOMOS will be consulted on the draft Tall Buildings policy and prior to adoption of the final draft of the SPD scheduled for autumn 2020. The

first draft Evidence Base and policy for the Local Plan is anticipated for February/March 2020. This report on the State of Conservation of the World Heritage property constitutes the response to the Committee's request.

As previously noted, the conditions of the Liverpool Waters outline planning consent provide the means by which issues such as urban density and height in relation to OUV are taken into account when detailed proposals for development are put forward. **The World Heritage Site Supplementary Planning Document (2009)** provides clear guidelines to protect OUV. This is being updated in parallel with the Liverpool Local Plan and is subject to the completion of the Local Plan and the Tall Buildings policy. The review of the SPD will allow the provision for important views to be strengthened in the light of the attributes of OUV that have been defined in the 2017 WHS Management Plan and the potential to extend the use of digital modeling.

Furthermore, in addition to the 'Skyline'/Tall Buildings policy that is currently under development, LCC is strengthening its policy guidance for development across the WHS and Buffer Zone, through additional Supplementary Framework Documents.

Management Plan

The **WHS Management Plan**, adopted by LCC Cabinet in 2017, was submitted to the World Heritage Centre by the State Party on 25 May 2017. This is, and will continue to be, a critically important document in guiding WHS management actions within Liverpool including those associated with development, socio-economic considerations and phasing.

Liverpool Waters Neighbourhood Masterplans

Detailed masterplans must be prepared for each of the five neighbourhoods that make up the Liverpool Waters scheme as a condition of the outline planning permission before any reserved matters application (ie detailed application) is submitted for development within any part of the site pursuant to the outline permission. These masterplans will or have established the key design principles for all development within Liverpool Waters and provide details on the disposition, scale and massing of buildings, key open spaces and routes throughout the individual neighbourhoods.

The Princes Dock Masterplan was submitted to LCC along with information required to meet other conditions of the Liverpool Waters outline planning permission and approved in June 2018.

The Central Docks Neighbourhood Masterplan was submitted to LCC in April 2019. LCC consulted Historic England and invited UNESCO and their advisors to meet to discuss. A video conference call with representatives from UNESCO, ICOMOS, DCMS, HE, LCC and Peel took place in October. LCC clarified that although it has to discharge conditions, there will be further opportunities for discussion and refinement of proposals to take place under Reserved Matters. This is when proposals can be assessed against comments made by HE and UNESCO. The Council ratified its decision in November 2019 following the meeting with UNESCO and the submission of a technical report from their advisors. The advice provided by the World Heritage Centre and their advisers will be included in the planning process for detailed consents within this masterplanning.

LCC continues to welcome the opportunity to discuss and agree mutually convenient and practical arrangements and timescales for engagement on future masterplanning. It is intended that the consultation will be an iterative and collaborative process that ensures the

masterplan evolves to deliver the best strategy for future masterplans for Liverpool Waters (LW) taking full account of the need to avoid harm to the OUV of the WHS.

The LW outline permission is also accompanied by a legal agreement which includes obligations on the developer Peel to convene a Liverpool Waters Co-ordination Board to oversee the implementation of the development, and a Design Review Panel to assess and provide impartial design advice on development proposals, and a Conservation Management Board, which provides heritage advice to Peel, LCC and individual developers. Historic England is represented on the Conservation Management Board. These Boards have a key role in ensuring there is effective communication and the plans progress positively following the principles of the Historic Urban Landscape approach. If you would like further information about these boards and panel these can be provided.

*6. Reiterates that the submission of a further draft of the DSOCR by the State Party and its adoption by the Committee should come prior to the finalization and approval of the necessary planning tools and regulatory framework and regrets that the alternative proposal of the Committee, expressed in Decision **42 COM 7A.7**, for substantive commitments to limitation on the quantity, location and size of allowable built form, has not been followed;*

In response to this advice and to the Committee request in 2018 that “the State Party should consider an alternative process that involves: 1) defining first the specific desired outcome to which the Local Plan, the height (‘skyline’) policy, the SPD and neighbourhood masterplans could then be aligned and, 2) that these documents be then reviewed together with the proposed DSOCR”. LCC has been scoping a ‘vision’ for the North Shore area within the Property. LCC would like to continue to engage with UNESCO further on the development of this work and, subject to approval from UNESCO and stakeholders, develop the work to extend to a wider overarching vision for the WHS. The draft vision is appended to the DSOCR.

This Vision covers an area of the City that includes Liverpool Waters and the immediately adjacent Ten Streets area as well as the Stanley Dock Conservation Area, one of the six WH Character Areas is within North Shore.

The purpose of North Shore Vision is not to offer detailed guidance for proposals in this area, as this will be produced as part of the updated WHS SPD, the Tall Buildings Policy and the Local Plan. It offers a collaborative framework, which is based on the underlying OUV of the Liverpool Maritime Mercantile City WHS, guidance set out in the UNESCO Historic Urban Landscape (HUL) approach, and the adoption of the 17 United Nations Sustainable Development Goals. Above all, it seeks to place the regeneration of the area in the context of the historic built environment, and in particular the appreciation and acknowledgment of OUV and its attributes..

7. Although also noting that Peel Holdings (Liverpool Waters developer) reiterated its confirmation to Liverpool City Council (LCC) that there is no likelihood of the Liverpool Waters development scheme coming forward in the same form of the Outline Planning Consent, strongly requests the commitment of the State Party that the approved Outline Planning Consent (2013-2042) will not be implemented by Peel Holdings or other developers, and its revised version will not propose interventions that will impact adversely on the Outstanding Universal Value (OUV) of the property, including its authenticity and integrity;

The State Party reiterates its commitment that the Liverpool Waters Scheme will not be built out to the parameters set out in the outline consent. Liverpool City Council, and Peel Holdings, advised by Historic England and with the engagement of the State Party are working to safeguarding the OUV of the property, including the conditions of authenticity and integrity and implementation of an effective planning and management regime.

In determining detailed proposals that come forward for individual phases of the Liverpool Waters development, attention will continue to be given by Liverpool City Council with advice from its Liverpool Waters Conservation and Design Boards and the benefit of HIAs, to the impact of the proposals on the legibility of the architectural and town planning attributes of the city in so far as these attributes relate to the OUV of the property.

8. Expresses its extreme concern that the State Party has not complied with the Committee's request to adopt a moratorium for new buildings within the property and its buffer zone, until the Local Plan, the revised Supplementary Planning Document, the Neighbourhood Masterplans, and the Tall Building (skyline) Policy are reviewed and endorsed by the World Heritage Centre and the Advisory Bodies, and the DSOCR is completely finalized and adopted by the World Heritage Committee, and urges the State Party to comply with this request;

The State Party believes that it is neither desirable nor practical to enforce a moratorium for new buildings within the property and its buffer zone and that OUV, including authenticity and integrity are being sustained through the current planning regime. Indeed development has been a fundamental driver towards improving the condition of the site and many buildings within it. Many opportunities for bringing disused buildings into use and sustaining their long term conservation have been enabled through development. An overview of some examples of these improvements is set out in Appendix 2.

9. Also regrets that the submission of Princes Dock Masterplan and changes to the Liverpool Water scheme to the World Heritage Centre took place after their adoption by the LCC, and expresses its utmost concern that these documents are putting forward plans, which does not ensure the adequate mitigation of the potential threats for which the property was inscribed on the List of World Heritage in Danger;

The State Party notes the concern of the Committee and regrets the lack of consultation on the Princes Dock masterplan. Future masterplans will be notified to the World Heritage Centre as and when they become available. To note, decision making for detailed planning proposals can benefit from advice provided by the Centre subsequent to the approval of the masterplanning documents.

10. Also reiterates its consideration that the recent planning permissions issued for the Liverpool Waters scheme and elsewhere within the property and its buffer zone, and the stated inability of the State Party to control further developments, clearly reflect inadequate governance systems and planning mechanisms that will not allow the State Party to comply with Committee Decisions and will result in ascertained threat on the OUV of the property;

The State Party, while always looking for ways to improve the protection afforded to World Heritage properties, does not accept the Committee's view that governance systems are inadequate to sustain the OUV of the property. Nor does the State Party accept that it is unable to control further developments.

Where necessary the State Party will call in development proposals for determination at the national level rather than by LCC; it will do so only in cases where such intervention is justified and, as noted above, we do not believe that any of the individual development proposals (as distinct from the Liverpool Waters outline permission) that have been approved cause any significant level of harm to the OUV of the property.

11. Finally requests the State Party to submit to the World Heritage Centre, by 1 February 2020, an updated report on the state of conservation of the property and on the implementation of the above, for examination by the World Heritage Committee at its 44th session in 2020, as well as a DSOCR and corrective measures that could be considered for adoption by the Committee;

This report is submitted in compliance with this request. The State Party is overseeing the development of a DSOCR which is more responsive to the recommendations of the Committee than previous iterations. It will be based around the North Shore Vision and, in line with the Committee's advice the tools to ensure the vision can be delivered will be finalised after the vision has been put in place. These tools include the Local Plan, Tall Buildings Policy, Supplementary Planning Document on which we will continue to consult the WH Centre and ICOMOS until they are finalised and put in place. This report and the DSOCR demonstrate that substantive progress is being made towards the limitation on the quantity, location and size of allowable built form.

A 'Vision' for the WHS

LCC and Peel Holdings are progressing work on the development of a 'vision' for North Shore. The North Shore Vision captures the character of Liverpool through melding together the physical and the cultural aspects of the city – those tangible and intangible attributes which together help to define and express identity. This goes to the heart of the HUL guidance, which has been used as the baseline approach for the vision.

The tangible assets are explored through a series of descriptions: the special location; the importance of water; legibility; iconic skyline; prominent, distinctive architectural set pieces and character areas. The intangible is described as vision and determination; commercial astuteness; internationalism; the people and their culture; human activity; edginess; innovation and risk taking; purposefulness; connectivity and civic qualities. These qualities thread into the aspects of OUV, which are manifested within the northern docks area.

The document describes the evolution of the northern docks- from construction, through adaptations and closure, to arrive at their current condition and status. The Vision illustrates the changing circumstances of the dock-scape, and the digital platform allows this to be viewed as a consecutive series of images, which places the viewer not just in at various locations around Liverpool, but also at different times in the history of the city. The industrial, economic and cultural roles of the docks are acknowledged as the main drivers of success for the port, and their re-purposing and re-positioning, as the economic base of the city has changed significantly from trade and goods handling, to multiple uses primarily concerned with the visitor, cultural and leisure sectors.

The Vision also describes the impact of the abandonment of the northern docks on the communities of north Liverpool- one of the most deprived in the UK- and the absolute regeneration imperative of ensuring that inclusive growth must be a feature of any opportunities provided by strategies for the area.

The current status of the HUL approach as it relates to Liverpool are described, with the three key strands of ‘towards a new balance’, ‘layers of the city’ and ‘benefitting from the HUL approach’ all contextualised and embedded in the context of North Shore, and the 6 critical steps inherent in the HUL guidance measured in terms of their current status in this part Liverpool, with the aim of achieving completion of the steps within 6 months. The document also describes the collaborative approach being taken, with the establishment of a collaboration manual for existing and future partners, incorporating an inclusive ‘Atelier’ process and structure, which will ensure that all proposals coming forward within North Shore will be based on a common goal of accordance with HUL, the UN SDG’s and a focus on the OUV of the WHS. The Atelier will dovetail with the Liverpool Waters Conservation Management Board and provide design review informed by the heritage context, ensuring that developers and consultancy teams understand and appreciate the need to maintain and enhance OUV from the outset, and that it occupies the focal point of schemes, and integrates with other proposals.

Current proposals are described within the North Shore Vision, which will be updated as further projects emerge, or changes are made to existing schemes. The current proposals covered are the redevelopment of the Stanley Dock complex; Liverpool Waters; the Ten Streets strategic Regeneration Framework and the Peoples Project (proposed stadium for Everton FC). These describe the individual projects, current status, approach and relationship to heritage assets.

The conclusion introduces a discussion around balance, and the public benefit of embracing a heritage based regeneration approach against the potential of harm to those assets. It reminds readers that the evolution of the waterfront generally within the WHS and Buffer Zone has led to significant changes, and that as it currently stands, the North Shore area does not equate to a pristine historic waterfront - but is a derelict and abandoned former industrial area which has been redundant for a generation and inaccessible to the public for decades. Nevertheless, those aspects of OUV which are still manifest, either through the tangible or intangible attributes, need to be re-set at the heart of the area and its continued regeneration.

3. Other current conservation issues identified by the State Party which may have an impact on the property’s Outstanding Universal Value

Following the previous State of Conservation report dated January 2019, there have been a number of significant achievements in protecting, conserving and presenting the Outstanding Universal Value of the World Heritage Site. In addition there has been significant progress in relation to the repair and re-use of historic buildings at risk as detailed below. Some of these projects were included in the January 2019 SOCR, and updates are provided where available.

The significant achievements described below are categorised in the following way;

- 3.1 Investment in Heritage Property including Buildings at Risk
- 3.2 Planning Policy and Design
- 3.3 Governance
- 3.4 World Heritage Interpretation and Communication

3.1 Investment in Heritage Property including Buildings at Risk

Heritage Priorities and Investment

In 2019, LCC established a Heritage Priorities and Investment Steering Group working in partnership with the National Lottery Heritage Fund. This will enable LCC to take a strategic overview on the range and extent of heritage-related schemes, many of which will be applying to or funded through the National Lottery Heritage Fund. Over 40 heritage projects both tangible (capital) and intangible have been identified and prioritised for future discussions with NLHF colleagues. Two major schemes for heritage interpretation within strategic locations of the World Heritage Site which will engage local communities have submitted applications to the NLHF.

Table 1 below provides the financial value in £GBP in investments in Heritage assets completed within the World Heritage Site; comprising a headline figure of £562 Million across 75 projects. This is from a wider programme of £792.2 million completed schemes comprising 94 projects.

Table 1

	Completed 2012-19		On site		Proposed	
	No of projects	Value	No of projects	Value	No of projects	Value
GRADE I	6	£14.5m	-	-	-	-
GRADE II*	10	£132.6m	-	-	2	£51m
GRADE II	25	£268.2m	7	£181m	4	£15.1m
OTHER HERITAGE ASSETS	34	£147.3m	2	£7.5m	14	£42.6m
<i>SUB TOTAL</i>	75	£562.6m	9	£188.5m	20	£108.7m

Table 2 below provides the financial value in £GBP in investments in Heritage assets completed within the Buffer Zone; comprising a headline figure of £148M across 44 projects. This is from a wider programme of £1,798 million completed schemes comprising 122 projects.

Table 2

Of which heritage schemes include:	Completed 2012-19		On site		Proposed	
	No of projects	Value	No of projects	Value	No of projects	Value
GRADE I	0	0	-	-	-	-
GRADE II*	4	£8m	-	-	-	-
GRADE II	14	£60.4m	1	£2m	7	£27.5m
OTHER HERITAGE ASSETS	26	£80.3m	5	£33.2m	11	£10.4m
<i>SUB TOTAL</i>	44	£148.7m	6	£35.2m	18	£37.9m

The 119 Heritage investment schemes, defined by location within the WHS and its Buffer zone at Appendix 1 to this SOCR. This information will form a Heritage Investment document by spring 2019. Appendix 2 provides information about all completed schemes within the WHS and Buffer Zone.

In addition, the Liverpool City Council's strategy for securing the future of historic **Buildings at Risk**, supported by Historic England is achieving one of the highest success rates in

England. The numbers of buildings at risk have been reduced from 12% of stock to less than 3% over the past 10 years.

A number of listed buildings that have been repaired and brought back into use, include the II* listed north warehouse at Stanley Dock, the II* listed Royal Insurance building and II* listed Albion House on James Street. These buildings continue to operate very successfully as hotels, and the success of the Titanic Hotel located at Stanley Dock has encouraged the owners to submit planning applications for the adjacent disused historic buildings within the Stanley Dock complex. Conservation of the grade II Tobacco warehouse to apartments, with commercial and exhibition space at ground and first floors has been progressing well, and 500 apartments will be available in early 2020. It is intended that the South Stack warehouse will be converted to hotel and residential uses.

Liverpool City Council continues to work with the local newspaper, the Liverpool Echo, on a project called 'Stop the Rot'. This has identified 25 historic buildings that require repair and new uses, and features a history of each building and an examination into the circumstances of their ownership, redundancy and the efforts being made into bringing them back into use. Some of these buildings are within the World Heritage Property, and the City Council has a working group of politicians and officers who meet regularly to plan their repair and re-use. The campaign has proved to be highly popular with the readers, and raises awareness of the significance of historic buildings at risk among the residents of the City. Key buildings include the Wellington Rooms see below.

Wellington Rooms

The Wellington Rooms is a grade II* listed former assembly room located in the buffer zone near to the Metropolitan Cathedral. The premises have been unoccupied for more than a decade and fallen into disrepair. The Wellington Rooms is recognised by the City Council and by Historic England as Liverpool's top priority heritage building at risk. The Council has therefore been taking positive action with Merseyside Building Preservation Trust and partners to conserve this important heritage asset through a programme of urgent works and ultimately by securing a long-term sustainable future use for the Wellington Rooms. Options for future use and talks with suitable partners are still ongoing.

Castle Street/Dale Street Commercial Quarter

The Council has been encouraging more active uses for the former commercial banks and building society buildings within the historic commercial heart of the city. Through pre-application discussion a number of these are being converted to hotels, offices or residential that will bring them back into use and secure their long-term future.

India Buildings Grade II* Listed

Liverpool's Grade II* listed India Buildings is to become a UK government "hub". One of the most iconic buildings in the North West, it will provide an important contribution to the Government's National Hubs Programme. Her Majesty's Revenue & Customs will occupy the majority of the space, making it one of the city's largest employers. Delays in the refurbishment works mean that it will now be late 2020 at the earliest before it is occupied.

Other government departments will also occupy space at the building. Liverpool architect Falconer Chester Hall and historic building advisor DGM Conservation have been working with HMRC on remodelling and modernising the building's interiors in a way that remains sympathetic to the structures historic and architectural character.

Municipal Buildings, Grade II* Listed

Work has also commenced at the former Municipal Buildings on Dale St, to convert the building into a hotel. Both schemes will have a significant and positive impact on the historic character of the World Heritage Site. Investigative works are currently on site.

Other schemes include the conversion of the **Grade II listed Magistrates' Court** to hotel use. Investigative works are currently on site.

Royal Albert Dock - Edward Pavilion, Grade I Listed

In June 2019, the Grade I listed former warehouse building on the Albert Dock was refurbished to provide 70,000 sq ft office space to Grade A standard. The refurbishment of Edward Pavilion has retained the distinctive character of the architecture and revealed its impressive barrel-vaulted ceilings, exposed brickwork, raised floor and cast iron columns.

The Cultural Quarter - William Brown Street Conservation Area - Lime St Chambers

Work is currently underway at Lime St Chambers to reopen the former station hotel overlooking St George's Hall. This building was originally The North Western Hotel. It dates from 1871-1896 and was designed by Alfred Waterhouse for the London North Western Railway. It has since been used as offices. After a long period of neglect it was converted into student accommodation in 1996. It has an impressive position on Lime Street, opposite St George's Hall and next to Lime Street Station.

3.2 Planning Policy and Design

City Centre Strategic Investment Framework.

This includes the World Heritage Site and its buffer zone within its boundary. As plans are being developed to upgrade the public realm and highways, creative interpretation with artists that reveals the OUV is being designed as an integral element for key buildings and routes to assist with wayfinding and navigation of the Property and increase awareness and understanding of its significance for pedestrians.

Liverpool City Centre Connectivity Scheme – Lime Street

LCC is undertaking the Liverpool City Centre Connectivity scheme to reduce congestion and improve air quality. Plans include a major upgrade to Lime Street, which will include a new public square outside Lime Street train station and an expanded plateau outside the Grade I listed St George's Hall.

Lime Street station is the gateway into Liverpool for millions of people. It is anticipated that the new public square and expanded plateau at St George's Hall will transform the experience of arriving in Liverpool and improve the way in which people interact with the iconic William Brown Street Cultural Quarter area of the City's World Heritage Site.

The structurally flawed 50 year-old Churchill Way Flyovers have been removed and work will begin in May 2020.

The “**Ten Streets**” **Spatial Regeneration Framework** was **adopted as an SPD** by the City Council’s Cabinet on 23rd February 2018. **Celebrating heritage is one of the ten ‘big ideas’** that underpins the shared vision for the area. *“It is crucial to conserve and nurture what’s extraordinary and unique about this area. Heritage, history and character are the Ten Streets most precious assets and will be the foundations for the area’s new identity.”*

Conserving and refurbishing all the area’s Listed and important heritage buildings, starting with Liverpool’s largest listed structure – the Tobacco Warehouse at Stanley Dock are fundamental to the SRF.

Given the success of the Stanley Dock complex regeneration scheme undertaken by Harcourt Developments, this project has acted as a catalyst for the development of the surrounding area with new uses being attracted to the city fringe location and historic fabric. The area is now the home of a number of creative enterprises and events, and is continuing to attract creative, digital and cultural sectors. A hub for creative practitioners from across the city is now developing with the relocation of the ‘Invisible Wind Factory’ into the warehouse complex on the Dock Road, housing performance venue, rehearsal space, workshops music studio, artists’ studios and fabrication facility and ‘Make Liverpool’ who provide studio space to support artists, makers and small businesses. ‘Creamfields’ (a music festival) has relocated to a venue at Central Dock to deliver music events in the City.

Design and Heritage Review Panel

To inform better quality design development within the planning process, LCC has appointed an independent Design and Heritage Review Panel, which has heritage expertise as part of its membership. This Panel meets at RIBA North to review appropriate major schemes of local and or national importance, including those within the World Heritage Site and its buffer zone.

3.3 Governance

WHS Steering Group and Civil Society

The Steering Group continues to benefit from the continued support and representation of civil society through the membership of **Engage Liverpool** and the **Merseyside Civic Society**. Both organisations, through their respective websites and programme of talks and events, continue to raise awareness of the value of the WHS to Liverpool and provide invaluable community engagement.

Mayoral Task Force

This external and independent group of experts, chaired by Sir David Henshaw, are continuing to meet and make recommendations to the Mayor on what should be done to secure the positive management of the WHS and retain Liverpool on the World Heritage List. In May 2019 the Task Force invited UNESCO Ambassadors to visit Liverpool. The Mayor

and LCC were delighted to host a two-day visit from the UNESCO Ambassador for the Delegation of Indonesia. It was an opportunity to share the issues, challenges and opportunities of managing World Heritage Sites. The Task Force has been asked to continue its work into the summer of 2020 culminating in the production and completion of the Vision for north shore and its subsequent roll out across the city WHS.

3.4 World Heritage Interpretation and Communication

World Heritage Interpretation and Communication - Presenting the OUV

Following the adoption of the revised WHS Management Plan, the WHS Steering Group agreed that the focus over the next two years should be on communicating the positive stories of heritage led regeneration in the property and raising awareness of the benefits of World Heritage status on tourism, the economy and well-being.

WHS Communications Sub Group and WHS Website

The World Heritage Site Steering Group established a Comms Sub Group in 2019. The main focus of activity continues to raise awareness of the WHS and provide a presence in the City through the establishment of the RIBA North Hub where the story of the WHS can be developed through the digital model (see below). In addition the Council launched its dedicated WHS website in 2019: <https://www.liverpoolworldheritage.com/>

A Hub for Liverpool Maritime Mercantile City World Heritage Site - The Royal Institute of British Architects (RIBA) North

In 2018, LCC in partnership with RIBA North established a **Hub for Liverpool Maritime Mercantile City World Heritage Site** in the new national architecture centre, located on Liverpool's Waterfront. At the heart of RIBA North is the City Gallery where visitors can learn more about Liverpool's past, present and future, as well as the processes involved in urban development and the evolution of the built environment. The City Gallery includes the **Digital City Model**, an interactive 3D model that tells a variety of stories about Liverpool and the surrounding area, including the World Heritage Site, the six character areas and the OUV. The Digital City Model is also an extraordinary professional tool, which can be used by developers, architects and planners to host public consultations, anticipate the impact of future development and encourage the best design approaches.

ROCK programme (Renewable Heritage in Creative and Knowledge Economies)

In December 2016, LCC was awarded "Role Model" status in Europe's largest sustainable Heritage project **Horizon 2020**. Over the past three years, the project has been examining how historic city centres can use heritage as a powerful engine for economic growth. In Liverpool the **ROCK programme** is driving community engagement linked to the city's Mercantile World Heritage Site.

For the ROCK programme in 2019, RIBA has proposed to create an immersive Augmented Reality (AR) experience which takes place both at **the WHS hub in RIBA North** and wider in the city. Visitors to the World Heritage Site hub at RIBA North will use AR as a tool to explore the whole of Liverpool's World Heritage Sites in 3 Dimensions with stories and facts about 50 buildings within the WHS played as narratives on the large screens.

Visitors will then head out into the city on a treasure hunt, looking for 5 'star' buildings from the Waterfront to the Georgian Quarter. Using a mobile AR tool, visitors will experience detailed AR experiences at each of the star buildings, unlocking 'Easter Eggs' as they collect each building. Back at the World Heritage Site hub at the end of their tour/treasure hunt, visitors will be able to see their route traced out in real-time.

Engage

To support achieving the strategic objectives in the WHS Management Plan to make the WHS accessible to everyone and valued as part of the city's cultural heritage, **Engage** ran 3 seminar events in 2019 with a focus on heritage issues for communities located outside the boundaries of the WHS. The following heritage projects from around the city included: The Florence Institute; Walton Library; Friends of Anfield Cemetery; Lister Drive Library; The Rotunda; and Everton Library. Each event looked at the connections between these various local-led heritage initiatives and the WHS and explored the stories from each project. **Engage** also developed a type of outdoor adventure game based in the neighbourhoods of the World Heritage Site to get more citizens, young people, elderly and visitors to walk the streets of the WHS and explore the buildings and monuments that create the outstanding universal value of the site. This work was launched in 2019.

Merseyside Civic Society's programme in 2019 included **The Merseyside Big History Show**, held in St George's Hall with 8 guest speakers discussing local history; **Herbert Rowse and Jazz Age Liverpool** organised by the 20th Century Society North West Group; and **Bluecoat 1717-2017** at the Society's AGM in November.

Heritage Interpretation and Citizen Engagement - Royal Albert Dock

Royal Albert Dock Liverpool is working up the detail of a Round 2 bid to National Lottery Heritage Fund for a community engagement programme and new permanent interpretation of the history of the estate with improved signage and way finding. A decision is expected in spring 2020 and installed in 2021 as part of the Dock's 175th anniversary celebration programme. The project is a partnership between LCC, who is the lead applicant, working with Royal Albert Dock Liverpool, National Museums Liverpool, Tate Liverpool and a wider network of community stakeholders. The project is intended to support achieving the strategic objectives of the partners, particularly in relation to delivery of the Management Plan for the UNESCO World Heritage Site by enhancing public understanding of the significance of Albert Dock and the wider UNESCO WHS, increasing the number of local residents (Liverpool City Region) visiting Royal Albert Dock, and engaging local communities in telling the story of Albert Dock through its period of decline and regeneration.

Bluecoat Art Centre

Bluecoat has submitted an application to NLHF for a two year participation project interrogating two themes relating to Bluecoat building's origins: i) 'looked after' children (the charity school), ii) legacies of colonialism and 18th C Liverpool's maritime mercantile environment. It will include supervising a collaborative PhD with University of Liverpool. If

successful the project will be working with looked after children today, including through Barnardo's, and diverse young people from the Greenhouse Project in L8.

European Regional Development Fund – Military, Maritime and Industrial Heritage Project (MMIAH)

The Liverpool City Region Local Enterprise Partnership has been awarded funding by Interreg with support from Liverpool Waterfront Business Partnership and Royal Albert Dock Liverpool (RADL) to enable work with partners in the region including Liverpool City Council, National Museums Liverpool and Wirral Council. The project is focussed on the recovery and rehabilitation of abandoned military or industrial heritage sites relating to the sea for tourism and the benefit of local communities and the study area will be the Liverpool waterfront from the Albert Dock through to the redundant dockland areas. Expert heritage consultants Chris Blandford Associates have been appointed to deliver a Director Plan and Management Plan for the Liverpool Waterfront and the production of a toolkit of best practice in heritage and urban transformation of maritime military industrial heritage sites for use in other cities. A steering group with representation from Liverpool's WHS has been set up to provide expertise to support the development of the plans. In 2019, the Evolutionary Study (Study Area Liverpool Docks) was completed and a Director Plan (Management Plan) has been developed with input from all the major stakeholders to ensure the document is strategically aligned and that the overall direction is in place to establish how the assets, themes and experiences can be knitted together into a more coherent visitor offer. The overarching themes running across the three geographies of the plan are: i) interpretation (including digital and wayfinding), ii) access and iii) connectivity (to include the potential links to regional/national initiatives such as national coastal pathways scheme).

Site Visits to Liverpool's WHS

The Council continues to host visits to its WHS. In October 2019 Liverpool hosted a visit from the **Chinese delegation from Grand Canal (Hangzhou section)** to visit the WHS. The delegation are working on a Silk Road project and we exchanged information and experiences of managing developments within a WHS. They were particularly impressed with the conservation of the Albert Dock, the Titanic warehouse in Stanley Docks area and the digital model in the RIBA North hub.

URBACT III – 2nd Chance

In 2015 Liverpool City Council was invited to join an URBACT network led by the Municipality of Napoli. Entitled 'Awaking the Sleeping Giants' the project examined the potential re-use of redundant historic buildings and shared best practice between Napoli, Porto, Ljubljana, Brussels and Maribor, and a number of other European cities. Liverpool's project buildings included - the Wellington Rooms, St Luke's Church and exemplar schemes in the Ropewalks. Outcomes arising from 2nd Chance included the development of good practice fact sheets on how to support the reactivation of vacant buildings and generate ideas for uses and awareness raising activities to attract users and published in May 2018. Although the City has now completed its involvement in the project, the advice remains available as an exemplar to other European cities.

4. In conformity with Paragraph 172 of the *Operational Guidelines*, describe any potential major restorations, alterations and/or new construction(s) intended within the property, the buffer zone(s) and/or corridors or other areas, where such developments may affect the Outstanding Universal Value of the property, including authenticity and integrity.

The State Party, under Paragraph 172 of the Operational Guidelines, notifies the World Heritage Committee of the following developments within the property and buffer zone. Each have accompanying Heritage Impact Assessments and more information is available by searching the planning reference numbers at:

<http://northgate.liverpool.gov.uk/PlanningExplorer17/>

Planning application:

1 Greenock Street Residential Development Application ref: 19F/1290

Site bounded by Waterloo Rd/Paisley St./Roberts St./Greenock St. To demolish existing building and erect 17-storey building comprising 140 residential units with associated mezzanine, residents lounge and gym, cycle store, refuse storage, rooftop plant, basement level carpark, and commercial unit at ground + mezzanine floor (use class A1, A2, A3, A4).

Liverpool Waters Plot 11 Princes Dock Hotel Development Application ref: 19F/1038

To erect 10 storey hotel (C1) including lobby, bar, cafe, restaurant, business suite at ground floor level, plant enclosure at roof level, visitor and coach parking, taxi pick-up and drop off point, hard and soft landscaping.

Liverpool Waters Condition Discharge Application - Central Docks Neighbourhood Masterplan Ref: 19DIS/1317

To discharge condition 13 attached to 10O/2424. New building/structure(s), res dev: 10+ units/over 0.5ha. Application approved 12.11.19.

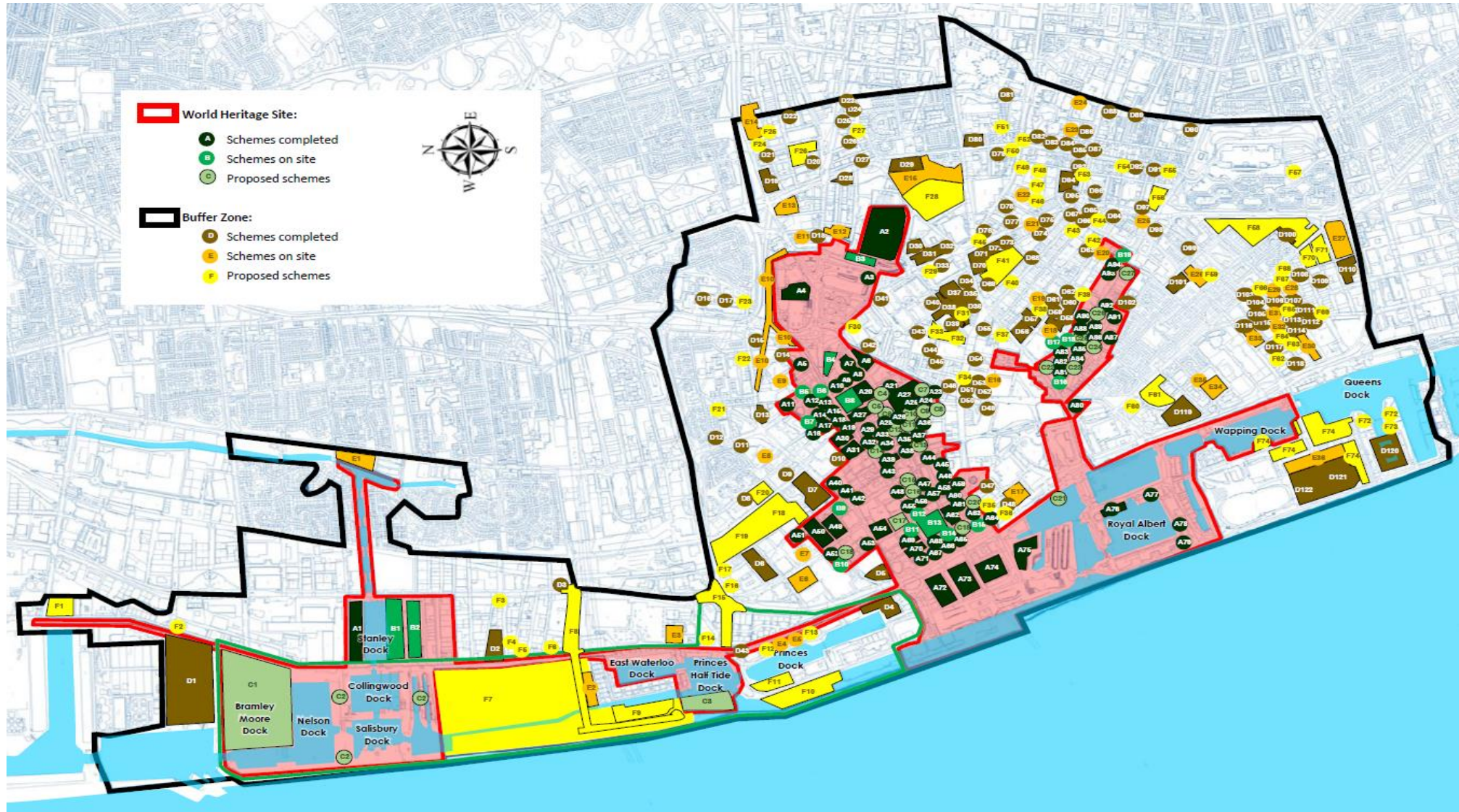
Liverpool Waters Plot C02 Application ref: 18F/3247

Planning application number 18F/3247 within the buffer zone of the World Heritage site was originally notified in the 2019 SOCR. Revised plans have been submitted and LCC is currently consulting on the revised application.

Bramley Moore Dock - Everton Stadium Development Ltd Application ref: 19F/3253

A full planning application was submitted at the end of December 2019 for the above. The application is being registered and will be available to view on the LCC planning portal as soon as this process has been completed. The State Party will inform the World Heritage Centre when the plans become available. The application also includes the repurposing of the current home of Everton Football Club; Goodison Park into a residential and community focussed mixed-use development.

Annex A – Liverpool World Heritage Site and Buffer Zone Investments 2012 - 2019



Annex B- World Heritage Site Zone and Buffer Area Investment Schedule

This schedule provides detailed information on schemes in the WHS and Buffer Zone, some of which have been completed in the last 5 years, are on site, have a live planning application submitted/pending or have received planning consent. These schemes all contribute to the conservation of the site and support its long term sustainability.

HER: **1** or **2** or **2*** = Listed Buildings by grade  = Other Unlisted Heritage Assets

WORLD HERITAGE SITE - SCHEMES COMPLETED JANUARY 2012 – NOVEMBER 2019

MAP REF	HER	SCHEME/ADDRESS	DESCRIPTION	DEVELOPER	COST	COMPLETED
A1	2*	Titanic Hotel & Conference Centre, Stanley Dock	Conversion to 150 bedroom 4 star hotel with retail/leisure at ground floor and gym in basement. Rum warehouse converted to conference and banqueting centre.	Stanley Dock Properties Ltd	£36m	July 2014
A2	2	Lime Street Station	Reconfiguration of platforms and upgrade of station	Merseyrail	£145m	October 2017
A3		Lime Street Station	Refurbishment of underground station	Merseyrail	£5m	August 2012
A4	2*	Central Library, William Brown Street	Refurbishment of the city's main library, including partial demolition and rebuilding	Liverpool City Council	£50m	April 2013
A5	2	"Georgian House Apart-Hotel", Trueman Court, Trueman Street	Conversion of former office to 4 serviced apartments	Alexander Ware	£0.5m	November 2017
A6		"Shankly Hotel", Victoria Street	Conversion to mixed use leisure/gym, ground floor offices, hotel (65 rooms), apart-hotel (69 serviced apartments), bar/restaurant, basement car park and rooftop garden terrace.	Signature Living	£20m	December 2016
A7	2	"Dixie Dean Hotel", 57-59 Victoria Street	Conversion of upper floors to 100 bedroom boutique hotel	Signature Living	£10m	July 2019
A8		Tinlings Building, and Crosshall Buildings, 5-7 Crosshall Street	Conversion to 132 student bedrooms with ground floor commercial units	VITA (Crosshall) Ltd	£10m	September 2014
A9		3a Crosshall Street	Conversion of vacant building to 67 student bedrooms with rooftop extension	VITA (Chapel) Ltd	£5m	September 2013
A10	2	"The Chapel", 3A Crosshall Street	Conversion to provide 68 student units with new rooftop extension	VITA (Crosshall) Limited	£5m	September 2013
A11	2	"The Richmond", 24 Hatton Garden	To extend and convert existing office building to 51 serviced apartments	Middle England Developments Ltd	£10m	April 2013
A12	2	"Eat Sleep Love", Hatton Garden	Conversion of former fire station to 93 bedroom hotel	Middle England Developments Ltd	£2m	August 2012
A13		97-105 Dale Street	Conversion of 1 st to 3 rd floors as 10 residential apartments	Garry Usherwood Associates Ltd	£0.5m	September 2016
A14	2*	"Jamworks – The Bridewell", Cheapside	Conversion to 86 bedroom student accommodation	Jamworks/StayCity	£5m	March 2015

A15	H	87-95 Dale Street/ 2-6 Cheapside	To rebuild as a four storey building with 6 ground floor commercial units and 18 flats above	Jamworks	£4m	October 2017
A16		37 Cheapside	Conversion and extension to create 12 bedroom student bedrooms	BTE Limited	£0.75m	December 2016
A17		33-35 Cheapside	Conversion to create two x 5 bedroom HMO's	Mr Ali	£0.2m	December 2019
A18	2	Princes Building, 81 Dale Street, 11-13 Cheapside	Conversion of buildings to form 41 apartments, including the reconfiguration of ground floor commercial units.	Goodman Wells	£9m	October 2018



A1 - Titanic Hotel & Conference Centre, Stanley Dock



A4 - Central Library, William Brown Street



A7 - Dixie Dean Hotel, Victoria Street



A12 - Eat, Sleep, Love Hotel, Hatton Garden



A14 - "Jamworks" - The Bridewell, Cheapside



A15 - 87-95 Dale Street/2-6 Cheapside

MAP REF	HER	SCHEME/ADDRESS	DESCRIPTION	DEVELOPER	COST	COMPLETED
A19	2	Bands Building, 8 Vernon Street	To convert 1st, 2nd and 3rd floors to provide 6 apartments.	Amber View Estates Limited	£0.5m	February 2017
A20		Victoria Street Car Park, Victoria Street	New 333 space multi-storey car park with ground floor bar/restaurant space	Liverpool City Council	£6.5m	December 2017
A21	H	Sir Thomas House, Sir Thomas Street	Conversion from offices to 44 serviced apartments	Urban Point Limited	£2.5m	December 2017
A22		The MET Quarter, Whitechapel	Refurbishment of 20,000 sq ft retail floorspace and addition of 18,000 sq ft four-screen boutique Everyman cinema	Queensberry Real Estate	£2m	December 2018
A23	H	Signature Hotel, Stanley Street	Refurbishment of former flood damaged Print Hotel as 6 serviced apartments	Signature Living	£1.5m	April 2013
A24	H	"Euro Hostel", 50-54 Stanley Street	Conversion to 240 bedspace (49 room) hostel accommodation with bar and restaurant	Starboard Hotels Ltd	£3m	July 2013
A25	H	42-44 Stanley Street	Conversion of 1 st to 5 th floors from offices to 20 x 1 bed apartments	The Flanagan Group	£1.4m	September 2019
A26		"Kapsule Apartments", 34 Stanley Street	Refurbishment of vacant hotel as 11 serviced apartments	Mr Patrick Gannon	£0.5m	September 2014
A27	2	"Doubletree by Hilton", 6-14 Sir Thomas Street	Conversion of former Municipal Annexe to form 87 bedroom, 4 star hotel	Doubletree by Hilton	£50m	October 2015
A28		Stanley Court, 19-23 Stanley Street	Conversion of existing office building to 48 student apartments	Rich Link Investments Ltd	£2m	August 2016
A29	2	Oyo Vincent Apartments, 15 - 17 Stanley Street	Conversion from office to 61 serviced apartments	Necarcu Limited	£1.5m	April 2019
A30	H	Ibis Styles Hotel, Pioneer Buildings, 57-67 Dale Street	Conversion of building to 122 bedroomed hotel with ground floor Tesco Metro, and new 288 space multi-storey car park to the rear	Benmore Group	£10m	October 2013
A31		Apple Apartments, 2 Moorfields	Conversion of upper floors to 136 studio apartments (35 of which are serviced apartments)	Rich Link Investments Ltd	£10.5m	August 2016
A32	2	Citrus House, 40-46 Dale Street	Conversion of upper floors from offices to 34 apartments and ground floor to commercial units	Day Architectural Ltd	£3m	Autumn 2016
A33	2	"Granite House", 8-10 Stanley Street	Conversion from offices to 44 student flats with rooftop extension	Necarcu Limited	£1.5m	October 2018
A34	H	Colonial Chambers, 3-11 Temple Street	Conversion from offices to 94 serviced apartments on 1st to 5th floors	Chambers Development Company Limited	£8m	March 2019
A35	H	"Dash", Victoria Buildings, 15 Victoria Street	Refurbishment of ground floor restaurant with 125 covers and basement as Xoxo nightclub	The 15 Group	£2m	December 2018
A36	2	Magical Mystery Museum, 23 Mathew Street	Conversion of premises to a Beatles Museum with associated retail area	Mr R Best	£1m	September 2018
A37	2	Produce Exchange, 8 Victoria Street	Conversion to 54 luxury serviced apartments	Foster Marlon Group	£8m	October 2017
A38		North House, North John Street	Conversion of 1st to 7th floors from offices to 43 x 1 and 2 bed serviced apartments	Park House Developments (NW) Limited	£3m	January 2018

A39	2*	Aloft Liverpool, 1-9 North John Street	Conversion of former office building to 116 bedroom hotel with restaurant	Ashall Property Ltd	£18m	November 2014
A40		18-20 Tithebarn Street	Conversion of upper floors to 30 student bedrooms	Stockton Properties	Not disclosed	September 2015
A41		"Tempest", 12 Tithebarn Street	Conversion of ground floor to retail, café/restaurant; refurbishment of vacant offices on 6 floors above	Capital & Centric	£6m	August 2015
A42		Travelodge, 30-38 Exchange Street East	Conversion of office building to 125 bedroom Travelodge budget hotel	Aviva Investors	£8m	December 2012
A43		Z Hotel, State House, 22 Dale Street	Conversion from offices to 92 room budget hotel with ground floor retail	Z Hotels Liverpool Ltd	£2.5m	April 2013
A44		"The Castle Collection", 14 Cook Street	Conversion to 18 serviced apartments	Pierce & Biersdorf	£1.5m	October 2017



A29 – Oyo Vincent Apartments, 15-17 Stanley Street



A32 – Citrus House, 40-46 Dale Street



A39 Aloft Liverpool, 1-9 North John Street



A44 "The Castle Collection", 14 Cook Street

MAP REF	HER	SCHEME/ADDRESS	DESCRIPTION	DEVELOPER	COST	COMPLETED
A45		"Castle Hey", Harrington Street	Conversion of upper floors to 33 apartments. Refurbishment of ground floor nightclub/shopfronts	Derwent Lodge Estates Ltd	£3m	November 2017
A46		EasyHotel, 47 Castle Street	Conversion from offices to 77 bedroom hotel	EasyHotel	£3m	November 2017
A47	2	"The Castle Collection", 25-27 Castle Street	Conversion from vacant offices to 13 serviced apartments	Highneal Limited	£1m	April 2017
A48	2	"Tune Hotel", 3-19 Castle Street	Conversion of former offices to 99 bedroom budget hotel	Hotel Land & Development	£6.5m	August 2015
A49	2*	The Albany, Old Hall Street	6 courtyard level apartments and 2 commercial units in the basement facing Old Hall Street	Infinity (Albany) Developments Ltd	£0.6m	September 2014
A50	H	Cotton House, Old Hall Street	Conversion of 5 th floor from offices to training suite; new restaurant and refurbishment of commercial units on ground floor	Bruntwood	£3m	November 2015
A51	2*	Orleans House, Edmund Street	Conversion of offices to 71 apartments with basement parking	Bruntwood	£5m	May 2017
A52	H	Irwell Chambers, 5 Union Street	Conversion of basement to 14x1 and 1x2 bedroom serviced apartments	L3 Living	£1m	October 2014
A53	H	Yorkshire House, Chapel Street	Refurbishment of offices	Millfield Estates	£2.2m	June 2017 and June 2019

A54	2	Walker House, Exchange Buildings	Refurbishment/fit out of 16,000 sq ft office space	Moorfields Corporate Recovery	£0.5m	December 2014
A55	2	2 Castle Street and 1-3 Water Street	To convert upper floors to 8 selfcontained residential apartments	RSL Property Management Ltd	£1m	July 2017
A56	2	10-18 Castle Street	Major refurbishment of upper floor office space	Kilpatrick Property Co	£2.5m	October 2019
A57	2	42 Castle Street	Conversion of upper floors to 19 bedroom apart-hotel	The Castle Collection	£1.5m	March 2019
A58	2	44 Castle Street	Conversion of upper floors to 8 apartments	JSM Company Group	£1m	December 2019
A59	2	The Liverpool Gin Distillery, 52-54 Castle Street	Conversion to incorporate micro-distillery, visitor and interpretive centre, eating/drinking restaurant	Liverpool Gin Distillery Limited	£1m	October 2018
A60	H	"Eagle Chambers", 17/19 Fenwick Street	Refurbishment of 3246 sq ft offices in empty building	Not disclosed	£0.5m	January 2016
A61	H	Britannia Buildings, 36-54 Fenwick Street	Conversion of upper floors to 21 bedroom hotel	Mr Martin Smith	£1.2m	February 2015
A62	H	Staycity Apart-hotel, Corn Exchange, Fenwick Street	Conversion of lower ground floor and floors 1-8 from offices to a 205 bedroom apart-hotel.	BJ 201 Limited and BJ 202 Ltd	£16m	October 2018
A63		James Street Station	Refurbishment of underground railway station	Merseyrail	£5m	April 2013
A64	2*	30 James Street – Home of the Titanic	Conversion to 65 bedroom 4 star "Titanic themed" apart-hotel	Signature Living	£7.2m	August 2014
A65	H	Jurgen's Bar, 50 Brunswick Street	Refurbishment of vacant building to bar and eaterie	C&G Holdings Ltd	£0.5m	September 2016
A66	H	7 The Strand (Wellington Buildings)	Conversion from offices to 96 apartments	Seven Capital (The Strand) Ltd	£6m	September 2016
A67	H	West Africa House, 25 Water Street	Conversion from offices to 42 residential apartments	Signature Living	£5.7m	February 2017
A68		"Gravity Residence", Drury House, 19 Water Street	Conversion from office to student residential use (92 studios, 5 one bed flats and 7 two bed flats)	Signature Black Limited	£6m	September 2018
A69	1	Oriel Chambers, 14 Water Street	Refurbishment of two neighbouring office buildings	Bruntwood	£0.5m	October 2016
A70	H	Reliance House, 20 Water Street	Conversion to 139 apartments	Legacie	£24m	January 2019
A71	2*	Tower Buildings, Strand	Conversion of 1 st and 2 nd floors to 32 apartments	HeadOffice3	£5m	July 2017

A48 – Tune Hotel, 3-19 Castle Street

A49 – The Albany, Old Hall Street



A51 – Orleans House, Edmund Street



A54 – Walker House, Exchange Buildings



A69 Oriel Chambers, 14 Water Street



A71 Tower Buildings, Strand

MAP REF	HER	SCHEME/ADDRESS	DESCRIPTION	DEVELOPER	COST	COMPLETED
A72	1	Royal Liver Building, Pier Head	Refurbishment of over 50,000 sq ft on various floors for letting to Pershing, subsidiary of the Bank of New York Mellon, Sportpesa and Everton Football Club; and new visitor centre on ground floor	Royal London Asset Management/ Sportpesa/ Everton Football Club/ Heritage Great Britain	£5m	July 2013/ December 2018/ April 2019
A73	2*	Cunard Building, Water Street/ Brunswick Street	Refurbishment of 2 nd to 6 th floors and part ground floor conversion to museum of popular music	Liverpool City Council/ British Music Experience	£5m	November 2014/ March 2017
A74	2*	Port of Liverpool Building, Pier Head	Refurbishment of 5,100 sq ft offices on the 2nd floor	Rathbone Investment Management	£0.8m	January 2016
A75		Mann Island	Two residential buildings with 376 apartments, and one office building all with ground floor restaurants/café's, basement parking, and public open space.	Countryside Neptune LLP	£120m	June 2012
A76	1	Edward Pavilion, Albert Dock	Refurbishment of 70,000 sq ft office space to Grade A standard	Castleforge Partners	Not known	June 2019
A77	1	Revolucion de Cuba, Albert Dock	New Cuban bar and eaterie	Cuba	£1.5m	June 2016
A78	1	Albert Dock Complex	Various refurb to 40,000 sq ft retail/leisure space	Aberdeen Standard Investments	£2m	September 2018
A79	1	Mattel Play, Albert Dock	Conversion to "Mattel Play Liverpool", Mattel Toys family entertainment centre	Heritage Great Britain	£1.5m	April 2016

A80	2	Chancery House, 96 Paradise Street	Conversion/extension to mixed use scheme with 37 apartments, ground floor retail unit and deli/café.	JCC Building Services LLP	£5m	May 2017
A81	2	Lock & Key Hotel, 17 Duke Street	Conversion to 16 bedroom hotel	TMA Group Ltd	£1m	September 2017
A82	2	25 Duke Street and 7 Campbell Street	Conversion with extension to create 4 serviced apartments and refurbishment of ground floor shop	SAB Property & Investment Ltd	£0.25m	December 2012
A83		"Epsley Court", 12 Gradwell Street	Conversion of former warehouse to 54 student bedrooms	Middle England Developments Ltd	£2m	February 2013
A84		Duke Street Food & drink Market, 46 Duke Street	Conversion of warehouse to bar/restaurant	Duke Street Food & Drink Market Ltd	£0.2m	July 2019
A85		50a Duke Street	Conversion of vacant former club to a 14 bedroom student accommodation.	Mr Y Chun Cao	£0.3m	July 2016
A86	H	3-5 York Street	Conversion to 17 apartments and 2 penthouses	Living Brick	£1m	April 2019
A87		"The Paper Mill", 28-30 Henry Street	To convert and extend existing building to create 102 student rooms with communal facilities	Middle England Developments Ltd	£3m	February 2013
A88	H	11-13 Wolstenholme Square, 67-73 Duke Street	Conversion of 11-13 Wolstenholme Square to 2 ground floor retail/leisure units with 15 serviced apartments on upper floors; and redevelop Tunnage Square and pedestrian underpass with a 4 to 5 storey building fronting Duke Street with 2 ground floor retail units and 7 serviced apartments on upper floors	Hope Street Properties Limited	£2m	June 2017
A89		"Oyo Le Bateau Apartments", 62 Duke Street	Conversion of upper floors to 4 x 4 bedroom serviced apartments above ground floor restaurant	Oyo Apartments	£0.5m	January 2015
A90	H	Epic Apart-Hotel, 75 Duke Street	Conversion of derelict office building to a 19 suite apart-hotel	Epic Hotels	£1m	April 2015
A91		"The Podworks", Dakota Building, 3234 Henry Street	Partial conversion of lower ground/basement levels to 19 bedroom hotel, including hotel bar and restaurant.	Betterview Ltd	£1m	September 2012
A92		Atlantic Container Lines, 90 Duke Street	Partial demolition and 4 storey redevelopment to provide offices with basement car park	Langtree Group plc	£8m	April 2016
A93		127-137 Duke Street and 46-54 Parr Street	Refurbishment of six vacant former townhouses as student accommodation with 40 bedrooms	Athena Group	£1m	September 2013
A94		147 Duke Street	Conversion to 6 student flats	Mr A Benson	£0.4m	September 2019





Foreword

I am pleased to introduce this North Shore Vision for the Liverpool Maritime Mercantile City World Heritage Site.

Liverpool is a city that is undergoing a multi-billion pound renaissance and we are constantly seeking the right balance where regeneration and conservation can complement each other. We are proud of our unique heritage and have a desire to ensure that the city continues to thrive, with its historic legacy safeguarded and enhanced.

On 17 July 2019, Liverpool City Council declared a Climate Change Emergency and I led a debate on the impending global ecological disaster, calling on all political parties to come together to rise to the challenge of making Liverpool a net zero carbon city by 2030.

The way we do things in the future will need to change to a more sustainable model. To achieve this, the city has embraced the principles of the United Nations Development and this document sets out our ambitions for future growth and development for the North Shore area of the city firmly within this context.

We have already begun work with partners to deliver that ambition. Existing and highly successful examples include the iconic Titanic Hotel redevelopment, restoration of the Tobacco Warehouse and the proposed refurbishment of the listed Engine House at Bramley Moore Dock which reinvigorate dilapidated heritage assets on the North Docks, providing access and interpretation to a new generation of people in the City.

Liverpool has a well-earned reputation for being a city of firsts. In the true ‘spirit of Liverpool’, the Vision uses the latest in digital technologies to convey the scale and context of ambition for development proposals and sustainable urban regeneration in North Shore. It provides a tool that will guide future developments to protect our heritage and bring the urban renaissance and economic prosperity across the rest of the city and the wider city region.

I would like to express my thanks to the authors and the principal stakeholders. I’m also grateful for the support and guidance from the World Heritage Site Task Force and Steering Group during the preparation of this document.

Joe Anderson, OBE Mayor of Liverpool





Oriel Chambers

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1 A Vision for North Shore

Liverpool's North Shore will be an international exemplar of heritage-led regeneration that delivers sensitive development alongside urban renaissance and economic prosperity. The vision will drive and guide the future growth and development of Liverpool and the City Region by harnessing the embedded value of the North Shore neighbourhood – embracing an urban heritage-led re-use of the historic former docks, dock infrastructure and buildings in celebration of the aspects of Outstanding Universal Values that underpin its status as a global Maritime Mercantile City.

The North Shore Vision will be a tool that will guide the sensitive renewal of a largely forgotten element of Liverpool's outstanding heritage, showcasing its built and cultural value and breathing life back into the Northern Docks and its industrial hinterland through a heritage-led regeneration approach.

The vision for the North Shore will help to re-awaken the outstanding value of the World Heritage Site along the Northern Docks; bringing activity, vibrancy and vitality back to a place which was once teeming with life.

The North Shore area encompasses the Stanley Dock Conservation Area, as one of the six World Heritage Character Areas, and consists of three related zones:

- **Liverpool Waters** - The derelict former docks covering an area of 60 hectares (150 acres) from Princes Dock at the southernmost point and extending north to include Bramley-Moore Dock as its most northern extremity, and bounded to the east by the Dock Boundary Wall to Regent Road;
- **The Stanley Dock complex** - Consisting of the dock water space, the two original Hartley warehouses, and the later, monumental Tobacco Warehouse; and
- **Ten Streets** - The 50 hectare (125 acre) area of warehouses and industrial units within an area known as Ten Streets, which stretches from the east of Princes Dock and then beyond the Stanley Dock complex to the north – defined by the railway line to the east.



An aerial photograph of North Liverpool, showing a mix of industrial buildings, residential areas, and a large waterfront area. The image is in grayscale with a dark overlay, serving as a background for the text.

Purpose of the Vision

The Vision is ultimately aimed at providing a guide to govern the existing and future development of the North Shore – bringing together heritage and urban development, not as conflicting objectives, but through an approach that can deliver renewal and economic growth in a collaborative and harmonious way. The vision seeks to reflect the objectives of the original UNESCO World Heritage Site nomination and inscription in 2004, which always sought to marry together the outstanding universal values of the World Heritage Site with the renaissance and sensitive heritage development of the areas of the City that had fallen into decline.

The vision sets the scene, exploring the bigger picture, and the way in which different communities and stakeholders can relate and respond to the North Shore and their own specific needs and requirements. Above all, it seeks to provide a context and overall framework, which can be used to inform a collaborative approach to heritage conservation, planning, development, regeneration and community cohesion and participation.

This vision is not a document for detailed guidance on development management which will be subject to a separate supplementary planning document for the North Shore area, and a series of further documents reaching out across the remainder of the WHS and its buffer zone.

The original rationale of the northern docks has substantially changed, and their function as a location for port related activities disappeared decades ago, ultimately leaving a legacy of dereliction and decline. By the same token, the warehouses of Stanley Dock, and those in the Ten Streets Area no longer reflect their original purpose, and the starting point for this strategy relates to the contribution these assets can make as part of the continued, and essential, regeneration and renaissance of North Liverpool, through the creative and sustainable re-purposing of assets of heritage value.

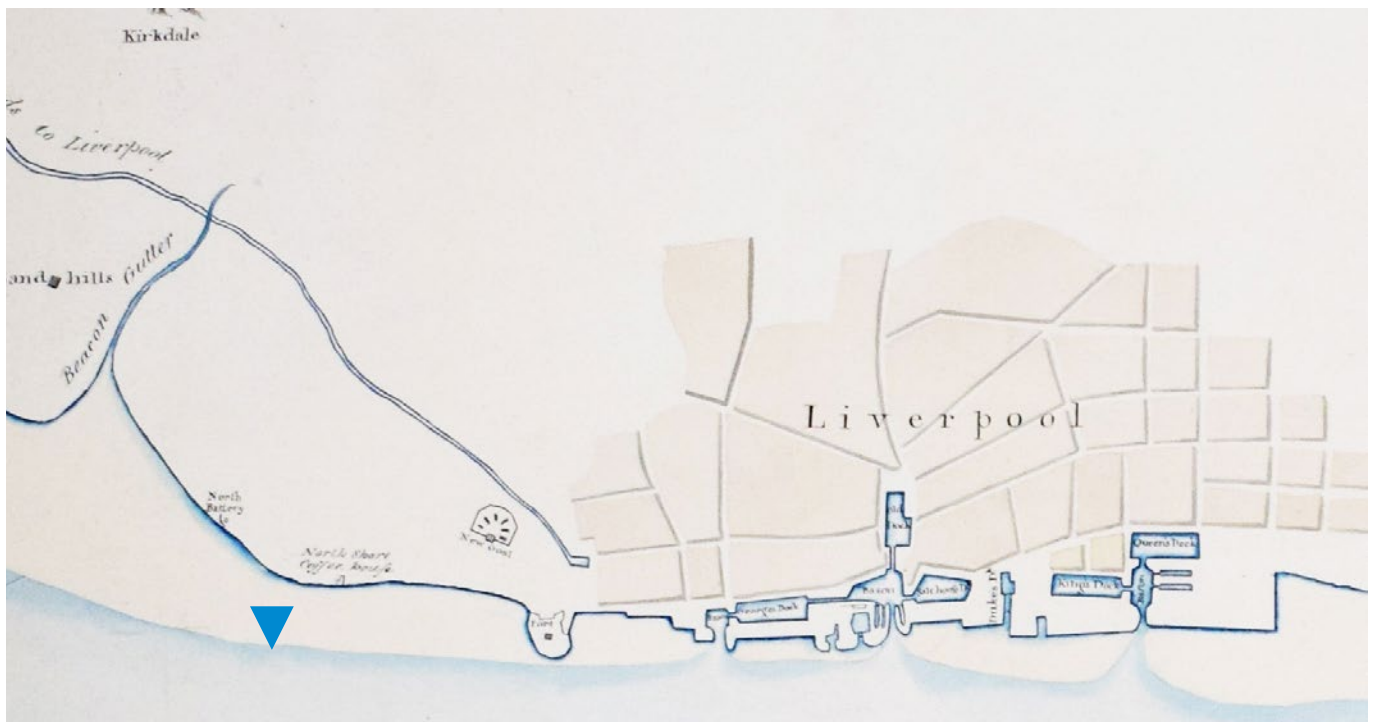
The North Shore docklands in their current state are underappreciated in the City, with limited visibility, accessibility or usability for the communities of Liverpool. An assessment has been undertaken by independent consultants Simetrica, that has sought to assess the value of heritage and the UNESCO World Heritage Site to the people of Liverpool. It clearly finds that Liverpool values its heritage and the importance of preserving the historic character of their City; however, the value of the North Shore barely registers as part of the city's World Heritage Site and this needs to change. Most people associate the value of the World Heritage Site with the City's iconic assets at Albert Dock, Pier Head and the Three Graces.

This analysis suggests a major missed opportunity for the City. There is a significant opportunity here, through sensitive heritage-led regeneration, to find a new economic and social purpose for the North Shore area, and in so doing, greatly enhancing accessibility and the public perception of the World Heritage Site in the Northern Docks, which in turn could support a better understanding and interpretation of the City's UNESCO World Heritage Status.

Liverpool City Council and the authors of this report refer to this area as the North Shore, which is not only one of the many names that has been used to describe this part of Liverpool in recent decades, but a reference back to the 'North Shore Coffee House', which once sat as an early focal point for the north Liverpool communities that grew with and around the docks, and is first shown on the Liverpool map of 1809.

What this quite unique area will become is clearly of great interest. Like many other cities across the globe, Liverpool City Council and the wider Liverpool City Region declared a Climate Emergency in July 2019, a moment in time acknowledging that 'business as usual' is not an acceptable way to deal with the challenges faced by current and future generations. Only through the adoption of radical new ways of thinking and working, and employing recognised ways of measuring their impacts, will we be able to respond to the challenges of climate change.

Below **Liverpool, 1809**



The Climate Emergency is a pervasive theme underpinning this Vision. The North Shore will seek to be an exemplar for sustainable development that will support the City's climate change objectives and be at the forefront of sustainable development, with Liverpool leading the way globally, in the local application of the United Nations Sustainable Development Goals (SDGs) a collective adoption of the UNESCO Historic Urban Landscapes (HUL) guidelines. Liverpool's 2030 Hub (www.the2030hub.com) is the world's first UN Local2030 Hub, created to make cities stronger through an entrepreneurial people-centred local community and physical space to accelerate impact by reaching the furthest behind first.

We embrace the statement made by Irina Bokova, Director-General of UNESCO at the World Urban Forum in Naples, 2012:

'Urban heritage is of vital importance for our cities – now and in the future. Tangible and intangible urban heritage are sources of social cohesion, factors of diversity and drivers of creativity, innovation and urban regeneration.'

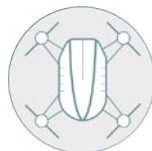
Navigating this document

This document should be read alongside two other key pieces of work, both of which are primarily digital. This offers the most impactful and compelling way in which to present the current state of the North Shore; illustrating the impact of committed development proposals and emerging future developments that will sit within the neighbourhood - viewed in the context of the historical development and evolution of the North Shore. These digital assets include:



Virtual Reality

Including 360-degree camera shots from the four key WHS SPD identified locations, which can be viewed as 3D panoramas via the North Shore Vision web portal (www.northshorevision.org) or by using Virtual Reality goggles.



Web Portal and Drone matched aerial images

Highlighting key buildings / timelines / boundaries / dates / heights etc. This is able to be viewed on any PC or tablet, at anytime, anywhere in the world, through the web portal at www.northshorevision.org.

About the Authors

This vision is being produced as part of a collaboration project involving Liverpool City Council, the World Heritage Steering Group, the Mayor of Liverpool's World Heritage Task Force and public and private sectors.

Whilst the representatives are a diverse group, they share a common quality – they all call, or have called, Liverpool ‘home’ – either by birth, or by adopting the city as a place to live, work and raise their families. At the same time, the group can claim vast experience of urban regeneration, urban design and the historic built environment, gained not just from Liverpool, but nationally and internationally.

The other shared quality is passion – a deep understanding, appreciation of, and a desire to ensure that the city continues to thrive, with its historic legacy safeguarded and enhanced.

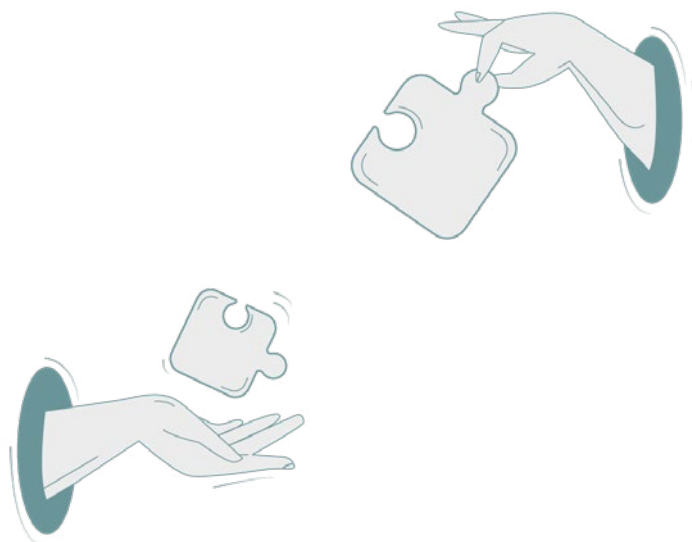
Although research has been diligently undertaken in the production of this document, much of it was already known as the members have lived it. Whilst the City has seen notable losses, steadily beginning in the late 1980's, there have been significant successes.

Many of the group have played their own part, some of it substantial, in ensuring that the losses were minimised, that the city not only halted but reversed the haemorrhaging of its population, that it became an attractive place for investment and cultural activities.

The re-purposing of the Royal Albert Dock, the re-shaping of the disaggregated townscape through projects such as Liverpool ONE, the success of the Capital of Culture year including the redevelopment of King's Dock, the Museum of Liverpool, the huge investment in the restoration and re-use of historic buildings and spaces – these and other projects have led to a city which has recaptured its vibrant and dynamic character.

It is character which is the key to ensuring that the regeneration successes continue – but with a distinctive Liverpool feel. This does not just entail a physical environment of Liverpool, but also the character of its people.

Identity and belonging are crucial in delivering a vision for a specific place – and the group have centred efforts in understanding this complex and intangible quality.





Canning Graving Dock

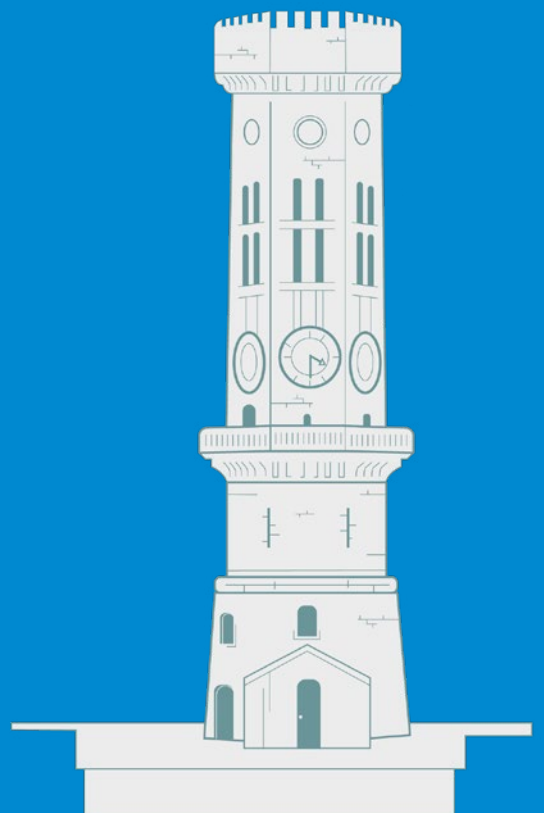
2 The People and The Place

'The characteristics of 'Liverpoolness''

The key to understanding and managing any historic urban environment is the recognition that the city is not a static monument or group of buildings, but subject to dynamic forces in the economic, social and cultural spheres that shaped it and keep shaping it' - HUL

A city is more than a collection of buildings and spaces – it is an organic, ever-changing townscape, and forms its own traditions, customs and character from a cultural base which starts with its people. The tangible manifestations of this culture, the buildings and spaces, are what provides a strongly visual and physical impression, but it is the intangible qualities of the community itself which does more to define place and character, which goes to the heart of identity and belonging.

The tangible can be defined from assessing urban structure, architecture, land-use and physical evolution. The intangible is more difficult to identify and is fraught with the dangers of stereotyping, but it essentially captures the feel and spirit of a place and is an integral part of the heritage context. Places should be measured through the combination of both the tangible and the intangible, and both of these dimensions are manifest in the evolution of Liverpool and North Shore.



The Physical Factors

The Tangible



The Special Location

By virtue of its particular Mersey-side location in the north-west of England, Liverpool is one of the UK's major ocean gateways to the world. In turn this has made Liverpool a major focus nationally and regionally. This has had a fundamental influence on the City's appearance – its buildings, public spaces, features and transport networks. Liverpool's geographic location has allowed the city to look westwards, to Ireland and the Americas, rather than to continental Europe.



The Importance of Water

Water-based space and connections are an important part of 'Liverpool-ness'. They are both crucial, and they are numerous. They include important connections such as Ireland and trans-Atlantic maritime routes; within the Mersey Estuary, along the Manchester Ship Canal; and along the Leeds & Liverpool Canal. They also include important spaces, such as the harsh and exposed waterfront contrasting sharply with the more sheltered and enclosed docks. Historically, these provided the basis for a revolution in industry, trade and society. Water created the opportunities and water-based business emerged to serve the demands of global trade patterns. As the fortunes of global trade ebbed and flowed, then so the waterfront provided the opportunities for re-calibrating and re-purposing the city-economy.



Legibility

Liverpool is a city that is easy to read. Its topography, its landmarks, its views and vistas, and its strong sense of connectivity encourage exploration and bring delight. The northern docks area is the place where the legibility apparent in the remainder of the 'other side of the dock wall' breaks down- there is little connectivity in the area, and no public access currently to the river anywhere north of Princes Dock.



The Iconic Skyline

The land on which the City is built rises from the Mersey shore in the west to a ridge in the east. Liverpool rises from the Mersey, as seen from the Wirral. This topography highlights the renowned, strong, waterfront skyline, its buildings seen to advance in tiers. The reverse view, from the crest and key viewpoints elsewhere, comprises long vistas across the river and out to the open sea.

The skyline is not just about views. It consists of buildings and spaces, with the spaces between the buildings as important as the buildings themselves. Whilst the city's topography provides its distinctive amphitheatre profile, the balance between the horizontal axis as a series of tiers and the vertical punctuation of built form is what gives the city its instantly recognisable skyline.

The vertical accenting of the skyline chronicles the development of tall building technology – with the world's first commercial metal framed building at Oriel Chambers in 1863, paving the way for buildings of height throughout the city. The Royal Liver Building, with its innovative use of metal framing and Hennebique concrete construction is widely acknowledged as Europe's first 'skyscraper', rising to 98m at its highest point, with the same architect having also designed the monumental Bibby's building that once sat prominently in the North Shore area.

Below **The Liverpool Skyline, © Al Disley Images**





Prominent, Distinctive Architectural Set Pieces

Liverpool's characteristic buildings are robust demonstrations of prosperity and wealth, heroic in scale, forceful in outline, grand and rugged. Such qualities express not only the past wealth of the city, but also its self-confidence. Importantly, many were commissioned by Liverpool businesses successful on the world stage. The major public sector buildings were conceived in a similar light. All of these set pieces define Liverpool's appearance and are essential to its character.

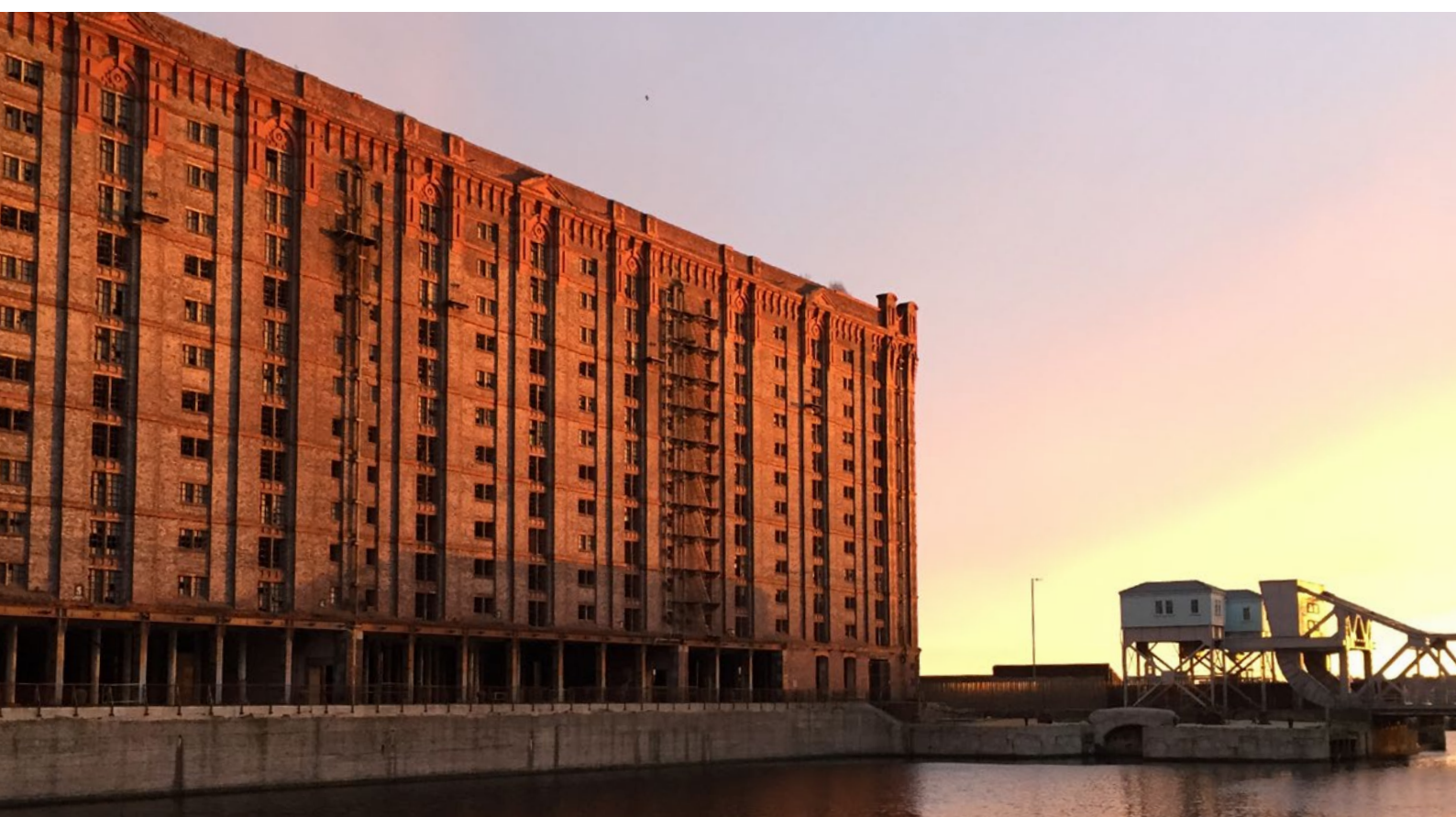


Character Areas

Like all cities, Liverpool has its recognisable character areas. Ropewalks, for example, is very different from the waterfront, albeit greatly influenced by it, each area is defined by land use, scale, proportion, hierarchy and enclosure.

In new developments such as Liverpool One, improved connectivity has been introduced to help link the different areas via a clear hierarchy of routes. The same principles can be used in areas such as the historic docks that appear to be more coherent or homogeneous. Water spaces, however, are not the same throughout – some are based on an orthogonal arrangement, others have a different geometry; some are animated by activity, others are not; some have an intimate feel, whilst others are large. The water environment of the river contrasts with the docks – the Mersey is fast flowing, expansive and dynamic, whereas the docks tend to be more sedentary. The canal provides a further drop in scale, and a further lowering of 'pace'. Thus, the city is defined not just by distinctive architecture, but by the spaces between the buildings and the way in which the buildings and the spaces work together to create a series of mosaics.

Below Tobacco Warehouse



Social and Economic Factors



Vision and Determination

Liverpool was built on a spirit of optimism and innovation, which is still reflected in its buildings. Being bold is a tradition for the City, willing to test new ideas and pioneer new technology. That underlying spirit remains, despite the massive difficulties of economic restructuring which have been faced in recent years.

Part of this tradition is the 'Liverpool twist' where adaptation and re-purposing leads to dramatic change – the location of the Three Graces was originally that of George's Dock, and following a decision that it was no longer commercially important, the three emblematic buildings were constructed on the site. The dock remains below the buildings. The 1715 Dock was infilled and replaced by the Customs House, itself replaced by commercial offices following the war, and now forming part of Liverpool ONE. Kings Dock was infilled and now hosts the Arena. The docks themselves have been subject to almost constant alteration and tweaking, as responses to changes in managing cargo and shipping.

Warehouses no longer required for their original purpose have been adapted for other uses throughout the city, and this approach has escalated over recent years, including those warehouses such as those in Stanley Dock which are recognized as important examples of the typology.

Continual change, redundancy followed by re-invention, are of huge importance to Liverpool, and has allowed the city to reassess and reposition itself to become one of the most important cultural capitals in northern Europe. The 'Liverpool twist' is apparent in ideas borrowed from elsewhere – such as the architecture of the Americas which has been given a particular character following its import into the city, as part of the currency of ideas, as well as goods, in which the city traded.



Civic Qualities

Commercial astuteness needs to be balanced by civic awareness. It is no accident that after London, Liverpool has more museums and galleries than any other place in the UK per capita. Whilst this has helped boost tourism in recent years, these were intended primarily as educational and leisure time resources for the people of Liverpool and visitors; they were also a clear, visible demonstration of the city's global status. St George's Hall and the World Museum may now be important for the commercial success of the city, but they were not constructed with commerciality in mind.



Commercial Astuteness

The development of the City was driven by astute commercial decisions. The banks, exchanges and office buildings were the product of the hugely successful trade which resulted. These great, characteristic buildings celebrate the power and value of commerce. Commerce has been the main driver for Liverpool since 1715 – the city has evolved through decisions taken as a response to opportunity, or to gain advantage. These have been incremental, both accidental and planned. The peak growth of Liverpool dock trade actually ‘topped out’ in 1850. Whilst the Docks still grew in number and acreage to accommodate the now preferred mode of steamship from sail, the rate of growth was never as large again after 1850 as the growth of other competitor locations in the UK and globally started to come on-line. This is quite remarkable given the second great phase of dock building in Liverpool closed out in 1848 with a third phase already set in motion. Yet rather than remain redundant and obsolete, the Docks were turned over to alternative uses, such as storage and processing, or were in-filled to provide land for much needed development that helped the waterfront continue to play an important role in the development of the City.



Internationalism

The city has, and continues to, look outwards to Ireland, to America and increasingly so to the Far East. It has welcomed migration and is one of the country’s most cosmopolitan cities with a legacy of buildings that express its cultural diversity. This diversity is linked to the city’s regrettable role in the transatlantic slave trade in the 18th century and to its development as the major port of mass emigration to the new world in the 19th century. These were two of the biggest demographic changes the world has ever known and have helped to forge the self-image of Liverpool today – as well as the perception of the city for millions of emigrants around the world, many of whom come to Liverpool to trace their genealogical roots. The experiences of the ‘Cunard yanks’ who worked from Liverpool on the liners plying across the Atlantic, led to the import of music from the USA which was absorbed and re-packaged with the Mersey Beat initially, and then the city’s most famous export – the Beatles. Liverpool was recognized as a UNESCO World City of Music in 2015, with research showing that its reputation is much greater than that of any other city of comparable size in the Northern Hemisphere. Today the city is twinned with both Shanghai and San Francisco.



The People and their Culture

Cosmopolitan, outward-looking; pragmatic; bold and open-minded people with a typically sardonic sense of humour. Music specifically and a strong, highly regarded artistic sector generally, put Liverpool on the world stage, as did its two pre-eminent football teams. There is a strong sense of belonging and of Liverpool’s role as the UK’s second city of international trade and commerce in the recent past. Artefacts and social remnants of that past remain a vital part of today’s identity for residents and visitors. There is a fierce pride in the city, with many identifying first as ‘scousers’ and then as English or British.



Human Activity

Liverpool, particularly the central parts, is characterised by bustling activity. In their heyday the docks, the Pier Head and the waterfront were places of activity, thronging with people and the scene of constant movement. Now the focus of activity is the commercial core, the shopping area and tourist destinations. Without human activity these urban places are dead places. This is clear within the North Shore area, where redundant buildings and spaces, devoid of the activity which marked their original use, are simply a residual and derelict townscape, contributing little to the socio-economic or cultural life of the city.



Edginess

Historically, Liverpool was a challenging place; a city built on movement and trade, with a shifting population and cosmopolitan identity creating the opportunities for change and encouraging radicalism. These underlying tensions are also reflected in the physical, symbolised in the contrasting horizontal tiering and vertical punctuation, which marks the diverse urban structure of the city – an eclectic and varied townscape, capturing the diversity of its people.

The rhythms and cadences of the townscape are not iterative, but asymmetrical; inspired not by homogeneity, but by individuality and independence. Liverpool has always been home to radicals, free-thinkers and pioneers – those who identify less with the main-stream, and more with the unorthodox.



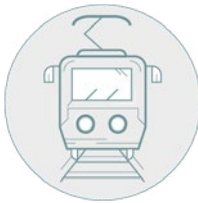
Innovation and Risk Taking

Creativity is central to the city's ethos in both commercial and cultural terms, as is the idea of re-invention, adaptation and interpretation. Liverpoolians have always thrived on invention and creative responses to problems, as well as using ideas from elsewhere, but with a twist to relate to local context. This is seen in buildings such as the Liver Building or India Buildings that owe much to American influence but have their own bespoke language. Risk taking has been central to the evolution of the city, from the money lending to enable the construction of the world's first commercial wet dock, through the early development of transport modes such as the canals and railways, and the massive enterprise of reclaiming the river to construct its docks. The list of 'firsts' associated with the city is impressive and a manifestation of the creative talent of the city, from the world's first railway, through to the invention of goal nets in football, first public park, first public library, first commercial use of tall building technology and Europe's first 'skyscraper'.



Purposefulness

The city has been innovative due to necessity – the 1715 dock was a response to a particular need; the ventilation system at St George's Hall was devised for a purpose; Oriel Chambers looks as it does in order to provide maximum light. Activity has come and gone – ship building, the home of a whaling fleet, the constant re-configuring of the docks are all a response to opportunities.



Connectivity

This is reflected in the city's internationalism, but it is also a factor at the local level. Merseyside was the home of Europe's first tram system; the home of the first railway; the Dockers' Umbrella was the world's first overhead electric railway; and there were early rail and road tunnels under the river. Local connections allowed the expansion of the city and ease of movement through mass transport contributed to commercial success.

Liverpool as it appears today is the result not of a single phase, but as an evolved place, organic in nature, and as a response to a series of political, cultural, social and economic contexts. It is different to other places. The combination of its physical environment, its tangible attributes and assets, alongside those characteristics and intangible assets which underlay the spirit of the place, have led to the city as it is today.

Its evolution is greater than the sum of its parts in terms of physical changes – the ambitions, aspirations, requirements, desires, and the currency of ideas which each generation develops, are triggers to further change. The character of any city is not limited to the tactile, but also to the way in which those changes are self-governed and germinated, because they are part of the DNA of its people.

The Liverpool Maritime Mercantile WHS was inscribed for its role in the development in dock construction, port management and international trading in the 18th, 19th and early 20th centuries, providing an exceptional testimony to mercantile culture, and with its influence on global culture through mass migration, particularly to the Americas, and in music. The attributes of Outstanding Universal Value include the spirit of innovation, especially in architecture, engineering, port management and labour systems; the buildings and monuments associated with Liverpool's role as the second port of Empire and migration; the docks, warehouses, commercial buildings, cultural buildings and houses and their relationships to each other which illustrate Liverpool's development as a major port city; and the tradition of cultural exchange. These attributes relate both to the tangible and intangible attributes associated with the property.

For the North Shore area, the contribution centres largely on the docks and port management: the early adoption of the spine and branch dock system; the integrated nature of the port facilities; the development of cargo handling; the transportation of goods to and from the docks; the control of goods and people into the dock estate; the adoption of specialisms for each dock; the role in migration and trans-Atlantic trade; the evolution of warehouses and the proximity of industry and the port to the houses and facilities where a large part of the working class population of the city lived.

The evolution of the North Shore area illustrates a continuous process of change to the townscape, as opportunities arose to re-purpose failing facilities, improve the way in which they operated, or to accommodate improved technologies or methods of operation. This process of perpetual change is part of the significance of the North Shore area, as it responded to the economic, political and social context, and had particular impacts not just on the manner of trade, but on the working class communities it supported.

Below **Liverpool Lime Street**

Below Right **The Museum of Liverpool**



3 Historic Evolution of North Shore

In developing a Vision for the North Shore, it is vitally important to consider how it came into being in the first place.

North Shore was crucial in helping to establish Liverpool as the second city of Empire; at its peak it was a thriving area full of vitality, people, noise, bustle, movement and activity. Dirty, noisy, dangerous, but also offering the opportunity of economic gain for many, and new lives for thousands of migrants. Of the 5 million Europeans who left that continent to begin new lives in the Americas in the final decades of the 19th century, it is estimated that 4.5 million embarked from Liverpool.

The area saw incomers too – mainly from Ireland, partially as a result of the Potato Famines of the mid-19th century, and those Europeans who decided to stay in the city. Each of these communities played their part in making Liverpool what it is today – either influencing its distinctive dialect through the influence of the Irish; building many of the houses in the northern and southern suburbs through Welsh contractors and firms, or contributing to the increasing cosmopolitan richness of the city through establishing their own neighbourhoods in north Liverpool, such as Little Italy.



1715

Opening of Old Dock.

1753

Construction of Salthouse Dock.

1771

Construction of George's Dock.

1821

Opening of Princes Dock.

1825

George's Dock Enlarged.

1826

Old Dock infilled.

1830

Opening of Clarence Dock.

1834

Opening of Waterloo Dock.

1836

Opening of Trafalgar Dock.

1842

Salthouse Dock altered.

1848

Victoria Dock altered.

Salisbury, Stanley, Collingwood, Nelson and
Bramley-Moore Dock all opened.

1853

Clarence Dock enlarged.

1855

Salthouse Dock enlarged.

1868

Waterloo Dock re-orientated and reconstructed.
Princes Half-Tide dock created as part
of the re-modelling of Waterloo Dock.

1897

Stanley Dock partially infilled.

1900

George's Dock infilled.

1928

Clarence Dock largely infilled.

1949

Waterloo Dock substantially
reconstructed with a new river lock.
Victoria Dock altered again.
Trafalgar Dock altered.

1972

Victoria Dock infilled.
Trafalgar Dock infilled.

1990

Victoria Dock infilled again.
Trafalgar Dock infilled again.

1990

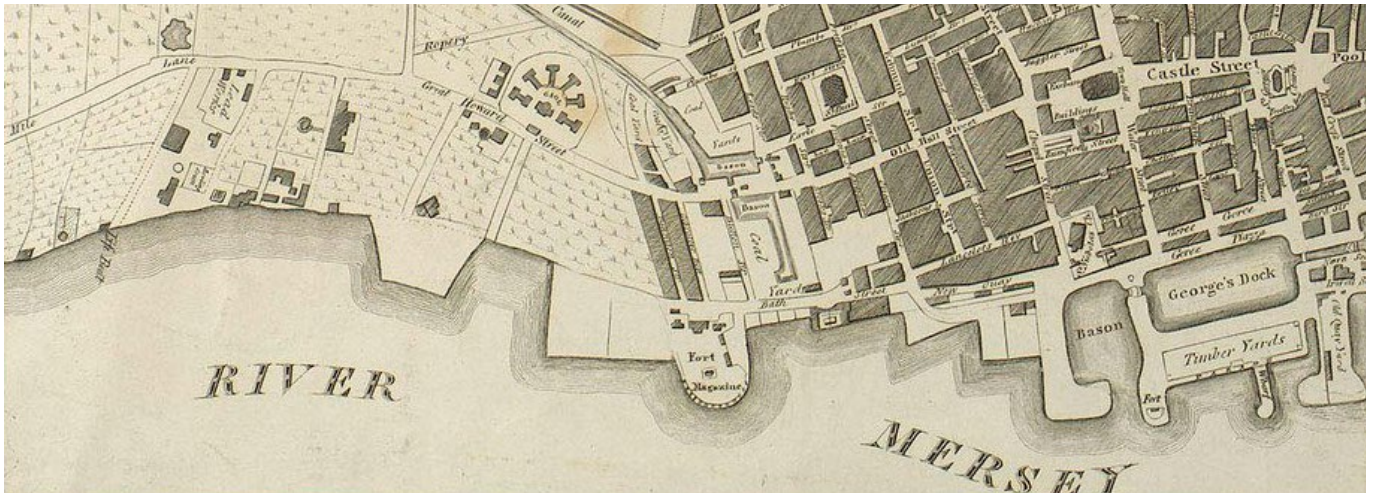
Waterloo Dock partially infilled.



Above **Custom House**



Above **Georges Dock part infilled**



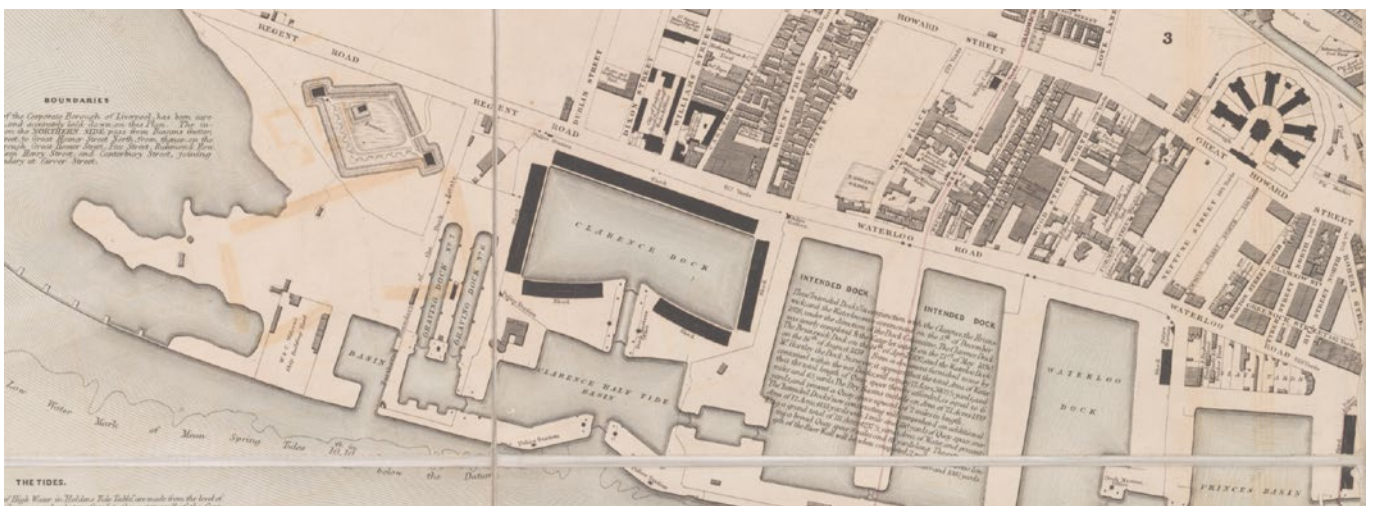
▲ Gregory's Plan, 1806

Gregory's Plan of 1806 shows the North Shore area, with the Ten Streets as a series of fields, and a promontory fort constructed on the site of what would later become Princes Dock. The subsequent docks were all built in locations which reclaimed land from the river, with the exception of Stanley Dock – the only inland dock within the dock system.

Even further back in time 'the Pool' was reclaimed (roughly the line of Paradise Street/ Whitechapel) by an ever expanding village, then town, then metropolis of a city. Liverpool's Docks were first and foremost always about trade of goods, and for a successful Mercantile economy to flourish the city needed other physical capital and of course labour. Old Dock was a catalyst development in more ways than simply the innovative creation of a Dock. It actually changed the geography of the city in reclaiming land from the Mersey up to the arterial route that became known as The Strand. The Docks were about supporting economic growth then, as they are and should be now. The cultural heritage of Liverpool is very much a dynamic one.

▼ Gage's Plan, 1836

Gage's Plan of 1836 shows how the area had dramatically evolved over a 30-year period- with Waterloo Dock completed, and Victoria and Trafalgar Docks (annotated as the 'Intended Docks') to the north. Beyond Clarence Dock a shipyard and diamond-shaped fort were located, and these were to become the site of Salisbury and Collingwood Docks. The Ten Streets area had been laid out as an east-west grid of new streets, with a mix of tenements and heavy industry.





The London Illustrated News published an aerial view of the docks in 1865, which provides a fascinating three-dimensional image. The docks are numbered north to south, and illustrate the integrated design of basins, spine and branch docks which were an early feature of the system, and allowed for the 24-hour handling of cargo:

- 1 Sandon Dock (now infilled)
- 2 Wellington Dock (now infilled)
- 3 Bramley-Moore Dock
- 4 Nelson Dock
- 5 Salisbury Dock
- 6 Collingwood Dock
- 7 Stanley Dock
(now partially infilled with the Tobacco Warehouse)
- 8 Clarence Graving Docks
- 9 Clarence Half-Tide (now infilled)
- 10 Clarence Dock (now infilled)
- 11 Trafalgar Dock (now infilled)
- 12 Victoria Dock (now infilled)
- 13 Waterloo Dock
(completely re-modelled and partially infilled)
- 14 Princes Basin
(completely re-modelled and now Princes Half Tide Dock)
- 15 Princes Dock (re-modelled)

The image illustrates how the area to the hinterland had developed into a vast workshop, with tall chimneys for the industrial buildings, railways serving the city and the docks, the Leeds-Liverpool canal, warehousing and mills, alongside tenement houses, schools and churches. Despite the boundary wall which controlled goods and people into and out of the docks, there is a symbiotic relationship between the docks, the Ten Streets area, and beyond.

At their height, over 25,000 people worked the docks, and many 1000's more relied on the dock traffic for their own employment. Many of these lived and worked in proximity to the waterfront, and the docks themselves were part of their daily lives, either as an opportunity for employment, or as part of their wider neighbourhood. Whilst physical access may have been controlled, the influence of the docks went beyond the spatial, and touched the cultural at every level of society – the docks provided an identity and community cohesion far beyond their immediate waterfront location. Whilst the majority of the city was very loosely zoned into commercial, residential, retail, industrial and cultural neighbourhoods, the docks ran along the river's edge for 12km, as a contiguous, common, defining element in Liverpool.

By the mid-twentieth century, with the development of shipping, changes to cargo handling and goods, the docks themselves became less efficient, and larger docks were constructed to the north, capable of accommodating the larger vessels and containers. The operational port is now outside the boundary of Liverpool, in the Bootle area, and all of the historic docks are no longer used for trade. From a peak direct employment of 25,000 dockers in the mid nineteenth century by 1989 the total registered dockers was down to about 1,000. Even in the mid-1960s, when the city was experiencing somewhat of a boom period, there was a workforce of 14,000. The rate of collapse was stark which had serious socio-economic and cultural consequences, as Professor Brian Towers account of a dock worker with twenty-five years' experience (Peter Baker) attests:

"When you walked down here at 8am, it used to feel like you were going to a football match, there were so many men around you. Now you're a lonely man when you go to work."

With the continued development of docks to the north, the earlier docks were no longer the main handling points, and needed to be re-purposed. Whilst the docks had witnessed cumulative changes in the past, widespread changes were now needed. The most dramatic change in the northern dock system was the infilling of Clarence Dock, and the construction of a vast power station, in 1929.

The power station became a prominent addition to the waterfront, earning the nickname of the Three Sisters, before it was eventually demolished in 1994. The chimneys at Clarence Dock were each 102m overall in height from the sandstone base of the earlier dock to the top, with a height from the old quayside of 95m.

Stanley Dock was also partially infilled, losing half of its water space to facilitate the Tobacco Warehouse in 1901 (which at the time was the 2nd largest brick-built building in the world).

Sandon and Wellington Docks, adjacent to Bramley-Moore Dock, were infilled as recently as 2012, to be used as facilities for sewage treatment works.

West Waterloo and Victoria Docks were amalgamated as a single water body following the provision of a new river lock and sea wall in 1949, before Victoria and the neighbouring Trafalgar Dock were infilled completely, and West Waterloo Dock partially infilled.

Top Left **Clarence Dock power station, mid 1970s**

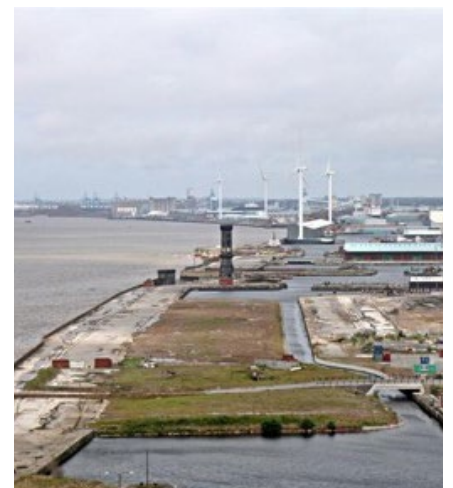
Top Right **The Three Sisters**

Middle Left **Clarence Dock, 1990**

Middle Right **Central Docks, 2011**

Bottom Left **Sandon Dock**

Bottom Right **Stanley Dock**



Of the 15 docks shown in the London Illustrated News image of 1865, 10 have subsequently been substantially re-modelled, infilled or partially infilled.

As with the docks, the Ten Streets area has also seen substantial change, with all the former housing cleared, and the area now occupied by warehousing and industrial buildings. The railways, including the Great Howard Street passenger and goods station which served the northern docks, and the Overhead Railway, have been demolished, along with monumental warehouses and factories such as Bibby's, designed by Aubrey-Thomas, the architect for the Royal Liver Building.

The only remaining building in the below left image of the 1930's is the Corn warehouse at East Waterloo Dock – Bibby's is immediately to the rear, and to the north of Bibby's, the Great Howard Street railway station.

Whilst the North Shore area is generally seen as a zone which is lower in scale than the city centre, it has conformed remarkably with the general townscape characteristics of the core. The core is marked by a twin horizontal datum at river and sea wall level, above which the city rises in a series of tiers, in a layering effect, following the topography of the natural amphitheatre, marked by the sandstone ridge to the east of the city centre. The Royal Albert Dock, King's Dock Arena to the south of the Three Graces, and the Princes Dock offices to the north, provide a further consistent horizontal axis to the former dock areas, allowing the prominent Three Graces as taller structures to dominate the waterfront, as a visual focus. Beyond the Three Graces, the tall buildings cluster in the commercial area, and individual buildings such as the Anglican Cathedral and St John's Beacon, provide vertical punctuation which counter the horizontal tiers.

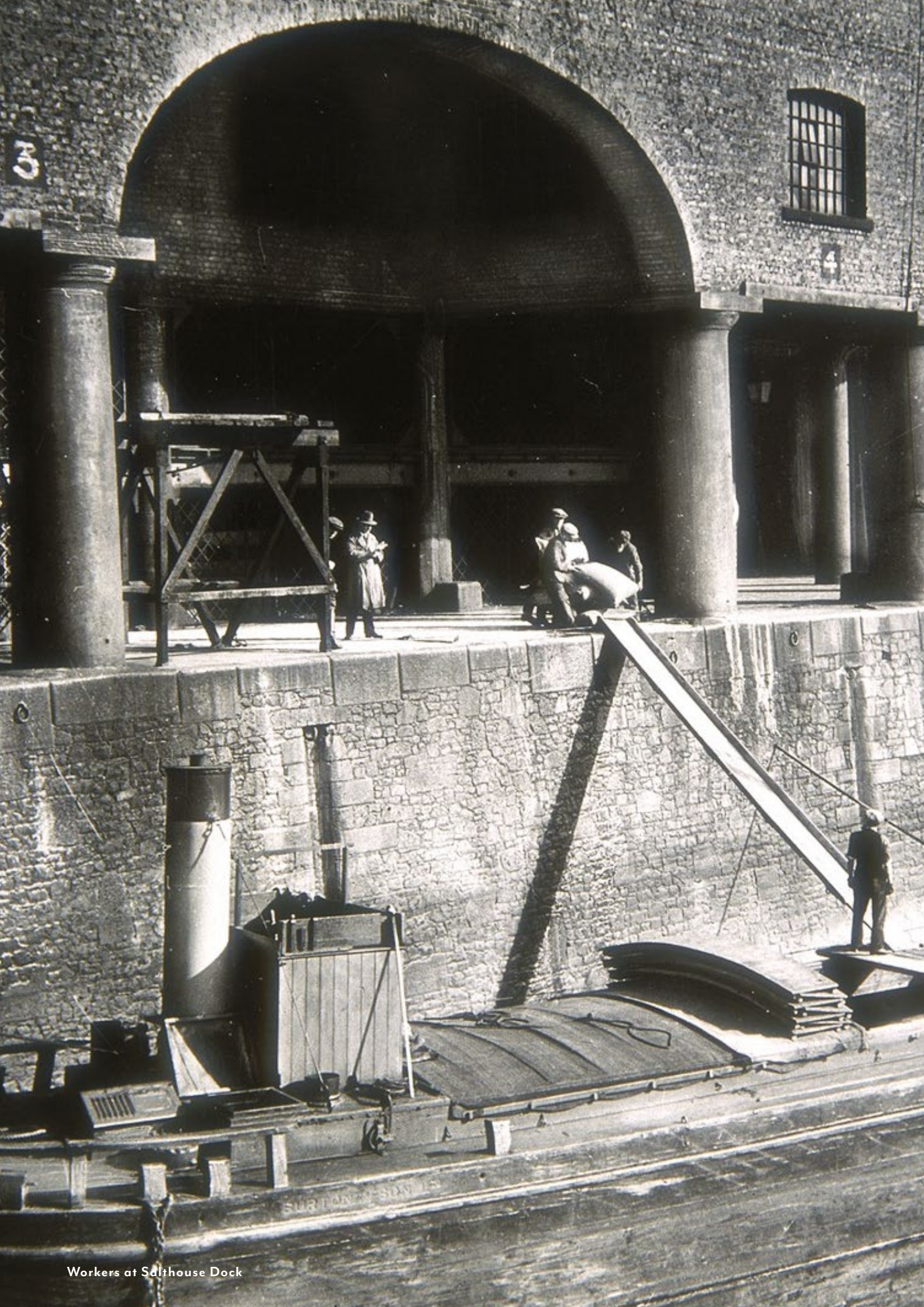
North Shore has also evolved to a similar format – where once single storey transit sheds and 2 / 3 storey warehouses were the main features alongside the dock water spaces, these have been added to with an increasing scale through the provision of taller warehouses, such as the East Waterloo Corn Warehouse, Bibby's Cake Mills building at 14 storeys opposite the Corn Warehouse, the monumental Tobacco Warehouse at Stanley Dock, the Clarence Dock Power Station with its three chimneys towering 95m above the former quayside level, and the series of chimneys associated with the industry of the Ten Streets area, all provided a vertical axis which contrasted with the more consistent series of 2 to 4 storey warehouses and industrial buildings found throughout the area.

Far from being an area of apparent contrast with the city centre core, the townscape of the North Shore area has in the past been consistent with the general urban structure of the city.

Left **West Waterloo dock, 1930s**

Right **East Waterloo dock, 1920**





Workers at Salthouse Dock

Liverpool's Waterfront Re- Imagined

The slow reversal of this spiral of decline only began in the early 1980s with the Heseltine Report that brought about the reversal of plans to demolish the Albert Dock and established the way forward for its renovation, through the formation by the Conservative government of the Merseyside Development Corporation.

This key move, and critically the involvement of the private sector, provided a new impetus and reason to visit the waterfront, a waterfront which the city had turned its back on.

With over 5 million visitors a year to the newly restored and re-purposed, now Royal Albert Dock, further strategies began to place the regeneration of the redundant waterfront as a primary driver for the sustained growth of the City.

Princes Dock to the north of the Three Graces was subject to a masterplan, again brought forward by MDC, which saw the partial infill and re-provision of the dock basin, to become the home to new commercial and residential buildings lining its quaysides. Elsewhere, housing, commercial development and a marina were developed in the south docks. Canning and Salthouse Docks adjacent to the Royal Albert Dock were retained as venues for events such as the Tall Ships, which brought further visitors to the city, and marked tourism as one of the main growth points for Liverpool.

Below **ACC Liverpool at King's Dock with Anglican Cathedral**

Below right **Albert Dock looking to Museum of Liverpool**





This reconnection of the relationship between the people and economy of Liverpool and its waterfront continues to this day. Liverpool's contemporary 'iconic' skyline did not really exist until well in to the 1990's and most notably with those additions that focussed around Liverpool's successful selection as European Capital of Culture in 2008.

The construction of the Arena within the former Kings Dock; the Museum of Liverpool (on the infilled Manchester Dock) and the Mann Island complex are now key signatures along the waterfront, alongside those historic treasures of the Royal Albert Dock, the Three Graces and a handful of monumental former warehouses. The extension of the Leeds-Liverpool Canal, through the North Docks to the Pier Head and beyond into Salthouse Dock, saw the City bring new purpose and perspective to the dormant dock spaces, providing a glimpse to its users of some of the former majesty of the neighbourhood behind the wall.

Whilst not part of the waterfront or North Shore neighbourhoods, perhaps Liverpool One, built over what was the original Old Dock, represents Liverpool's most economically, socially and environmentally successful regeneration project of the 20th century, embodying the great majority of tangible and intangible characteristics of 'Liverpoolness'.

The reinvention of the docks has delivered a new economic imperative and opportunity – the docks are no longer the dynamic, active focus for their original trade, but have become a key attribute to its new 'trade' in the form of the City's tourism, employment, cultural and residential offers, where people from across the globe once again view Liverpool's waterfront as its defining feature.

As a result, these have become crucial aspects of Liverpool's economic recovery, and have placed the docks front and centre as part of the continued regeneration of the city, a regeneration which remains vulnerable to national and international influences.

Below Right **Canning Dock**



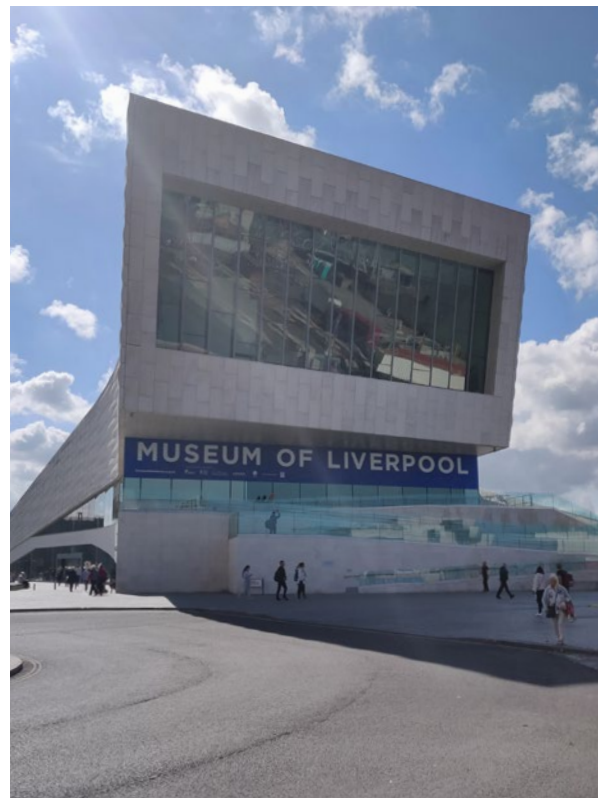


Left **Mann Island**

Bottom Left **Pier Head**

Below Right **Liverpool One**

Bottom Right **Museum of Liverpool**



Challenges Remain

In his recent book, *Liverpool Beyond the Brink*, 2019, Professor Michael Parkinson CBE, Associate Pro Vice Chancellor for Civic Engagement, University of Liverpool and a member of the Liverpool Mayoral World Heritage Task Force wrote about Fixing North Liverpool – the city’s biggest challenge. In sections of the book, Parkinson states;

“There are big economic, social and physical problems across the whole of Liverpool which must be tackled in future. Nevertheless the most challenging area of the city is north Liverpool. It is a metaphor for Liverpool’s recent development path.”

To illustrate the scale of the challenge in north Liverpool it is worth looking in detail at the condition of the four wards that make up north Liverpool, home also to its two famous professional football clubs; Liverpool and Everton:

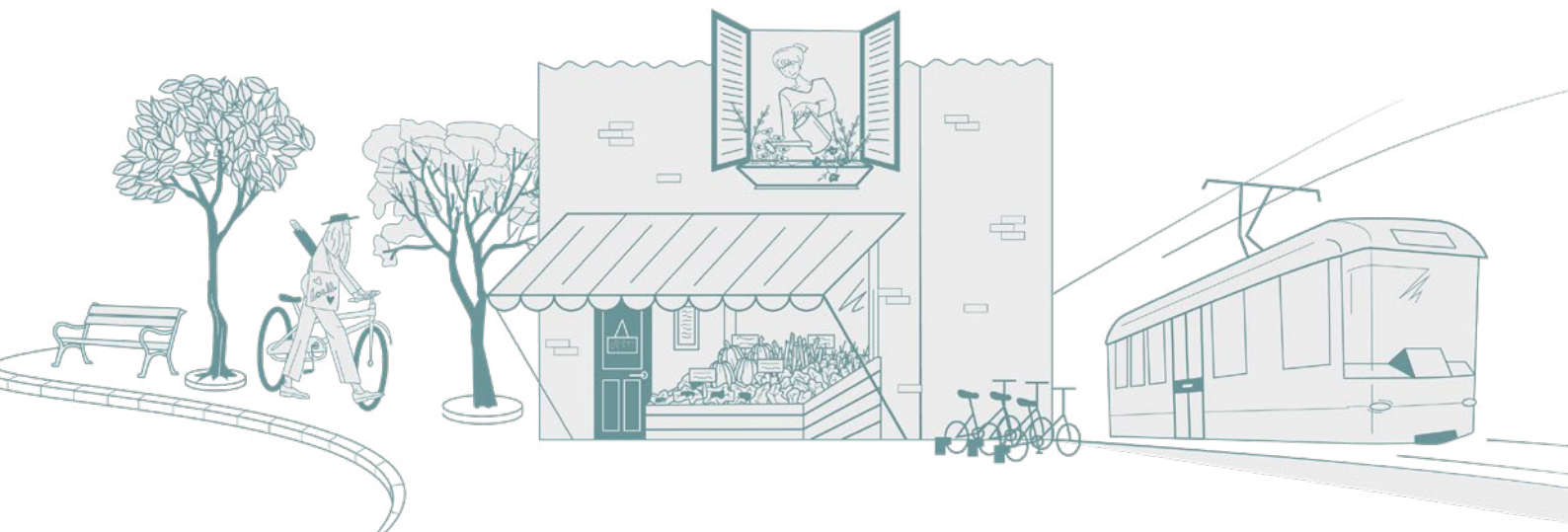
- The government’s Index of Multiple Deprivation showed that in 2016 one third of the whole area was in the most deprived 1% of areas nationally. Over 83% of the people living in north Liverpool were in the most deprived 10% wards in the country, in contrast to Liverpool’s average of 45%.
- Worklessness was 23% in contrast to 14% across the city and 8% nationally.
- Family income was £21k per annum on average but as low as £18k per annum in Everton in comparison with the city average of £27k and the national average of £37k.
- 58% of residents did not own or have access to a car in comparison with 45% in the city and 25% nationally.
- On average 17% were claiming incapacity benefit as opposed to 10% in the city and 6% nationally.
- Over 40% of children were in poverty in comparison with 32% in the city and 20% nationally.
- The average price of housing in the area was £55,000 in comparison with £120,000 across the city and £210,000 nationally.
- Housing vacancy rates were double the city average. 85% of houses were in the lowest council tax band, in comparison with 60% across the city and 24% nationally.
- Life expectancy was 4 years below the city average and 6 years below the national average. The gap in life expectancy between areas of north Liverpool and the richest ward in Liverpool was 11 years.
- Around 35% of the population had no qualifications, compared with 28% in the city and 22% nationally. 10% had qualifications of NVQ4 or above, in contrast with 22% of the city and 27% nationally.

Liverpool is in the middle of an extraordinary if continuing renaissance. There is much economic, social and political good news about the city. However, the renaissance has affected different people and parts of the city in different ways. Some have benefitted more than others.

That is why the city leaders have made inclusive growth a crucial policy target so that more people and places can share in the city's success in future. And it is why Liverpool City Council is currently developing its existing Inclusive Growth Plan into a City Plan through the recently formed Liverpool Strategic Partnership.

There has been substantial public and private investment since the publication of the Strategic Regeneration Framework for the area in 2010. And a lot of its physical ambitions have been achieved. However, rather less of its social and economic targets have been hit as the recent IMD Report clearly underlined. Liverpool is now the third most deprived local authority in England. And while such deprivation is not confined to north Liverpool, the IMD report shows it remains more extensive and intense there than in many other parts of the city.

Here, north Liverpool and North Shore provides a huge potential regeneration opportunity through the re-use and re-purposing of previously developed land and property within a Government backed Enterprise Zone, half of which is a Northern Powerhouse priority.



4 Bringing forward a Vision for North Shore

At the start of this document, we set out a preliminary vision statement, that has guided the work produced to date and clearly sets out the collective ambitions of the civic partners:

Liverpool's North Shore will be an international exemplar of heritage-led regeneration that delivers sensitive development alongside urban renaissance and economic prosperity. It will drive and guide the future growth and development of Liverpool and the City Region by harnessing the embedded value of the North Shore neighbourhood – embracing an urban heritage-led re-use of the historic former docks, dock infrastructure and buildings in celebration of the aspects of Outstanding Universal Values that underpin its status as a global Maritime Mercantile City.



3

Embracing
Innovation

7

Creative
Catalyst

2

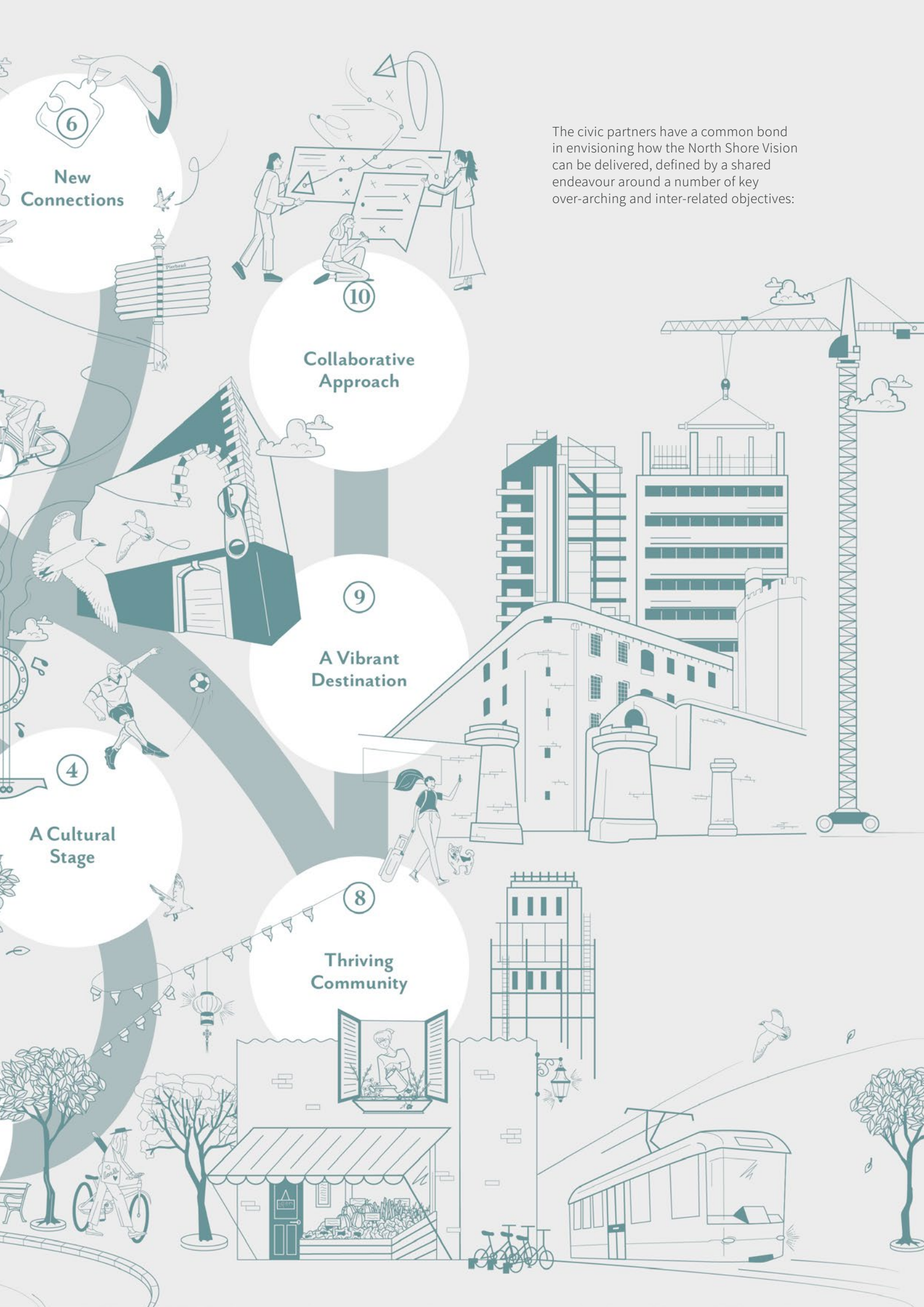
Engine for
Change

1

Celebrating
Heritage

5

Creating
New Spaces



The civic partners have a common bond in envisioning how the North Shore Vision can be delivered, defined by a shared endeavour around a number of key over-arching and inter-related objectives:

6
New Connections

10
Collaborative Approach

9
A Vibrant Destination

4
A Cultural Stage

8
Thriving Community

Supporting and Delivering the UN Sustainable Development Goals and Embedding the Historic Urban Landscapes Approach into the North Shore Vision

We are only part way along this journey, despite some of the component projects within the North Shore having been implemented (in whole or in part), being the subject of Planning consents, submissions or covered by adopted spatial frameworks.

The need to move to restorative urbanism however is fundamental to the vision for the North Shore. To this end, the civic partners further believe that the United Nation's seventeen Sustainable Development Goals represent a globally relevant, portable and appropriate way in which we measure the success of the ten objectives the partners have set out.

The key partners have all signed up to adopting the UN SDGs across their organisations and projects, creating the unique opportunity for these goals to underpin the vision for North Shore. The North Shore presents an opportunity to deliver sensitive heritage-led regeneration that permeates the social, economic and environmental pillars of sustainability and fully supports national and international goals for sustainable development. The North Shore should lead the way in sustainable development in its widest sense – and therefore UN SDGs are embedded at the heart of this vision, guiding the design of new development and framing the delivery of all existing projects across the North Docks.

Objectives and actions for the North Shore



Improving quality of life, reducing poverty and tackling inequality within the North Shore and across North Liverpool, which contains some of the 1% most deprived communities in the UK; through the creation of:

- Transformational levels of economic value – creating significant new jobs, inward investment, flow on economic benefits and increased wages and expenditure across the North Shore.
- Social value – delivering development and regeneration that will have a tangible and quantifiable impact on people's lives within the community, by elevating households out of poverty.
- Heritage and cultural value – empowering the people of North Liverpool and the City, improving access to the City's forgotten heritage assets and generating quantifiable value through sensitive redevelopment of the North Shore.
- Supporting the renaissance of the City, reducing deprivation and minimising economic distress – delivering regeneration, and renewal within the North Shore and revitalising lost heritage, in line with the objectives of the original 2004 WHS nomination.
- Supporting new sustainable community facilities and infrastructure to provide the required support networks that will help to reduce hunger and poverty.



Supporting improved health outcomes and integrating wellbeing in North Liverpool and the North Shore, where health outcomes are significantly below the averages of the City and the UK on nearly all measures.

- Through new development opportunities, supporting the expansion of community facilities that support health care provision, sports/recreation and social care – delivering improved health outcomes in the local community.
- Delivering new open space provision for public use, wellbeing and enjoyment – examples include the new "Central Park" as part of Liverpool Waters, which is the largest proposed area of new open space in the City, and new flexible social plaza as part of the proposed Everton Football Club stadium at Bramley-Moore Dock.
- Delivering societal value that is directly attributable to improved health outcomes and the enhanced quality of people's lives that will be generated by new community infrastructure.
- Encouraging healthy and sustainable modes of transport and a new extension to the city which is accessible by walking and cycling.



Improving access to education and training and tackling underperformance across the North Shore and North Liverpool where levels of educational attainment are significantly lower than the national average.

- Supporting new education facilities both within the North Shore and through ancillary development that will be unlocked in North Liverpool.
- Providing flexible spaces for learning, educational exhibits and heritage interpretation – supporting and improved appreciation of the heritage and culture of the Docks in revitalised heritage assets.



Embedding equality, diversity and inclusivity at the heart of all new development in the North Shore, to deliver not just gender equality, but equality in terms of race, religion and accessibility to all.

- Using new development to support and expand gender equality initiatives.



Supporting access to clean water across the North Shore and delivering a sustainable water future for the communities of Liverpool.

- Adopting water efficient design and rainwater harvesting to reduce potable water consumption and conserve water resources for the local community and future generations.



Aiming to harness and maximise the use of affordable and clean energy across the North Shore – as an exemplar for sustainable development and supporting Liverpool at the forefront of the Climate Emergency.

- Harnessing the use of solar energy, wind energy and other renewable sources of energy to support a low carbon future for the North Shore.
- Delivering a new District Heating Network across the North Shore to serve Liverpool Waters, the Ten Streets and potentially the proposed Everton Stadium.
- Seeking to achieve net zero carbon status – for example, Liverpool Waters' Princes Dock development and building are to become the first in the UK to achieve net zero carbon status.



Supporting a generational opportunity to catalyse economic growth in Liverpool and provide significant new employment opportunities for people in the north of the City.

- Supporting significant construction and operational jobs for the City Region, including providing jobs for new trainees / apprentices to be recruited from the local community.
- Boosting the economy by attracting and supporting major investment to deliver transformational economic growth.
- Catalysing the growth and renewal of regeneration priority areas in the North of the City alongside the sensitive revitalisation of the City's forgotten heritage.
- Significantly increasing visitation and tourism to the World Heritage Site, North Shore and the wider Liverpool City Region.
- Supporting the City's renaissance by increasing the amount of public money, through taxation, that is available to the City to invest in existing assets, such as heritage at risk.



Investing in innovation, infrastructure and industry across the North Shore – supporting the City’s creativity, improving accessibility along the Northern Docks and transforming Liverpool’s industrial landscape following a protracted period of long-term decline.

- Delivering a new creative quarter in the City as part of the Ten Streets SRF, offering affordable and flexible space to build on the City’s outstanding strengths in creativity and innovation – and by capitalising on existing enterprise and entrepreneurship in the North Shore such as Make Liverpool and the Invisible Wind Factory.
- Supporting creative enterprise, innovation and entrepreneurial business across the Liverpool Waters development.
- Reaching beyond the North Shore and into North Liverpool to support start up business, entrepreneurship and innovation.
- Delivering innovative design that protects the long term future of heritage of the North Shore.
- Utilising new development opportunities to support significant infrastructure investment that will improve access to and perceptions of the North Shore.



Delivering regeneration, renewal and renaissance that will reduce inequality – narrowing the gap between deprived North Shore and North Liverpool communities and the rest of the City.

- Delivering a boost in GVA and wage income, providing direct and indirect jobs and supporting the local supply chains.
- Placing equality, diversity and inclusivity at the heart of the North Shore.
- Working to align the diversity of workforce with the local demographics with a focus on race, religion and disability.
- Enhancing access to the North Shore via a range of modes of transport for all users and delivering public spaces and a public realm that is accessible to all.
- Placing accessibility at the heart of all new development within the North Shore.



Delivering a truly sustainable new community on the North Shore that facilitates access to revitalised heritage assets and marries together the outstanding universal values of the heritage with the need for growth and renewal.

- Reinvigorating dilapidated heritage assets on the North Docks, providing access and interpretation to a new generation of people in the City (existing and highly successful examples include the iconic Titanic Hotel redevelopment and restoration of the Tobacco Warehouse).
- Providing significant private investment in restoring, conserving and promoting world heritage that could be lost without intervention (such as the Hydraulic Engine House at Bramley-Moore Dock which is in a severe state of disrepair and could be brought back into use as a cultural centre to exhibit Dock artefacts and memorabilia).
- Implementing sensitive heritage-led design and adopting a policy framework (such as the Ten Streets SRF) which respects the existing character of the North Shore and allows developments to be considered within their existing site context at a granular level.
- Unlocking access to the heritage in the North Docks for wider public use and benefit, which will foster a greater appreciation of the WHS by the people of the City.
- Recognising that heritage is both cultural and physical and bringing to life the intertwined history of the Docks, development, football and industry – alongside the history of the City and its unique ability to reinvent itself.

- Improving the interpretation and enjoyment of the City's heritage through improved accessibility, public realm and interpretive features.
- Encouraging the use of sustainable modes of transport by train, bus, walking and cycling to support the sustainable cities model.
- Reducing the impacts of flooding and safeguarding against natural disasters.
- Providing accessible places and spaces – offering new public open space that encourages social interaction and promotes a diversity of its use.
- Mitigating impacts and enhancing the external environment through sensitive design and inclusive public realm.



Embedding the principles of a circular economy and responsible production at the heart of any development in the North Shore.

- Supporting initiatives to improve resource and waste management – e.g. plastics recycling, food waste collection and management and water use.
- Ensuring best in class construction practice that maximises opportunities for resource efficiency throughout the construction process.
- Adopting waste management strategies across the North Shore that will adopt best practice waste reduction targets.
- Maximising the use of local suppliers, local manufacture and local services.



Being an exemplar focus for sustainable development in order to deliver on the objectives of LCC's Climate Change Emergency and support the UK's move towards carbon neutrality in 2050.

- Harnessing the use of existing and future renewable energy technology across the North Shore (see SDG 7).
- Promoting the use of low carbon, sustainable transport modes to minimise transport related emissions, and encourage active travel choices residents and visitors.
- Reducing flood risk and the potential for natural disasters by raising site levels.
- Supporting the reuse and recycling of materials through the construction and operational stages of development.



Improving the quality of the North Shore's water spaces to enhance habitats and encourage diversity in the life found under water.

- Sensitive relocation of marine life in locations where disturbance to water bodies is required.



The reinvention of the North Shore will seek to restore natural capital, increase biodiversity and provide new habitats, particularly on the derelict docklands.

- Delivering significant remediation of the North Shore to remove hazardous substances that are a legacy of the former industrial use of the area. The remediation of the North Shore provides an opportunity to enhance the use of the site as a habitat and for public use.
- Development across the North Shore will include significant additional tree planning and vegetation as part of the new public realm, which will offer the opportunity to create new biodiversity and habitats.
- Design will be sensitive to existing species and respect the natural environment of the River Mersey.



Supporting a vision to deliver a new community and new district in North Liverpool, within its own identity as a place and as a source of civic pride.

- Reducing crime across the North Shore through reduced inequality, investment and job opportunity; and by the secure design and development of dilapidated assets.
- Promoting safety and security throughout the North Shore and making it accessible and welcoming to the community – improving the area from its current derelict and anti-social state.
- Supporting the growth North Shore as source of civic pride in the City.
- Supporting the growth and enjoyment of football as a major City and global institution – watched by more than 1bn people across the world – and welcoming Everton as a major civic institution that would be a key catalyst for growth and pride in the North Shore.



The North Shore partnership itself demonstrates the strong institutions that are working together to deliver a collaborative vision for the North Shore – bringing together a diversity of partners that respect the outstanding universal values of the area alongside the need to deliver transformational social change in North Liverpool.

- The North Shore will support increased participation and engagement as part of the vision – supporting empowerment and the ownership of the North Shore as the concept develops.
- Promoting pro-environmental behaviours and encouraging the use of sustainable modes of transport.
- Delivering investment into the public purse through Council Tax and Business rates to support the restoration of heritage assets alongside new private finance.
- Supporting partnerships to deliver heritage benefits across the North Shore

Having set out earlier the tangible and intangible characteristics of the City, and how in particular they apply to the North Shore neighbourhoods, we would respond accordingly to the three key strands of the guidance:

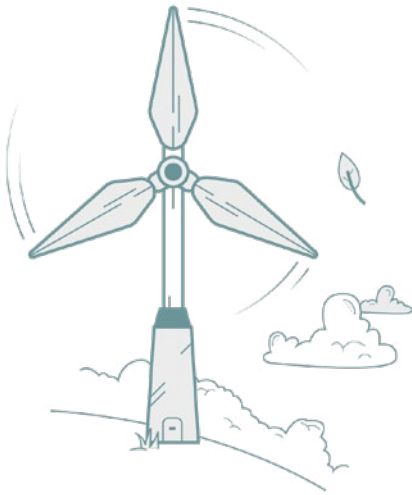
Towards a new balance

'The historic urban landscape approach sees and interprets the city as a continuum in time and space. Countless population groups have left their mark and continue to do so today.'

The evolution of North Shore illustrates how the area has changed substantially over time, through the needs of economic, social, cultural and political pressures. The area is one of organic and reactive change management, rather than the preservation of a single entity and its original function. Dock water spaces have been substantially modified and infilled to accommodate new uses following the failure of earlier operations, buildings have been demolished or re-purposed, new structures erected, sites abandoned. The area is currently embarking on a new regeneration journey which will also incorporate further changes to spaces and buildings, as a response to long term neglect and under-investment, but also to a City story founded on adaption, re-purposing and innovation.



Church of Our Lady and Saint Nicholas



Layers of the city

'The historic urban landscape is the result of the layering and intertwining of cultural and natural values over time. Beyond the notion of 'historic centre', it includes the broader urban context and its geographical setting.'

Whilst North Shore is the subject of the Vision, it cannot be divorced from the wider Liverpool area, and in particular, north Liverpool. Its earlier port-related function, and the symbiotic relationship with the docks to the south, the commercial core, and the residential area of north Liverpool where many of those who worked the docks lived, all have a part to play in how North Shore now evolves. Whilst the earlier relationships need to be understood and celebrated, the docks now no longer have the same semantics or symbolism as they did for Liverpudlians. The narrative of the evolution of the area no longer relates solely to North Shore as the home to industry and trade, but to how the area can be managed as part of the regeneration process, and the uses associated with those changes – keeping those layers present and understood.



Iconic
Skyline

Architectural
Set Pieces

Architectural
Set Pieces

Architectural
Set Pieces

Special Location

Iconic
Skyline

Special
Location

Climate Resilience

Special Location

Importance of water

Climate Resilience

Benefiting from the historic urban landscape approach

'If dealt with properly, urban heritage will act as a catalyst for socio-economic development through tourism, commercial use, and higher land and property values – thereby providing the revenues out of which to pay for maintenance, restoration and rehabilitation.'

The next Section sets out a short narrative against each of the four main projects that are in train within the North Shore area boundary. They are testimony to the immense value that an embracing of urban heritage can bring.



The Giants in Liverpool, 2018

The HUL guidance helpfully sets out a number of critical steps in how to adopt, and implement, the approach. The Partners to the Vision are part way through a number of the Six Critical Steps set out in the HUL Guidance:



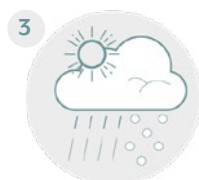
1

Undertake comprehensive surveys and mapping of the city's natural, cultural and human resources.



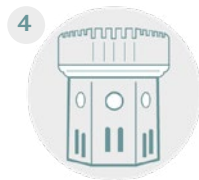
2

Reach consensus using participatory planning and stakeholder consultations on what values to protect for transmission to future generations and to determine the attributes that carry these values.



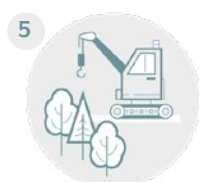
3

Assess vulnerability of these attributes to socio-economic stresses and impacts of climate change.



4

Integrate urban heritage values and their vulnerability status into a wider framework of city development, which shall provide indications of areas of heritage sensitivity that require careful attention to planning, design and implementation of development projects.



5

Prioritise actions for conservation and development.



6

Establish the appropriate partnerships and local management frameworks for each of the identified projects for conservation and development, as well as to develop mechanisms for the coordination of the various activities between different actors, both public and private.

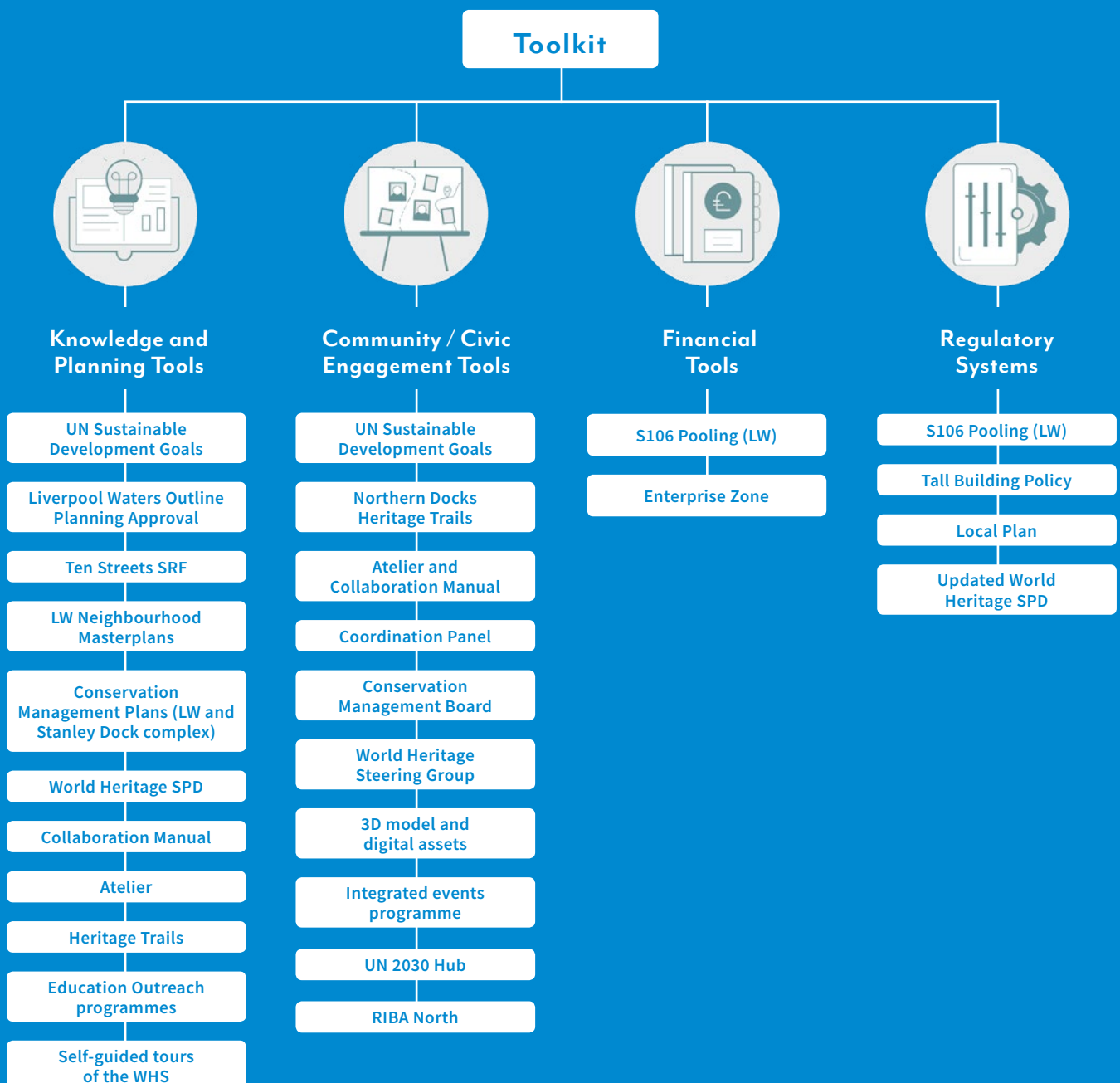
Through self assessment, we believe we are part way through a number of these Six Critical Steps and the diagram below / overleaf gives a brief summary as to where Liverpool City Council and their partners have progressed to. The progress achieved to date already demonstrates a joint endeavour and culture of collaboration, in advance of any formal structures that will be put in place through the adoption of the North Shore Vision, its process and its collective goals and objectives.

Over the following six months, the Partners will be aiming to achieve completion of all six.

In moving a formal, collaborative vision for the North Shore forward, Liverpool City Council and its partners have a number of tools that have been developed or are under development, to help them achieve the objectives and UN SDGs goals.

Some of these tools, for example the Collaboration Manual and Atelier Design Review structure, are referenced within the 2020 Desired State of Conservation Report and will be expanded across the North Shore neighbourhood. The benefits these already bring will be shared across a much broader group of stakeholders and so provide a holistic approach to the delivery of the North Shore vision.

Early application and sharing of the digital assets that form the two other key components of this vision will bring the public alongside the existing partners, enabling them to engage and explore with the tangible and intangible qualities of the North Shore. Set out below is a list of those tools that already exist, many of which are being used by some or all of the partners, and which will be developed further in order to achieve the completion of the six steps.



5 Current Proposals in the North Shore area

The vision for North Shore encompasses four distinctive and unique projects in to one over-arching vision to guide future growth, collaborative planning and development. These plans and projects form the baseline position for the area – they cannot be undone or halted – but if looked at with the application of the Toolkit set out in Section 6, can become more closely aligned going forward and brought forward in a holistic, collaborative manner that provides the starting point for the global exemplar urban heritage-led city growth.

To date, each of these projects have been developed with a degree of isolation, and the private and public sector development split has focused on the delivery of specific goals. Whilst there have been some common goals, relationships and interdependencies in the past (for example the restoration of the Bascule Bridge that spans the dock road between Stanley Dock and Collingwood or consultation between the Liverpool Waters and Ten Streets teams), it is only now that Liverpool's wider urban heritage partners/ stakeholders have come together to define and promote an over-arching vision for this unique area of the City. At the heart of each of the contributory projects lies the desire to focus on the unique heritage assets – both the tangible and the intangible – the fabric and the stories.

Each of the four projects are at different stages of development, so the following pages set out the current position, key statistics and goals for the year ahead. In the case of Liverpool Waters, this section contains a summary of the key changes that have been undertaken to the masterplan and in particular the Central Docks Neighbourhood Masterplan:



Tobacco Warehouse refurbishment

The Stanley Dock Complex

**Promoted by
Harcourt
as landowner**

The Stanley Dock complex is subject to a phased approach, given the large levels of investment required, and the particular difficulties of the restoration of the huge historic structures and their baseline position of abandonment and dilapidation.

Phase 1

Phase 1 of the Stanley Dock development was completed in June 2014. This comprised of the redevelopment and conversion of the North Warehouse into the Titanic Hotel and the Rum Warehouse Conference Centre. This included for 154 bedrooms, conference capacity of up to 1,200 people and extensive food and beverage space. The hotel has been a major success since and despite being in a predominantly industrial area on the edge of the city, it has consistently outperformed its hotel comparison set in the centre.

This development has been a pioneer, breathing new life into the Ten Streets area, on the back of which other new developments are starting to emerge.

The redevelopment has resulted in multiple awards including from the Royal Institution of Chartered Surveyors and Civic Trust. Historic England have used it extensively as a toolkit example or case study on how to bring an unused derelict building back into economic use.

Approx. 230 people are employed by the hotel, and it is fast becoming the city's favourite place to stay for visitors.

Phase 2

Phase 2 comprises the redevelopment of the monumental Tobacco Warehouse. The development is to provide for 538 apartments and approx. 10,000 m2 of commercial space. This development phase is ongoing, with the first units due to be ready for occupation by June of 2020, with full completion expected by mid-2022.

The approximate cost of the development is c. £100M, with a potential employment on completion of 300 – 500 people.

Phase 3

Phase 3A is soon to commence. This is to comprise the redevelopment of the South Warehouse. The initial phase 3A is to provide 99 Apart-hotel units and 2,800 m2. of commercial space, with an additional 155 apartments and 5,500 m2 of commercial space to follow thereafter. Costs are in the region of £40M, and the Apart-Hotel and commercial units are expected to employ c.300.

It is expected that works will commence in Q2 2020 with Phase 3A due for completion in Q2 2021. Full completion is expected by 2022.



Stanley Dock from Victoria Clock Tower

Liverpool Waters

**Promoted by
Peel L&P
as landowner**

The Liverpool Waters Outline Planning Permission (LWOPP) was granted in 2013 and now includes non-material amendments to the Parameters Plans approved in November 2018 and August 2019. Non-material amendments were made to Parameter Plan 003 (Phasing), 004 (Parcels), 005 (Plots), 006 (Building Heights) and 007 (Access and Movement). There was no change to the redline boundary, or the land use and development quanta.

As detailed work, and neighbourhood masterplanning work progressed on Princes Dock and Central Docks the arrangement and sub-division of the plots was reconsidered, as well as the relationship to the main areas of public open space and street hierarchy. After several months of in-depth analysis and assessment, and further testing of potential future design proposals it became clear that a more positive, human-scale masterplan, particularly within Central Docks, could be delivered in townscape and heritage terms. The heritage fabric, setting and interpretation consequences of these non-material amendments will result in:

- A reduction in the number of tall buildings from seven to five;
- A general reduction in overall height of these buildings;
- The presentation of the slim elevation of these buildings to the River Mersey (as with other existing tall buildings across the City);
- Substantial reduction in massing against the Dock Boundary wall and a positive relationship between it and future development;
- The removal of all underground parking and therefore the opportunity to protect any remaining below-ground dock infrastructure and celebrate its alignment in the public realm; and,
- Realignment of the block layout to enable longer views of key heritage assets within the North Shore area (Victoria Clock Tower and Stanley Dock complex) and Pier Head.

Two Neighbourhood Masterplans (NMPs), a condition of the LWOPP, have been produced since 2013. The Princes Dock Neighbourhood Masterplan and The Central Docks Neighbourhood Masterplan. These have both been approved by Liverpool City Council. In advance of the NMPs, a number of standalone planning applications seeking full planning consent have come forward in Princes Dock and Central Docks, which respond to the Liverpool Waters development plots, but are not pursuant to the Liverpool Waters Outline Planning Permission.

The amendments retained Liverpool Waters' primary green space at the heart of Central Docks moved it westwards to maximise positive engagement with the canal and re-associated the tallest elements of development away from the western extents of the park. The park has also increased in size, driven partly due to the consolidation of the former two parks into the single park as a result of the delivery of Jesse Hartley Way.

Changes to the Access and Movement Plan was driven by closer inspection of the Dock Boundary wall and the desire to retain and celebrate the existing openings and aspect within the emerging masterplan. The Cotton Street access (Clarence Gate) is no longer anticipated to support vehicular movement due to the existing width at approximately 4.9m. This access gate is Grade II listed. The masterplan has sought to retain the access with no alterations to pedestrian and cycle movement, only prohibit vehicles, and demonstrate that Clarence Dock neighbourhood and the wider Liverpool Waters are able to be sufficiently service by the remaining two vehicular access / egress points.

Below **Looking South from
Nelson Dock**



The Ten Streets Strategic Regeneration Framework

Promoted by
Liverpool City
Council as
Planning Authority

The Framework, adopted in February 2018, provides the framework and guiding principles to regenerate 125 acres of brownfield land which is currently of poor quality, with abandoned sites and buildings. Its focus is on the needs of the city's creative industries, complementing the Baltic Triangle area inland of the south docks, and will offer 500,000 m2 for employment in this sector, with the forecast of 2,500 new jobs. Creative industries are one of the major growth points in Liverpool, and the successful regeneration of the area will provide a business rate growth of £1.2 million.

The Framework is 'live' and is being used positively as a tool in shaping, guiding and assessing development proposals as they come forward, leading to a much more informed and relevant decision-making process. The controls actively being promoted include scale, land use, the retention and re-use of heritage assets and improvements to the public realm, with each of these leading to a much-improved townscape.

1 An engine for growth

The SRF will facilitate the creation of new industry, employment, cultural enterprise, leisure and tourism uses which will drive economic growth and generate additional business rate income for the city. The framework area will be as important to Liverpool's future economy as the Commercial District and the Knowledge Quarter. Modern cities need diverse economies with quarters and spaces providing for the specialist needs and values of a multiplicity of sectors and businesses. Ten Streets will provide an environment and workspace for artistic, creative and cultural enterprises. Space, ambience, infrastructure and scale make Ten Streets the ideal location for this vital missing component in Liverpool's offer and its appeal to other similar end-users. Ten Streets will also support the ongoing regeneration of the wider North Docks area, such as the realisation of Liverpool Waters, and the development of a new football stadium at Bramley-Moore Dock.

2 A cultural stage

The Ten Streets framework area will also become a hub for cultural, creative industry and innovation. The North Shore area has already become an established events destination thanks to the trailblazing work of Kazimier, Make Liverpool and Sound City. The approach to urban design and the commercial vision for Ten Streets aims to build on this potential – creating more stages and spaces for cultural expression and performance. The SRF vision is to explore the potential for expanding on the emerging cultural and entertainment offer, to create a hub for innovation and creativity centred on the Ten Streets character zone.

3 Embracing innovation

The Ten Streets framework area aims to be an exemplar neighbourhood for renewable energy and environmentally sustainable design and construction. It will combine sensitive conservation with bold new architecture and urban design. It will respect the scale and urban grain of the Ten Streets but recognise that this is also a place for experimentation and innovation within Ten Streets and the wider framework area. Opportunities exist to support larger scale innovative regeneration that reflects the principles of the Ten Streets vision within the wider framework area, including the City Fringe and the Northern Gateway.

4 **Creating new spaces**

The SRF will promote new pedestrian and cycle friendly routes as part of a vibrant and open neighbourhood. The Ten Streets history and economic function create a dense urban grain with tightly compacted streets and warehouses, surrounded by areas of opportunity for larger scale wholesale regeneration. Whilst respecting the area's essential fabric, the SRF also understands the value of gaps – new spaces and urban squares – that will be vital to a new sense of place. There is an opportunity to create a series of new public spaces will be created as informal areas for recreation and relaxation across the SRF area, to support the integration of new uses and the influx of people that will be drawn in by transformational regeneration projects across the North Docks. Public space will be part of Ten Streets' creative alchemy – places to breathe, unwind and imagine, places for ideas to germinate and coalesce and where chance encounters spark new creative collaborations.

5 **Making new connections**

Major investment on Great Howard Street (A565) and Regent Road; as well as new pedestrian, cycle and public transport connections, will be the key to connecting the framework area to the wider city and city centre. This is not a place apart, but a new integrated part of an expanding city centre and waterfront. Ten Streets is a gateway north towards both Liverpool Waters, the proposed new football stadium at Bramley-Moore Dock and other exciting developments earmarked for the North Docks area. Improved connections will bring the area even closer to the centre, and the SRF has placed a focus on further investment in public realm and cycle infrastructure to make Ten Streets an open, permeable neighbourhood accessible to all transport modes.

6 **A creative catalyst**

Ten Streets is a place where the safeguarding of space for start-up businesses, artists, independent creatives and makers will be prioritised. Cities are changing with new patterns of commerce and creativity taking root in unexpected places and former industrial districts. Ten Streets is already being colonized by some of Liverpool's most inventive commercial and creative practitioners. The SRF encourages new forms of business and those with ideas that can add to the originality and vibrancy of Ten Streets. If Titanic Hotel started the physical renaissance of Ten Streets, then Kazimier's Invisible Wind Factory has been the catalyst for its creative renaissance. It's vital that Ten Streets remains fertile, accommodating and permissive – making space for every kind and scale of creative innovator.

7 **A thriving community**

The SRF seeks to limit the scale and location of new residential development within the heart of the Ten Streets character zone itself, to safeguard its commercial and creative identity. It is envisaged as a neighbourhood with a distinctive and original employment and creativity-led ambience. Any residential development within Ten Streets will need be justified and tailored to complement rather than dilute its creative identity. The emphasis within the Ten Streets character zone will be on originality, small-scale, or design-led development providing bespoke and innovative solutions for given buildings and sites. Larger plots within the City Fringe, Stanley Dock Complex, and in periphery areas may provide more suitable opportunities for new residential uses as part of a mix of complementary employment, commercial, and leisure uses.

8

A vibrant destination

The SRF encourages the creation of a distinctive and diverse leisure and hospitality offer in the framework area to add to its energy and personality. The opening of the Titanic Hotel has been the catalyst for investment and regeneration in Ten Streets and the expansion of the hospitality sector and visitor economy as one of the underpinning strands for Ten Streets. Successful commercial neighbourhoods no longer close after 5pm. Interesting, diverse and independent places to eat and drink are vital ingredients to an area's appeal to those who want to work, live and invest there. Ten Streets' intense energy and personality will be a magnet also to visitors keen to experience and stay in this definitive Liverpool neighbourhood.

9

Celebrating heritage

Fundamental to the SRF is conserving and refurbishing all the area's Listed and important heritage buildings, starting with Liverpool's largest Listed structure – the Tobacco Warehouse at Stanley Dock. The Ten Streets framework area sits within Liverpool's Maritime Mercantile World Heritage Site boundary and Buffer Zone and contains some of the city's most important and dramatic maritime warehouses. It is crucial to conserve and nurture what's extraordinary and unique about this area. Heritage, history and character are the Ten Streets most precious assets and will be the foundations for the area's new identity.

10

A collaborative approach

The Ten Big Ideas for Ten Streets have been developed in collaboration with local businesses, new occupiers, investors and co-creators to shape the Ten Streets vision. Ten Streets is a different kind of regeneration project. The SRF is being developed collaboratively with partners to support and nurture an identity that is already emerging and fulfils the potential of the area's extraordinary assets. This involves working closely with the existing business community to safeguard their future – if necessary through relocation to better suited and located premises. It means working with the area's emerging creative community and with the developers of major regeneration projects and initiatives to create an area that is inclusive, distinctive and connected.



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The People's Project

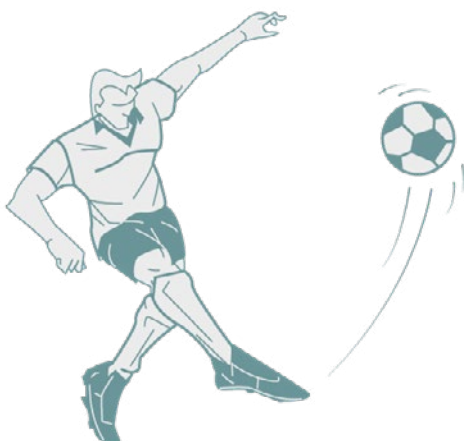
Proposal for a new stadium for Everton Football Club

A new stadium for Everton Football Club, which is one of the City's two Premier League clubs and a major civic and cultural institution in the City, is proposed within the North Shore at Bramley-Moore Dock.

Proposals for the new stadium, for which a planning application was submitted in December 2019, follow the principles of the North Shore Vision and would deliver an exemplar in sustainable and sensitive heritage-led design – reflecting the stadium's position in the WHS, respecting the Outstanding Universal Values of its location and taking reference from prominent buildings in the Stanley Dock Conservation Area such as the iconic Tobacco Warehouse. The delivery of a new stadium has the potential to realise important heritage benefits, both on-site and to the public, by enhancing and repurposing degraded on-site heritage assets including the derelict Grade II listed Hydraulic Engine House, providing access to an underutilised and inaccessible area of the WHS, and by strengthening interpretation of the heritage and history of the WHS within the North Shore. The Hydraulic Engine House, which could be lost completely without short-term investment, would become a new cultural destination in its own right and sit at the heart of the stadium development, providing flexible space to tell the story of both Everton and the docks through the lives of the people of Liverpool – including footballers, dockers, and other key figures that reflect the entrenched historical and cultural connections between football and the dockland community.

Bramley Moore-Dock itself (including its listed Dock Walls) will be fully preserved as part of the stadium development, through the utilisation of an innovative engineering approach that supports the 'reversibility' of the development long into the future.

The Everton proposals – which have received significant support from the people of the City (with approximately 96% in favour) as part of one of the largest public consultations the City has witnessed – will improve awareness and enhance perceptions of the WHS, supporting its revival and renewed use for a new generation of people in the City following the long-term economic and social decline of the docks and dockland industry.





Above **The new Everton Stadium proposals**

Delivering the new stadium on the North Shore forms part of the wider ‘People’s Project’, which includes the future redevelopment of the Clubs current home, Goodison Park, for a range of community uses that will deliver transformational social and economic benefits for the communities of North Liverpool. Together, the People’s project will deliver a boost of more than £1.2 billion to the local economy in terms of economic and social value, provide at least 14,000 jobs for the people of the City and catalyse the regeneration of one of some of the UK’s most deprived communities across North Liverpool – which in combination deliver a scale of benefits that are exceptional for the City. Together, the People’s Project will deliver a civic project of the significance, scale and quality that could have a substantial impact, not only on the North Shore, but on the Goodison Park community, the communities of North Liverpool and on the wider Liverpool City Region and North West.

Notwithstanding the exceptional public benefits that will be realised by reconnecting football with the docklands, there is no alternative site available of within the City of Liverpool that could accommodate the pressing need for Everton Football Club to relocate its current stadium, which will it to keep pace with its peers and continue to develop as a major civic institution and source of pride in the City.

Alongside these, the bringing forward of significant infrastructure projects within the North Shore neighbourhood – in particular the major highway improvements to Great Howard Street and the Dock Road with associated connections to the waterfront; Ferry and Cruise Liner terminals; a new public park and district heat network further highlight the need for collaborative working that is underpinned by a shared vision.

6 Conclusions and Next Steps

North Shore was crucial in helping to establish Liverpool as the second city of Empire; at its peak it was a thriving area full of vitality, noise, bustle, movement and activity. Dirty, noisy, dangerous, but also offering the opportunity of economic gain for many, and new lives for thousands of migrants.

But as the nature and operational logistics of shipping and goods changed, the northern docks and its complementary warehousing at Stanley Dock and the Ten Streets were unable to adapt without huge levels of investment and significant adaptation. This purposefulness and adaptation has been spurred by a pragmatic response to economic change, where attributes have been re-purposed.

Regeneration and development projects since the late 1980's have been based on the retention and re-use of buildings and structures of high value, such as the Royal Albert Dock, and on selective intervention in the dockland areas to provide for new, destination facilities. These projects include the Arena and Conference Centre at the infilled Kings Dock, the Museum of Liverpool at the infilled Manchester Dock, and the series of commercial buildings on the adapted quaysides of Princes Dock. Whilst this has led to changes in the character and appearance of part of the dock estate, it has also allowed the underlying importance of the docks as economic drivers to be retained.

The balance between the public benefits afforded by major regeneration projects, and the potential harm to heritage assets is acknowledged in the national planning guidance and needs to be taken into account in any strategies. At the same time, the North Shore area has witnessed many changes since the docks were first constructed, and it no longer represents a pristine and preserved waterfront environment. The scars of change are not so great that they prevented sections of the North Shore area to be inscribed as part of the Liverpool Maritime Mercantile City WHS in 2004, and for the remainder of the North Shore to be included within the Buffer Zone to help preserve its setting – however, even at the point of both nomination and inscription, the mutually beneficial themes of heritage restoration and economic renaissance were clearly recognised. As such, the regeneration activity from the 1980's onwards, has been based on the careful balance of retention of enough of the historic environment to provide a distinctive place which is recognisably Liverpool, and the absolute imperative of delivering economic, social and cultural regeneration.



The indices of deprivation outlined earlier set out the state of physical dereliction of parts of the North Shore, and underpin why the growing visitor economy and residential population are a compelling collective reason for the need for physical intervention in the area. They offer significant public benefits, as well as the opportunity to present the WHS and aspects of OUV in areas which have never before had public access.

As part of the on-going strategy for protecting, enhancing, managing and informing of the WHS and the North Shore area, the following pledges will be adopted and delivered through 2020:

- The independent Atelier process will allow for informed discussion on all development proposals throughout North Shore, ensuring that design review and impacts are considered at every stage. The Atelier is a collaboration process which will raise awareness of the WHS and its OUV, and include an umbrella Collaboration Manual shared between developers and those responsible for managing the Property.
- The City's announcement of a Climate Emergency in 2019, and the adoption of the UN Sustainable Development Goals.
- Policy and regulatory measures will be in place to guide maximum heights and the three-dimensional envelope of new proposals throughout the WHS and North Shore, through the adoption of the Local Plan and the Liverpool Skyline/Building Policy, in 2020.
- Further guidance will be provided through the updated World Heritage Site Supplementary Planning Document, its publication and dissemination across all media outlets, including the new WHS website. The document will be closely aligned with the principles established in the Historic Urban Landscape guidance.
- The launch of the WHS Hub at RIBA North within the WHS at Mann Island in 2018 represented the start of an enhanced heritage interpretation, visitor and communications strategy which will be added to through 2020. This includes the production and delivery of an interactive heritage trail. The first phase of this was announced in January 2020 through a Mayoral initiative to identify those streets and buildings named after the merchants responsible for the early slave trade in Liverpool and provide further information on this aspect of the city. The interpretation strategy is aimed at citizens, visitors and developers.
- The feasibility is still being explored of establishing a governing body, or Trust, to strengthen the management system on advising and facilitating the awareness raising, communications and public relations aspects of the WHS.





North
Shore