

9 Liverpool Historic Character - Analysis

9.1 Field System Broad Type

About 2.4% (approximately 269.5 ha) of the area of Liverpool has been classified as Field System. Extant field systems can be found in three peripheral areas in Liverpool - in the extreme northeast, the centre and extreme south of the district.

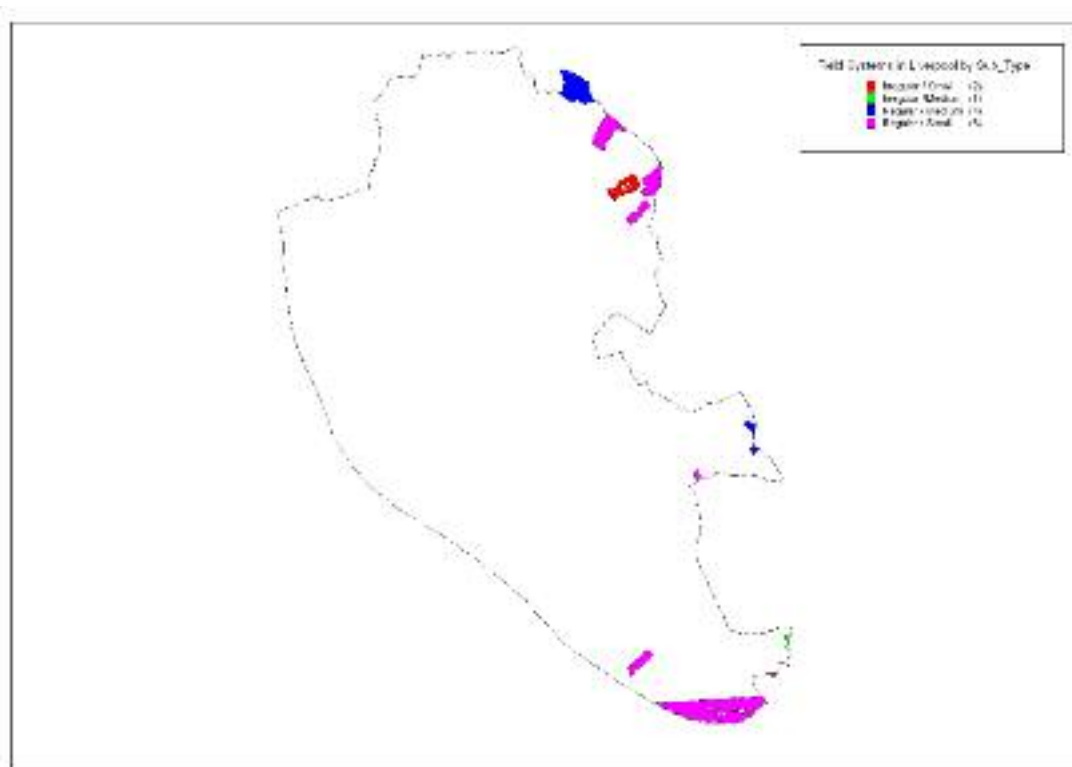


Figure 17 Current (2003) Field Systems Sub Type in Liverpool
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Field shape and size	Number of polygons	Area (Hectares)
Irregular small	2	24.58
Irregular medium	1	2.23
Regular medium	4	50.57
Semi-regular large	8	192.11
Total	15	296.48

Table 8 Liverpool Current (2003) Field System (Shape and Size Attributes)

The MHCP only recorded the shape and size attributes of field systems within the borough of Liverpool. Further more detailed research would be required to define field types or possible origins. It must be noted that periods of origin assigned to areas of fields during the course of the MHCP are based on intuition and the interpretation of enclosure patterns shown on 20th century and later mapping and do not constitute a detailed or definitive study. The current agricultural landscape is a product of an often complex evolution. In the 19th century in particular large areas of the landscape were remodelled, fields were enlarged and boundaries straightened.

However, as a general rule:

- The smaller and more irregular the field, the more likely that it has medieval or post-medieval origins (as piecemeal enclosure).
- Conversely, the larger and more regular the field, the likelihood is that it is of more recent origin (as surveyed enclosure).

Because of their relative sizes and shape characteristics, in Liverpool the field systems can be grouped to form period subsets:

- Piecemeal Enclosure (1540 to 1750 AD)
- Surveyed Enclosure (1750 to 1900 AD)

Historically, field systems were more visible in the landscape - even as late as 1939 field systems accounted for some 2600 ha of land. It is only during the last 60 years or so, that field systems have been consumed by urban expansion (particularly in the form of social housing and industrial development).

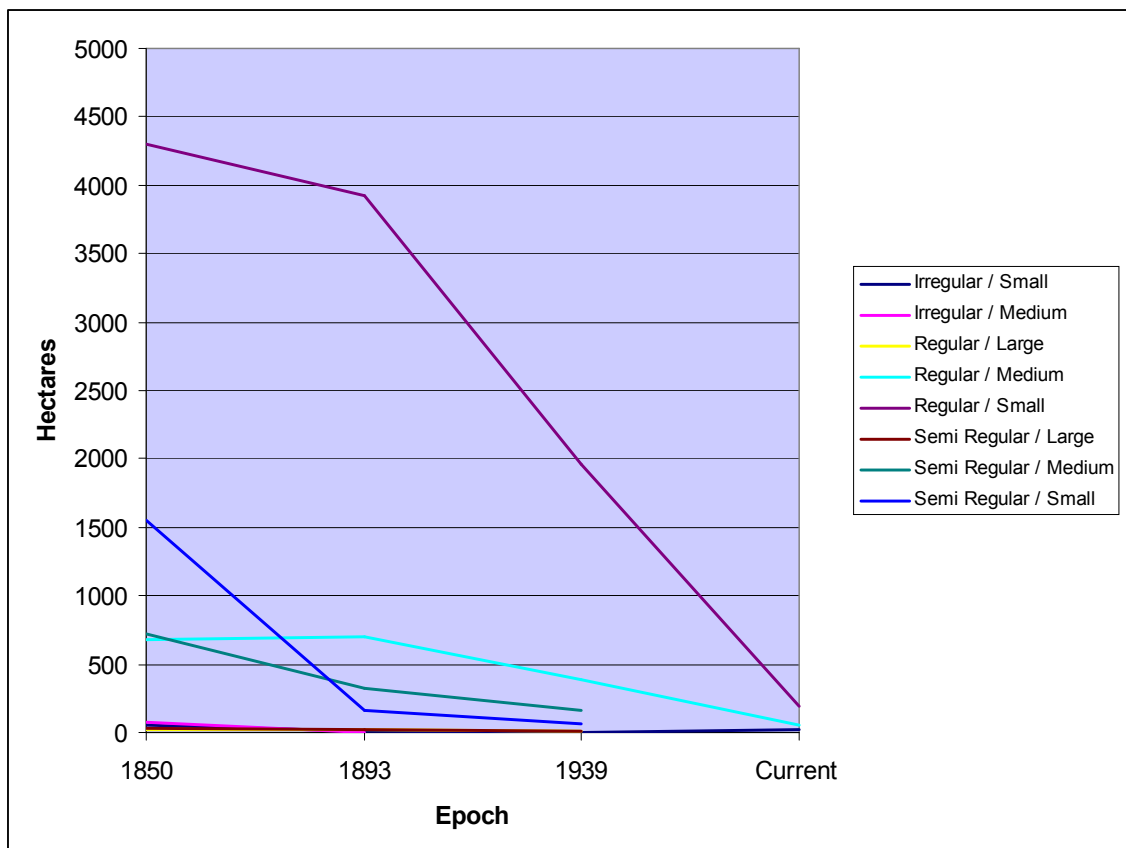


Figure 18 Graphical Representation of Field System Sub Type through time

	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Liverpool Sub type				
Irregular / Small	54.44	6.45	2.35	24.58
Irregular / Medium	71.27	3.66	0	2.23
Regular / Large	17.84	24.85	9.77	0
Regular / Medium	675.99	695.55	387.33	50.57
Regular / Small	4298.34	3926.42	1959.5	192.11
Semi Regular / Large	30.32	21.7	13.01	0
Semi Regular / Medium	719.92	324.02	166.24	0
Semi Regular / Small	1553.73	163.34	69.97	0

Table 9 Liverpool Field System Sub Type through time

The earliest enclosure identified in Liverpool district is thought to have originated in the mid 19th and 20th centuries. However, there are some areas where earlier enclosure patterns are still visible within the landscape, including pockets of

piecemeal enclosure and small but significant areas of former small / irregular open fields at Croxteth in the north (as part of Croxteth Hall), and to the east of Speke.

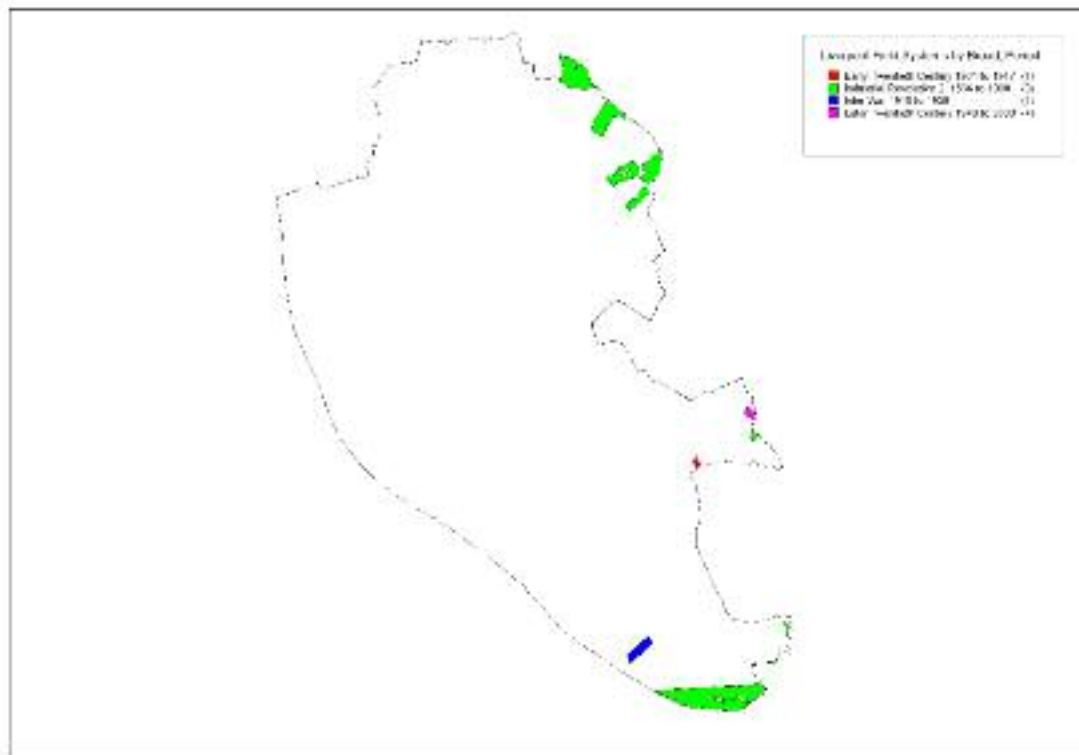


Figure 19 Liverpool Field System by Broad Period of origin
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9.1.1 Small Irregular Fields

9.1.2 Medium Irregular Fields

Piecemeal Enclosure

Because of their irregular to semi-regular shape, these two field types can be grouped to comprise piecemeal enclosure.

Piecemeal enclosure represents about 10% (26.81 ha) of the total area of field systems in the current Liverpool landscape. Irregular shaped field systems were limited to two main sites - a small parcel of land found within Croxteth Park (formerly part of the Croxteth Hall Estate) and two small fields to the east of Speke housing estate. It is recognisable by its erratic field boundaries, usually small field size, and irregular or semi-regular field patterns.

Field shape and size	Number of polygons	Area (Hectares)
Irregular small	2	24.58
Irregular medium	1	2.23
Total	3	26.81

Table 10 MHCP Piecemeal Enclosure in Liverpool (Current 2003 mapping)

The boundaries often respect topography or natural features such as gullies. Generally a default post-medieval origin date of AD 1850 was ascribed to this MHCP type during the project. The exact period of origin of these fields is difficult to determine, however. The fields were formed by an agricultural system which may have been prevalent in the pre-medieval and medieval periods. Other field types, such as open fields or early surveyed enclosure, are easy to confuse with piecemeal enclosure, especially when boundaries have been altered in recent times. Within the scope of this study it is difficult to assess the antiquity of areas of piecemeal enclosure.

Often the farming settlements associated with piecemeal enclosure were isolated in the landscape, or were dispersed along historic routes. Most farms that lie within this

landscape type in Liverpool were established by the time of the OS 6" First Edition map of Lancashire c.1850.

The hall was at the centre of the land ownership system in the medieval and post-medieval periods. Estates contained dispersed tenement farms and hamlets. Early farms are often surrounded by curvilinear enclosures subdivided into fields, a pattern characteristic of woodland clearance or waste enclosure. As new farms were built, more land became enclosed. 17th and 18th century tithe maps frequently refer to individual tenants possessing fields in a loose block adjacent to their farm. The farmer may have also worked fields scattered through the wider landscape. Communal pasture was also present.

9.1.3 Small Regular Fields

9.1.4 Medium Regular Fields

Surveyed Enclosure

Surveyed enclosure represents about 90% of the total area of enclosed land in Liverpool (26.81 ha). The largest block is located towards the extreme south of the district immediately south of Speke Airport (106.5 ha), with the rest as somewhat scattered blocks towards the northeast near Croxteth Park (68.19 ha).

Field shape and size	Number of polygons	Area (ha)
Regular small	8	192.11
Regular medium	4	50.57
Total	12	242.67

Table 11 MHCP Surveyed Enclosure in Liverpool (Current 2003 mapping)

It reflects a change in the agricultural system which occurred after c.1750. Land that had previously been open or common was enclosed by Parliamentary consent through Enclosure Acts. Such enclosure was carried out by commissioned surveys, principally with the aid of maps, a ruler and surveying equipment. As a result, boundaries are straight and patterns geometric, with ditches and hedges (often with hawthorn) forming a barrier. At the same time, older fields were enlarged and existing boundaries were straightened.

This process of field agglomeration and reorganisation persisted throughout the 19th century. The system favoured the wealthy and more influential landowners and resulted in a loss of the common lands which were of economic importance to many smaller farms and crofts.

9.2 Woodland Broad Type

From the MHCP study, Woodland comprises just over 0.68% (just less than 76.4 ha) of the total Liverpool area. However, recent estimates of woodland habitats put the figure nearer to 5.5% of the total area (Liverpool Space for Nature, Phase 1 Habitat Survey, Liverpool City Council, 2006).

This discrepancy can be explained:

- The Phase 1 Habitat Survey included habitat types that have been assigned to different broad or sub-type categories within the MHCP (such as scrub or parkland).
- The Merseyside Historic Characterisation Project is a 'broad-brush' exercise and that not all woodland areas or habitats were recorded - some stands or plots of woodland were deemed too small to be given separate records and polygons.
- The MHCP study mapped out large or historically contiguous plots of woodland as a single broad or sub-type polygon - the study did not go into detail regarding the various niches or sub-niches that may have been present within an area (polygon). In contrast, the Phase 1 Habitat Survey includes all 'woodland habitats' (or niches / sub-niches) within an area or as a group of areas.

For the MHCP findings, extant woodland appears to be limited towards the eastern half of the district - notably around Croxteth Park to the north, Childwall Woods in the centre and Stockton's Wood (Speke Hall) to the south. The largest Sub Type is the rather generalist 'Woodland' (which comprises all woodland that could not be assigned a distinct character type - see Section 9.2.5) at 33.16% (25.33 ha), followed by Plantations at 25.06% (19.14 ha).

Woodland Sub Type	Number of polygons	Area (ha)	Percentage
Ancient Woodland	2	17.10	22.39
Managed Woodland	3	14.80	19.38
Plantation	5	19.14	25.06
Woodland	8	25.33	33.16
Total	18	76.38	100%

Table 12 Current (2003) Woodland Sub Type in Liverpool

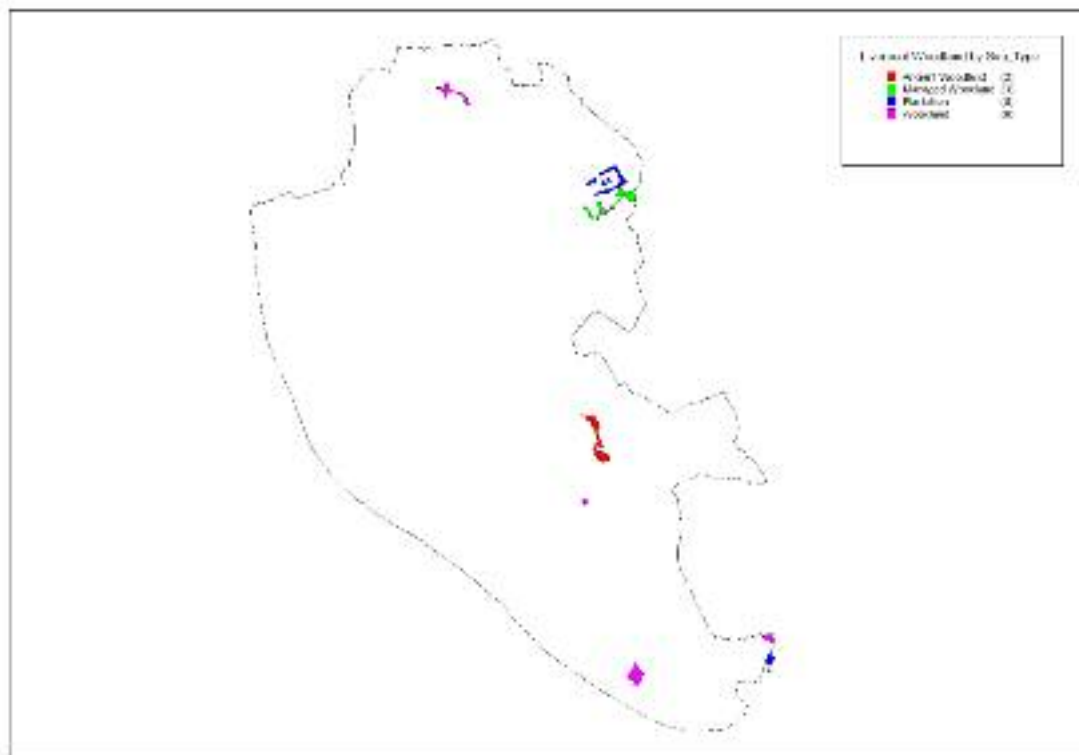


Figure 20 Current (2003) Woodland Sub Type in Liverpool

Much of the present woodland has origins before 1850 (i.e. it is depicted on the First Edition Ordnance Survey 6" map of Lancashire 1850). Pre-1900 woodland constitutes over 86% of the Woodland recorded in Liverpool. Some, like Childwall Woods, has been designated 'Ancient Woodland' by English Nature.

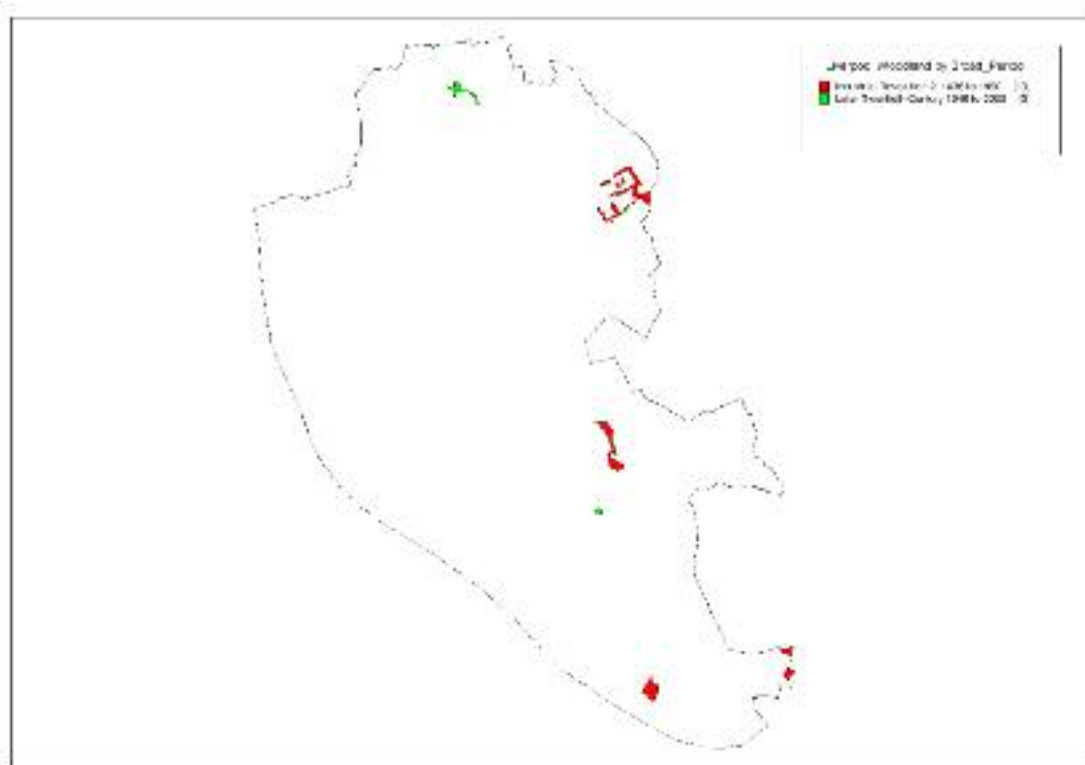


Figure 21 Current (2003) Woodland in Liverpool by Broad Period of origin
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Liverpool Woodland Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Ancient Woodland	17.1	17.1	20.02	17.10
Curved Edged Woodland	0.95	0.95		
Managed Woodland	6.8	6.83	6.6	14.80
Plantation	13.56	17.54	9.46	19.14
Woodland	38.17	39.48	40.16	25.33

Table 13 Liverpool Woodland Sub Type through time
 From the Liverpool Space for Nature Phase 1 Habitat Survey (Liverpool City Council, 2006):

There are 617.52ha of woodland and scrub in Liverpool based on the aerial photograph interpretation and ground-truthing, equating to 20.99% of the greenspace in Liverpool. Around 5.5% of Liverpool is wooded. Additionally, there are 41.14km of hedgerows. The North Merseyside Habitat Action Plan for deciduous woodland states that a total of 57ha was recorded in Liverpool as part of the Mersey Forest woodland survey in 1993 (Merseyside Biodiversity Group, 2001). The current survey has identified a total of 95.20ha of semi-natural deciduous woodland. Whilst there are woodlands of some description throughout Liverpool, particularly extensive blocks occur in six areas. Three of these are associated with Liverpool's main parks, Croxteth in the north and Calderstones and Sefton in the South. The Liverpool Loop Line (an abandoned railway line that closed in 1964) forms a linear feature running north-west – south-east and supports significant amounts of deciduous woodland that has arisen through re-growth and seral succession. The fifth area is located in south-east Liverpool around Childwall (SJ 414885) and occurs on a former landfill site that ceased operating in 1960s and has been included in a national study of woodland establishment on landfill sites (Rawlinson *et al.*, 2004). The sixth principal area occurs as three separate entities, which are all Ancient Woodland and were likely to have formed a contiguous unit at one time. These woodlands are located, from east to west at Speke (Mill Wood – SJ 455836), Liverpool John Lennon Airport (Stockton Wood – SJ 423827) and Otterspool (Otterspool Gorge – SJ 379863).

The majority of woodland identified, especially in the six areas described above had the characteristic three layers (canopy, shrub and ground flora) and displayed wide age ranges from sapling through to standards. These features suggest that woodland (or trees) have been present in these areas for some significant time. The first edition Ordnance Survey Maps dating back to the late 1840s and early 1850s clearly illustrate woodland and/or parkland with trees associated with the three main parks and the woodland at Childwall in addition to the three ancient woodland sites. However, no woodland or parkland is evident along the route of what is now the Loop Line at this time although the woodland located at the southern end of the Loop Line (SJ 441858) in Knowsley (Halewood) is illustrated on the first edition Ordnance Survey Map as Halewood Plantation. This ecological evidence would suggest that much of these areas have been predominantly woodland for some considerable time, certainly for at least four hundred years in the case of the ancient woodland sites and possibly at least two hundred years for the remaining sites. The three major parks (and

conceivably the ancient woodlands) are the remnants of an ancient Royal Hunting Park and subsequent private land owned by the Earls of Sefton. As the centuries passed and Liverpool grew as a result of military and economic development, these remaining areas were protected from development. Consequently, they have always remained as open space although they have been managed. This would explain the presence of rhododendron in the woodlands at Croxteth as it was planted as game cover. It is therefore considered likely that the woodlands within the major parks have an ancient origin (although not necessarily before the 17th century) and have been supplemented with species such as rhododendron and conifers.

Phase 1 habitat type	Phase 1 habitat code	Area of habitat (Ha)
Broad-leaved Woodland: Semi-natural	A1.1.1	95.20
Broad-leaved Woodland: Plantations	A1.1.2	350.15
Coniferous Woodland: Plantation	A1.2.2	2.50
Mixed Woodland: Plantation	A1.3.2	101.97
Dense/Continuous Scrub	A2.1	67.70
Total woodland area		617.52

Table 14 Woodland habitats recorded in Liverpool from the Liverpool Space for Nature Phase 1 Habitat Survey (Liverpool City Council, 2006):

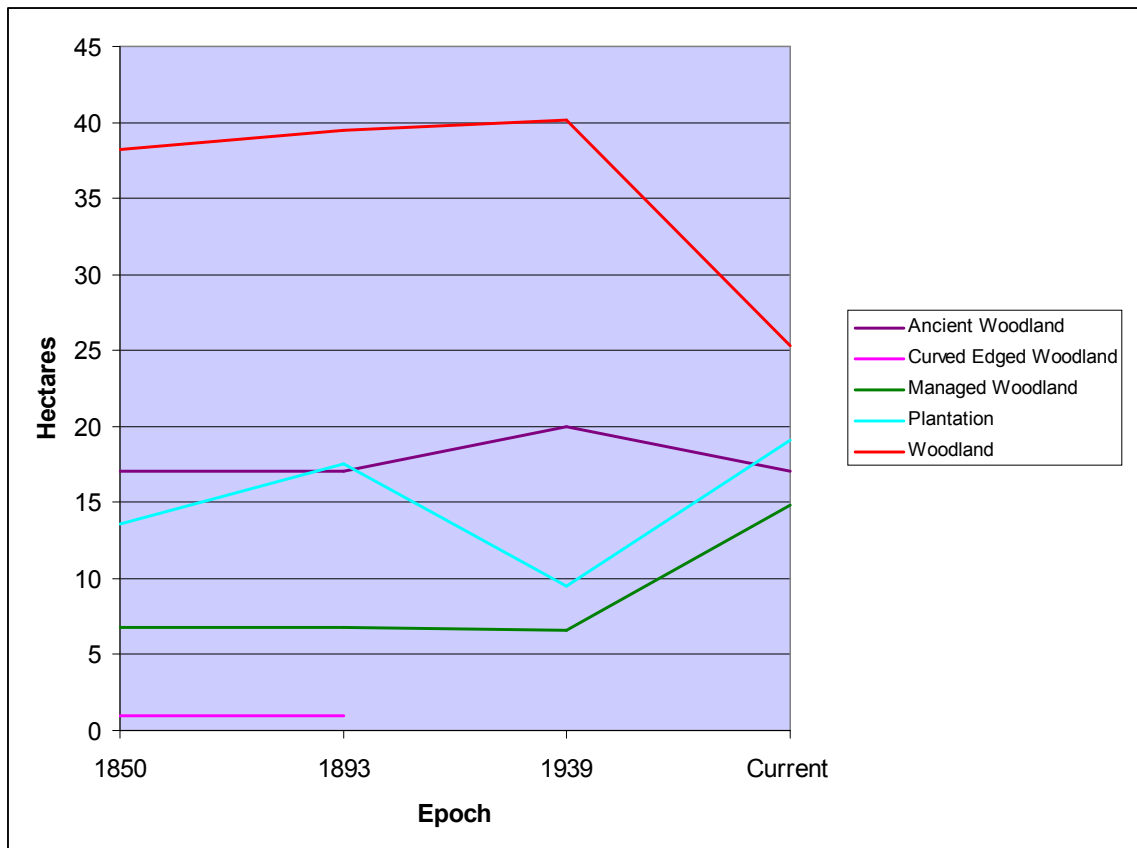


Figure 22 Graphical Representation of Liverpool Woodland Sub Type through time

9.2.1 Ancient Woodland

Mill Wood is one of only a few ancient woodlands in Merseyside - the term 'ancient woodland' is used for woods of great age, so old they may even have been a part of the original wildwood that spread across Britain after the last ice age almost 12,000 years ago. Over its long history the wood is known to have had many uses - forming part of the larger royal hunting forest of Hale Wood in the 13th century and also supplying Oak trees for ship building at the nearby Hale Bank. Today Mill Wood is unusually rich in plant and animal life - particularly wildflowers. Mill Wood is also one of the few sites in the North West supporting the rare Purple Hairstreak butterfly, Although classified as an ancient woodland local nature reserve,³ Mill Wood has been classified as 'Woodland' by the MHCP.

³ www.lancswt.org.uk/ The Wildlife Trust for Lancashire, Manchester & North Merseyside. Accessed 2009

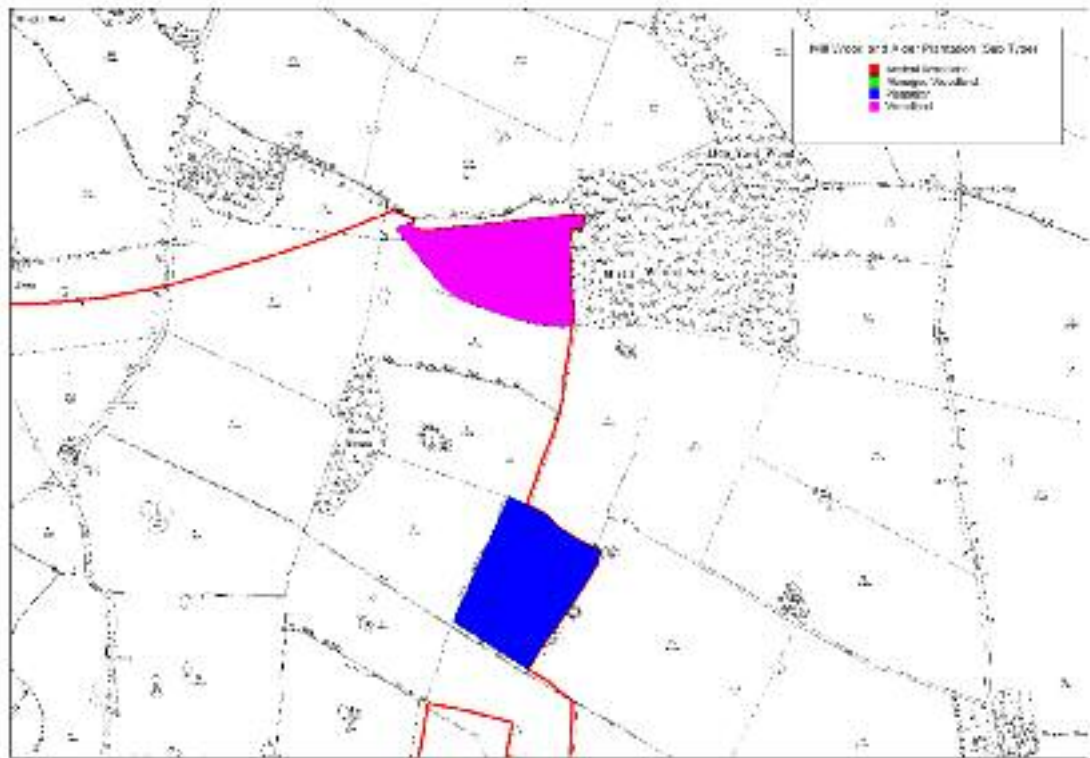


Figure 23 Mill Wood and Alder Plantation as depicted on the Ordnance Survey 25" map of Lancs. 1893.
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Originally part of the estate grounds of Childwall Hall, the 24 Ha site is a mixture of plantation woodland and rough grassland. The woodland has considerable history, dating back to the 1700s when it was originally planted as part of the ornamental gardens of Childwall Hall. The Hall no longer exists but traces of the old estate remain. The wood is ornamental in origin with a mix of species including English Oak, Sweet Chestnut and Beech. It is noteworthy for its extensive native Bluebell population.⁴

⁴ www.lancswt.org.uk/ The Wildlife Trust for Lancashire, Manchester & North Merseyside. Accessed 2009

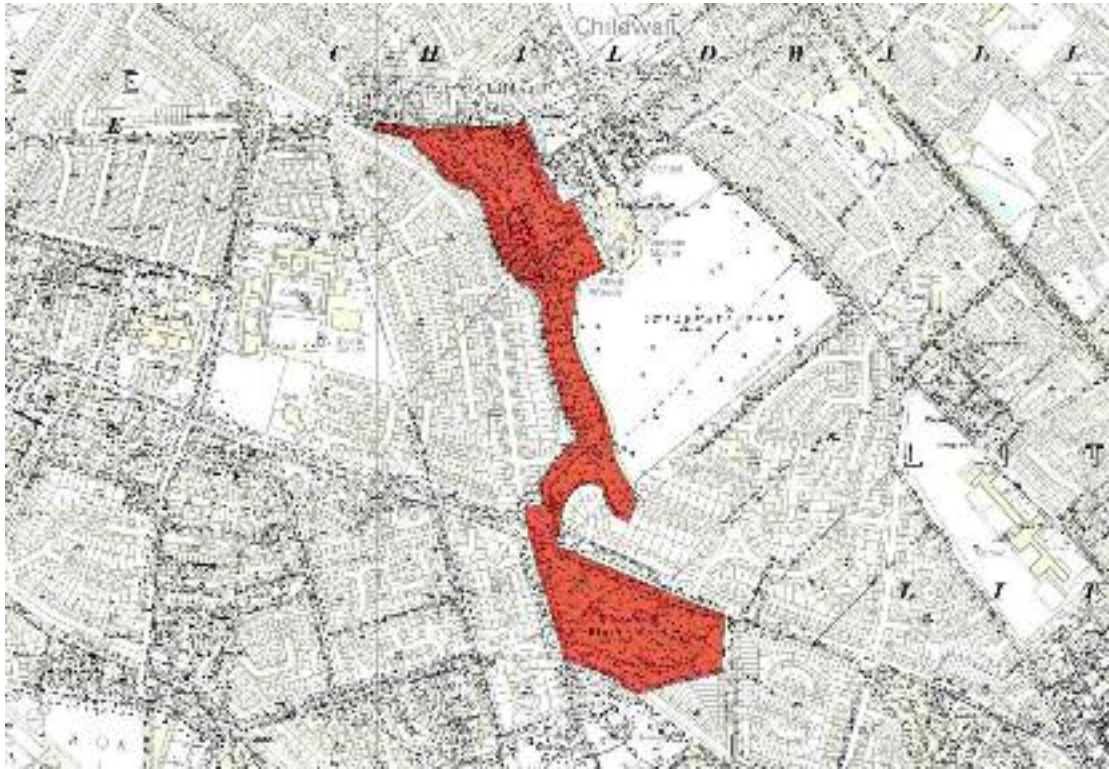


Figure 24 Childwall Wood depicted on the Ordnance Survey 25" map of 1893 (with modern mapping as underlay)
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9.2.3 Managed Woodland

9.2.4 Plantation

Managed woodlands are areas of cultivated, managed woodland producing wood which is used for a variety of purposes. Managed woodland comprises 19.38% (14.80 ha) of the Woodland Broad Type in Liverpool.

Plantations are a group of planted trees or shrubs, generally of uniform age and of a single species. Plantations comprise just over 25% (19.14 ha) of the Woodland Broad Type in Liverpool.

All of the managed woodland and plantations date to the Industrial Revolution 2 period (1836 to 1900). The value of secondary woodland for nature conservation varies a great deal according to the degree of naturalness, the variety and age-structure of tree species populations and the variety and type of the associated flora and fauna, the terrain and other factors. The best examples approach the value of some ancient woodlands, but, at the other end of the spectrum, uniform, species-poor plantations are unlikely to acquire much conservation significance for many years. The woodland resource in total is of major importance as wildlife habitat and since the proportional extent of woodland in the Urban Mersey Basin is still modest, an increase in the area occupied by woodland is generally to be welcomed (Tomlinson, 1997).

Two major initiatives are intended to increase woodland cover in the Urban Mersey Basin are the Mersey Forest and Red Rose Forest (Manchester). These involve new planting in existing woodland and the creation of new woodland on open sites. Nature conservation aims form part of the plan for these new forests, together with landscape enhancement, timber growing and recreational objectives (Tomlinson, 1997).

9.2.5 Woodland

This character Sub Type contains all woodland plots that could not be assigned a strict Sub Type character. As such, it will contain a range of woodland types - from ancient woodland through to modern plantations and community woodland schemes. Woodland comprises 33.16% (25.33 ha) of the 'Woodland' Sub Type character.

Semi-natural woodlands - There are no estimates of the total area, status and condition of lowland mixed broadleaf woodland according to NVC (national Vegetation classification) communities. However, areas of woodland prior to The Mersey Forest commencement give the following area of broadleaf woodland: Knowsley 573 ha; Liverpool 166 ha; St Helens 283 ha; Sefton 294 ha.

North Merseyside has no example of wet woodland which is of international or national importance. North Merseyside has little wet woodland, yet wet woodland was a significant habitat prior to drainage of the mosslands. Wet woodland occurs in each district although the areas are small. Examples include: Red Brow Wood, St Helens; Mull Wood, Liverpool; Alder Carr in Ainsdale NNR, Sefton; and Acornfield Plantation, Knowsley.

Mull Wood, the largest woodland block, is mainly English Oak and Sycamore. It holds a good variety of breeding birds, including Nuthatch and occasionally Lesser Spotted Woodpecker. The ponds support an interesting collection of plants, including Tubular Water-dropwort, and a range of common dragonfly species.

9.3 Residential Broad Type

Within Liverpool there are nearly 5410 ha of land in residential use, representing just over 48% of the Current total area. Ten principal MHCP types were identified for detailed analysis on the basis of their presence in the landscape or historical significance:

- Farmhouses
- Terraced Housing
- Villa Housing
- Detached Housing
- Semi-Detached Housing
- Council Housing High-rise Development
- Private Estate
- Model Village
- Modern Housing Development

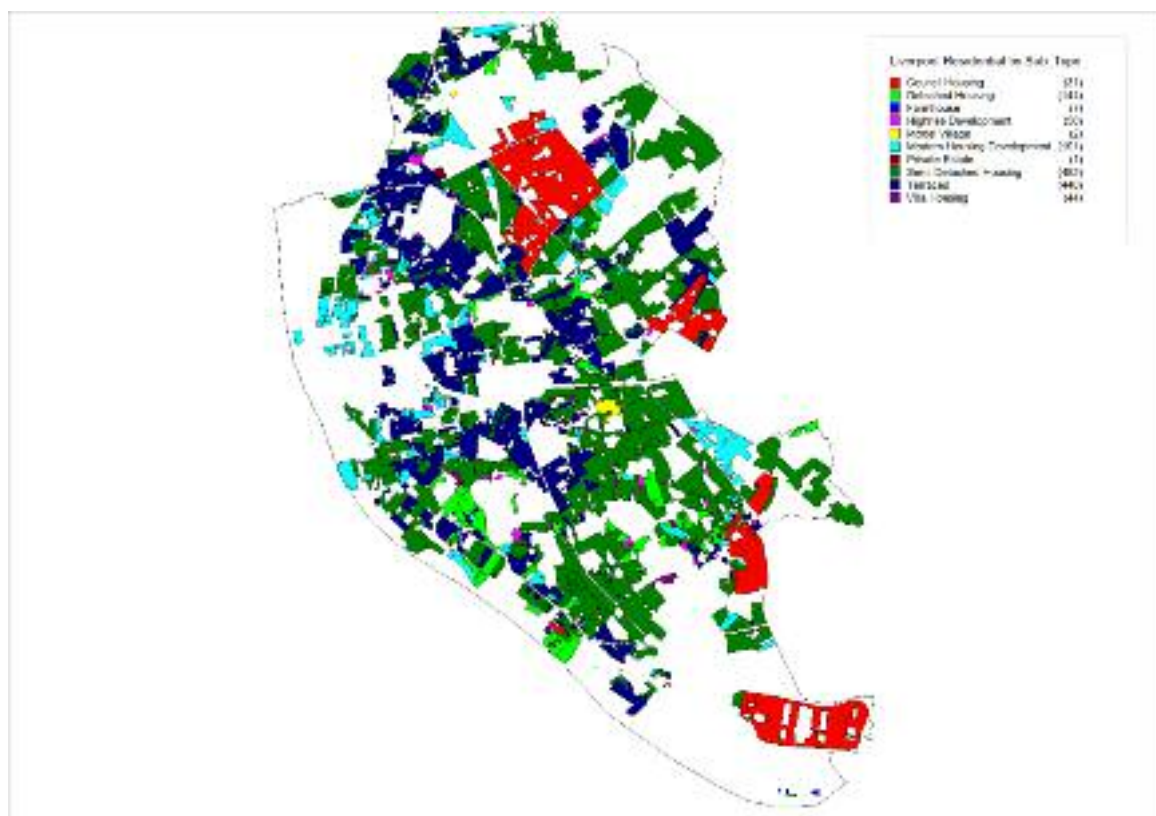


Figure 25 Current (2003) Residential Sub Type in Liverpool
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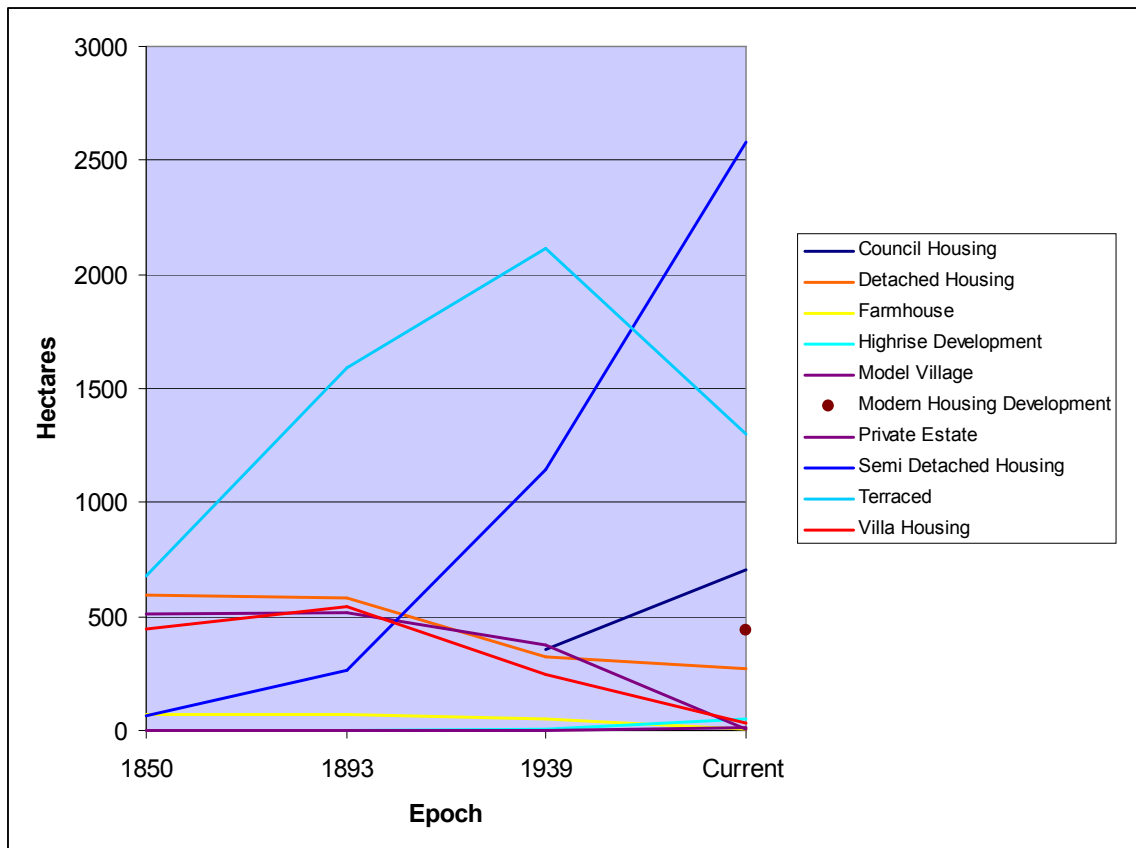


Figure 26 Graphical Representation of Liverpool Residential Sub Type through time

Liverpool Sub Type	1850 (hectares)	1893 (hectares)	1939 (hectares)	Current 2003 (hectares)
Council Housing	0	0	358.57	704.56
Detached Housing	596.76	584.23	323.73	270.63
Farmhouse	71.3	74.06	51.38	3.33
Highrise Development		1.83	5.18	51.18
Model Village	1.53	1.31	2.38	14.95
Modern Housing Development	0	0	0	440.89
Private Estate	513.31	519.76	374.28	0
Semi Detached Housing	66.8	267.1	1147.2	2578.7
Terraced	681.55	1589.61	2120.63	1306.63
Villa Housing	447.95	541.07	245.89	34.82
Total	2379.2	3578.97	4629.24	5405.63

Table 15 Liverpool Residential Sub Type through time

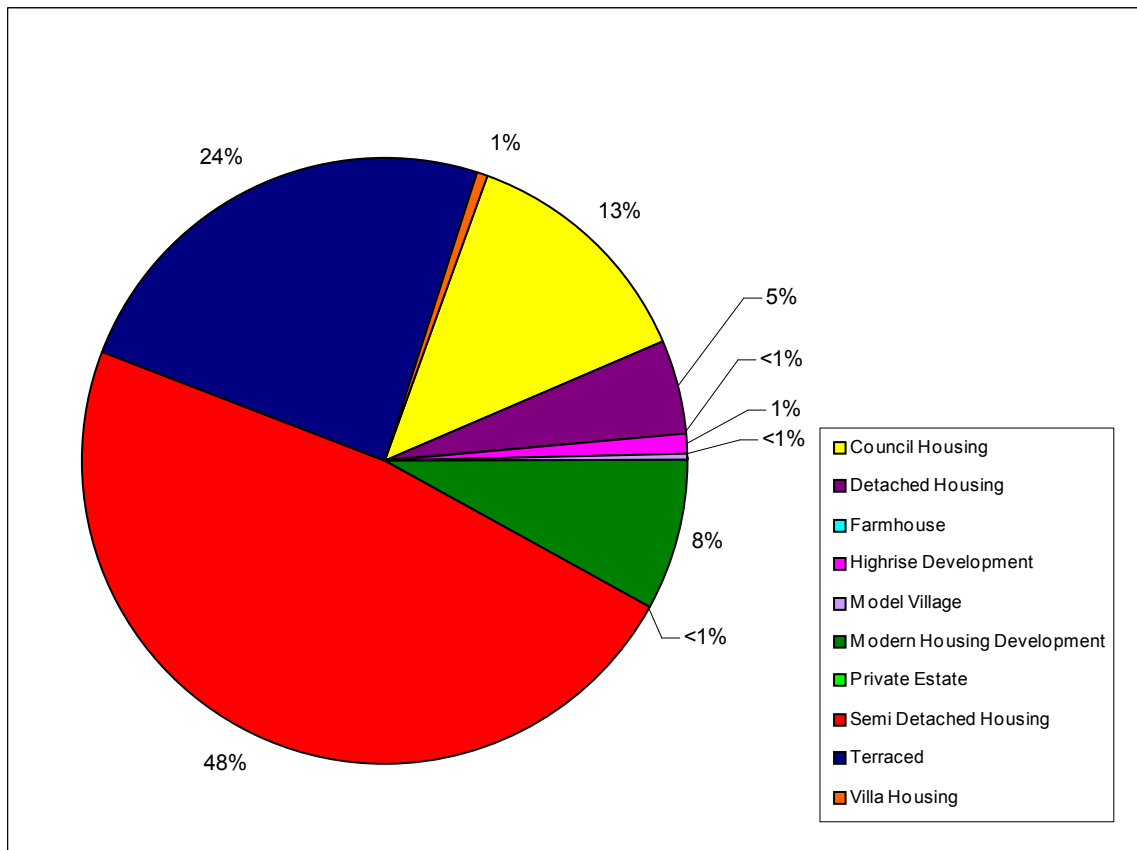


Figure 27 Pie Chart of Current (2003) Residential Sub Type in Liverpool (% of land)

The Current Residential Broad Type is dominated by two housing types that constitute just over 70% of the Current total; Semi Detached Housing at 48% (2578.7 ha) and Terraced Housing at just over 24% (1306.63 ha). The majority of the Semi Detached residential type was built in the post-1945 period, while the majority of the Terraced housing stock periods to the period 1850 through to 1918. Council Housing forms the next largest housing type at 13% (704.6 ha) and, although much of this is comprised of post-1945 builds, some of it periods to the Inter War (1918 to 1939) period. Modern housing forms the next largest group at 8% (440.9 ha), followed by Detached Housing at 5% (270.6 ha). Much of the Detached Housing type has pre-1900 origins.

Residential Development Zones

The housing stock of Liverpool appears as four distinct, and one somewhat discontinuous, bands or concentric rings representing four separate phases of development. The bands appear to emanate from the oldest part of the city (now predominantly commercial and industrial in nature) spreading eastwards to the boundary with Knowsley and north towards the boundary with Sefton.

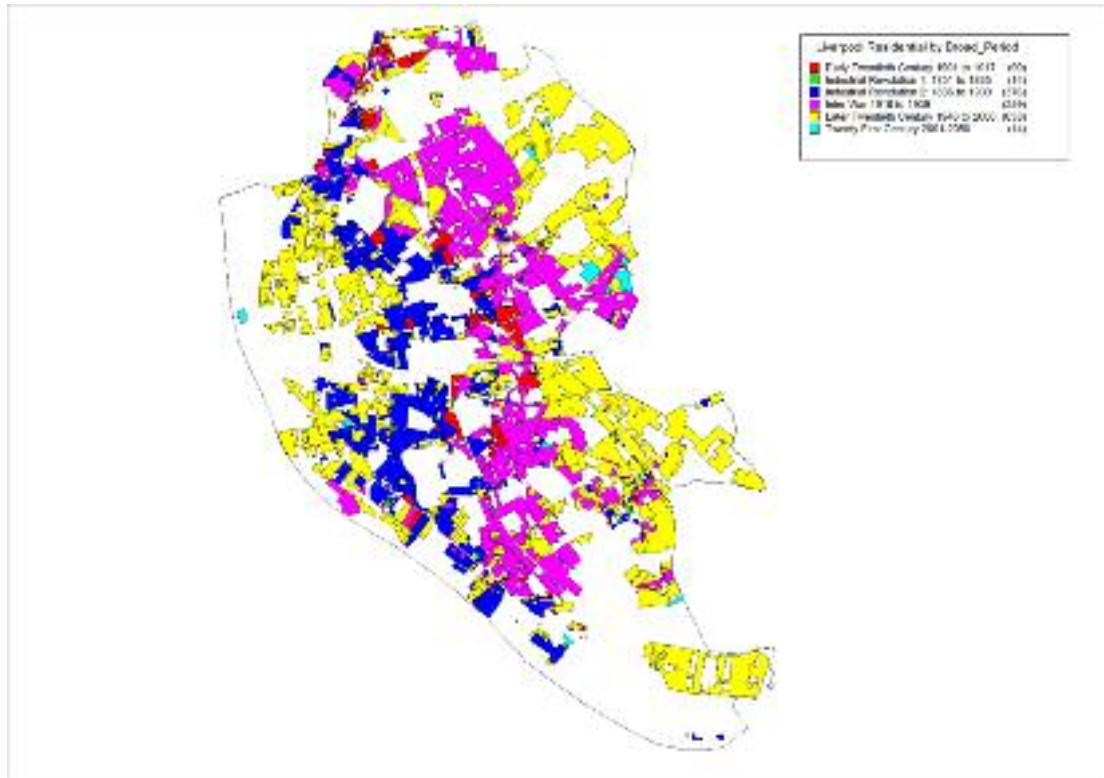


Figure 28 Current (2003) Residential in Liverpool by Broad Period of origin
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Residential by Broad Period	Area (ha)	Percentage
Industrial Revolution 1: 1751 to 1835	7.744	0.14
Industrial Revolution 2: 1836 to 1900	1060.009	19.61
Early Twentieth Century: 1901 to 1917	211.058	3.90
Inter War 1918 to 1939	1608.074	29.75
Later Twentieth Century 1946 to 2000	2463.377	45.57
Twenty First Century 2001 to 2050	55.369	1.02
Total	5405.63	100%

Table 16 Current (2003) Residential in Liverpool by Broad Period of origin

The band furthest west (**Band 1**), bounded by commercial and industrial buildings (and the River Mersey) to the west and pre-1900 housing to the east, is predominantly recent (post 1945) builds. Post-war residential housing in this area accounts for 32.2% (793.6 ha) of the Later Twentieth Century residential total. This band contains many new housing estates associated with post-war redevelopment and slum clearance. The band also contains a number of Twenty First Century high-rise buildings and luxury apartment blocks. Some earlier pre-1900 pockets exist, as well as pre-existing Victorian housing (particularly villa and detached housing) that has been converted into multiple-occupancy housing. Furthermore, some former industrial and commercial buildings have also been converted into luxury apartments and mixed-use (commercial and residential) buildings.

Moving eastward, the next band (**Band 2**) comprises housing stock established in the late Georgian and Victorian periods - representing eastwards growth and expansion of the city. This housing stock appears relatively untouched by wartime bombing and post-war redevelopment, and accounts for just over 93% (986.8 ha) of the Industrial Revolution 2 (1836 to 1900) total. Much of this in the form of relatively affluent suburbs comprising villa, detached and Semi-Detached housing located towards the central and southern parts of the of the city, Victorian working class gridiron terraced housing to the centre and north of the city, and larger middle-class terraced housing located towards the south of the city. As is to be expected, much of the affluent housing stock is often associated with parks and gardens, most notably at Princes

Park and Sefton Park. However, many Victorian terraced houses (particularly the larger, middle-class blocks) can be found in close proximity to parks and gardens, notably at Newsham Park. In general, since its high point in the early Twentieth century, terraced housing has generally decreased as a result of wartime damage, clearance and redevelopment. However, some terraced blocks established in this period still stand, although changed in use (for example, the Georgian and early Victorian terraced blocks now forming part of the university of Liverpool campus). The remaining pre-1900 terraced housing stock, although still forming large blocks throughout this band, are but a small part of what was an extensive swathe of housing.

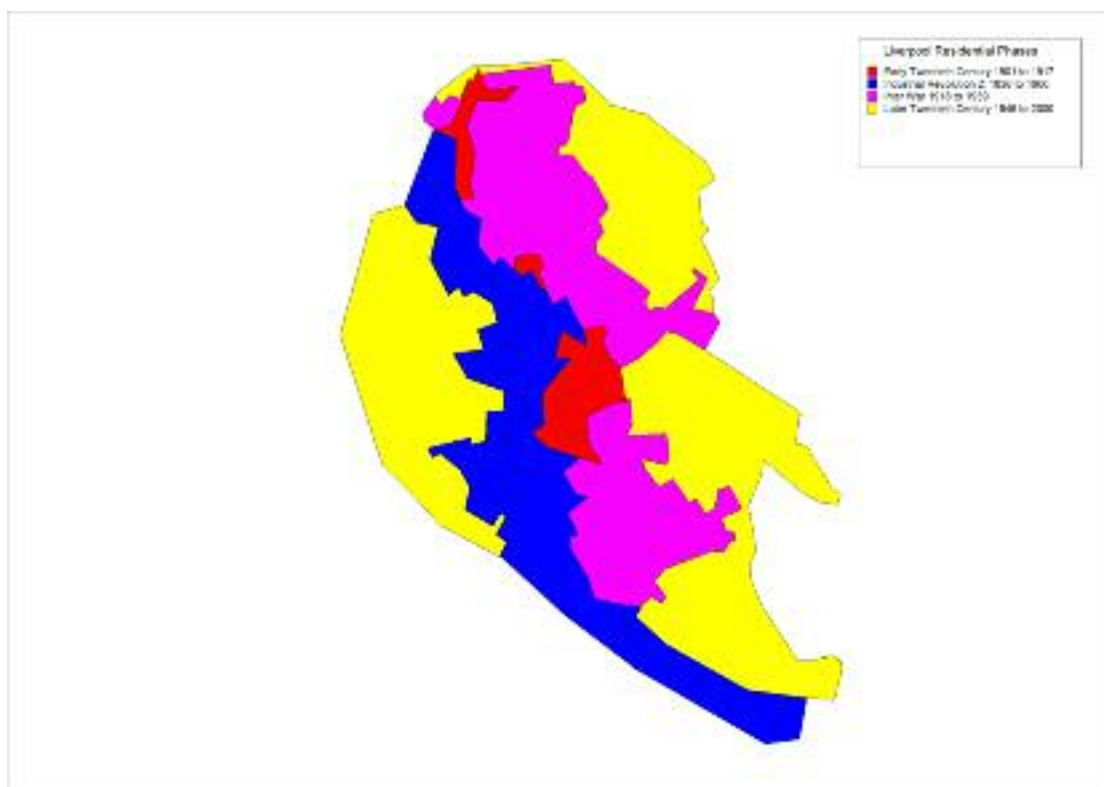


Figure 29 Residential Development Phases in Liverpool
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The next band (**Band 3**) is the smallest and somewhat discontinuous, comprising development during the Early Twentieth Century (1901 to 1917). Although fragmentary, the band is composed of almost entirely gridiron terraced housing, the majority of which is located in the central and northern parts of the city. The period

also saw the development of a model village at Olive Mount (predominantly terraced housing).

The fourth band (**Band 4**) comprises housing built in the Inter War (1918 to 1939) period, representing further post-war expansion of the city. Just over 95% (1529.5 ha) of the Inter War housing falls within this broad band, and it contains many social housing estates, including the Dovecot, Fazakerley and Norris Green Estates, as well as expansive Semi-Detached Housing plots.

The final band (**Band 5**), bordering onto Knowsley District to the east and Sefton District to the north, represents further expansion of the city in the post-war period. The band contains a number of pre-existing historic settlement cores that have been consumed by development (for example Woolton, Wavertree and West Derby), a number of post-war planned estates such as at Speke and Gateacre, and a number of modern housing developments. The band accounts for 56.4% (1389.7 ha) of the Later Twentieth Century residential total.

9.3.1 Farmhouse

Although Farmhouse represents only 0.06% of the total area of the Residential Broad Type in Liverpool, they are nonetheless significant in terms of historical importance. It is important to note that the MHCP study criteria means that the Farmhouse Sub Type does not represent all farm houses in Liverpool, which are already better recorded in the Liverpool Historic Environment Record.

The distribution of farms and cottages in Liverpool tends to fall into one of three patterns. Buildings are either dispersed evenly throughout the landscape, set in nucleated groups (folds), or concentrated into ribbon developments along linear routes. It is not uncommon to find historic farms and cottages engulfed by later development. Farmhouses are only found in the southern part of the city, with the largest concentration in the village of Oglet - undeveloped farmland to the south of Liverpool John Lennon Airport. The prevention of urban development to the south of the airport to date has led to the retention of a semi-rural, landscape and its accompanying residential (farmhouse) nature.

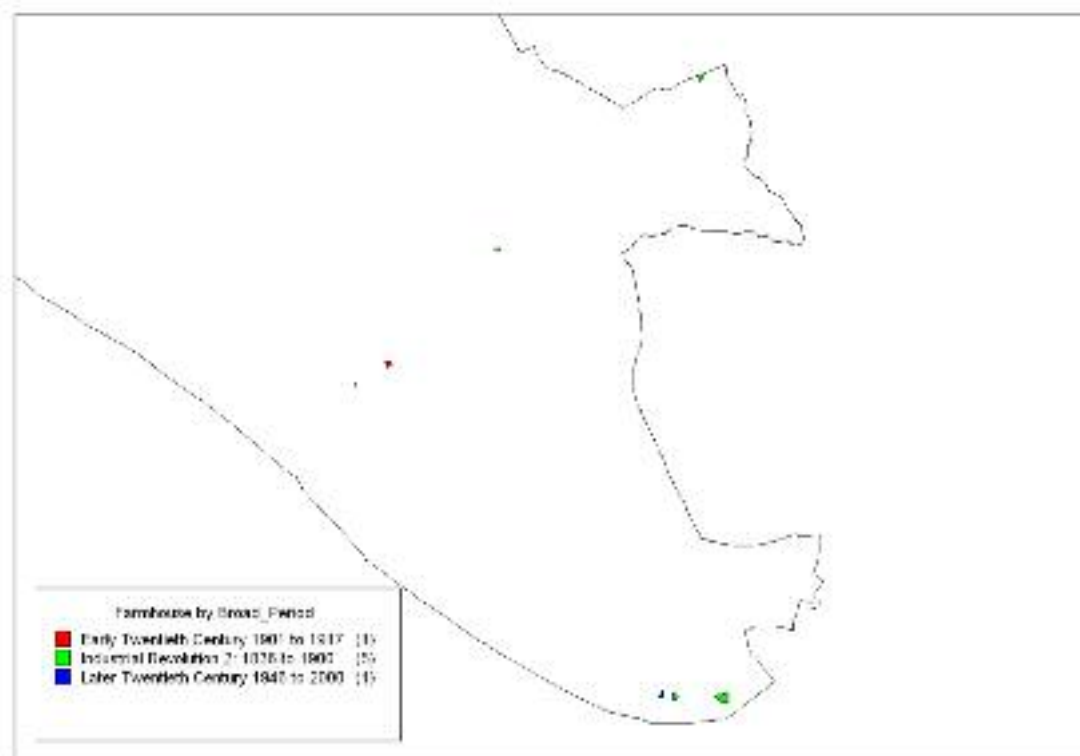


Figure 30 Current (2003) Farmhouse in Liverpool by Broad Period of origin
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A significant number of the farm houses in Liverpool have historic origins – around 76.88% appear to pre-date 1900. Some of these may be attributed to the early post-medieval period (c 1550 - 1750 AD) or earlier. The current number of farmhouses (from the MHCP) stands at 7 polygons (3.33 ha). This represents a massive reduction in the number of farmhouses from 79 (71.3 ha) in 1850, a high point of 73 polygons (74.06 ha) in 1893, and 45 polygons (51.38 ha) in 1939. The drop in the number of farmhouses can be explained by extensive clearance of farm land prior to the development of 20th century housing, commercial and industrial estates.

Farmhouse by Broad Period	Number of Polygons	Area (ha)	Percentage
Industrial Revolution 2: 1836 to 1900	5	2.56	76.88
Early Twentieth Century 1901 to 1917	1	0.42	12.61
Later twentieth Century 1946 to 2000	1	0.35	10.51
Total	7	3.33	100%

Table 17 Current (2003) Farmhouse in Liverpool by Broad Period of origin

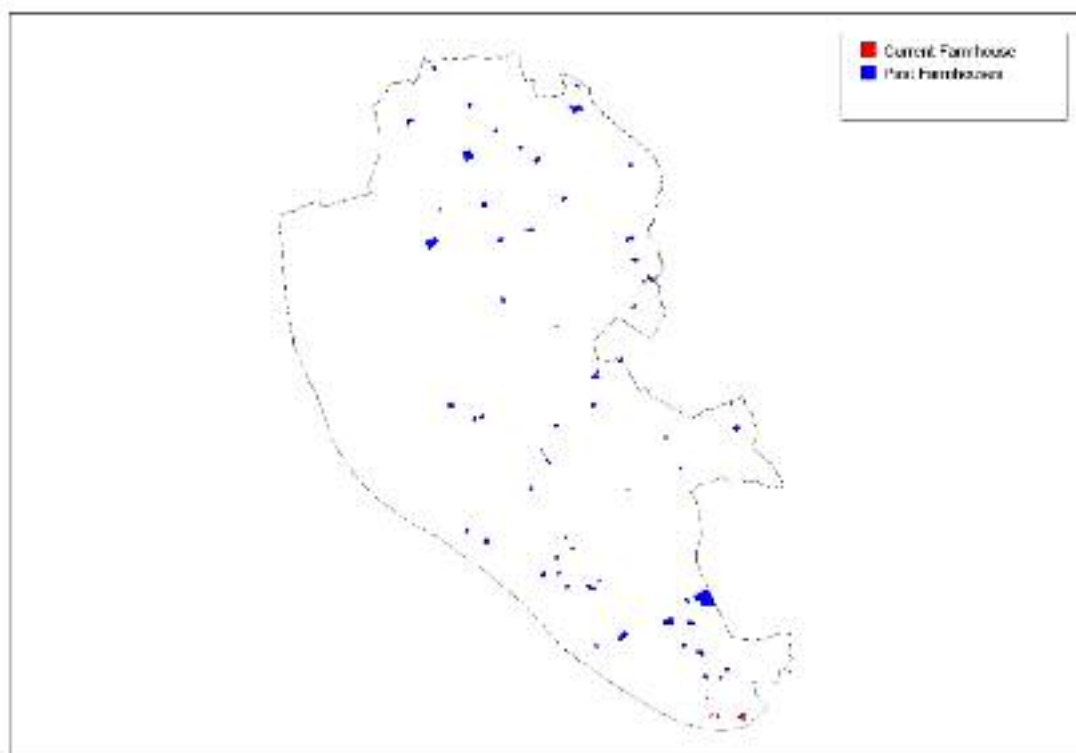


Figure 31 Distribution of Past and Current (2003) Farmhouse
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9.3.2 Terraced Housing

Terraced Housing represent just over 24% of the total area of the Residential Broad Type in Liverpool (1306.6 ha). The majority of current Terraced Housing periods to pre-1918, with nearly 50% (649.6 ha) dating to the period 1836 to 1900. Terraced Housing built in the Early Twentieth Century (1901 to 1917) accounts for 13.8% (179.66 ha) of the Sub Type, while terraced housing built in the inter war period (1918 to 1939) accounts for 16.3% (213.5 ha). Later 20th Century builds account for nearly 20% of the current terraced housing total.

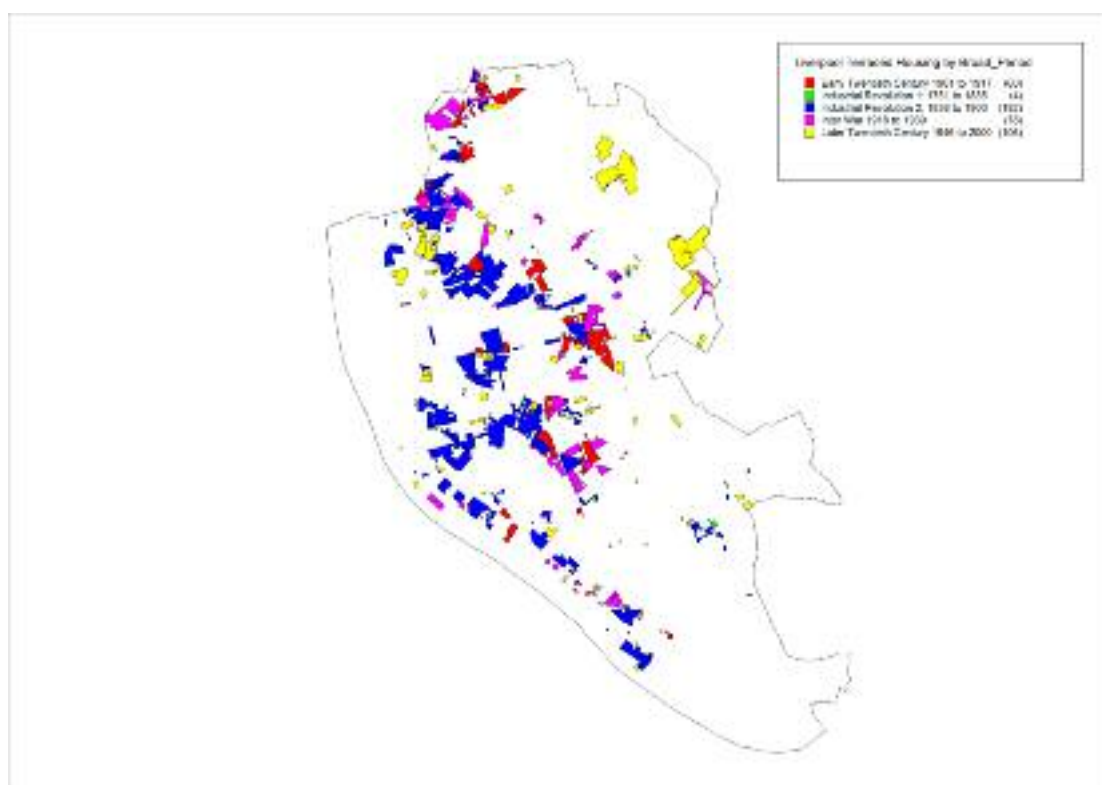


Figure 32 Terraced Housing in Liverpool by Broad Period of origin
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Terraces are rows of houses with a unified frontage, constructed predominantly in the late 18th to early 20th century. The quality of buildings ranged from tiny back-to-back houses with poor sanitary conditions that were prone to overcrowding to model estate cottages. Thousands of terrace houses were built in Liverpool in the second half of the nineteenth century. Terrace houses are joined together to form a row and each house is the same as the one next door. They were usually small houses, with two or

sometimes three bedrooms, a parlour at the front and a kitchen. There was no bathroom just an outside toilet in the yard at the back. However they were a vast improvement on the overcrowded and squalid court and cellar dwellings. The standards of construction of terraces were raised in the late 19th century with the introduction of government by-laws concerning housing. Some terraces fronted directly onto the street, and where front gardens or yards were present, they were often very small. However, terraces of larger, higher status houses with longer front gardens were also built to house some of the middle classes.

Terraced Housing by Broad Period	Number of Polygons	Area (ha)	Percentage
Industrial Revolution 1: 1751 to 1835	4	3.41	0.26
Industrial Revolution 2: 1836 to 1900	192	649.60	49.72
Early Twentieth Century 1901 to 1917	60	179.66	13.75
Inter War 1918 to 1939	78	213.54	16.34
Later Twentieth Century 1946 to 2000	106	260.37	19.93
Total	440	1306.63	100%

Table 18 Current (2003) Terraced Housing in Liverpool by Broad Period of origin

Court Housing

From the late 18th Century to the mid 19th Century, the rapid rise in population led to the construction of much high-density, insanitary housing for Liverpool's poor. Houses were built in courts, at the back of terraced properties fronting the streets. Each court was reached by a tunnel-like passage and consisted of two short terraces facing each other across a narrow space. The houses were back-to-backs and were generally of three storeys, with one room to each floor (Sharples, 2004). The houses were appallingly overcrowded, were places of extreme squalor and a fearful source of disease. By 1864, there were 3,073 in the borough, consisting of 17,825 houses, with an estimated population of 110,000 (Sharples, 2004). A thousand courts were still inhabited in 1903 and the last were only cleared in the 1960s. An altered 1840s terrace of back-to-backs survives off Duke Street, but this did not form part of a court. In Pembroke Place two houses of c.1840 flank a narrow gap that was originally the entrance to a court (Sharples 2004).



Figure 33 Liverpool Court Housing depicted on the Ordnance Survey 25" map of Lancs. 1893 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

Late Georgian and early Victorian Terraced Housing

In the 1780s-90s, houses spread steadily southeast along streets such as Duke Street, Seel Street and Bold Street. The grandest survivor is Thomas Parr's of c.1799 in Colquitt Street, with its attached warehouse and office. In 1783-4 prestigious Rodney Street was laid out, beginning the more spacious residential development of the high ground to the east (Sharples, 2004).

In residential architecture and planning the start of the 19th century saw important new developments. It was the Corporation, rather than a private lessee, who took the initiative with Great George Square – laid out before 1803, it was more generous than any 18th century predecessor, with an enclosed garden like the London squares (Sharples, 2004). Contemporary with this was the development of Mosslake Fields, now the centre of the University of Liverpool (see Civil – College/University Area). In 1815, a grid-plan set of terraces was built on Abercromby Square. From 1827, the adjoining larger area between Faulkner Street and Upper Parliament Street was similarly laid out, with Faulkner Square in the middle. In Percy Street and Gambier

Terrace in the 1830s stone was used instead of brick. By the 1840s almost the whole of the eastern, elevated half of the Corporation estate had been built up with broad, straight streets of predominantly high-class houses (Sharples, 2004). The remaining buildings now serve different purposes (notably educational functions) and many form part of the Canning Street Conservation Area.

Canning Street

The Canning Street Area was built during the first half of the 19th century and comprises the most extensive terraced residential estate of this period in Liverpool. The whole area was laid out to a gridiron street pattern in 1800 by the Corporation Surveyor, John Foster, taking until 1835 before the plans for Canning Street and Falkner Square became a reality. Late Georgian in style, the buildings are mostly of brick with stucco or stone mouldings, though some streets are entirely of stone, notably Percy Street with its delicate Grecian carved detail and cast iron balconies. The Canning Street Conservation Area was designated on 22 December 1971 and extended on 17 November 1976 (Liverpool Heritage Bureau, 1979).



Figure 34 Canning Street Area of Liverpool.

The plan shows the gridiron street layout of 1893 (taken from the Ordnance Survey 25" map of Lancs.1893) superimposed over modern mapping (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

19th Century Gridiron Terraced Housing

The scale of developments ranged from short individual rows to larger scale ribbon developments along arterial routes, and more extensive estates were laid out on a gridiron plan. These estates were constructed to provide inexpensive accommodation for the rapidly rising population of industrial workers, and are often physically associated with former industrial sites. Nineteenth century terraced houses are a distinctive national building type and are often associated with factories, mills, shops, pubs, schools and other public buildings. The majority do not receive any form of statutory protection, but by their very existence they give places a distinctive identity and character. Houses, industrial sites and institutional buildings were thus all elements of a wider social landscape. Gridiron terraced housing developments are present in zones around Anfield, Breckfield, Everton and Kensington.

Anfield and Breckfield

Anfield and Breckfield together form one of the areas targeted in the recent Housing Market Renewal Initiative (HMRI) of the Office of the Deputy Prime Minister. The scheme aims to revitalise the area by reducing excess housing, refurbishing selected existing properties and new building. Inevitably many buildings will be lost in the process and the character of the area will change considerably. English Heritage's response to this and other HMRIs has been to urge consideration of the value of the historic environment, which has been shown to be a valuable resource in regenerating run-down areas (English Heritage, 2005).

In order to demonstrate the potential which may be locked up in ordinary-looking towns and suburbs English Heritage carried out its own survey of Anfield and Breckfield. Looking at every street in the area, and collating documentary evidence of various kinds, we assembled an overview of historical evolution, identifying the main trends and highlighting the most important developments and individual buildings. The area was essentially rural and agrarian until the end of the 18th century, but as Liverpool's population grew the land was acquired, first for the building of genteel and spacious villas, which were taken up by merchants and bankers, then from the 1860s onwards for the construction of row upon row of terraced houses (English Heritage, 2005).

The development of Anfield and Breckfield does not appear to have fossilised many of the buildings of the earlier settlement, although the road patterns do preserve important legibility of the earlier plan form. The main axis of the early settlement appears to have been to the Walton Breck Road / Upper Belmont Road. Early terraced development appears to have focussed on the stretch of this road from Newsham House (now Newsham Park) in the southeast to the village of Everton in the northwest, and gradually colonised the strip fields to either side. Many of these side roads fossilise the layout of former fields indicative of enclosure acts of the mid 18th and 19th century. Housing in this zone frequently developed one or two streets at a time over many years. Strip fields formed ideal rectangular plots in which to fit developments on this scale. Patterns influenced by such fields can be found in blocks between Upper Belmont Road and around Richmond Hill. The straight boundaries of parliamentary enclosure landscapes proved even more suitable. The block of perpendicular streets immediately south of Anfield Football Ground all align with enclosures defined by what appears to be Parliamentary enclosure.

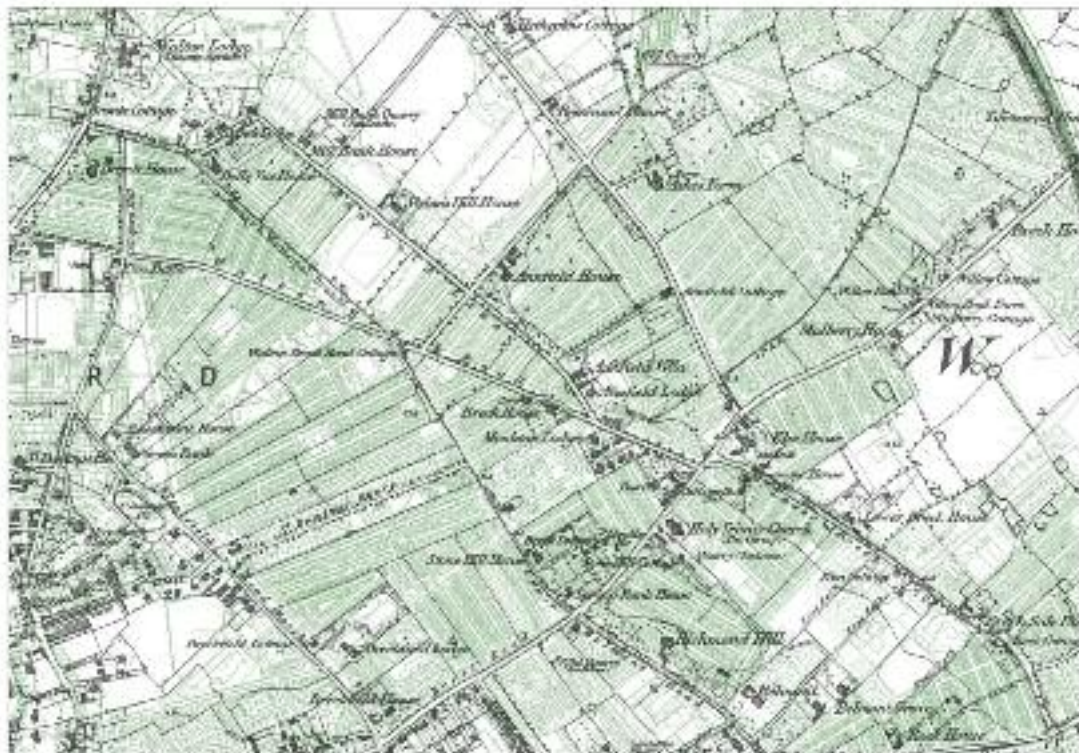


Figure 35 Survival of field pattern and boundaries in Anfield and Breckfield. Boundaries from the Ordnance Survey 25" map of Lancs. 1893 with the existing 19th Century Grid-iron terraced housing shown as an underlay. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

The resulting suburban landscape, varied by thoroughfares lined with shops and studded with churches, schools and pubs, is both very familiar yet fast vanishing into obscurity. The building types still seem commonplace to us, but the social and economic matrix which originally bound them together has been altered beyond recognition.

Everton

The village of Everton has existed for over 400 years. Its elevated position commands a good view of the Mersey, and was the site of a warning beacon in the sixteenth century. Beacon Hill later became the strategic base of the Royalist Prince Rupert in the Civil War, and the site of a semaphore station in the Napoleonic Wars. Everton became very popular with the wealthy merchants of the city who built elegant villas with large gardens in the eighteenth and early nineteenth centuries. Everton retained its rural aspect into the nineteenth century but in 1835 it was brought into the boundaries of the Borough of Liverpool. Over the next sixty years the area experienced significant development, with row upon row of densely packed terraced housing for working class families. Most worked in the Liverpool docks, and they included a significant immigrant Irish population. Schools, churches and public houses accompanied the residential development.⁵

The historic winding roads and semi-rural landscape to the east, stand in marked contrast to the gridiron layout of the dense workers terraces to the west. By 1893 the waves of terraced housing development have engulfed the village of Everton. The development however respects the pre-existing built environment, infilling plots and following the roadways. The area has since seen the clearance of much of the terraced housing, followed by the erection and subsequent demolition of tower blocks. The area has undergone modern house building again and the core been subject to landscaping.⁶

⁵ www.mersey-gateway.org/pastliverpool/housing/terrace/terrace.htm Mersey Gateway web site . Accessed 2009

⁶ www.mersey-gateway.org/pastliverpool/housing/terrace/terrace.htm Mersey Gateway web site . Accessed 2009

The small terrace houses like those in Everton were popular and provided housing for a large proportion of Liverpool's population. Houses were closely built, but not overcrowded like the courts and a strong sense of community developed. A lot of houses were destroyed during the Second World War and people wanted a higher standard of living, with, for example a proper bathroom and indoor toilet. In the 1950s and 1960s many terrace houses were demolished. Whole communities were broken up as people were re-housed many miles away in places such as Kirkby.⁷

The quality of their houses may have improved, but the sense of community had been destroyed. However, large numbers of these houses still exist and have been improved with the addition of modern amenities, such as bathrooms and central heating.⁸

Kensington Fields

Kensington Fields terraced housing, built in the period 1850 to 1893. The Kensington Fields Conservation Area came into being on 26th October 2007, encompassing some 1,200 Victorian houses in the area bounded by Kensington, Jubilee Drive, Edge Lane and Hall Lane. Kensington Fields contains an interesting variety of 'bye-law' terraced housing built to provide better homes for the city's growing population. Victorian bye-laws from the mid-19th century set minimum housing standards for the city's working families who a generation or two before had been living in cellars and back-to-back courts in the city centre.

⁷ www.mersey-gateway.org/pastliverpool/housing/terrace/terrace.htm Mersey Gateway web site . Accessed 2009

⁸ www.mersey-gateway.org/pastliverpool/housing/terrace/terrace.htm Mersey Gateway web site. Accessed 2009



Figure 36 Kensington Fields Gridiron Terraced Housing (Current 2003 survival in brown) with the Ordnance Survey 25" map of Lancs.1908 superimposed.
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Kensington Fields was developed quite late. It had remained undeveloped as the city's suburbs grew around it; the reason being it contained the city's volunteer parade ground and the Mount Vernon Priory. However, it succumbed to development pressures and the terraced housing we see today was laid out during the 1890s. The Priory's covenant on the sale of the land explains why the area contains not a single pub. This possibly makes it unique amongst the city's 19th century suburbs where a 'pub on every corner' is considered typical.

9.3.3 Detached Housing

Detached houses represent just over 5% (270.63 ha) of the total area of the Residential Broad Type in Liverpool. There is a great deal of overlap between this and another character Sub Type - Villa Housing - certainly for large-scale Georgian, Victorian and Edwardian establishments, the characters could be combined. This is particularly true for Victorian housing suburbs that skirt around public parks.

There are two main phases of detached house building - a high point of 126.17 Ha was reached during the Industrial Revolution 2 (1836 to 1900), and a second in the later twentieth-century. For Victorian housing, the buildings represent the domiciles of the majority of the middle classes of Liverpool from about the mid-19th century onwards. Much like villa housing development, the distribution of this MHCP type was influenced by the introduction of railways and tramways in the 19th century. Detached Housing in Liverpool typically forms late 19th century ribbon developments along the main transport routes or discrete suburban clusters. Victorian (and Edwardian) housing is found throughout the city, but there is a noticeable concentration in the south along the river front and around large public parks (in tandem with Villa Housing). The surge in Later Twentieth Century developments appears to coincide with changing housing needs and suburban aspiration. Later twentieth century housing is also spread throughout the city, but there is a noticeable concentration around Woolton.

Detached Housing by Broad Period	Number of Polygons	Area (hectares)	Percentage
Industrial Revolution 1: 1751 to 1835	4	1.77	0.65
Industrial Revolution 2: 1836 to 1900	58	126.17	46.62
Early Twentieth Century 1901 to 1917	9	3.66	1.35
Inter War 1918 to 1939	15	29.36	10.85
Later twentieth Century 1946 to 2000	58	109.68	40.53
Total	144	270.63	100%

Table 19 Current (2003) Detached Housing in Liverpool by Broad Period of origin

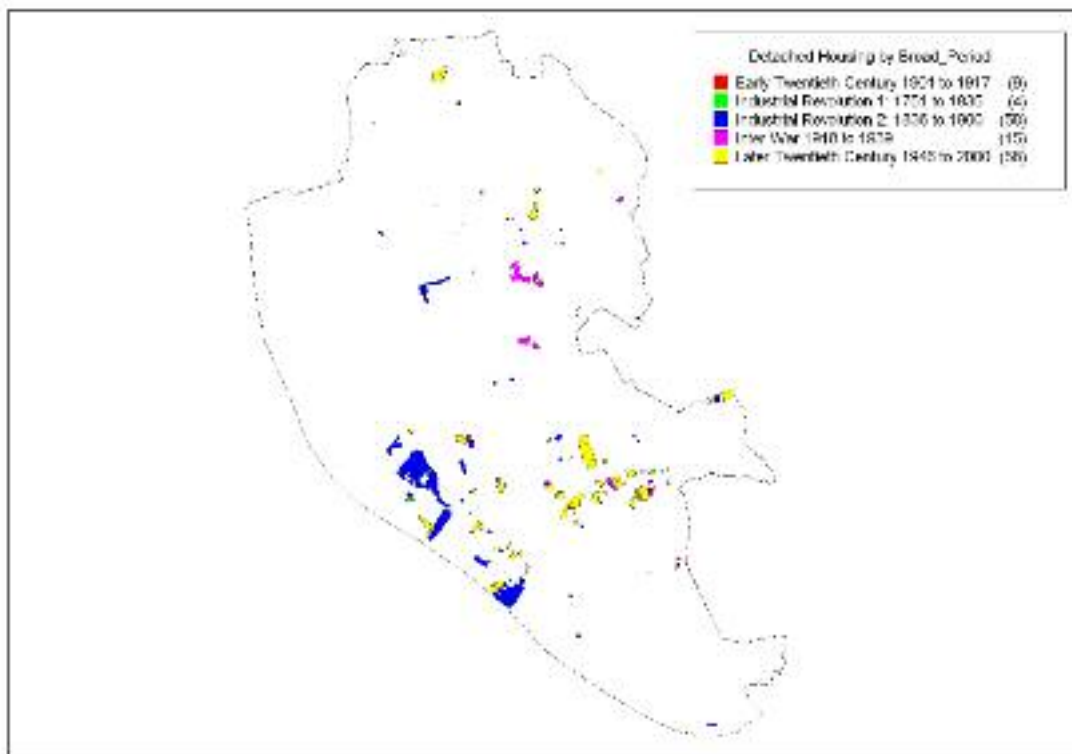


Figure 37 Detached Housing in Liverpool by Broad Period of origin
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From the 1840s onwards, good quality substantial detached villas designed by established local architects proliferated on villa estates located on the edge of flourishing cities; stylistic eclecticism was established for good by this time. From being bespoke one-off commissions, such houses had entered the mainstream of speculative residential building (English Heritage, 2007).

The suburban house built by speculators after 1840 often emulated the Italianate Renaissance style popularised by architects such as Sir Charles Barry, and exemplified by Queen Victoria's rural palace at Osborne on the Isle of Wight. Suburban villas of this variety typically featured an irregular composition with towers, segmental pediments above windows, cast-iron balconies, rusticated stucco at ground floor level, a shallow pitch roof and stringcourses to delineate floor levels; interiors could be opulent, if standardised, with rich plasterwork, chimneypieces and internal decoration which took advantage of new forms of machine production (English Heritage, 2007).

Equally adaptable was the Gothic Revival style, the details of which could provide a degree of ostentation and variety that many builders and their clients deemed missing from earlier, plainer Georgian houses. The detached house in the Gothic style appeared in many builders' pattern books and were characterised by a broken frontage to emphasise individuality, gable ends (sometimes with bargeboards) small-paned leaded windows, square hood-moulds, arched door openings, decorative chimneystacks, overhanging eaves, and, after around 1860, greater use of polychromatic brickwork replacing stucco. Alongside this essentially decorative adaptation of medieval and Tudor styles was a more full-blooded revival of interest in earlier approaches to house building. Under the influence of architects such as A.N.W. Pugin and William Butterfield, Gothic detail came to be more boldly handled, exploiting the picturesque quality deriving from asymmetrical plan and massing, and making features of the innate qualities of materials, while making references to the domestic architecture of the past. Such houses were to influence later nineteenth century house design both in Britain and elsewhere in the world (English Heritage, 2007).

The internal layouts of Victorian villas varied considerably. The most prominent spaces tend to be staircases and the principal reception rooms, which were often designed with inter-connection in mind, so as to create larger spaces for entertaining as the need arose. Larger houses increasingly had separate parlours, smoking and billiard rooms as the emphasis on leisure developed. Conservatories provided links between house and garden, and increasingly specialised service quarters, with pantries, larders, separate kitchens and servants' quarters, emerged. Purpose-built bathrooms were still unusual, although the development of sanitary technology was marked at this time (English Heritage, 2007).

Most speculative builders of the 1870s and 1880s copied the designs and advice available in publications such as E.L. Tarbuck's *The Builder's Practical Director* (1855), Robert Kerr's *The Gentleman's House* (1864), and E. L. Blackburne's *Suburban and Rural Architecture* (1869) the aim of which was 'to obtain as much picturesqueness of outline and play of light and shade as is possible in houses of so small a class'. The Venetian forms of the Gothic espoused by Ruskin became ever more popular as applied as decoration to housing, and the two-storey bay window, deployed since eighteenth-century Palladianism, became a norm in suburban house design (English Heritage, 2007).

In larger suburban houses the front room (or drawing room) and dining room were opened into each other by means of a sliding or folding door, creating what has been termed the 'bourgeois breakthrough'. A library and a larger staircase might be provided (a luxury not permitted in a tight urban frontage), a servants' stair, multiple bedrooms for the family, attic rooms for the servants, and perhaps a nursery and playroom. In the basement - or increasingly in the back 'extension' - a kitchen, scullery, larder, coal store and store closet and indoor lavatory might be provided, extra accommodation that was far beyond the possibility of an inner city dwelling. (A lavatory and bathroom did not generally become standard amenities until the 1880s until drainage infrastructure had been installed). Many of the smaller speculative-built detached and Semi-Detached houses adhered to pattern-book models, with a narrow entrance hall, plain staircase, front parlour with bay window, dining room at the back overlooking the garden, kitchen and scullery. As the building industry became increasingly highly organised in the last quarter of the nineteenth century to meet massive demand, so the plan of the suburban house became more uniform and generally unexceptional. The quantities of such housing which survives is very considerable, and the identification of special interest is sometimes a quest in vain (English Heritage, 2007).

9.3.4 Villa Housing

Villas houses represent 0.64% (34.82 ha) of the total area of the Residential Broad Type in Liverpool. There is a great deal of overlap between this and other character Sub Types -notably Detached and Semi-Detached Housing and Private Estates (Elite Residences) - certainly for large-scale, Georgian, Victorian and Edwardian detached and Semi-Detached Housing the characters could be combined. This is particularly true for Victorian housing suburbs that skirt around public parks.

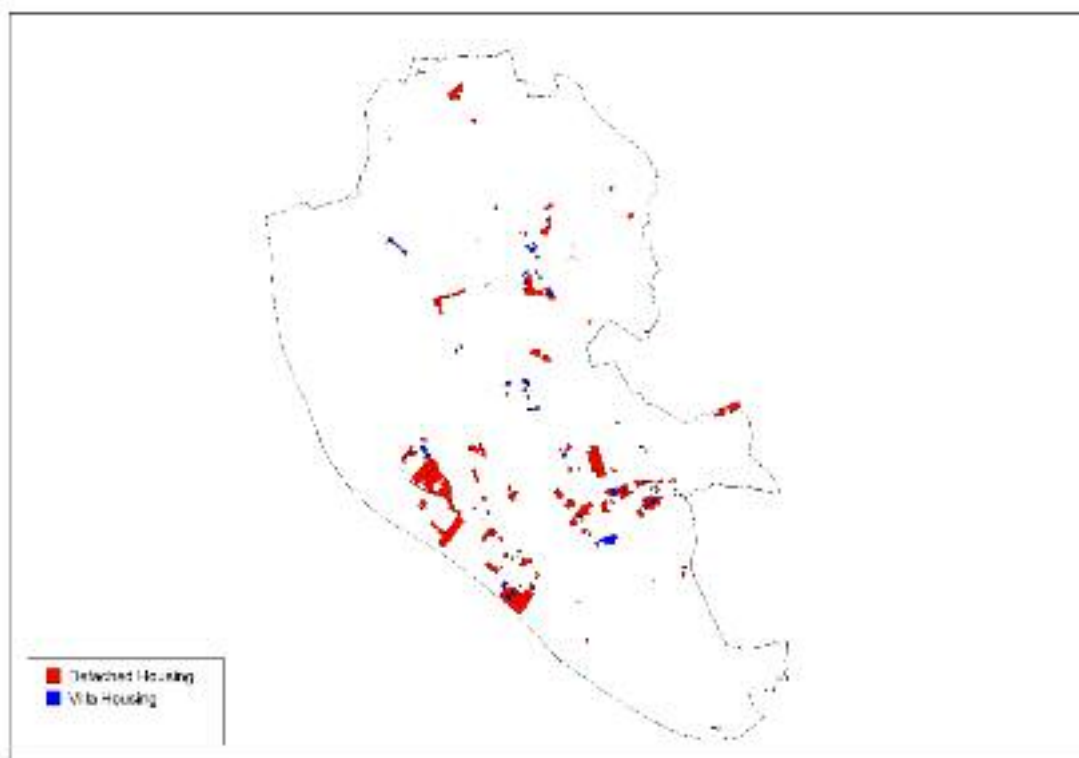


Figure 38 Current (2003) Detached and Villa Housing in Liverpool by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

The Current Villa Housing total is but a small remnant of what was once a much greater total, with a peak reached in 1893 of 541.07 Ha (15% of the then housing total). The majority of the Villa Housing Sub Type periods to the Industrial Revolution 2 (1836 to 1900) period (79.6%), and is located within **Band 2** of the Residential Development Zones.

Villa Housing by Broad Period	Number of Polygons	Area (ha)	Percentage
Industrial Revolution 1: 1751 to 1835	1	0.26	0.75
Industrial Revolution 2: 1836 to 1900	40	27.72	79.61
Early Twentieth Century 1901 to 1917	1	0.47	1.35
Later Twentieth Century 1946 to 2000	1	6.38	18.32
Total	43	34.82	100%

Table 20 Current (2003) Villa Housing in Liverpool by Broad Period of origin

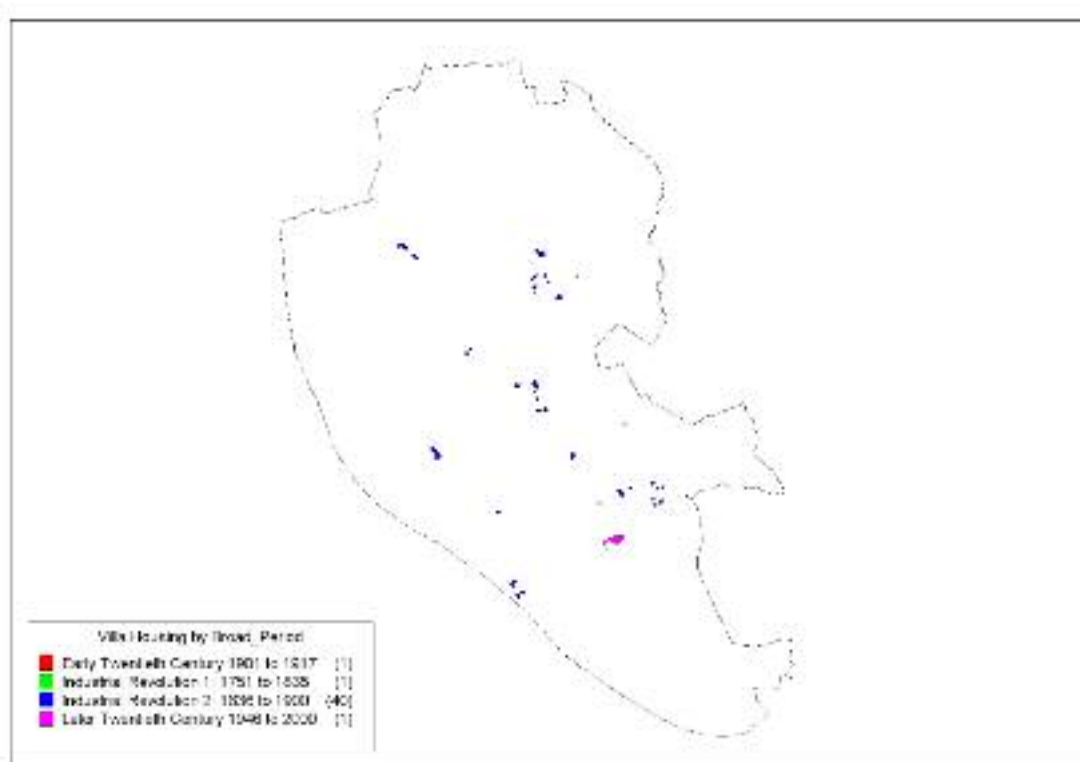


Figure 39 Current (2003) Villa Housing in Liverpool by Broad Period of origin
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English towns of the 18th and 19th centuries have left behind a wealth of town and terraced houses. The grander are outwardly imposing and inwardly sumptuous; the more ordinary may still be of special interest for their planning and construction, and

all will be of historical interest for the light they shed on past ways of living. Losses have been many and grievous, but the survivors play a major part in defining the character of our historic towns. In scale they vary from the villa (or *palazzo*) house to the humble lodging house: each will have different claims to special interest (English Heritage, 2007).

From the medieval period onwards, grandees have often had imposing houses, conveniently situated close to centres of power and commerce. These combined impressive public areas, private quarters, and ancillary accommodation for retainers: because of the value of their inner city sites, few (nationally) of these early modern palazzi have come down to us today. While this development is most readily seen in the London context, other provincial cities such as Liverpool and York could boast of large houses which impressed through their opulence and scale, and reflected social and economic hierarchies. With the continuing ascent of the merchant classes during the seventeenth and eighteenth centuries and the emergence of a specifically urban identity, these houses grew in number but were increasingly located in suburban locations, where greater opportunities for display, comfort and expansion presented themselves. Outward restraint can sometimes conceal interior display of remarkable effect. Always a tiny minority of urban residences, such houses could attain great heights of architectural accomplishment, and survivors tend to be listed in the highest grades (English Heritage, 2007).

The Georgian villa became increasingly popular in the second half of the eighteenth century. Renewed interest in classical precedents led to the study of Roman houses and the exploration of the Italian villa form in England. For Palladian urban architecture, Liverpool again reigns supreme. The city boasts a huge stock of Georgian housing, elegant terraces owing much to Palladio in proportion and detailing. Rodney Street, built between 1780 and 1840, is one of the finest examples of a Georgian Street in the country and is a reminder of the style of life led by the Liverpool merchants and business men of that time. Distinctive features like canted bays, broad eaves, ingeniously planned interiors laid out around a top-lit staircase were to recur frequently thereafter. Georgian suburban houses were normally built of brick or local stone with tile roof coverings. By the end of the eighteenth century the use of stucco, or more rarely Roman Cement, as an external covering was becoming common, often over poor quality brick or rubble stone. In the same period the use of Welsh slate for roof coverings became almost universal, partly because it was well

suited to the wide shallow-pitched roofs that were then fashionable, but principally because canal transport greatly reduced its cost (English Heritage, 2007).

Towards the end of the eighteenth century there was an explosion in the number of architectural pattern books exhibiting designs for villas and cottages. At least sixty such books were published between 1780 and 1840. This publishing phenomenon was an indicator of the growth of the architectural profession for whom the writing of these books was a kind of advertising and of the increasing size and wealth of the middle class which was the intended audience, and who were the prospective clients. Such houses were being built in ever-growing numbers. Under the influence of Humphry Repton, detached houses enjoyed an ever closer relationship with the garden: French windows permitted easy passage inside and out, and flowerbeds, trellises and conservatories came right up to the house. Home and garden were increasingly inseparable (English Heritage, 2007).

The early nineteenth-century villa emerged from two directions. Country houses were becoming smaller and less complex as they became more a retreat from urban rural life than the centre of a working agricultural estate; likewise business and professional men in the cities were eschewing the cramped conditions of high-density living in a terraced house for a detached house with small grounds, set (thanks to transport improvements) within easy reach of town (English Heritage, 2007).

The smaller detached house is a peculiarly English model and was expressed in a variety of styles. Although the Georgian love of Classical styles - Greek and Roman - survived well into the Victorian period (and were the ones best understood by builders), the first half of the nineteenth century saw Italianate or Picturesque Gothic villas and the vernacular cottage style become increasingly popular. The road, houses, gardens, trees and low garden walls and railings combined to make an informal, rural ensemble on the edge of town, pastoral and romantic in its inspiration, picturesque in effect. Examples of picturesque groups of villas built from the 1830s in a range of styles survive around Liverpool at Everton Ridge, Allerton, Wavertree and Fairfield.

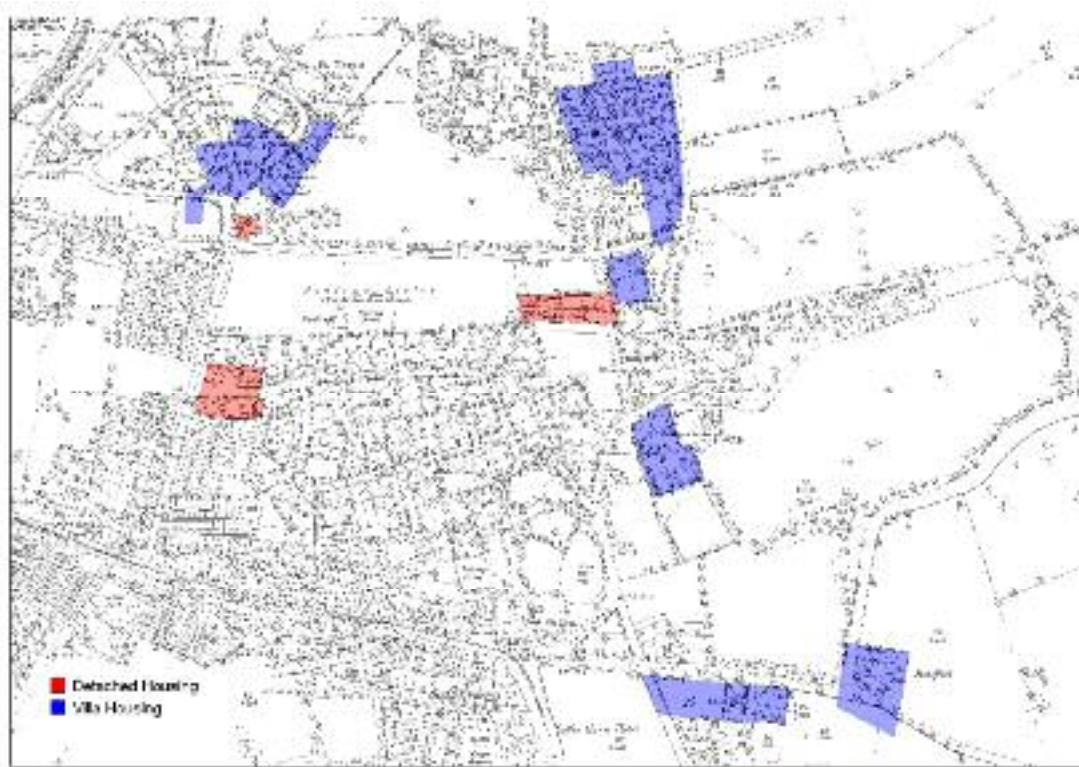


Figure 40 Current (2003) Villa Housing (blue) and large Detached (red) housing area survival in Wavertree (as depicted on the Ordnance Survey 25" map of Lancs. 1893) (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

From the 1840s onwards, good quality substantial detached villas designed by established local architects proliferated on villa estates located on the edge of flourishing cities; stylistic eclecticism was established for good by this time. From being bespoke one-off commissions, such houses had entered the mainstream of speculative residential building. The suburban house built by speculators after 1840 often emulated the Italianate Renaissance style popularised by architects such as Sir Charles Barry, and exemplified by Queen Victoria's rural palace at Osborne on the Isle of Wight. Suburban villas of this variety typically featured an irregular composition with towers, segmental pediments above windows, cast-iron balconies, rusticated stucco at ground floor level, a shallow pitch roof and stringcourses to delineate floor levels; interiors could be opulent, if standardised, with rich plasterwork, chimneypieces and internal decoration which took advantage of new forms of machine production (English Heritage, 2007).

Suburban building was initially a London phenomenon, satisfying the requirement of courtiers and wealthy merchants to have a residence convenient for the Court or for

the conduct of business, but removed from the stresses of the city. Since Roman times, a value has been placed on the positive virtues of retreat, on the attractions of rural life, and on the restorative properties of fresh air, space, views and calm. During the eighteenth century, extensive migration from rural to urban areas took place: Liverpool always exerted a singular pull, and relied on huge internal migration to replace losses from grim mortality rates. Many towns across the country were becoming heavily overcrowded and unhealthy by the second quarter of the nineteenth century, as the demographic impact of enclosure, rural upheaval and industrialisation had an impact. Increasing pressure on urban centres made the desirability of new residential quarters ever greater, something that improvements in roads and transport greatly facilitated. Consequently a gradual migration in the opposite direction took place, from the centres of towns to their margins (English Heritage, 2007).

The early suburban houses built on the fringes of Liverpool in the late eighteenth and early nineteenth centuries in settlements like Grassendale and Cressington Parks were built for wealthy families, 'carriage folk' who had the means to travel to and from the city centre. This phenomenon can be traced, to varying degrees, in other provincial cities too. With the expansion of the railway lines from the mid nineteenth century, middle class suburban development was given a further impetus for growth: picturesque and tranquil areas could be opened up for occupation, and new sorts of housing emerged to meet this demand. Cressington Station was opened in 1861 made the centre of Liverpool very accessible. In this continuing process, of course, many moved away altogether as can be seen in developments in places such as Waterloo.

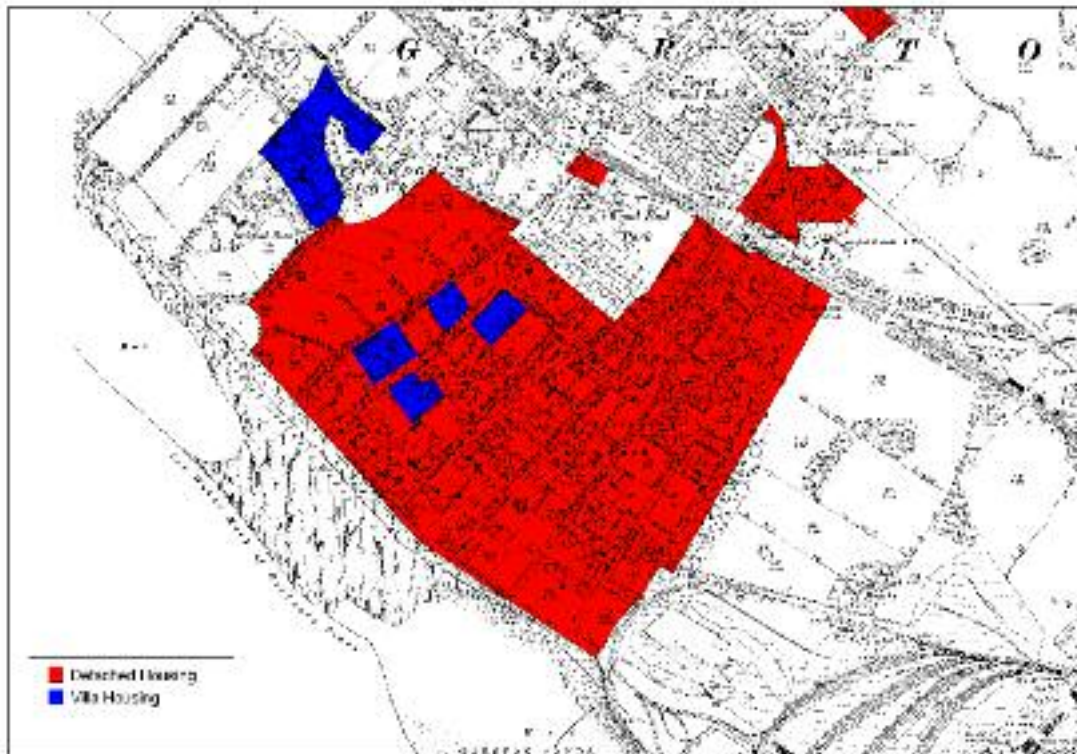


Figure 41 Grassendale Park and Cressington Park on the Ordnance Survey 25" map of Lancs. 1893. Current (2003) areas for villa (blue) and Detached (red) housing overlain. Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

Grassendale and Cressington Park are two adjacent private residential parks were laid out in the early to mid-nineteenth century in the form of a tree-lined grid of roads leading to an elegant riverside promenade. Detached and Semi-Detached villas were set in large plots of land, and a strong design discipline was applied to boundary walls, building lines, external materials and other details of the development. Very few houses are of the same design, the most attractive being those of the 1840s in Grassendale Park. These are classical in style, with fine iron balconies and beautifully proportioned windows, doors and stucco details. The later Victorian and Edwardian houses, though not as architecturally distinguished, have robustness and interest that makes up for any loss in refinement. The whole area achieves unity and grace through a wealth of generous planting and mature trees (Pollard and Pevsner, 2006).

After about 1870, encouraged by more railway networks and lower fares for workers, outer suburbs, or less favoured areas, were developed which took advantage of dwindling agricultural values: finally the worker could live beyond walking distance of

the place of work, and another variant of suburban development emerged. Continuing efforts to eradicate slum housing in the inner city led to the building of philanthropic and (after about 1890) local authority working class estates.

The Public Health Act of 1875 made a significant improvement nationally in the quality of house construction, street layouts and sanitation in the developing suburbs, which rapidly replaced fields with streets, hedges with pavements. The sight of a late eighteenth-or early nineteenth-century mansion house, originally built for a wealthy industrialist, merchant or banker, and now stranded in a municipal park surrounded by later suburban houses, is a familiar one in many English towns and cities - in Liverpool, notably around Newsham, Stanley, Princes and Sefton Parks.

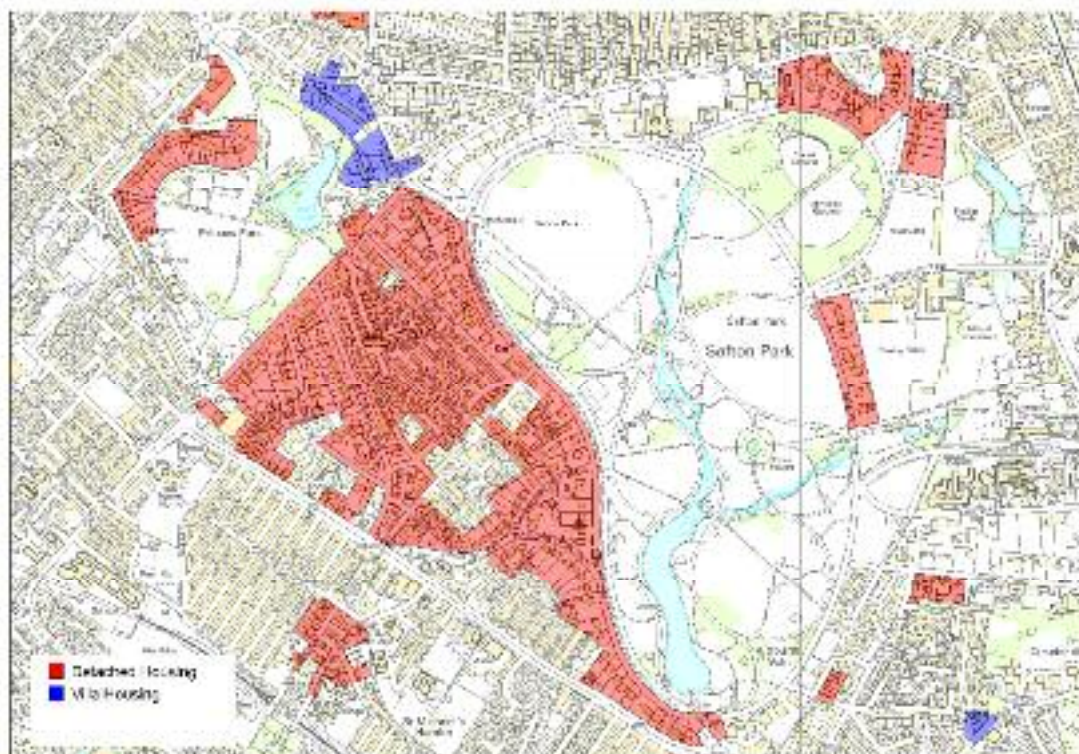


Figure 42 Princes Park and Sefton Park on Current (2003) mapping, depicting areas of Victorian villa (blue) and Detached (red) housing, surrounded by later urban development. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

Public transport gradually opened up the suburbs to all but the poorest workers. In Liverpool, population tripled during the nineteenth century. The annual peaks in house building nationally were in 1876, 1898 and 1903. Suburban expansion continued

apace in the Edwardian and Inter War years, and these residential areas continue to be where most people live. A considerable proportion of Liverpool's building stock still periods from these great surges of later Victorian, Edwardian and Inter War suburban development. Yet only a small percentage (just over 6%) remains of what there once was (541.07 ha in 1893), and much of the remaining stock does not retain its original use.

Suburban villa houses in particular are now subject to enormous pressures that include both conversion (into flats or offices), and that of new development in the gardens or grounds, sometimes calling for the demolition of the original house. The latter is particularly significant because, where they remain substantially intact, suburban houses not only show great architectural ingenuity and invention in style, materials, and plan form, they were often carefully designed in relation to their garden, street layout and neighbouring plots. Setting may be an important factor in assessing their special interest. There is undeniable pressure on the larger detached house, set in its own grounds: while assessment for designation must be dispassionate, identifying those examples which possess special interest is all the more important (English Heritage, 2007).

9.3.5 Semi-Detached Housing

Semi - Detached housing represents 47.7 (2578.69 ha) of the total area of the Residential Broad Type in Liverpool. It is by far the largest housing Sub Type in Liverpool - the majority of this is made up by housing stock dating to post-1945 (around 52%). It is found throughout the city, except in 'blank' areas near the historic waterfront (predominantly Industrial and Commercial), the City Centre (Commercial and other Residential Sub Types), Fazakerley and West Derby (other Residential Sub Types), Allerton (Recreational and Ornamental and other Residential) and near Speke and Halewood (Industrial, Communication and other Residential Sub Types). The overall distribution corresponds with that set out in 'Residential Development Zones' above - with pre-1900 semi detached housing (including villa Housing) found in Band 2, the majority of Inter War semi detached housing found in Band 4, and the majority of post-1945 housing found in distinct Band 1 and Band 5. Early twentieth century (1901 to 1917) housing appears to be limited to Band 3, and may be somewhat underrepresented.

There is a certain degree of overlap between Semi-Detached and other residential Sub Types. This is particularly true for Villa Housing (i.e. large semi-detached villas may have been recorded as 'Semi-Detached Housing') and planned estates or social housing. Semi-detached is the most common form of house found in social housing estates (particularly post-1945 ones) and, although every effort was made distinguish between the two housing types (and to accurately define and plot social housing boundaries), unfortunately there will be some degree of blurring between Sub Types, possible misidentification and, subsequently, over and under-representation.

Table 21 Current (2003) Semi-Detached Housing in Liverpool by Broad Period of origin

Semi-Detached Housing by Broad Period	Number of Polygons	Area (hectares)	Percentage
Industrial Revolution 1: 1751 to 1835	5	2.31	0.09
Industrial Revolution 2: 1836 to 1900	80	252.64	9.80
Early Twentieth Century 1901 to 1917	17	13.23	0.51
Inter War 1918 to 1939	151	940.13	36.46
Later twentieth Century 1946 to 2000	225	1339.02	51.93
Twenty First Century	4	31.36	1.22
Total	482	2578.69	100%

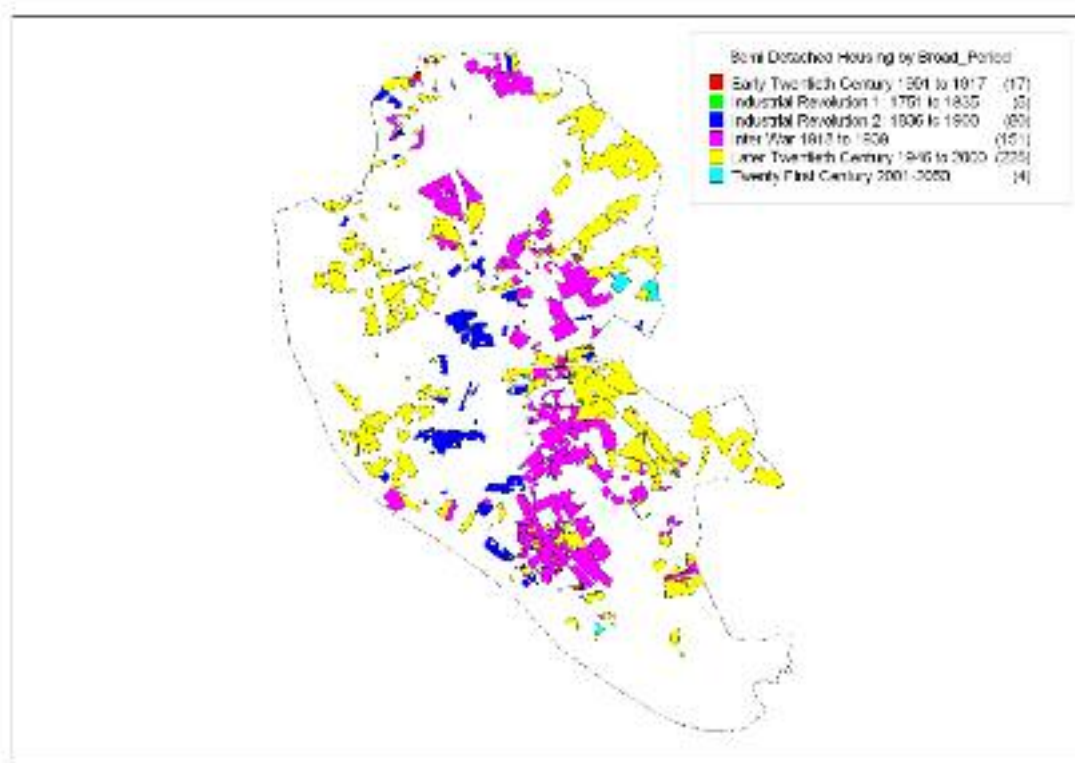


Figure 43 Current (2003) Semi-Detached Housing in Liverpool by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

The degree of overlap between Villa, Semi-Detached and Detached Housing can be found at Mossley Hill. The area has been classified by the MHCP as Semi-Detached (from 1893), but these are very substantial semi-detached and detached houses, representing early suburban development away from the city centre. As such, they could be classified as villas in their own right, but their compact nature tends more towards a more 'basic' Semi-Detached classification.

By 1850 the middle class in England had grown to a third of the population, and used the new trams and suburban railways to escape the smoke. As the English largely declined to invest in tenements, preferring the simpler terrace, our cities sprawled as far as the public transport routes could extend. The Garden City provided a better model, and one of Britain's greatest inventions that was exported round the world. In all, there were 20 garden cities before the First World War. The new arterial roads radiating from the cities provided serviced sites often close to modern new factories. Between the two great wars some 76,000 builders produced three million semis in a

variety of styles, the greatest house building boom England ever experienced. Pattern books were the equivalent of today's codes, and worked because they were very much simpler.

The inter-war years saw the emergence of a new style of house that can still be seen today in many parts of Liverpool, the semi-detached house. People buying the new 'semis' wanted their houses to have some of the architectural features of country cottages. As a result, semi-detached houses and their more expensive detached ones were a haphazard combination of architectural details, which could include mock beams, lattice windows, weather-boarding, pebble-dash and fancy brickwork. Tudor and so-called 'Jacobethan' styles were particularly popular. The private suburban house was typically set in a curving tree-lined road or cul-de-sac with plenty of space and privacy.

Many inter-war houses follow a standard formula and many estates have only two or three variations on it. However, some of the larger houses were individually designed and certain firms appear to have specialised in this type of work. Among the many semi-detached houses available in Liverpool in the late 1920s and the 1930s there was very little variation in the actual layout of each house - typically single-fronted with semi-circular front bays under tiled hipped roofs with deeply overhanging eaves, recessed porches and leaded light windows. Internally, the typical Inter-War semi-detached house would have two living rooms and a kitchen on the ground floor, and three bedrooms and bathroom on the first floor.

Nearly all of Liverpool's Semi-Detached houses had a modest-sized garden, a narrow strip about 80 ft. long. Many of the new house owners devoted much of their leisure time to gardening, growing flowers, fruit and vegetables. Poor quality fences made of cheap softwood, or chicken wire strung between galvanised stakes, divided the garden plots. Garage space was increasingly available between pairs of Semi-Detached houses from about 1926, and by the 1930s many builders were ready to provide a brick garage as an extra.

The first privately developed suburbs in Liverpool were centred on Childwall, Allerton, Woolton, West Derby and Aigburth. These were predominantly Semi-Detached houses

9.3.6 Council Housing

Council Housing represent about 13% (704.56 ha) of the current Residential Broad Type. Built for the working classes, local authority estates were first constructed in the Inter-War period on a large scale. A second construction boom occurred in the post-war period. Planned estates were most often built on previously undeveloped agricultural land, but allotment gardens have also been built on, and some estates replaced areas of earlier terraced housing. More recent developments tend to be on a smaller scale than these, and are generally the responsibility of individual housing associations and co-operatives.

Government house-building policies, particularly in the Inter War period, encouraged private speculation through state-aided policies. Uniformity in design and plan of lower status houses means that it was difficult to distinguish between public and private estates, particularly when working purely from mapping. For many Inter War estates (particularly those designed by Lancelot Keay) identification was made easier by looking at contemporary estate plans. For later estates, identification could be made through an analysis of housing density and garden size. Semi-Detached houses are a very common form in suburban working-class Liverpool, on both council and private estates. However, the presence of groups of low-rise flats or short rows of terraced housing is generally diagnostic of a local authority estate. Within Liverpool, large estates of social housing were identified at Larkhill, Speke, Dovecot,/ Knotty Ash, Norris Green, Edge Lane Drive, Elms House, Mossley Hill, Springfield, Allerton and Fazakerly.

Institutions such as churches, schools and libraries were often built as an integral part of planned estates, as were public houses and rows of parades of purpose-built shops. Allotment gardens and recreational areas such as small parks or playgrounds were also present. For the purposes of the MHCP such features were included within the character areas of Council Housing unless they were large enough to form significant landscape areas in their own right.

It was not unusual for examples of earlier residential MHCP types, such as the sites of Farmhouse complexes or Private Estates, to be engulfed by the extensive suburban estates of the 20th century. Such sites have very often been developed rather than retained, either at the time of the creation of estates or as later infill. There is thus a

After St Martin's Cottages no improved housing for the poor was erected until Victoria Square of 1885 and Juvenal Buildings of 1891 (both demolished). From 1895 the Corporation undertook to replace demolished slums with housing for the disposed. The only survivals from this period belong to the Bevington Street Scheme, opened in 1912. They consist of terraced houses in a cottage style and three-storey flats in Eldon Grove.

Inter War Council Housing

One of the solutions for clearing Liverpool of poor and unhealthy housing was the mass clearance of slum housing in the 1930s. Compulsory Purchase Orders (CPOs) were placed on property thought to be unfit to live in which meant that the council could buy the property and then demolish it if required. This transferred ownership of the properties to the City Housing Department which then arranged for demolition contractors to move in. The introduction of a number of Town Planning and Housing Acts between the First and Second World Wars led to various re-housing schemes, providing new homes for the people whose homes were demolished.⁹

In August 1933 Sir Lancelot Keay, the Liverpool City Architect and Director of Housing suggested that 5,000 new houses should be built on the outskirts of the city and that 10,692 new flats should be constructed on the sites where slum housing had been cleared in the central area of the city. This was to be a ten year programme¹⁰

At first re-housing schemes focused on individual areas of the city where the slum housing had stood and these schemes simply provided housing solutions, they did not take into account the wider needs of the new communities. The town planners soon realised that more ambitious schemes were needed to get over the city's housing problems. They realised that housing was not the only consideration and saw that

⁹ www.mersey-gateway.org/pastliverpool/housing/council/council.htm Mersey Gateway web site . Accessed 2009

¹⁰ www.mersey-gateway.org/pastliverpool/housing/council/council.htm Mersey Gateway web site . Accessed 2009

other facilities, such as shops and community centres, were needed to support the people living in these areas.¹¹

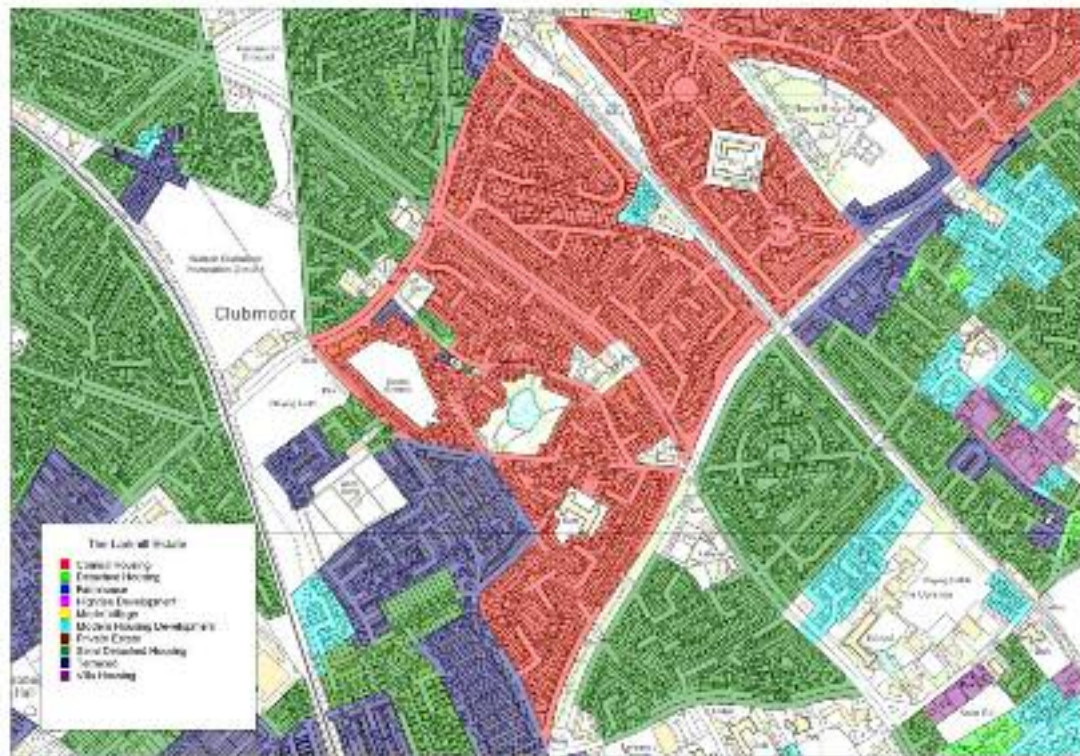


Figure 45 The Larkhill Estate (Current 2003 mapping).
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Larkhill Gardens is one of Liverpool's most unusual open spaces with a large portion of this small site occupied by a pond. Formerly part of one of the city's park estates, the Lark Hill Estate once boasted a grand drive leading to a 18th century Mansion owned by a wealthy Liverpool banker, where the nearby Club Moor Pits had been developed into 'fish ponds'. The area was transformed shortly after the First World

¹¹ www.mersey-gateway.org/pastliverpool/housing/council/council.htm Mersey Gateway web site. Accessed 2009

War when land was acquired to meet local housing needs, and the Estate became fragmented. 2,045 houses were built on an area of 231 acres. The Mansion was converted into a library and community centre, with the land surrounding the ponds remaining as a vestige of the rural estate and a public open space for the new community. Throughout the inter-war years further residential development ensued, particularly towards the north with the development of the Norris Green Estate.¹²

The Norris Green estate is about 3½ miles from the centre of Liverpool and development of the site started in 1926. 7,689 houses were built and 28¼ miles of roads and sewers laid. The houses were built first and spaces left for amenities, such as shops, churches, cinemas, schools, a library and a swimming baths. Unfortunately it was quite a long time before these were built and in some cases they were not built at all. People who had been moved from their homes in the city centre found their rents were higher and because there were no shops or schools at first people travelled back into the city to shop or go to school

¹² www.mersey-gateway.org/pastliverpool/housing/council/council.htm Mersey Gateway web site. Accessed 2009



Figure 46 Current (2003) Norris Green Council Estate (as an underlay in mauve) with the Ordnance Survey 25" map of Lancs. 1893 superimposed
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Housing was always part of the Corporation's intentions for Speke. Its first plan projected a population of 55,000, reduced to 20,000 in the adopted scheme of 1936 drawn up by Sir Lancelot Keay, the Director of Housing. Styled a 'Self-contained Community Unit', this was conceived as a sort of proto-New Town in the manner of Manchester's Wythenshawe scheme, though in execution it was little more than a large, remote housing estate (Sharples, 2004). Planned community facilities and the middle classes were either slow to arrive, or never came. Keay's response to the relatively featureless site was a very formal grid plan structured around broad avenues. Construction of houses, designed in the hipped-roofed, lightly Neo-Georgian style common to most of his suburban schemes, began on Speke Church Road and continued into the 1960s (Sharples, 2004).



Figure 47 Speke Council Estate (as an underlay in mauve) with the Ordnance Survey 25" map of Lancs. 1893 superimposed.
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The Knotty Ash / Dovecot Estate was built on either side of Prescott Road and work started in 1930. A crescent of shops, with a public hall and library was built. The site was built over site of an Army Hutment camp, which had provided temporary homes for families at the end of the First World War.

As can be seen from Speke and Norris Green, unlike their 19th and early 20th century gridiron predecessors, the Inter-War estates did not respect pre-existing field or even roadway boundaries. Development appears to have been undertaken whole scale – only at Norris Green is there any continuance, or reuse, of pre-existing landscape forms (particularly roadways).

During the 1930s large blocks of multi-storey were flats built under the direction of Lancelot Keay, Director of Housing from 1925 and later City Architect. The best examples survive at St Andrews Gardens and Myrtle Gardens (now Minster Court).

Post-War Council Housing

One of the problems after the Second World War was re-housing the large number of people whose homes were destroyed in bombing raids. Liverpool was one of the places which faced this problem as it had been heavily bombed, especially during the "blitz" of May 1941.

One solution, which at the time was meant to be short term, was to make available temporary prefabricated houses on sites around the city. 'Prefabs' were sponsored and built by the Ministry of Works. Liverpool received 3,500 temporary bungalows or 'prefabs'. These, together with two experimental bungalows which the City Architect and Director of Housing of the time had designed, were built during the years 1945-1947 on forty different sites. The smallest site was Larkhill with only two bungalows, and the largest site was the Belle Vale Estate, which had 1,159 buildings. This made it one of the largest 'prefab' estates in the country.¹³

More permanent housing was built at the Brook House area at Huyton. About 800 mixed houses and flats were built around a central block of shops. A second estate, built on new land bought by the council, was the Cantril Farm Estate (now in Knowsley District). This estate had 716 dwellings built between 1946 and 1950. There was a shopping centre on the estate, and also plans to build a church, library, schools and a health clinic. Building on the estate continued in the years that followed. 330 houses were built on land near the Police Training College on Mather Avenue. By 1957, further building at the Speke Estate had resulted in almost 6,000 dwellings¹.

Despite the building of these large estates, still more houses were needed and the search continued to find other sites for similar developments. Further schemes included the Horrocks Avenue Estate, which was developed between 1950 and 1954 and had 163 houses and 54 flats. Another was the Mather Avenue Estate which had 191 houses and 202 flats. The Croxteth Estate was another important large-scale municipal development. Work began on this estate in 1949 and when completed the

¹³ www.mersey-gateway.org/server.php?show=ConNarrative.183 Mersey Gateway web site . Accessed 2009

estate had 2,151 dwellings, ranging from cottages and flats to maisonettes. By 1965 the estate had grown to 2,480 dwellings and had a population of around 10,000.

Another major development was the Kirkby housing estate to the north-east of Liverpool (now in Knowsley District). This followed recognition in Liverpool that there was a real need for the city to move into new industries, as it mostly relied on its docks. The plan for Kirkby was to develop a new industrial estate, and to build housing for the workers alongside.¹⁴

A total of 10,000 dwellings were built and the estate was further expanded in later years with private enterprises. By the end of 1965 there were almost 12,000 dwellings at Kirkby and a population of over 50,000. This was the third such estate to be developed, the first two being Speke and Aintree.¹⁵

Other estates were developed around the outskirts of the city, such as Lee Park Estate, the Childwall Valley Estate, Bluebell Lane, Macket's Lane Estate, Halewood Estate and Netherley Estate. Many of these new estates became towns in themselves and were self-contained communities with facilities for work and leisure. Most provided the amenities needed by a community, such as shops, churches, schools, libraries, health services and community halls.

Modern Council Housing

Council housing built in the 1980s, to replace Keay's Inter War estates and post-war slabs and towers show a return to 19th century materials and scale. The houses are of brick and generally of two storeys, but instead of terraces they are mostly detached or semi-detached. Disenchantment with failed municipal housing schemes of the past fuelled the rise of housing co-operatives and community architecture in the 1970s and

¹⁴ www.mersey-gateway.org/server.php?show=ConNarrative.183 Mersey Gateway web site. Accessed 2009

¹⁵ www.mersey-gateway.org/server.php?show=ConNarrative.183 Mersey Gateway web site. Accessed 2009

1980s. As a result, large areas of the inner city now have informal, spacious, low-rise character previously associated with suburbs. A good example of this is the Eldonian Village in Vauxhall.

Between Vauxhall Road and Love Lane is the Eldonian Village, occupying the site of the Tate and Lyle sugar refinery closed in 1981. It was one of the biggest community architecture schemes of the 1980s, with the first phase south of Burlington Street being built in 1987-90. The housing and layout were designed with the participation of future residents, who formed a co-operative for the purpose. Living in run-down municipal flats around Eldon Street, they were determined to be re-housed in their own area.

The Village has a mix of bungalows and houses, in pairs and short terraces. All have gardens, and are arranged around cul-de-sac called courts, branching off a winding spine road. To avoid uniformity, the planning is informal and the materials differ in colour from court to court. A village hall and other community buildings are on Vauxhall Road.



Figure 48 The Eldonian Village Estate, Vauxhall on Current (2003 mapping).
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9.3.7 High-rise Development

In Liverpool, High-rise predominantly comprises flats built after the Second World War. The type also includes developments focused on an earlier house or building that has been converted into several residences, where there are also new build flats or apartments within the grounds.

High-rise represents for 0.95% (51.18 ha) of the current Residential Broad Type in Liverpool. However, the actual area covered by this housing type will be somewhat higher as low-rise flats are also found as discrete areas within social and private housing estates. Where this is the case, the flats have been included within the character area covering the wider estate. Furthermore, many new-build, high-rise luxury flats have been incorporated into the Commercial Core Broad Type, particularly those fronting onto the River Mersey.

Although these MHCP types cover a relatively small area, they can dominate the local landscape in terms of scale and have a strong visual impact on the setting of historic buildings. Recent flat developments occur as infill within the plots of former 19th century villas. Flats in Liverpool have most often replaced earlier terraced housing or other urban character types.

Mid 19th Century Municipal Developments

In the 1840s Dr William Henry Duncan had highlighted the link between Liverpool's alarmingly high mortality rate and its insanitary court and cellar dwellings. Largely as a result of his work, the Town Council promoted the Liverpool Sanitary Act of 1846, which resulted in a Health Committee and the appointment of Duncan as Medical Officer of Health – the country's first. The 1842 Liverpool Building Act introduced elementary controls on the design of new housing, and these were taken further in the 1846 Act, but courts continued to be built and standards of construction were poor. The term 'jerry building' to denote poor quality bricklaying seems to have originated in Liverpool around this time (Sharples, 2004). Isolated examples of model housing for workers were completed in the 1850s, but of these nothing remains. The Council undertook the purchase and demolition of slum-housing, but generally left

redevelopment to speculative builders. In 1867 however, it held a competition for the design of labourers' dwellings, and as a result built St Martin's Cottages in Ashfield Street, Vauxhall. These rather bleak four-storey flats (now demolished) were perhaps the first municipal housing in England outside London (Sharples, 2004). Furthermore, the St Martin's Cottages buildings represent the first example of the High-rise Sub Type found within the MHCP.



Figure 49 St Martin's Cottages, Vauxhall on the Ordnance Survey 25" map of Lancs. 1927. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

Late 19th to Early 20th Century High-rise Developments

After St Martin's Cottages in the 1860s, the Corporation erected no improved housing for the poor until Victoria Square of 1885 and Juvenal Dwellings of 1891 (both demolished). From 1895, the Corporation undertook to replace demolished slums with housing for the dispossessed. The only survival from this period belongs to the Bevington Street area scheme opened in 1912 (Sharples, 2004). They consist of terraced houses and three-storey flats, currently derelict, in Eldon Grove. The flats have access balconies across the front, reached by open stairs, and are surprisingly

decorative with bay windows and half-timbered gables. Projecting towers at the rears, triangular in plan and originally open-sided. The blocks face south onto an open space, originally with separate playgrounds for boys and girls, with a bandstand in the middle (Sharples, 2004). At the corner of Eldon Street and Vauxhall Road a very interesting experimental block of flats were built in 1904-5 by the City Engineer J.A. Brodie. The floor, walls and ceiling of each room consisted of pre-cast reinforced concrete blocks, made with clinker from the City's refuse incinerators. This early example of system-building has only recently been demolished (Sharples, 2004).



Figure 50 Municipal Terraced Housing depicted on the Ordnance Survey 25" map of Lancs. 1927.

Marks - 1. Eldon Place by J.A. Brodie (1904-5), 2. Eldon Grove (1912), 3. Victoria Square (1885) and 4. Juvenal Buildings (1891). Only Eldon Grove still exists, with the others having been demolished in the Inter-War and post-war periods.

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Inter-War High-rise Developments

The Inter-War period saw large blocks of multi-storey flats built under the direction of Lancelot Key, Director of Housing from 1925 and later City Architect. The best, St Andrew's Gardens, survives. It was designed by John Hughes, and has sweeping balconies and windows in long bands. Its semi-circular form was inspired by Berlin's Horseshoe Estate. Another one of Key's survivals is Myrtle Gardens (now Minster Court) – a complex of 1930s municipal flats converted to private housing from 1982. The conversion involved transforming access decks into private balconies and adding glazed stair-towers (Sharples, 2004). Outside of the city centre, only one of Key's Neo-Georgian blocks of Corporation flats to survive is Wavertree Gardens (now called Abbeygate).

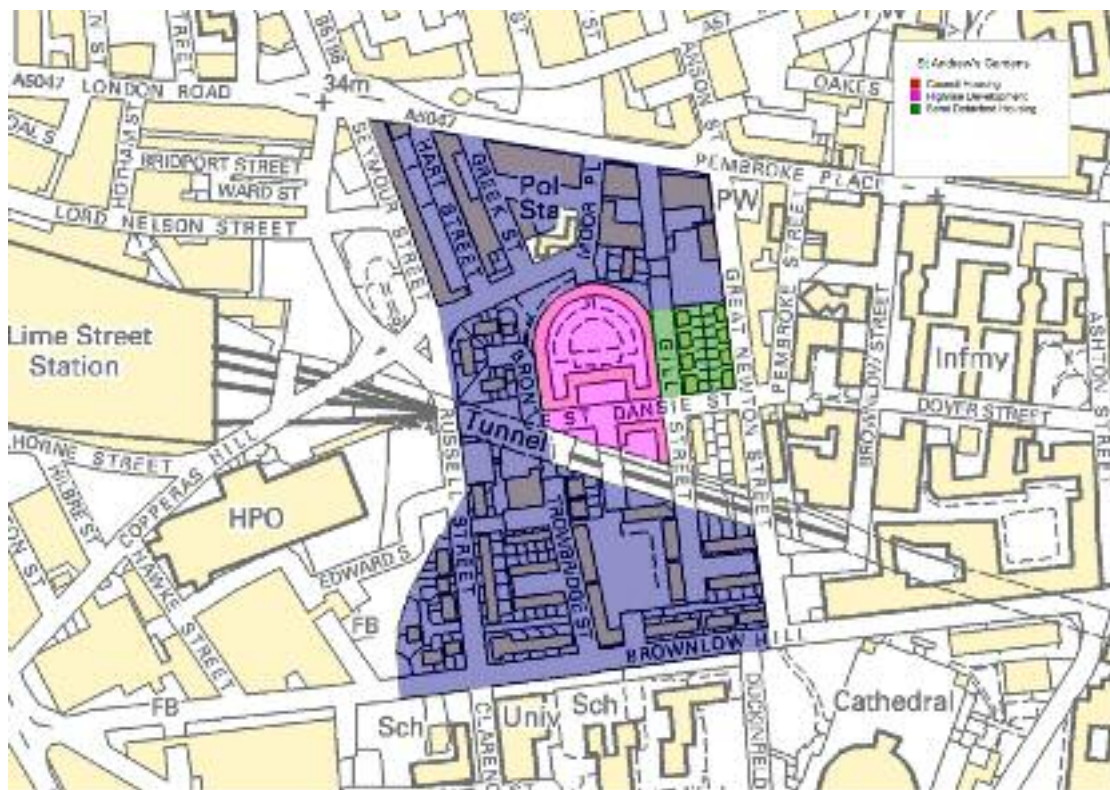


Figure 51 St Andrew's Gardens (Pink) on Current (2003 mapping).
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Post-war High-rise Developments

Liverpool's strategic importance made it a key target in the Second World War – bombing reduced to rubble a large part of the City, with many important buildings destroyed or severely damaged. After the war there were severe housing shortages and a lack of land for house building was still a problem for the Housing Committee. Housing for a greater number of people in a small area with reasonable living conditions was needed and one method of providing this was by building upwards, in multi-storey blocks.

The first multi-storey block to be built in Liverpool was the ten-storey block, Coronation Court, on the Sparrow Hall Estate. Under Ronald Bradbury (appointed City Architect and Director of Housing, 1948) and J.W. Boddy (who took over responsibility for housing in 1963), flats in slab blocks and towers were built in great numbers, notably in Everton. Tower blocks were also intended to replace the 19th century villas surrounding Sefton Park, but only a few were carried out. In 1963 prefabricated construction was adopted when the Council accepted a tender for almost two and a half thousand dwellings in towers built according to the French *Camus* system (Pollard and Pevsner, 2006).

With hindsight, however, wartime bomb damage was less destructive than the subsequent efforts of architects and planners. The failure, in social terms, of much of the high-rise housing led to its demolition in the 1980s-90s, along with most of Keay's inner-city flats. One of the few remaining 1960s tower blocks - Corinth Tower - was demolished in 2005. The tower had been built in 1966 and its views spread from Everton Park to the Mersey. It was 23 storeys high, had 176 flats and 45 flights of stairs. (Liverpool Echo, 16th May 2005).

Modern High-rise Developments

New luxury apartment flats have been built in the city centre and along the Mersey waterfront. These have been included in the Commercial Broad Type as they form an incidental part of a larger commercial theme within the city.

9.3.8 Private Estate

The Private Estate Sub Type applies to large detached high-status dwellings, usually in a setting of formal gardens or private parkland and often with one or more driveways, lodges, granges and other associated buildings. However, there are no Private Estate Houses currently in residential use. Many of the great houses of Liverpool still stand, yet many of these have been converted to recreational and ornamental use (as parks), or are in council ownership, converted into schools, hotels or colleges. Where houses do survive, their settings have often suffered as a result of development or neglect.

Historically, there the many great estate or elite houses within borough - a testament to the wealth of the city, most notably in the mid to late 19th Century. What follows is a brief summary of the past largest and historically important estate houses in Liverpool.

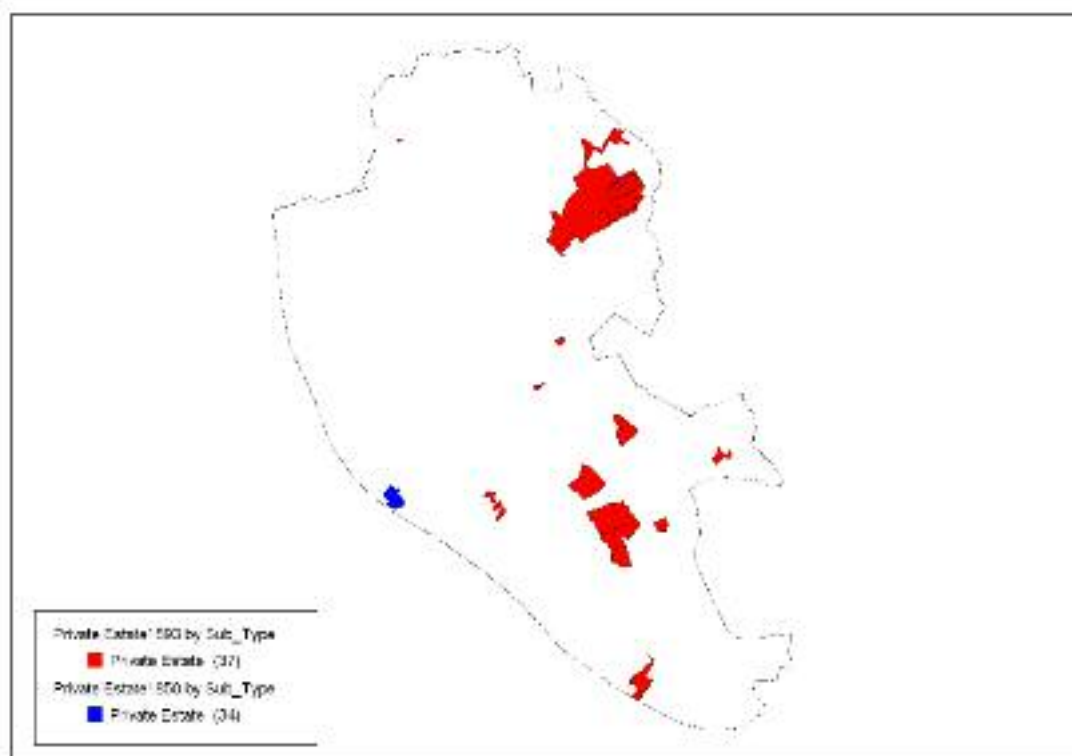


Figure 52 Current (2003) Private Estate by Broad Period of origin.
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On the banks of the Mersey on the very edge of the city lies **Speke Hall**, an extremely picturesque house and one of the finest timber-framed houses in the North West of England. Almost all of what can be seen was begun by Sir William Norris in c.1530 and finished by his son Henry about seventy years later. It is a quadrangle laid out around a courtyard and surrounded on three sides by a now dry moat. The building exhibits herringbone and quatrefoil panelling within a dense frame set upon a red sandstone plinth. The apparent uniformity of the elevations belies the buildings complex (and as yet not fully understood) history. The Norrises, like so much of the Lancastrian gentry, were recusant Catholics, and the house is full of hiding-places and spy-holes (Sharples, 2004).

Speke Hall is owned and opened by the National Trust and, as such, is categorised as a Recreational and Ornamental Broad Type (as a Public Park) within the current MHCP. The site has been included here for completeness. Pevsner mourned the loss of the house's Arcadian setting: 'the trees between the house and river have given way to a runway of Speke Airport, and the hinterland has become all industry'. This began after Liverpool Corporation acquired 1,800 acres of the Speke estate in 1928 with the intention of emulating Manchester's Trafford Park in order to alleviate unemployment in the city. But the first land to be developed, immediately west of the hall, became an airport (Sharples, 2004). For information on Speke Airport, see Communication Broad Type).

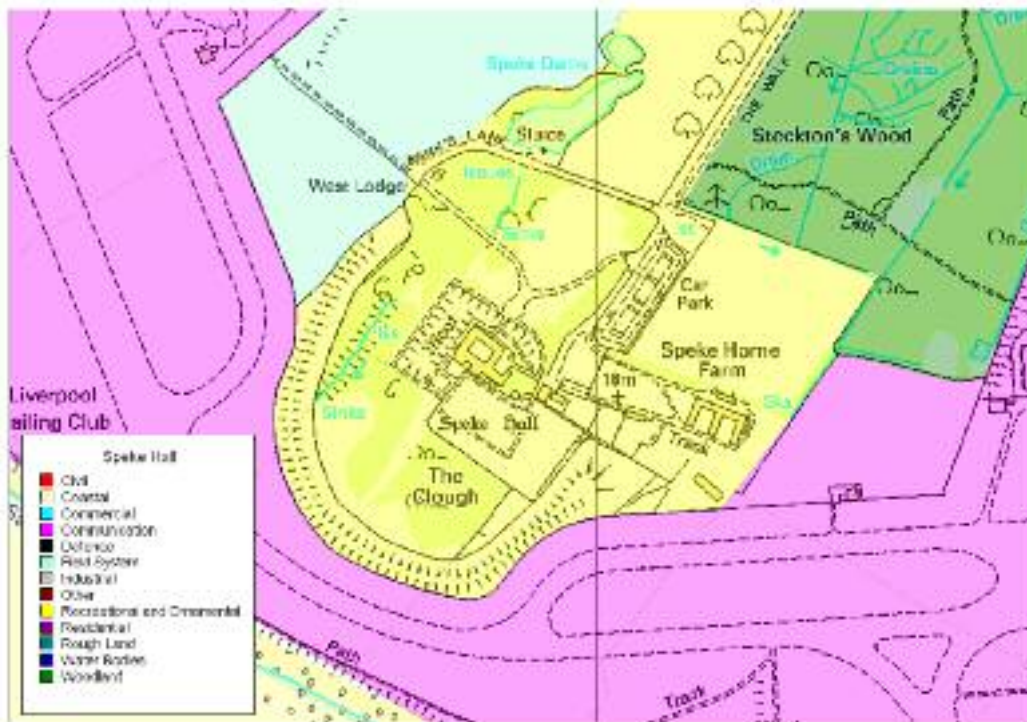


Figure 53 Speke Hall on Current (2003 mapping)
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Figure 54 Speke Hall shown on the Ordnance Survey 25" map of Lancs. 1927.
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Calderstones Park was originally part of the 1583-acre expanse of the Manor of Allerton, around 1726, the area now known as Calderstones Park was sold to settle family debts. Eventually, the Liverpool merchant Thomas Martin became the owner. He added to the estate before selling the area to Joseph Need Walker, a lead shot manufacturer with business interests in Liverpool. Walker acquired the estate in 1825 when the principal building was known as 'The Old House'. By 1828 this old farmhouse had been demolished to make way for 'Calderstones' the Mansion House. Under the 'Need - Walker' ownership, additional land was purchased, eventually creating a holding of some 94 acres. In 1875 the estate was sold to Charles Maclver for £52,000. A Liverpool shipping magnate, he had joined Samuel Cunard in establishing the 'British and North American Royal Steam Packet Company' - later better known as the Cunard Line. Charles Maclver retired in 1874 and his younger sons, Henry and Charles took the reins.¹⁶

It is likely that the wide and varied planting of the park owes much to the nature of Maclver's work - there are many trees, for example, of North American origin to be found in Calderstones Park. Some sources also record that Joseph Need Walker was interested in trees and may have inaugurated the Calderstones Collection.¹⁷

In 1902 the Maclvers finally sold Calderstones for the sum of £43,000, to Liverpool Corporation. By the outbreak of the First World War Calderstones estate had been augmented by the 32 acre Harthill estate to produce the 49 Hectare Calderstones Park. Built in 1828 the Mansion House is no longer a private house and contains offices of the Council ¹.

Allerton Hall is the last but also the earliest of the merchants' mansions in Liverpool. The manor was held by the Lathoms in the 14th Century, but the Palladian House one sees now was begun by John Hardman, a merchant from Rochdale, who bought the

¹⁶ http://www.liverpoolparks.org/red/docs/parks/calderstones_park/index.html.

Liverpool Parks web page Accessed 2009

¹⁷ http://www.liverpoolparks.org/red/docs/parks/calderstones_park/index.html. Liverpool Parks web page Accessed 2009

state in 1736 with his brother James. The house, complete with sandstone Ionic columns and portico, was completed in 1812 by William Roscoe. The interior, much damaged by fires in 1994 and 1995, reopened as a public house. Allerton Park opened to the public in 1926 (Pollard and Pevsner, 2006).

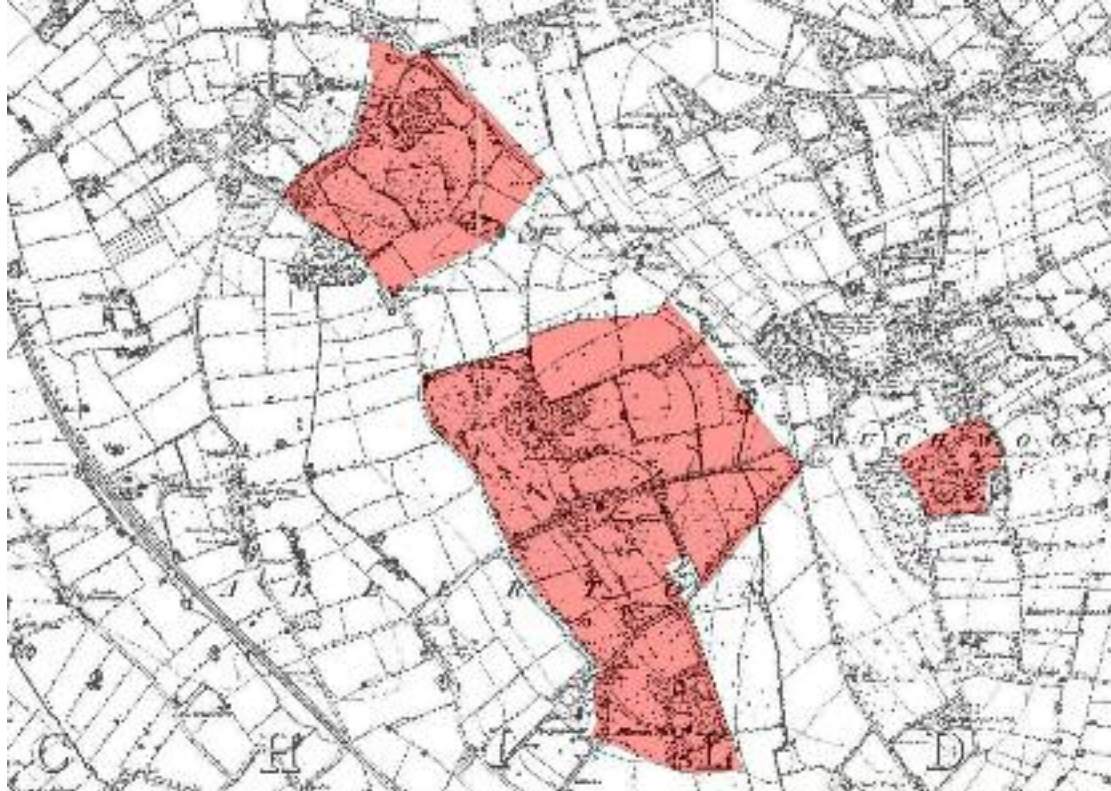


Figure 55 Current (2003) Calderstones (north) and Allerton Hall (south) areas depicted on the Ordnance Survey 6" map of Lancs. 1850.
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Croxteth Hall and Country Park is at the heart of what was once a great country estate stretching hundreds of square miles and was the ancestral home of the Molyneux family, the Earls of Sefton. It is now managed by Liverpool City Council and is one of the major heritage centres of the North West, attracting thousands of visitors every year to the Hall, Croxteth Home Farm, the Victorian Walled Garden and a 500 acre country park.

The house today reflects several phases of building. The remains of what must have been a fairly small Elizabethan house can be seen incorporated into the east wing south of the gatehouse. The oldest part of the Hall probably periods from between 1575 and 1600. Although now partly hidden by the kitchens added by Wyatt, some of

the gabled upper storey of this brick building remains visible, with stone dressings and mullioned windows. Internally, the Elizabethan house has been altered, although some original wall lines can be traced. A 16th century nail-studded oak door remains, but probably not in its original position. Wyatt's dining room links the 16th century remains to the work of 1702/14. In the past it has been attributed to McVicar Anderson, but it was Wyatt who first rationalised and reproduced the style of the Queen Anne façade in brick and sandstone. The Queen Anne wing to the south was completed in the early 18th century and marks a period in which the Molyneux family took up permanent residence at Croxteth. Alterations and additions continued and a west wing (since replaced) was added.¹⁸

Several schemes for further enlargement were considered in the early and mid 19th century and all involved the demolition of the sixteenth century work. Finally a design by T.H. Wyatt which retained the old house was accepted and building work was carried out between 1874 and 1877. Most of Wyatt's work was in a Victorian Tudor style. However, he was also responsible for the dining room in the southeast and the corresponding entrance block at the opposite end of the Queen Anne wing. Both these additions copied the pattern of the Queen Anne facade and the same technique was used by J. McVicar Anderson when he rebuilt most of the west wing between 1902 and 1904.¹⁹ (Also see designed Parkland Sub Type)

¹⁸ www.croxteth.co.uk/attractions/hall/index.asp Croxteth Hall & Country Park web site. Accessed 2009

¹⁹ www.croxteth.co.uk/attractions/hall/index.asp Croxteth Hall & Country Park web site. Accessed 2009

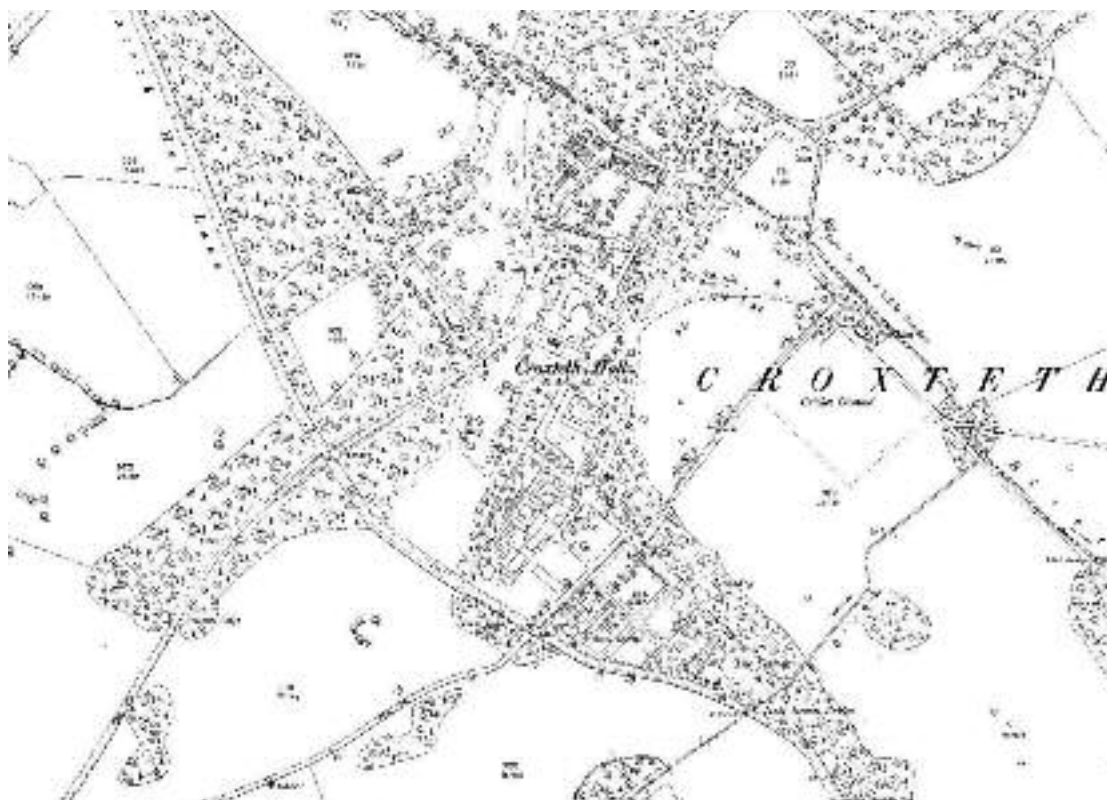


Figure 56 Croxteth Hall on the Ordnance Survey 25" map of Lancs. 1893.
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9.3.9 Model Village

Model Village (including Garden Suburbs) represent 0.3% (134.95 ha) of the total area of the Residential Broad Type in Liverpool. The Sub Type is limited to two sites - Hartley's Village in Fazakerley and Wavertree Garden Suburb.

Sir William Pickles Hartley (1846 - 1922), jam manufacturer, was born in Colne in Lancashire, but in 1880 he moved his family to Southport where he became an influential local benefactor and entrepreneur. Throughout his life, he donated money for religious or philanthropic causes in Colne, Liverpool and London. In 1885 Hartley moved his jam-making business to Fazakerley, The factory complex, built in 1886, was designed by James F. Doyle. In 1889 Doyle judged a competition to design a worker's' village adjoining to the south, which was won by William Sugden and Son of Leek. Gardens and mortgages were provided, and only a 3% return was taken. The present village is very small - principally four short streets facing outwards from a central court. The gabled brick houses are semi-detached, of four or six together (Pollard and Pevsner, 2006).

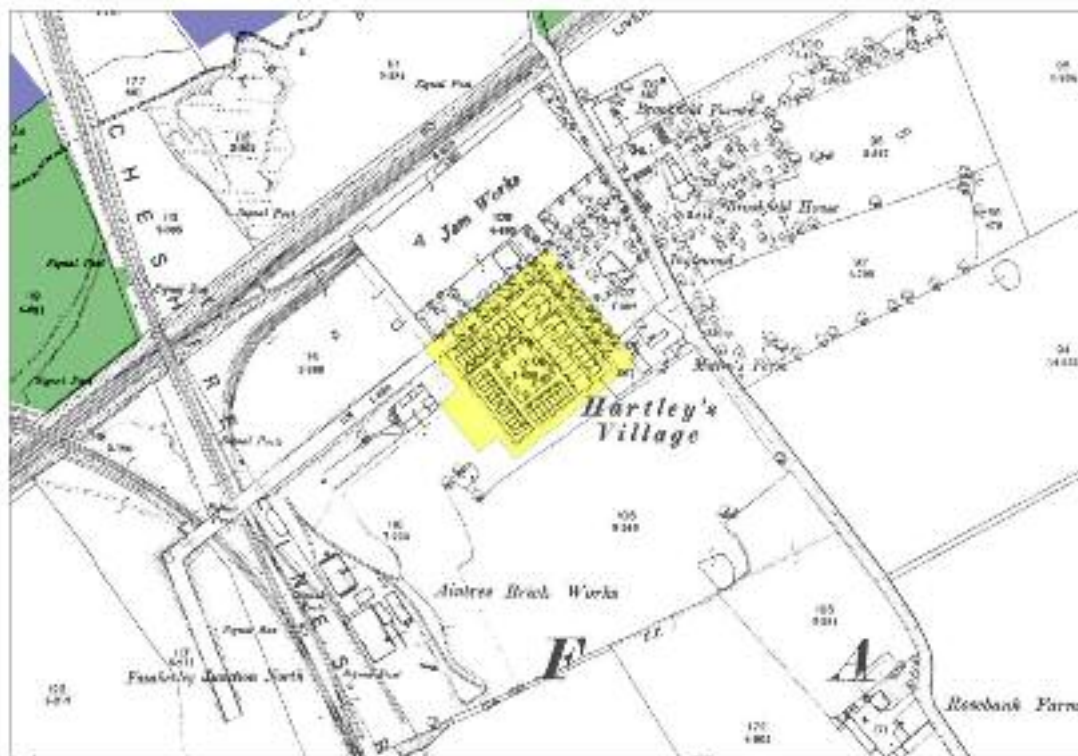


Figure 57 Current (2003) Hartley's Village area (yellow) depicted on the Ordnance Survey 25" map of Lancs. 1893. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

Although not a model village in the strictest sense, Liverpool (now Wavertree) Garden Village has been included in this Residential Sub Type.

Garden Suburbs, Garden Cities and Garden Villages were being developed around Britain in the late 19th Century and early 20th Century. The idea came from a Victorian belief in progress and to foster equality between the classes. Evil slums and overcrowded working-class terraces needed to be replaced by new suburbs, built in a new way. Building on cheaper land meant housing costs could be kept lower. Also, technological advances in the use of gas, electricity and electric appliances meant fewer servants were needed and the Tenants would have more time for club activities, hobbies, sport and education.²⁰

Liverpool Garden Suburbs developed on the lines made familiar by examples of Co-partnership Housing at Ealing, Hampstead and elsewhere. In 1892, Bedford Park in London was the site for the first Garden Suburb. Then in 1901, Co-partnership in Housing was launched in Ealing (Near Bedford Park) and the Garden Suburb idea was established further. This extended throughout the country and on the 9th February 1910, the Liverpool Garden Suburb Tenants (Ltd) were registered to help plan a future for suburban housing for people of Liverpool. Their aim was to meet the needs arising out of the housing problem within Liverpool and to provide attractive houses on the outskirts of Liverpool, with gardens and open spaces.²¹

The land area selected was between Broad Green, Wavertree, Childwall and Woolton. The land was part of the Marquis of Salisbury's Lancashire Estate. 185 acres were leased from the Marquis of Salisbury for a term of 999 years. On 20 July 1910, the Marchioness of Salisbury laid the foundation stone of the first house in Wavertree Nook Road. The first phase was built by 6th November 1911. 126 houses

²⁰ <http://wavsoc.awardspace.com/wgs/page5.html> Wavertree Garden suburb, a Wavertree. Accessed 2009.

²¹ <http://wavsoc.awardspace.com/wgs/page5.html> Wavertree Garden suburb, a Wavertree. Accessed 2009.

were laid, with 100 completed and inhabited. The final phase of construction began in the summer of 1914. Although there was a declaration of war with Germany on the 6th August 1914, work continued on the houses until December 1914. Then it stopped, never to begin again.²²

Only about one quarter of the estimated 1800 houses that had been originally planned were ever to be completed (Pollard and Pevsner, 2006).



Figure 58 Current (2003) Wavertree Garden Village area (yellow) depicted on the Ordnance Survey 25" map of Lancs. 1927.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

²² <http://wavsoc.awardspace.com/wgs/page5.html> Wavertree Garden suburb, a Wavertree. Accessed 2009.

9.3.10 Modern Housing Development

Modern Housing Developments represent 8.16% (approximately 441 ha) of the total area of the Residential Broad Type in Liverpool. The developments are distributed throughout the city, but the majority lie within the central or 'old' part of the city, or near the city's outskirts.

Home ownership grew rapidly from 1950 with most speculative housing following the pattern of detached and Semi-Detached houses built to average densities of around ten dwellings per acre.

In 1961 the Parker Morris Committee was commissioned to produce a report on the way housing should address the needs of the modern family. The Commission concluded that there should be more living and circulation space mainly split into an area for quiet and leisure activity, and an area for eating, but the latter could be an enlargement of the kitchen. The room 'saved for best' was no longer considered essential, and the introduction of central heating meant that bedrooms could be used by children for other activities rather than just sleeping (Parker Morris Committee, HMSO 1961).

In 1967 these space standards became mandatory for all housing built in new towns, extended to all council housing in 1969. The mandatory nature of the standards was ended by the Local Government, Planning and Land Act of 1980 as concerns grew over the cost of housing and public spending.

Unfortunately the pressure on producing houses at a very low cost, which also echoed the desires of local councils to produce low cost housing, has resulted in many uniform and 'bland' housing blocks. It is also widely felt that most public and private sector housing being built today fails to meet the Parker Morris standards for floor and storage space.

Today 85% of new homes are covered by a NHBC (National House-Building Council) warranty, with the general design and layouts being far more flexible, but design tends to be a sanitised version of past periods of architecture, a little bit taken from here and there.

9.4 Recreational and Ornamental Broad Type

This type of open space includes urban parks, formal gardens, country parks, allotment gardens and urban greenspace that provide opportunities for various informal recreation and community events. Parks help provide a sense of place for the local community, some form of ecological and education benefits and also provide some form of structural and landscaping benefits to the surrounding local area.

The MHCP study found that the Ornamental and Recreational Broad Type accounted for 16.59% (1851.95 ha) of the Liverpool total. The largest Sub Type (area and number of polygons) is Sports Grounds at just under 43% (776.31 ha) with the largest single sports type being golf courses. This is followed by Public Parks at around 37% (666.27 ha) and Designed Parkland at approximately 12% (226.19 ha). Recreational and Ornamental (Other) sites constitute nearly 5% (84.92 ha) and Allotment Gardens make up the remainder at nearly 4% (67.04 ha).

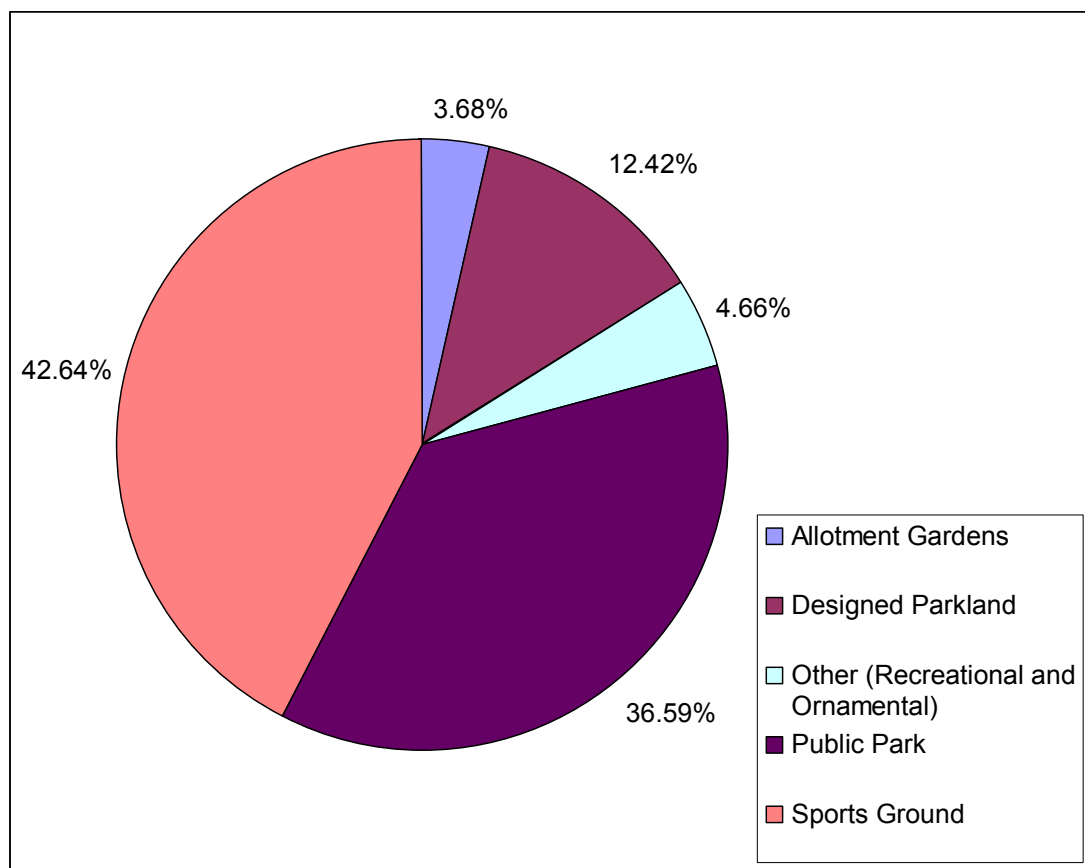


Figure 59 Pie Chart of the Current (2003) Recreational and Ornamental Sub Type in Liverpool (% of land).

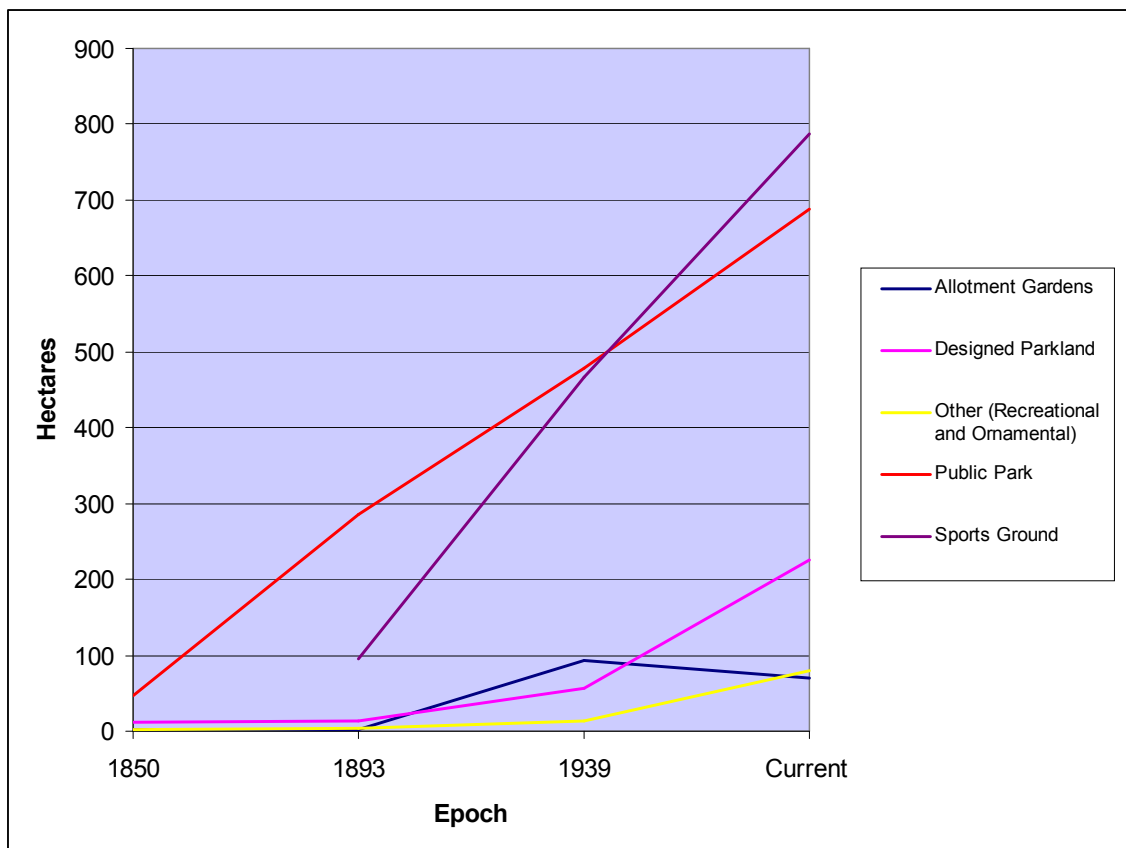


Figure 60 Graphical Representation of Liverpool Recreational and Ornamental Sub Type through time

Recreational and Ornamental Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Allotment Gardens	2.13	2.55	93.13	69.62
Designed Parkland	12.04	12.85	55.47	219.53
Other (Recreational and Ornamental)	1.76	4.59	13.73	80.27
Public Park	46.35	286.53	480.32	697.31
Sports Ground		95.23	466.15	785.22

Table 22 Liverpool Recreational and Ornamental Sub Type through time

9.4.1 Allotment Gardens

This includes all forms of allotments with a primary purpose to provide opportunities for people to grow their own produce as part of the long-term promotion of sustainability, health and social inclusion. This type of open space may also include urban farms.

Like other open space types, allotments can provide a number of wider benefits to the community as well as the primary use of growing produce. These include:

- bringing together different cultural backgrounds
- improving physical and mental health
- providing a source of recreation
- wider contribution to green and open space.

The MHCP survey found 69.63 ha of Allotment Gardens present in Liverpool, representing 3.76% of the current Recreational and Ornamental Broad Type in Liverpool. Only one site dates to pre-1900; the majority of the allotment sites were created in the Inter-War period - 64.84% (45.15 ha) and in the immediate post-war period - 33.65% (23.43 ha). The pre-1900 figure appears to be an underestimate - this may be a result of invisibility (quite often allotment gardens were not depicted as such on the 1850 and 1893 mapping) or that, simply, a high proportion of the inner city's allotments were lost in the late 20th century, particularly to residential development.

Allotment Gardens by Broad Period of origin	Number of polygons	Area (ha)	Percentage
Industrial Revolution 2: 1836 to 1900	1	1.05	1.51
Inter War 1918 to 1939	19	45.15	64.84
Later Twentieth Century 1946 to 2000	10	23.43	33.65
Total	30	69.63	100%

Table 23 Current (2003) Allotment Gardens in Liverpool by Broad Period of origin

Allotments are important as social historic landscape features, physical embodiments of an aspect of 19th century English social history. They are also particularly important in the present day as green spaces within suburban and urban areas. In the 19th

century, land was provided by an Act of Parliament to poor houses and charitable trustees (General Enclosure Act of 1801). This land was provided in order to compensate for the loss of common land through enclosure in the 18th and 19th centuries. Land allotment frequently faced hostility from the land-owning classes (Crouch and Ward 1997, 39-63). The passing of the Allotments Act of 1887 marked the end of lengthy struggles and campaigns by reformers. It enabled local sanitary authorities to acquire land by compulsory purchase. The Small Holdings and Allotments Act of 1908 created a responsibility for local councils to provide allotments. Nearly all of the allotments recognised in this study post-date the passing of this act. Later allotments have clear associations with the larger-scale social housing developments of the interwar and post-war periods.

Although there are at least 30 allotment sites in Liverpool, and there could well be some additional small sites within residential areas that were not characterised separately during the project, a significant area of allotment gardens within the district was lost in the 20th century.

Twenty-two Sub Types (polygons) were recorded as having previously been at least partly in use as allotment gardens. Some of these represented the reuse of part of a site rather than complete loss. About 45% (10) of the 'lost' allotment sites have been covered by residential development. A further six are now the sites of institutional buildings, including four schools. Currently, in Liverpool there are 24 Council owned sites. Each site is managed on behalf of the council by an allotment society.²³

²³ www.liverpoolallotments.btik.com/p_Campaign.ikml

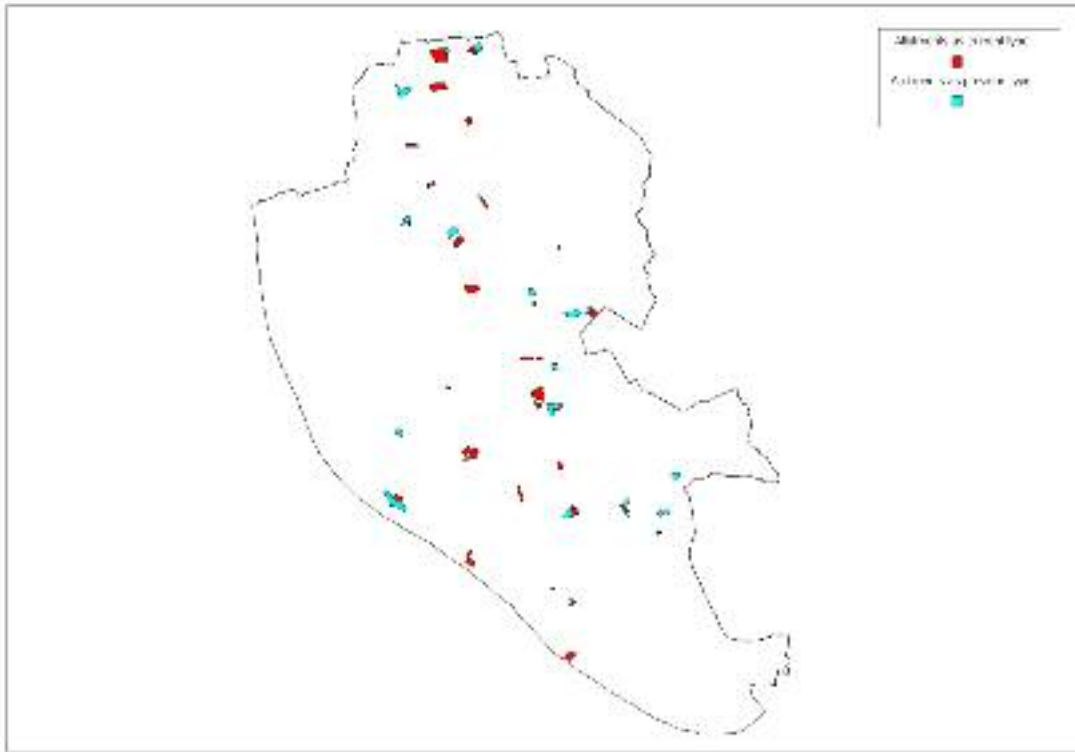


Figure 61 Current (2003) allotment sites in Liverpool (red), and areas that previously contained Allotments.

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9.4.2 Designed Parkland

There are currently two areas of Designed Parkland (landscape park) recorded by the MHCP, making up 11.9% (219.53 ha) of the Recreational and Ornamental Broad Type in Liverpool. These are grounds, usually associated with a country house, laid out so as to produce the effect of natural scenery. They are associated with Croxteth Hall (176.9 Ha - currently used as a public park) and Woolton Hall (49.53 Ha - currently a residential care home). The two sites date to the Industrial Revolution 2 (1836 to 1900) period, although Croxteth Hall has much earlier origins.

NB There is an obvious discrepancy between the Current (2003) Designed Parkland total of 219.53 Ha and totals from historic map epochs. Many sites, particularly Croxteth Hall, were recorded as Elite Residences (both the house and gardens) on past epochs. For Current mapping, the landscape gardens of these Croxteth and Woolton were separated out from the more generalist Sub Types such as "public parks" for clarity.

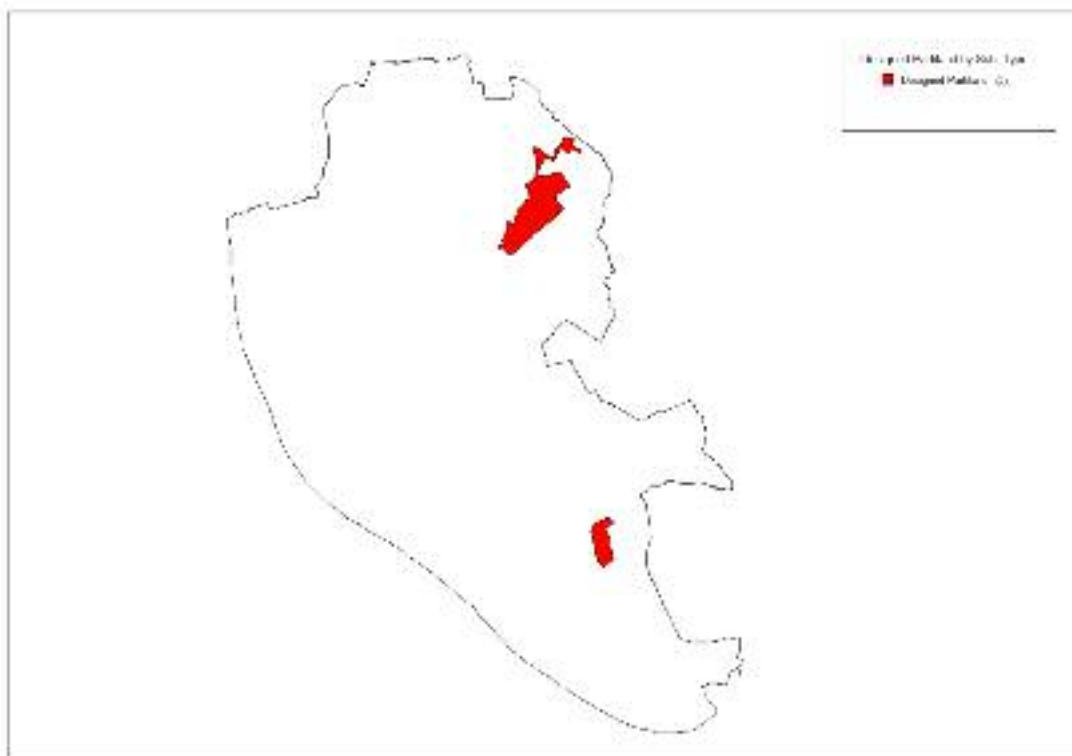


Figure 62 Current (2003) Designed Parkland in Liverpool.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Croxteth Park was part of the forest of Toxteth from the 13th century and was part of the demesne of West Derby, having been taken out of the parish of Knowsley. In the mid-15th century the park, from which much of the timber had been cleared, was granted to Sir Richard Molyneux of Sefton and his son Richard. The park was then granted to William Molyneux and his heirs by the Duke of Gloucester, high steward of the duchy of Lancaster. The park was ruinous and Molyneux was required to ditch the park, set wood, and save sufficient pasturage for the king's deer. This grant probably lapsed for the park was given to William Molyneux of Sefton in 1507 and Croxteth then became their main residence. The property descended with the Molyneux family (later earls of Sefton) until the 20th century.

The park is shown as a fenced enclosure of modest dimensions on Speed's map of 1610, and again on Morden's map of the county of 1695, but by Yates's map of 1768 had been divided into small enclosed fields. The eastern edge of the park was likely the Croxteth Brook, which forms the district boundary, and on which stands Stand Lodge (listed grade II, outside the area here registered). To the north and west the park pale presumably coincided with the parish boundary, and to the south the River Alt.

The present form of the park however is little changed from that shown on the Tithe maps for West Derby and Croxteth Park, both drawn in 1838. A roughly 17 ha piece of land between Hall Brook and Finch Wood has been developed as a private housing estate. The remaining land is owned by Knowsley Borough Council and the parkland is managed as Croxteth Hall and Country Park (English Heritage Register of Parks and Gardens of Special Historic Interest).

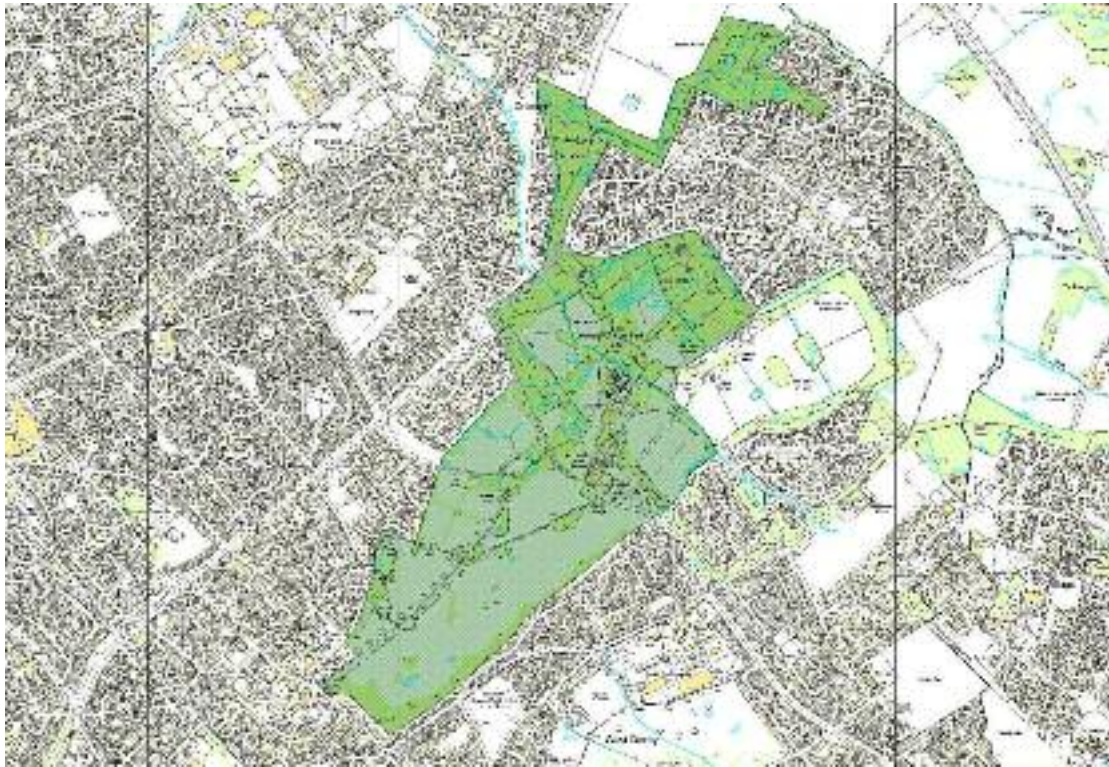


Figure 63 Current (2003) Croxteth Hall Designed Parkland.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Woolton Hall - In the early years of the eighteenth century Richard Molyneux, heir to Viscount Molyneux of Croxteth, owned Woolton Hall. In 1772 Nicholas Ashton, a Liverpool gentleman, bought the property and employed the fashionable architect Robert Adam. Robert Adams carried out extensive reworking later in the 18th Century; the building still has a Robert Adams fireplace, and is a Grade 1 listed building. Other owners of the Hall were (from 1772) the Ashton family, then the Shand family and, from 1870s, the Gaskells. By 1901 the Gaskells were living elsewhere in Woolton and the hall was run as a hydropathical hospital by the McGuffie family.

The current 22 ha park site was purchased from the Gaskell family in 1917 for £12,000 by Col James P Reynolds of Dove Park (Reynolds Park), who was the last owner of the property. Col Reynolds sold most of the estate to Liverpool Corporation, but dedicated the 10 acre strip of land fronting Woolton Woods on the north easterly side at High Street to be used as a recreation ground for local people, in recognition of the privilege he felt in living in a beautiful residential district for over 50 years of his

life. There was a Notre Dame convent at Woolton Hall by the end of World War Two. There sisters ran a private preparatory school at the convent for many years, as well as the High School.



Figure 64 Current (2003) Woolton Hall Designed Parkland.
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9.4.3 Other (Recreational and Ornamental)

This character Sub Type includes many open, very small scale green spaces, green corridors and derelict land. There is a great deal of overlap with the Rough Land (Other) Sub Type - and the two should probably be combined to form an overall 'open space' character.

Other (Recreational and Ornamental) constitutes 4.33% (80.29 ha) of the recreational and Ornamental Broad Type in Liverpool. The majority of the Sub Type is a green corridor linking Huyton with northern Liverpool - the route of the now defunct North Liverpool Extension Line. This line has not been used since 1974, and the trackbed now forms part of National Cycle Network Route 62, the Trans Pennine Trail. A number of small greenspaces, green corridors, urban commons, managed greenspace and rough land make up the remainder - some of these are associated with social housing estates (notably in Gateacre), whilst others are the sites of former (demolished) industrial, civil and residential buildings.

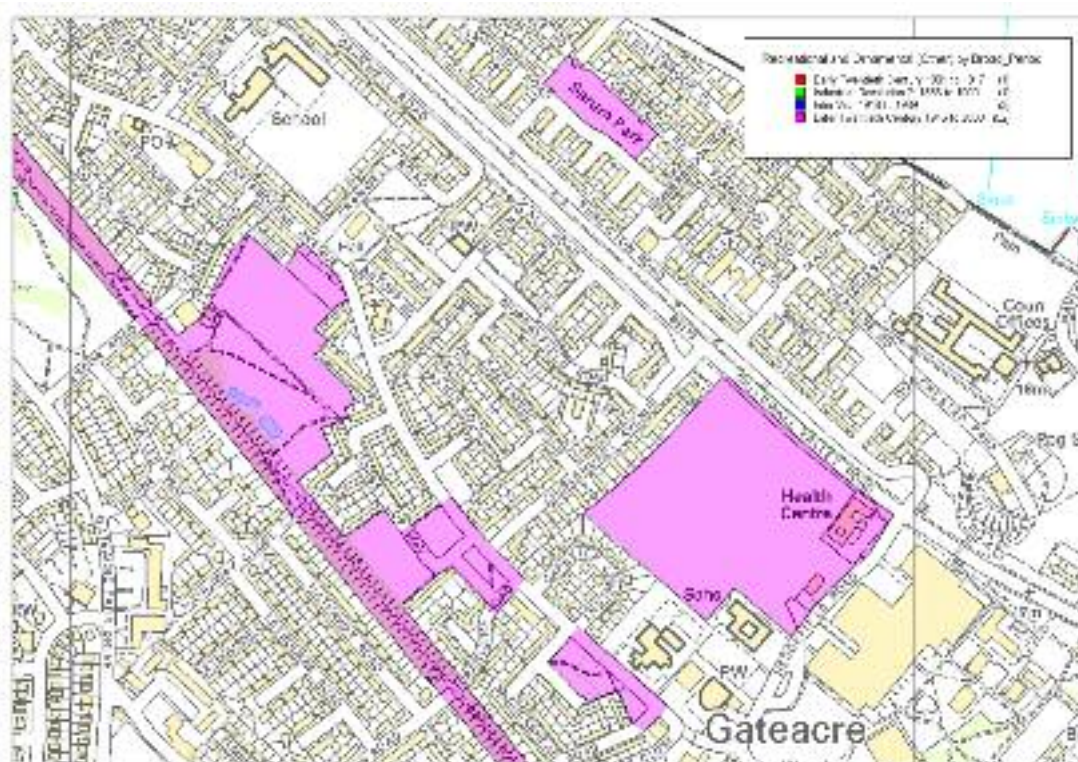


Figure 65 Current (2003) urban greenspace in Gateacre.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The Sub Type is dominated by post-1945 sites, although a few earlier sites exist, including two parcels of rough land dating to the early 20th century near the site of former Harbreck House (villa house) in Fazakerley (immediately east of Hartley's Village).

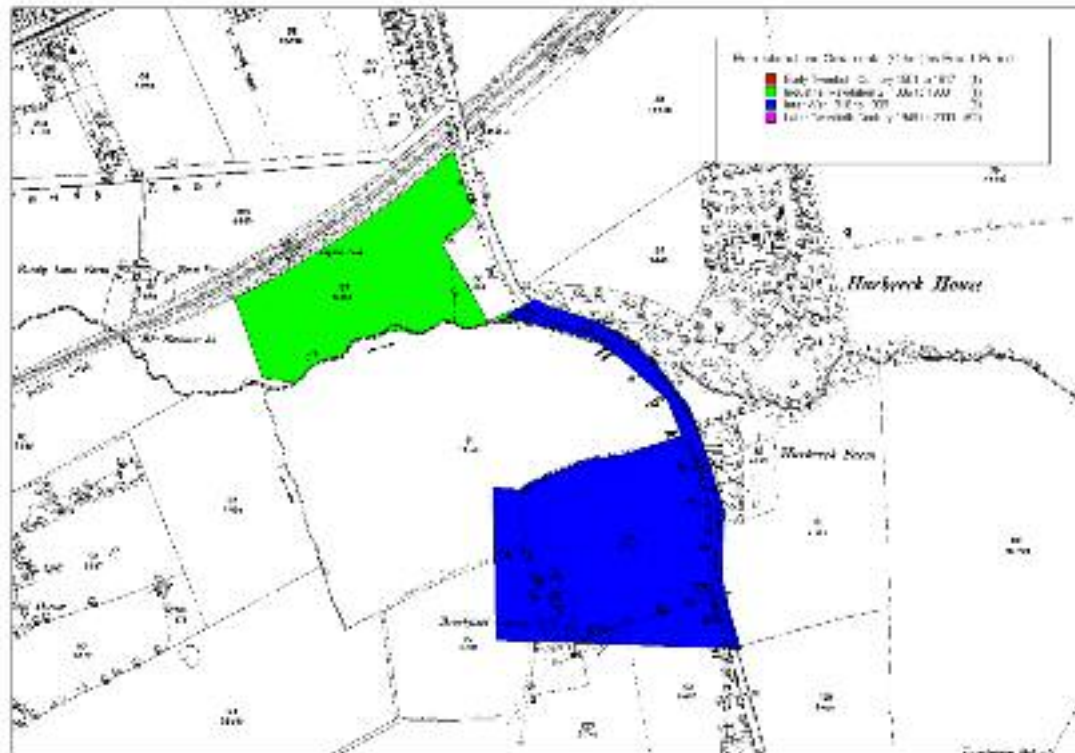


Figure 66 Current (2003) remaining urban greenspace area at Harbreck House in Fazakerley shown on the Ordnance Survey 25" map of Lancs 1893. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

These sites are scattered throughout the city. Whilst some of these are isolated and have become fragmented as a result of the city's increasing development, many of these areas, whilst isolated from others, are sometimes linked to green corridors (networks). Consequently, within Liverpool, there is connectivity between habitat areas, providing the opportunity for populations to migrate from one location to another (Begon, Harper and Townsend, 1996). The Trans Pennine Trail is an obvious example of this type of green corridor.

Open spaces, including parks, playgrounds, amenity green space, nature reserves and the countryside, are diverse locations that provide opportunities for a range of formal and informal leisure, passive and active sport, recreation and play. Open spaces are more accessible to a wider range of people than some sport and leisure facilities and contribute aesthetic value within housing areas.

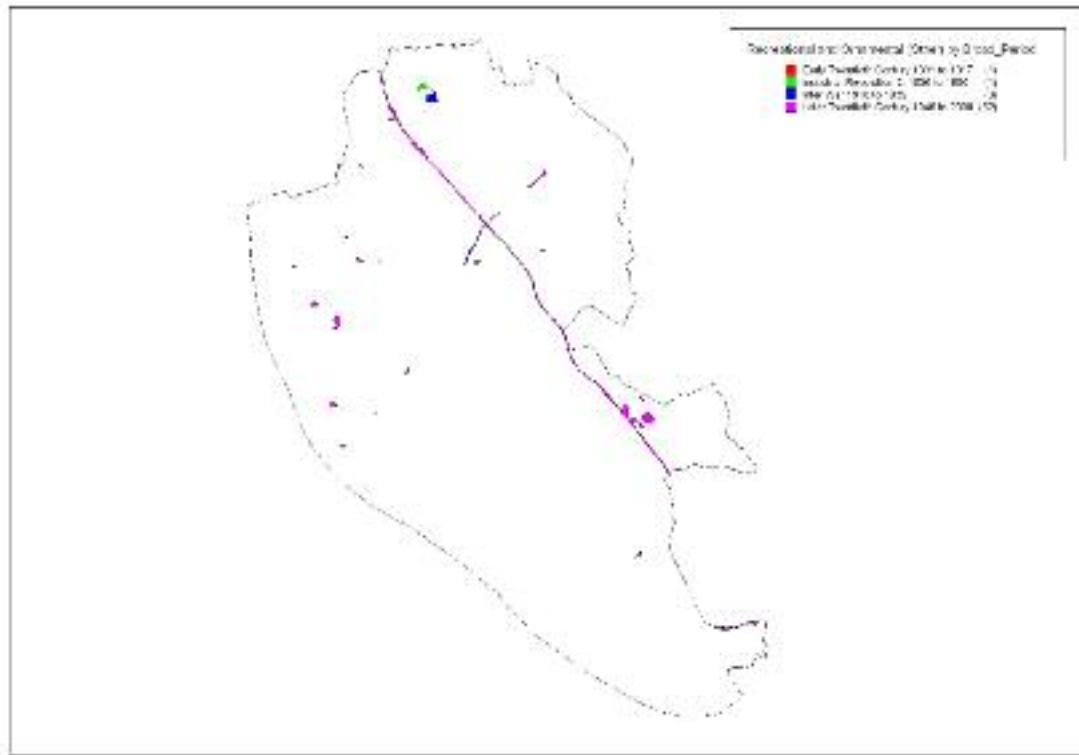


Figure 67 Current (2003) Recreational and Ornamental (Other) Sub Type in Liverpool by Broad Period of origin.
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9.4.4 Public Park

The Public Park Sub Type comprised 37.65% (697.31 ha) of the Ornamental and Recreational Broad Type in Liverpool. The majority of Liverpool's Parks (by size and number of polygons) originated in the post-1945 period (268.65 ha - 38.53%). These are concentrated on the outskirts of the city and in areas of post-war redevelopment. This is followed by pre-1900 designed parks (240.73 ha - 34.52%), which are concentrated in the Victorian suburbs. Many Inter War parks are found in close association with interwar housing estates (186.01 ha - 26.68%).

Public Park by Broad Period of origin	Number of polygons	Area (ha)	Percentage
Industrial Revolution 1: 1751 to 1835	1	0.52	0.08
Industrial Revolution 2: 1836 to 1900	21	240.73	34.52
Early Twentieth Century 1901 to 1917	1	1.40	0.20
Inter War 1918 to 1939	24	186.01	26.68
Later Twentieth Century 1946 to 2000	94	268.65	38.53
Total	139	697.31	100%

Table 24 Current (2003) Public Park in Liverpool by Broad Period of origin.

Merseyside has an important place in the history of urban parks, with both Liverpool and Birkenhead taking pioneering steps in the first half of the nineteenth century. The motivations of park-builders varied, from the classic Victorian desire to create 'lungs' for the polluted cities, to the hope that building plots surrounding parks could be sold at a premium.

Liverpool's ring of parks in the inner suburbs was created at an important point in the city's development, protecting significant areas of land that would otherwise have been used for housing in the late nineteenth century.

In the first half of the twentieth century, parks remained an important element of civic pride, but they suffered badly from reductions in local government funding and rising fear of crime in the 1970s and 1980s. Most recently, community groups have successfully reclaimed and renovated some parks, often with the help of Heritage Lottery funding, and there is a renewed interest in their history and social role

Some of the parks have been designated for their historic and landscape value. Ornamental parks not only contain structures and features specifically designed to enhance and highlight particular aspects of the landscape, but have the potential to preserve a variety of features relating to the previous use of the land, including deer park boundaries, field systems and settlement remains.

The first parks in the city were not public at all, such as the royal hunting grounds at Toxteth during the medieval period. In 1725 the first 'pleasure grounds' were built. Liverpool's wealthy merchants wanted to emulate the ornamental open spaces of London. Ranelagh Gardens, with its fish ponds and grottos, became the fashionable place to stroll and take tea. Visitors had to pay an entrance fee to enjoy its tranquillity, which meant that parks remained the preserve of the middle and upper class. Early 19th Century - the 'walks', tree lined avenues. The best known was Mount Gardens, now home to the Anglican Cathedral. The Mount Gardens' had a commanding view of the Mersey and gave visitors a visual reminder of the foundations of the city's wealth.

Liverpool's emergence onto the world stage and its rapid expansion had come at a price. In the 1830s life expectancy in the city was under 30 and as late as the 1850s cholera was still a real danger in the unsanitary and overcrowded streets.

Mid 19th Century – a change in law allowed local corporations to raise money for the development of parks and open spaces. Parks and open spaces were seen as a potential health benefit as much as an opportunity for leisure, and plans for a 'ring' of three great parks around the city were unveiled. For the first time, ordinary people could escape the city and enjoy the outdoors free of charge, and the popularity of the parks remained largely undiminished until 1939, when the Second World War changed park life forever.

During the Second World War railings and monuments were taken for the war effort, barrage balloons were tethered from the playing fields and many parks suffered bomb damage. The austerity of the post-war years meant that the parks entered what seemed like a terminal decline. In the 1980s compulsory competitive tendering of the Thatcher administration took power away from local authorities and impacted on maintenance and development in the parks. Many parks slid into a downward spiral of vandalism and misuse, and in some cases became no-go areas.

Liverpool Parks

St John's Ornamental and Memorial Garden was opened in 1904 and is the only area of public green space within the heart of Liverpool's city centre. This makes it an important leisure resource as well as a heritage asset.

St George's Hall, one of the city's most important buildings, is situated on a plateau to the north west of the city centre and St John's Garden occupies the area to the west sloping down towards Old Haymarket and the entrance to the Mersey Tunnel. The garden has formal lawns and planting beds divided by symmetrical paths; the layout of the garden encompasses an amphitheatre, terrace and many important statues and memorials ¹.

St John's Garden takes its name from St John's Church and churchyard which once occupied the site. The cemetery containing approximately 27,000 bodies was closed in 1854. At the end of the 19th century, in order to improve the prospect of St. George's Hall and the adjacent civic buildings, the area was laid out as a terraced garden. The garden is claimed to have been designed initially by the sculptor, George Frampton, as a setting for existing and proposed pieces of public sculpture reflecting the City's new found economic, political and cultural status. Frampton's master plan was thought to have been for an Italian garden, and although not completely carried out, it contributed towards providing Liverpool with a magnificent sculpture garden which is recognised as one of the major groups of outdoor public monuments of the early twentieth century.²⁴

The statues in the garden, which was opened on 20th June 1904, were produced by some of the most famous names in Victorian sculpture such as Frampton, Sir Thomas Brock and Pomeroy. The monuments with the garden and the gate piers and terrace wall are now listed reflecting their national historic and architectural importance¹.

²⁴ http://www.liverpoolparks.org/red/docs/parks/stjohns_gardens/index.html Liverpool Parks web page Accessed 2009

Sefton Park opened in 1872. The site formed part of the vast 2,300 acre Royal Deer ground known as Toxteth Park and Sefton Park is one of three parks now within the King John's former hunting ground - Princes, Otterspool and Sefton.

Once the area of the deer park became 'de-parked' in 1591 it eventually came under the control of the Earl of Sefton. It remained his property to let and farm until 1867 when the Corporation of Liverpool purchased 375 acres at a cost of over £250,000 with the intention of constructing a huge pleasure ground.

The Corporation held a competition for the design of the park. The French architect Edouard Andre and the local architect Lewis Hornblower won the competition with a park design in French style. Further development of the park continued with the construction of the Iron Bridge in 1873. The bridge, which spans the Fairy Glen, was a popular meeting place during the Victorian times.

Construction of Victorian houses at the park's perimeter continued until around 1890. Today some of the houses serve as hotels.²⁵ Arguably, the most significant addition to Sefton Park came in 1896 with the gift of the Palm House presented to the people of Liverpool by Henry Yates Thompson, the great nephew of the founder of Princes Park. The structure was the work of the Edinburgh firm of MacKenzie and Moncur and cost £12,000. Over the years the Palm House has become symbolic of Sefton Park, originally opened in 1896, it was closed in the 1980s due to decay. A local campaign group formed a preservation trust and worked to fundraise and re-open. Partnership funding bids with the City Council eventually saw the Palm House re-opening in 2001. It now contains plant species from Africa, Asia, America, Australia, and Europe and sculptures, and statues of people who have done important work and discoveries. The Palm House is run by the Sefton Park Palm House Preservation Trust and serves as host for different forms of entertainment throughout the year, including dance events,

²⁵ http://www.liverpoolparks.org/red/docs/parks/sefton_park/index.html Liverpool Parks web page Accessed 2009

concerts, parties, weddings, and ceremonies. Sefton Park is included on the English Heritage Register as a Grade II* park.²⁶

Princes Park was the concept of Richard Vaughan Yates (1785-1856) a member of a prominent Liverpool family. He commissioned Joseph Paxton (1803-1865), head gardener to the Duke of Devonshire at the time, to design and 'lay out' the new park. Yates bought 90 acres of land from the Earl of Sefton, 50 acres of which were to form the central park. His idea was to use the remaining land to build exclusive housing which would help finance the park²⁷.

The original plans showed for the provision of 10 or more terraces but only Princes Park Mansions, the longest and 3 to 4 shorter ones were built. Individual villas replaced the other un-built terraces. These properties had the added attraction of rear gardens leading into the park site. The central area, including the lake, was for the exclusive use of the residents who possessed keys to gain access. The general public were not allowed in this area so making it a 'private' park.

The park was opened in 1843 but it was not until 1918, after much financial wrangling and dispute that it passed into the hands of the City Council and became open to all.

Some original features have unfortunately been lost such as the Swiss boat house (some stonework remains by the lake). The Doric Lodge, which was situated by the Sunburst Gates at the main entrance, was destroyed by bombs in 1940.

The gates, representing the sun and its rays, designed by Sir James Pennethorne, a monument of red polished granite to Richard Vaughan Yates erected in 1858 and the gravestone of Judy the donkey, 'the children's friend' who died in 1926, can still be seen. The park features a lake and children's play area. Princes Park is included on the English Heritage Register as a Grade II* park.

²⁶ <http://list.english-heritage.org.uk/> Web page for The National Heritage List for England (English Heritage).

²⁷ http://www.liverpoolparks.org/red/docs/parks/princes_park/index.html Liverpool Parks web page Accessed 2009

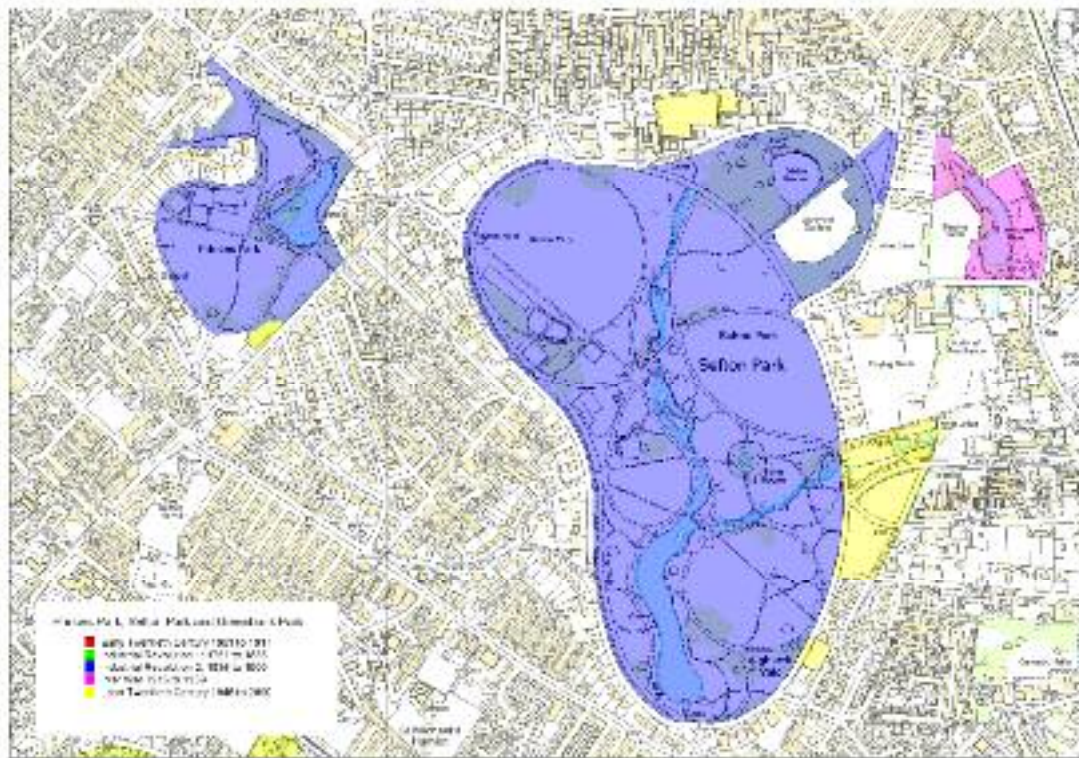


Figure 68 Current (2003) Princes Park, Sefton Park and Greenbank Park Public Park areas. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

Greenbank Park - The area was the former home of the Rathbone family, philanthropists through two centuries. The family acquired nearby Greenbank House in 1787 as a holiday house and remained there until 1940. Gradually it became their permanent residence and a venue for many distinguished visitors to Liverpool who "had some special opinion to propagate or philanthropic scheme to advance".

In 1897 Liverpool Corporation entered into an agreement with Mr Rathbone to purchase the piece of land, part of which is now Greenbank Park for the sum of £13,000. The agreement required the corporation to maintain this land as open space or recreation ground for the general public, "but they shall be at liberty to let off the

hole or any part of the said land to cricket or other clubs, and to use the lake for boating, skating or other purposes" .²⁸

In case the corporation was to develop the land, they were charged with maintaining a roadway or pathway to allow public access to the lake and to prevent as far as possible the destruction of trees. The park has the dual distinction of having the first of the Old English Gardens in Liverpool's parks, and the first Boating Lake. The Walled Garden is all that remains of their estate on the park. Now laid out as an Old English garden, it contains a memorial tablet to the late Mr Michael Kearney, the former Deputy Chairman of the Parks and Gardens Committee, who originated the idea of its design.²⁹

Croxteth Park - The land that is now Croxteth Park was originally a small fraction of a large Royal Park created by Edward I in the 13th century as a hunting ground for deer and included land that later become Sefton Park (see below). This land was sold by the Crown in 1592 to the Earl of Derby who subsequently sold it on to the Molyneux family (the Earls of Sefton) in the 17th century. Consequently, the land here has remained undeveloped throughout Liverpool's history although the land use has changed significantly from hunting grounds, farmland through to formal landscaped grounds of a great country estate to its present day setting as a Country Park.³⁰

The original house was built in about 1575, and has been expanded in several stages in Tudor, Georgian and Queen Anne styles.³¹ The Hall and its outbuilding are a Grade II* Listed Building, as are three of the outbuildings; another 15 buildings on the estate

²⁸ http://www.liverpoolparks.org/red/docs/parks/greenbank_park/index.html Liverpool Parks web page Accessed 2009

²⁹ http://www.liverpoolparks.org/red/docs/parks/greenbank_park/index.html Liverpool Parks web page Accessed 2009

³⁰ http://www.liverpoolparks.org/red/docs/parks/croxteth_country_park/index.html Liverpool Parks web page Accessed 2009

³¹ http://www.liverpoolparks.org/red/docs/parks/croxteth_country_park/index.html Liverpool Parks web page Accessed 2009

are Grade II. When the last Earl died in 1972, a worldwide search was made for an heir to the title but without success.³²

Much of the original estate has since been sold off for development, but approximately 500 acres (2 km²) remain as a country park, which is open to the public and includes various play facilities for children. The estate also contains the historic Hall itself, open to the public for a small fee, as well as a maintained Victorian Walled Garden and a working country farm.³³

Calderstones Park - (see also Private Estate Sub Type) Originally part of the 1583-acre expanse of the Manor of Allerton, around 1726, the area now known as Calderstones Park was sold to settle family debts.

Eventually Calderstones was sold by the MacIvers to Liverpool Corporation in 1902 for £43,000 and formally opened as a park three years later. By the outbreak of the First World War, the Calderstones Estate had been augmented by the 13 ha Harthill Estate to produce the present 51 ha area which for some time thereafter was known as Calderstones and Harthill Park. The Inter-War years saw two major landscape improvement initiatives undertaken, both Government supported unemployment relief schemes. The construction of a broad avenue in 1931, later dubbed 'Jubilee Drive' in 1935, from the Four Seasons Gateway (1928) through to the existing path which led to Yew Tree Road. The second major development was the construction of the park boating lake, opened in April 1933. A later innovation was the construction of an open-air theatre at the rear of the Mansion House supporting 'holidays at home' in a period of post war austerity.

By 1964 Calderstones Park and the former Harthill Estate in particular, had assumed the mantle of Liverpool's (third) Botanic Garden, with the establishment of a new glasshouse complex, summer house/veranda and defined areas of themed outdoor

³² http://www.liverpoolparks.org/red/docs/parks/croxteth_country_park/index.html Liverpool Parks web page Accessed 2009

³³ http://www.liverpoolparks.org/red/docs/parks/croxteth_country_park/index.html Liverpool Parks web page Accessed 2009

planting. The botanical importance of the park encouraged further horticultural improvements such as the creation of a Japanese Garden by park apprentices in 1969, and the introduction of a 'bog garden' linked to the artificial lake.³⁴

Falkner Square is an area of great historic value and interest, as it was one of the earliest public open spaces within the city. Acquired in 1835, it still retains its original elegance and similarity to many London squares.³⁵

During the 18th century Liverpool commemorated its notable old families, such as the Claytons and Williamsons, in squares bearing their names. Falkner Square was named after one of Liverpool's heroes, Edward Falkner of Fairfield. In the 1830s Falkner and his family decided to invest in land and property. Land was purchased outside the city centre and around 1830 Falkner Square was completed. Although the houses were of a handsome design many stood empty for years. The square was located too far out of town and up a not inconsiderable incline when the mode of transport was horse and carriage. It soon became known as 'Falkners Folly' ¹.

The garden fell into disrepair during the Second World War when it was a site for air raid shelters. During the 1950s steps were taken to restore the pre-war look, retaining original architecture and maturing plane trees, and the shelter which forms the focal point of the garden ¹.

Falkner Square remained a private 'Key Garden' for some years, with right of entry confined to residents of the square. Now however, the garden is freely accessible to all and provides a precious 'Green Lung' in the midst of this area ¹..

³⁴ http://www.liverpoolparks.org/red/docs/parks/croxteth_country_park/index.html Liverpool Parks web page Accessed 2009

³⁵ http://www.liverpool.gov.uk/Leisure_and_culture/Parks_and_recreation/Parks_and_gardens/Falkner_Square/ Accessed 2009

Larkhill Gardens is one of Liverpool's most unusual open spaces with a large portion of this small site occupied by a pond. Formerly part of one of the city's park estates, the area was transformed in the Inter-War years with the introduction of large housing estate and these communities continue to benefit from Larkhill Gardens, with its blend of green space and water providing an oasis in the urban landscape. Larkhill Gardens is significant as one of the few Neighbourhood Parks within the Larkhill Housing Estate and wider Norris Green and Clubmoor areas.

Historically a wooded private estate which featured ponds, which were originally marl pits - 'Club Moor Pits' on an a mid 19th Century map - this area extended beyond the current park boundaries to incorporate the present Muirhead Avenue Gardens and Larkhill Library sites, the latter including Lark Hill House, a mansion built in the 18th century.³⁶

Radical change to this rural idyll occurred in 1920 when following the First World War a general shortage of housing led to an expansive building programme in Liverpool. By 1922 around 740 homes had been built with the main criterion for tenancy of these municipal housing being the ability to pay rent. As a result the majority of early tenants were skilled working class or unskilled but with steady employment. By 1928 the modern suburban development included a new highway (Muirhead Avenue, which incorporated part of the former carriage drive to Larkhill House), open spaces (Larkhill Gardens and Muirhead Avenue Gardens) and a public library and community centre.³⁷

36

http://www.liverpool.gov.uk/Leisure_and_culture/Parks_and_recreation/Parks_and_gardens/Larkhill_Park/ Accessed 2009

37

http://www.liverpool.gov.uk/Leisure_and_culture/Parks_and_recreation/Parks_and_gardens/Larkhill_Park/ Accessed 2009

Residential development continued apace throughout the Inter-War years with the creation of the even more extensive and dense Norris Green Estate adding around 8000 new properties.³⁸

Newsham Park lies 3.5 km north-east of Liverpool city centre and is around 70 ha in area. In 1846 Liverpool Corporation bought the bulk of the Newsham estate for £85,000 for the purpose of a public park. The purchase of roughly 97 ha included Newsham House, a late 18th-century mansion built for the Molyneux family, and adjoining farmland.³⁹

In 1847 the Corporation purchased the Yellow House estate, some 18 ha lying between the Newsham land and the turnpike road (Prescot Road) to the south. To the west of the Yellow House estate, on land outside the ownership of the Corporation, villas were built on Prescot Road, Elm Vale, Prospect Vale, and Fairfield Crescent in the period between 1835 and 1850. In 1850 the Liverpool Improvement Committee advertised for plans to be submitted for the improvement of the borough and the laying out of unoccupied lands. The plan selected, by H P Horner, was for a 'belt of garden or parkland', including nine public parks, to be formed between the town, as it then existed, and any further urban development the plan was not adopted due to lack of funds.⁴⁰

³⁸

http://www.liverpool.gov.uk/Leisure_and_culture/Parks_and_recreation/Parks_and_gardens/Larkhill_Park/ Accessed 2009

³⁹ <http://list.english-heritage.org.uk/> English Heritage Register of Parks & Gardens of Special Historic interest via The National Heritage List for England (English Heritage). Accessed November 2011

⁴⁰ Ibid



Figure 69 Current (2003) Newsham Park area depicted on the Ordnance Survey 25" map of Lancs. 1908.
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In 1864 Edward Kemp (1817-91) was commissioned to prepare a design for Newsham Park. Trained by Sir Joseph Paxton (1803-65), Kemp was responsible for the laying out of Birkenhead Park was appointed superintendent there in 1845 and, in 1847, also set up in private practice. Kemp's plan of 1864, submitted as a preliminary sketch, and a lengthy letter describing his design approach, were considered and approved by the Liverpool Finance Committee in November 1864. The revised scheme included about 22 ha to be sold as building plots, to maximise potential income, and a reduced area of water in order to remove the need for an expensive

road bridge. Work on the park commenced in 1865. Kemp proposed the demolition of Newsham House, but in 1866-7 it was refurbished for use as a Judges' Lodging .⁴¹

The sale of building plots, initially on 75-year leases, was not successful and of ninety-one lots offered at auction in 1867 only five were sold at that time. The gradual sale of building plots resulted in substantial semi-detached houses being built around the park during the 1870s-90s, the last plots being developed in 1906. In 1870 the trustees of the Seamen's Orphanage were given land adjacent to the railway free of charge, and unsold plots were later incorporated into the park. In the late 19th century Newsham Park received a number of royal visitors including Queen Victoria and the Shah of Persia, both of whom stayed at Newsham House. Newsham Park remains (2001) in use as a public park in the ownership of Liverpool Council.⁴²

Wavertree Botanic Garden is a good example of a mid 19th century public park incorporating an earlier walled botanic garden, extended in the late 19th century. Particular features of the Garden include mid-Victorian (1850-70) geometric planting beds and the two storey Grade II listed curator's lodge (1836-37). The Edge Lane Botanic Garden and adjacent Wavertree Park (1843) became an enviable public facility in 1846, housing William Roscoe's famous Botanic Collection until destruction of the Greenhouses during World War Two.⁴³

In 1802 a group of Liverpool botanists, including William Roscoe, opened a private botanic garden near Mount Pleasant in Liverpool. The Liverpool Botanic Garden was the first in the world to be developed by public subscription to a private society and was emulated by other large provincial towns (Bradshaw 1989). In 1831 it was decided to move the Garden to a larger site at Edge Lane. The new roughly 4.5 ha site was laid out in a formal design, bounded by walls and railings, by the curator John

⁴¹ <http://list.english-heritage.org.uk/> English Heritage Register of Parks & Gardens of Special Historic interest via The National Heritage List for England (English Heritage). Accessed November 2011

⁴² Ibid

⁴³ Ibid

Shepherd and was opened in 1836. In 1840 Liverpool Corporation paid a debt of £3800 incurred by the Garden's proprietors in return for a public right of access on two days a week. The Corporation took full charge of the Garden in 1846 with the result that public access to the Garden was allowed seven days a week and on one day a month to the conservatory (The Builder 1846).⁴⁴



Figure 70 Current (2003) area of Wavertree Botanic Gardens and Park on the Ordnance Survey 25" map of Lancs. 1893.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

In 1843 Liverpool Corporation purchased the site of Wavertree Hall, also known as Plumbe's Hall, to the south of the Botanic Garden, for the purpose of a gaol. The land was left unused until, in 1856, it was laid out as Wavertree Park. By 1894 (OS) the park adjoined the Botanic Garden to the west and south and by 1908 (OS) a section

⁴⁴ <http://list.english-heritage.org.uk/> English Heritage Register of Parks & Gardens of Special Historic interest via The National Heritage List for England (English Heritage). Accessed November 2011

of park had been laid out east of the Botanic Garden. This section was, together with the west section of the park, formerly in the same ownership as Edge Hall to the north.⁴⁵ Between 1849 and 1864 the layout of the Botanic Garden was altered, with beds in geometric patterns being introduced in the central area. In the early 1870s the original conservatory was replaced with one designed by the Borough Architect, Mr Robson with the Curator of the Botanic Garden, Mr Tyerman.⁴⁶

In the late 19th century the Botanic Garden became the central production site for municipal bedding and plant displays while also supplying plant specimens to Liverpool University as late as 1913. Wavertree Botanic Garden and Park remains (2001) open to the public and is in the ownership of Liverpool City Council.⁴⁷

Stanley Park is one of Liverpool's most important historic parks, of great value to its local and wider community and part of Liverpool's heritage. It is listed by English Heritage as a Grade II Park in its Register of Parks and Gardens. It is situated about 3 km north-east of Liverpool city centre in a residential area. Anfield Cemetery (see Cemetery Sub Type), which forms part of the setting, is situated immediately to the north-east on the opposite side of Priory Road. Stanley Park is arguably the most architecturally significant of the city's great Victorian parks. Landscaped by Edward Kemp, who had assisted Paxton at Chatsworth and Birkenhead, the park features a grand terrace punctuated by imposing shelters with expansive bedding schemes once highlighted by fountains. The 45 ha park opened in 1870 and contains the Gladstone Conservatory (Grade II) by Mackenzie & Moncur (1899), who had also constructed the Palm House in Sefton Park.⁴⁸

⁴⁵ <http://list.english-heritage.org.uk/> English Heritage Register of Parks & Gardens of Special Historic interest via The National Heritage List for England (English Heritage). Accessed November 2011

⁴⁶ Ibid

⁴⁷ Ibid

⁴⁸ Ibid

The idea for a cordon of boulevards and parks around the City of Liverpool was first proposed during the 1850s but the Corporation did not begin acquiring land for the purpose until the 1860s. Stanley Park was formed from one of three parcels of land bought by the Corporation at that time; one of the others formed Sefton Park. It was designed by Edward Kemp (1817-91) in 1867 and laid out 1867-70. Architectural features were designed, in the main, by the city architect E R Robson and the total cost, including the purchase of the land and the costs of the architectural features, was £154,398 (Liverpool City Planning Department).⁴⁹

Reynolds Park - The Estate has been in the ownership of many families of mixed fortunes over the past two centuries. The park with the addition of Dove Park in 1907, has developed over the past years and now stands within the boundaries of the 1929 bequest of the Reynolds family who gave the park to the people of Liverpool. Unusually for its period the 14-acre park has not been eroded by land sales and provides a key asset to the immediate local community.⁵⁰

The original parkland was of fairly modest proportions until that date having been subdivided in accordance with the requirements of the Enclosures Act 1805, to provide common grazing lands. Several mansions have stood on the site adjacent to Church Road over the past 200 years. In many cases they were owned by great 'Victorians' who contributed in a variety of ways to the development of the City of Liverpool and its heritage, which enhanced its reputation as being 'the Second City of the Empire'.⁵¹

The mansion was destroyed by fire, and was rebuilt to provide a function suite. The footprint of this building is now redeveloped into a quality 'sheltered housing' accommodation, the residents of which still benefit from the beauty of the park and its walled garden. The Park has been gradually acquired over the past 200 years, with its

⁴⁹ <http://list.english-heritage.org.uk/> English Heritage Register of Parks & Gardens of Special Historic interest via The National Heritage List for England (English Heritage). Accessed November 2011

⁵⁰ http://www.liverpoolparks.org/red/docs/parks/reynolds_park/index.html Liverpool Parks web page Accessed 2009

⁵¹ Ibid

current boundaries and artifacts remaining mainly unchanged since the original bequest. The 14 acre park is bounded by Church Road, Woolton Park and Woolton Hill Road.⁵²

It contains listed features including the Walled Garden, Gatehouse, and perimeter walls and is set within the Woolton Conservation Area. The main feature of the park is a walled garden, which probably serviced the mansion house with kitchen produce. The garden was constructed with the ha-ha by 1840. During the period 1925-35 the council converted several ex-kitchen gardens into decorative flower gardens.⁵³

Walton Hall Park - The park was developed in the grounds of a former private estate which contained Walton Hall, demolished around 1918. The first part of the estate (acquired by the council in 1907) was a small plot near Queens Drive which was used as a recreation ground. In 1913 120 acres were bought at a cost of £51,000 to make up the present park. The land was used as a munitions depot during the First World War, reverting back to the Council in 1924 and it was laid out as a park to the designs of H Charlton Bradshaw. King George V opened the 130-acre park to the public on 18thn July 1934, on the same day as he opened the Mersey Tunnel. The park features a play area, a lake and football pitches (Twist, 2000).

Camp Hill - Camp Hill and estate was left to Liverpool City Council by James Williamson, the last resident of Camp Hill House, has been in its ownership since 1921. The house's grounds remain but the building was demolished (Twist, 2000).

Woolton Woods - The present 22 ha Woolton Woods originally formed part of the estate of Woolton Hall, which from 1772 was owned by the Ashton family, well known prominent Liverpool citizens. In the 1850s ownership of the estate passed to William Shand, who married one of the daughters of Henry Ashton. By 1871 the Gaskell family, was resident at Woolton Wood (Twist, 2000). The 22 ha site was purchased from the Gaskell family in 1917 for £12,000 by Col James P Reynolds of Dove Park

⁵² http://www.liverpoolparks.org/red/docs/parks/reynolds_park/index.html Liverpool Parks web page Accessed 2009

⁵³ Ibid

(Reynolds Park), who was the last owner of the property. Col Reynolds sold most of the estate to Liverpool Corporation (Twist, 2000).

Everton Park - Located in a densely populated area with prominent views across the City and Mersey, the park was created in the 1980s from previously developed land. The land was occupied by swathes of densely packed 19th century terraced housing, which was demolished in the 1960s and replaced with new high rise blocks of flats. These were later demolished beginning in the 1980s with the advent of more low-rise sociable housing.

The area was essentially rural in the late 18th century with the slopes around Everton becoming a desirable area for wealthy Liverpool merchants to establish their villas and attendant gardens. The expanding Liverpool population meant that terraced housing began to encroach, and eventually replace the villa estates (Twist, 2000)

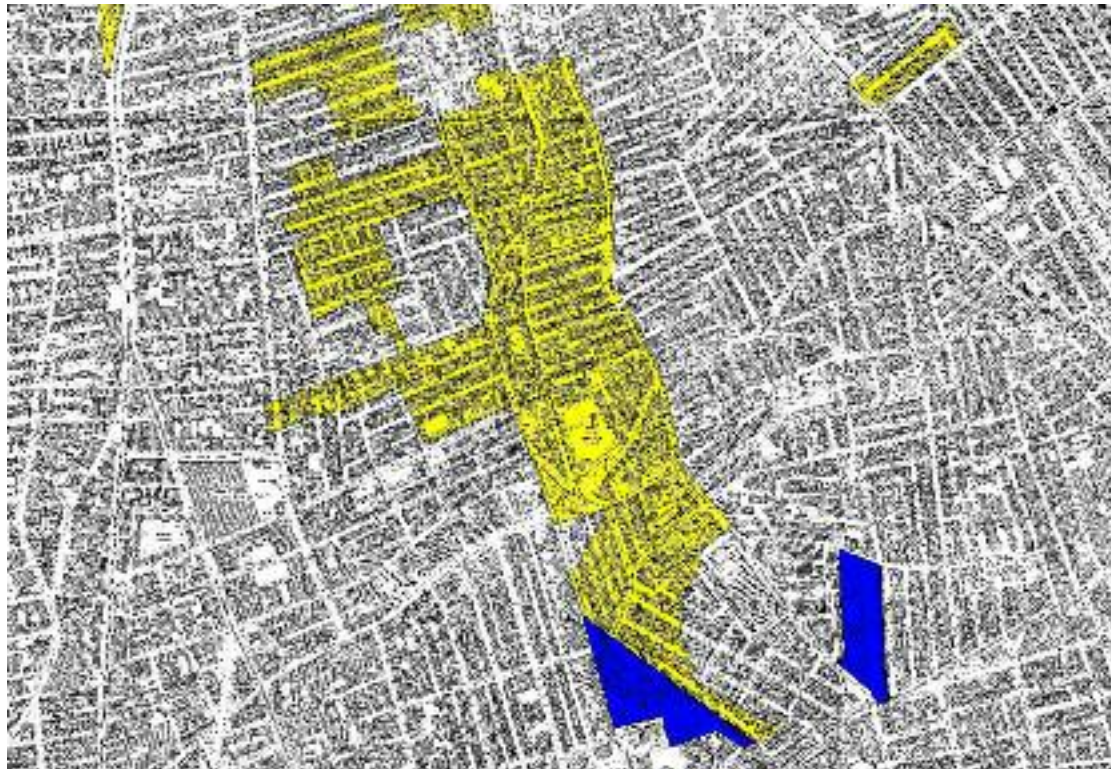


Figure 71 Current (2003) area of Everton Park (yellow) existing adjacent green space (blue) overlaying the Ordnance Survey 25" map of Lancs. 1927.
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Otterspool Park - the earliest known reference to Otterspool occurs in the Coucher Book of Whalley Abbey (1296) which noted that Adam, Lord of Garston had granted the Monks of Stanlaw Monastery the right to fish Otterspool. The Otterspool of the 17th Century was literally an 'Otters Pool' and an important fishery. The first sign of industry in Otterspool was a snuff mill erected in 1779 by a company of Liverpool Merchants and was powered by the waters of the Jordan. This remained in operation until 1812 when John Moss, a wealthy banker and merchant acquired The Otterspool Estate and converted the Mill into an oil mill with river access for barges. Moss (junior) acquired Otterspool where he had a house built (Twist, 2000).

In 1892 the Otterspool Estate was bought from the Moss family by the Cheshire Lines Committee (C.L.C.). This company planned to develop the potential of Otterspool and create a 'port' to rival Garston Dock. Little happened until 1909 when an American entrepreneur commenced construction of a large coaling dock, which was never finished. One attraction which did appear was 'Cross's Menagerie' - a rather dubious collection of wild beasts which included a one-eyed lion and balding badger. The exhibit opened in 1912 and the owner, Alderman Cross, was already well-known, particularly for his 'Indian Village' feature at the Liverpool Exhibition which reportedly delighted Queen Victoria (Twist, 2000). The City purchased the Otterspool Estate in 1926 and by 1932 it was a public park. Otterspool House was demolished in 1931.

The growing city required new sites for waste disposal and when the spoil from the Mersey Tunnel excavations magnified the tipping problem, it was decided to build the Otterspool promenade. James Brodie (City Engineer) had drawn up plans in 1925, but it was 1929 when work commenced constructing a sea wall which was to stretch 1,340 yards from Beechwood Road to Jericho Lane. The wall was completed in 1932 at a cost of £194,707. From 1932 until 1949 over 2 million tons of domestic and tunnel waste was dumped behind the wall enabling the reclamation of some 43 acres of land. The cost included shelters, roads, paths and an 'observation hillock' built on the immovable remains of the coaling barge dock where concrete pillars helped to form a 'natural' grandstand.

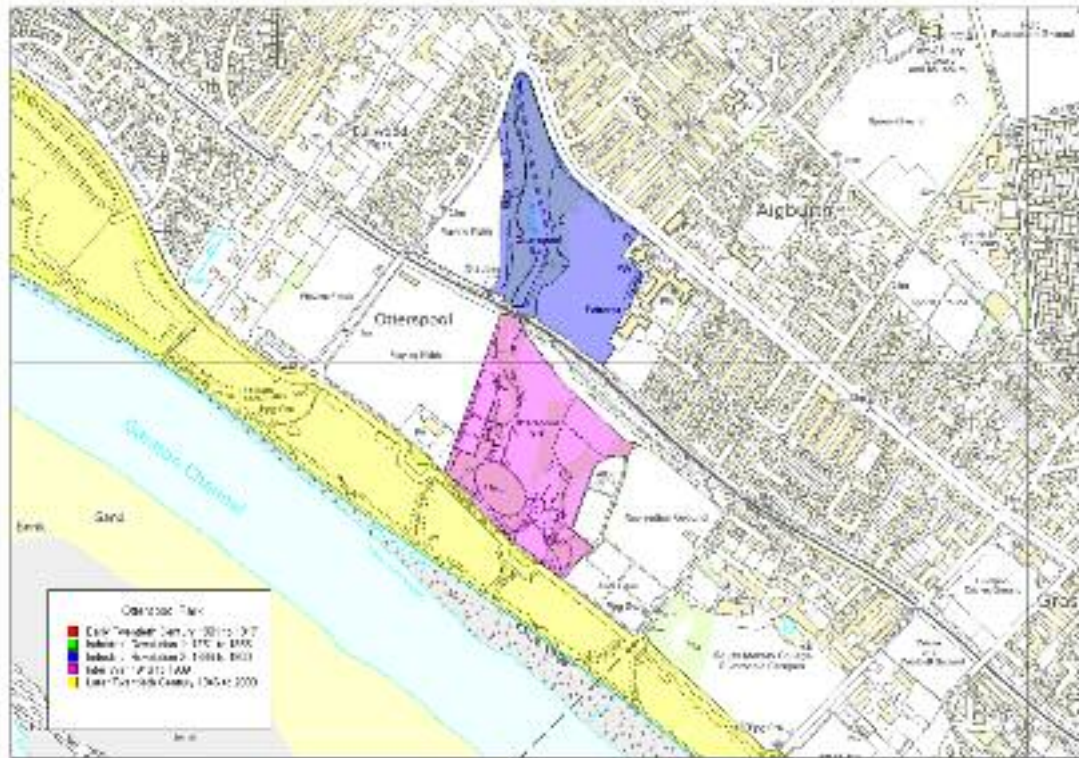


Figure 72 Current (2003) Otterspool Park, showing three phases of development including the extension of the Otterspool Promenade.
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

Otterspool Promenade was officially opened on 7 July 1950 by the Lord Mayor of Liverpool, Alderman Longbottom. A tablet marking the occasion was unveiled and in his speech the Mayor praised the City Engineer, Mr. Hough, for the layout which gave "Wealth from Waste" and "beauty from ashes. In 1955 Liverpool received Government sanction for the Otterspool Wall Extension Scheme. The wall was to be extended north by some 1,650 yards consisting of a 40ft high concrete wall either founded directly on rock or with reinforced concrete piles connecting it to rocks beneath clay. Dumping continued over the next thirty years, part of which was occupied by the International Garden Festival in 1984 (Twist, 2000).

Doric Park is tucked away behind rows of terraced houses in Old Swan. The park was created during the Inter-War period, forming an integral part of a social housing estate. The park has been reduced in size with the creation of an allotment garden towards the east.

9.4.5 Sports Ground

The Sports Ground Sub Type includes playing fields, recreational land and sports grounds, ranging in size from small-scale playing fields and bowling greens, through to large-scale sports facilities (and associated buildings) and golf courses. There is a certain degree of overlap between this Sub Type and the public park Sub Type, and the results should, perhaps, be combined. Many Public Parks appear to be 'sports' orientated - with large-scale provision for sporting activities such as cricket, tennis and athletics. Where this is evident, the park has been classified as a Sports Ground. The character type also includes large professional sports facilities (for example football stadiums) and therefore contains commercial characteristics.

This character Sub Type can be found throughout the district. Sports Ground make up approximately 42.4% (785.22 ha) of the Ornamental and Recreational Sub Type in Liverpool.

Different sporting activities have been popular at different times in the past, and some evidence of these trends can be seen by looking at the periods in which facilities were founded. Bowling greens, cricket grounds and tennis courts were popular in the late 19th to early 20th century. Larger-scale open playing fields, public pitches and recreation grounds became more common in the Inter-War and post-war periods. Post-war playing fields are generally associated with contemporary housing developments, frequently large planned estates. This implies local authority involvement in their original creation. In the post-war period there was a fall-off in the creation of new bowling greens and cricket grounds. However, substantial areas of new open-area recreational facilities, including football and rugby grounds, continued to be founded in the later 20th and early 21st Centuries. The perimeters of larger-scale playing fields often respected early boundaries relating to settlements or field systems.

Sports Ground by Broad Period	Number of polygons	Area (hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	9	77.39	9.86
Early Twentieth Century 1901 to 1917	4	47.80	6.09
Inter War 1918 to 1939	51	396.38	50.48
Later Twentieth Century 1946 to 2000	67	263.64	%
Total	131	785.22	100

Table 25 Current (2003) Sports Ground in Liverpool by Broad Period of origin

The majority of sports grounds (just over 84%) date to the Inter War and Post-1945 periods. Nine sites pre-date 1900, the largest being Wavertree Playground at 44.76 ha. The majority of pre-1900 sites are relatively small and limited to cricket, rugby and bowling grounds.

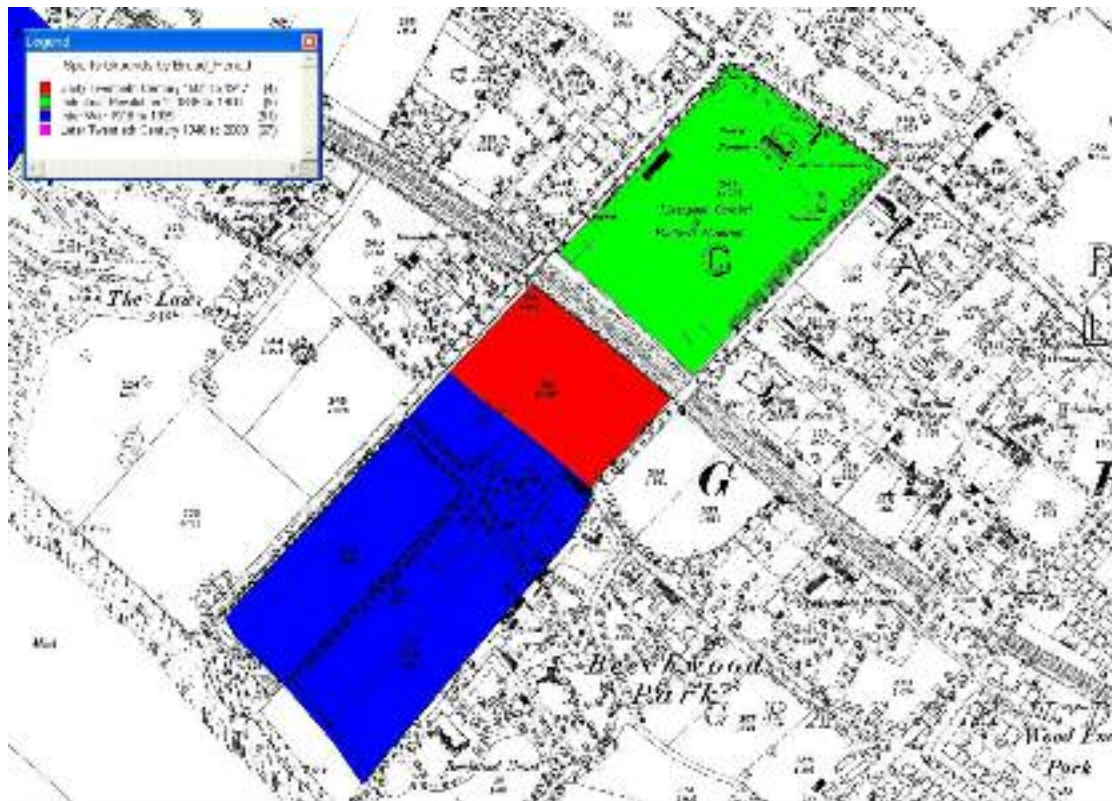


Figure 73 Current (2003) Liverpool Cricket Ground (green) in 1893 (ordnance Survey 25" map of Lancs. 1893). Extensions in the early twentieth century (red) and Inter War (blue) are also shown. Note that the Inter War period extension removed a large villa house. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

Founded in 1807, **Liverpool Cricket Club** in Aigburth is the oldest amateur sporting establishment in Merseyside. The original grounds of the cricket club fronted onto Aigburth Road, with successive Early Twentieth Century and Inter- War extensions to the southwest. The grounds are also home to Liverpool Rugby Union (founded in 1919).⁵⁴

Wavertree Cricket Club was founded in 1854, a time that history shows as one when the village was being 'modernised' to house the many families who were moving out of the city centre into the more 'healthier' countryside. The club acquired its 'field' from the Hornby family who had purchased the nearby Sandown Hall and its estate from the profits of their trading with the Baltic countries. Sandown Hall was demolished in the 1990s, but Wavertree Cricket Club remains at Sandown Lane amidst the 19th town houses.⁵⁵

⁵⁴ <http://www.liverpoolcricketclub.co.uk/index.asp> Liverpool Cricket Club web page. Accessed 2009

⁵⁵ <http://www.wavertree151yearsofcricket.co.uk/> Wavertree Cricket Club 150th Anniversary web site. Accessed 2009



Figure 74 Wavertree Cricket ground depicted on the Ordnance Survey 25" map of 1893. Sandown Hall is depicted towards the extreme northeast.
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Two of the most important pre-1900 sports grounds are located towards the north of the city. Liverpool is home to two Premier League football clubs – Everton FC and Liverpool FC. Liverpool is the only English city to have staged top division football every single season since the formation of the Football League in 1888, and both of the city's clubs play in high-capacity stadiums.

Everton FC is the older of the two football clubs. It were founded in 1878 and played at Goodison Park since 1892, when it relocated from the site of the now Anfield stadium. Since the turn of the 21st century, both Liverpool-based clubs have been considering relocation to new stadiums. Liverpool has been planning a new stadium on nearby Stanley Park for some years, while Everton planned a new stadium in Kirkby - neither has come to fruition.

Everton Football Club, like many football clubs formed during the late 19th century, can trace its beginnings back to the church. In Everton's case this was the Methodist Church of St. Domingo's. The church, which was situated on Breckfield Road North,

Everton, was six years old when the then minister, the Revd Benjamin Swift Chambers, decided that the boys from their cricket team needed something to occupy them during the winter months. Football was quickly becoming popular throughout the land so with the help of George Mahon, the church organist, St. Domingo's Football Club was formed in 1878. The team played on a pitch situated in the south-east corner of Stanley Park. At a meeting in November 1879 held at the Queen's Head Hotel in Village Street, it was decided to adopt the name of the district in which St. Domingo's was situated and so Everton Football Club was born.⁵⁶

At a meeting held in March 1882, at the **Sandon Hotel**, a pitch was offered to the club by a wealthy cattle importer, Mr. William Cruitt. The ground was situated in a field off Priory Road and was to be no more than short stop before the club found a more permanent home.⁵⁷

The priority facing Everton officials during the spring of 1884 was to find a third new home for the Club in six years. The Club had recently appointed John Houlding, who was an alderman and Lord Mayor of Liverpool, as Club president and he soon found a site in Walton Breck Road. Belonging to local brewers the Orrell Brothers it was the former home of Everton Cricket Club and would be ideal for the Club's needs. John Orrell had developed one of two fields but the other owned by Joseph Orrell had not been built on and it was agreed to loan this one to the club. The field was turned into an enclosed ground and The Sandon Hotel, owned by John Holding, was chosen as the club's new headquarters.⁵⁸

Trouble flared when the landlord of Anfield Road, John Houlding, more than doubled the rent paid to him by the club for the use of the ground, raised from £100 per year to £250. Some members, led by George Mahon, Dr. James Clement Baxter and W.R. Clayton, were not happy with the rent increase or the grip Houlding had on the club

⁵⁶ www.evertonfc.com/history/everton-the-begining.html Everton F.C web page. Accessed 2009

⁵⁷ Ibid

⁵⁸ Ibid

and decided to look for a new ground. At a special general meeting held on 25 January 1892 at the College in Shaw Street a proposal was put forward to form the club into a limited company, this would allow funds to be raised for a ground move but was defeated by Houlding and his followers. Some of the committee members were not happy about losing money already invested in the Anfield ground but the move away from Anfield was secured when Mahon found new land at Mere Green Field which was situated on Goodison Road, a half mile from Anfield and was no more than an overgrown wasteland. A resolution was finally passed to form the club into a limited company named "Everton Football Club Limited", with initial capital of £500 in £1 shares. With the split in the committee complete, Houlding served notice on the club to leave the ground and upon receipt solicitors were instructed to arrange for a lease of the Goodison Road ground. Work was started on 7 June 1892 and was completed in time for the new season ⁵⁹.

Houlding tried to keep the name Everton and to form a new team under its name but the Football Association ruled that the name should stay with the original group. So he suggested that the name of his new club should be Liverpool, this was accepted and the birth of what was to be Liverpool's second major club was completed.⁶⁰

⁵⁹ www.evertonfc.com/history/everton-the-beginning.html Everton F.C web page. Accessed 2009

⁶⁰ Ibid

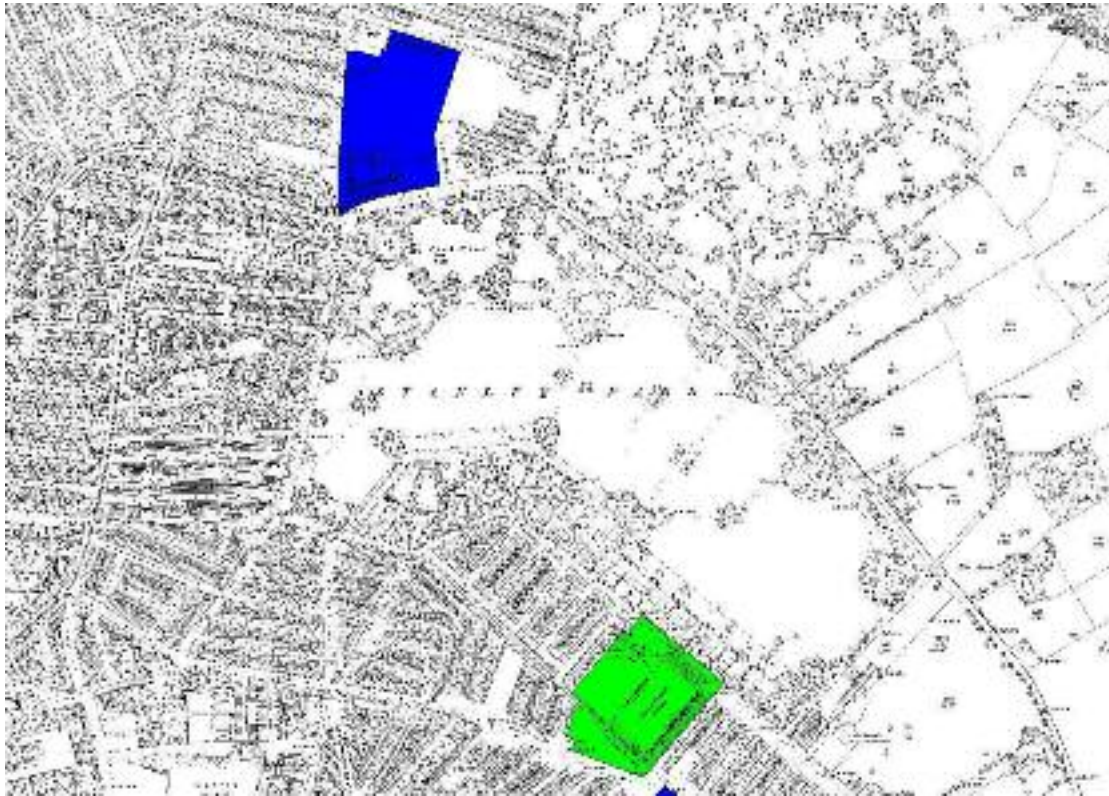


Figure 75 Everton Football Club Stadium initial location at Anfield (green) as depicted on the Ordnance Survey 25" map of Lancs. 1893.
The site of the future Goodison Park Stadium is depicted in blue.
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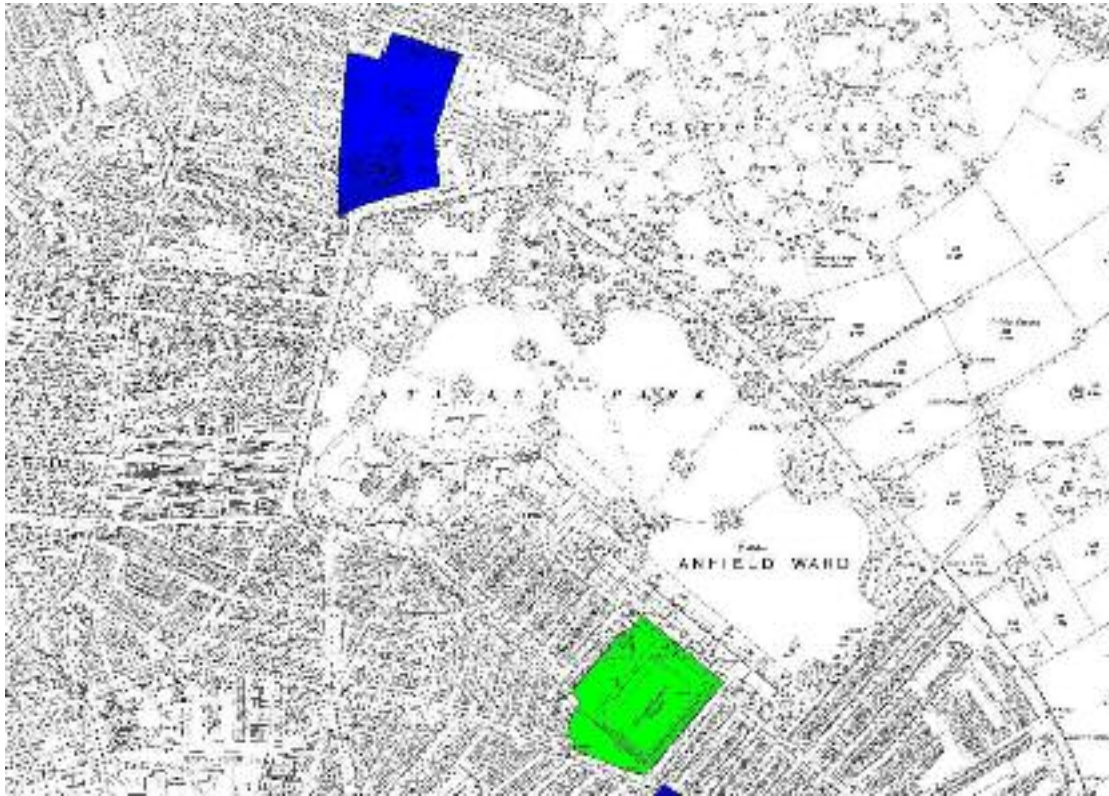


Figure 76 Liverpool FC stadium at Anfield (green) and Everton FC stadium at Goodison Park (blue), as depicted on the Ordnance Survey 25" map of Lancs. 1908. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

Liverpool Football Club was formed on 15 March 1892. It was at John Houlding's house in Anfield Road that he and his closest friends left from Everton FC, formed a new club. William.E.Barclay, a great football enthusiast, strongly suggested that they should go on with a new name: Liverpool.⁶¹

Barclay had been the first secretary at Everton when they became a league club in 1888, and so in turn became the first secretary at Liverpool. Bearing in mind Barclay's suggestion, it was surprising that on 26 January 1892 Houlding tried to form a 'new' Everton: The "Everton Football Club and Athletic Grounds Company plc" was

⁶¹ www.liverpoolfc.tv/history/timeline/1892-1917/liverpool-football-club-is-formed Liverpool FC web site. Accessed 2009

registered in London on that date and as the 'old' Everton club was not registered as a plc. But a meeting at the Football Council on 4 February 1892 ruled that it could not approve membership of a new club with the same name as an existing member.⁶²

Houlding, left with an empty ground, took the bold step of forming a new football team to play in it. Unable keep the Everton FC. name he then thought bigger and finally acceded to his secretary's proposal, and named his club after the entire city rather than one of its suburbs, even adopting by 1894 the City's colour of red for the playing shirts and by 1901 the Liver bird as the crest.⁶³

Liverpool's initial application to join the Football League was rejected and so they began life in the Lancashire League. On the first of September 1892 Liverpool AFC played their first match at Anfield. The opponents were Rotherham from the Midland League in a friendly. On the very same day Everton played their first match at Goodison on the other side of Stanley Park.⁶⁴

Golf courses

There are six golf courses in Liverpool, representing 27.93% (220.10 ha) of the sports grounds Sub Type in the borough, and 11.88% of the total Recreational and Ornamental Broad Type. They range in area from about 32.16 ha (Woolton Golf Club at Green Edge) to about 56.42 ha (Childwall Golf Club at Holt Hall).

The current courses in Liverpool were created throughout the 20th Century - a single course (West Derby) was created in the early Twentieth Century (1901 to 1917), three (Allerton/Dudley, Childwall and Woolton) were created in the Inter War period (1918 to 1939), and the last one (Lea Park) in the post-1945 period. The courses are distributed towards the peripheral edge of the city.

⁶² www.liverpoolfc.tv/history/timeline/1892-1917/liverpool-football-club-is-formed Liverpool FC web site. Accessed 2009

⁶³ Ibid

⁶⁴ Ibid

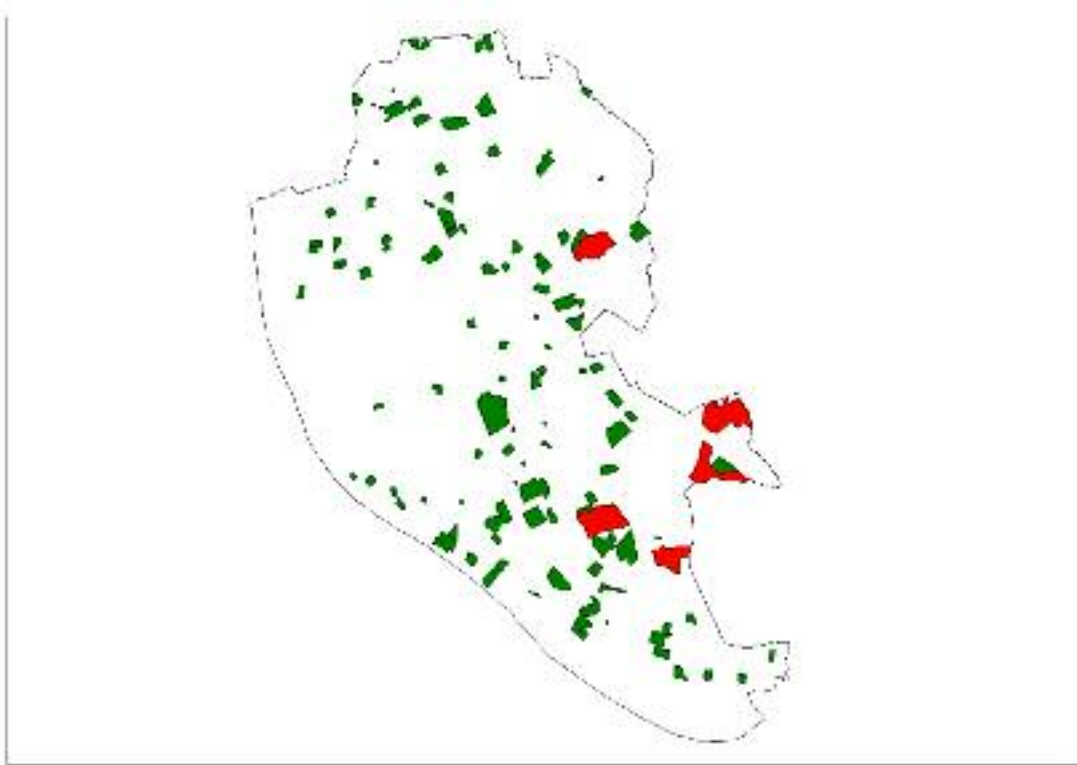


Figure 77 Current (2003) Liverpool golf courses (depicted in red). Other Sports Ground sites (green).
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West Derby Golf Club - West Derby Golf Club was founded in 1896 by a group of residents intent on forming the first inland golf 'links' in South-West Lancashire. Thanks to the drive of a Mr. T. L. Davies, a parcel of land was rented from Col. Hollinshead Blundell MP, sited between Deysbrook House, on Deysbrook Lane and Yew Tree Lane, West Derby, and on 29 July 1896, the club opened for play.

The first AGM took place in St James's Church Institute. In 1923, the committee investigated purchase of additional land to restructure the club into 18 holes. In 1927 the club purchased land at Leyfield Farm. The following year another acre and the original 50½ acres were purchased from Col, Hollinshead-Blundell. Over the next few years a number of cottages and pieces of land were sold off, leaving the club with

about 98 acres. On these parcels of land most of the Yew Tree Lane housing, Vineside Road, Kendal Park and Leyfield Close, were eventually constructed.⁶⁵

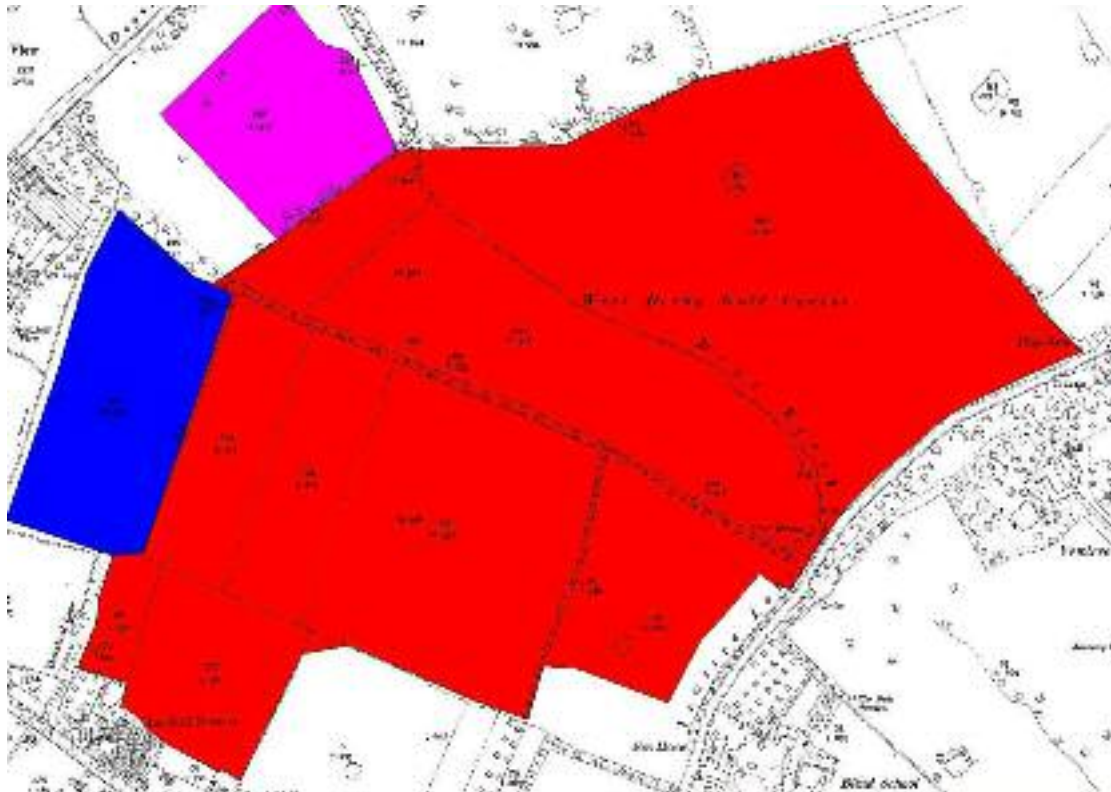


Figure 78 Current (2003) West Derby Golf Course (red) depicted on the Ordnance Survey 25" map of Lancs. 1908.

Also depicted are a Rugby Union Football Ground in blue (founded in the Inter War period) and a modern (post-1945) sports ground in pink.

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Childwall Golf Club - The precise origin of Childwall Golf Club is difficult to determine due to a lack of documentary evidence from the time. It appears that sometime between 1908 and 1910 a hotel called Woolton Hall Hydro (occupying the 18th century Woolton Hall) first developed and opened 'The Hydro Links', a 9 hole inland course on the Southeast aspect of Woolton Hill, to attract people looking for golfing breaks. In late 1911 or early 1912 the course was leased to an organisation called

⁶⁵ <http://www.westderbygc.co.uk/history/introduction/> West Derby Golf Club web site. Accessed 2009

The City Golf Club. The land was initially rented from its owners, the McGuffie Trust. In 1917 the Club re-launched itself with its new licence and its third name in five years as The Woolton Hall Golf Club, using a cottage on the land was used for the Clubhouse. Sharing the site under pre existing sheep grazing rights, the Agricultural Board insisted on cattle having grazing rights. Also, at this time, some of the land was sublet to the Woolton Allotment Association.⁶⁶

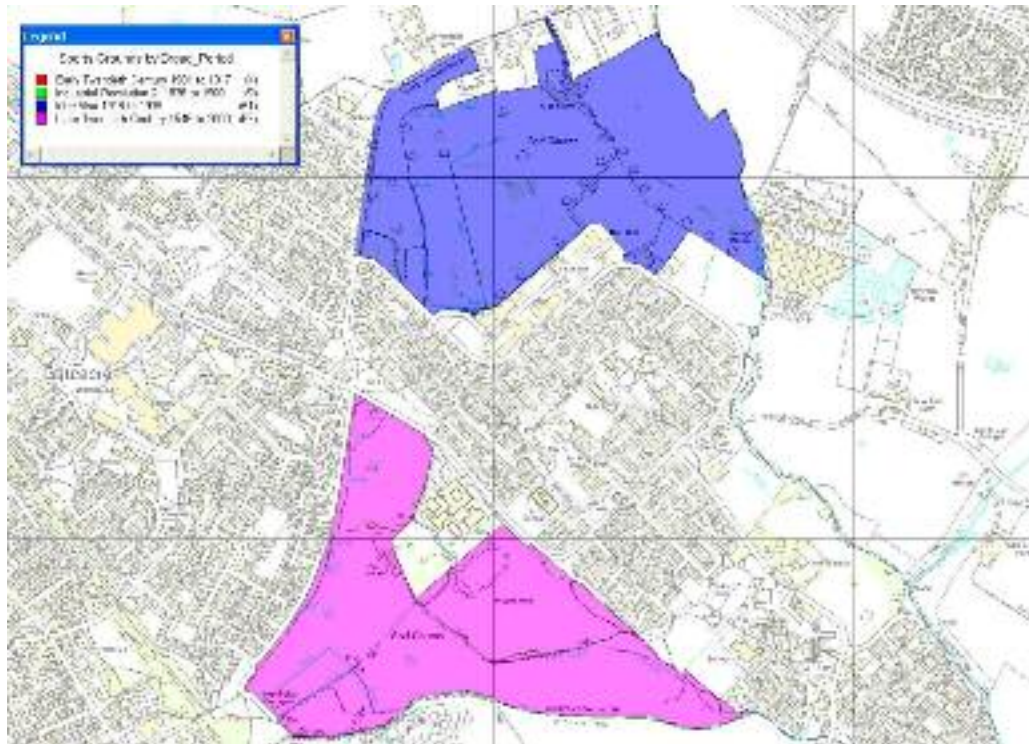


Figure 79 Current (2003) Childwall Golf Club in blue and Lea Park Golf Club in pink (post-1945).
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In 1920, Captain Peter McGuffie, on behalf of the McGuffie trust, tried to renegotiate the terms of the licence agreement for use of the land on which the course was set out. In April 1921, after months of failed negotiation and inertia, the owners announced their intention to sell the land. The club left the Woolton Hall Golf Course

⁶⁶ http://www.childwallgolfclub.co.uk/about_us/history.php Childwall Golf Club web site. Accessed 2009

and moved in 1922 to Childwall Hall and finally, in 1938, to the present site at Gateacre. A Clubhouse was then built, designed by Alderman Shennan (responsible for the Royal Birkdale Clubhouse).⁶⁷

⁶⁷ http://www.childwallgolfclub.co.uk/about_us/history.php Childwall Golf Club web site.
Accessed 2009

9.5 Industrial Broad Type

Within Liverpool there are 987.7 ha of Industrial land. This represents about 8.9% of the total area of Liverpool. Industrial sites were identified on Current 2003 mapping largely by their labels of 'Works' or 'Industrial Estate'. Trade directories and the internet were consulted when identifying the 'narrow' Industrial MHCP types. However, it was beyond the scope of the project to consult these sources for all industrial sites in the district. As the nature of the industry carried out could not be identified for a great many sites, a very high proportion of sites have been recorded simply as 'Industrial Works', making it difficult to make a meaningful analysis of the distribution of different types of industry. However, the proliferation of industrial estates and sites labelled 'Works' rather than with a specific industry infers areas of mixed industry that are more characteristic of modern times than of the 19th and early 20th centuries. Many sites are now occupied by a mix of industrial and commercial companies.

Nine principal Current (2003) MHCP types were identified for detailed analysis on the basis of their presence in the landscape or their historical significance. Four further historical MHCP types were also identified (Chemical, Glass, Extraction and Iron Foundries) but these do not form part of the current Liverpool character. In the past, these industries would have played an important part in the development of Liverpool.

Industrial Sub Type	Number of Polygons	Area (Hectares)	Percentage
Disused Industry	2	8.24	0.83
Dock and Port Related Industry	16	193.44	19.59
Industrial	154	169.03	17.11
Manufacturing Industry	54	370.15	37.48
Maritime Commercial Area	4	24.56	2.48
Municipal Depot	7	19.51	1.98
Municipal Works	15	136.44	13.81
Nursery	3	3.35	0.34
Warehousing	26	62.99	6.38
Totals	281	987.7 Ha	100%

Table 26 The Nine Principal Current (2003) Industrial Sub Types in Liverpool

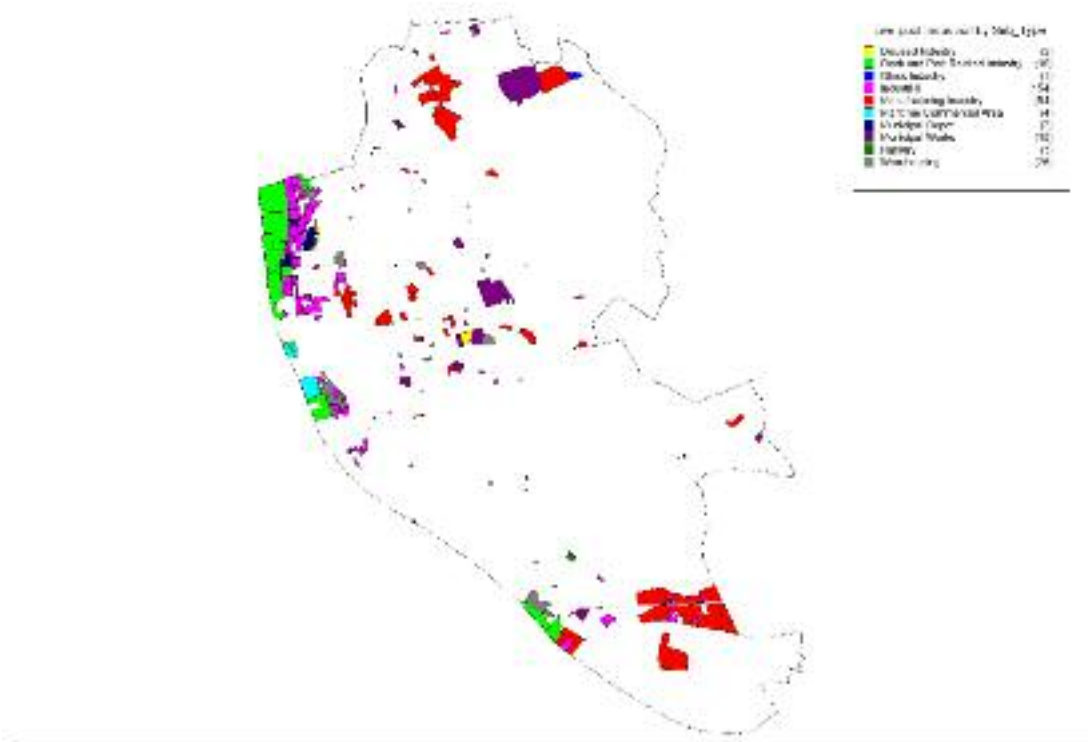


Figure 80 Current (2003) Industrial Sub Type in Liverpool
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The majority of Liverpool's industrial sites are of a Manufacturing nature (37.48%), followed by Dock and Port Related Industry (19.59%), Industrial (17.11%) and Municipal Works (13.81%).

Of the Current 987.7 ha of industrial land, 57.22% (568.94 ha) dates to the Later Twentieth century. The next largest industrial block dates to pre-1900, forming 33.7% (just over 333 Ha) of the current total. Pre-1900 industrial sites are concentrated along the river-front at three distinct locations, with a few isolated sites further inland. Inter War sites can be found in the central part of the city, often in association with social housing estates. Later Twentieth Century sites are distributed throughout the city, with noticeable concentrations along the riverfront (and immediate hinterland), and along the city boundary.

The surviving historic industrial buildings in Liverpool display a wide variety of architectural types and dates, yet many of these have been altered in both form and function. Commerce and industry appear to be the most common reuses of industrial sites. Many disused sites have been converted to ornamental and recreational use, or left as rough land.

Industrial Sub Type by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 1: 1751 to 1835	1	4.73	0.48
Industrial Revolution 2: 1836 to 1900	40	328.30	33.24
Early Twentieth Century 1901 to 1917	8	11.59	1.17
Inter War 1918 to 1939	23	75.73	7.67
Later Twentieth Century 1946 to 2000	209	565.14	57.22
Twenty-First Century 1001 to 2050	1	2.22	0.23
Totals	282	987.7 Ha	100%

Table 27 Current (2003) Industrial in Liverpool by Broad Period of origin

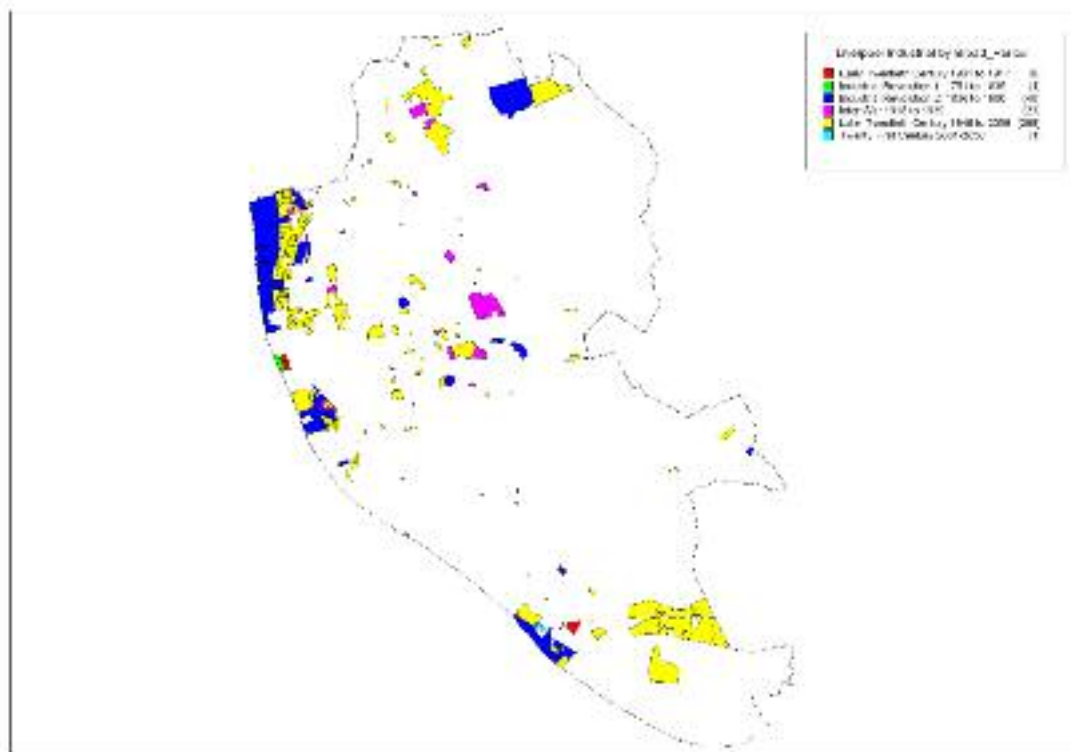


Figure 81 Current (2003) Industrial in Liverpool by Broad Period of origin
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Although the Liverpool MHCP study has been relatively successful in identifying the extent of historic industrial character in the district, assessing the condition of structures way beyond the scope of the project. Historic origins were established by comparing the footprints of buildings depicted on historic map sequences with those on modern mapping. Often the detailing of early mapping is vague and the true extent of the survival of historic buildings and their contexts is difficult to ascertain. Modern buildings may have footprints the same as or similar to those of their predecessors, and it may not be obvious from mapping that they are different structures.

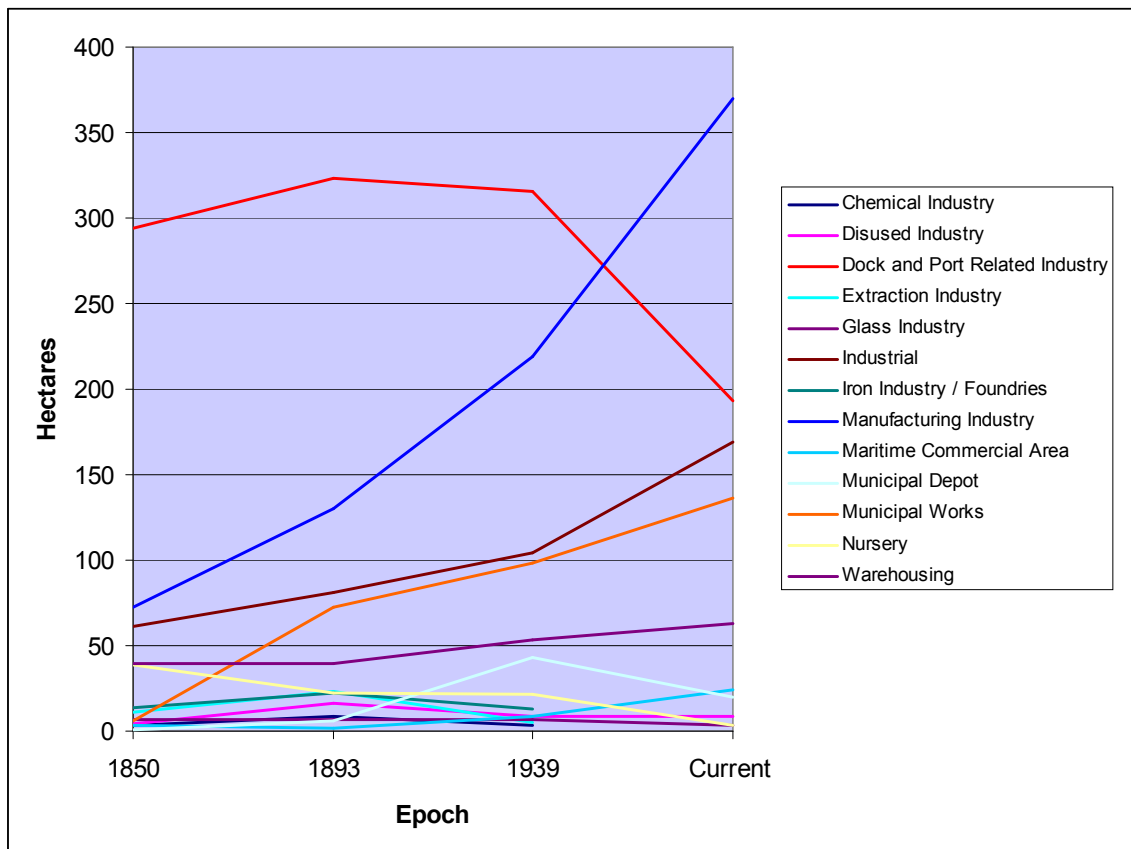


Figure 82 Graphical Representation of Liverpool Industry Sub Type through time

Liverpool Industrial Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Chemical Industry	3.63	8.66	3.3	
Disused Industry	4.58	16.22	8.82	8.24
Dock and Port Related Industry	293.85	323.18	315.38	193.44
Extraction Industry	11.37	23.21	4.93	
Glass Industry	6.55	6.55	6.55	
Industrial	61.23	80.64	104.1	169.03
Iron Industry / Foundries	13.8	22.45	13.26	
Manufacturing Industry	72.14	129.96	219.36	370.15
Maritime Commercial Area	3.83	1.85	8.47	24.56
Municipal Depot	0.73	6.28	43.35	19.51
Municipal Works	5.88	72.62	98.06	136.44
Nursery	39.1	22.77	21.81	3.35
Warehousing	39.93	39.67	53.68	62.99

Table 28 Liverpool Industrial Sub Type through time

9.5.1 Disused Industry

This character type represents less than 1% (8.24 Ha) of the current Industrial Broad Type in Liverpool. The term was applied to any former site of industrial activity which was in advanced state of dereliction, and that could be easily identified from mapping or aerial photography. Further disused industries will occur, but these have been incorporated into other Sub Types, notably Other Land (Rough Land).

9.5.2 Dock and Port Related Industry

The Dock and Port Related Industrial Sub Type represents 19.59% of the total area of the Industrial Broad Type in Liverpool (193.44 Ha). The Sub Type is closely associated with Warehousing and Maritime Commercial Industry. The Sub Type is located on the Mersey River foreshore, with concentrations in the north, centre and south of the district. Just over 98% of the Sub Type dates to the Industrial Revolution 2 (1836 to 1900) period, with the remainder being Early Twentieth century to post-1945 in date.

The development of the docks in Liverpool began in the early eighteenth century with the growth of trade with the American colonies and spread of the industrial revolution to Lancashire, Yorkshire and the Midlands. The ever increasing volume of shipping and demand for berthing space eventually lead to the development of seven and a half miles of docks and associated warehouses on a breathtaking scale. The period of greatest activity was between 1824 and 1860 when Jesse Hartley was dock engineer. By 1900 Liverpool was the largest port in the world. With the gradual decline of industry and trade towards the mid-twentieth century, many of the magnificent buildings fell into decline. Since the 1980s, with the refurbishment of the Albert Dock, there have been several regeneration projects on the dockside and work continues.

The Liverpool side of the river still has over seven miles of dockland. Some docks are still involved in shipping. Those that have closed are still important parts of the local community. Tourism is very important, with docks and warehouses used for socialising, museums, shopping and sports. Part of the north and central docks are part of Liverpool's World Heritage Site and buffer zone (Liverpool Maritime Mercantile City inscribed to UNESCO's site list in 2004).

South Docks - Many of the docks south of the Pier Head have been closed and/or filled. There are schemes to encourage people to move back into these brownfield sites. Flats, health centres, restaurants and shopping complexes have been built. These areas are also ideal for new high technology and blue chip businesses. For example, Harrington, Toxteth and Brunswick docks are now the site of Brunswick Business Park. The docks that survive are used by visiting ships and leisure boats. There is also a marina.

North Docks - Much of the north dock area is still used by shipping. Liverpool is handling as much traffic now as it has at any time in its history. Passenger traffic in particular is recovering with Irish Sea ferries, cruise liners and local ferries.

Cargo traffic is handled in the north-end docks. The Royal Seaforth and Gladstone docks for example have terminals for containers, grain and other bulk cargoes. There is also a Freeport warehousing complex and a multi-nodal transport system (i.e. railway, road and boat) linking the port to Europe.

Dock and Port Related Industry by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	14	190.54	98.50
Inter War 1918 to 1939	1	1.89	0.98
Later Twentieth Century 1946 to 2000	1	1.01	0.52
Total	16	193.44	100%

Table 29 Current (2003) Dock and Port related Industry in Liverpool by Broad Period of origin

Liverpool Docks

The following includes extant (including altered) and former docks. Information sourced from McCarron & Jarvis, 1992.

Northern Docks

Royal Seaforth Dock (1972-present). Seaforth (Sefton District) is a modern container port dealing in grain, timber and oil. It also deals extensively in North American trade. As this dock falls within Sefton District, the characterisation of this site will be dealt with in the Sefton District Report. It has been included here for reference.

Canada Dock (1859 - present) is named after the country from which most of its trade, timber, came. It was based away from the other docks because of the risk of the wood catching fire. It still deals with North America through containers. The dock has been classified as a Port and Dock Related Industry Sub Type.

Huskisson Dock (1852-present) was built to deal in timber but lost this trade to Canada Dock. Changes made it ideal for the North America steamer trade. It was the site of the S. S. Malakand explosion during the Blitz (3rd May 1941) in World War Two. 1000 tons of shells and explosives aboard the ship blew up. The dock has been classified as a Port and Dock Related Industry Sub Type.

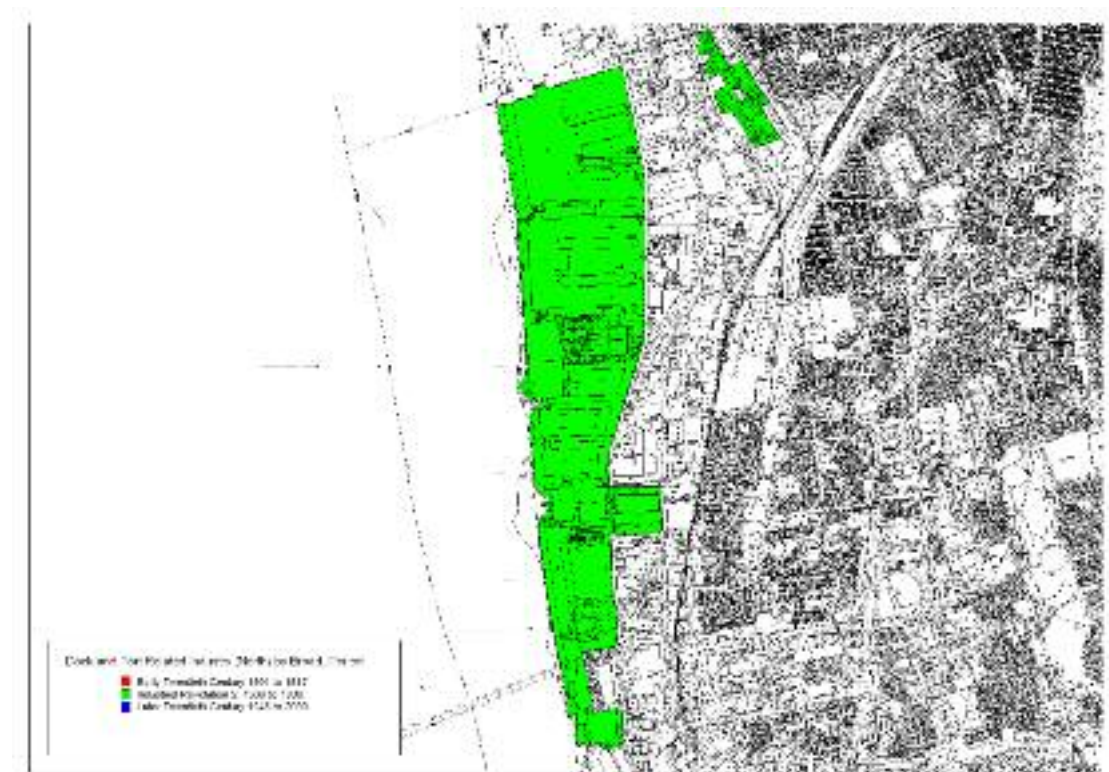


Figure 83 Current (2003) Liverpool Docks Northern Area - Dock and Port related Industry by Broad Period of origin.
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Sandon Dock (1850-present) was a 10-acre basin with six large graving docks. It had a narrow entrance that made navigation difficult until it was modernised (completed 1901). The new entrance was the biggest in the port. It was particularly involved in the South American trade and passenger liners. The dock has been classified as a Port and Dock Related Industry Sub Type.

Wellington Dock (1850) had a high-level railway. This brought coal from Lancashire and Yorkshire coalfields to the dockside. The dock has been classified as a Port and Dock Related Industry Sub Type.

Bramley Moore Dock (1848-1988) shipped coal from the Lancashire coalfields. A high-level railway opened in 1857 to help move both bunker and cargo coal. The dock has been classified as a Port and Dock Related Industry Sub Type.

Nelson Dock (1848) quickly became too small for larger ships. In early 1900s it was mainly used by the coastal trade, and later became involved with the City of Dublin Steam Packet Company, and Coast Liners' container services. The dock has been classified as a Port and Dock Related Industry Sub Type.

Salisbury Dock (1848) was a half-tide dock, designed as the entrance for Collingwood, Stanley and Nelson docks. By the 1950s this dock was the Liverpool centre for coastal and barge traffic. The dock has been classified as a Port and Dock Related Industry Sub Type.

Collingwood Dock (1848) was the last dock built just for the coasting trade. After that coasters had to make do with docks abandoned by other trades. It was linked to the Leeds-Liverpool canal, bringing coal and processed cotton to the port for export. It was also the site of a hexagonal (six-sided) clock tower. The dock has been classified as a Port and Dock Related Industry Sub Type.

Stanley Dock (1848-1988) was home to large bonded warehouses (built in 1855) including the largest brick warehouse in the world that is still standing. This was built in 1901 and used for tobacco storage. It is linked to the Leeds-Liverpool canal for connections with the area around Liverpool. Now it is home to a weekly market and the subject of development plans. The dock has been classified as a Port and Dock Related Industry Sub Type.

Clarence Dock (1830-1929) built to isolate steamer ships, away from the other wooden ship docks as steamers were considered a fire hazard. Hopper barges based there once dumped most of Liverpool's domestic waste at sea. The Dock Board sold the site of Clarence Dock to the local council to become the site of a new power station. The profits were spent on updating other docks, including Clarence half tide and graving dock basins. The dock has been classified as a Port and Dock Related Industry Sub Type.

Trafalgar Dock (1836-present) was designed for deep-sea ships but by the 1900s was only used for coastal and canal traffic. The dock has been classified as a Port and Dock Related Industry Sub Type.

Central Docks

Victoria Dock (1836-1988) was built as part of the rapid dock expansion programme. This included transit sheds. The entrance was closed in 1846 as it was thought useless. The dock has been classified as a Port and Dock Related Industry Sub Type.

Waterloo Dock (1834-1988) was originally the site of an observatory, built on the dock wall to provide accurate time for ships' chronometers. It later dealt in oil seed and grain. It closed in 1988 and the warehouses were converted into flats (now Residential Modern Housing Development). The dock harbour retains a Dock and Port Related Industrial Sub Type classification.

Princes Dock (1821-1981) was once the base of the transatlantic liner trade and the Irish ferry service. It has been redeveloped to form offices and hotels, and is classified as Commercial Core (Retail) Sub Type. The Princes Half-tide harbour retains a Dock and Port related Industrial Sub Type classification.

Pier Head (1207 - today) is the area around the Liver Building including the floating ferry terminal. It has been home to Isle of Man, Irish and transatlantic ferries. Now the local Mersey Ferries runs a regular service, this area was given a Maritime Commercial Area Sub Type.

George's Dock (1771-1899). A mixture of cargoes passed through George's Dock. These included fresh fruit from small, fast schooners that was then sold direct to the public. This dock was filled in 1899 and is now the site of the Three Graces (including the Liver Building) on Liverpool's waterfront. The area has been classified as Maritime Commercial Area by the MHCP.

Manchester Dock (1785-1929) was originally a tidal dock. Over the years it became the depot of the 'flats' of the Shropshire Union Railway & Canal Company and Great Western Railway (although there were no railway lines there). It was also used by barges and ships of the coal and cotton trades. It was filled in 1929 and (at the time of data capture) the site was classed within the MHCP as part of the Merseyside

Maritime Museum complex. It now contains the Museum of Liverpool (opened in 2011).

Canning (1737 - 1972) was formed from the entrance to the Old Dock. It was mainly a graving dock, repairing damaged ships, but also dealt in building materials, coastal trading and fishing. The graving docks are now part of Merseyside Maritime Museum. Visiting leisure, sail-training and naval craft often tie up in Canning or Canning Half Tide dock. The dock area was given a Civil (Cultural) character, although it is essentially a combination of Civil, Commercial and Residential Sub Types.

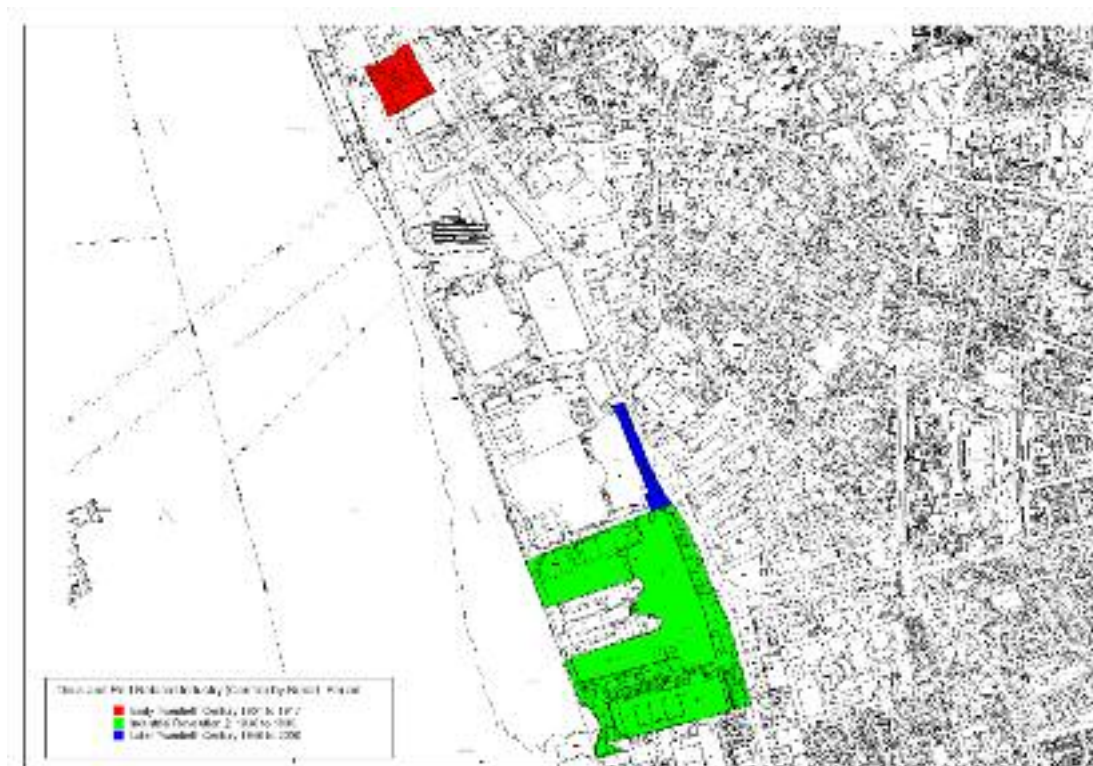


Figure 84 Current (2003) Liverpool Docks Central Area - Dock and Port related Industry by Broad Period of origin.
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Albert Dock (1845-1972) was surrounded by a group of fire and theft proof bonded warehouses. The dock itself quickly became too small for large modern ships but the warehouses were still used. The dock is now home to several museums, galleries, shops, bars and hotels. The dock has been classified as Commercial Core (Retail) by the MHCP, although it is a combination of Commercial, Civil and Residential Broad Types.

Salthouse Dock (1753-1972) was named after the salt works once on the site. Salt was mined in Cheshire, refined in Liverpool and loaded at Salthouse. Ships left the dock for Australia and New Zealand until around 1880. The dock has been classified as Commercial Core (Retail) by the MHCP, although it is a combination of Commercial, Civil and Residential Broad Types.

Duke's Dock (1773-1972) was built privately as the Liverpool dock for the Bridgewater Canal (from Manchester). It became the link between inland and ocean-going traders. Grain, cotton, sugar, spices, tea, herring, molasses and corn were all imported through the dock. The Duke's Dock has been classified as a current Maritime Commercial area by the MHCP.

King's Dock (1785-1972) dealt in tobacco in specialised warehouses. It was rebuilt in 1898 under the Dock Improvement Act and began to import fresh fruit from the Canary Islands, which was stored in quayside sheds. Samples were taken to the Liverpool Fruit Exchange where they were auctioned. The King's Dock was given a current Maritime Commercial area by the MHCP.

Wapping Dock (1855-1988) was built to link Georges, Salthouse, Canning, Albert, Dukes, Kings, Queens and Brunswick docks. It dealt with a lot of through traffic from many different places. The warehouses, which were bonded, have now been converted to flats. The dock area was given a Maritime Commercial Area Sub Type.

Queen's Dock (1785-1972) handled imported timber (wooden ships were built on its foreshore). Sloping quays helped unloading. The short-lived Liverpool whaling trade was based there at the end of the 18th century. The dock was rebuilt in around 1905 with branch docks, 2-storey transit sheds etc. Piece goods, coal and salt were also carried to Africa and South America in return for palm oil, cotton, hides and coffee. The harbour was given a Dock and Port Related Industry Sub Type, with the 1970s government offices a Civil - Institution Sub Type.

Coburg Dock (1796-1972) was one of the first docks to be involved in the American mail packet service. As the population grew so did the need for grain, so a new granary was built on the site in 1906. Another was added in 1932. It was also the site of the Mersey Docks & Harbour Company's main maintenance depot until the south docks closed. The harbour was given a Dock and Port Related Industry Sub Type.

Old Dock (1715- 1826). The first dock built on the site of the original 'pool' is now known as Old Dock. It was involved in many trades including slavery. It was filled in to build a new customs house.

Southern Docks

Brunswick Dock (1832-1975) opened for the timber trade but branched out once timber went to Canada Dock. It then became a cargo liner dock dealing with India, East Africa and the West Indies. Brunswick is now part of a marina for pleasure boats. The area, containing many new-build houses and apartments, has been given a Residential - Modern Housing Development Sub Type, although it is a mixture of this and commercial premises.

Toxteth Dock (1888-1972) took its name from the local district. It was used by liners trading with Africa including the Harrison Line. It is now filled and part of Brunswick Business Park (Commercial - Business Park Sub Type).

Harrington Dock (1882-1972) was involved in timber and shipbuilding. It was later a dock for cargo liners, particularly those of the Elder Dempster Line that brought palm oil from West Africa. Now Harrington is filled in and part of Brunswick Business Park (Commercial - Business Park Sub Type).

Herculaneum Dock (1866-1972) was once the site of a petroleum storage facility using casemates built into the low sandstone cliff surrounding the dock. It was also involved in copper ore and coal, and acted as a terminus for the North Atlantic convoy during the wars. It is now filled in and under development (as a Commercial - Offices Sub Type).

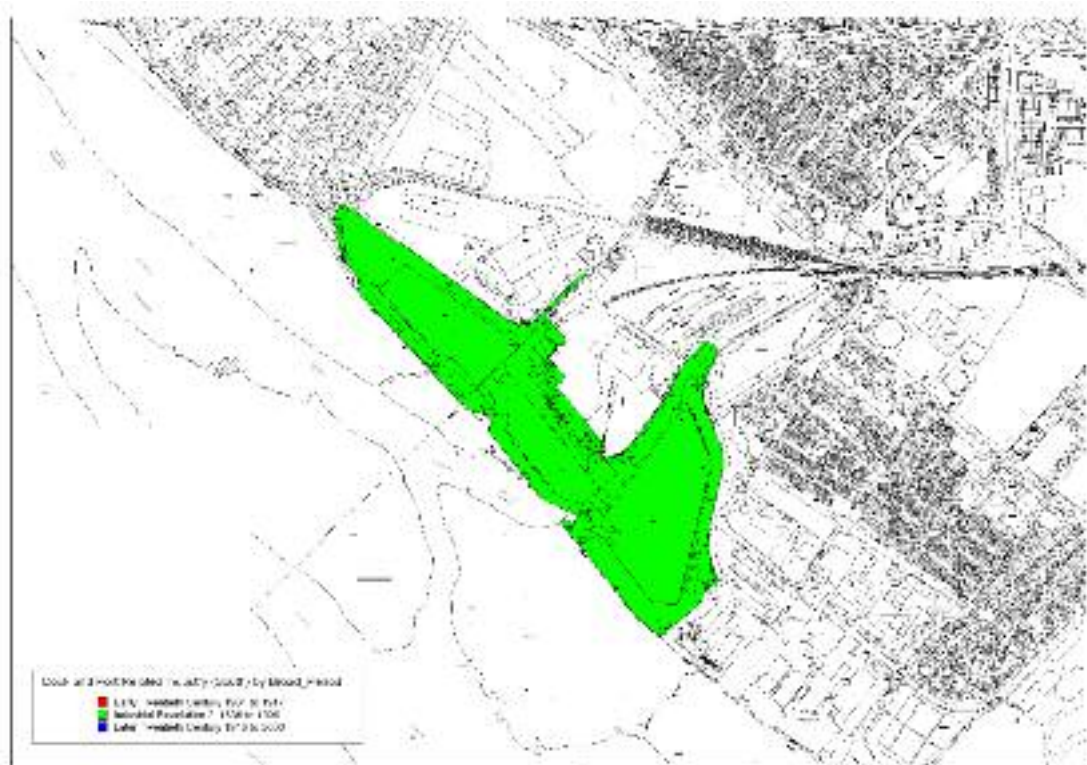


Figure 85 Current (2003) Liverpool Docks Southern area at Garston - Dock and Port related Industry by Broad Period of origin.
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Garston Dock (1853). The London & North Western Railway Company built Garston Dock as a rival to the Mersey docks. It was mainly used to ship Lancashire coal, especially to Ireland. Railway trucks were lifted and tipped into the ships' holds. It was also used for ship breaking - it dismantled the last two steamers on the Mersey in 1978. Timber and bananas were also imported. Now it is owned by Associated British Ports and deals in timber, steel and containers, and has been classified by the MHCP as a Dock and Port Related Industry Sub Type.

9.5.4 Industrial

The Industrial Sub Type represents 17.11% (169.03 Ha) of the Industrial Broad Type in Liverpool. The type encompass a number of different kinds of sites, including those labelled as 'Industrial Estates' or 'Works' on current mapping. Sites were also characterised as these types where they could be recognised as industrial but where a more specific use was not recorded on mapping and could not be otherwise ascertained. This accounts for the high representation of general industrial works in Liverpool district. Industrial works sites can consist of a single building, whilst estates tend to represent larger areas with groups of buildings that appear to encompass several separate businesses.

Other Industrial MHCP types in Liverpool include Food manufactories, Sawmills and Brickworks. Typical of the district, the number of records with the above industries recorded as previous types is significantly higher than for those present as current. This is partly a reflection of the level of information about the nature of industrial sites that is available on Current mapping and also reflects a decline in these industries.

Not recorded by the MHCP project were the many small-scale industrial works established as Liverpool developed in the 18th and 19th centuries. Although integral parts of the historic urban landscape, these were often not identified on contemporary mapping and were generally too small to warrant individual records in the MHCP database. However, where buildings of a likely industrial character were observed on 19th century mapping, this was noted in the summary sections of records for those areas.

There is a firm association between industrial works, commercial business parks and distribution centres, and these often have a similar impact on the landscape – many of these sites include purpose-built medium to large sheds which often form large estates. These are concentrated into several distinct industrial and commercial zones in Liverpool, i.e. Speke.

9.5.5 Iron Industry / Foundries

No large scale metal trade MHCP types were identified in Liverpool. However, it is likely that there are some currently active metal trades and engineering firms that have not been identified within the survey because they may not have been specifically named on Current mapping, or may form part of wider industrial complexes or estates. The MHCP Sub Types 'Manufacturing' and 'Industrial' probably include further examples of metal trade sites. Liverpool had a record of high-technology manufacturing, producing steam engines and ironwork from the early nineteenth century, and increasingly-sophisticated cables in the first era of telecommunications.

The MHCP Sub Type contains not only iron workings and foundries, but also a range of other heavy metal foundries and factories (predominantly lead, tin, copper and brass). Many past metalworking sites were located near the waterfront, often in direct association with ship building and heavy engineering.

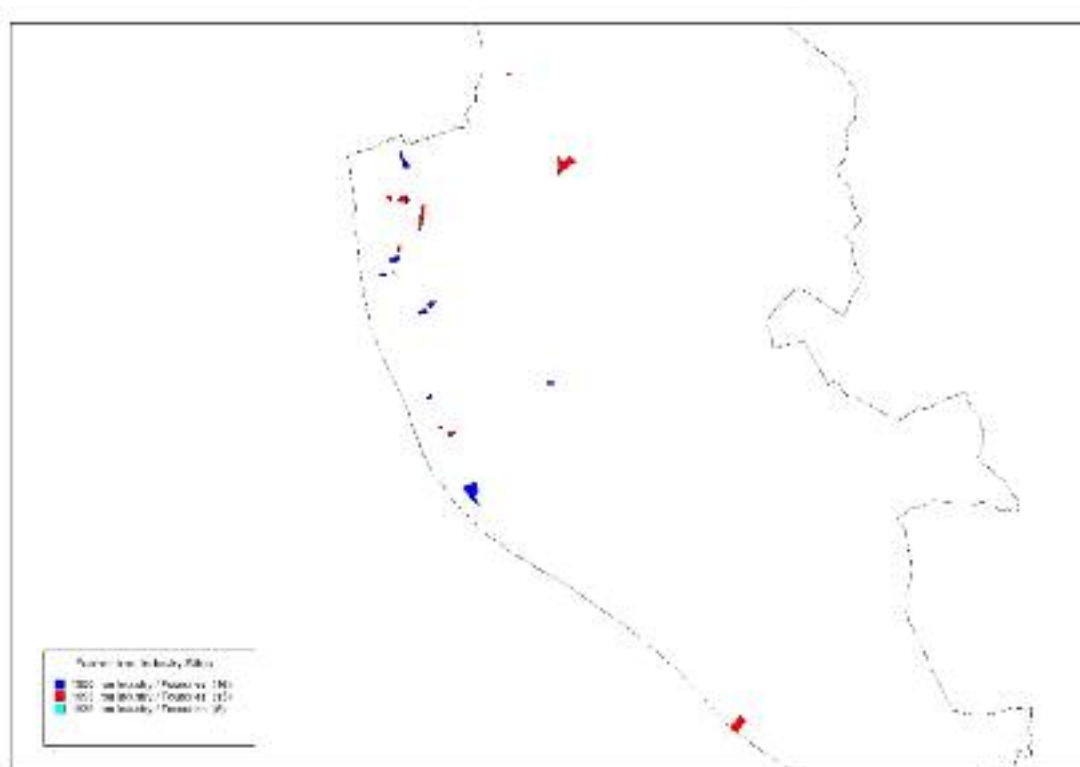


Figure 86 Areas which included former Iron Industry Sites in Liverpool (by historic mapping dates).
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Perhaps the most important of the former iron working sites was 'The Mersey Forge' on Grafton Street.

'The Mersey Forge' was founded by Mr. Ralph Clay in 1810. In 1864 the company officially became 'The Mersey Steel and Iron Co. Ltd'. Prior to this name change, the forge occupied land on either side of Sefton Street, but after incorporation it moved its position to allow for the construction of the Garston Railway line, which cut through the premises. The forge then also benefited from its own railway access, by means of a siding. The Forge now straddled either side of the south end of Grafton Street, separated by Sefton Street and Horsfall Street, it was spread over three sites in all. The different parts were connected by tunnels.

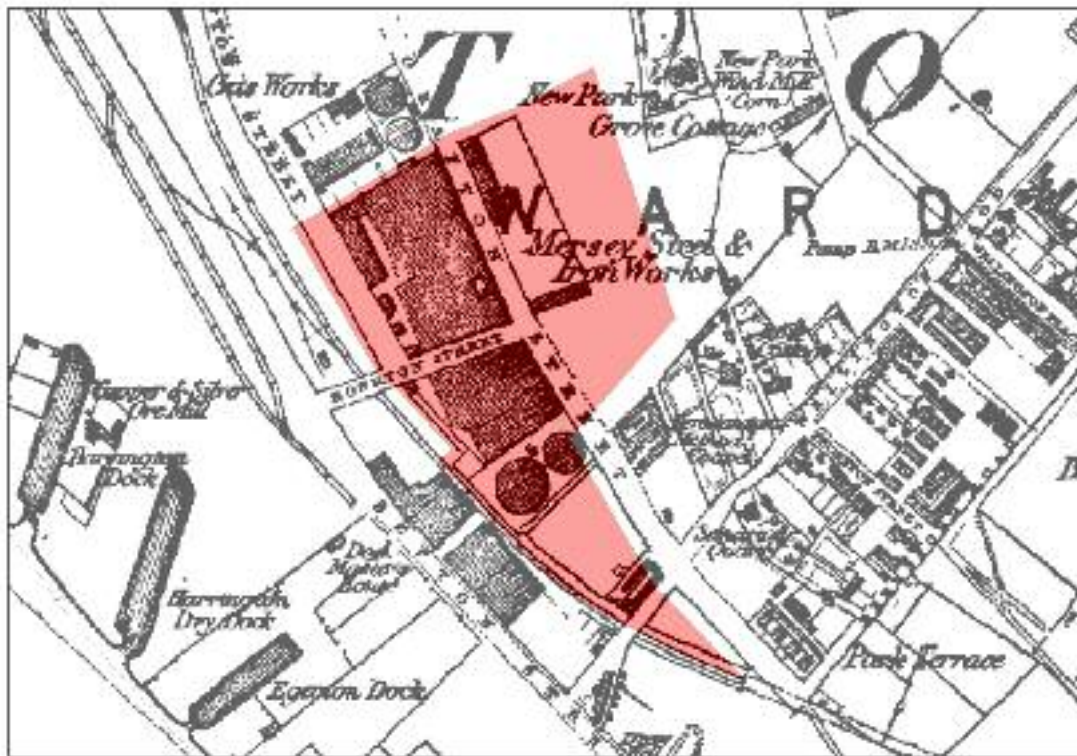


Figure 87 Site of the former 'Mersey Forge' on the Ordnance Survey 6" First Edition map of Lancs. 1850.

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At its peak over 1,500 men were employed there, mostly on work for the Admiralty and various foreign governments. The Mersey Forge had a history of government munitions contracts, manufacturing mostly battleship parts and large guns. In 1845 they constructed an un-named 'huge gun', 13 feet long for the American frigate

'Princetown'. Parts were made for the H.M.S. Penelope, an ironclad battleship launched on 18 June 1868. (this became a prison hulk in 1897 before being sold for scrap in 1912). One, much reported, feature of the forge was a massive steam hammer, a hammer so large that its sound could be heard on the other side of the River Mersey. The piston and hammer together weighed 15 tons. The hammer, however, was closed down as a result of complaints and an eventual injunction brought both by local householders and mill owners.

The Mersey Forge started to decline about 1878. Government contracts dried up and it seems to have closed gradually, with various items of machinery and plant being removed little by little. The final shipment of scrap iron was sent from there in 1898. By 1908 the "deserted and ruined remains" of the Mersey Forge "presented a melancholy spectre of their former greatness". Part of the site was later used for coopering and part of the North Yard was developed for housing. Some of this housing remains today but it is missing from the 1905 map of the area, thus dating its development with a degree of accuracy.

9.5.6 Manufacturing Industry

The Manufacturing Industry character type accounts for just over 38% (370.15 Ha) of the Industry in Liverpool. Current manufacturing industry is concentrated in three main areas: the first towards the north of the city in Aintree; the second in the central part of the city, stretching from Vauxhall in the west to Old Swan in the east; and the third towards the south around Garston and Speke. Smaller manufacturing industries are dotted throughout the city. The character type is predominantly late 20th century in origin (88.3%), the largest area is centred on the Speke Industrial Estate (169.68 Ha) which borders on to Halewood Motor Factory (Knowsley District).

Typical of the district, the number of records recorded as previous industrial character types is significantly higher than for those existing (Current). This is partly a reflection of the level of information about the nature of industrial sites that is available on Current mapping but also reflects a decline in these industries. For instance, Liverpool had a thriving pottery industry (most notably at the Herculaneum works in Toxteth) and was active in shipbuilding, none of which survive today.

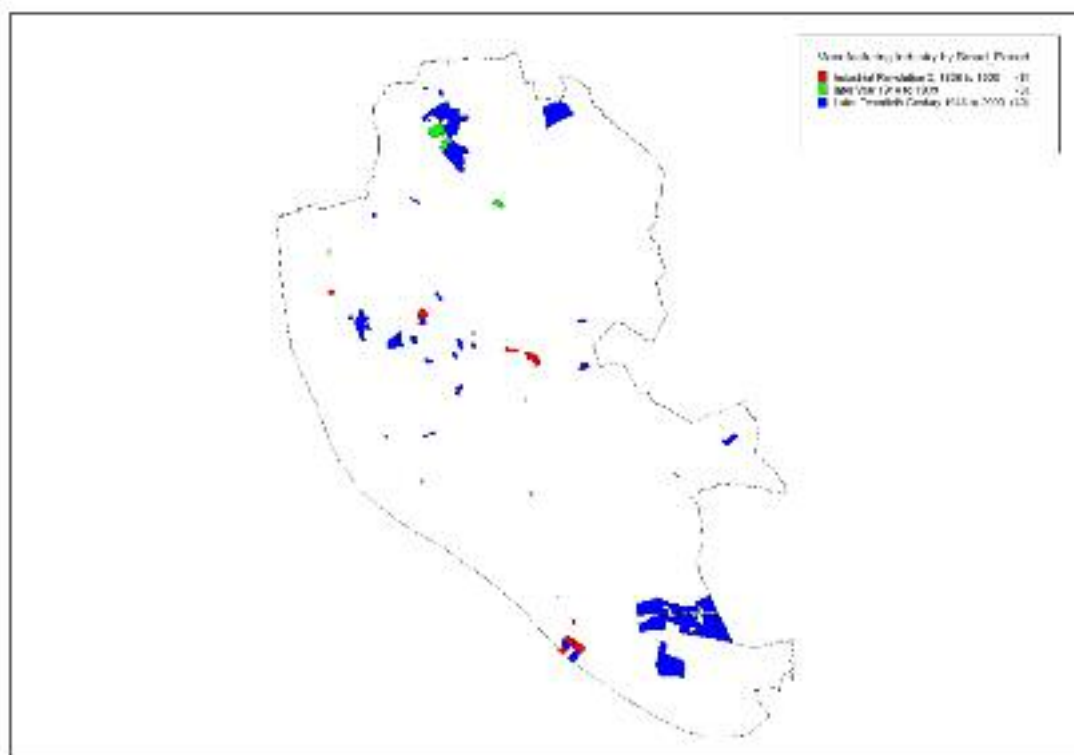


Figure 88 Current (2003) Manufacturing Industry in Liverpool by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Manufacturing Industry by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	8	26.08	7.05
Inter War 1918 to 1939	6	17.28	4.68
Later Twentieth Century 1946 to 2000	40	326.79	88.29
Total	54	370.15	100%

Table 30 Current (2003) Manufacturing Industry in Liverpool by Broad Period of origin

Liverpool's manufacturing and processing industries have always been less well-known than its shipping and trading activities. Compared with the huge number of books on shipping companies, little has been written about manufacturing firms, and some entire economic sectors have no modern treatments. Nonetheless, they were important historically. Most activities were closely related to the port, either for the import of raw materials or the export of manufactured goods. Others, especially in the twentieth century, were a conscious attempt to move the Merseyside economy away from its focus on the port. Liverpool made a major effort in the 1920s and 30s to diversify its economy into manufacturing.

Southern Manufacturing Industry

Speke Industrial Estate - Established in the 1930s, Speke Industrial Estate was at the heart of the 'engine room' of Merseyside and attracted some of the region's major industrial and manufacturing companies. The estate was created to both serve and be served by the newly built Speke Housing Estate. The Speke Industrial Estate covers some 74 hectares (183 acres) and is still one of the largest industrial areas in Merseyside and is home to many national, regional and local businesses. The Speke area was seriously affected in the post war period by nearly 30 years of economic downturn and by the lack of investment in the physical environment. Substantial investment in environmental improvements in the public realm have been co-ordinated since the 1990s, initially by Speke Garston Development Company (SGDC) and Liverpool Vision. There has also been new business developments, such as Estuary Commerce Park, The Matchworks and Liverpool International Business Park.

Garston Docks (Manufacturing Industry) - Current manufacturing industry in Garston owes much of its development to salt refining and dock related industry. Firstly, the arrival in the 1790s of the salt works for refining salt from Cheshire. In 1692 the Blackburne Brothers from Warrington had built refineries at Hale and later in Liverpool near the Salthouse Dock. The Liverpool refinery apparently caused smoke and nuisance and so was replaced by a new salt works at Garston. Two tidal docks were built; one called the Salt Dock and the other the Rock Salt Dock. By the time the works closed in 1865, the site had developed a railway link and an elaborate set of buildings - boiler house, smithy and workers' cottages.

The first enclosed dock by the St. Helens Canal and Railway Company was opened in 1850. Garston had not experienced a canal phase in its development, so the coming of the dock and railway at the same time produced a very rapid transformation from rural scene to industrial town scene, in fact, within about three decades. By an Act of 1846, the St. Helens Canal and Railway Company was able to build, what at the time, was a major dock development at Garston destined to become a rival of Liverpool in the coal exporting trade.

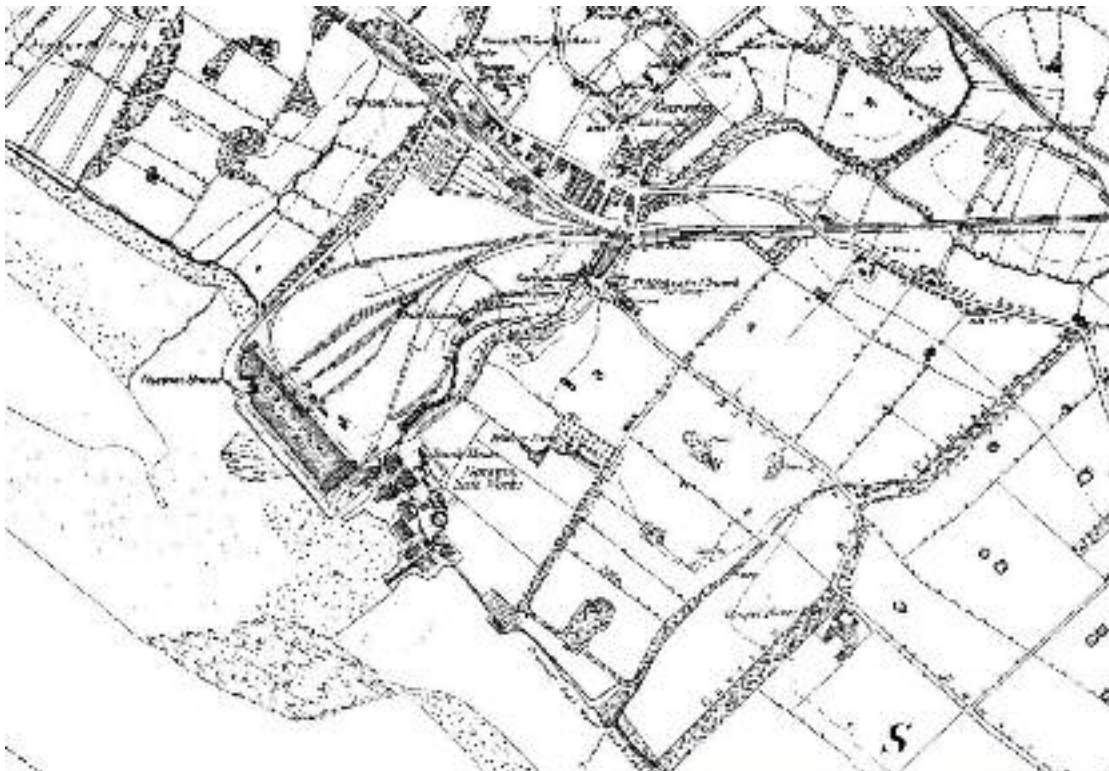


Figure 89 Garston Dock in 1850 (Ordnance Survey 6" First Edition map of Lancs. 1850).
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The new Garston Dock, later the centre one of three, was fully equipped with modern coal drops, the construction of which was facilitated by a cliff edge of suitable height, the dock having been built out from the cliff. Trade increased so rapidly that by 1867 the North Dock had to be built and eventually in 1909 the much larger Stalbridge Dock. The Stalbridge Dock eventually obliterated the site of the old salt works, but well before this, right from the opening of the first of the three docks, the area became a magnet for a range of important industries.

In 1893 **Messrs. Wilson Brothers Bobbin Company Ltd** (from Todmorden) opened at the site because land was available for expansion and the dock facility allowed the firm to operate a fleet of schooners to bring specialised timber from all over the world and to take the bobbins and shuttles required for the cotton industry to many countries. At its peak of production, Wilsons was the largest bobbin and shuttle manufacturing company in the world, turning out a million bobbins a week.

In 1899 the **Garston Tanning Company** took over the twelve acre site and became one of the largest tanneries in the country, processing 10,000 hides a week for a wide range of uses. Standing close to the historic site of a 13th century tannery, the firm was started by the Boston family, and though now using modern machinery, recently (2007) production ceased and the works closed. Sadly, the old drying sheds and soaking pits have been demolished and the firm was owned by Garton Leather, Scottish Tanning Industries.

In 1912 **Elders and Fyffes Ltd.**, the banana importers, moved from Manchester to Garston Docks. As is well known, the banana was first introduced as a new fruit in Liverpool, and by 1936 the docks at Garston and Liverpool were handling more bananas than any other port in the United Kingdom. The terminal at Garston developed special discharging elevators and railway trucks, and was capable at its peak of handling 12,000 bunches of bananas a day, discharging as many as seventy-two shiploads in a year. Elders and Fyffes owned twenty-two ships, eleven of which were lost through enemy action during the Second World War. In 1965 Southampton became the company port and trade through Garston ceased.

Garston has been an important centre for match manufacture since about 1887 when **R. Bell and Company Ltd.** built the Mersey Works (on Speke Road), though when this was taken over by Maguire, Paterson and Palmer Ltd. in 1919, a new match

making factory was erected. In 1922 Bryant and May took over Maguire, Paterson and Palmer Ltd., which subsequently went into liquidation. The Mersey Works was closed down in 1994 was modified to become a commercial village, 'The Matchworks'.

Immediately alongside the site of the Garston salt works, shipbuilding had developed and in 1773 the yard was owned by Peter Baker). He constructed the ship "Kent", said to have been the largest built in the north of England at that time. Peter Baker also built "Mentor" and became wealthy when the ship, under the captaincy of his son-in-law, captured the French East Indiaman "Carnatic" hence the Liverpool University Carnatic Halls of Residence.

The shipyard was later owned by Graysons and a graving dock and slipway were in evidence until recent years when in-filling obliterated both, including the caisson used to close the dock. The site was subsequently a distillery owned by J. M. Mills, Distillers and Methylators, which was established in 1932, having moved from Stockport on Mersey. More recently the site has been occupied by Hayes Chemicals, part of UNALCO which is a subsidiary of United Molasses.

In 1864, the **Garston Steel and Iron Company** occupied a site to the east of the salt works and is said to have had a regular output of 320 tons a week. The firm had closed down by 1893 and the premises and site were later purchased by the Garston Tanning Company. The sheds, which were adapted to tanning purposes, have been demolished.

In 1865 **Messrs. John Bibby Sons and Company**, the Liverpool ship owners opened a copper rolling mill between the iron works and the graving dock, the mill having been moved from Seacombe because the site there was required by the Mersey Docks and Harbour Board. Originally the mill produced copper and brass sheets for covering the hulls of wooden sailing ships. Later the copper and brass were used in the production of plates for locomotive fire boxes and then plates for condensers in steam ships. The firm subsequently went into the ownership of the Broughton Copper Company and then Imperial Chemical Industries (Metals) Ltd., but was closed down with the transfer of the business to Swansea in 1936.

Another copper works, the **Crown Copper Mills**, developed on the opposite side of Window Lane and was opened in 1880 by the two sons of the manager of the Bibby

Copper Works. The firm employed about 250 men producing fire-box plates for China, Australia, India, South African and South America, and the copper discs for manufacturing kitchen utensils for Egypt and other eastern countries. In 1933, Imperial Chemicals Industries (I.C.I.) Ltd., bought out the firm and closed it down to prevent competition.

In 1868 the firm of **Joseph Rawlinson and Sons Ltd.**, started in Garston. In 1900, having developed into a major saw-milling and construction firm, they purchased part of the Iron and Steel Works site from the Garston Tanning Company. As well as exporting buildings to many parts of the world, Rawlinsons built practically all the stations on the North Wales Line between Chester and Llandudno Junction, and the stations from Edge Hill to Speke widening in 1890.

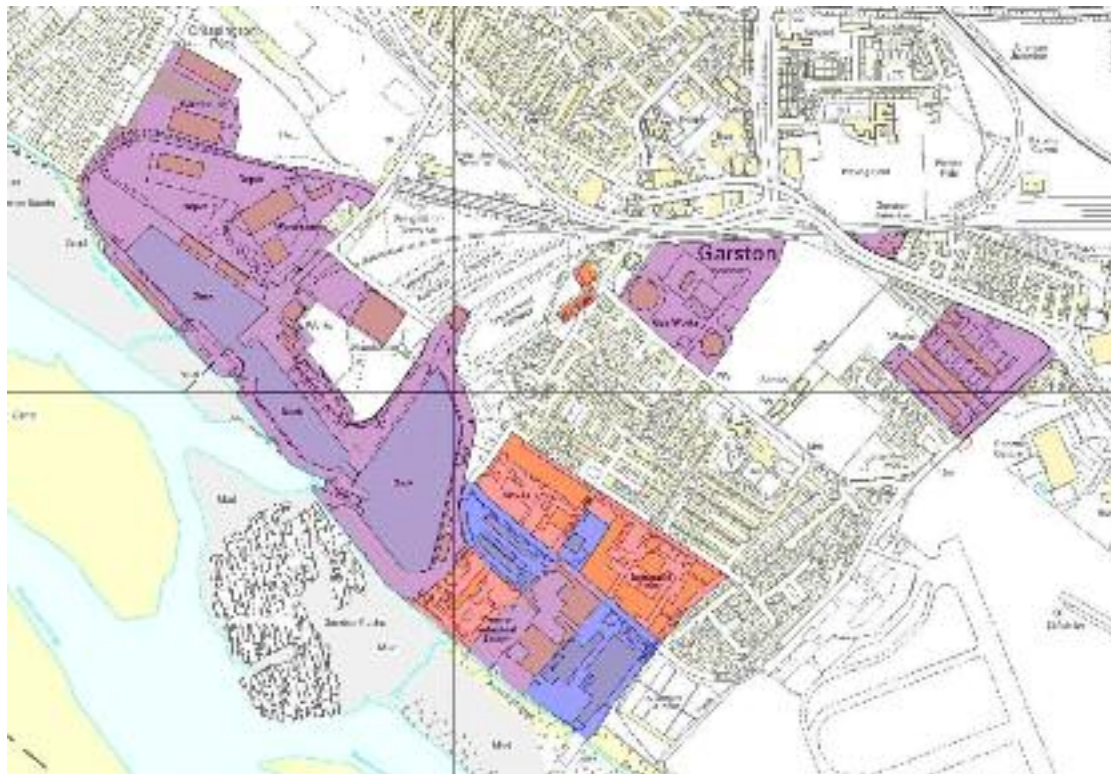


Figure 90 Current (2003) Garston Manufacturing Industry. Manufacturing units with origins in the Industrial Revolution 2: 1836 to 1900 period are depicted in red, those dating to the Later Twentieth Century 1946 to 2000 are in blue (other industrial types are in purple). (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

In 1869 **Blackwells Metallurgical Works Ltd.** was established in Banks Road and Speke Road with a warehouse on Garston Dock. Over many years the firm dealt with an extensive and complex range of metals and alloys, being involved in special products required for munitions during the First World War. Some of the rarer metals used for alloy production were manganese, chromium, tungsten, molybdenum, vanadium, titanium and nickel.

In 1880 **Messrs. Francis Morton and Company Ltd.** established the Hamilton Iron Works on the river side site continuing upstream from the shipyard. This site had previously been developed with some style by a Colonel Hamilton from Windsor (Berkshire) who built non-collapsible lifeboats of pressed sheet metal using special hydraulic equipment. Some remains of the Colonel's sea wall and dock still extant are testimony to a high quality of stonework reminiscent of Jesse Hartley. Francis Mortons became a very large concern exporting pre-fabricated iron and corrugated buildings all over the world - buildings which included barracks, stations, schools, warehouses, sports pavilions, churches and barns. Mortons also built bridges, piers, tanks, barges, jetties and pontoons. They provided the heavy iron work for Clarence Dock Power Station, Stanley Abattoir, Brunswick Dock Grain Silo, No.1 Hanger at Speke Airport, Everton Football Ground stands and the Liverpool Overhead Railway (LOR). The last remains of the LOR iron work can still be seen (though recently truncated) bearing the Morton name plate in the new hotel wall of the converted Wapping Warehouses. Girders weighting 88 tons for the Speke Road road-over-rail bridge were the largest ever produced at the time.

Central Manufacturing Industry

Today, much of the central manufacturing industry is relatively small-scale, with limitations for space imposed by other industrial buildings as well as civil, commercial, residential and communication constraints. Historically, manufacturing factories were located along the riverfront (immediately behind Dock and Port Related Industry) and along arterial transport routes (predominantly railways).

Notable arterial railway sites included a large complex situated immediately east of Wavertree Botanic Gardens (now Wavertree Technology Park and Edge lane Retail Park).

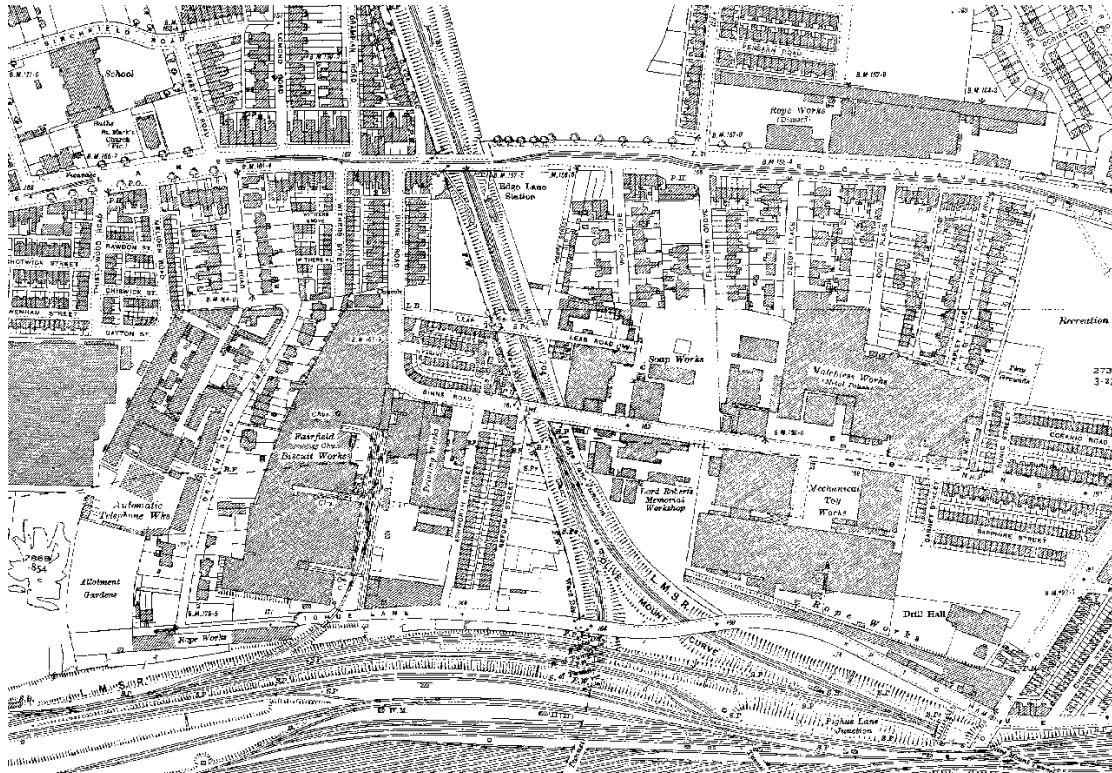


Figure 91 Wavertree Manufacturing Industry located along the London and Manchester Railway Line (Ordnance Survey 25" map of Lancs. 1927).
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Northern Manufacturing Industry

Large-scale manufacturing industry can be found towards the north of the city in Aintree. The area has a rich history of food production, with jam-makers Hartley's – after which Hartley's Village was named – Nelson's and Jacob's all basing factories there over the years.

The originator of the Jacob's brand name was the small biscuit bakery, W & R Jacob, founded in 1881 in Bridge Street, Waterford, Ireland by William Beale Jacob and his brother Robert. It later moved to Bishop Street in Dublin, Ireland, with a factory in Peter's Row and also opened a branch in Liverpool in 1914. In the 1920s the two branches separated, with the Dublin branch retaining the W & R Jacob name while the Liverpool branch was renamed Jacob's Bakery Ltd. Over the years, the original factory buildings have been altered and enlarged (notably in the 1960s). Jacob's is looking at the possibility of using its Long Lane site for the museum of food and drink.

Hartley's jam factory was opened in the late 19th century after the family moved production first from near Colne, in Lancashire, and then Bootle.



Figure 92 Hartley's Jam Factory and Village, Jacob's Biscuit Factory and Nolan's Jam Factory (south) depicted on the Ordnance Survey 25" map of Lancs. 1893. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

Hartley's Garden Village, as it was then known, was built next to the factory for its hundreds of workers. The premises were the base of workshops for joiners, coopers and boxmakers, while the distinctive jars were manufactured in St Helens and Melling.

Development of manufacturing industry in the area continued after the Second World War - the area is now home to a range of 1970s and 80s manufacturing factories, particularly to the east and to south of the original factory sites (notably at the Liver Industrial Estate).

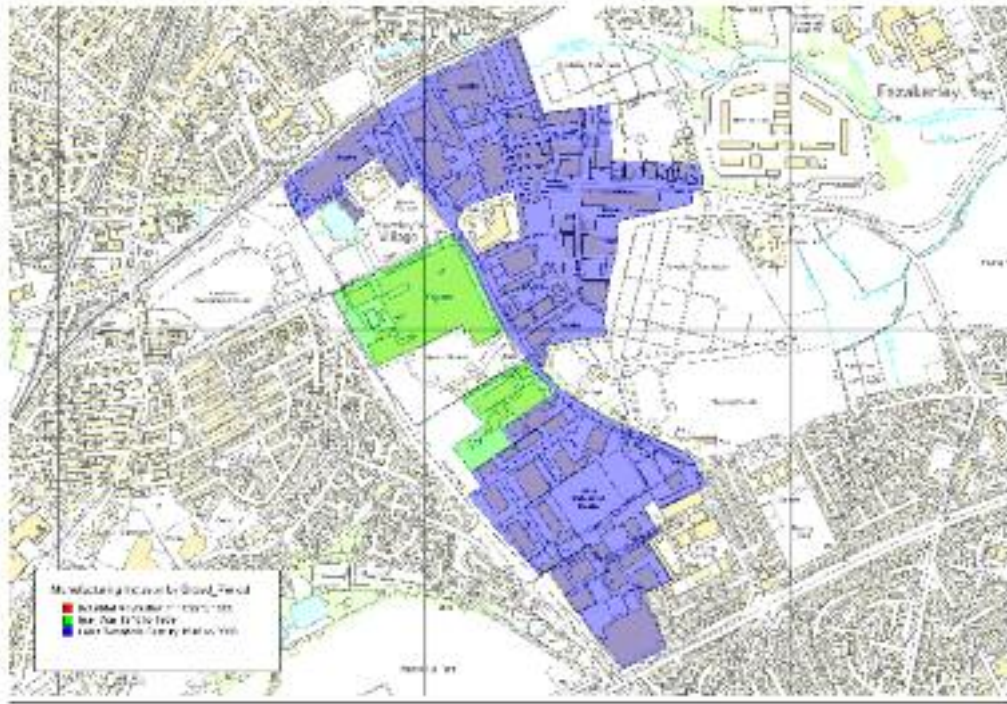


Figure 93 Current (2003) Manufacturing Industry in Aintree.
 The Liver Industrial Estate is depicted to the south, as well as the site of the earlier Hartley's, Jacob's and Nolan's manufactories. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

9.5.7 Maritime Commercial Area

Maritime Commercial Area constitutes 2.49% (24.56 Ha) of the Current Industrial Broad Type in Liverpool. The two sites, Pier Head and Wapping Dock, are on the Mersey waterfront and closely relate to dock, port and warehousing industries. However they identify more comfortably with former maritime commercial endeavour. A good example of the difficulties within the MHCP of marrying physical evidence with former and changing uses.

The Pier Head site comprises the Liverpool Landing Stage, and two notable commercial maritime buildings - the Cunard Building and Dock Office, Nicholas Place. The world famous Liverpool Waterfront, the Royal Liver Building (1908-11, Walter Aubrey Thomas), the Cunard Building (1914-16, Willinck & Thicknesse with Arthur J. Davis) and the former offices of the Mersey Docks and Harbour Board (1903-07, Briggs & Wolstenholme with Hobbs & Thornely) - conceived and constructed as visible symbols of Liverpool's international prestige, proud emblems of its commercial prowess.

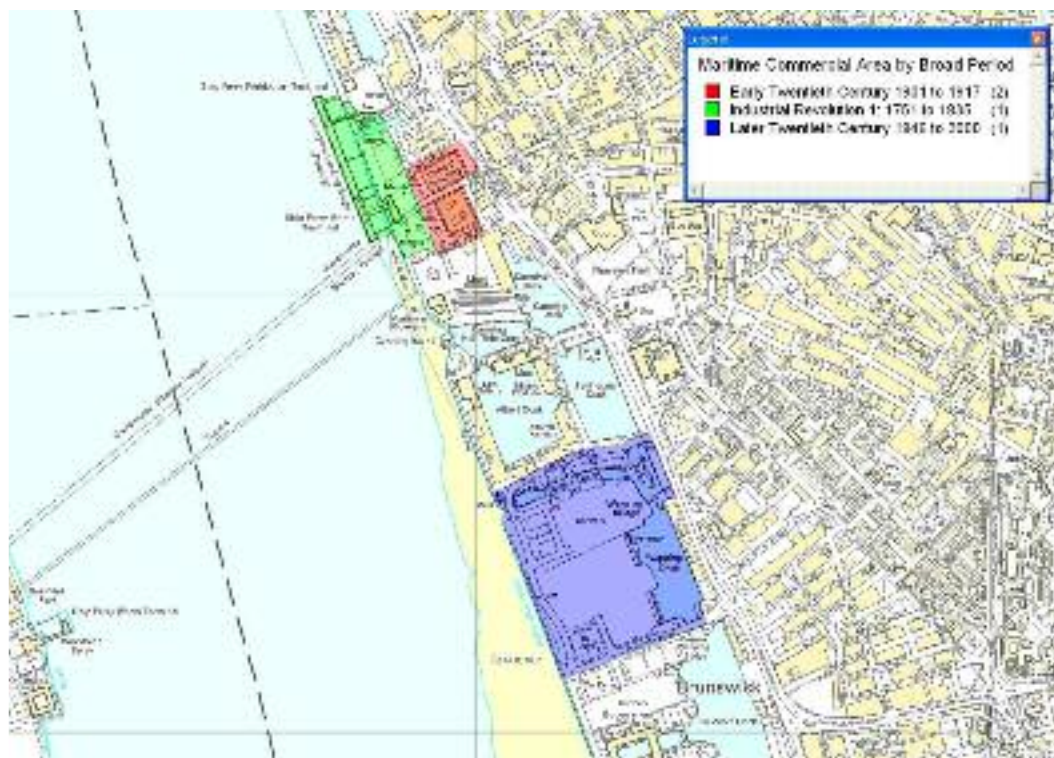


Figure 94 Current (2003) Maritime Commercial Area in Liverpool.
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9.5.8 Municipal Depot

This character type represents almost 1.98% (19.51 Ha) of the Industrial Broad Type in Liverpool. Almost all date to the Later 20th century, with two exceptions being a large depot site (10.49 Ha) in Vauxhall dated to the Industrial Revolution 2 (1836 to 1900) period, and a small site (0.19 Ha) in Upper Wood End Park, dated to the Early Twentieth Century (1901 to 1917). Many 'depot' sites depicted here on the 2003 mapping have been included within the Industrial Sub Type. Furthermore, it was difficult to ascertain if many of the depot sites depicted here, and elsewhere in the district, were truly 'municipal' in nature or function.

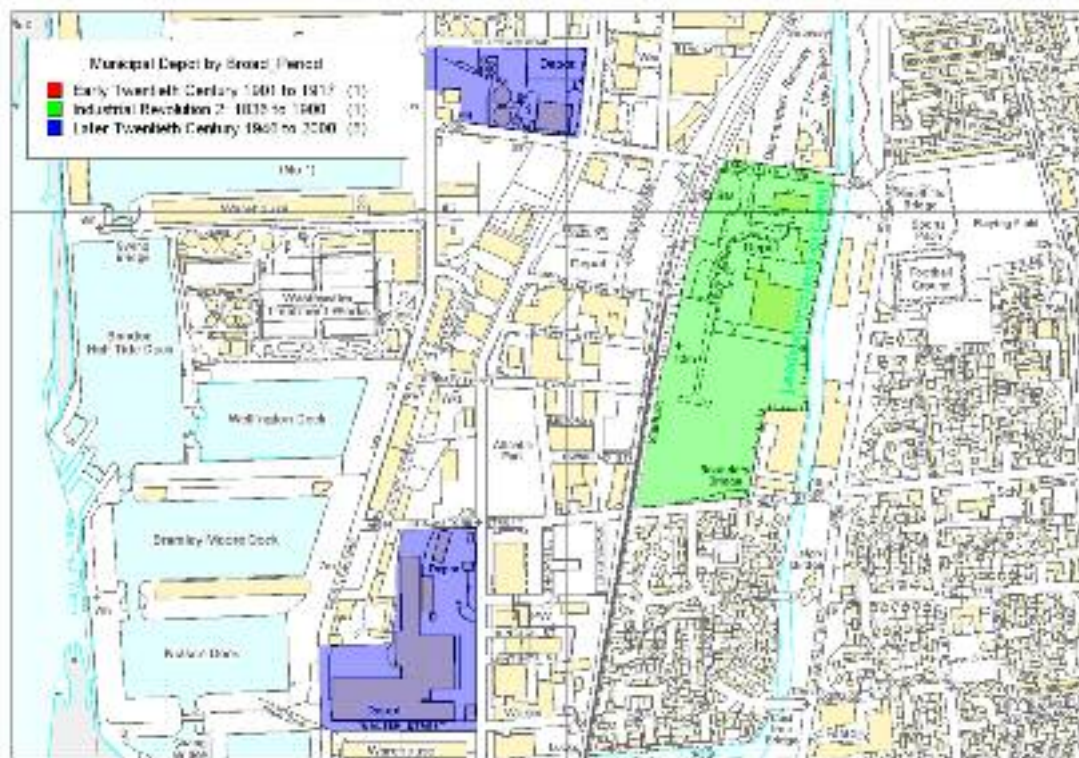


Figure 95 Current (2003) Municipal depots in Vauxhall.
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The pre-1900 site at Vauxhall forms a group with two other Later Twentieth Century municipal depots. Although depicted as depots on the modern mapping, it is possible that these are former dockside warehouses that have been converted to depot use.

Municipal Depot by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	1	10.49	53.77
Early Twentieth century 1901 to 1917	1	0.19	0.97
Later Twentieth Century 1946 to 2000	5	8.83	45.26
Total	7	19.51	100%

Table 31 Current (2003) Municipal Depot in Liverpool by Broad Period of origin

9.5.9 Municipal Works

This character type represents almost 13.81% (136.44 Ha) of the Industrial Broad Type in Liverpool and includes features such as electricity substations, telephone exchanges, gas works, refuse processing plants and sewage or water treatment works. Over half of the municipal works date to the mid- to late 19th century (70.3 Ha - 51.53%). Municipal works are spread throughout the city, with a concentration in a band in the central region.

Historically the first industrial utilities were the gas and sewage works. These were developed in the 19th century by the corporation, boards or private firms. Late 19th century gas holder stations are characteristic features of well-preserved Victorian urban and industrial landscapes. Sewage works were contributing factors to the health and sanitation reforms of the late 19th century. Other industrial utility types such as gas holders and telephone exchanges tend to be on a smaller scale and have a more urban distribution. No large power stations were identified.

Municipal Depot by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	6	70.30	51.53
Early Twentieth century 1901 to 1917	1	6.10	4.47
Inter War 1918 to 1939	3	39.91	29.25
Later Twentieth Century 1946 to 2000	5	20.13	%
Total	15	136.44	100

Table 32 Current (2003) Municipal Works in Liverpool by Broad Period of origin

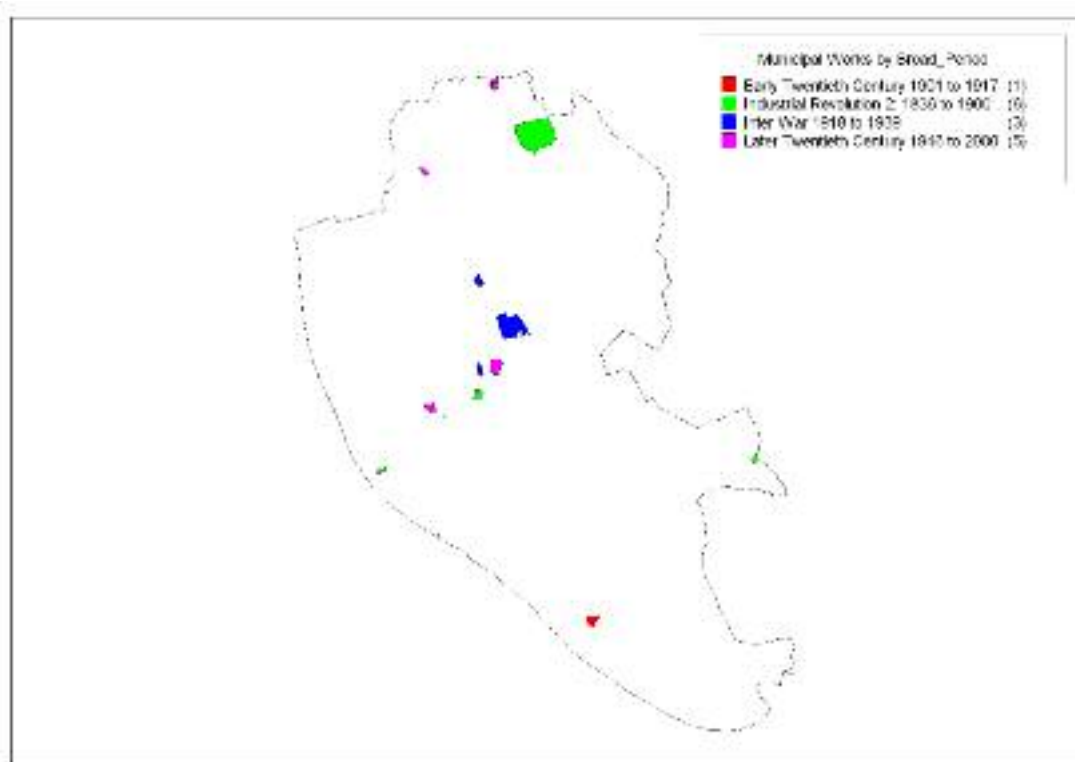


Figure 96 Current (2003) Municipal Works in Liverpool by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Water treatment and sewage processing sites are generally on a medium to large scale, and predominantly occur in valley bottom locations. The impact of such sites on the earlier agricultural landscape is significant. The largest single site (61.39 Ha) is a sewage treatment site on Stonebridge Lane, Fazakerley (to the north of the city) which dates to the Industrial Revolution 2 (1836 to 1900) period. On the Ordnance Survey 25" map of Lancashire 1893, the site is depicted as the 'West Derby Sewage Farm' - the Local Government Act of 1858 was adopted by the township of West Derby, 1860. The local board became an urban district council in 1894, which was in 1895 dissolved by the extension of Liverpool. Among the works undertaken by the local board was the sewage farm in Fazakerley.⁶⁸

⁶⁸ From: 'Townships: West Derby', A History of the County of Lancaster: Volume 3 (1907), pp. 11-19. URL: <http://www.british-history.ac.uk/report.aspx?compid=41281> Accessed 2009.

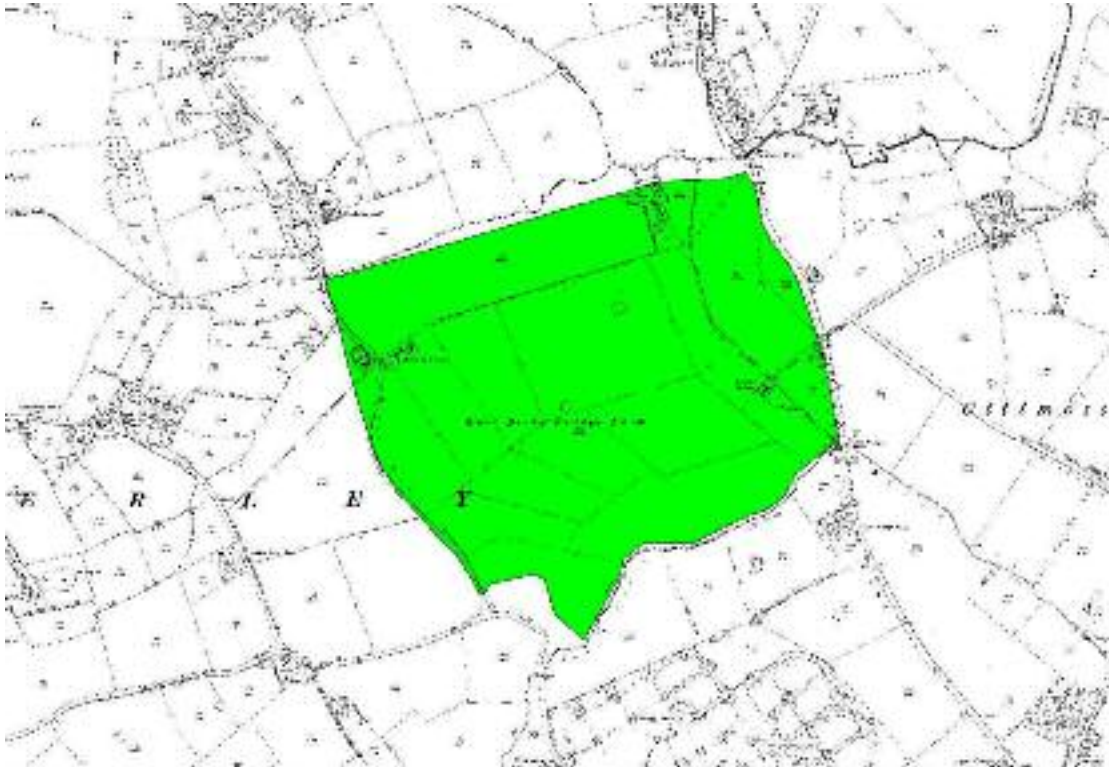


Figure 97 West Derby Sewage Farm depicted on the Ordnance Survey 25" map of Lancs. 1893.

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The **Liverpool Gas Light Company** was created in 1816 by Jonathan Varty, a coach builder, and the engineer John Hargreaves. It obtained a Charter of Incorporation by in 1818. The company whose first works was on Dale St was responsible for lightening up the Town Hall. In 1823 the rival **Oil Gas Company** was created to produce gas from oil only. It was assigned different areas of supply from Liverpool Gas Light Company including Everton, Kirkdale and West Derby.

In 1834 the restriction on the Oil Gas Company was repealed and it was allowed to make gas from coal. Its name also changed to Liverpool New Gas and Coke Company. For 25 years rivalry between the two companies was bitter and in 1840 the Liverpool Guardian Society for the Protection of Trade launched a campaign to lower gas prices deemed to be excessive. The movement eventually led to the amalgamation by of Liverpool Gas Light Company and the New Gas and Coke Company to form the Liverpool United Gas Company in 1848. Areas of supply

included Liverpool city and Toxteth Park, West Derby, Everton, Kirkdale, Walton-on-the-Hill, Bootle, Linacre, Litherland, Great Crosby, Wavertree, Allerton and Garston.

Between 1880 and 1910 there were extensions to the Liverpool United Gas Company's area of supply. In 1914 the Company's name changed to the Liverpool Gas Company and its area of supply was further extended. By 1935 the Company had absorbed: Chidwall Gas Company (1914), Fazakerley (a Liverpool Corporation, 1915), Hightown Gas Company (1925), Woolton Gas Company (1926), Huyton and Roby Gas Company (1933), Formby Gas Company (1935).

Perhaps the earliest gas works (where there may be some present day survival) are at Toxteth and Wavertree.

Wavertree Gas Works was constructed in 1856, yet appears on the earlier Ordnance Survey 6" map of Lancs. 1850. Work on the site may have started in the early 1850s, yet it is more likely that the depiction of the gas works is a later addition to the map.



Figure 98 Wavertree Gas Works depicted on the Ordnance Survey 6" map of Lancs. 1850 in area of Current (2003) open land.
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The gas works at Toxteth are depicted on the Ordnance Survey 6" map of Lancs. 1850, and were closely associated with the nearby 'Mersey Forge' Iron and Steels Works.

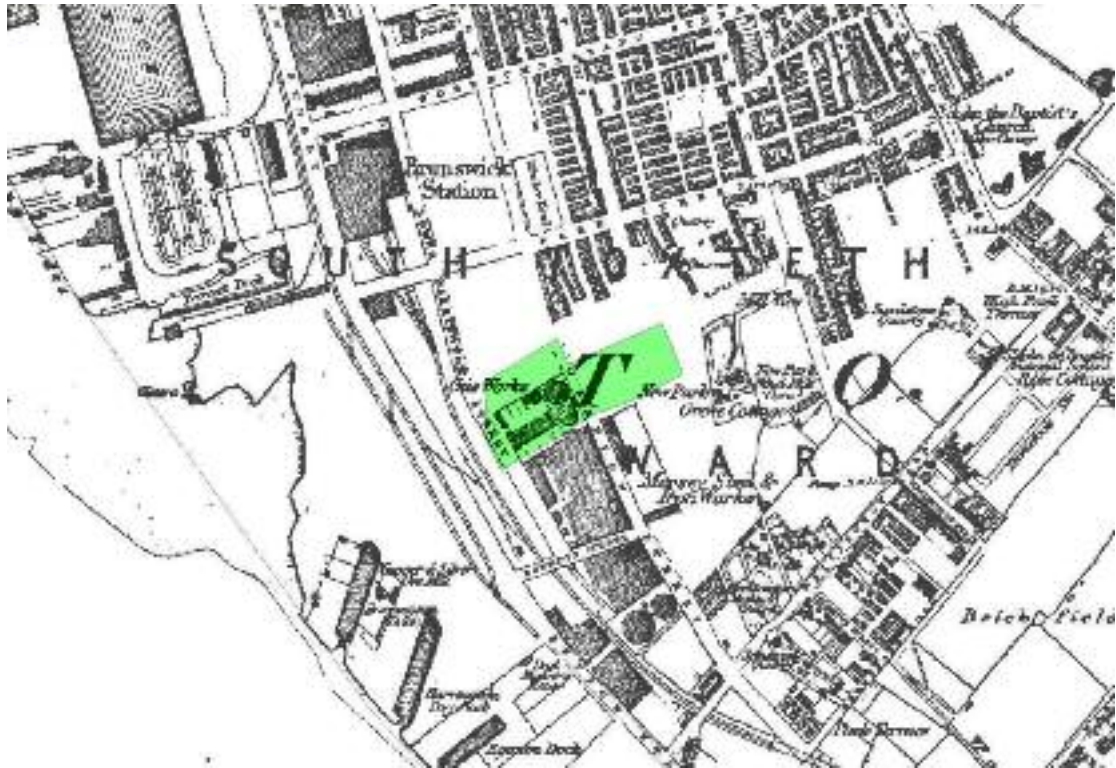


Figure 99 Gas works in Toxteth on the Ordnance Survey 6" map of Lancs. 1850 in area of Current (2003) open land.
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Garston Gas works, built in 1892, was unique at the time for producing only carbureted water gas, though coal gas was produced from 1921. The works later had an oil pipeline to the docks. The larger gas holder is one of the largest in the country with a capacity of four million cubic feet. Although no longer producing gas the plant is now the major distributor of North Sea gas for South Liverpool.

By the early 20th century the first electricity transformer stations and telephone exchanges were present. Many water treatment plants, gas works and telephone exchanges incorporate building design elements which are exemplary of the period.



Figure 100 Current (2003) Garston Gas Works depicted on the Ordnance Survey 25" map of Lancs. 1893.

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Industrial utilities formed an integral part of historic urban landscapes. During the Inter War period, a large (33.13 Ha) coal-fired power station and water treatment plant was built on Lister Drive, immediately east of Newsham Park (along with a cattle market and sports field). The power station was built in 1927, and had the first natural draught hyperbolic-curved reinforced concrete cooling towers in the United Kingdom. The Lister Drive towers were 39.6m high and 30.5m in diameter at the base.⁶⁹

⁶⁹ www.engineering-timelines.com/scripts/engineeringItem.asp?id=913. Engineering Timelines web page. Accessed 2009

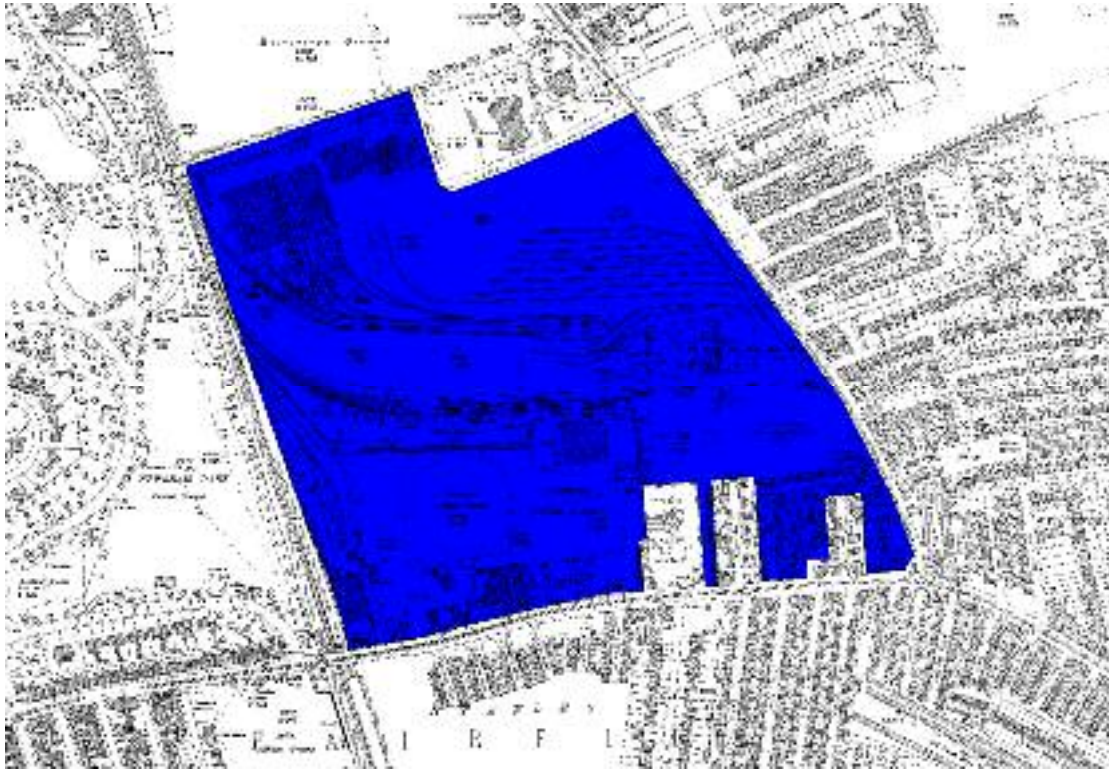


Figure 101 Lister Drive Power Station, Newsham Park as on the Ordnance Survey 25" map of Lancs. 1927.
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The largest 20th century utilities recorded in the district are two sewage treatment works, located at on the border with Liverpool near Gatacre. The northernmost woks (13.17 Ha) was constructed in the Inter War period, with the slightly larger (14.36) southernmost plant constructed post-1945.

9.5.10 Nursery

Within Liverpool, 3.35 Ha of land are covered by the Nursery Sub Type, representing around 0.34% of the current Industrial Broad Type. Nursery has been included within the industrial category as it is predominantly industrial (horticultural) in nature.

However, the Sub Type also contains both Ornamental and Recreational (forming green spaces alongside allotments) and Commercial elements. The Sub Type also incorporates a range of horticultural activities, including industrial and market vegetable plots, garden centres, some orchards and commercial tree growing.

Two sites were identified, located towards the south of the city. The largest (c.2.9 Ha), Greenhill Nursery, has been in use since the 1850 (it is first depicted on the Ordnance Survey 25" map of Lancs. 1893). The original pre-1900 nursery was expanded post-1945 onto land formerly a ropewalk. The second site, near the Carnatic Halls in Aigburth Vale, is a wholly post-1945 creation (on land formerly open greenspace).



Figure 102 Current (2003) Greenhill Nursery is depicted in red, while the post-1945 extension is depicted in green (the site of a former ropewalk) on the Ordnance Survey 25" map of Lancs. 1893.

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9.5.11 Warehousing

Industrial warehousing accounts for 6.38% (62.99 Ha) of the current Industrial Broad Type in Liverpool. Warehousing is found through the city, particularly near the riverfront and alongside major transport routes. The largest surviving block of warehousing lies in the 'Baltic Triangle' area of the city. Earlier, but much more isolated examples are found throughout the waterfront area. Away from the city centre, the large majority of warehousing dates to the post-1945 period.

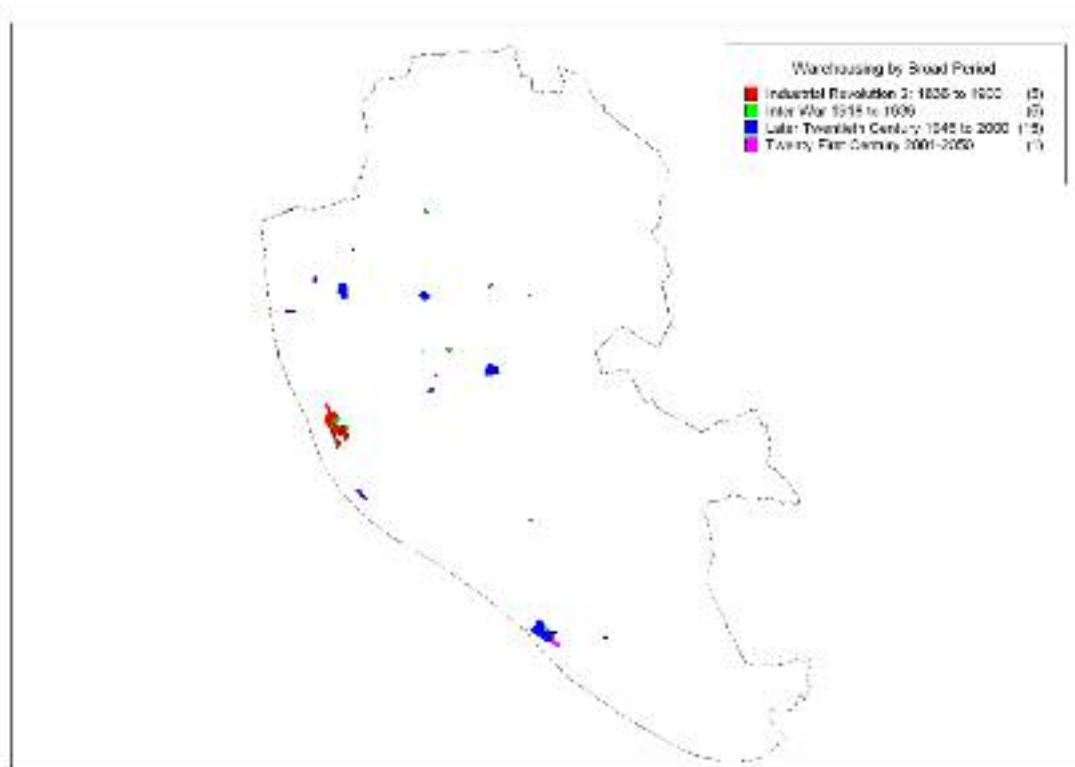


Figure 103 Current (2003) Warehousing in Liverpool by Broad Period of origin
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At first, warehousing was directly associated with dock and port activities - all dock systems need buildings where goods can be stored. This material can either have arrived by sea and needs to be moved to its final destination or it is waiting to be shipped out to somewhere else. The expansion of the Liverpool docks system meant that even more warehouses were required because the increase in dock traffic led to more goods coming in and out of the port. During the later 19th and early 20th

centuries, warehousing was established alongside arterial transport routes leading away from the city centre.

Of all the building types present in Liverpool, warehouses are perhaps the most emblematic of the city's history, for these buildings handled the trade that brought prosperity to the region. Once numbering hundreds but now much fewer in number, they range from the well known - the monumental warehouses around Albert Dock - to the small and often overlooked buildings encountered throughout the central area and in other parts of the city. The surviving warehouses are of great historical significance and collectively they give a special character to Liverpool (Giles and Hawkins, 2004).

Early (pre-1800) warehouses are concentrated on the Duke Street area, along with the Georgian mansions of the merchants themselves helping to define the character and appearance of this enclave, and give it a distinctive and mercantile quality. The best remaining example of a early, purpose-built warehouse adjacent to a merchant's house, is the c.1799 warehouse at 57 Parr Street adjacent to Thomas Parr's Palladian mansion. A second example can be found at the junction of Henry Street and York Street, which was similarly developed by another merchant family, the Rathbones. Only the foundations survive of the pioneering 1783 Duke's Dock warehouses, which were the first secure dockside warehouses.

The period 1800 to 1850 saw further expansion of the Port operations in Liverpool, and an increasing concern for regulating the construction of warehouses following several fires and collapses. As a response to this, building acts of 1825 and 1835 regulated warehouse construction, including the use of slate roofs, iron doors and cast-iron columns in place of timber posts at ground floor level. Surviving examples of this period are concentrated again in the Duke Street area, and also in the central city area around Matthew Street and Temple Court. Of the fireproof warehouses, that at 177 Great Howard Street was constructed in the 1840s. The internal structure of the warehouse employs Hodgkinson beams, brick arches, cast-iron columns, tile floors and cast-iron roof trusses (Pollard and Pevsner, 2006). Its massive scale relates to the more contemporary Dock Estate warehouses at the Albert and Stanley Docks, and is indicative of high-value goods storage.

The Baltic Triangle is a historic port area bordered by Ropewalks, Paradise Street and Kings Dock. Here, money has been spent in recent years with the opening of two new hotels and the refurbishment of some historic warehouse buildings for new commercial and leisure uses. Parliament Street contains the most impressive surviving range of late 19th century warehouses in the city. They are huge and very plain, seven storeys high, of red brick, with blue brick around the small windows and the towering loading bays. On Watkinson Street and Bridgewater Street are further huge brick warehouses of the 1870s (Sharples, 2004).

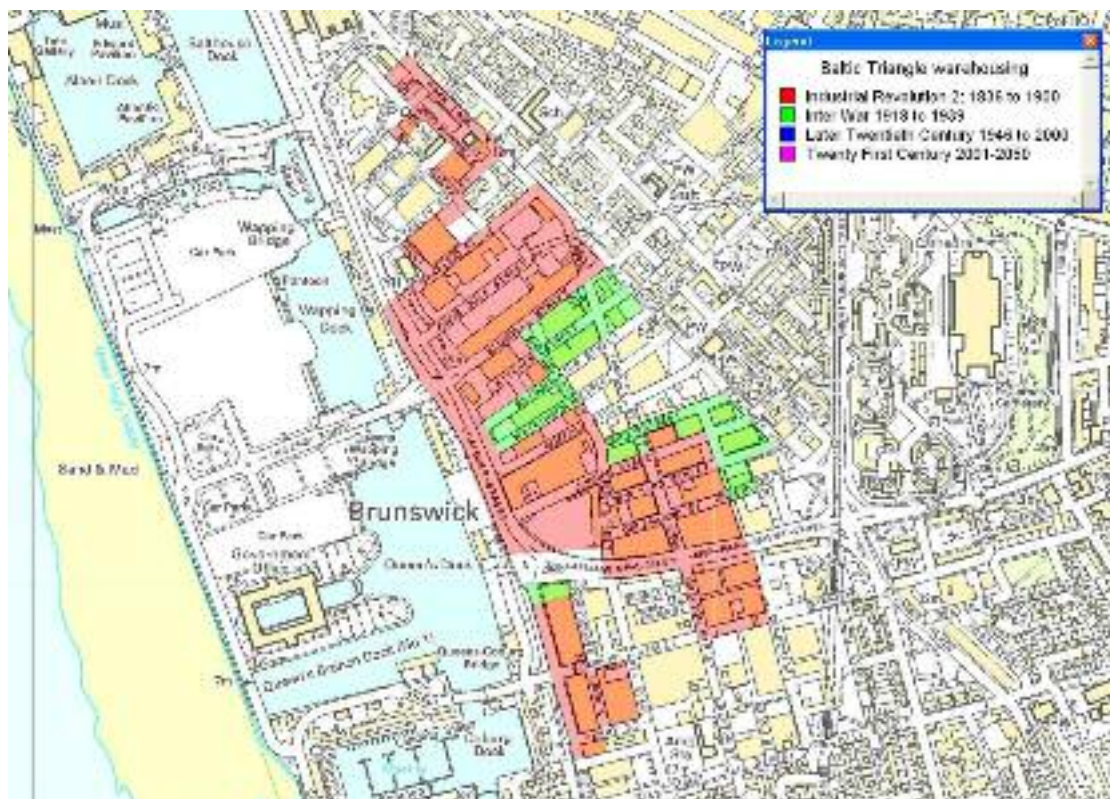


Figure 104 The 'Baltic Triangle' Warehousing areas.
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Other warehousing examples⁷⁰:

The Albert Dock Warehouses were designed by Jesse Hartley and Philip Hardwick on the Mersey side of Salthouse Dock, and were opened by HRH Prince Albert in 1846. They included the first dockside fire-resistant warehouses in Liverpool. The concept was monumental in appearance and strength, and the complex is the largest single group of Grade I listed buildings in Great Britain.

The warehouses are constructed of brick, varying from 3ft to 18in in thickness; cast iron pillars, 4ft in diameter and 16ft high, rise from the level of the granite quay. The interior structure is in bays of 19ft by 12ft with slim cast iron columns carrying inverted Y-shaped cast iron beams spanning 19ft. These take brick jack arches of 12ft span with wrought iron tie bars. The supports are founded partly in granite over sandstone bedrock and partly on beech friction piles driven into silty sand. The first and second storeys are 12ft high and the third and fourth storeys are 11ft high. These warehouses comprise five 5-storey blocks; they were for 50 years used principally in the handling of cloth, tobacco, wines and spirits. After the obsolescence of this system at the turn of the century the warehouses and the vaults below the quay were used for the bonded storage only of wines, spirits and tobacco until 1970, the dock having been closed to shipping in 1946. The warehouses were redeveloped during the 1980s into the Merseyside Maritime Museum, the Tate Gallery, television studios, shops, restaurants, tourist attractions, conference and meetings facilities and offices - the MHCP has classified Albert Dock as Commercial (Retail).

Wapping Dock Warehouse - Standing south east of the Albert Dock, the Wapping Dock warehouse was built in 1856 to a design by Jesse Hartley, and very similar in construction and materials to the Albert Dock. Built in brick, iron and slate, the building was originally 232 metres long, had forty bays and was divided into five fireproof sections, but it has been reduced in length following damage suffered in the May Blitz,

⁷⁰ Warehousing information sourced, and reproduced here, from the Listed Buildings Online database as accessed in 2009 (www.lbonline.english-heritage.org.uk) which has been superseded by The National Heritage List for England (English Heritage).

1941. Listed Grade II, the warehouse was refurbished in 1989 to provide 114 residences, from one to four bedrooms in size.

Waterloo Dock Warehouse - Built in 1867 by George Fosbery Lyster, they were the first warehouses built in the world to handle bulk grain entirely from a central power source, which drove all the elevators and conveyors. Built mostly of brick, it has six storeys and forty-three bays divided into six compartments, the ground floor has a colonnade of rusticated stone arches and square piers arches (Pollard and Pevsner, 2006). There were originally three blocks, of which the north block was destroyed in the May Blitz (1941) and the west block was demolished in 1969 to make way for a new container terminal. Beginning in the early 1990s, the remaining east block was refurbished by Barratt house builders to provide 1, 2, and 3 bedroom apartments, which entailed the removal of all the internal machinery. However, the exterior of the building remains largely intact.

Stanley Dock Warehouses - Built in 1848 to the same design and construction (Jesse Hartley) as the Albert Dock and Wapping Dock warehouses, the Stanley Dock warehouses stand at the terminus of the Liverpool and Leeds Canal. Stanley Dock itself opened in 1848, and between 1852-55 it was equipped with import warehouses similar to those at Albert Dock, although at Stanley the original, contemporary hydraulic pumping station survives, albeit currently in a poor state. In 1901 the dock was partly infilled and the largest tobacco warehouse in the world was built between the south stack of the old warehouses and the new water's edge to the north. The entire complex, with its high perimeter walls is largely complete.

The earliest building in the group is the Bonded Tea warehouse on Great Howard Street (c.1840). This large brick warehouse of six storeys and a basement presents a regular front to Great Howard Street and extends from Dublin Street to Dickenson Street. It was designed and built by S. K. J. Holme. There are ten deeply recessed loading bays with segmental arched tops and iron doors and each of the six storeys has a row of identical small windows.

Two warehouse buildings, to the north and south of the Tobacco Warehouse, date to the period 1852-5. The northern warehouse is built of plain brick with few sandstone dressings, five storeys high with twenty bays. The southern warehouse is similar to the north warehouse, being built of brick but is different from that and any of Hartley's

other warehouses in that it has a 1.5m rubble granite base and a further 3.3m of rusticated rock-faced red sandstone above. It is five storeys high with a basement and thirty-one bays.

The Tobacco Warehouse, which extends along the south front of the dock, is dated 1900. It was designed by A.G.Lyster. Built of red and blue brick with fourteen storeys above a rusticated stone base, it is thought to be the largest in the world. Its construction absorbed 27 million bricks, 30,000 panes of glass and 8,000 tons of steel. All of the warehouses currently are used for a Sunday market.

9.6 Civil Broad Type

The MHCP classed 1116.28 ha of land as Civil Broad Type. This represents around 10% of the total Liverpool area. Nine principal MHCP Sub Types were identified for detailed analysis on the basis of their presence in the landscape.

- Cemetery
- Colleges/University Area
- Cultural
- Hospitals
- Institution
- Places of Worship
- Police Station
- Prisons
- Schools

Civil establishments are evenly dispersed throughout the city, with the largest ones tending to be cemeteries and educational institutions. The majority of records date to the Later Twentieth Century (1946 to 2000) at 47.2% - 526.6 Ha, followed by Inter-War (1918 to 1939) at 25.6% - 286.2 Ha, and then Industrial Revolution 2 (1836 to 1900) at 24.6% - 274.4 Ha. Pre-1900 sites make up just over 26% of the total, comprising places of worship, schools, cultural buildings, cemeteries and hospitals.

Civil Broad Type by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Medieval 1066 to 1539	1	1.22	0.11
Post Medieval 1540 to 1750	2	0.30	0.03
Industrial Revolution 1: 1751 to 1835	14	5.72	0.51
Industrial Revolution 2: 1836 to 1900	170	274.35	24.58
Early Twentieth Century: 1901 to 1917	24	19.86	1.78
Inter War 1918 to 1939	127	286.24	25.64
Later Twentieth Century 1946 to 2000	277	526.63	47.18
Twenty First Century 2001-2050	1	1.96	0.18
Total	616	1116.28	100%

Table 33 Current (2003) Civil in Liverpool by Broad Period of origin

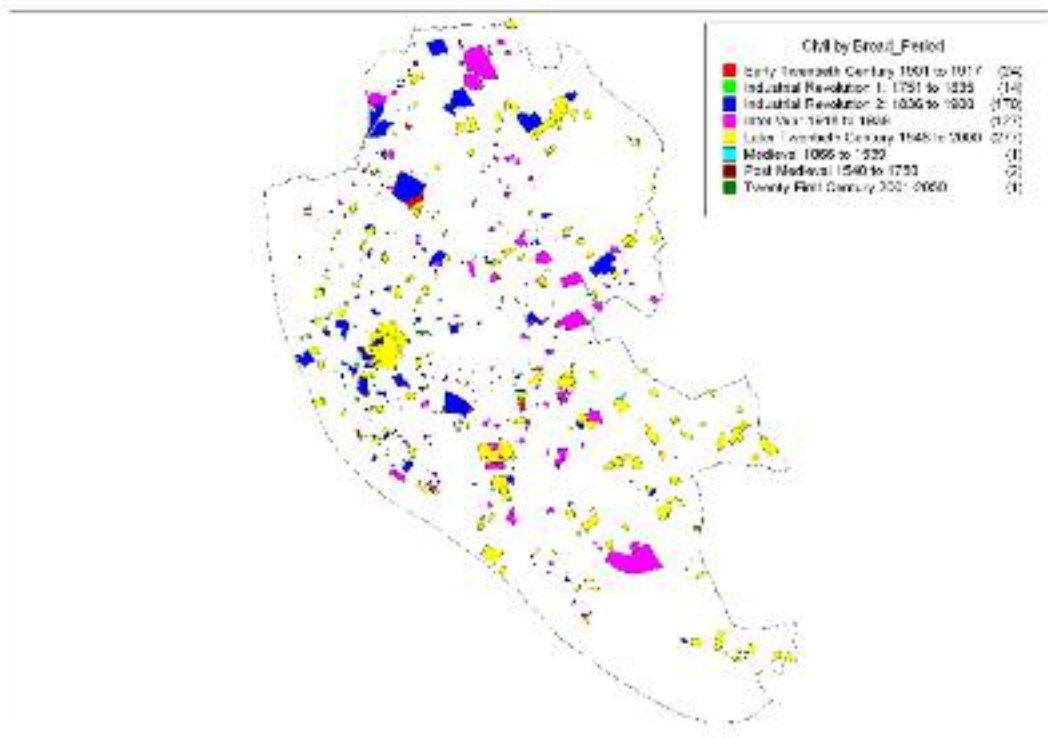


Figure 105 Current (2003) Civil in Liverpool by Broad Period of origin
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

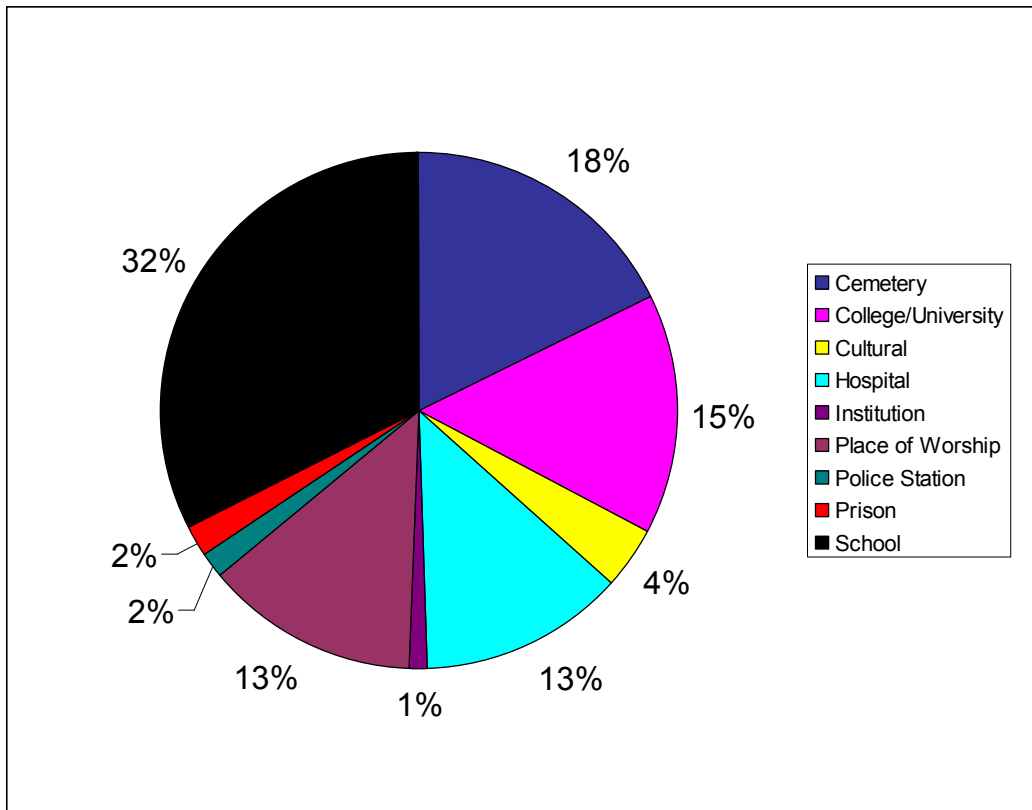


Figure 106 Pie Chart of Current (2003) Civil Sub Type in Liverpool (% of land)

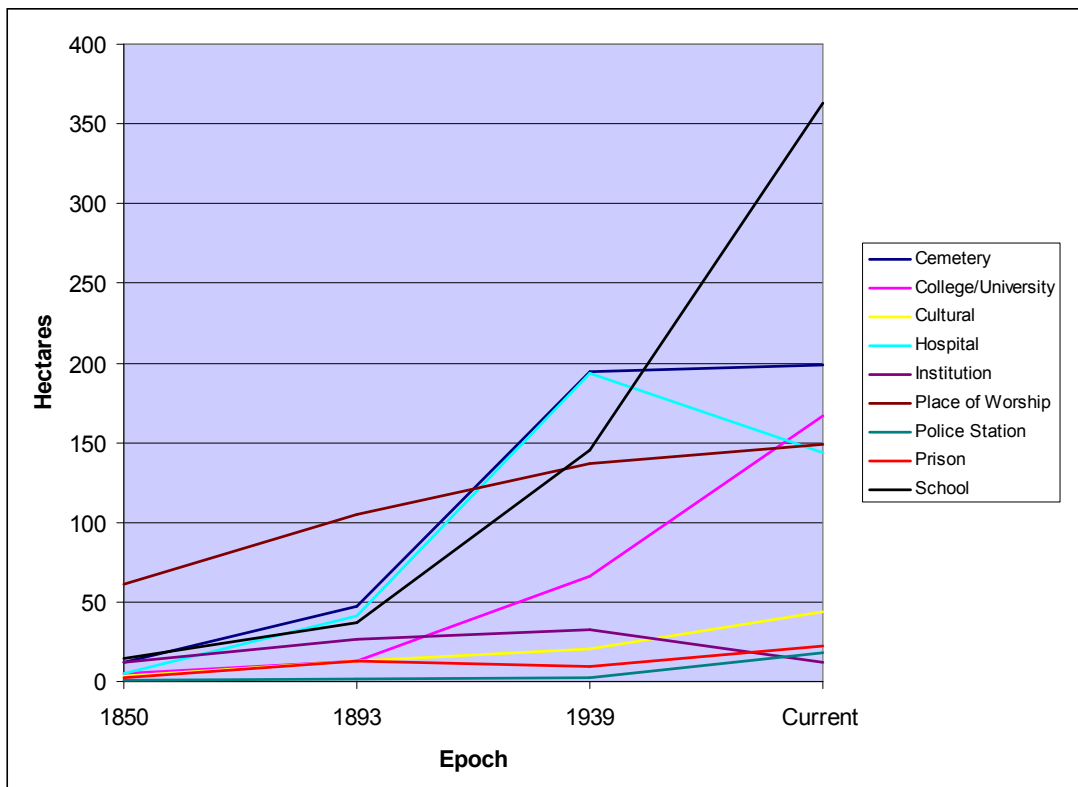


Figure 107 Graphical Representation of Liverpool Civil Sub Type through time

Liverpool Civil Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Cemetery	11.68	46.96	194.42	198.28
College/University	4.99	12.6	66.56	165.60
Cultural	3.87	13.03	20.7	44.26
Hospital	5.38	41.66	193.37	143.93
Institution	11.78	26.98	32.62	13.26
Place of Worship	60.7	104.53	136.53	149.05
Police Station	1.16	1.59	2.54	17.77
Prison	2.54	13.0	9.46	22.54
School	14.32	36.71	145.17	362.72

Table 34 Liverpool Civil Sub Type through time

9.6.1 Cemetery

Cemeteries are defined as burial grounds that are not associated with an established church or chapel. Thus, burial grounds and graveyards associated with churches, chapels or other places of worship were included in the MHCP records relating to these buildings rather than recorded as separate character areas. Sites may, however, include extensions and or additions to ecclesiastical burial grounds and contemporary mortuary chapels. Cemeteries represent 17.8% (198.28 Ha) of the total area of the Civil MHCP type in Liverpool.

No cemeteries before 1836 were recorded. Nearly 60% (118.02 Ha) of the cemeteries date to the Industrial Revolution 2 (1836 to 1900) period, followed by 30% for the Inter-War (1918 to 1939) period.

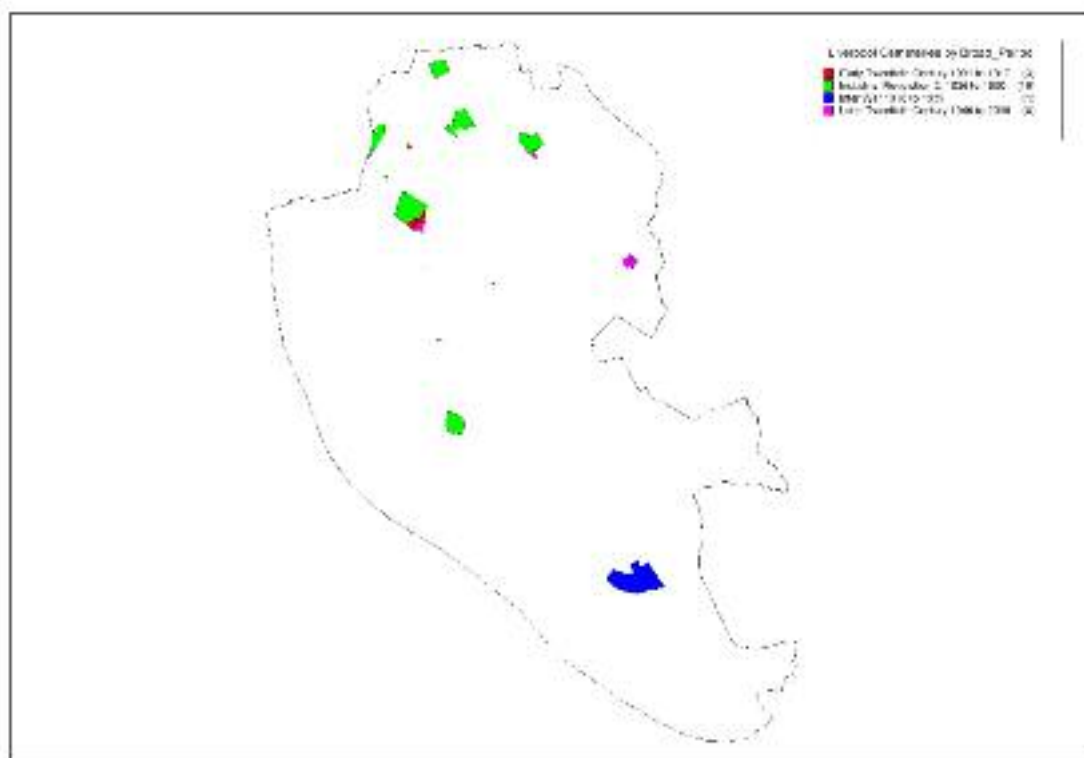


Figure 108 Current (2003) Cemeteries in Liverpool by Broad Period of origin
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Cemetery by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	10	118.02	59.52
Early Twentieth Century: 1901 to 1917	3	7.99	4.03
Inter-War 1918 to 1939	1	59.55	30.03
Later Twentieth Century 1946 to 2000	8	12.72	6.42
Total	22	198.28	100%

Table 35 Current (2003) Cemetery in Liverpool by Broad Period of origin

Liverpool Cemeteries

As Liverpool and its docks expanded fast in the mid 1840s so did the population, significantly boosted by an influx of people seeking escape from the Irish famine of 1845. Many people lived in poverty and squalor with five or more families living in a one bed-roomed house - the "courts" and "cellar" dwellings, without clean water and sanitation. The death rate, especially amongst infants and children was high and as a consequence Local Churchyards were becoming seriously overcrowded.

Liverpool Town Council, needed to act to find alternative arrangements for the burial of the local populace. Initially to alleviate the overcrowding, three privately run cemeteries were opened:

The Necropolis or Low-Hill Cemetery was a proprietary cemetery, opened early in 1825. It was vested in a body of Trustees known as the Committee of Proprietors of Low Hill General Cemetery, the Trusts being defined in a deed of 9 Mar 1825. The cemetery was designed by John Foster Junior (1787-1846), Liverpool Corporation architect and surveyor and the grounds were laid out by Mr Shepherd, Curator of the Botanic Gardens. The first burial took place on 1 February 1825 and after this the cemetery was used largely by nonconformists. By 1896 the numbers of burials in the Necropolis were apparently causing serious insanitary conditions in the surrounding area. The Corporation therefore negotiated with the Necropolis Cemetery Committee for the closure of the burial ground and purchase of the site. Agreement was finally reached and under the terms of the Liverpool Corporation Act, 1898.

The Cemetery was closed for interments on 31 August 1898 and handed over to the Corporation on 1 September 1898. The owners of unfilled graves in the Necropolis Cemetery were compensated by the Corporation with gifts of land for new graves in Everton Cemetery. On 22 April 1914 the Corporation re-opened the site as an ornamental garden, using a small portion for street widening. The new gardens were known as Grant Gardens in recognition of the services of Ald. J R Grant, J.P., sometime chairman of the Corporation Parks and Gardens Committee.⁷¹ The area has been given a Current (2003) Recreational and Ornamental MHCP type.



Figure 109 Current (2003) area of the former Necropolis or Low-Hill Cemetery, Everton in on Ordnance Survey 6" map of Lancs. 1850. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

⁷¹ www.archive.liverpool.gov.uk. Liverpool libraries web page accessed January 2010.

St James's Cemetery began life in the 1600s as a sandstone quarry. The quarrymen constructed a tunnel to ferry the stone to and from the site. This tunnel - although still in existence is blocked up. By 1825 the useful stone from the quarry had been exhausted and the town council had to decide what was to be done with the quarry. The corporation raised nearly £20,000 by public subscription and employed architect John Foster (1786 - 1846) to design and lay out a cemetery along the same lines of the Pere-la-Chaise, Paris. This new cemetery would relieve the pressure on the non-denominational Necropolis at Low Hill (opened 1825). Sanitary arrangements for burying the dead were an urgent need in the rapidly expanding towns of the early 19th century, and Liverpool was exceptionally early in providing cemeteries to replace its overcrowded churchyards. Through Foster's imaginative use of a unique site he created a cemetery of real dramatic grandeur - for sheer drama its only rival is the Glasgow Necropolis. The East wall was transformed into a sequence of broad ramps, or walkways, lined with catacombs cut into the rock face. These led down to the burial ground itself, laid out with winding paths and lined with trees. On the high ground to the North-West, on the site of the old windmill, he built the Oratory (1827) and a house for the Minister. While at the South-West he provided a monumental arch and a porters lodge (Pollard and Pevsner, 2006).

In 1829 St James's Cemetery was consecrated by Dr. Sumner and the Bishop of the Diocese and the first interment took place. Foster designed one more addition to it, the small circular temple which marks the grave of William Huskisson (1770 – 1830), the Liverpool MP killed at the opening of the Liverpool-Manchester railway. The purpose of the Oratory was to accommodate funeral services before burials took place in the cemetery, but it was also used as a kind of cenotaph for housing monuments to the deceased, including several works by major 19th century sculptors.

The cemetery soon became well used with up to 8 burials per day during the Victorian era. Burials continued until, after 57,774 burials, the old cemetery was considered full. Liverpool Corporation sent letters to those who owned plots within the grounds. The last burial took place in July 1936 and the cemetery was officially closed and became overgrown without security or care. During the late 1960s it was decided that action was needed. A plan to turn St James Cemetery into a public garden was proposed. This involved clearing the vast majority of the gravestones and creating an open space. This was completed by 1972. The land is now a Grade I Registered Park and

Garden, and has accordingly been given a Current (2003) Recreational and Ornamental MHCP type.

Following the closure of the cemetery in 1936 the Oratory fell into disuse. It was transferred to the Liverpool Cathedral Building Committee, and in 1980 Merseyside County Council assumed responsibility for its care and carried out major repairs. In 1986 it became part of the newly formed National Museums and Galleries on Merseyside. Further important funeral monuments from elsewhere have now been added to the original collection, including some from demolished churches on Merseyside, making the Oratory into a distinguished gallery of 19th century sculpture which complements the Walker Art Gallery's rich holdings (Sharples, J. 1991).

St. Mary's Cemetery, Walton Road, Kirkdale, was a proprietary cemetery, opened in 1837. It was vested in a body of Trustees, pursuant to a deed of settlement dated 11 February 1837 and was named after the nearby church of St. Mary's, Walton Road, Kirkdale (consecrated 1836) with which it had no connection whatever. Under the terms of the Liverpool Corporation Act, 1898. St. Mary's Cemetery was closed and acquired by Liverpool Corporation in November 1898. The site was taken over by the Corporation's Parks and Gardens Department and on 10 July 1905 was opened as an ornamental garden known as Lester Gardens, in memory of Canon Major Lester (1829-1903) for over 50 years vicar of St. Mary's Church, Kirkdale⁷². The site is recorded as a Current (2003) Recreational and Ornamental MHCP type.

⁷² www.archive.liverpool.gov.uk. Liverpool libraries page accessed January 2010.



Figure 110 St Mary's Cemetery, Kirkdale on Ordnance Survey 6" map of Lancs. 1850 with Current area (red) of Recreational and Ornamental overlain.
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In the 1850s the gradual closure of overcrowded churchyards, created an urgent need for more space. Cremations were illegal in Britain until 1885 so the opening of new "Out of Town" municipal cemeteries were planned under "The Burial Act of 1857".

These were:

Walton Cemetery on Rice Lane was a large parochial cemetery consecrated in 1851 as the churchyard of the parish church of Liverpool, the first, quite small-scale, response to the closure of the town-centre burial grounds. Since the 1970s it has been a city farm, mostly cleared of gravestones and turned over to grazing. Two lodges and a chapel of 1852 survive. From the MHCP, the site has been classified as a 'cemetery' Sub Type, as it is still depicted as such on modern mapping.

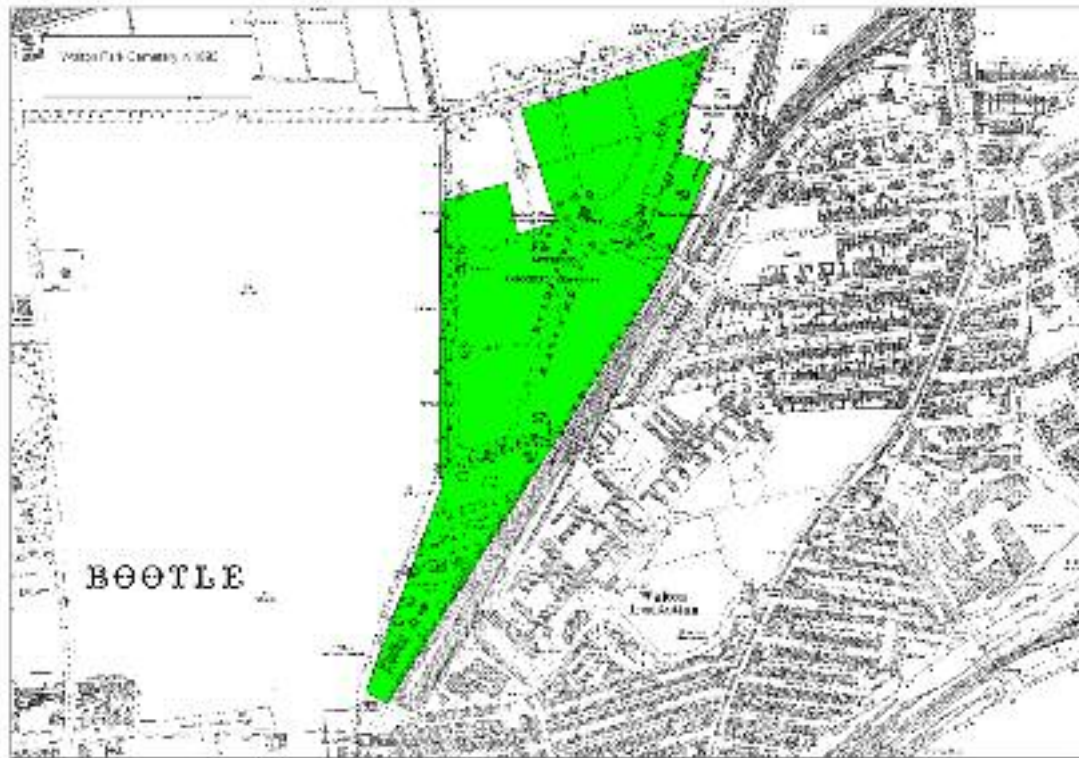


Figure 111 Current (2003) Walton Park Cemetery on Ordnance Survey 6" map of Lancs. 1893. The site is now given over to a city farm.
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Toxteth Park Cemetery on Smithdown Road was opened in 1856, for the Toxteth Park Burial Board. The buildings are by Thomas D. Barry and the layout by William Gray. This was the first cemetery in the Liverpool conglomeration to be created under the terms of the Burial Acts. One of two chapels survives - the modest Dec Anglican one, and two Gothic lodges on Smithdown Lane (Pollard and Pevsner, 2006). The "Burial Board" of Toxteth Park initially purchased thirty acres of land, from The Earl of Sefton, at a cost of around £15,000. A further ten acres of land was purchased a couple of years later, as Liverpool's population was still expanding. The opening ceremony was performed by the then Lord Bishop of Chester, and the first interment took place, that of an Elizabeth Watling on 17 June 1856. It is separated into two sections, Consecrated and Non-Consecrated, and then sub-divided into smaller alphabetical or numerical sections. All denominations are buried here, including Presbyterians, Methodists, Independents, and Unitarians (apparently there are no Roman Catholics buried there). Within 57 years, over 144,000 people were interred,

ranging from ordinary Liverpool folk, to James Dunwoody Bulloch (who fought for The Confederacy in the American Civil War), to a Mr Alfred Rowe who died on the Titanic.



Figure 112 Current (2003) Toxteth Park Cemetery depicted on the Ordnance Survey 25" map of Lancs. 1893.
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The following includes information reproduced from the English Heritage Register of Parks and Gardens of Special Historic Interest.⁷³

Anfield Cemetery (also known as the City of Liverpool Cemetery), Walton Lane, adjoins Stanley Park. The cemetery is situated c 3km northeast of Liverpool city centre on land which rises slightly towards the south-east. The c 57ha site is on a

⁷³ www.parksandgardens.ac.uk. Parks and Gardens UK web site as accessed 11 January 2010.

diamond-shaped piece of land lying north-west/south-east. One of the best provincial cemeteries to be built after the 1852 Burial Act all but banned burials in ancient town centre graveyards. The MHCP classes the area as primarily small, regular fields and detached villa housing prior to cemetery development.

Anfield Cemetery was the first cemetery to serve the parish of Liverpool itself. The total cost, including the purchase of the land, came to more than £150,000 and the first interment in Anfield Cemetery, sometimes known as Liverpool Cemetery, took place in 1863. The inventive, symmetrical layout has a complex genesis (Pollard and Pevsner, 2006). The layout was designed by Edward Kemp (1817-91), though T.D. Barry won the original competition.

The layout of the cemetery is based on a system of interlocking circular and curved paths arranged about an east/west axial path running between the Cherry Lane entrance and the main entrance. The north side of the site was designated for Roman Catholic burials, and the southeast side for Nonconformist, with the remainder for Episcopalians or Anglicans. The areas are now treated as interdenominational though the older memorials preserve the distinctions.

The focus of the site, where the axial paths cross, is a sunken rectangular area with apsidal ends to north and south. Ramps and steps with stone balustrades lead down to this area which has low stone bollards marking the intersections of the paths. The three cemetery chapels were positioned overlooking this feature, at the centre of the north side (Roman Catholic), the east side (Anglican) and the south side (Nonconformist), but only the latter survives (listed grade II). Buildings situated on each side of the site of the Anglican chapel are called the North Catacomb and the South Catacomb respectively (both listed grade II). They are of identical Gothic Revival design with memorial plaques set into blind arcading in the walls. Inside them steps, now blocked, led down to the crypts below.

The neo-Perpendicular crematorium buildings are thought to have been designed by James Rhind (Pevsner 1969) and are a particularly early example of this building type. They are situated in a walled area off Priory Road near the southeast end of the site; the forecourt to the west of the buildings is used as a garden of remembrance. From the MHCP, the cemetery was extended to the south of the crematorium during

the early 20th century - to accommodate more burials and as an extension of cremation practice. The cemetery was further extended post-1945.

The former Registrar's Office (listed grade II), now used as offices and known as Lansdowne House, is situated on Priory Road and there is a small car park next to it. The works yard consists of a number of buildings around a courtyard near the northwest end of the site, off Walton Lane. Immediately to the north of the yard but outside the site boundary a brick wall encloses a late C20 police station which has encroached into the northwest corner of the cemetery.

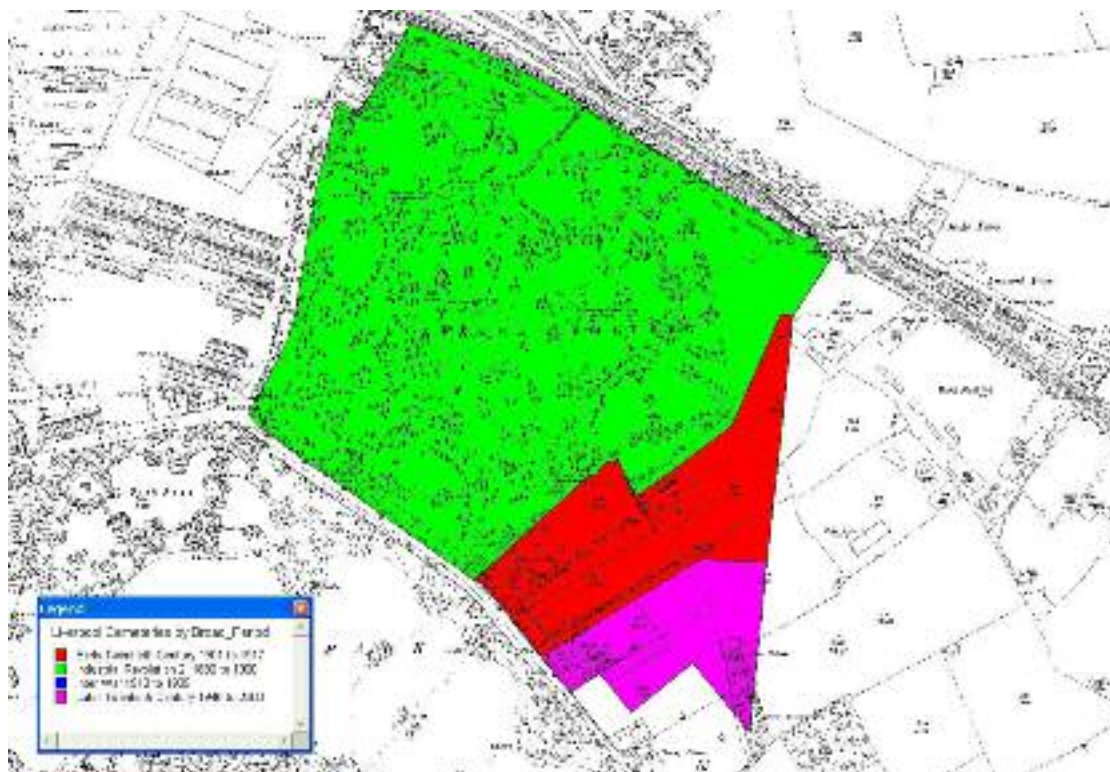


Figure 113 Current (2003) Anfield Cemetery as depicted on the Ordnance Survey 25" map of Lancs. 1893. The original area depicted in green, extension in the early 20th century in red and post-1945 extension in pink.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Everton Cemetery in Fazakerley was opened in 1880. Throughout the year 1875 the Liverpool Burial Board had been discussing the exclusion of residents from the out-townships or districts not in the parish of Liverpool from the use of Anfield Cemetery, with the possibility of higher charges being imposed on those from such districts. As a

result of this a Vestry meeting of the Township of Everton was called on the 17 January 1876 "...for the purpose of appointing a Burial Board for the said Township". A Burial Board was duly appointed and held its first meeting on the same day. A site in Fazakerley, bounded by Long Lane and Higher Lane, was secured for the new cemetery and it was opened for burials in July 1880. The Church of England portion of the Cemetery was consecrated by the Bishop of Liverpool on 16 July 1880. The Roman Catholic section of the cemetery was blessed by the Roman Catholic Bishop of Liverpool, the Rt. Rev. Dr. O'Reilly on 22 July.⁷⁴

The layout and buildings are by Thomas D. Barry and Son, set out on a roughly square grid plan. It contains a number of well-detailed structures, including; the former registrar's office, gatepiers and wrought-iron gates, charming lodges at the Higher Lane entrance, and a large Roman Catholic mortuary chapel. There is also an adjoining but separate Jewish cemetery (Pollard and Pevsner, 2006).

Kirkdale Cemetery was opened in March 1881. The inhabitants of Kirkdale had since 1863 used Anfield Cemetery for interments. In 1875 the Liverpool Burial Board indicated that it would soon be necessary to bar the use of Anfield Cemetery for anyone not resident in the Parish of Liverpool. The minute book of the Kirkdale Burial Board, 1876-1886, records on p.1 that a "Vestry meeting [was] held on the 9th January 1877 for the purpose of sanctioning the purchase of the Anfield House Estate in the Parish of Walton-on-the Hill for a burial ground for the township of Kirkdale and to empower the Kirkdale Burial Board to borrow an amount requisite to meet the expense of such purchase together with the cost of completing the Burial Ground.

The Church of England section of the Cemetery was consecrated on 22 March by the Bishop of Liverpool 1881. A service to open the Non-consecrated section of the Cemetery was held on the same day. Duckworth and Medcalf of Liverpool were the architects, the layout by William Wortley. It is a small cemetery, on a grid-plan with two remaining Elizabethan-style lodges (Pollard and Pevsner, 2006).

⁷⁴ www.archive.liverpool.gov.uk. Liverpool libraries page accessed January 2010.

West Derby Cemetery in Croxteth was opened in 1884. The Church of England section of the Cemetery was consecrated by the Bishop of Liverpool, the Roman Catholic section blessed by Monsignor Fisher, representing the Roman Catholic Bishop of Liverpool and the Nonconformist section opened by "... a number of Dissenting ministers".⁷⁵

The layout is by William Wortley, who had been clerk of works at Anfield Cemetery, and was subsequently the designer of Kirkdale Cemetery. The site is flat and the formal symmetrical plan of little interest (Pollard and Pevsner, 2006). Brick graves were constructed to level the ground where it fell away in the northeast corner. Neither the original mortuary chapels, nor their 1965 replacements survive (Pollard and Pevsner, 2006). From the MHCP, there is an apparent post-1945 extension to the south.

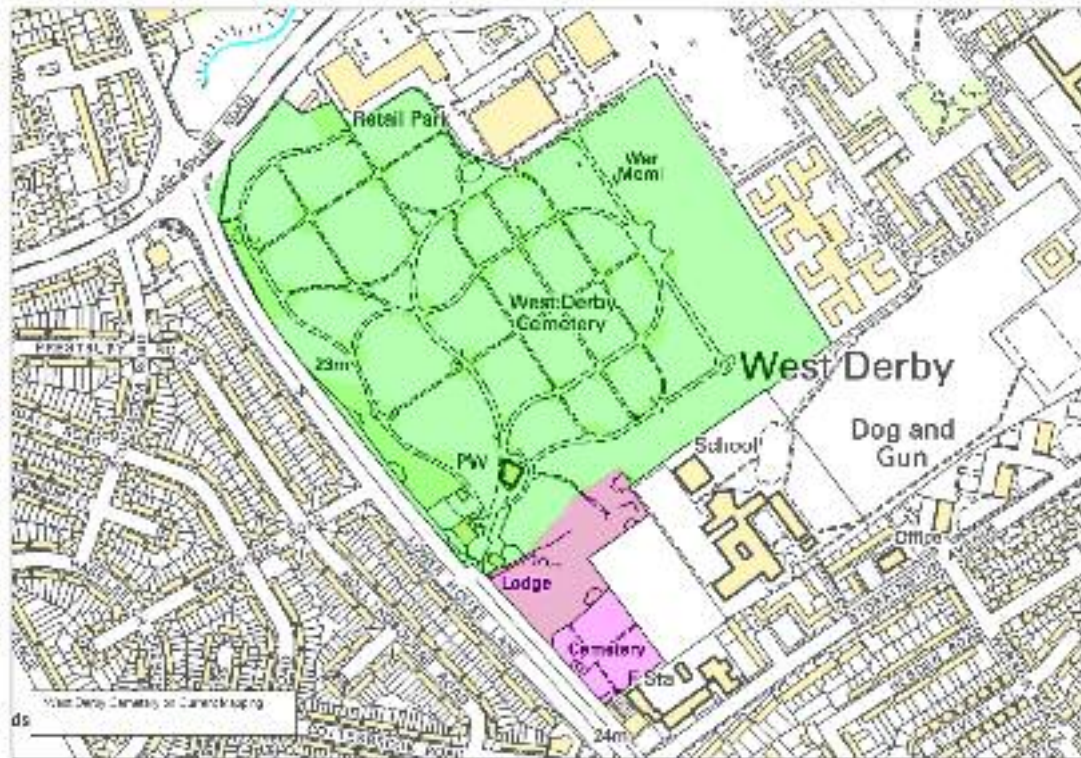


Figure 114 Current (2003) West Derby Cemetery.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

⁷⁵ www.archive.liverpool.gov.uk. Liverpool libraries page accessed January 2010

Allerton Cemetery was one of the last large-scale cemeteries to be constructed in Liverpool (and the largest cemetery in the MHCP at 59.6 ha. This cemetery, situated with its main entrance in Woolton Road, Garston, was opened in 1909. It was built at the direction of the Corporation's Burials (later Cemeteries) Committee which was first appointed on 9 November 1906. It was reported at this Committee's first meeting on 15 November 1906 that the purchase of land for the intended cemetery had been completed in October 1906 and that at the same meeting it was resolved that the City Engineer should be asked to submit a scheme for the laying out of the new cemetery. The land had been acquired from nearby the Allerton Hall estate. The subsequent minutes of the Burials Committee include many references to the laying out, staffing, equipping etc. of the cemetery. At a meeting of the Committee on 7 October 1909 it was reported that the Church of England section of the cemetery had been consecrated by the Bishop of Liverpool on 24 September 1909. The first burial in the cemetery did not take place, however, until 29 December of that year.⁷⁶

⁷⁶ www.archive.liverpool.gov.uk. Liverpool libraries page accessed January 2010.

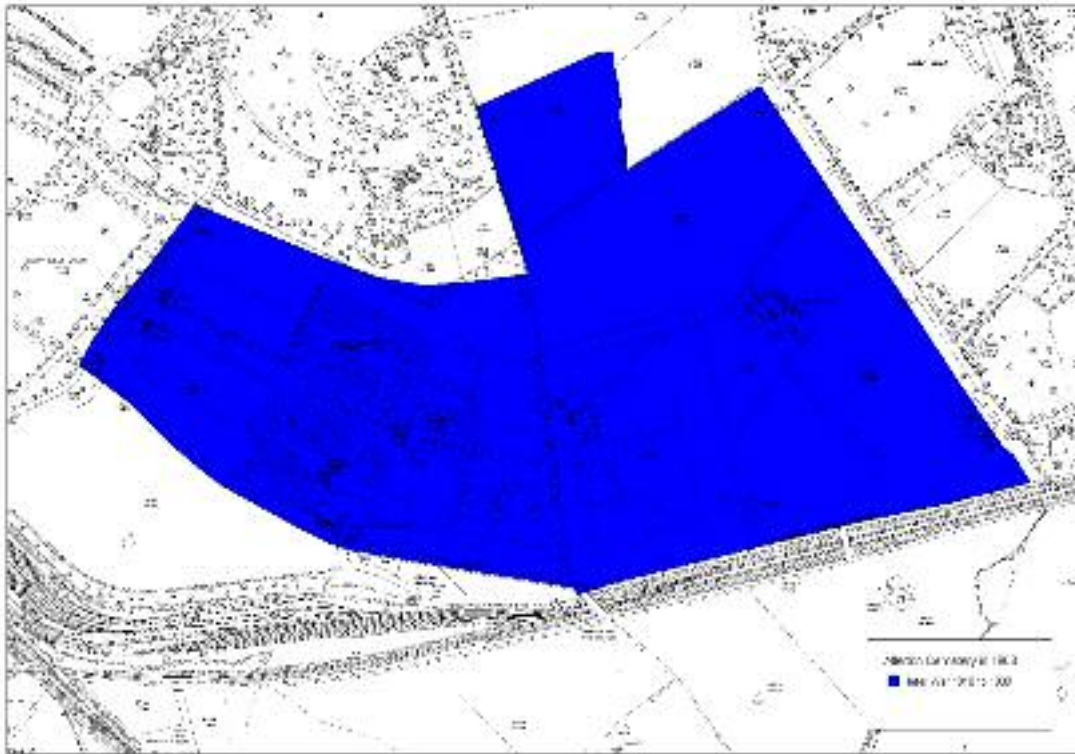


Figure 115 Current (2003) Allerton Cemetery, as established by 1939, depicted on the Ordnance Survey 25" map of Lancs. 1908. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The cemetery was gradually extended to the east during the Inter war period, on land previously occupied by Oak Farm. A small crematorium chapel was added to the north in 1975 (Pollard and Pevsner, 2006). The period of extension occurred between epochs (i.e. between 1908 and 1939) the whole site was given an Inter war date (1918 to 1939). The gradual progression of the cemetery eastwards can be clearly seen on the Ordnance Survey 25" map of Lancs. 1908.

With allowances for the curve of the site, the plan is symmetrical, with the Anglican chapel steeple acting as a focal point. The extent, density and formality of the planting is in contrast to that of Victorian cemeteries in Liverpool (such as Anfield) creating discrete compartments that break down the scale of the site (Pollard and Pevsner, 2006).

Hebrew Cemeteries

A number of small Jewish cemeteries were created in the old town. The earliest ones (located within the old centre of Liverpool) have largely been removed.

The first cemetery was in the ground attached to the Stanley Street Synagogue. The second cemetery was the small piece of ground behind the Frederick Street Synagogue followed by Oakes Street Cemetery. The Oakes Street Jewish Cemetery opened in 1802 and burials continued until 1836. The Corporation took over the land in 1902 to widen Boundary Place. The remains were exhumed and re-interred in the newly opened Broad Green Jewish Cemetery in 1904.

Deane Road Jewish Cemetery. The cemetery on Deane Road is the property and responsibility of the Liverpool Old Hebrew Congregation (LOHC). Prior to moving to their current beautiful building on Princes Road in Toxteth in 1874, the congregation had worshipped in a converted house at 133 Upper Frederick Street, the back garden of which was used as a cemetery as early as 1773. Burials continued there until the establishment of Oakes Street cemetery (close to the city centre) in 1802.

The congregation moved from Upper Frederick Street to a new, purpose-built synagogue on Seel Street in 1808, and continued to use Oakes Street cemetery. However, this was small and an unsuitable resting place for members of a congregation rapidly growing in both size and wealth. It was later demolished.⁷⁷

Another (now closed) Hebrew Cemetery can be found on **Green Lane** near Newsham Park. The cemetery was founded in 1823 and was in use until 1921. Although still classified as a cemetery by the MHCP, the site appears derelict and overgrown.

⁷⁷ www.liverpooljewish.com/community/history-of-merseyside-jewry.php. Merseyside Jewish Community web page accessed January 2010



Figure 116 Green Lane Hebrew Cemetery (yellow) depicted on the Ordnance Survey 25" map of Lancs. 1927.

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In 1835, a site on **Deane Street** in the Kensington district was purchased as a formal burial ground (it would not become Deane Road until 1865). A huge, ornate archway was built to serve as its entrance, made of brick and rendered in stucco and stone, in the Greek revival style. The archway remains to this day, now as a Grade II listed structure. In front of this was an impressive driveway, with a small stone wall and cast iron railings with spear heads (also now listed). The cemetery was consecrated and the first burials there occurred in September 1837, continuing on a regular basis until 1904. The congregation outgrew the building on Seel Street and, in 1872, work started on a new building, to be built on Princes Road.⁷⁸

⁷⁸ www.liverpooljewish.com/community/history-of-merseyside-jewry.php. Merseyside Jewish Community web page accessed January 2010

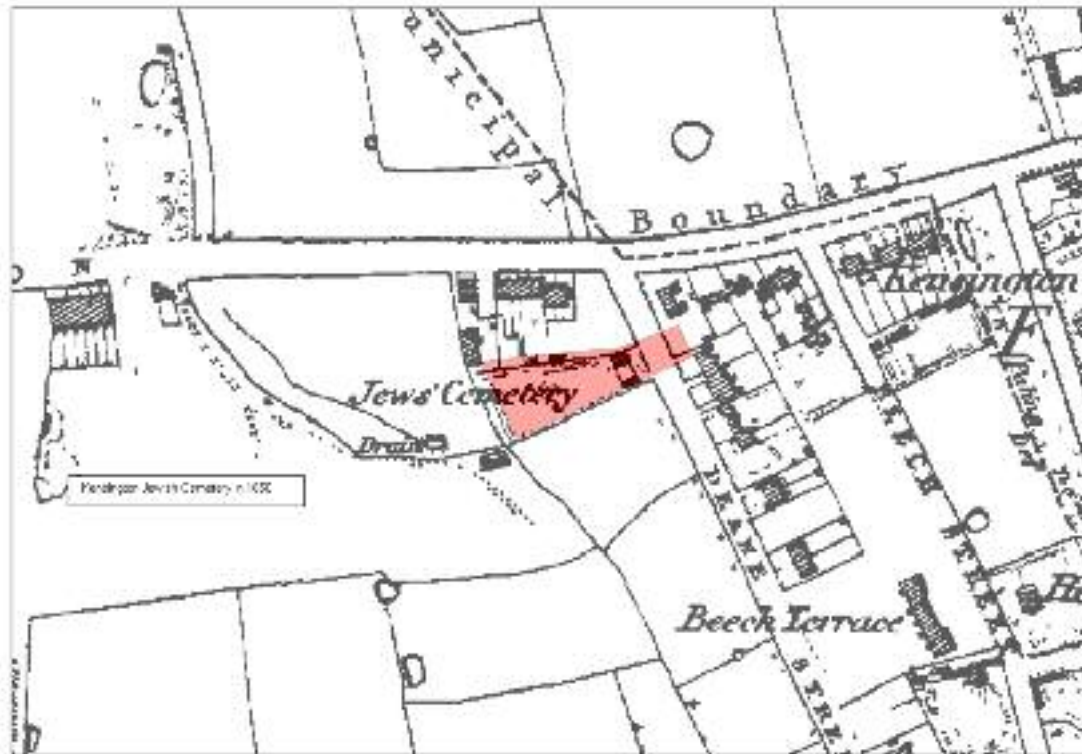


Figure 117 Kensington Jewish Cemetery on the Ordnance Survey 6" map of Lancs. 1850. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

In the early 20th century, as the cemetery on Deane Road became increasingly full, the congregation was, again, forced to look for more places where their deceased could rest. A site was chosen on Thomas Drive, in the Broad Green district, and this continues to be used by the congregation today, known to all as Broad Green Cemetery. After 1904, only those with reserved plots were buried at Deane Road, and the last recorded burial there took place in 1929. The ohel (prayer hall) and the caretaker's cottage were demolished in 1952, by which time the site was already in a poor state of repair. Since then, there have been a number attempts at restoration.⁷⁹

⁷⁹ www.liverpooljewish.com/community/history-of-merseyside-jewry.php. Merseyside Jewish Community web page accessed January 2010

Since its inception in 1904, **Broad Green** Cemetery (Thomas Drive) has been maintained by a series of caretakers, managers and gravediggers. There is sufficient space remaining for the entire congregation, many of whom have reserved plots.

9.6.2 College / University Area

College and University buildings account for about 14.82% (165.6 Ha) of the Civil Broad Type in Liverpool. The city has three universities and one college of higher education.

University of Liverpool - One of the first civic universities, Liverpool's history dates back to 1881 and the establishment of University College Liverpool which then opened the following year teaching a mere 45 students. Its iconic Victoria Building inspired the term 'redbrick university'. In 1884, it became part of the federal Victoria University.⁸⁰

The earliest buildings, erected between the 1880s and the Second World War, are concentrated around Brownlow Hill, Ashton Street and Brownlow Street. Immediately after the war, William Holford was commissioned to plan for expansion. His report was published by 1949, and in 1950 the new University Precinct was designated, stretching south and east of the earlier buildings. The spread towards the east incorporated many of the early 19th century terraces and a regular grid of streets (Pollard and Pevsner, 2006).

Liverpool John Moores University originates from a small mechanics institution in 1823 (Liverpool Mechanics' School of Arts). The institution by converging with different colleges and eventually became the Liverpool Polytechnic. In 1992, the Polytechnic became Liverpool John Moores University, named after the founder of Littlewoods. Three campuses around Liverpool: Byrom Street and Mount Pleasant campuses are city-based. The IM Marsh campus is out of town, with a suburban feel. Major investments have taken place over the past few years, developing new teaching accommodation, learning and research facilities⁸¹.

⁸⁰ www.liv.ac.uk/about/history/index.htm. Liverpool University web page accessed 14th December 2009

⁸¹ www.ljmu.ac.uk/AboutUs_City/history.htm Liverpool John Moores web page accessed 14th December 2009

Liverpool Hope University's roots lie in three teacher-training colleges. The Anglican, S. Katharine's College opened in 1844, and the Catholic, Notre Dame College and Christ's College followed in 1856 and 1965 respectively. In 1980, the Colleges combined to form Liverpool Institute of Higher Education which then became Liverpool Hope in 1995. Hope won the right to use University College title in 2003, and then became a University in 2005. The main campus, Hope Park in Childwall, is four miles from Liverpool city centre. The University has a strong Christian ethic, the only ecumenical university in Europe. Hope Park is a leafy 30-acre landscaped campus, with a mix of building styles. The grade two listed Cornerstone building, near the city centre, is home to Hope's Creative and Performing Arts centre.⁸²

Liverpool Institute for Performing Arts was set up in 1996 by Mark Featherstone-Witty, founder of the Brits School in London, and Paul McCartney. After watching the film Fame, Mark Featherstone-Witty started thinking about what learning experiences might best prepare people for a career in the business. It is based in Paul McCartney's old school. The original building is a 19th century Greek revival grade two listed building and lies in a conservation area. This has been extended with a contemporary annex, built with sandstone so as to complement the old building.⁸³

Liverpool Community College - All the further education and technical colleges in Liverpool became part of Liverpool Community College in 1992. The college is spread across Liverpool, with different subjects focused in different centres. Clarence Street, Duke Street, Vauxhall Road, and the Arts Centre are in central Liverpool, while Bankfield Road is in the north of the city. The city centre buildings are modern and purpose-built, with a fully-refurbished Bankfield Centre opened in September 2006.⁸⁴

⁸² www.hope.ac.uk/about-hope/history.html. Hope University web page accessed 14th December 2009

⁸³ www.lipa.ac.uk/content/AboutUs/HistoryHeritage.aspx. LIPA web page accessed 14th December 2009

⁸⁴ <http://www.liv-coll.ac.uk/> Liverpool Community College web page accessed 14th December 2009

Edge Hill University (outside the MHCP study area) was formerly a college founded and based in Liverpool. Edge Hill opened its doors in Liverpool on 24th January 1885, named after the district in which it was sited. Offering teacher training without required membership of a specific religious denomination, the progressive social values of Edge Hill in the late 19th century were a precursor to the modern day Widening Access schemes. With a well-earned reputation for innovation today, in 1892 Edge Hill was one of only two colleges pioneering the combination of teacher training and degree course study. Quickly outgrowing its original site in Liverpool, the institution moved to a site near the market town of Ormskirk, Lancashire in 1933.⁸⁵

⁸⁵ www.edgehill.ac.uk/about/history. Edge Hill University web page accessed 14th December 2009

9.6.3 Cultural

Liverpool is a cultural centre with more museums and galleries than any other city outside of London. The great wealth created by Liverpool's mercantile activity enabled Liverpool Corporation and its leading citizens to provide a wealth of cultural buildings and collections to improve the life of its people and to demonstrate civic pride.

The Cultural Sub Type contains all buildings of cultural, municipal or civic nature, including; council offices (unless included in the commercial office Sub Type), community centres, public halls, libraries, museums, theatres and public baths. By the nature of their functions, cultural buildings are predominantly to be found in urban or commercial centres. The higher-status types of civic buildings such as town halls are often grand and ornate buildings of architectural significance. Civic institutions of less high status such as libraries may also be representative of the design movements of their time. Civic and municipal institutions may form complexes of contemporary buildings set in formal grounds or gardens.

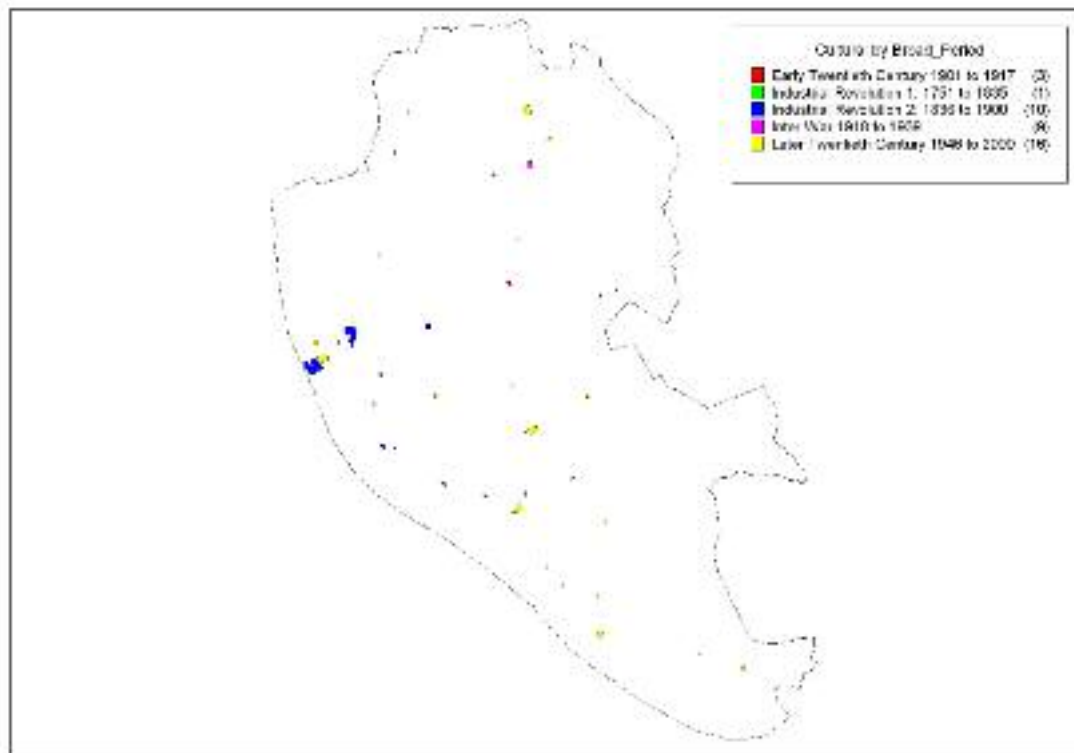


Figure 118 Current (2003) Cultural in Liverpool by Broad Period of origin.
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Cultural buildings account for about 4% (44.26 Ha) of the Civil Broad Type in Liverpool, the main concentration of such buildings are in the commercial core and on the river frontage. Many of the buildings in the commercial core date to pre-1900, occupying areas within, and directly associated with, commercial activity (all Commercial Sub Types). The overall total for this period equates to nearly 43% (18.97 Ha). They are generally large public buildings covering the arts (museums, concert halls, theatres and monumental sculptures) and civic duties (halls and council offices).

The largest group (by date) are post-1945 buildings, occupying nearly 45% (19.84 Ha) of the Civil total. Buildings of this period are found evenly dispersed throughout the district. These dispersed buildings are generally small in size and have a wide range of functions, including local libraries, community halls and local establishments. There is a great deal of overlap between this Sub Type and another Civil Sub Type – Institution.

Cultural by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 1: 1751 to 1835	1	0.03	0.07
Industrial Revolution 2: 1836 to 1900	10	18.97	42.86
Early Twentieth Century 1901 to 1917	3	1.51	3.41
Inter War 1918 to 1939	9	3.91	8.83
Later Twentieth Century 1946 to 2000	16	19.84	44.83
Total	48	44.26	100%

Table 36 Current (2003) Cultural in Liverpool by Broad Period of origin

The core group, centred on William Brown Street, contains an outstanding mix of civic and cultural buildings including the Town Hall (1754), the Municipal Buildings (1860-66) and Bluecoat Chambers (1717). The most impressive are the William Brown Street group, containing St. George's Hall (1840- 55), World Museum Liverpool and Library (1857-60), Walker Art Gallery (1877), Picton Reading Room and Hornby Library (1875-79 and 1906), County Sessions House (1882-84) and the College of Technology and Museum Extension (1898-1909) (Liverpool City Council, 2003).

Until the beginning of the 18th century, this was an area of heath-land, beyond the limits of the town, partially enclosed fields and interspersed with windmills and lime-

kilns. Shaw's Brow, effectively the current William Brown Street, was one of the principal coaching roads to the east and there were a few cottages and some almshouses along that road. During the 19th century, the town gradually expanded across the area with the erection of the Infirmary in 1749 and St John's Church in 1784. However, it was not until the mid-19th century that the area began to be comprehensively redeveloped to create the formally planned environment that we still see today (Liverpool City Council, 2003).

The area now forms the principal cultural quarter of Liverpool, where a high concentration of the city's major public buildings are located. The most imposing of these is St George's Hall (1840-55). St George's Hall is widely acclaimed as perhaps the finest single piece of European neo-classical architecture and together all the buildings in the group make the William Brown Street group arguably the finest ensemble of 19th century neoclassical architecture in the world. St George's Hall, designed by Harvey Lonsdale Elmes is a masterpiece; its free neo-Georgian exterior encloses a richly adorned Roman interior; a great rectangular tunnel-vaulted hall, inspired by the Baths of Caracalla in Rome, bounded by two courts to north and south, which are linked by corridors running along the hall's long sides. The Great Hall's interior celebrates the Corporation of Liverpool and its port, as well as its dedicatory saint, at every opportunity. The panels of the vault include the Coat of Arms of Liverpool, Greek and Roman symbols of commerce and authority, mermaids and tridents. The vault is supported on massive red granite columns containing figures portraying those qualities Victorian Liverpool aspired to: Fortitude, Prudence, Science, Art, Justice and Temperance. The Minton Hollins encaustic tile floor repeats the coat of arms and incorporates the mythical Liver Bird, Neptune, sea nymphs, dolphins and tridents. Formal occupation by the courts, which had gradually dominated the rest of the Hall in the twentieth century, ceased in 1984 when new facilities opened elsewhere in the city. In 1993 the Hall reopened for public use and work is now on site to maximise public access and use of this centerpiece of Liverpool's civic ensemble (Liverpool City Council, 2003).

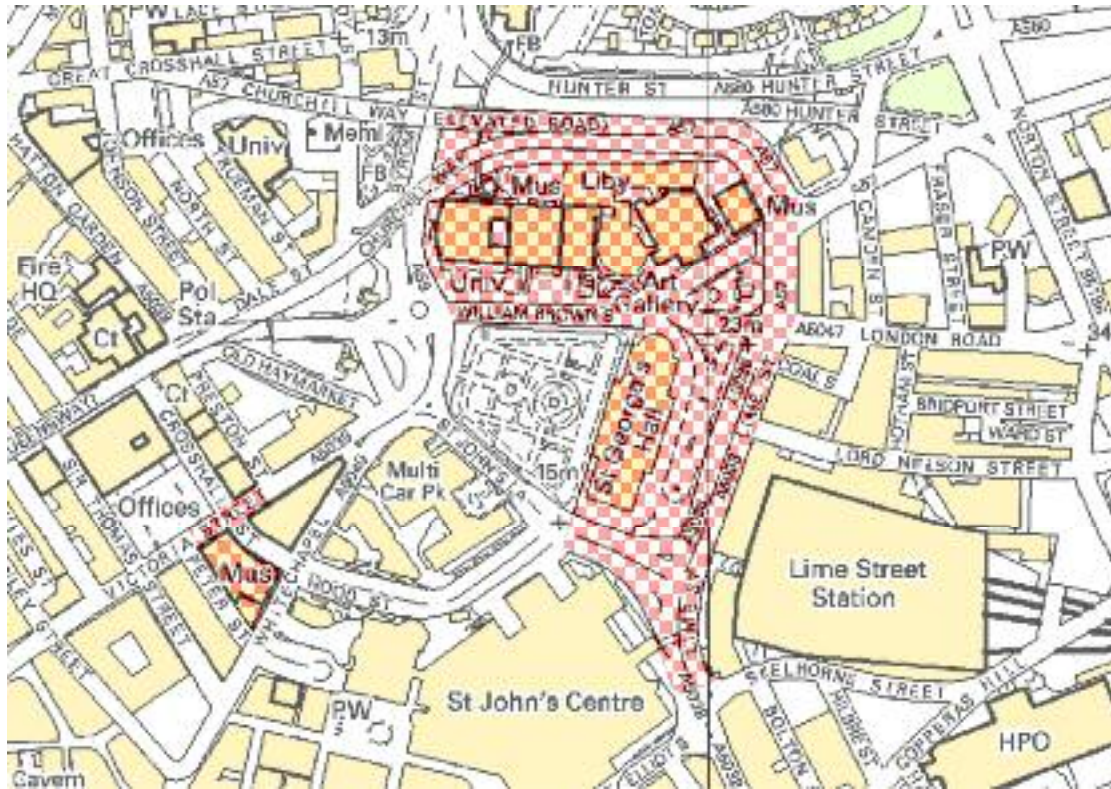


Figure 119 Cultural Buildings in the William Brown Street area of Liverpool (Current 2003 mapping).
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The completion of the hall on St George's Plateau set the pattern for other civic projects on the adjacent land. The gradient of the steep road to the north, formerly Shaw's Brow, was improved and the removal of buildings on each side of it was proposed. In 1855, a competition was announced for the building of a new museum and public library. The commission was given to architect Thomas Allom, and after some financial difficulty, the building was opened to great acclaim in 1860. Bombing during the last war resulted in the loss of the interior of the 1860 building (rebuilt in the 1960s) but the William Brown Street elevation has survived intact. It is a restrained and well-proportioned classical composition with a deep central portico and prominent projecting end bays. These have Corinthian columns and pilasters respectively and incorporate many other classical forms and motifs (Pollard and Pevsner, 2006).

The Lime Street Chambers were opened in 1871 – originally designed as a 330-room hotel to serve passengers using Lime Street Station. Visitors to the City and those travelling beyond by ship were afforded views from it across St George's Plateau and William Brown Street. It is now a student hall of residence.

The Walker Art Gallery opened in 1877. The citizens of Liverpool invested their private wealth and art collections to create the gallery reflecting the rise in interest in public art, which was considered an essential element in late Victorian city culture. It was designed by architects Sherlock and Vale and named after its principal benefactor, Alderman Andrew Barclay Walker, at the time Lord Mayor of Liverpool. It became clear almost at once that the original building would need to be expanded. Sherlock was invited to design additional galleries - six were added - together with storage accommodation. The extension at the rear, again paid for by Sir Andrew Barclay Walker (knighted for his generosity), was complete by 1884, and the building was extended again in 1931-33 by Sir Arnold Thornley. The recently restored classical interior houses one of Britain's greatest art collections, and now forms part of National Museums Liverpool (Liverpool City Council, 2003).

Before returning to work on the extension to the Walker Art Gallery, Sherlock designed and built the Museum and Library extension known as the **Picton Reading Room**, after Sir James Picton, chairman of the Libraries and Museums Committee who laid its foundation stone. The drum-like exterior was intended to echo Greek and Roman temples and to function internally like the British Museum Reading Room. In 1906 a further library extension was added to the rear (Liverpool City Council, 2003).

In the late 1880s, the architects F. & G. Holme were commissioned to design a new building to house three courtrooms and their attendant facilities, from barristers' library to cells. They produced the County Sessions House in 1884 - an opulent if eclectic interior within a classical framework. Its main façade has a bold central portico carried on four pairs of Corinthian columns. Since it opened it has remained virtually unchanged and is now part of the National Museums Liverpool (Liverpool City Council, 2003).

By the end of the 19th century the museum collections had grown considerably. The Town Council considered it prudent to combine the urgent need for additional storage

and display space with the growing demand for a new School of Science, Technology and Art. A limited competition was held in 1896 and won by William Mountford. The design he proposed for the competition was realised in 1901. Two main facades are used: on William Brown Street the roof level of the museum is maintained, interrupted only at each end by grand projecting bays, embellished by sculpture, and continues round to the broad, bowed elevation to Byrom Street. The Technical College was housed in the lower levels, whilst the new museum galleries lay behind the upper. The entire area is now part of World Museum Liverpool (Liverpool City Council, 2003).

The Empire Theatre by W. and T.R. Milburn was the last neo-classically styled façade added to the collection of the buildings immediately around St. Georges Plateau. Though not publicly funded it does still have the public function for which it was created and behind a façade an audience of 2,450 can be seated in “Louis XVI” elegance (Pollard and Pevsner, 2006).

The former **Midland Railway Goods Office** on Whitechapel was opened in 1874, and extended in 1878. Designed for the Midland Railway, this powerful building was designed by William Culshaw and Henry Sumners. The main façade to Crosshall Street follows the convex curve of the street. On the Victoria Street frontage are carved panels with coats of arms and the names of Midland Railway stations. The building was converted as the Conservation Centre for National Museums and Galleries Merseyside (now National Museums Liverpool) and opened in 1995 (Liverpool City Council, 2003).

The cultural buildings on the Mersey riverfront comprise a range of former industrial (Dock and Port Related Industry) buildings, as well as Court Buildings and civil buildings near Chavasse Park. The refurbishment and conversion of the massive 1840s Albert Dock buildings, which are Grade I Listed, includes uses as corporate offices, cafes and restaurants, shops, apartments, hotels, a fitness centre, the Merseyside Maritime Museum. International Slavery Museum and the Tate Gallery.

In 1907 Sir William Forwood, a leading figure in Liverpool's political and commercial life, advocated the foundation of a ‘nautical museums’. He felt that this chief source of the city's wealth should be documented and explained to everyone. A shipping gallery was opened in the Liverpool Museum in 1931 (now World Museum Liverpool) and the

the prototype for all similar establishments throughout the world (Liverpool City Council, 2003).

9.6.4 Hospital

The Hospital Sub Type represents around 12.9% (143.9 Ha) of the total area of the Civil Broad Type in Liverpool. The category includes sheltered housing and retirement homes, hospitals, and larger scale clinics and surgeries.

In the second half of the 19th century, it was recognised that increasing urbanisation was bringing new health risks associated with poor living conditions. Social reforms to counteract this were put in place, and this led to the establishment of numerous hospitals and medical facilities. Three different kinds of hospitals existed in the past. Some of the earliest hospitals were run as charities and were known as voluntary hospitals. Hospitals were also set up by Poor Law authorities. In the 20th century public health authorities began to run hospitals.

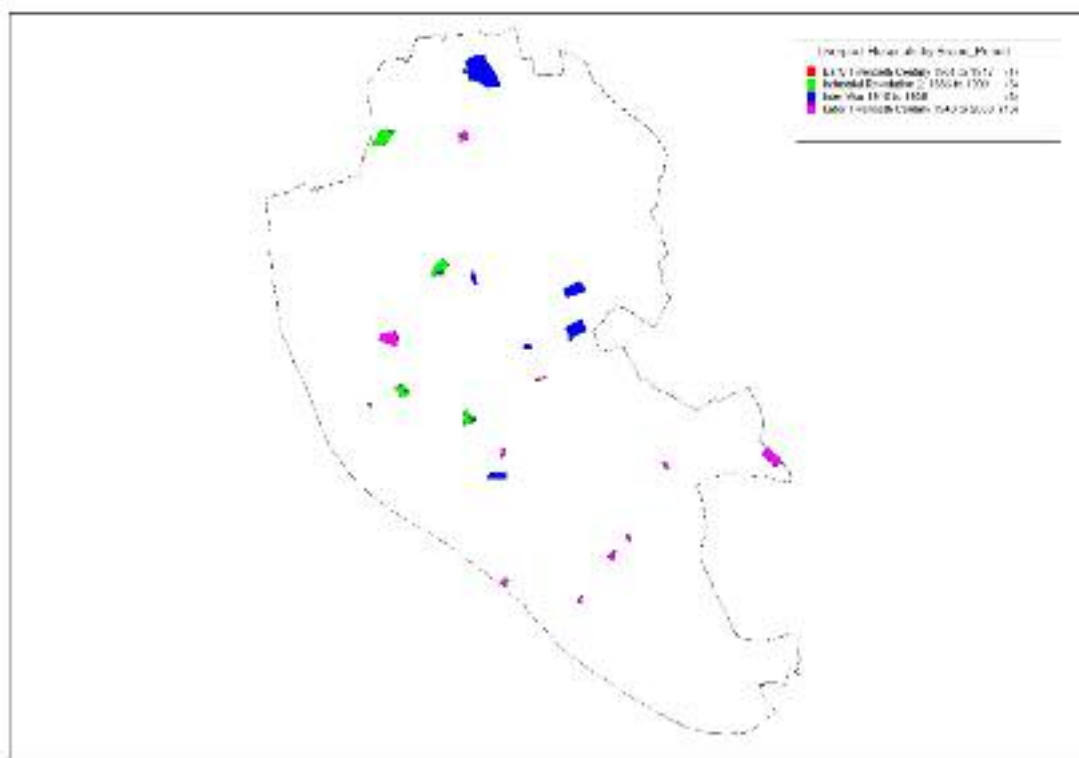


Figure 121 Current (2003) Hospital in Liverpool by Broad Period of origin
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Voluntary hospitals in Liverpool had been in existence since the setting up of the Liverpool Infirmary (later the Liverpool Royal Infirmary) in 1749. The nineteenth century saw a number of new voluntary hospitals set up such as the David Lewis

Northern Hospital and the Royal Southern Hospital. Voluntary hospitals were able to offer only limited free treatment; patients were expected to pay what they could afford or to reimburse expenses at a later date.

In 1948 both the voluntary and public hospitals came into the ownership of the National Health Service and were put under the management of local hospital management committees under the Liverpool Regional Health Board. A reorganisation of the National Health Service in 1974 saw Liverpool hospitals come under district health authorities as part of the Liverpool Area Health Authority, in turn part of the Mersey Regional Health Authority. Between 1991 and 1995 Liverpool hospitals became independent NHS trusts.

Hospital by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	6	30.88	21.46
Early Twentieth Century: 1901 to 1917	1	0.72	0.50
Inter War 1918 to 1939	8	75.52	52.47
Later Twentieth Century 1946 to 2000	13	36.81	25.58
Total	28	143.93	100%

Table 37 Current (2003) Hospital in Liverpool by Broad Period of origin

The majority of extant hospitals (52.5% - 75.52) date to the Inter War period, followed by Later Twentieth Century new-builds (25.6% - 36.81 Ha) Early Twentieth Century (1901 to 1917) period, which appears surprising. Perhaps the survival of this phase of building is particularly low; many hospitals of this date were located within the city centre and were lost due to bomb-damage or post-war redevelopment. Furthermore, many Victorian and Edwardian hospitals have been substantially altered, or even rebuilt, on the same site.

Liverpool Hospitals

Examples of Current and former hospitals:

Liverpool Infirmary was founded in 1743, took 6 years to build, and was opened by the Earl of Derby on March 25, 1749. The first Infirmary stood on the site of the present day St George's Hall, and cost £2,600 to build. It was expanded in 1771. The

Infirmery was brought about due, in part, to the unsanitary conditions of the town at the time. In 1700 the population was about 5000, by 1749 it had quadrupled to 20,000.

The Infirmery was built of brick and faced with stone. It was three storeys high. On the ground floor there were two exam rooms, a lodging room, an apothecary, and the Hospice Chapel. The second floor held four wards, an operating room and two bedrooms for nurses. The kitchen, wash-house, laundry and laboratory were situated in the cellar. In 1823 a new hospital and lunatic asylum was built on Brownlow Street and renamed the **Liverpool Royal Infirmery** in 1851. The old Infirmery was closed in 1826 and eventually demolished in 1842 to make way for St George's Hall. In 1890 a new Infirmery building by Alfred Waterhouse was constructed on the Brownlow Street site, which closed in 1978 and was replaced by the Royal Liverpool University Hospital. In 1994 Waterhouse's building was bought by Liverpool University and was restored after being left empty since its closure.⁸⁶

Alder Hey house and grounds were bought in 1906 by the West Derby Board of Guardians to build a workhouse for chronic infirm paupers (poor people with long term illnesses). The foundation stone was laid on 30 March 1911 but the building was never used for chronic infirm paupers. Instead it was decided to use the building for sick children. During the First World War at least two of the hospital's blocks were given over to wounded soldiers. After the war Alder Hey admitted sick children from poor homes within the West Derby Union. Under the 1929 Local Government Act the functions of Boards of Guardians were transferred to local councils.⁸⁷

Alder Hey hospital came under the control of Liverpool Corporation and was used simply as a children's hospital. War casualties were again admitted to the hospital during the Second World War. Under the 1946 National Health Service Act, Alder Hey passed from the control of Liverpool Corporation to that of the Regional Hospital

⁸⁶ www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12 January 2010

⁸⁷ Ibid

Board. Within this framework it was the direct responsibility of the Liverpool Region Children's Hospital Management Committee. The word 'children's' was added to the hospital's name in 1951 so that it became 'Alder Hey Children's Hospital'.⁸⁸

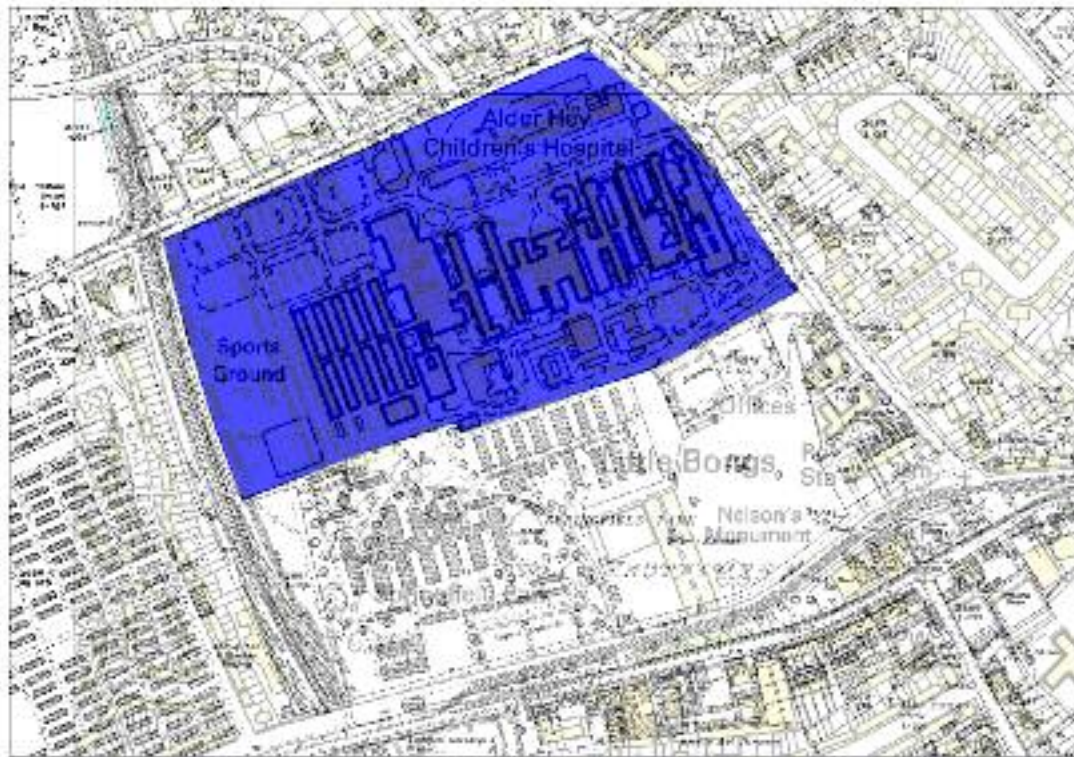


Figure 122 Current (2003) site of Alder Hey Children's Hospital depicted in blue, with the Children's Sanatorium depicted on the Ordnance Survey 25" map of Lancs. 1927 as an underlay.
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Mossley Hill Hospital appears to have been built just after 1908 on land formerly the grounds of a large villa house called Mossley House. Mossley House itself became part of the hospital and still stands today. During the period following the 1914 - 1918 war Mossley Hill operated as a Ministry of Pensions hospital and was incorporated

⁸⁸ www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12th January 2010.

into the National Health Service in 1938. It served the local community for a number of years, functioning as a general hospital with a particular speciality in cardiac medicine. With the opening of the Royal Liverpool University Hospital in 1978 (RLUH) the nature of the work undertaken at Mossley Hill changed fundamentally. Broadgreen Hospital assumed responsibility for cardiac medicine and the general medicine and surgery moved to the RLUH, whilst Mossley Hill provided support beds for recuperating patients and took on care of the elderly. When the government reorganised the NHS into Trusts, Mossley Hill Hospital became part of the North Mersey Community Trust (NMCT).⁸⁹

Broadgreen Hospital was originally called Highfield Infirmary, which opened in 1803 as an epileptic home, then a hospital for children with Tuberculosis. Renamed Broadgreen it was once a busy general hospital with A&E serving this area of Liverpool.⁹⁰

⁸⁹ www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12 January 2010.

⁹⁰ Ibid



Figure 123 Current (2003) site of Broadgreen Hospital depicted in blue, with the Sanatorium depicted on the Ordnance Survey 25" map of Lancs. 1927 as an underlay. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

St Paul's Eye Hospital was set up as a private charity in 1871 by Dr George Walker. At that time it occupied two rooms in a house in St Paul's Square and cared for out-patients only. The following year the demand for the hospital's services made it necessary to buy the entire house on St Paul's Square. This allowed the hospital to open in patient facilities. In 1912 the hospital moved to a new building on Old Hall Street. In the same year it changed its name to St Paul's Eye Hospital to show its specialism in this area. During the Second World War the building was taken over by naval medical services and only out-patient facilities remained there.⁹¹

In-patient facilities were transferred to Childwall where they shared premises with the David Lewis Northern Hospital. After the war St Paul's Eye Hospital returned to its Old

⁹¹ www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12 January 2010.

Hall Street building. In 1948 it became part of the National Health Service and also joined the United Liverpool Hospitals. In 1992 St Paul's Eye Hospital was closed. Its services were transferred to the new St Paul's Eye Unit at the Royal Liverpool Hospital.⁹² The hospital was demolished in the 1990s.

The early 19th century saw a rapid expansion on the northern side of Liverpool, with a growth in population and an increasingly busy dock area. These conditions created a need for hospital accommodation and for facilities for accident cases.

On 10 March 1834 the Northern Hospital was opened at No. 1 Leeds Street, a large house belonging to R.B. Blundell Hollinshead Blundell. To begin with the hospital had only twenty beds. The area where the hospital was situated was very near to the canal and the Princes and Clarence Docks so was a part of Liverpool where injuries which needed attention were common. By 1838 the Hospital had expanded to fill three houses containing 106 beds. However, larger accommodation was needed. In 1843 the Corporation offered a site in Great Howard Street. A purpose-built hospital, designed by the architect Edward Welch, was opened there on 30 September 1845. By the 1880s the condition of this new hospital was deteriorating and in 1882 the view was expressed that it was necessary to rebuild the hospital. With the financial support of the David Lewis Trust a new hospital was planned. Its foundation stone was laid on 19 October 1896 and it was opened on 13 March 1902 as the David Lewis Northern Hospital. This building occupied a site bounded on one side by Great Howard Street and on the other by Leeds Street. Although various additions to the building were made the hospital never left this site (except during the Second World War period, 1939 - 1947, when the hospital was evacuated to St. Katherine's College, Childwall). The David Lewis Northern Hospital was closed in 1978 prior to the opening of the new Royal Liverpool Hospital.⁹³

⁹² www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12 January 2010

⁹³ *Ibid*

The Southern and Toxteth Hospital was opened on 17 January 1842 in Greenland Street with thirty beds expanding to sixty-five. It was decided to add another storey to the building. Much of the money needed for this work was raised by a concert given by Jenny Lind at the Royal Amphitheatre in January 1849. The enlarged hospital reopened with accommodation for seventy more patients. At first, however, only eighty-six beds were in use. Not until after the Crimean War were the 100 beds necessary to qualify as a medical school in use. Despite numerous innovations the hospital was overcrowded so it was decided to build a new hospital in Caryl Street. The foundation stone was laid in October 1867 and the hospital was formally opened by H.R.H. Prince Arthur, Duke of Connaught, on 21 May 1872.⁹⁴

By Permission of Queen Victoria the title of "Royal" was given to the hospital (its name having already been changed from the "Southern and Toxteth Hospital" to the "Southern Hospital" in 1857). In July 1937 the Liverpool United Hospitals Act was passed. It amalgamated four Liverpool voluntary hospitals (the Royal Infirmary, the David Lewis Northern, the Royal Southern and the Stanley Hospitals) into a single body. In 1948 the governing body - The United Liverpool Hospitals - was established. The Southern Hospital was evacuated to premises in the Fazakerley Hospital for Infectious Diseases in 1939, and did not return to Caryl Street until 1950. During the war the Caryl Street site was used by the Admiralty as a training school for merchant navy gunners and named H.M.S. Wellesley. This Royal Southern Hospital was closed on the opening of the new Royal Liverpool Hospital in 1979.¹

The Stanley Hospital was established in Stanley Road, Kirkdale in 1867 as the Hospital for the Treatment of Diseases of the Chest and Diseases of Women & Children. It was supported by voluntary contributions from the general public. The first hospital building was closed in 1873 and a new building erected on the Stanley Road site in 1874. In 1937 the Liverpool Stanley Hospital became a member of the Royal United Liverpool Hospitals. In 1963 it was proposed to close the hospital and on 31 March 1965 it was closed, as part of the United Liverpool Hospitals' rationalisation programme.

⁹⁴ www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12th January 2010

However, in July 1965 the Ministry of Health agreed to the Hospital's re-opening for a three year period. The Hospital re-opened on 10 January 1966 to provide a limited range of services. The Hospital closed finally in March 1976 and the buildings were demolished and the site cleared.⁹⁵

Liverpool Maternity Hospital This was the first hospital of its kind in Liverpool. To begin with it was called the Lying-in Hospital and Dispensary for the Diseases of Women and Children. It was set up at Horatio Street, Scotland Road in November 1841. Then in October 1845 it transferred to new premises in Pembroke Place. By the middle of the 19th century new but smaller premises were needed and a new hospital was built in Myrtle Street. This building opened in July 1862. At this time there was also a Ladies' Charity in Liverpool. This had been set up in 1796 to help poor women during childbirth. This was done by providing a midwife and where necessary, a doctor. The Ladies' Charity divided the town into districts, each of which had its own midwife and doctor. During the 1860s it was suggested that the Ladies' Charity and Lying-in Hospital should merge.

This merger was finally agreed in February 1869. Thereafter the hospital was known as the Ladies' Charity and Lying-in Hospital. After much disagreement between the years 1879 and 1882 it was decided to separate the gynaecological and maternity work of the Hospital. As a result a new Lying-in (maternity) Hospital was built on a site at the corner of Brownlow Hill and Brownlow Street. This was completed in November 1884 and opened to patients in February 1885. The hospital stayed in these premises until a move to a new building in Oxford Street. The foundation stone of the Oxford Street hospital was laid in March 1924 and it was officially opened in September 1926. From this time onwards it was known as the Liverpool Maternity Hospital. In 1985 the Liverpool Maternity Hospital joined together with the Liverpool Women's Hospital and Mill Road Maternity Hospital under the control of the Liverpool Obstetric and Gynaecology Unit. In 1992 this became an NHS Trust and in 1994 it changed its title to the Liverpool Women's Hospital NHS Trust. In 1995 the three hospitals moved

⁹⁵ www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12 January 2010

to a new shared site. The new Liverpool Women's Hospital was officially opened in November 1995.⁹⁶

Originally special diseases of women were treated at the Liverpool Lying-In Hospital but concerns about the infection of maternity patients by operative cases brought this to an end in 1879. By January 1883 a Committee had begun raising funds in aid of a Special Hospital for Women. By May 1883 over £5000 pounds had been raised and good premises found at 107 and 109 Shaw Street. The Special Hospital for Women in Shaw Street was opened on 10 August 1883 by the Countess of Sefton. On 14 October 1926 the foundation stone of a new hospital building in Catharine Street was laid by the Lady Mayoress of Liverpool. The new building was to house the amalgamation of the Women's Hospital, Shaw Street with the Samaritan Hospital for Women, Upper Parliament Street. The latter hospital had been opened in 1895 in Upper Warwick Street and had operated at various addresses until 1900 when it settled at premises in Upper Parliament Street. In the early 1920s plans to merge the two hospitals were at an advanced stage. The new Women's Hospital in Catharine Street, at first known as the Liverpool and Samaritan Hospital for Women, was opened on 21 June 1932 by the Duchess of York. In 1985 the Women's Hospital joined with the Liverpool Maternity Hospital and Mill Road Maternity Hospital.⁹⁷

This became a National Health Service Trust in 1992 and changed its name to the Liverpool Women's Hospital NHS Trust in 1994. In 1995 the three hospitals' services were merged and moved to a new site where the new Liverpool Women's Hospital was officially opened in November 1995.

Princes Park Hospital was set up in a small house in Menzies Street in 1869. It was founded by the social reformer Josephine Butler as a 'House of Rest' for women suffering from incurable chronic diseases. As the home grew, Josephine Butler handed it over to a committee of ladies and it moved to larger premises in Park Hill

⁹⁶ www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12 January 2010

⁹⁷ Ibid

Road. This property soon become too small and in 1875 the hospital, now known as the Home for Incurables, moved to the building on Upper Parliament Street where it remained for the rest of its existence.⁹⁸

The home was now run by a General Committee for 'respectable' women with incurable, chronic illnesses. Admissions of cancer sufferers were limited as were geriatric cases. Although many patients spent the remainder of their lives there, others improved and were discharged, so there was some degree of patient turnover. After 1885 the home was known as the Liverpool Home for Incurables, a name it kept until its absorption into the National Health Service. From 1948 under the South Liverpool Hospital Management Committee it was renamed the Home for Invalid Women. In 1969 home's name was again changed, to Princes Park Hospital. Although it aimed to care for younger chronically sick women, increasingly its intake was of geriatric patients. After 1975 the hospital admitted male as well as female patients. The hospital closed in 1986.⁹⁹

Walton Hospital began life as a workhouse infirmary at Walton Workhouse which opened in April 1868. It grew to become one of England's largest Poor Law hospitals. Under the 1929 Local Government Act Poor Law Unions were abolished and so the management of what was by then known as just Walton Hospital, was transferred to Liverpool City Council. Although new additions and wings have been added, the present hospital uses some of original workhouse buildings.¹⁰⁰

⁹⁸ www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12 January 2010

⁹⁹ Ibid

¹⁰⁰ Ibid



Figure 124 West Derby Workhouse (on the Ordnance Survey 25" map of Lancs. 1893).
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Mill Road Hospital was built by the West Derby Union Board of Guardians as a workhouse for the sick poor. By 1891 it had been renamed Mill Road Infirmary. It remained a general hospital until the Second World War. The only major addition to the original institution was a new outpatients department which was built in 1938. During the Second World War the hospital was very badly damaged by air raids. In 1941 patients had to be transferred to Broadgreen Hospital where 610 beds were made available for Mill Road patients. Fortunately the new outpatient block was not damaged. When the war ended there was a debate about whether or not the hospital should be rebuilt. When it did finally reopen in June 1947, it was not as a general hospital but as a specialist maternity hospital.¹⁰¹

¹⁰¹ www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12 January 2010

In November 1993 the main part of the hospital was closed. Eventually the hospital was replaced by a larger maternity hospital in Toxteth, which opened in 1995: the new Liverpool Women's Hospital.¹⁰²

Newsham General Hospital began life as the Belmont Road Workhouse in 1891. After about 1917 it became known as the Belmont Road Institution and the importance of its medical services grew. It developed into a hospital for the chronically sick although it also had sections dealing with skin and orthopaedic problems, pulmonary tuberculosis and sexually transmitted diseases. During the Second World War the institution became the Belmont Road Hospital. In 1948 the hospital became part of the National Health Service under which its main role was to provide geriatric care. In 1950 it changed its name to Newsham General Hospital, a name it retained until its closure in 1988.¹⁰³

The Royal Liverpool University Hospital (RLUH) was opened in 1978 and replaced several small city hospitals some of which had been established for over 150 years. It is one of the largest hospitals recorded by the MHCP (10.65 Ha). It currently has over 50 wards, more than 850 beds (excluding day case and dialysis beds) and has the main accident and emergency department for the city of Liverpool, the largest of its kind in the country. The 1970s hospital occupies land that was formerly terraced housing, industrial buildings and two places of worship.¹⁰⁴

¹⁰² www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12 January 2010

¹⁰³ Ibid

¹⁰⁴ Ibid

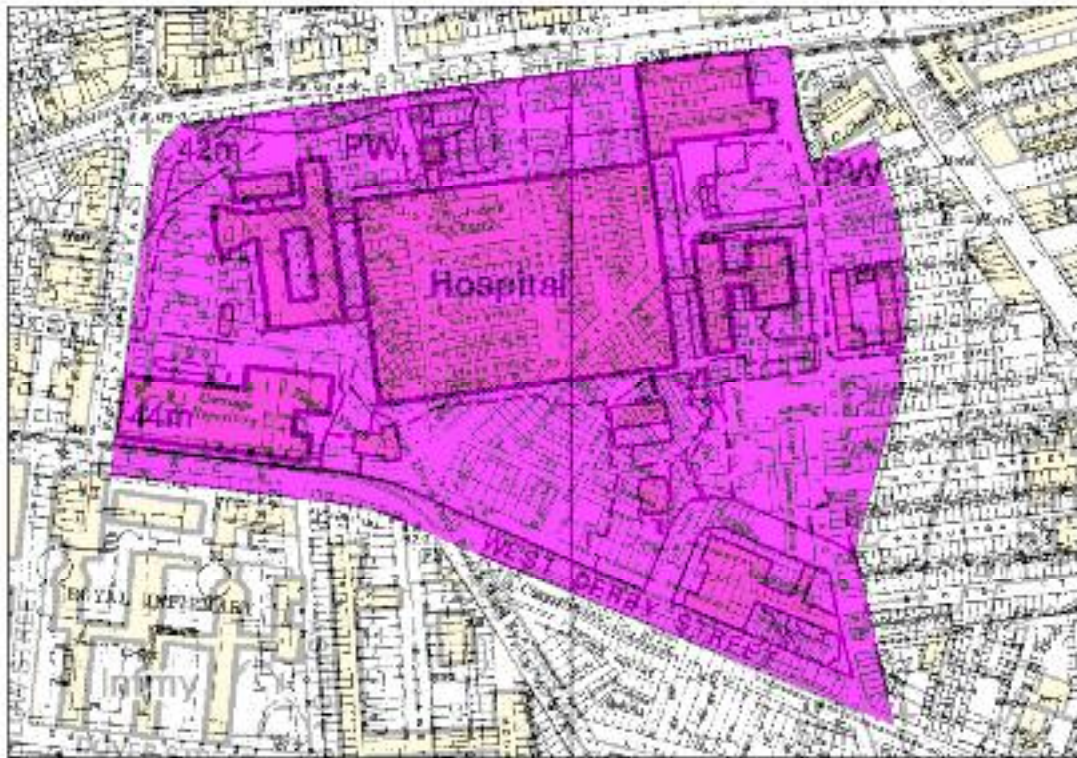


Figure 125 Current (2003) site Royal Liverpool University Hospital shown as an underlay to the Ordnance Survey 25" map of Lancs. 1893. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The Liverpool Dental Hospital began life as a charitable institution for the poor. It was founded by dentist William John Newman in 1860 as the Liverpool Dispensary for Diseases of the Teeth. It adopted its current name in 1863. The hospital's founders wanted the hospital to have a teaching function. However, not until 1876 did the Royal College of Surgeons recognise the hospital as a school of dentistry. The new school of dental surgery was established as a joint concern with the then Liverpool School of Medicine (which became the University of Liverpool). These close ties with the University of Liverpool resulted in the dental school being handed over to the University in 1921. In 1948 the hospital became part of the National Health Service. Since 1991 it has been part of the Royal Liverpool and Broadgreen University

Hospitals NHS Trust and occupies a self-contained modern building located next to the Royal Liverpool University Hospital.¹⁰⁵



Figure 126 The site of Sefton General Hospital as depicted on the Ordnance Survey 25" map of Lancs. 1927 in green.

The much reduced modern hospital site depicted on 2003 modern mapping underneath). The blue area is a Post-1945 addition (the Friend's Meeting House and burial plot were removed soon after 1927). (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Sefton General Hospital was originally part of Toxteth Park Workhouse, which was built in 1859 by the Toxteth Park Board of Guardians. In 1923 the workhouse changed its name to the Smithdown Road Institution. Then in 1930 the Poor Law was abolished and the hospital was taken over by Liverpool Corporation. Soon after, in 1933, its name was changed to Smithdown Road Infirmary. At the end of the Second World War the hospital had over 1000 beds and came under the care of the National

¹⁰⁵ www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12th January 2010

Health Service in 1948. In about 1950 its name was changed to Sefton General Hospital. It had a large maternity department and also cared for the mentally ill. By the 1970s the number of beds had been halved and the hospital wound down its services. Much of it was demolished in 2001.¹⁰⁶

¹⁰⁶ www.mersey-gateway.org/server.php?show=ConWebDoc.734. The Mersey Gateway Chambre Hardman Archive. Accessed 12th January 2010

9.6.5 Institution

Institution contains buildings that could not be assigned a definitive category. As such, it contains a range of buildings of differing origins and usage including; ambulance and fire stations, courts and some civic buildings and local government offices not attributed to Cultural or Commercial (Office) Sub Types. The Institution Sub Type accounts for around 1.11% (13.26 Ha) of the current Institutional MHCP Broad Type in Liverpool. Many very small institutional buildings were not recorded, being assigned to Commercial (Office or Core) status. As with the Cultural Sub Type, there is a great deal of overlap between the Institution Sub Type and the Commercial (Core) and Commercial (Office) Sub Types.

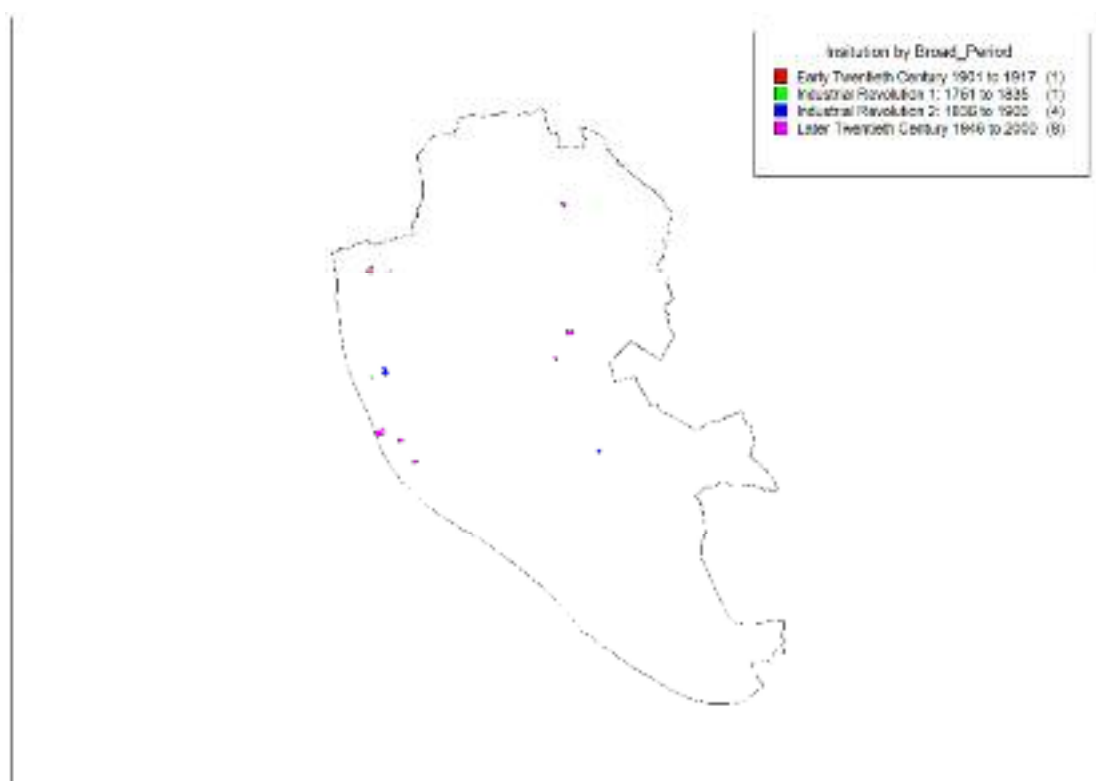


Figure 127 Current (2003) Institution in Liverpool by Broad Period of origin.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

There are two distinct areas containing Institutional buildings – a cluster of sites located on the Mersey riverfront and in the Commercial Core, and a band located towards in the City hinterlands, close to the district boundary. The majority (67.6% - 8.96 Ha) of the buildings date to the post-1945 period, the largest (3.64 Ha) being a Customs and Excise building in Brunswick Dock. The riverfront cluster includes the

Town Hall, Municipal Buildings and the Magistrate Courts on Dale Street, all dating to pre-1900.

Institution by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 1: 1751 to 1835	1	0.18	1.36
Industrial Revolution 2: 1836 to 1900	4	3.28	24.74
Early Twentieth Century: 1901 to 1917	1	0.84	6.34
Later Twentieth Century 1946 to 2000	8	8.96	67.57
Total	14	13.26	100%

Table 38 Current (2003) Institution in Liverpool by Broad Period of origin

The present **Liverpool Town Hall**, Liverpool's finest Georgian building, is the result of three building campaigns. The original design was by John Wood of Bath, and was built in 1749-54. The work was supervised by his son John Wood the Younger. Additions and alterations were designed by James Wyatt and carried out by the elder John Foster in 1789-92; then, following a fire of 1795, it was reconstructed by Foster and Wyatt, the work continuing until c.1820. It was built originally as an Exchange with an open arcade on the ground floor around a courtyard where business was conducted, and rooms for civic functions above. Wyatt added a dome in 1802, and the Corinthian south portico in 1811. From the entrance hall, Wyatt's staircase rises under the dome. It leads to magnificent first floor reception rooms. Most of the rooms have chandeliers and furniture, and the whole ensemble is one of the best suites of civic rooms in the country. The interiors have been recently well restored and are in regular use (Pollard and Pevsner, 2006).

The **Municipal Building**, Dale Street (Grade II*) is a large municipal office block with a great public atrium, erected to accommodate the growing army of Corporation clerks required to control the activities of the town. It was started by the Corporation Surveyor, John Weightman, and was completed by his successor E.R. Robson in 1866. Designed in a hybrid mixture of French and Italian Renaissance styles, it has at its centre a tower based on C.H. Barry's Halifax Town Hall (Liverpool City Council, 2003).

The **Magistrates Court** on Dale Street date to 1857-9. Built shortly before Municipal Buildings on the opposing side of Dale Street stands the City Magistrates Court, also

designed by John Weightman. It is a plain symmetrical block in smooth ashlar with a carriage entrance originally enabling the magistrates to make a dignified approach to the courts. To the rear of the Courts is the Main Bridewell, a suitably austere building, erected in 1864 to Weightman's design, and listed Grade II (Liverpool City Council, 2003).

Towards the north of the city in Kirkdale, there are three sites belonging to three periods – The Gordon Working Lads Institute on Briar Street, dating to the Industrial Revolution 2 (1836 to 1900) period, a Fire Salvage Station (later to be a fire station and, now, a fire brigade control centre) on Juniper Street dating to the Early Twentieth Century (1901 to 1917) and a fire station on Studholme Street dating to the Later Twentieth.

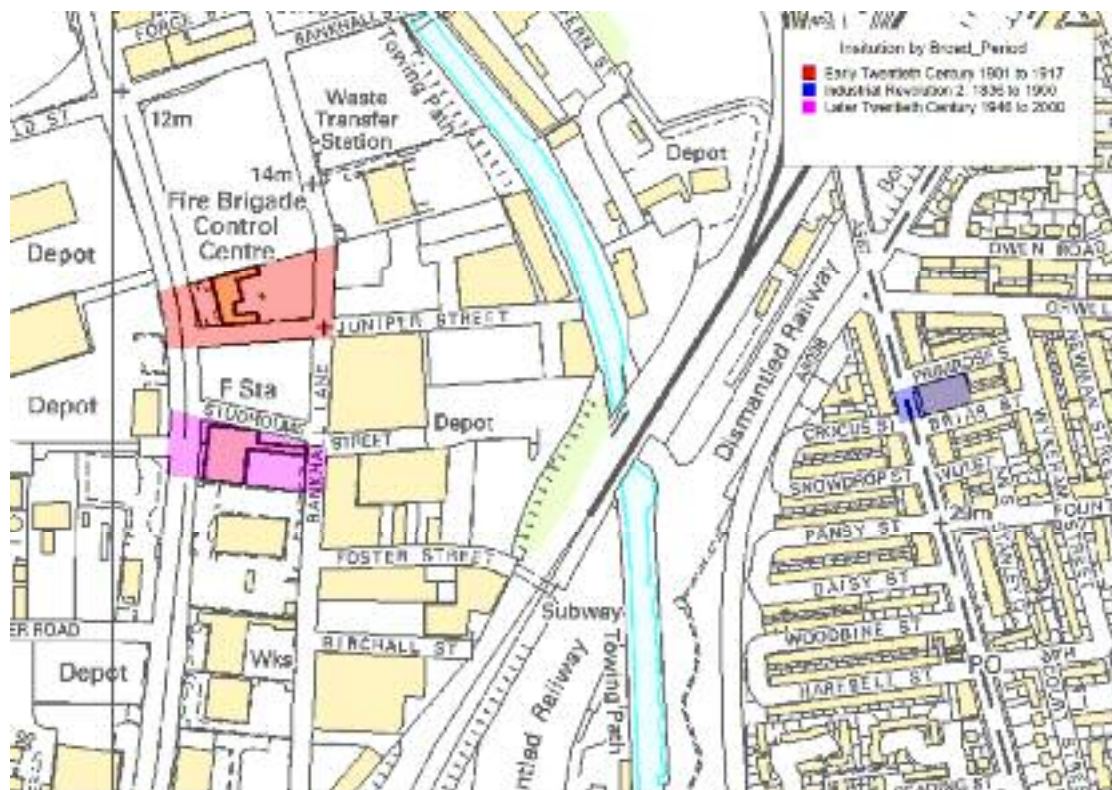


Figure 128 Current (2003) Institution identified in Kirkdale, Liverpool.
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.6.6 Place of Worship

Places of worship and other religious buildings represent 13.34% (147.05 Ha) of the total area of the Civil Broad Type in Liverpool. The first category represents churches and chapels of all denominations, as well as meeting houses, Kingdom Halls, mosques and synagogues. Small religious houses, including Non-conformist chapels of the 19th century, were either recorded individually (where they were visible) or as attributes of residential areas. Examples of the Religious (non-worship) type included Salvation Army Halls, convents (sometimes with attached nursing homes) and church halls. Sunday Schools were more-often-than-not, recorded as educational rather than religious institutions.

The overwhelming majority of sites of worship in the City are Christian churches and chapels. However, three synagogues were also recorded by the project. Of these, two pre-date 1900, with another built in the 1930s. Other than these, three mosques were also recorded.

The majority of religious sites date to the Industrial Revolution 2 Period (1836 to 1900) at 46% (68.13 Ha), followed by sites dating to the Inter War (1918 to 1939) Period at 13.6% (20.06 Ha) and then the Later Twentieth Century (1946 to 2000) at 33.6%.

Many of the borough's medium to large sized churches were built in the 19th century as part of urban and suburban expansion, forming an integral part of the built and social environment. Many of these were high status, ornate buildings of architectural significance. Within the immediate environment of many churches and chapels were associated features such as lych gates, graveyards, halls and presbyteries, all of which may themselves be of historical interest or architectural merit. Graveyards may contain unusual grave markers or fine sculpture. However, some chapels, particularly those built in the second half of the 19th and the early 20th century, occupied relatively small plots and did not have associated burial grounds or buildings.

Whilst many religious buildings are protected through listing, others are vulnerable to demolition but still form an important element of the urban landscape and should be sympathetically reused where they are no longer used for their original purpose. It is not unusual for urban chapels or churches to be reused as warehouses or for other commercial purposes or, more recently, as apartments; those in more rural settings may be particularly suitable for residential conversion.

Places of Worship by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Medieval Period 1066 to 1539	1	1.224	0.83
Post medieval Period 1540 to 1750	2	0.300	0.20
Industrial Revolution 1: 1751 to 1835	12	5.511	3.73
Industrial Revolution 2: 1836 to 1900	105	68.127	46.05
Early Twentieth Century: 1901 to 1917	11	2.992	2.02
Inter War 1918 to 1939	46	20.057	13.56
Later Twentieth Century 1946 to 2000	70	49.725	33.61
Total	247	147.94	100%

Table 39 Current (2003) Place of Worship in Liverpool by Broad Period of origin.

Churches continued to be built in the 20th century. MHCP recorded about ten between the 1900 and 1939; a further thirty three dating to the second half of the 20th century. Many of the churches built in the post-war period are associated with the development of large scale housing estates and social housing.

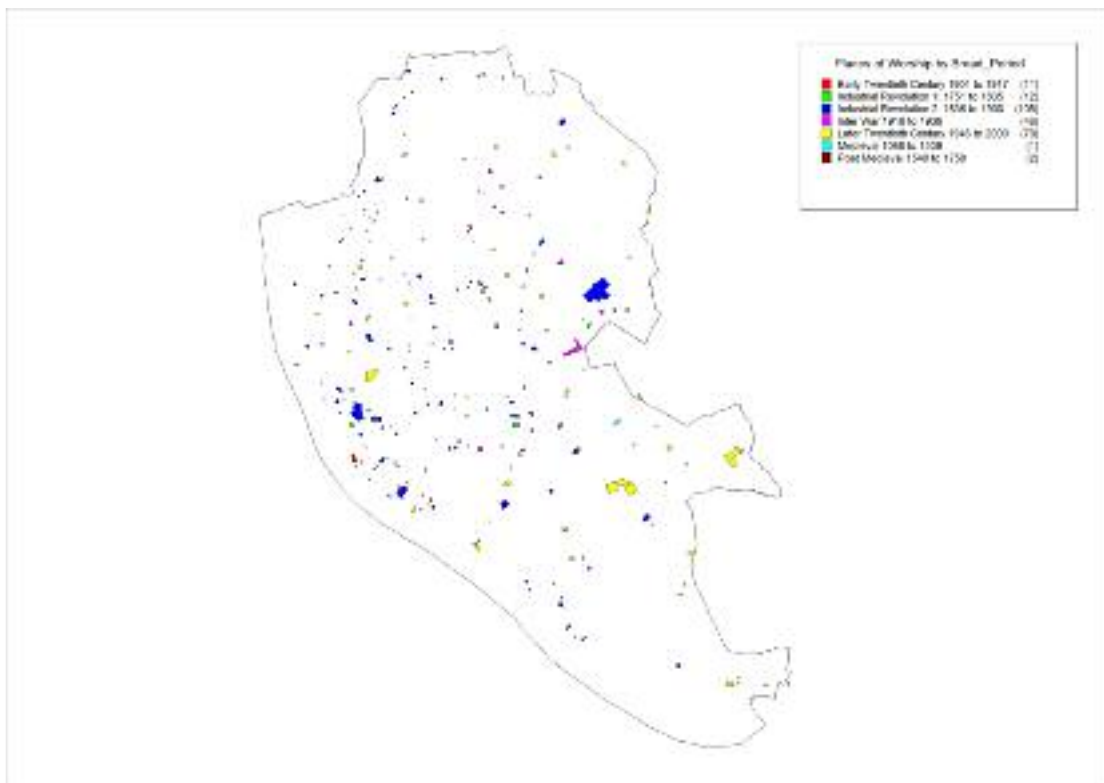


Figure 129 Current Place of Worship in Liverpool by Broad Period of origin
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Medieval Places of Worship

A single church was found to have Medieval origins – All Saints Church, Childwall.

Post-medieval Places of Worship

Only two churches were identified as having origins dating to the Post-medieval period. Nothing survives above ground to illustrate the architecture of the 17th century town, and only the Ancient Chapel of Toxteth in Park Road and Woolton Park Chapel are of 17th century origin.

At the foot of Park Road, on the corner of Ullet Road, is the Ancient Chapel of Toxteth (so called since the 1830s), the oldest ecclesiastical building in the City of Liverpool. Associated with Nonconformity from its earliest years, it was licensed as a Presbyterian meeting house in 1672, and is now Unitarian. Built some time between 1604 and 1618 to serve what was then an isolated rural area, it was altered and largely rebuilt in 1774, when the walls were heightened (Sharples, J. 2004).

18th Century Places of Worship

As Liverpool expanded in the 18th century, several ambitious churches were built, all since destroyed. In 1699 the town was made a parish, and the parish church of St Peter was erected (completed 1704). It stood in Church Street, at the corner of Church Alley. It served as pro-cathedral from 1880, and was demolished in 1922. In 1726-34 St George was built on the site of the castle (Derby Square). It was the chief work of the Dock engineer, Thomas Steers, and had a classical tower and spire. It was demolished in 1897, and the Queen Victoria monument now stands in its place. St Paul, in the centre of St Paul's Square, was an impressive domed church, demolished in 1932. St John, built in 1775-83 was demolished in 1898; its churchyard became St John's Gardens. The only 18th century church building remaining in the centre is the Roman Catholic church of St Peter, constructed in 1788 (Sharples, J. 2004).

Early to mid 19th Century Places of Worship

Of the many classical churches and Nonconformist chapels built in the first four decades of the 19th century, only a few remain. Many churches were lost through Inter War and post-war redevelopment of the city. Among the losses are St Michael

Upper Pitt Street; St Catherine Abercromby Square; the church of the School for the Blind; St Saviour Upper Huskisson Street; the Methodist Chapels in Stanhope Street; Mount Pleasant Presbyterian Church; Renshaw Street Unitarian Chapel; and Pembroke Baptists Chapel (Sharples, J. 2004). Apart from Foster's St Andrew, Rodney Street and his Oratory for St James Cemetery, the only survivors are Samuel Rowland's St Bride, Percy Street, Joseph Franklin's Great George Street Congregational Church and John Slater's St Patrick Roman Catholic Church at Park Place (Sharples, J. 2004).

Early Gothic Revival churches have also disappeared, but some interesting ones remain. These include Our Lady and St Nicholas, begun 1811 and St Luke, built by the Corporation in 1811-31. Only fragments of St Philip, Hardman Street remain, but St George, Everton and St Michael-in-the-Hamlet still stand, as does Broadbent's St Anthony Roman Catholic Church (1832-3) in Scotland Road (Sharples, J. 2004).

For religious buildings, Gothic is the norm from the mid 19th century onwards (Sharples, J. 2004). Roman Catholic Churches survive in greater numbers than those of other denominations. Mass immigration from famine-stricken Ireland in the 1840s swelled Liverpool's already large Catholic population, and many churches were built for them from the mid century - St Francis Xavier, Everton opened in 1848; St Alban in Athol Street in 1849; Notre Dame Convent in Mount Pleasant, 1865-7; St Vincent de Paul in James Street, 1856-7; and Our Lady of Reconciliation in Eldon Street, 1859-60 (Sharples, J. 2004).

Only two notable mid-Victorian Anglican Churches survive, both benefactions of the Horsfall family. Christ Church on Linnet Lane, 1867-71, by Culshaw and Sumners, has prominent fronts in two parallel streets. St Margaret's on Princes Road, 1868-9 was the centre of the High Church movement in Liverpool, and has an interior rich with mural painting and glass by Clayton and Bell (Sharples, J. 2004). The church belongs to an extraordinary cluster of religious buildings in the same street, which illustrate the cultural diversity of 19th century Liverpool: Henry Sumners's Greek Orthodox church of St Nicholas opened in 1870; the ruinous Welsh Presbyterian church by the brothers W. & G. Audley, opened in 1868; and the synagogue of 1871-4, by the Audley's again, which fuses Moorish and Gothic to sumptuous effect (Sharples, J. 2004).

In 1810, a small number of Greeks settled in Liverpool, they were too widespread to be called a community, but by 1846 a small community had developed mostly merchants and cotton traders operating from the port of Liverpool. For worship purposes they rented a spacious ground floor room in Sefton Park and they would travel to the Manchester church (consecrated in 1861) for the Great Feasts. George Michael Papayiannis, first president of the Greek community in Liverpool, called a meeting in 1863 to organise a building fund and loan for a church. Within an hour half the cost of the building was raised. The church which resulted – The Church of St Nicholas was the second purpose built Greek Orthodox Church in England. The architecture of the building is a typical example of the Byzantine style as used in many Eastern Greek Churches. A typical feature is the four domes of the building. Henry Summers, master builder, was commissioned to build the church. The Church was ready in 1870 and was dedicated to St. Nicholas, Patron Saint to all Seafarers. It was consecrated in 1871, in full Eastern rites, by His Grace the Archbishop of Syra and Tinos, Alexandros Lycourgos assisted by 6 priests. After a decline of the community in the first half of the 20th Century (due to emigration to the U.S, Australia and Europe) the congregation began to grow once more and Greeks, Cypriots, Armenian Serbs and Rumanians all came to worship at St. Nicholas.

Liverpool was the site of the first Jewish community to be established in the North of England. Following the foundation of the Liverpool Hebrew Philanthropic Society in 1811, it provided pioneer models for the evolution of Jewish charitable and educational institutions elsewhere in the country. Princes Road Synagogue, is a Grade 2 Listed Building, and was consecrated on 3rd September 1874, by the Chief Rabbi, Dr. Nathan Adler. The first provincial company of the Jewish Lad's Brigade was established in 1897, and the Liverpool Hebrew Day School, founded in 1904, was the first institution of its kind, combining a general secular education with training in modern Hebrew.

The former synagogue of 1856-7 in Hope Place, by Thomas Wylie, is much smaller and simpler than the Princes Road Synagogue (Sharples, J. 2004).

Later 19th to early 20th Century Places of Worship

Three exceptionally good Gothic revival churches were built in the affluent suburb of Sefton Park in the period 1880-90. First came J.L. Pearson's St Agnes, 1883-5, in the

style of the 13th century, red brick on the outside but stone within. A short distance away is the Roman Catholic church of St Clare, 1889-90, by Leonard Stokes. The nearby Unitarian Church of 1896-9 is rich in Arts-and-Crafts furnishings (Sharples, J. 2004).

8 Brougham Terrace was the first Mosque in England. The earliest indigenous Muslim community in the UK lived in Liverpool in the 1880s and to cater for their needs a mosque and Muslim Institute was established. The leader of the community was Sheikh Abdullah (William Henry) Quilliam, a local solicitor. A commemorative plaque was placed on the building in 1998 and efforts are underway to refurbish the building as a heritage Centre. The building does not have a separate MHCP record and has been incorporated into the current Commercial (Offices) MHCP SubType.

Liverpool became an Anglican diocese in 1880 (with the church of St Peter serving as pro-Cathedral), but not until 1904 did work start on building a cathedral. Even in a city where classicism was so deeply rooted, there was a prejudice in favour of Gothic as proper for a church, and George Gilbert Scott's competition-winning design of 1903 was chosen from an entirely winning Gothic shortlist. Completely redesigned in 1909-10 and revised a number of times before completion in the 1970s, Scott's cathedral is both the culmination of the 19th century Gothic Revival and a highly individualistic work of imagination (Sharples, J. 2004).



Figure 130 The Anglican Cathedral during construction, on the Ordnance Survey 25" map of Lancs. 1927.

(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Inter-War Places of Worship

Inter-War religious sites are found throughout the district, but many are found in direct association with large Interwar social housing estates, notably Norris Green, Wavertree, Speke and Dovecot. The largest site of this period is a religious college associated with a nearby Hebrew Cemetery at Knotty Ash. A synagogue of buff brick by Alfred E. Shennan, 1936-7, can be found on Greenbank Drive near Sefton Park. The building has faint echoes of Stockholm City Hall, with a galleried interior with Art Deco woodwork (Sharples, J. 2004).

The Roman Catholic Cathedral designed by Lutyens was begun in 1933. The crypt – the only part to be carried out – gives a sense of the stupendous scale intended and also of the style. The building was never completed due to interruption by World War two.

Post-War and Modern Places of Worship

In 1959 there was a decisive break with the past, when Lutyens's Roman Catholic Cathedral scheme was abandoned and the competition for a new design was announced. Frederick Gibberd's winning proposal, completed in 1967, is Liverpool's most important building from the second half of the 20th century, and one of international significance. The cathedral was built on the site of the former Liverpool Workhouse, and consists of a centralised plan, which is expressed, externally in the great conical roof, the radiating chapels in-between, and the circular lantern tower. Its distinctive shape adds a skyline counterpoint to Scott's Anglican Cathedral (Sharples, J. 2004).

The reworking of Inter-War social housing schemes (and the addition of new ones) added a range of new-built churches and chapels. The best building at the Speke estate is St Ambrose Roman Catholic Church on Heathgate Avenue by Weightman and Bullen, 1959-61 (Sharples, J. 2004).

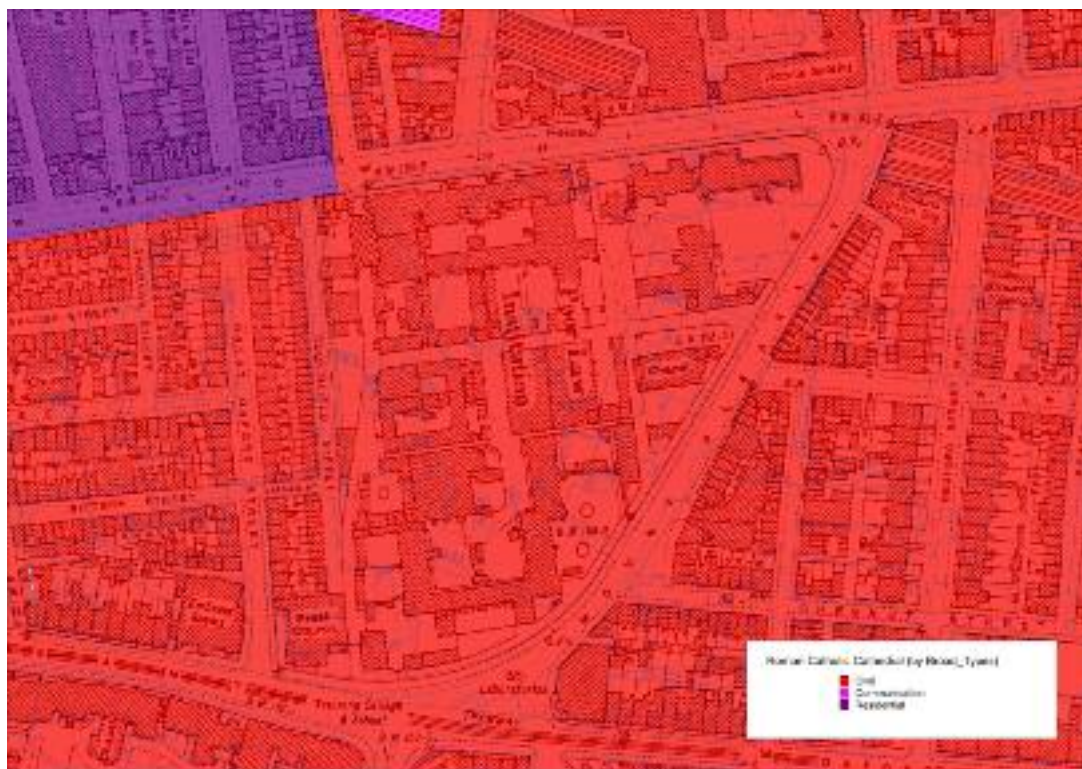


Figure 131 The site of the Roman Catholic Cathedral (blue line) overlain the site of the Poor Law Institution on the Ordnance Survey 25" map of Lancs. 1927. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

The Ar-Rahma Mosque is situated at 29 - 31 Hatherley Street. The foundation was laid in 1965 after the Liverpool Muslim Society was set up in 1953, with the late Sheikh Ali Hizzam as the Imam and President. Further extensions were added in 1979 and 1990. The mosque can now accommodate up to 1000 worshippers. No. 8 Cramond Avenue is the home of the Liverpool Mosque and Islamic Institute. Established in 1998 it caters for the needs of Muslims living in the South of the City. In addition to prayers and worship it provides Islamic education to Muslim children in an evening school.¹⁰⁷

¹⁰⁷ <http://www.liverpoolmuslimsociety.org.uk/> Liverpool Muslim Society web page accessed January 2010.

9.6.7 Police Station

The MHCP identified nineteen Current (2003) separate police stations representing around 1.6% (17.77 Ha) of the Civil MHCP type in Liverpool. They are found throughout the district, the older buildings located near the city centre or within historic settlement cores. More recent police stations are located within post-1945 housing estates. The majority of police stations (88.4% - 15.71 Ha) date to the Later Twentieth Century (1946 to 2000). Three buildings appear to pre-date 1900, with one of the earliest surviving examples on Hardman Street in central Liverpool. The two other pre-1900 examples occur to the northeast of Newsham Park, and another within the historic core of Woolton.

Police Station by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	3	1.19	6.69
Inter War 1918 to 1939	1	0.87	4.90
Later Twentieth Century 1946 to 2000	15	15.71	88.41
Total	19	17.77	100%

Table 40 Current (2003) Police Station in Liverpool by Broad Period of origin

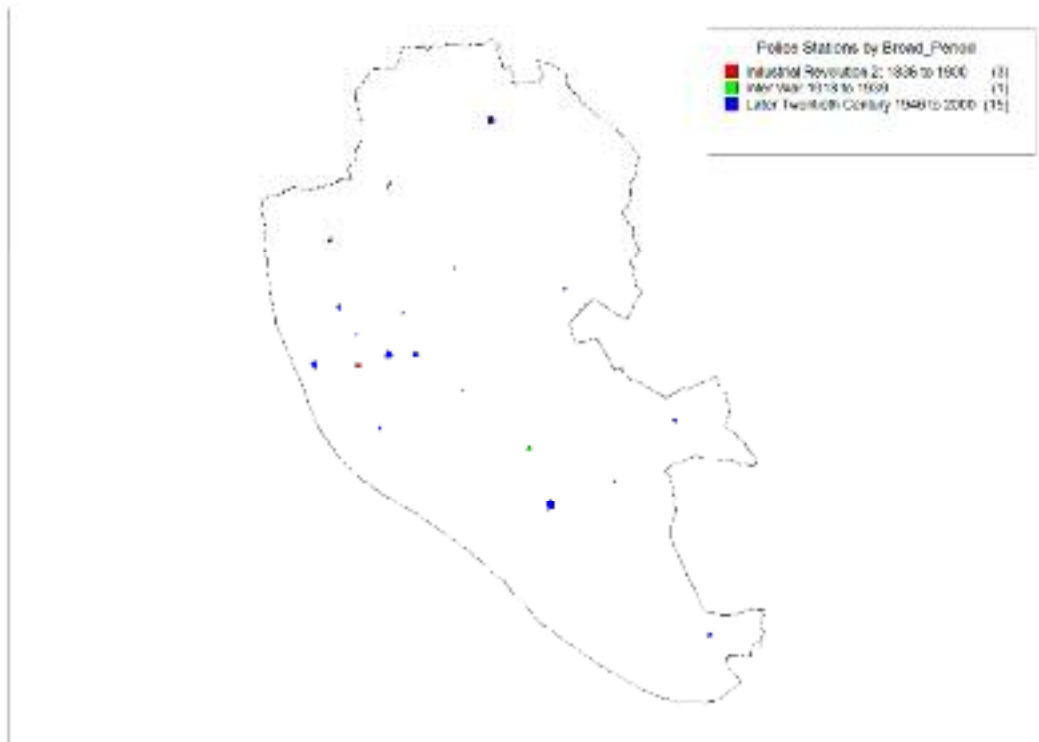


Figure 132 Current (2003) Police Station in Liverpool by Broad Period of origin.
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.6.8 Prison

Prisons represent just over 2% (22.54 Ha) of the total area of the Civil Broad Type in Liverpool. There are currently two HM Prisons in Liverpool - HMP Liverpool at Walton (9.61 Ha) and HM Prison Altcourse in Fazakerley (12.93 Ha).

Kirkdale Gaol, where executions formerly took place, stood near Kirkdale railway station. By 1892 the gaol was seriously overcrowded and a replacement was built at nearby Walton - most of its inmates having been transferred to Walton in 1890. Apparently, according to contemporary reports, they were simply marched along the road from one prison to the other. Kirkdale Gaol was demolished in 1897 to become recreation ground (the site has been recorded as a Recreational and Ornamental Broad Type).



Figure 133 Kirkdale Gaol depicted on the Ordnance Survey 6" First Edition map of Lancs. 1850 overlain the 2003 modern mapping. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

HM Prison Liverpool (formerly Walton Gaol) is a Category B/C local men's Prison, located in the Walton. The prison is operated by Her Majesty's Prison Service. Walton was Liverpool's second major prison and was built between 1850 - 1854. It was designed by Messrs. Charles Peirce and J. Weightman and constructed in Hornby Road, Liverpool with an initial capacity for 1,000 inmates. It took both male and female prisoners, who had been sentenced at the Liverpool Assizes, and was one of the largest and most modern prisons in England in its day. The prison was the site of 62 judicial executions, from 1887 to 1964. Currently, Liverpool is a local prison for remand and sentenced adult males in the Merseyside catchment area.¹⁰⁸



Figure 134 HM Prison Liverpool on the Ordnance Survey 25" map of Lancs. 1893. Note that for matters of security, the individual building details are omitted. This was a common practice on all (countrywide) maps until relatively recently. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

¹⁰⁸ www.hmprisonservice.gov.uk/prisoninformation/locateapison/ HM Prison Service web site. Accessed 16 December 2009

A small female penitentiary on the corner of Bedford Street and Faulkner Street was first characterised on the 1893 mapping, although this building appears to have gone by 1939.

HMP Altcourse was the first designed, constructed, managed and financed private prison in the UK. The decision to award G4S this contract was decreed in 1995, and the building commenced in partnership between G4S and Tarmac Construction. The prison opened its doors to prisoners on 1st December 1997. The prison employs a team of over 400. HMP Altcourse is a Category B prison receiving prisoners from the courts in Merseyside, Cheshire and North Wales.¹⁰⁹

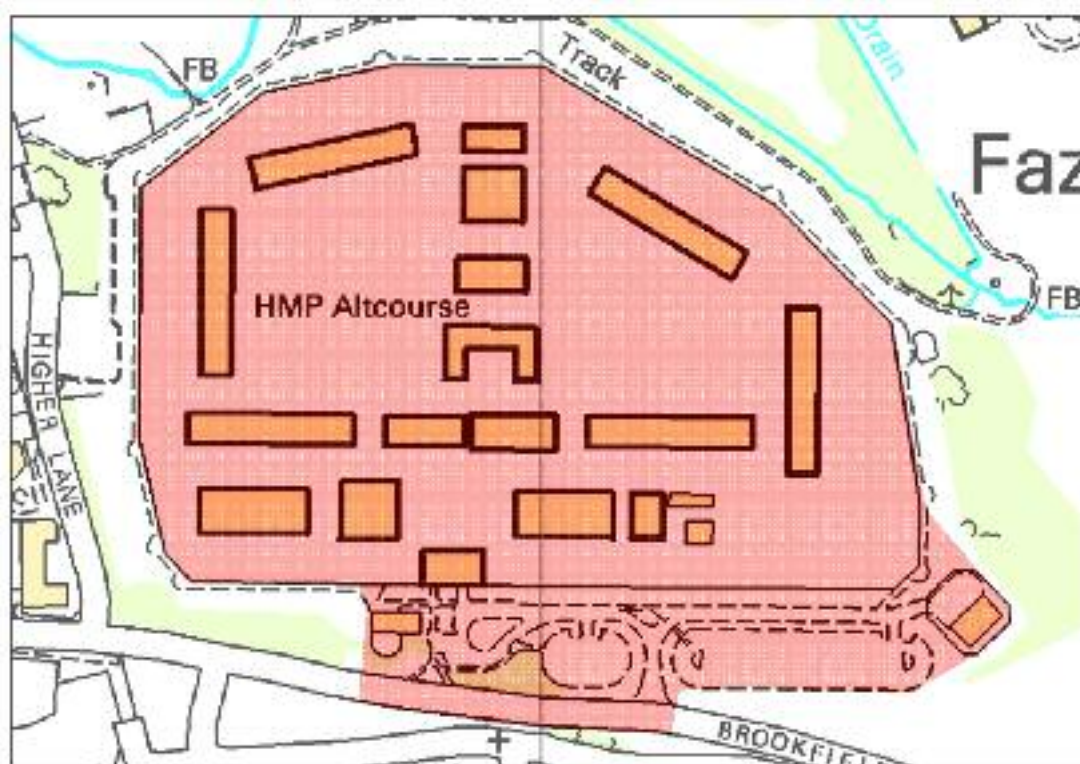


Figure 135 HM Prison Altcourse in Fazakerley on Current (2003) mapping.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

¹⁰⁹ www.hmpaltcourse.co.uk/ HMP Altcourse web site. Accessed 16 December 2009

9.6.9 Schools

Schools represent the greatest area of Civil land use in Liverpool. This is a product both of the large amounts of land taken up by outside space associated with some schools, and the large number of individual sites. Schools cover approximately 363 Ha, nearly 33% of the total area of Civil MHCP types in Liverpool. Schools can easily be identified on Current (2003) and historic mapping as they are usually named. In total 209 polygons were recorded for the MHCP schools Sub Type. There are currently 203 schools listed within the Liverpool Local Authority area (omitting private schools).

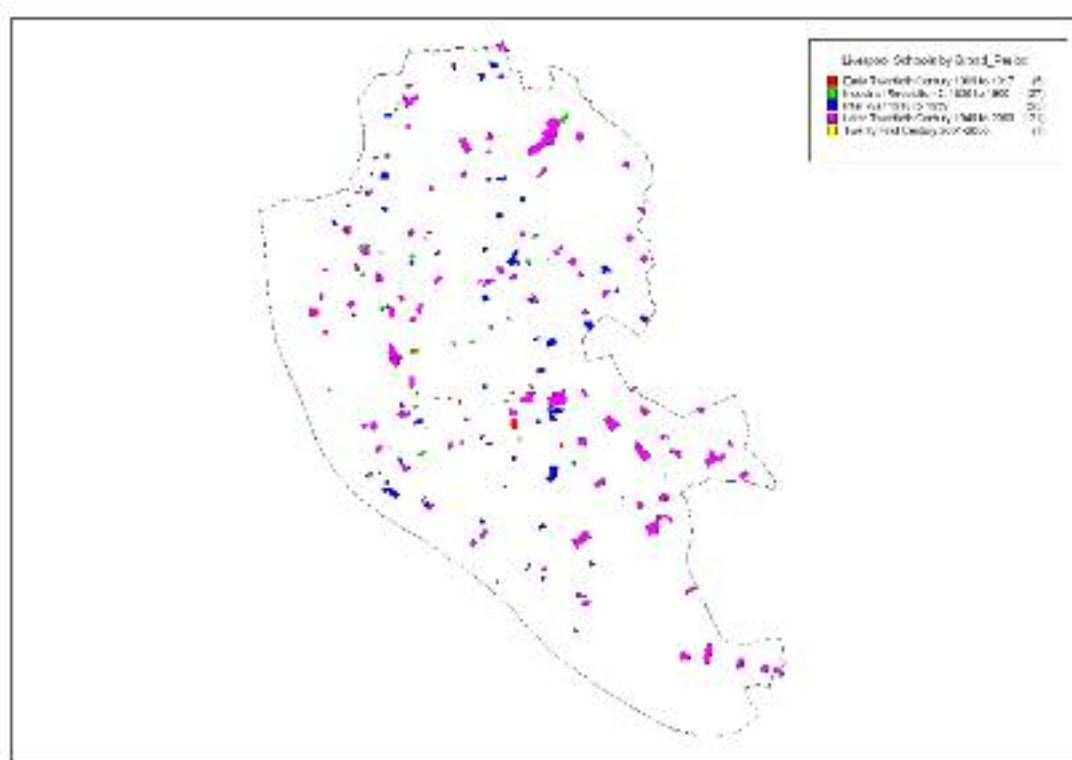


Figure 136 Current (2003) Schools in Liverpool by Broad Period of origin
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Education houses have been a part of the vernacular environment since the post-medieval period. Early examples were often founded by religious or charitable societies. In the mid- to late 19th century social welfare reforms led to an organised national system of education. The Second Reform Act of 1867 and Forster's Education Act of 1870 caused elementary schools to be built in areas where educational facilities were not provided. Contemporary colleges and institutions were also founded, with the intention of improving the skills of the labour force. Schools

associated with later 19th and early 20th century terraced houses tend to be small. Larger schools, often with extensive playing fields, were built in the 20th century. Extensive phases of school and college building activity occurred in both the interwar and post-war periods; many were built in association with suburban housing developments. The majority of schools were purpose built installations, yet some (such as Broughton Hall and St Edward's Catholic School at Sandfield Park) utilised the buildings and grounds of former elite (private estate) houses.

In general, the distribution of schools runs parallel to residential development in the district. Twenty-seven schools (polygons) were identified with pre-1900 origins, making up just over 4% of the total; the majority of these are located towards the central and northern parts of the district. 21% of the schools date to the Interwar period (1918 to 1939), with many of these located towards the central urban fringes within social housing estates. Around 78% (approximately 261 Ha) of the schools in Liverpool district date to the second half of the 20th century or the early 21st century, with most of these located towards the east fringes of the district (i.e. on the boundary with Knowsley and Sefton Districts).

Schools by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	27	15.88	4.38
Early Twentieth Century: 1901 to 1917	5	5.81	1.60
Inter War 1918 to 1939	55	78.27	21.58
Later Twentieth Century 1946 to 2000	121	260.80	71.90
Twenty First Century 2001 to 2050	1	1.96	0.54
Total	209	362.72	100%

Table 41 Current (2003) Schools in Liverpool by Broad Period of origin

The earliest record for a school in Liverpool is the founding of a Grammar School in 1522 by John Crosse on the South side of Dale Street. This was followed by another grammar school established by the Crosse family at Walton in 1543. The original building at Walton Grammar was replaced in the 1660s (which still stands today). Much Woolton School was established in 1610. The Liverpool Record Office currently holds plans for a building dated 1847 and the school is listed in Slater's 1859 Directory. The building ceased operating as a school in the mid to late 19th century.

Blue Coat School, originally founded in 1716, is one of the oldest established schools in Liverpool. Originally based in School Lane in the Centre of Liverpool, the Blue Coat Hospital School was founded in 1716 by Bryan Blundell to teach poor children to 'read, write and cast accounts'. The school moved to its current site in Wavertree in 1906, and the future Lord Leverhulme bought the original school building and saved it from demolition. The building, now an arts centre, is the oldest surviving building in central Liverpool and, at the time it was erected, by far the largest secular building in the town. Despite extensive alterations, extensions and reconstructions, the exterior retains its early 18th century appearance to a considerable degree. After bombing in 1941, a sensitive restoration was completed in 1951 (Pollard and Pevsner 2006). The building has been incorporated into the MHCP Commercial Core of the City.

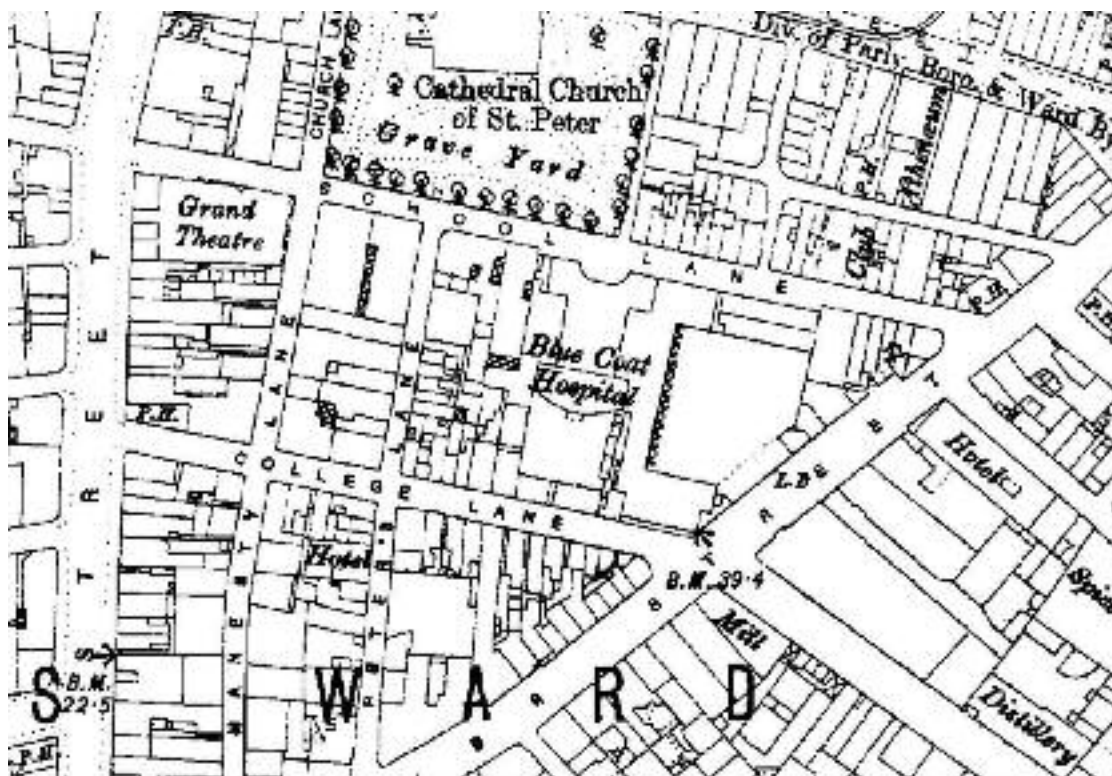


Figure 137 The Bluecoat Hospital school on Ordnance Survey 25" map of Lancs. 1893. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Elementary education began in Liverpool with the provision of a number of Sunday-schools for the poor, founded as the result of a town's meeting in 1784. These were rapidly followed by the institution of day-schools, provided either by various denominations or by endowment. The earliest of these schools were the Old Church School in Moorfields (1789), the Unitarian Schools in Mount Pleasant (1790) and Manesty Lane (1792), and the Wesleyan Brunswick School (1790). In 1823 there were thirty-two day-schools 'for the education of the poor' educating 7,441 children, of which 14 were Church Schools with 2,914 pupils, 2 Roman Catholic with 440 pupils, and 18 Nonconformist with 4,087 pupils. The number of schools largely increased between 1823 and 1870, so that there was no very serious deficiency of school places when, in 1870, education became universal and compulsory. When the school board began its work in Liverpool in 1871 there were already two public elementary schools, founded by the corporation in 1826, and transferred to the administration of the board; and the provision of school places in voluntary schools was above the average for England; but many new places had to be gradually provided by the erection of board schools.¹¹⁰

The Liverpool School for the Blind was founded by Edward Rushton (1756 - 1814) in 1791 and was the first such school in the country. The second building occupied by the school, from 1851 onwards, is a yellowing Bath stone neo-classical building on the south side of Hardman. The white Portland stone extension dates from 1932 and sits at the corner with Hope Street opposite the Philharmonic Dining Rooms. In 1959 the Blind School buildings in Hardman Street were taken over as the new headquarters of the Liverpool Constabulary (Sharples, J. 2004).

One of the oldest schools still standing is the Pleasant Street School, which was founded by the Benevolent Society of St Patrick in premises in Bolton St, as the Hibernian Free School. The school moved to Pleasant Street in 1818, was amalgamated with the Welsh Charity School, Russell Street in 1873 and St Columba's, Pleasant Street in 1894. By 1900, the average attendance was just over

¹¹⁰ www.british-history.ac.uk/report.aspx?compid=41377. British History on-line web page. Accessed 17 December 2009

700. A new building on the opposite side of Pleasant St was erected in the late 1999, while the old building is being refurbished.

At **Harrington School** in Stanhope Street a school for the poor was established in 1814. It was established by the Reverend John Yates for the education of the poor children of Toxteth Park, irrespective of their religion, supported by subscription. Transferred to the Board in 1877 and completely rebuilt in 1878. The school was enlarged and redeveloped a number of times during the final quarter of the 19th Century. In 1903 there were rooftop and basement playgrounds, a cookery room, plunge bath, art room and a room which was to be fitted up as a chemical laboratory.

The Liverpool Institute High School for Boys was an all-boys grammar school. The school had its origins in 1825 but occupied different premises while the money was found to build a dedicated building on Mount Street. The Institute was first known as the Liverpool Mechanics' School of Arts. In 1832 the name was shortened to the Liverpool Mechanics' Institution. In 1905 the Liverpool City Council took over the management of the secondary schools when the LI Board of Governors presented the school and assets to the City. From then until its closure in 1985, the school was formally known as *The Liverpool Institute High School for Boys*.

In 1985 the school was closed by Liverpool Council after two decades of contention, political dispute and very little upkeep of the building fabric. After the school's closure in 1985 Sir Paul McCartney was determined to save the building and replace the school with another type of educational institute - a 'fame school' - to assist students of the dramatic arts. Liverpool Council, which remains the controller of the Liverpool Institute Trust established in 1905, agreed to allow LIPA use of the building under a lease which continues to preserve its future for educational purposes. Under McCartney's sponsorship and financial assistance, the building was rebuilt entirely behind its old facade, preserving only the entrance corridor and school hall, and re-opened in 1996 under the name of its new occupants, the Liverpool Institute for

Performing Arts (LIPA). This all-new institute is currently affiliated with Liverpool John Moores University.¹¹¹

Liverpool College was the first to be founded among the many public schools established in the Victorian Era. On the 22 October 1840 the foundation stone of the original building was laid by Edward Smith-Stanley, 14th Earl of Derby K.G, the first patron of the College. A group of Christian Liverpool citizens then began the building of a school where education might be combined with 'sound religious knowledge'. The original building in Shaw Street (now apartments) was designed by Mr. Harvey Lonsdale Elmes, and was erected at a cost of £35,000. The College(for boys) was opened on 6th January 1843 by the Right Hon. William Ewart Gladstone (afterwards four time Prime Minister of the United Kingdom) and distinguished son of Liverpool, showed his interest in the College by delivering a second great speech in the hall on founders' day in 1857

At the time of its opening the College consisted of 3 institutions – Upper, Middle and Lower Schools, all for the education of boys. The Liverpool College for Girls on Grove Street was established in 1856. The Liverpool College for Girls, popularly known as Huyton College, was started in 1894 and intended to be parallel to the Boys Upper School. The Liverpool College Preparatory School at Fairfield was also founded in 1898. The Council of Liverpool College was therefore one of the most important governing bodies in the kingdom, with 6 schools under its control. Liverpool College has occupied 3 Sites since its foundation in 1840, which is unusual for a public school.

The Upper School of what was then officially called 'Liverpool College' (since 1863), was moved from Shaw Street to Lodge Lane, Sefton Park in 1884. The first instance of a site in Mossley Hill was in 1896 where several acres were purchased as playing fields with the present pavilion being built in 1905. The original Shaw Street building was sold to the Liverpool Corporation in 1907, and the masters and boys of the

¹¹¹ www.lipa.ac.uk/content/AboutUs/HistoryHeritage.aspx LIPA web page accessed 14th December 2009

Middle and Lower schools remained to form the Liverpool Collegiate School. From 1917-36 more land and buildings were purchased at the Site in Mossley Hill.¹¹²

The College has held land on the present 26 acre (105,000 m²) site since 1896. In 1993 the Liverpool College for Girls (Huyton College) merged with Liverpool College making it a co-educational day school.

St Francis Xavier's College was founded in 1842 in association with Stonyhurst College in Lancashire. They first occupied the premises at 36 Soho Street with a total of two pupils. A year later, the college moved to St Anne Street where it stayed until 1845. In 1877 a new college building was erected on Salisbury Street. In 1961 the college was transferred as a grammar school to its present twenty-six acre site at High Lee, Woolton where it has remained until this day. For many years a Lower School site for Years 7, 8 and 9 was located on Queens Drive in Childwall, in recent years the Lower School was re-sited with the Upper School at High Lee. In 1990 SFX opted out of local authority control, becoming a grant-maintained school. The college was granted Technology College status from April 1996. In September 1999 it became a Foundation School. In 1992 the college became co-educational in the sixth form and in September 2000 the De La Mennais 6th Form Centre was opened (Heery, P. 2002).

Broughton Hall High School - Broughton Hall was built in 1860 for Gustavus C. Schaube of Hamburg, a prominent Liverpool merchant, the conservatory was added between 1870 and 1880. At a dinner in 1868 Schaube entertained Thomas Henry Ismay and a Mr Wolfe, Schaube's nephew. Over a game of billiards it was agreed that if Ismay agreed to have ships built by Harland & Wolfe then Schaube would finance a company called the Oceanic Steam Navigation Company, which latterly became the White Star Line and then the Cunard White Star, a very famous shipping line out of Liverpool. Broughton Hall High School was founded in 1928 under the Trusteeship of the Sisters of Mercy. As the school was developed in future years, teaching at the

¹¹² www.liverpoolcollege.org.uk Liverpool College web site accessed 14th December 2009

convent became less frequent until teaching was moved completely to the new school buildings. The convent is still home to the Sisters of Mercy.¹¹³

The original **St Edward's College** had been established as a boarding school in 1848 in a large mansion called St Domingo House; named after the Isle of San Domingo, where one George Campbell, a privateer and subsequently Mayor of Liverpool, had captured a rich prize. The change of name from the Catholic Institute to St. Edward's College was fairly unpopular, especially amongst former pupils who had lost friends during the First World War. To this day, the Association of former pupils is called the CIEA (Catholic Institute Edwardian Association). The school was boys only until 1982, when girls were admitted into the 6th form. By September 1995 the school was completely co-educational. The school relocated from St. Domingo Road, Everton to Sandfield Park, West Derby on 19 September 1938. The site at Sandfield Park consisted of two Victorian mansions, Runnymede and St. Clare's, each of which had substantial grounds. Runnymede became a preparatory school, whilst St. Clare's became the home of the Congregation of Christian Brothers teaching at the school. The school continued to grow and the turn of the century saw the complete refurbishment of one of the original properties, St Clare's, into the new Upper School Centre.¹¹⁴

St Margaret's Church of England School was school opened in 1879 by the parish dignitary and MP for West Toxteth, Mr TB Royden. The school began as a Higher Grade School and after the 1918 Education Act; St. Margaret's was recognised as a Central School with a selective intake based on a competitive examination. After the 1944 Education Act, the school was restyled 'St. Margaret's Church of England Secondary Technical Commercial School' and during the 1950s courses leading to the GCE 'O' Level and 'A' Level examinations were established. In 1963 the school moved from Anfield to Aigburth and in 1980 enlarged to a four-form entry

¹¹³ www.broughtonhall.com/schoolorg.shtml Accessed 14th December 2009

¹¹⁴ www.st-edwards.co.uk/prospectus/history.html St Edwards school web page accessed 14 December 2009

comprehensive school for students from 11 to 18 years of age and this was the year that the school had their first intake of girl students.¹¹⁵

St. Margaret's is a Voluntary-Aided, Church of England High School and was awarded Technology College status in 1997, and Specialist Language College status in 2008. The school increased its intake to five-form entry in September 1998. In recent years, three major building developments, the Technology Suite, Sixth Form Centre and the Humanities and Administration Suite have considerably improved the school's teaching and administration facilities. The new Cricket and Sports Centre opened in 2006.¹¹⁶

St Hilda's on Croxteth Drive is one of the oldest schools in Liverpool (on one continuous site), establishing in 1894 by Emily 'Mother Emily' Ayckbaum and within ten years primary focusing in the education of girls. Mother Emily's strong views on Christianity incorporated some of the strong beliefs in the school today and still remain as parts of the school. The school, known as 'Arundel Central School' was moved to the edge of Sefton Park and along with the move came a new name, 'St Hildas'. For ninety years, St Hilda's only had female head teachers until 1980.¹¹⁷

Calderstones School - developed from Quarry Bank High School which was founded in 1921, its first intake of 225 pupils was on 11 January 1922. The first headmaster of the school was R.F. Bailey and he formed the school on the principles of public school houses. Subsequently the first year boys' house was named Bailey. In 1967 Quarry Bank High boy's school merged with neighbouring Calder High School (girl's school) and nearby Morrison School and adopted the name **Quarry Bank Comprehensive School**. In 1985 "QB" merged with Aigburth Vale High School, which left the school operating at four discrete locations and with 1800 pupils; it was also then that it adopted its current name. In 1989 the school retained only the original Calder House

¹¹⁵ www.stmargaretshigh.com/history.html St Margaret's High School web page accessed 14 December 2009

¹¹⁶ Ibid

¹¹⁷ www.st-hildas.com St Hilda's school web page accessed 14th December 2009

and Quarry Bank estates. A new building to replace the old Morrison Wing site was built within the existing school site. The old Morrison Wing is now home to a supermarket on Mather Avenue in Allerton. Aigburth Vale High School also no longer exists and is now home to a number of private apartments.¹¹⁸

Liverpool is home to a Jewish faith-based Secondary school, the **King David School** located on Childwall Road. Founded in 1954, it embraces all faiths and is specialist humanities college and mixed Jewish Orthodox secondary school. The Jewish community originally had a school in the city on the corner of Hope Place and Pilgrim Street (now part of the Unity theatre).¹¹⁹

¹¹⁸ www.calderstones.co.uk/history.html Calderstones School web site accessed 14th December 2009

¹¹⁹ www.kingdavisliverpool.co.uk King David School web page accessed 2009

9.7 Commercial Broad Type

There are currently 638.58 Ha of land assigned to the Commercial Broad Type, representing 5% of the Liverpool total. Many of the commercial MHCP types share characteristics such as the scale of buildings and sites and the types of locations in which they are generally to be found, and can be grouped together. Commercial activity is dominated by the Commercial Retail (37.6% - 239.81 Ha) and Office (21.6% - 138.1 Ha) sectors. If the Commercial Office and Office Sub Types are combined, they make up 34.12% of the city, many of which are contained within the central business district (the old commercial core). The commercial core (as a separate entity) constitutes 9% of the overall Commercial Broad Type in Liverpool.

The Commercial Broad Type is distributed throughout the city, with Commercial Offices concentrated in the central commercial business district, alongside many retail outlets. Many office blocks, including civic offices, can be found in the central and southern parts of the city. The oldest offices and retail buildings are concentrated in the central business district and in the historic cores. A concentration of modern Commercial Core (Retail) buildings can be found to the east (Belle Vale Park) and to the south of the city (Estuary and Triumph Trading Parks). Business Parks are found in Wavertree and on the coast at Brunswick Docks. Retail Parks are found in the outskirts of the city. The distribution of modern commercial outlets is directly related to current communication routes.

Commercial Sub Type	Number of Polygons	Area (Hectares)	Percentage
Business Park	6	53.71	8.41
Commercial Core	25	58.59	9.18
Commercial Core (Office)	13	79.74	12.49
Commercial Core (Retail)	153	239.81	37.55
Office	110	138.10	21.63
Retail Park	14	68.64	10.75
Totals	321	638.58	100%

Table 42 Current (2003) Commercial Sub Type in Liverpool

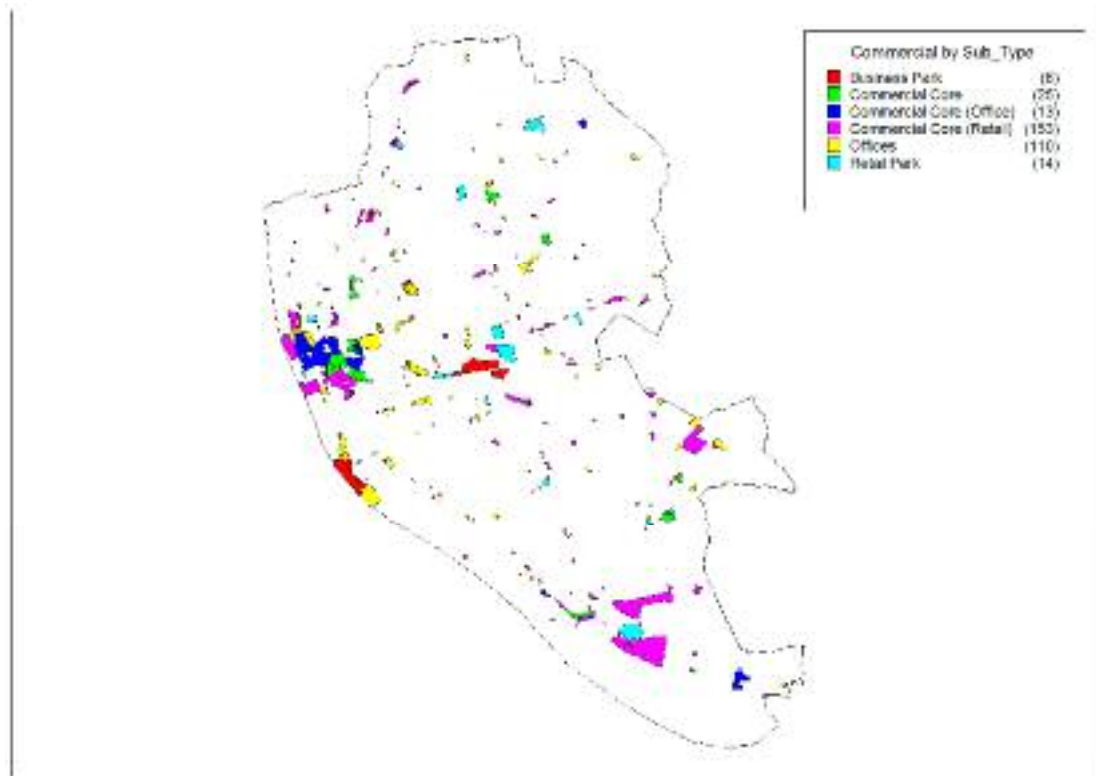


Figure 138 Current (2003) Commercial Sub Type in Liverpool
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The vast majority of the commercial Broad Type dates to the later twentieth century - approximately 80% (513.43 Ha) belonging to this period. Later 20th century developments tend to be medium to large in size (on average 2.24 Ha). Earlier, pre-1900, commercial sites are comparatively small (1.79 Ha).

Commercial by Broad Period	Number of Polygons	Area (Hectares)	Percentage
Industrial Revolution 1: 1751 to 1835	2	3.97	0.62
Industrial Revolution 2: 1836 to 1900	57	101.50	15.90
Early Twentieth Century 1901 to 1917	2	0.70	0.11
Inter War 1918 to 1939	29	18.97	2.97
Later Twentieth Century 1946 to 2000	227	509.20	79.74
Twenty-First Century 1001 to 2050	4	4.23	0.66
Totals	321	638.58	100%

Table 43 Current (2003) Commercial in Liverpool by Broad Period of origin

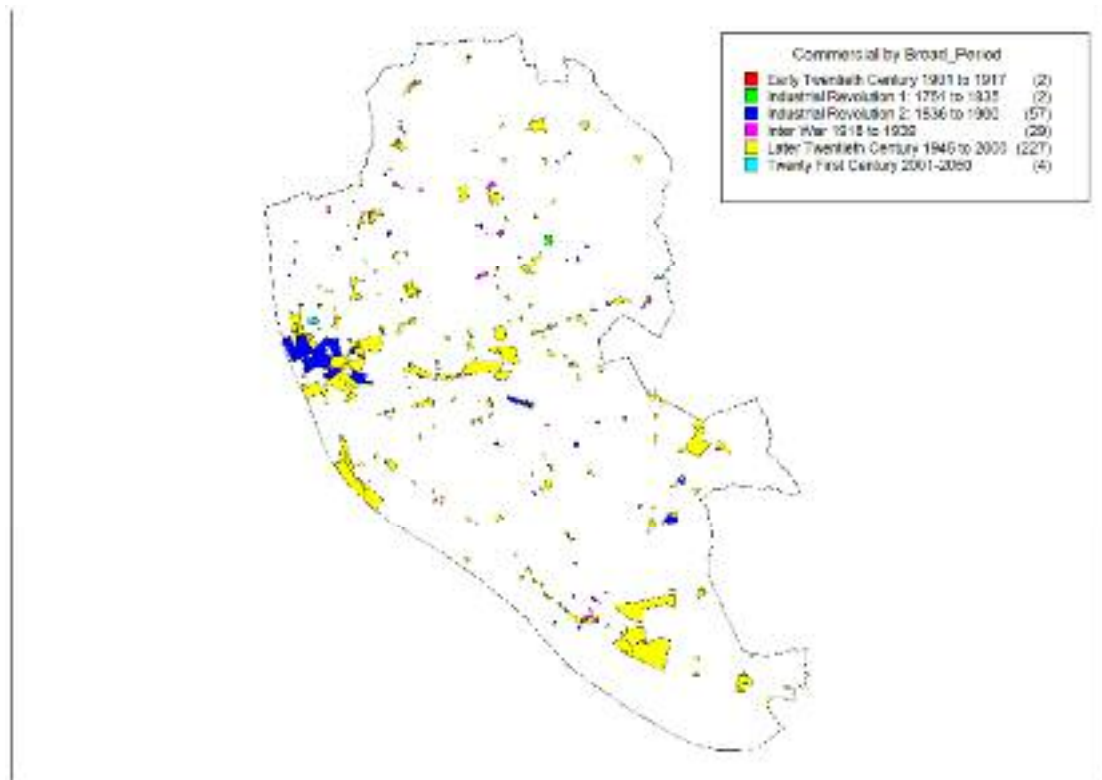


Figure 139 Current (2003) Commercial in Liverpool by Broad Period of origin. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage).

Commercial buildings range from small corner shops to huge department stores, from corner pubs to Victorian 'gin palaces', from simple offices to huge speculative office blocks. The categories in this guide cover buildings for the face to face buying and selling of goods or services by providers to the general public: shops and stores, market halls and exchanges; hotels, restaurants, inns and pubs; and banks. Offices and chambers, although less public, are most conveniently covered here.

Warehouses are dealt with in the Industrial Broad Type, although the term is sometimes used to describe rooms or buildings to store goods just before being displayed and sold in shops, its wider use is adopted in these guides to describe large-scale wholesale storage facilities.

Most commercial buildings post-date 1840. Many building types - offices, pubs, shopping arcades, department stores, and hotels - are largely nineteenth-century creations. Victorian and Edwardian commercial buildings have transformed our townscapes and gave many English town centres their distinctive character. Shops and pubs can also play a particular role in enlivening residential districts too.

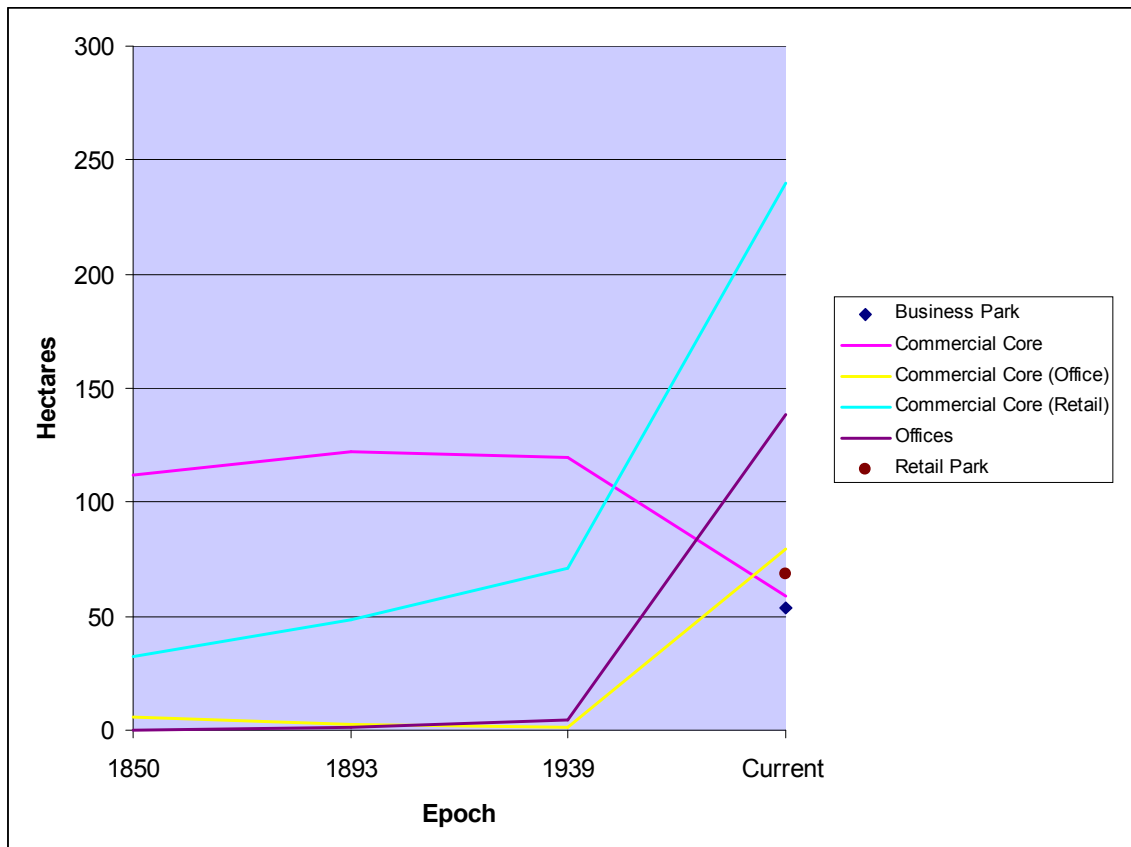


Figure 140 Graphical Representation of Liverpool Commercial Sub Type through time

Liverpool Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Business Park	0	0	0	53.71
Commercial Core	111.61	122.44	119.38	58.59
Commercial Core (Office)	6.07	2.48	1.52	79.74
Commercial Core (Retail)	32.64	48.46	70.88	239.81
Offices	0.3	1.27	4.38	138.1
Retail Park	0	0	0	68.64

Table 44 Liverpool Commercial Sub Type through time

9.7.1 Business Park

Business Parks and distribution centres represent 8.41% (53.71 Ha) of the Commercial Broad Type in Liverpool. Physically they are closely linked with industrial areas, and are purely a later twentieth century creation. The largest is located at Wavertree Technology Park and Sandown Park, on land formerly railway sidings of the London and North Western Railway (L & NWR). The site generally comprises medium to large-scale buildings, sheds or warehouses with associated yards, bays and car parks. It was possible to identify distribution centres, warehousing and other storage facilities by noticing the presence of lorry bays and cargo container yards on aerial photographs.



Figure 141 Current (2003) Wavertree Technology Park and Sandown Business Park.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage).

A second Business Park is located on the Mersey riverfront, on the site of the former Toxteth and Harrington Docks at Brunswick. The new development is located alongside new retail outlets, offices and housing developments.



Figure 142 Current (2003) Brunswick Business Park, Liverpool.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage).

9.7.2 Commercial Core

Commercial Core represents just over 9% (58.6 Ha) of the Commercial Broad Type in Liverpool. The category comprises commercial establishments at the heart of the social landscape, forming the commercial core of urban centres. Typically such areas comprise streets containing a mix of buildings originating in different periods (dating from at least the mid-19th century onwards), with markets, shopping precincts, a variety of retail outlets, and businesses including banks, post offices and public houses. There is also a great deal of overlap with two other Commercial Sub Types - Commercial Core (Retail) and Commercial Core (Office). The three Commercial Core Sub Types could be combined, to provide a 'general' view of commercial activity within urban cores

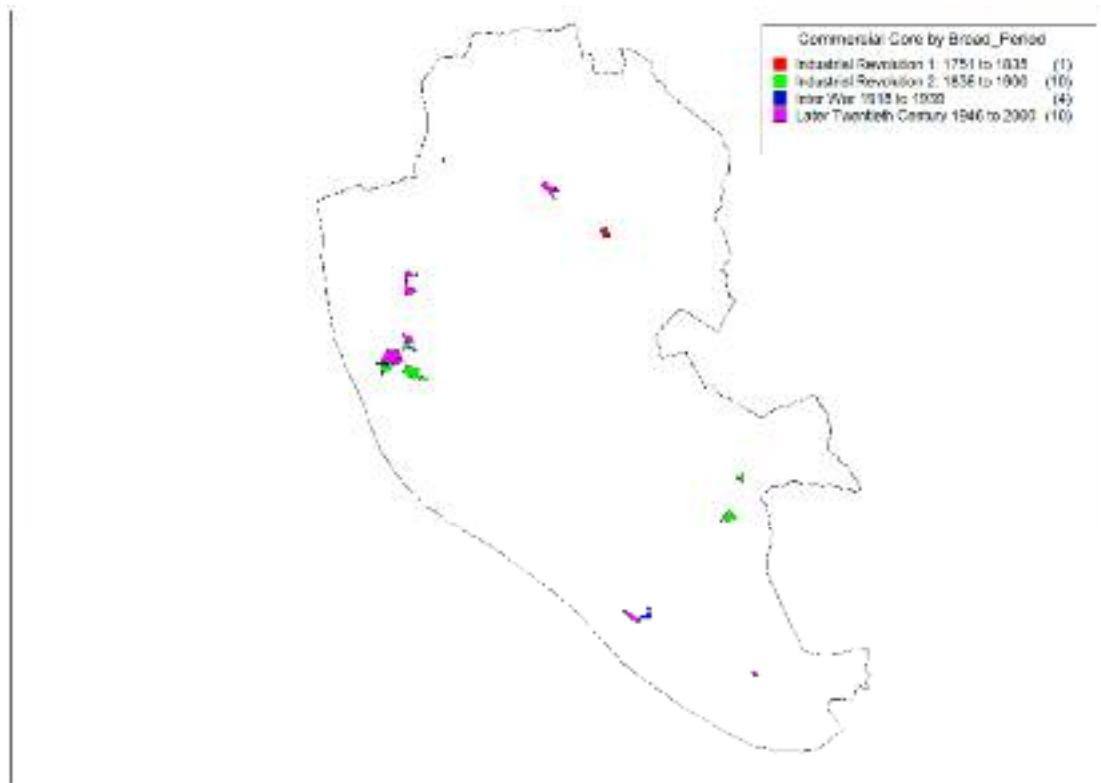


Figure 143 Current (2003) Commercial Core in Liverpool by Broad Period of origin
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Nine separate Commercial Cores were identified, corresponding to the established historic settlement cores - Walton-on-the-Hill, West Derby, Everton, Gateacre, Woolton (as Much Woolton), Garston, Speke and Liverpool. The oldest, separately

identified core is West Derby. Expansion of Liverpool throughout the 19th and 20th centuries has consumed all of these smaller cores, although many of them retain a distinct (and separate) identity. The most recent commercial core is located within the social housing estate at Norris Green. Many of the sites were established on or near well-established communication routes (particularly railway lines). This is to be expected, and is compatible to results from residential and historic core data.

Many commercial urban cores still retain substantial elements of the Georgian and Victorian high street, which contribute greatly to historic character. Buildings of the 19th and early 20th centuries were often ornately decorated; the surviving Georgian and Victorian buildings in central Liverpool are a good example.

Liverpool developed an infrastructure of commercial offices, banks and exchanges to support its trading activities. The commercial centre of Liverpool contains a fabulous assemblage of predominantly 19th century buildings, built to service the needs of Liverpool as well as to impress its clients and competitors. The commercial core equates roughly to the boundary of the medieval town of Liverpool. At its heart stands Exchange Flags, on which most commercial activity was focused during the period of prosperity and expansion. Commercial buildings are focused around Castle Street, Dale Street, Water Street, Old Hall Street and Victoria Street – the first four are of ancient origin, though they were widened in the 18th and early 19th centuries; the last dates only from the 1860s. The streets contain the most important commercial premises, subsidiary thoroughfares, often very narrow, are lined by warehouses, workshops and more functional building types. The variety in the Commercial Centre's architecture stems from the 18th and 19th century European tradition of appropriating and adapting 'exotic' styles in architecture and reflects the many cultures that Liverpool came into contact with. The site includes buildings modeled on the temples of Ancient Greece, Venetian Palaces, French Chateaux, Eastern architecture, early American skyscrapers and medieval cathedrals. This ensemble is one of the finest examples of this tradition surviving in the world (Liverpool City Council, 2003).

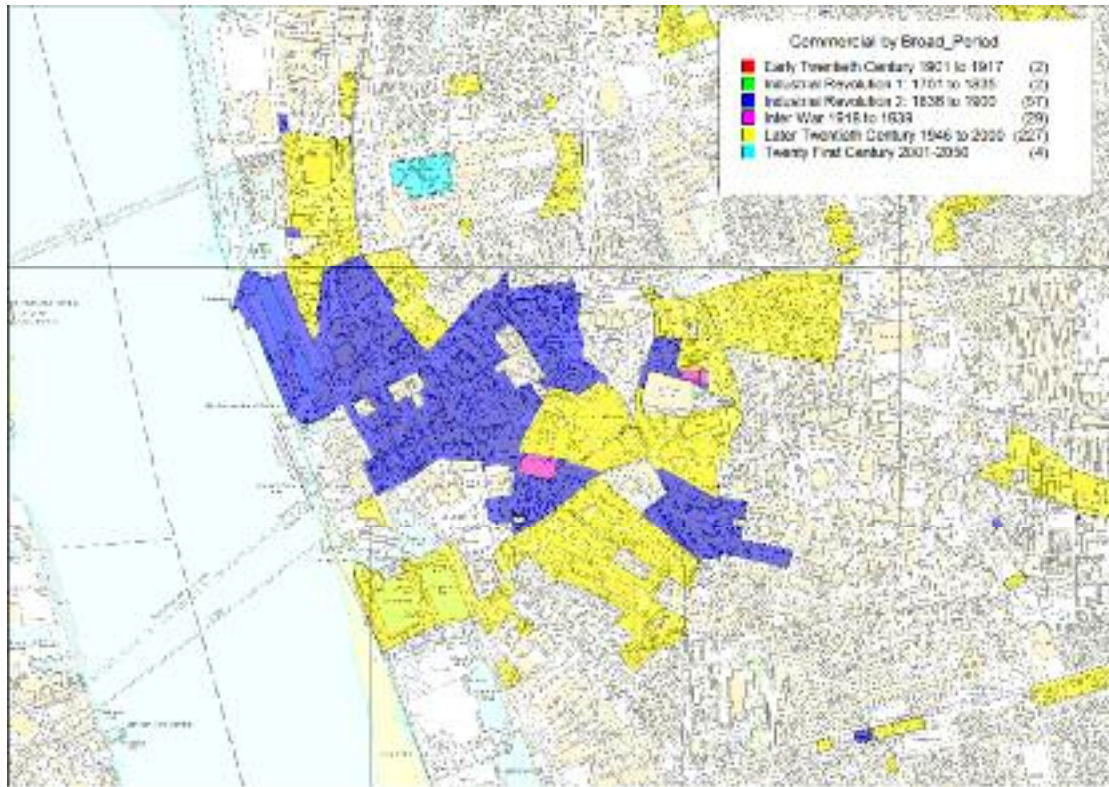


Figure 144 Current (2003) Commercial Core in Liverpool city centre by Broad Period of origin. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage).

9.7.1 Commercial Core (Office)

9.7.2 Offices

The Commercial Core (Office) and Office Sub Types, when combined, make up just over 34% (217.84 Ha) of the Commercial Broad Type in Liverpool. The Commercial Core (Office) and Offices Sub Types include buildings of a civil, commercial or privately owned / operated nature (no distinction between office use could be made).

The Commercial Core (Offices) Sub Type comprises buildings within the urban core of the City of Liverpool, and outlying urban cores within historic cores. The Sub Type contains a range of public and private offices, with the largest block (50.53 Ha) dating to the Industrial Revolution 2 (1836 to 1900). Although the form of these buildings may have changed over time, their function remains essentially the same. The Sub Type also contains a range of later twentieth century buildings in the City Centre, adjacent to the earlier pre-1900 block. Many of these late twentieth century buildings are conversions from previously housing or industrial stock.

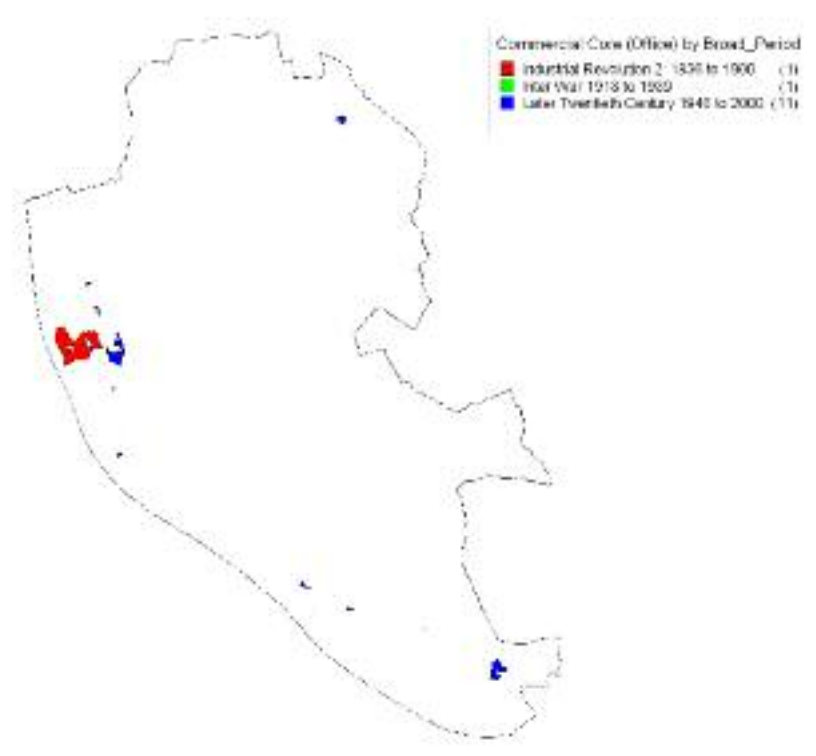


Figure 145 Current (2003) Commercial Core (Office) in Liverpool by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage).

The Office Sub Type is more general, comprising modern twentieth century developments with few earlier buildings. The Sub Type is found throughout the district, with no notable concentrations.

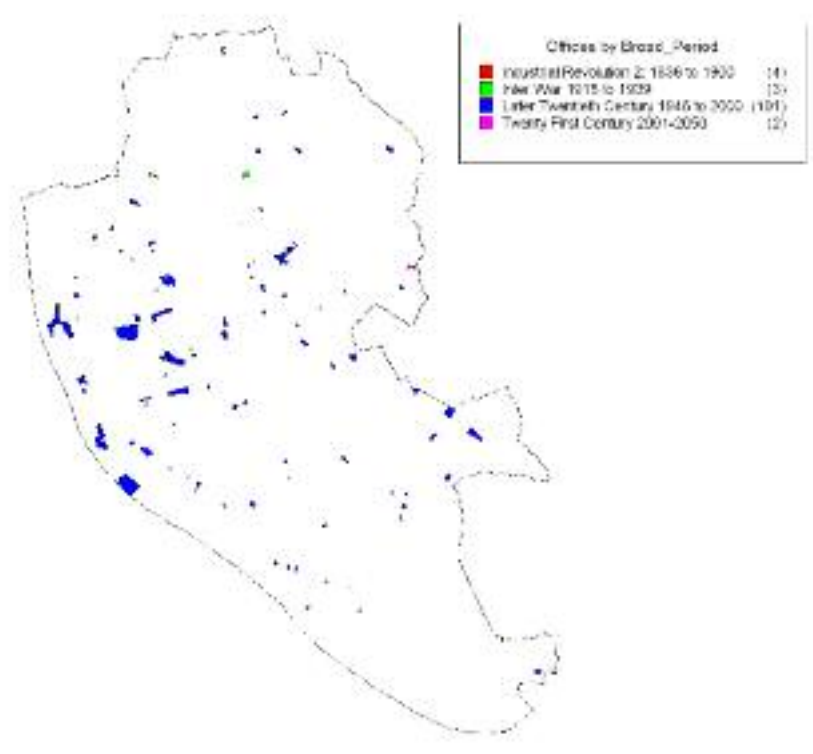


Figure 146 Current (2003) Offices in Liverpool by Broad Period of origin (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage).

Private or speculative offices are a development of the Victorian age and bespoke premises for the sole conducting of business do not feature in the Georgian period. Eighteenth century Liverpool was a compact settlement of private houses, warehouses and shops. At first the traders used a part of their house or warehouse for accounting and administration, but this practice began to change with the rapid increase in business and trade. Some private houses were converted to offices, but soon these became inadequate and new purpose-built premises were erected¹.

The nucleus of the business district was the Exchange which first opened in 1808. Proximity to the Exchange was essential for successful trade, which depended on rapid transfer of information as well as exchange of contracts and bills, and values

rose and fell in proportion to their distance from this centre. A compact layout with tall buildings therefore developed, with expansion being upwards rather than outwards (English Heritage, April 2011).

The earliest surviving purpose-designed office buildings in Liverpool are probably those on the west side of North John Street, such as Harrington Chambers, Marldon Chambers and Clarence Building, dating from the 1820s, part of a large-scale street widening project affecting Lord Street and Dale Street. This was followed by the erection of Brunswick Buildings, a handsome office block in the palazzo-style just off Castle Street in 1842.

Offices comprise a new kind of building type during the Victorian period, reflecting the enormous growth in Britain's domestic and foreign business. The great merchant cities of Liverpool and Manchester, Bristol, London and Newcastle retain outstanding examples. As the middle classes moved out to fast-growing suburbs, older houses in the centres of cities came up for redevelopment. Ground plots were expensive to acquire, so building heights increased to accommodate more letting space. From mid-century, these combined offices of varying ranks, meeting rooms, fire-proof strong rooms; all placed within impressively treated exteriors, often classical, or Italianate, and gave an appearance of dependable dignity (English Heritage, April 2011).

Many combined ground floor offices or banks, with offices on the upper floors. Commercial pressures brought about important innovations in plan and structure. Packing as many offices as possible into a multi-storeyed building often set on an awkward site posed problems of lighting and ventilation which were solved by the introduction of small central light-wells clad with reflective white tiles. Internal glazed partitions enabled this light to be freely borrowed (as well as facilitating supervision of the clerks). Fully iron-framed office buildings appeared in Liverpool in the 1860s: Oriel Chambers (1864) and 16 Cook Street (1866), both by Peter Ellis, are remarkable in their dramatic use of iron and glass construction (English Heritage, April 2011).

One of Liverpool's most iconic buildings, the Littlewoods Building on Edge Lane, was built in 1938. The building was erected by John and Cecil Moores as the world headquarters of their newly established pools empire. After the pools company pulled out, the building housed Littlewoods printing works until its closure in 2003.

The former Mersey Match Factory (later the Bryant and May Match Factory) in Garston has recently been converted into office space and commercial units. Built in 1919-21, it was the first building made in Britain of flat-slab concrete construction (i.e. with beamless floor slabs). Designed by Mewes and Davis, the functional, linear and highly glazed elevation derived from Albert Kahn's 'daylight factories' was screen by a neo-Georgian frame (Pollard and Pevsner, 2006) The Bryant and May factory closed in 1994, lying dormant until Urban Splash (development company) revived the site, reopening it in 2003. The MHCP recorded the site as an Industrial (Industrial) Sub Type.

9.7.4 Commercial Core (Retail)

The earliest commercial buildings were banks. The oldest in the area to survive is Heywood's Bank of c.1800 in Brunswick Street, originally incorporating a bankers house. Banks were built in great numbers especially after the financial reforms of the 1840s. As with exchanges, the common formula is a grand entrance leading into a banking hall with offices off to the side. Italianate or Renaissance designs were the favoured idiom, with effort being concentrated on front elevations and public areas, above all the banking hall. Rear areas tend to be much more utilitarian, with increasingly sophisticated strongrooms; employees often lived above banks for security reasons. Savings banks such as the National Penny Bank Company catered for the less well off and their The former North and South Wales Bank in Derby Square by Edward Corbett of 1838-41 and the former Royal bank in Dale Street of 1837-39 by Samuel Rowland, other early examples, are both monumental buildings designed to demonstrate the banks' reliability and to secure the confidence of their customers. The Bank of England followed this trend with C.R. Cockerell's building in Castle Street of 1845-48. Premises tended to be smaller and less elaborate, but they remain important testaments to Victorian notions of self-help and thrift.

Twentieth-century banks retained their prominence on the high street, embodying solidity and respectability. Classical designs gave way to more contextual styles, with Neo-Georgian a particular favourite in the 1920s. Banking halls remained the principal spaces, with increasingly more sophisticated security vaults beyond. Strong American influence was felt in some of the larger banks, such as the richly finished Martin's Bank in Liverpool by Herbert Rowse of 1932. Post-war banks of note are very few in number: little has been needed, given the number of branches already existing, and given the rise of automated banking services (English Heritage, April 2011).

The earliest surviving complete shop fronts date from the mid eighteenth century as competition grew and the display of wares became ever more important in the expanding urban centres. Glazed shop fronts, first of all inserted into the ground floor of conventional houses, typically consisted of big windows with small panes, sometimes bowed, set between pilasters beneath a frieze or fascia; plinths, known as stall-risers, supported the display windows (English Heritage, April 2011).

Unfortunately, none of these early shop fronts remain in Liverpool.

Early Georgian shopfronts are relatively rare, but isolated examples can be found in many towns and cities throughout the United Kingdom. Late Georgian shop fronts are slightly more common. Retail became increasingly assertive from the late Georgian period, and the arrival of cast plate glass led to a wave of shop window replacement. After c.1840, the ground-floor shop, boasting attention-seeking displays sometimes lit by gas-light, was a standard feature of most high streets. A good example of a late-Georgian shop front can be found at 108 High Street, Wavertree. This kind of shop window must have been relatively common in Georgian Liverpool, but today this is the only surviving example. As a result this is a Grade II* ('two starred') Listed Building, along with the properties on either side which form part of the same block.

Purpose-built shops proliferated during the mid 19th century. Manufacturers such as I and J Taylor and SW Francis and Co offered wide ranges of standard designs which could be selected from catalogues. Many of the best-known varieties assumed their familiar guise at this time: butchers' shops with their slabs, decorated tiles and provision for hanging meat; tobacconists, and particularly chemists, with their shelves for jars; drapers, with their drawers and shelves for bolts of materials, their aerial communication systems and emphasis on mirrors and display windows; jewellers, with their screens and elaborate shelving. Lettering could be exuberant, and decoration grew in opulence. Ceramic enrichment was one of the particular contributions of the late nineteenth century to retail design and ranged in scale from tile panels in butchers' shops, to architectural schemes of great ambition (English Heritage, April 2011).

The variety of designs increased rapidly throughout the Victorian period, with the early appearance of cast iron, followed by brass- and bronze-clad timber around the middle of the century, with fine detailing often incorporating a stone or marble stall-riser without a sill. The shopping experience was taken further in the later Victorian period by the department store, which thrived on a growing well-heeled middle class able to get into town by means of the increasingly dense and efficient public transport network. Unlike Paris (where the department store was established), there were at first relatively few opportunities in most English towns and cities for retailers to accumulate the necessary consolidated blocks of high street property and many of the earliest examples went hand-in-hand with large-scale municipal redevelopments in the 1880s and '90s (English Heritage, April 2011).

The twentieth century saw the emergence of chain stores, W.H. Smiths, Montagu Burtons the tailors, and Boots the Chemists being amongst the best known. Each developed a distinctive brand identity through shop design. Some were mildly classical revival, others half-timbered vernacular revival in style; all aimed to be reassuring and enticing to the customer. On the 5th November 1909 the first Woolworths shop outside of the USA opened at 25-25a Church Street, Liverpool. Another store opened on London Road. However, the demand for Woolworth's goods soon outstripped the size of the original Liverpool stores and the chain took advantage of the demolition of St Peters Church on Church Street to build a large shop on the site, where it remained until its closure in 1983.

There are many Inter-War commercial buildings within the City of Liverpool. Water Street, in the business heart of Liverpool, has today an extra-ordinary North American character, with Herbert J Rowse's two great commercial buildings - the India Buildings of 1923-30 and Martin's Bank of 1932 - being of exceptional quality. The India Building currently serves as offices, but also has a tunnel-vaulted shopping arcade.

9.7.5 Retail Park

Retail Parks make up nearly 11% (68.64 Ha) of the current Commercial Broad Type in Liverpool. Fourteen sites were identified, all of them being post-1945 constructions. The majority of large-scale Retail Parks are located along modern communication lines, towards the outskirts of the city.

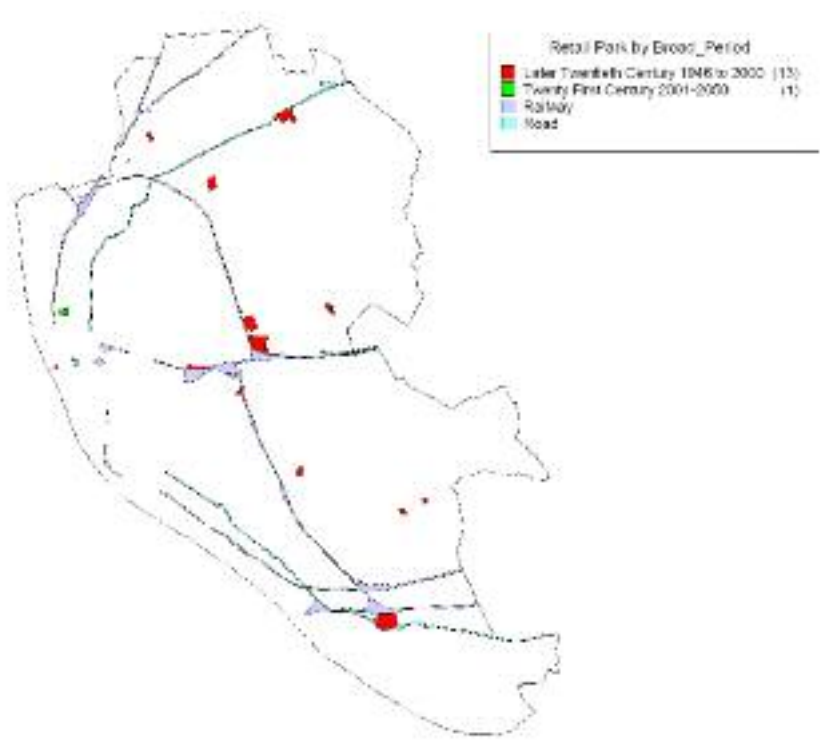


Figure 147 Distribution of Current (2003) Retail Parks (red) and Communications Routes (Railway in mauve, road in blue).
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage).

9.8 Communication Broad Type

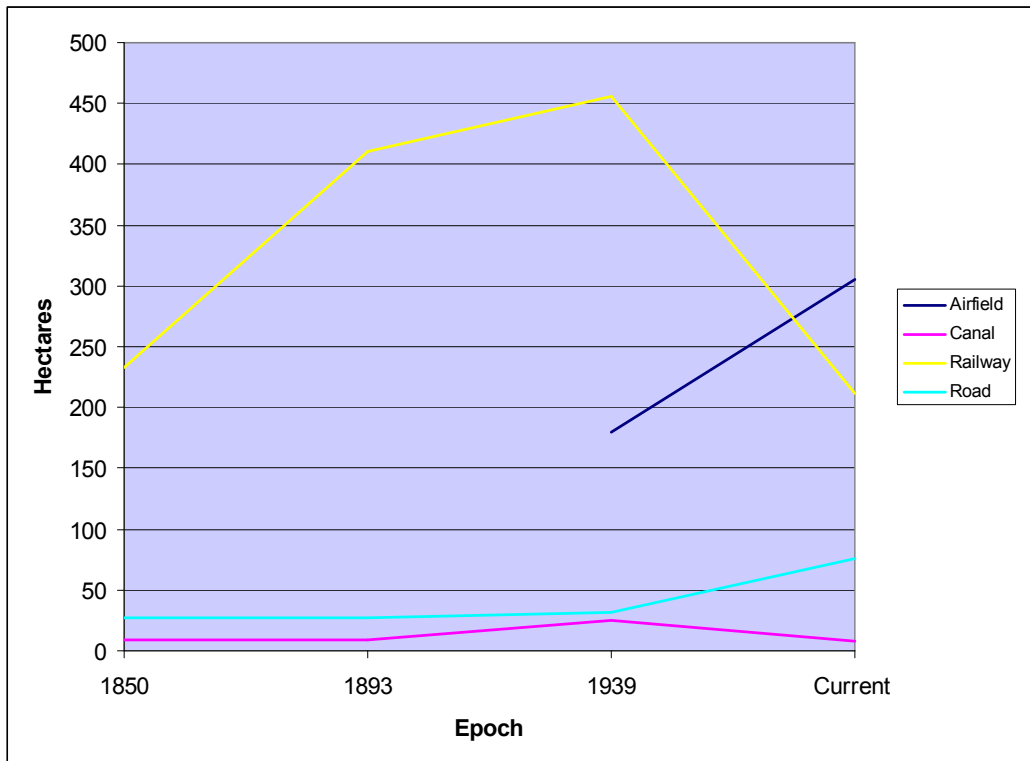
Within Liverpool, the Communications Broad Type covers 603.93 Ha of land, representing roughly 5.4% of the total area. Details are shown in Figure ?. Four principal groups of MCHP types relating to different aspects of the transport network were identified for detailed analysis on the basis of their presence in the landscape or their historic significance:

- Airports
- Canals - canal locks and docks, wharfs and basins
- Rail - railway line, train station, freight terminal, train depot
- Roads - major roads, motorways, motorway junctions, public transport interchanges.

Liverpool contains a number of communication features that were established before 1850. These include important turnpike roads that have led to urban and industrial development. The main 19th century railways have generally survived as linear features although the nature of their usage has changed in the 20th century. Disused lines have tended to survive as footpaths, cycle paths or walkways within public parks, with only minimal redevelopment taking place. Industrial railways, sidings and colliery tramways do tend to have been lost. A small section of the Leeds and Liverpool Canal can be found to the extreme northwest of the district. The most prominent communications features are the Liverpool John Lennon International Airport and large dual-carriageway roads and motorways.

Communication Sub Type	Number of Polygons	Area (Hectares)	Percentage
Airfield	19	305.38	50.57
Canal	3	7.43	1.23
Railway	33	211.45	35.01
Roads	37	79.67	13.91
Totals	82	603.93	100%

Table 45 Current (2003) Communication Sub Type in Liverpool



Fig

Figure 148 Graphical Representation of Liverpool Communication Sub Type through time

Liverpool Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current 2003 (Hectares)
Airfield	0	0	179.89	305.38
Canal	9.28	9.28	24.66	7.43
Railway	233	410.37	456.16	211.45
Road	26.8	26.8	31.49	79.67
Total	269.08	446.45	683.2	603.93

Table 46 Liverpool Communication Sub Type through time

9.8.1 Airfield

This MHCP type represents 50.57% of the Communications Broad Type in Liverpool and is made up by one airport – Liverpool Speke Airport (now Liverpool John Lennon Airport).

Liverpool Speke Airport was the city's most forward-looking Inter-War civic project. It opened in 1933 with a farm serving as a temporary terminal and hangars, but in 1936-40 a suite of new buildings was erected which embodied the most advanced thinking of its time. The architect was Edward Bloomfield, working under the City Surveyor, Albert D. Jenkins. The plan is closely based on the Fuhlsbuttler airport at Hamburg (1929): matching hangars flanking a gently curving terminal, with tiered observation decks and central control tower (Sharples, 2004).

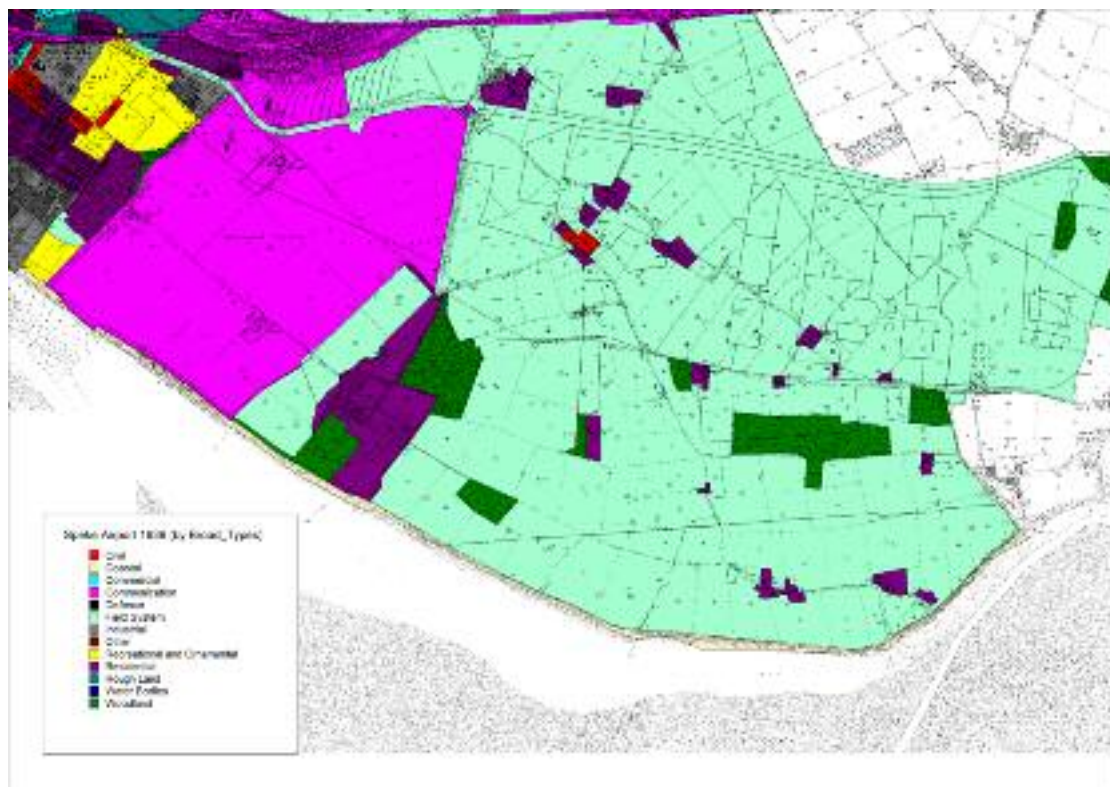


Figure 149 Liverpool Speke Airport (pink area) on Ordnance Survey 25" of Lancs.1939. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage).

A replacement terminal was opened east of Speke Hall in 1967 (now Liverpool John Lennon Airport) and in 1998-2001 the original buildings of the original Speke Airport were converted to commercial use by Falconer Chester Architects. The terminal is now a hotel and the western hangar has been converted into a leisure and fitness centre. The airfield itself is in the process of being converted into a business park., Speke is still the most coherent example of the first generation of purpose built airports in Europe (Sharples, 2004).

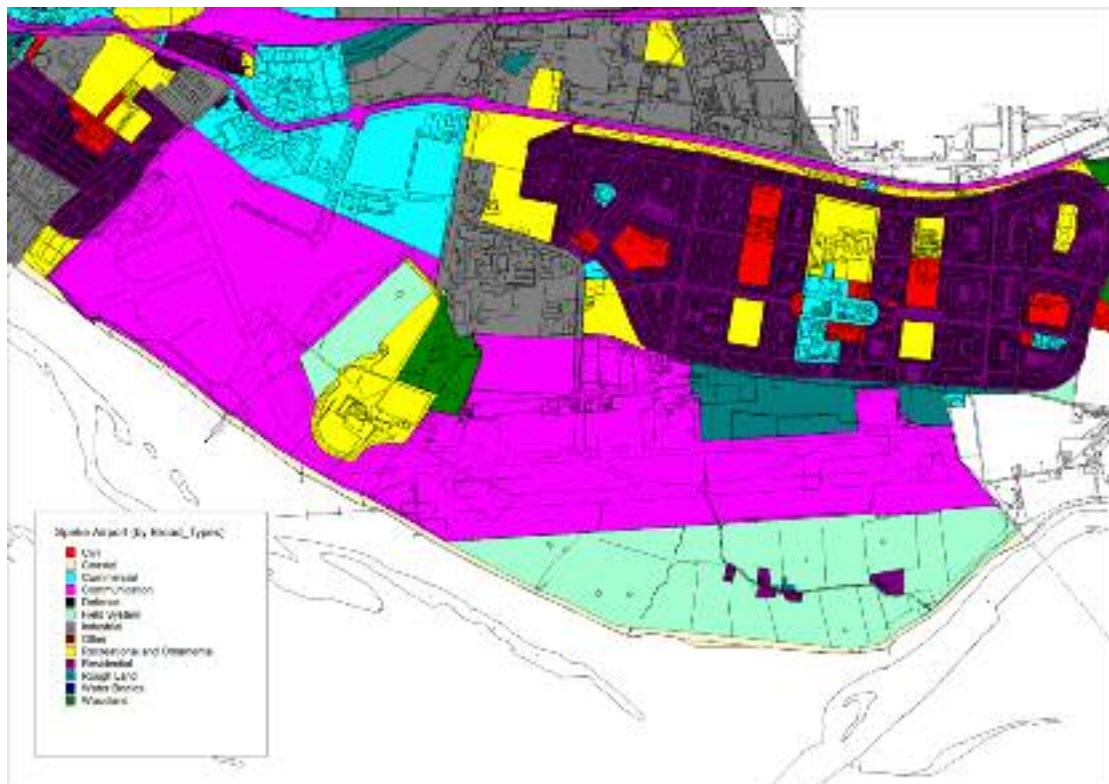


Figure 150 Current (2003) site of Liverpool John Lennon Airport (pink).
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9.8.2 Canal

This MHCP type represents 1.23% of the Communications Broad Type in Liverpool. A 2.6 km section (7.43 Ha) of the Leeds and Liverpool Canal can be found to the north of the City - starting at Houghton Bridge (with a side link to Stanley Dock) and running north toward Bootle (to the boundary with Sefton District).



Figure 151 Current (2003) Leeds to Liverpool Canal entering the city docks.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage).

The Leeds and Liverpool Canal was the first of the Trans-Pennine canals to be started and the last to be completed. The length and the complexity of the route meant that the canal took 46 years to build at a cost of five times the original budget. The canal originates from a proposal in 1765 to construct a canal from Preston to Leeds to carry woollen goods from Leeds and Bradford and limestone from Skipton. Prospective backers in Lancashire argued for the canal to start from Liverpool. The Canal Act passed in 1770 was for a route from Liverpool to Leeds via Parbold,

Walton-le-Dale (just south of Preston), Colne and Skipton, with a branch from Burscough towards the River Ribble, a branch from Parbold to Wigan, a great aqueduct at Whalley and a branch from Shipley to Bradford. In 1773, the first part to open was the lock-free section from Skipton to Bingley. By 1781 enough money was found to complete the branch to Wigan and the branch to Rufford. Delays caused by the Napoleonic Wars, meant that the canal was finally completed in 1815.¹²⁰

The original terminus of the Leeds & Liverpool Canal in Liverpool was around Old Leeds Street. The canal passed under the road to a basin on the river-side. Clarke's Basin, built 1792 and closed in 1886, was the closest link the canal had to the dock system until the Stanley Dock branch was built in 1846. Cargo would have to be transhipped from boat to wagon and then taken to the docks. All that remains of the former canal basin is a small brick building (once a cooper's yard), now dwarfed by a hotel and tower block behind it. The canal is also remembered in the street names: Old Leeds Street and Leeds Street. This area is now the business centre of Liverpool with many insurance companies and the headquarters of the Liverpool Echo nearby.

To accommodate the expansion of the railways part of the canal was filled in 1886 leaving Clarke's Basin stranded and unused. The canal between the "New Basin" (just south of the Chisenhale Street bridge) and the Philips Street coal yards basin was re-built, it was straightened and moved about 50 metres east. The Pall Mall Warehouses were built along side, with new canal offices. The canal went right up to the warehouses to allow cargo to be loaded/ unloaded directly. Large doors allowed goods wagons access to the warehouses from the new Pall Mall road. The other side of the basin was taken up with coal yards and the council rubbish incinerator; there were arms off the basin for loading and unloading.

The terminus basin was filled in up to Chisenhale Street in the 1960s. The once open side of the warehouses was bricked up. The basin is now a car park and the arms have been built on. Some warehousing was demolished when Leeds Street was widened. In the 1980s, the old Tate and Lyle factory was demolished, the canal filled

¹²⁰ www.penninewaterways.co.uk/II/II2.htm. Pennine Waterways web site accessed 2009

in to Burlington Street and the area was levelled to provide footings for the Eldonian Village Housing Scheme.

In 1981, as the result of a government initiative, Merseyside Development Corporation was established with a brief to revitalise the South Docks area, attract inward investment, business and visitors. In 2009 British Waterways initiated a £22m flagship restoration project with an extension to the Leeds & Liverpool Canal is along the historic Liverpool waterfront, utilising and upgrading the existing dock basins and creating new sections of canal channel as required. The canal link was officially opened to boaters on the 20 April 2009. The canal link provides a further 1.4 miles of navigable waterway which extends the canal through the disused Central Docks, across the Pier Head in front of the Three Graces, and into the South Docks which British Waterways owns and operates.

9.8.3 Railway

Railway represents 35% of the Communications Broad Type in Liverpool. Most of this is made up of railway lines, some dismantled but still visible as landscape features, and some still in use, albeit no longer as part of the national rail network.

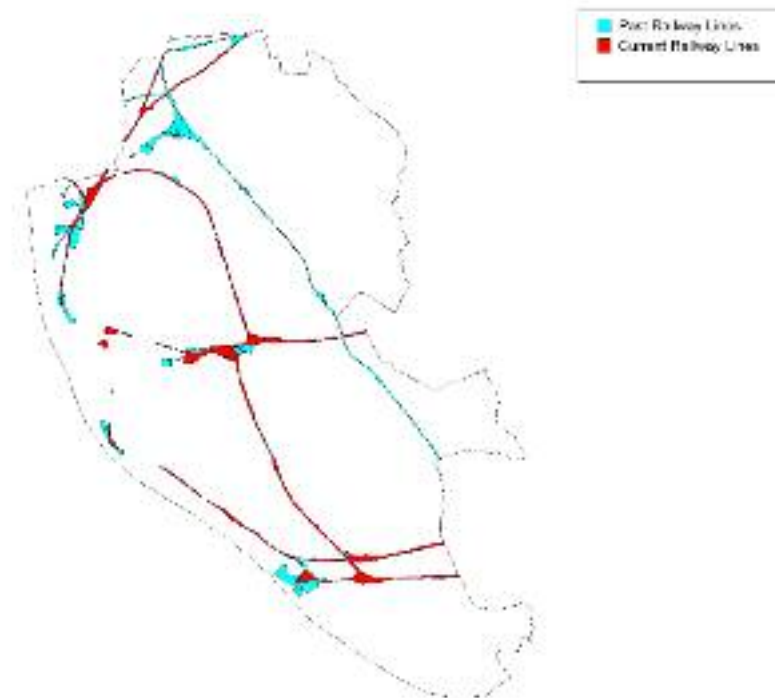


Figure 152 Distribution of Present (red) and Past (blue) Railway Lines in Liverpool. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage).

In the mid 19th century Liverpool was crossed by a number of railway lines connecting the Port of Liverpool with the industrial heartlands of Lancashire. In Liverpool, four lines are still in operation today: a single line to the north connecting Liverpool to Bury, a central line connecting Liverpool (running through Huyton with Roby and Prescott) to Manchester, a southern line connecting Liverpool (running through Halewood) to Manchester, and a north to south aligned track that links the northern, central and southern lines together.

The four mid 19th century lines can be dealt with separately:

Northern Line - The Liverpool and Bury Railway was formed in 1845 and opened on 28 November 1848. The line ran from Bury via Bolton and Kirkby to Kirkdale, where it shared lines with the Liverpool, Ormskirk and Preston Railway into Liverpool Exchange station. In 1846 it merged with the Manchester & Leeds Railway the line was eventually finished after the merger to form the Lancashire and Yorkshire Railway. The line eventually formed part of the Lancashire and Yorkshire Railway, 59.5 kilometres Liverpool to Manchester route via a junction with the Manchester and Southport Railway at Wigan. From 1858 it was connected to the Skelmersdale Branch and the St. Helens Railway at Rainford Junction (Marshall, 1969; Marshall, 1970).

Central Line - the Liverpool to Manchester Railway. The route was established in the early 19th century as part of the Liverpool and Manchester Railway (L&MR). The L&MR was the world's first inter-city passenger railway in which all the trains were timetabled and were hauled for most of the distance solely by steam locomotives (Marshall, 1969; Marshall, 1970).

The line opened on 15 September 1825 and ran between the cities of Liverpool and Manchester. The L&MR was primarily built to provide faster transport of raw materials and finished goods between the Port of Liverpool and mills in Manchester and surrounding towns. The proposed Liverpool & Manchester Railway was considered to be a serious economic threat to the Bridgewater Canal, which was making a fortune by shipping goods between Liverpool and Manchester. In 1825, after several years of debate, Parliament gave permission for the Manchester & Liverpool Railway to be built in 1825. Passenger trains started at the Crown Street Station in Liverpool and terminated at Water Street in Manchester (Marshall, 1969; Marshall, 1970). The directors of the Liverpool & Manchester Company were unsure whether to use locomotives or stationary engines on their line. To help them reach a decision, it was decided to hold a competition where the winning locomotive would be awarded £500. The idea being that if the locomotive was good enough, it would be the one used on the new railway. The competition was held at Rainhill during October 1825. Each competing locomotive had to haul a load of three times its own weight at a speed of at least 10 mph. The locomotives had to run twenty times up and down the track at Rainhill which made the distance roughly equivalent to a return trip between Liverpool and Manchester. Afraid that heavy locomotives would break the rails, only machines that weighed less than six tons could compete in the competition. Ten locomotives

took part. The "Rocket", built by George (1781 - 1848) and his son Robert Stephenson (1803 - 1859), won the competition.

Following the successful outcome of the competition, locomotive haulage over the majority of the line was confirmed although the last section to the two Liverpool termini was cable hauled. The locomotives would run as far as Edge Hill cutting where they would be detached with loaded coaches being cable hauled through a short tunnel by winding engines at the passenger terminus at Crown Street; returning coaches ran down to Edge Hill by gravity. Goods traffic was handled at the Wapping Goods station close to Liverpool Docks. This was reached by an impressive 2030 metre tunnel from Edge Hill cutting; wagons were cable hauled up from Wapping and descended by gravity. Horses were used for shunting at Edge Hill and their stables were cut into the sandstone walls of the cutting.

The Crown Street passenger terminus soon proved inadequate due to its size and distance from the city centre and it was closed on 15 August 1836 on the opening of a new terminus at Lime Street, much closer to the city centre. This was reached by a new double track 1006 metre tunnel; although the new line was less steep than Wapping it was still cable hauled. A new engine house was built at Edge Hill, in what is now the station building. Steam for this engine was supplied from a boiler in the old Edge Hill cutting through a long tunnel excavated through the sandstone on the north side of the cutting; this was known as the 'steam tunnel'; the boiler was housed in a chamber cut into the cutting wall. Goods and coal traffic continued to be handled at the old Crown Street station and a second wider tunnel into Crown Street was driven in about 1846. In the 1860s in order to facilitate a new track alignment the Edge Hill cutting was widened.

From 1870, the line into Lime Street was locomotive hauled and a huge chimney with a powered fan was built on Smithdown Lane, near Edge Hill. This was only used for a few years although the chimney lasted until just before World War Two. Smoke in the tunnel was always a problem so after a couple of accidents and the need for increased traffic, the two track tunnel was opened up into a deep four track cutting with seven short lengths of tunnel remaining to support various roads and houses. At Edge Hill a further tunnel opened in 1849, north of the Lime Street tunnel. This was another ambitious undertaking comprising two end-on tunnels collectively known as Waterloo.

The Waterloo Tunnel at 862 metres is, in reality, the shorter of the two tunnels. Immediately to the west of it is the longer Victoria Tunnel at 2475 metres. The tunnels ran northwest to Waterloo Goods Station and the harbour railway system and were, again, cable hauled from Edge Hill. Cable haulage continued through the Waterloo Tunnel until 1895 when it went over to locomotive haulage and the line was extended to a new passenger station, Riverside, near the pier head, The Wapping Tunnel went over to locomotive haulage the following year. Waterloo Goods Station remained in use until 1963 while Crown Street goods terminal lasted a further five years, closing in 1968; the site was landscaped in 1980.

The line still operates as a secondary line between the two cities - the southern route, the former Cheshire Lines Committee route via Warrington Central is the busier route.

Southern Line - The most southerly of the lines was constructed the mid 19th century as part of the Garston and Warrington Line, formed from creation of the St Helens Canal and Railway Company on 21 July 1845 (on the Ordnance Survey 1st Edition map of 1850 it is depicted as being under the ownership of the London and North Western Railway - this is a later alteration to the map). A small dock was first built at Garston in south Liverpool in 1793 for Blackburne's saltworks, which had moved out from the centre of Liverpool because it needed more space. Garston Dock was originally set up by the St Helen's Canal & Railway Company in June 1853 when it extended its railway line to Garston. The idea was to get a place on the River Mersey to load and unload coal. The docks covered six acres (24,000 sq metres) and 250 tons of coal could be loaded in 2½ hours, which was quicker than at any of the other docks in the area (Reed, 1996).

By the early 1860s, passengers could travel westwards from Runcorn Gap to Liverpool by changing to a steam ship at Garston. They could travel eastwards to Manchester, London Kings Cross and other points as other companies' lines had connected with the Warrington extension at Warrington Arpley (Reed, 1996).

By the 1860s lines were opening throughout the country at a phenomenal rate. Locally and of significance to the St Helens Canal & Railway Company was the London & North Western Railway's (LNWR) plans for a line from Edge Hill to Garston. This line would provide a direct link to Liverpool but it would not be in the interests of the St Helens Canal & Railway Company. They tried to promote schemes of their own, but

by 1860 they were forced to enter discussions with the LNWR. These discussions resulted in the LNWR leasing the Garston to Warrington line from the 1st September 1860. The LNWR paid £5,000 for the first year and £12,000 per year from 1861. The matter did not end there, however, and on the 29th July 1864 an Act was passed allowing the St Helens Canal & Railway Company to be absorbed by the LNWR. The transfer of ownership took place from the 31st July 1864 (Reed, 1996).

By the 1st April 1869 the Garston to Warrington line formed part of a through route between Liverpool and London. The Garston extension line east of Ditton consequently took on a far more important role, with a new station opening at Ditton on 1st May 1871. It became known as Ditton Junction and would become the terminus for St Helens line trains.

On the 1st January 1923 hundreds of private railway companies were merged into four private companies at the instigation of the government, which wanted to simplify matters for industry and passengers. The Widnes to St Helens Railway became part of the London Midland & Scottish Railway (LMS). Within a couple of years the LMS had stamped its brand on the line by changing station signs and introducing new liveries to locomotives and coaches, but otherwise things continued to run much as they had in LNWR days (Reed, 1996).

During the Second World War the line was of national importance as it provided direct links to docks along the River Mersey at Widnes, Garston and South Liverpool. Passenger services were cut back during the war years to allow more freight trains to run (Reed, 1996).

North to South linking line - the London and Northwestern Railway (L&NWR) was formed by the merger of the Grand Junction Railway, the London & Birmingham and the Manchester & Birmingham in 1846. During the late 19th century the L&NWR was the largest joint stock company in the world. In 1923 it became a constituent of the London, Midland and Scottish (LMS) railway, and, in 1948, the London Midland Region of British Railways: the LNWR is effectively an ancestor of today's West Coast Main Line.

The southern section (Garston to Edge Hill has already been described above). The northern section is called the **Canada Dock Branch**, and is a 7.62 kilometre long railway. The line runs from the large Edge Hill rail junction in the east of Liverpool,

through the northern suburbs of Liverpool to Seaforth Dock. It was opened in 1866 for goods traffic and as far as Tuebrook for passenger services. In 1870 a passenger service was extended to Canada Dock., where the line terminated. A latter extension was added to Alexandra Dock and the MDHC railway lines. The line is currently busy freight-only line and is sometimes called the **Bootle Branch** or **Seaforth Container Terminal Branch** (SCT) providing the sole remaining rail connection to the Port of Liverpool.

Later 19th Century Lines

The growth of Liverpool and Manchester in the later 19th century necessitated the construction of further direct lines between the two cities, and the addition of branch lines linking rapidly developing towns and industrial centres in Merseyside.

The Cheshire Lines Committee (CLC) was the second largest joint railway in Great Britain, with 143 route miles. Despite its name, approximately 55% of its system was in Lancashire. In its publicity material it was often styled as the *Cheshire Lines Railway*. It served Liverpool, Manchester, Stockport, Warrington, Widnes, Northwich, Winsford, Knutsford, Birkenhead, Chester and Southport (Holt, 1978).

The Cheshire Lines group was formed by a joint committee of the Great Northern Railway and the Manchester, Sheffield and Lincolnshire Railway (MS&LR) in 1862 to regulate traffic on four proposed lines in Cheshire. This was made official by the Great Northern (Cheshire Lines) Act of 1863. The MSLR had leased the St Helens Canal & Railway Co line between Warrington and Garston to gain access to Liverpool docks, this line was subsequently leased and then absorbed by the LNWR The Midland Railway (MR) became an equal partner under the Cheshire Lines Transfer Act of 1865. Under the Cheshire Lines Act of 1867, it became a wholly independent organisation, although its management consisted of three directors of the three companies. Its purpose was to gain control of lines in Lancashire and Cheshire, an area which was dominated by the LNWR. In its early years, the driving force behind the expansion of the railway was Sir Edward Watkin (Holt, 1978).

It was granted the powers to build a line to Liverpool, opened 1873, from a temporary station in Manchester, 54.7 km long. The section nearest Liverpool from near

Cressington was along the Garston and Liverpool Railway, which had been absorbed on 5 July 1865. From 1874 the CLC was headquartered at Liverpool Central station.

In 1923 the Midland Railway, along with the LNWR, was grouped into the London, Midland and Scottish Railway, while the MS&LR (by then the Great Central Railway) became part of the London and North Eastern Railway. The line continued to be joint, with a 1/3 share LMS and a 2/3 share by the LNER. On nationalisation in 1948 both parent companies became part of British Railways, and shortly afterwards operation of the CLC lines came under the control of the London Midland Region (Holt, 1978).

The Cheshire Lines Committee routes between Liverpool and Manchester and between Manchester and Chester via Northwich, survive. Several CLC stations remain in their original form, such as Widnes, Warrington Central and Urmston. However, Liverpool Central station has been demolished and replaced by an underground station on the same site.

Disused railway Lines

The North Liverpool Extension Line - the line was built by the Cheshire Lines Committee, branching from the Committee's Liverpool to Manchester line at Hunts Cross and skirting the edge of Liverpool before finally arriving at the Walton Triangle, a junction where one line continued north to Aintree and another turned west towards the River Mersey. It opened between 1879 and 1880. The Aintree branch was extended to Southport in 1884.

The route closed in stages. In 1960 the line closed to passengers between Aintree and Gateacre. In 1972 passenger trains to Gateacre were withdrawn. Freight trains, however, continued to use the line until 1979. The line has not been used since, and the trackbed now forms part of National Cycle Network Route 62, the Trans Pennine Trail. The trackbed has been classified as a Recreational and Ornamental Broad Type, while its former sidings have various categories of re-use - as Residential (notably Modern Housing Development) and Commercial Broad Types.

The Liverpool Overhead Railway

No longer in existence the MHCP does not have a record for the Overhead Railway. There are currently only two small sections of the track (or rather its infrastructure)

remaining which were too small to add to the current survey. The information contained here is included for sake of historical completeness.

The Overhead was the world's first electric elevated railway and the first to be protected by electric automatic signals. The line stretched from the Seaforth Carriage Shed to Herculaneum Dock, with public services beginning and terminating at Alexandra Dock in the north. There were eleven intermediate stations at Brocklebank, Canada, Sandon, Clarence, Princes, Pier Head, James Street, Custom House, Wapping, Brunswick and Toxteth. However, it was soon found that receipts outside working hours were poor and a decision was taken to extend the line and to tap residential areas. A short extension to Seaforth sands was opened on April 30th, 1894, followed by another to Dingle on 21 December 1896 (Jarvis, 1996).

By the 1880s, Liverpool's dock network was virtually complete. So too was the congestion along the Dock Road, as carriages, omnibuses, lorries, carts and drays all plied the route. Numerous railway crossings which connected goods stations and dockside lines only added to the confusion. With increasing trade, it became clear that passenger traffic had to be isolated from the cargo routes in the interest of efficiency (Jarvis, 1996)

An elevated railway had been proposed as early as 1852 but came to nothing. It emerged again, in 1877, when the Mersey Docks and Harbour Board sought permission for a single line with passing loops at stations.

This was rejected as being insufficient to meet the likely needs of the rapidly growing port but, five years later, an improved scheme did receive sanction. Unfortunately, at that time, the company had reviewed its policy towards transporting the public and, once again, nothing was done.

Finally, in 1888, a prominent group of businessmen formed the Liverpool Overhead Railway Company and obtained the Dock Board's powers by an Act of Transfer. Two leading engineers, Sir Douglas Fox and James Henry Greathead, were commissioned to design the railway and work commenced in October 1889 (Jarvis, 1996).

Amongst the many problems encountered was the decision as to motive power. Steam was considered too dangerous to the many flammable cargoes within range of locomotive sparks. This was one of the reasons electric traction was chosen, in 1891;

other advantages being economy, speed, cleanliness and quiet running. Work was completed in January 1893, and the line was formally opened on 4 February that year by the Marquis of Salisbury. Public transport commenced on 6 March.

Extensive bomb damage was inflicted during the Blitz but it was quickly repaired to maintain the smooth running of the docks. Modernisation of some of the nineteen 3-car sets had begun as the War drew to a close and eight were in operation by 1955. In the same year, the curved deck plates which supported the track were reported as being in need of replacement at an approximate cost of two million pounds. This was beyond the financial resources of the company, who looked to the City Council and the Mersey Docks and Harbour Board for assistance. No adequate solution could be found and, despite rigorous public protests, the railway closed on December 30th, 1956. Rescue attempts continued until September, 1957, when the dismantlers moved in (Jarvis, 1996). After little more than sixty years existence, a much-loved, pioneering railway was rapidly removed from its prominent elevated position which had thrilled so many passengers with its unforgettable sights of dockland activity. Today, only traces can be seen in the form of columns set into the dock wall at Wapping, the tunnel portal at Herculaneum and the excavation at Dingle Station, now used by an engineering firm.

9.8.4 Road

Roads and motorways make up around 13.19% (79.67 Ha) of the Communications Broad Type in Liverpool. Only road-related features which were on a sufficiently large scale were recorded. These included all motorways and larger sections of dual carriageway, major road junctions and intersections, and some large scale public transport interchanges. All of the areas of these types that were recorded have a character originating in the mid to later 20th century, or the early 21st century.

Liverpool contains a 6.7 km stretch of the East Lancashire Road (A580) - starting at its junction with Walton Hall Avenue in the west to its junction at the border with Knowsley at Croxteth Bridge. At its junction with Walton Hall Road, the A580 bifurcates – one line continues south as Townsend Lane through the Norris Green Estate to its terminus at Edinburgh Park (NB this section of the A580 was not characterised) while the other continues southeast as Walton Hall Lane, then skirts around Anfield Cemetery and Stanley Park to join up with the A5089 Everton Valley. The Liverpool - East Lancashire Road was Britain's first purpose built intercity highway linking the cities of Manchester and Liverpool. It was officially opened by King George V on 18 July 1934. A feature of the road even today is the large width of the land-take. The explanation for this is that the road, although built initially as a single carriageway, was designed ultimately to comprise triple carriageways - the two outer ones were to be for slower traffic and were to be added later when traffic levels justified it. This futuristic layout did of course not occur as the road was actually upgraded to dual carriageways. However, the stretch within the Liverpool City boundary was designed and built as a dual carriageway. Lay-bys with water points were provided for steam powered vehicles, which were still in use in the 1930s.¹²¹

¹²¹ www.lancashire.gov.uk/environment/historichighways/eastlancs/index.asp Lancashire County Council web page accessed 2009

A small (1.36km) west to east aligned stretch of the M62 as recorded by the MHCP, from Oak Vale Park (at the junction with the A5058 Queens Drive) towards Court Hey in Knowsley District. The M62 runs in a sinuous, roughly east to west direction across the central part of the district. The motorway, which was first proposed in the 1930s, and originally conceived as two separate routes, was built in stages between 1971 and 1976. The section between Tarbock (Knowsley District) and Liverpool was the last section of the motorway to be completed, in 1976, due to the difficulties of building an urban motorway.

The MHCP recorded a 10km stretch of the A561 between Aigburth and Speke (on the border with Knowsley District). From Aigburth, the road runs northwest to southeast (as the Aigburth Road), through Garston (as Garston Way). The A561 then turns east towards the Speke Industrial Estate and then southeast again (as Speke Boulevard), running between the Speke Housing and Industrial Estates. Once past the two estates, the road runs northeast through Knowsley District to form the A562 Speke Road. Speke Boulevard, part of the A561, separates a 1930s Housing development from industry to the North. Construction began in 1938, based on the US parkway concept. At 108 metres, including service roads, cycle ways and plantations, it was promoted as the widest in the country, but was eventually completed in 1966 as a more conventional dual carriageway (Pollard and Pevsner, 1994). Speke Boulevard has been re-named as The International Gateway, because this is now the principal southern transport artery into the City, from the M57 and M56 motorways. This will also be a principal route to the new River Mersey Crossing - the proposed Mersey Gateway Road Bridge.

Much of the road between Aigburth and Garston was established before the Industrial Revolution, forming an important Turn Pike Road between south Liverpool and Cheshire.

9.9 Other Land Broad Type

Only two sites of Other Land were recorded in Liverpool. These - a parcel of derelict or rough land in the Dovecot Housing Estate (formerly part of Dovecot House -a large Villa House dating to pre-18950) and a smaller parcel of rough land in Mossley hill (formerly terraced housing pre-dating 1893) - should, probably, be incorporated into the Rough Land (Other) Sub Type.

9.10 Rough Land Broad Type

The Rough Land Broad Type comprises natural and semi-natural land types, including mosslands, grassland/scrub, moorland, unimproved land and other land (rough land). Much of the other land (rough land) Sub Type is composed of green space, modern scrub, urban commons and derelict land created from both residential and industrial clearance. In general, rough land as open space can be any area that has no actual building on it but not necessarily vegetated.

Rough Land Sub Type	Number of polygons	Area (Hectares)	Percentage
Other Land (Rough Land)	97	145.79	94.79
Scrub	2	8.00	5.21
Total	99	153.79	100%

Table 47 Current (2003) Rough Land Sub Type in Liverpool

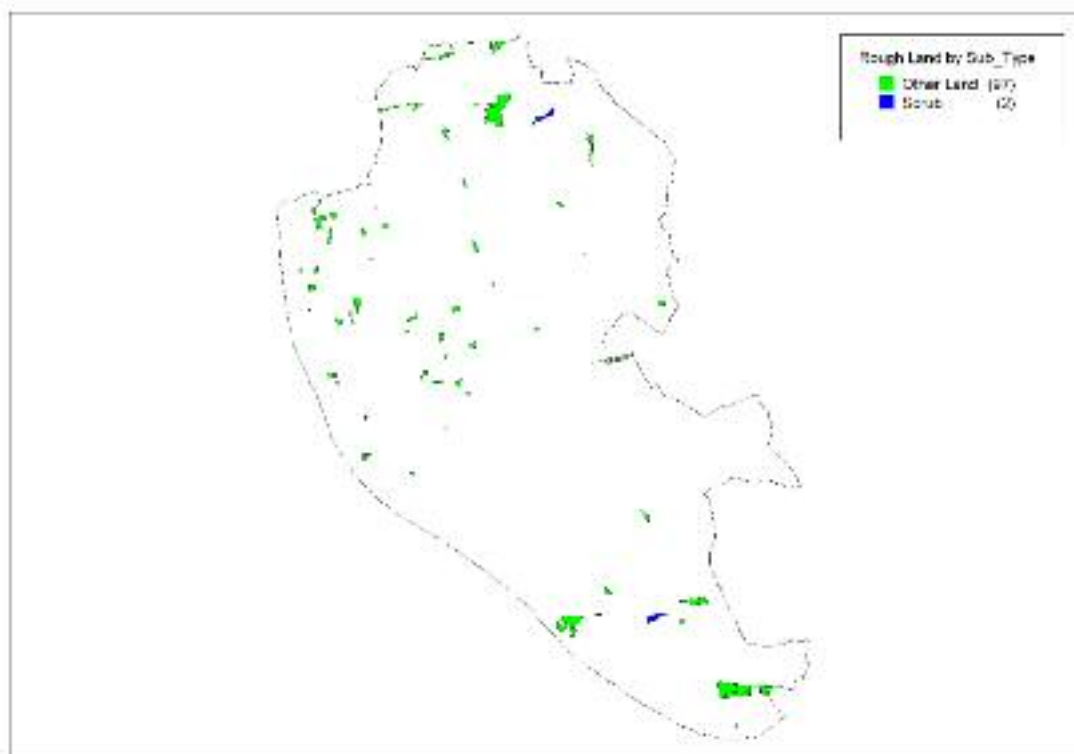


Figure 153 Current (2003) Rough Land Sub Type in Liverpool.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Rough Land constitutes around 153.8 Ha of land, approximately 1.38% of the land in Liverpool. The majority of the Rough Land Broad Type is made up by Other Land (Rough Land) at around 94.8% (145.8 Ha).

The majority of the Broad Type was created in the post-1945 period (95.77% - 147.28 Ha) as the result of demolition and clearance, particularly of past industrial, communications (railway) and residential sites. Very little in the way of pre-1900 sites occur. Rough Land has gradually increased during the period 1850 to 2001 as more-and-more sites have become either derelict or considered open space.

Rough Land by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	1	0.63	0.41
Early Twentieth Century 1901 to 1917	1	1.04	0.68
Inter War 1918 to 1939	6	4.84	3.15
Later Twentieth Century 1946 to 2000	91	147.28	95.77
Total	99	153.79	100%

Table 48 Current (2003) Rough Land in Liverpool by Broad Period of origin.

9.10.1 Other Land (Rough Land)

The Other Land (Rough Land) Sub Type comprises all land that could not be given a distinct Sub Type, derelict land, urban and semi-rural grasslands, urban commons and small areas of urban green space (the majority of which has been created from former industrial or residential clearance). As such, Other Land is generally confined to urban or urban fringes, although large areas of grassland scrub can be found immediately north of Liverpool John Lennon Airport and to the east of Dyson Hall in Fazakerley.

Other Land (Rough Land) constitutes 95.77% (147.28 Ha) of the Rough Land Broad Type. The Sub Type is predominantly a 20th century creation, with 94.57% (139.28 Ha) being created post-1945. The Sub Type occurs throughout the city, with notable concentrations towards the south (around Garston and Speke), to the north in Fazakerley and a rough grouping around the city centre. The southern sites are, for the most part, open grassland and scrub sites created by communications - either through the partitioning of pre-existing grassland and woodland by the Liverpool John Lennon Airport and the Speke Estate, or derelict land created by the removal of railways and railway sidings. Although many of the city centre sites are post-1945 open and green space, a few could be remnant post-War bomb damage sites.

Other Land (Rough Land) by Broad Period	Number of polygons	Area (Hectares)	Percentage
Industrial Revolution 2: 1836 to 1900	1	0.63	0.45
Early Twentieth Century 1901 to 1917	1	1.04	0.74
Inter War 1918 to 1939	6	4.84	3.45
Later Twentieth Century 1946 to 2000	89	139.28	94.57
Total	96	147.28	100%

Table 49 Current (2003) Other Land (Rough Land) in Liverpool by Broad Period of origin.

In some cases, open urban land has remained unused for long enough to have been colonised by vegetation. These 'urban commons' are often used (and sometimes

abused) as informal recreational space. The time scale and process of vegetation development on such sites varies with substrate and locality and may produce distinctive local or regional variants of grassland communities, tall herb assemblages, scrub and woodland. A growing number of ecological investigations have revealed that there exists a complementary and distinctive fauna (Tomlinson, 1997).

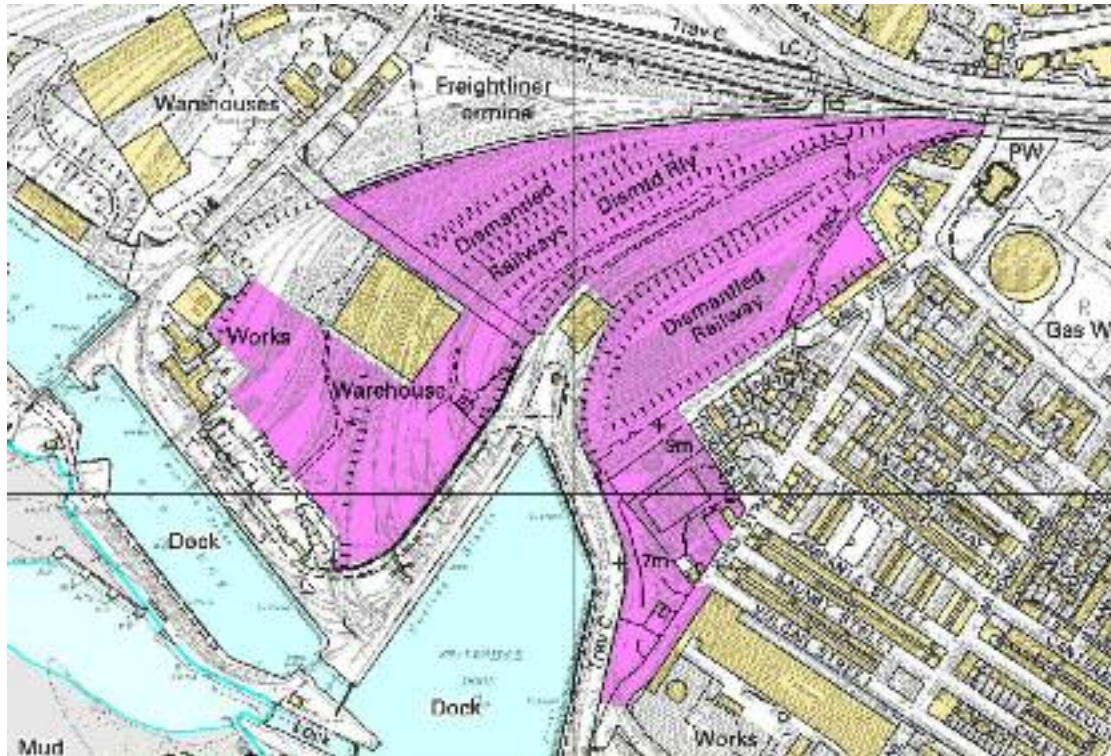


Figure 154 Current (2003) Other Land (Rough Land) in Garston on the site of former railway sidings and industry. The former railway sidings and industrial buildings surrounding Garston Dock are depicted on the underlying Ordnance Survey 25" map of Lancs. 1927. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

9.10.2 Scrub

Much like Other Land (Rough Land), much of the scrubland within Liverpool is of 20th century origin. It comprises mainly of small semi-natural stands of brushwood and rough grassland plots all of which are the result of residential and industrial demolition and clearance. Scrubland is found on only two sites in Liverpool - near West Derby Sewage Works and a small tract of land near Speke Junction (railway).

Scrub constitutes 5.2% (8 Ha) of the Current (2003) Rough Land Broad Type, and both tracts are dated to the Later Twentieth Century (1946 to 2000). This is much smaller than the total scrub land (67.70 Ha) identified in a recent Liverpool Phase 1 Habitat Survey (Liverpool City Council, 2006). The reasons for this discrepancy are very much like those outlined above in Woodlands Broad Type.

9.11 Coastal Broad Type

About 0.17% (approximately 19.21 Ha) of the area of Liverpool has been classified by the MHCP as coastal. The type is limited to the southern margins of the city - to the immediate west of Speke Hall and to the south of Oglet. The Coastal Broad Type comprises sand and mud flats, running alongside a soft-cliff formation and semi-improved neutral grassland. The cliffs are of geological and geomorphological importance for their sedimentary record and display of natural erosive processes. They are also of biological importance, particularly for their plant communities.

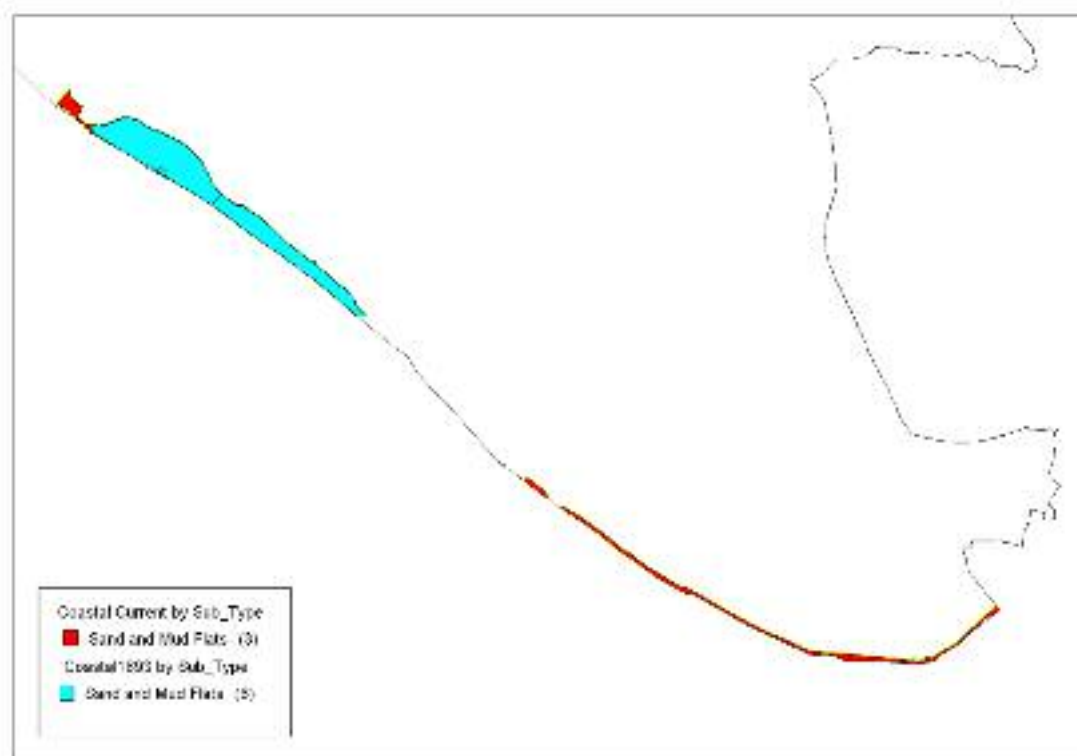


Figure 155 Current (2003) and former Coastal Sub Type in Liverpool.
(© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Urban development in the vicinity of soft cliffs can lead to a demand for coastal reinforcement and can thus have an indirect effect on the habitat (Tomlinson, 1997). Much of Liverpool's coastal margins have been lost to development and coastal infilling - as recently as 1939, there were c.84 Ha of sand, mud flats and soft-cliffs along the Mersey Estuary (MHCP). The majority of this was lost due to infilling at Otterspool in the 1950s and 60s.



Figure 156 Coastal infilling at Otterspool. The Current (2003) Coastal Broad Type is depicted in red, with the lost coastline (now as Recreational and Ornamental) in blue. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Three estuaries open into Liverpool Bay from the Urban Mersey Basin and a fourth has influence on the Natural Area. The Dee estuary, which is one of the largest in England, includes large areas of intertidal sand and mud, extensive salt marshes and the small rocky islands of Hilbre. The Mersey estuary is deeper, with about one third permanently below low tide level, but here too there are extensive intertidal flats and fringing salt marshes. The River Alt is comparatively small but associated with it there is a large expanse of estuarine habitat, with extensive sand flats stretching along the Sefton coast and providing a major source of material for coastal dune formation. Within the Natural Area to the north of Southport there are other mud flats and salt marshes associated with the Ribble estuary (Tomlinson, 1997).

All these estuarine habitats are of major importance as staging posts for migratory birds in Spring and Autumn. In Winter they provide essential feeding and roosting areas for large populations of wading birds and wildfowl. The estuaries sustain significant proportions of the world population of several species and their

international importance is recognised in their status as Special Protection Areas (SPA) under the EC Birds Directive. Mud and sand flats which are exposed at low tide are listed as priority habitats for conservation under the EC Habitats Directive (Tomlinson,1997). Recently, this part of the Mersey Estuary (off Oglet) has been designated as a Site of Nature Conservation (Liverpool City Council, 2006).

9.12 Water Bodies Broad Type

Eight water bodies were recorded as Current (2003) character areas in Liverpool, all of which are reservoirs. The reservoirs represent just over 0.1% of the total area of the Liverpool (11.69 Ha), with the majority created as drinking water provision for the city during the Industrial Period (1836 to 1900). Many of these mid to late 19th century sites were expanded in the 20th century. Two reservoirs were created in the early 20th century and these are located toward the north of the city. A single reservoir was created in the Inter War period and only one site was created in the post-war period.

9.12.1 Natural Water Bodies

No Current (2003) natural water bodies were recorded by the MHCP.

9.12.2 Artificial Water Body

Until the end of the 18th Century water for domestic use was obtained from wells and sold from carts; in the first half of the 19th century piped well water was supplied by two competing companies. By the 1840s supply could not keep pace with the growth of the town or satisfy the need for sanitary reform. To provide water for public purposes such as fire-fighting and street cleaning, the Highway Commissioners sank a well at Green Lane, West Derby, and built a reservoir at Kensington. The Kensington reservoir still exists, but in a much modified form, and covers some 4.6 Ha, making it the largest in the borough.



Figure 157 Site of the Kensington Reservoir, with the Ordnance Survey 6" map of Lancs. 1850 superimposed over Current (2003) mapping. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Eventually, in 1847, the Corporation assumed responsibility; it bought the two companies, took over the Green Lane Works, and obtained Parliamentary approval to build two reservoirs at Rivington, 40km to the northeast. Work on the Rivington scheme began in 1852, and water was being delivered to Liverpool by 1857. Thomas Duncan, water engineer to the Corporation, designed reservoirs in the highest parts of the town to receive and store water from local wells and from Rivington. Demand

continued to grow and in 1881 the damming of the River Vyrnwy was begun, creating a large reservoir in mid Wales. The first water from this source reached the city in 1891.

At the Everton Water Works on Margaret Street, a covered reservoir was first built in 1854, but only the retaining walls remain. It was followed in 1857 by a round water tower, 26 metres high to the tanks, and one of the most impressive monuments of 19th century Liverpool. In the post-war period, the reservoir was expanded to the south on land formerly terraced housing.

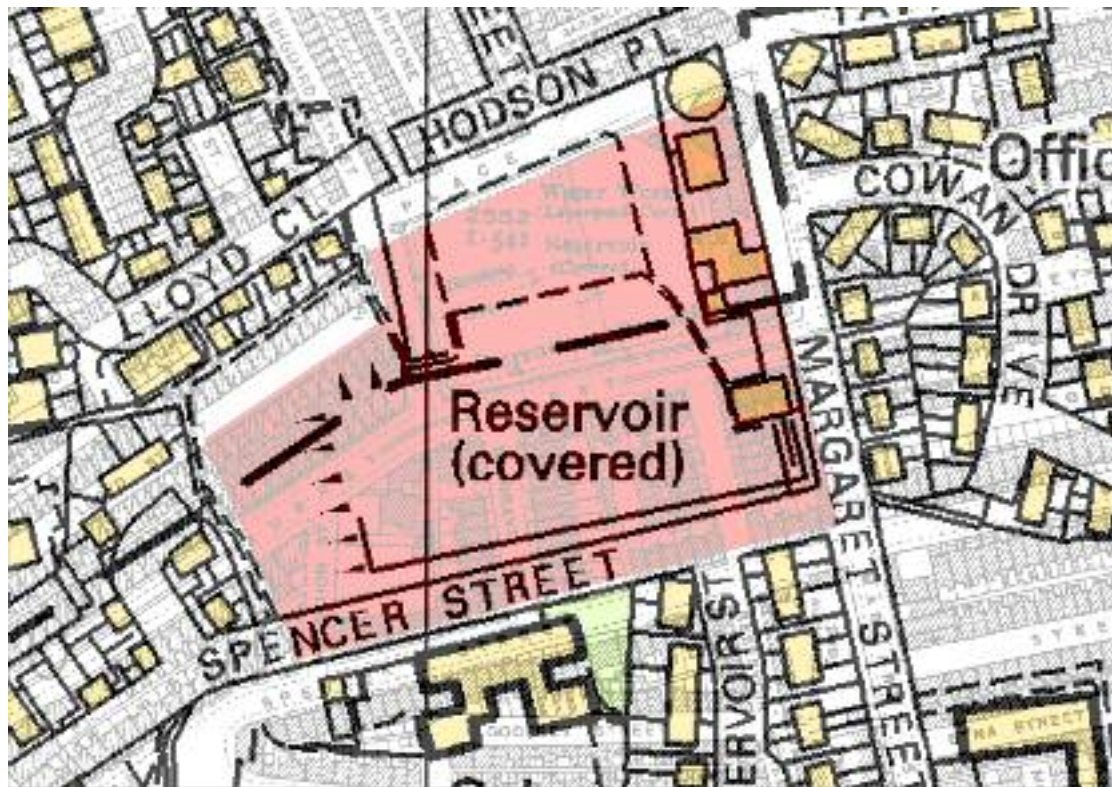


Figure 158 Everton Water Works.

The extent of the existing site is shown on Current (2003) mapping, with the post-war extension to the south on land formerly terraced housing underneath (as depicted on the Ordnance Survey 25" map of Lancs. 1893). (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Another Thomas Duncan-designed reservoir can be found in Toxteth – the disused Park Hill Reservoir built in 1853. This was built in readiness for the new water supply from Rivington. A steeply battered stone retaining wall encloses the cistern, which has a brick vaulted roof on a forest of cast-iron columns (Sharples, 2004)

9.13 Defence Broad Type

There are currently eight Defence sites making up 0.21% (23.57 Ha) of the Liverpool total. Of the eight sites, all date to post-1900 - a single dating to the Inter War period (1918 to 1939) and the other seven to the post-1945 period. The largest site, Deysbrook Barracks in West Derby, covers some 15.07 Ha (67.08%).

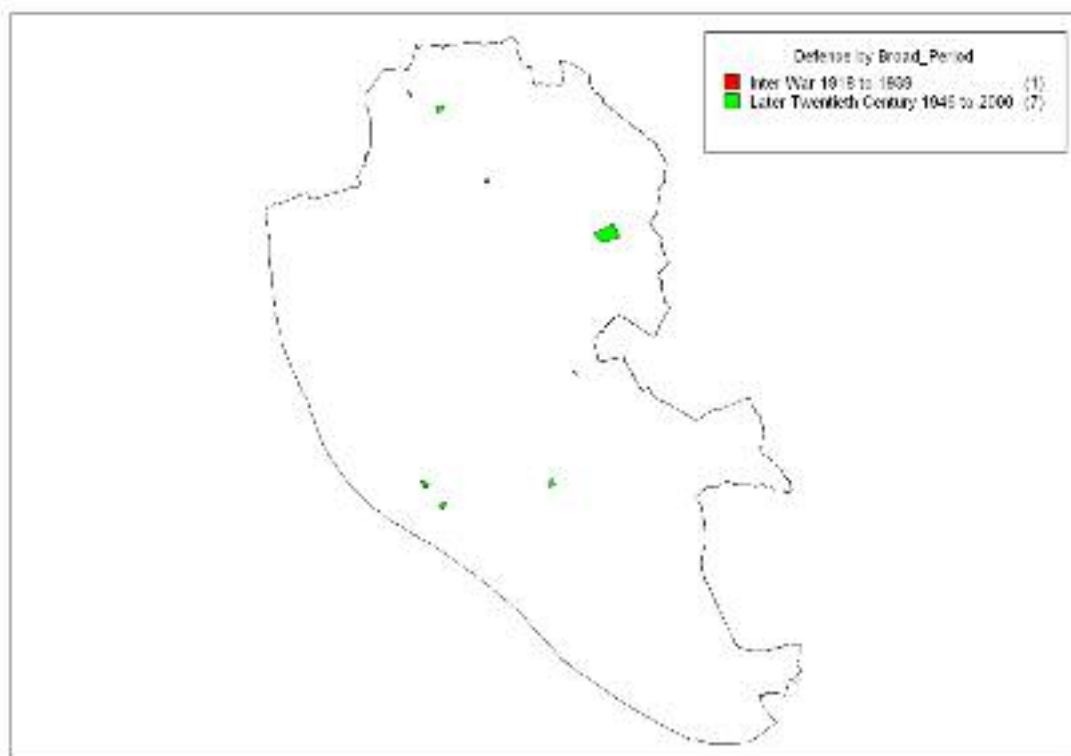


Figure 159 Current (2003) Defence in Liverpool by Broad Period of origin. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage).

Defence Sub Type	1850 (Hectares)	1893 (Hectares)	1939 (Hectares)	Current (Hectares)
Barracks		1.38	0.74	15.81
Other (Defence)		1.62	1.82	7.76

Table 50 Liverpool Defence Sub Type through time

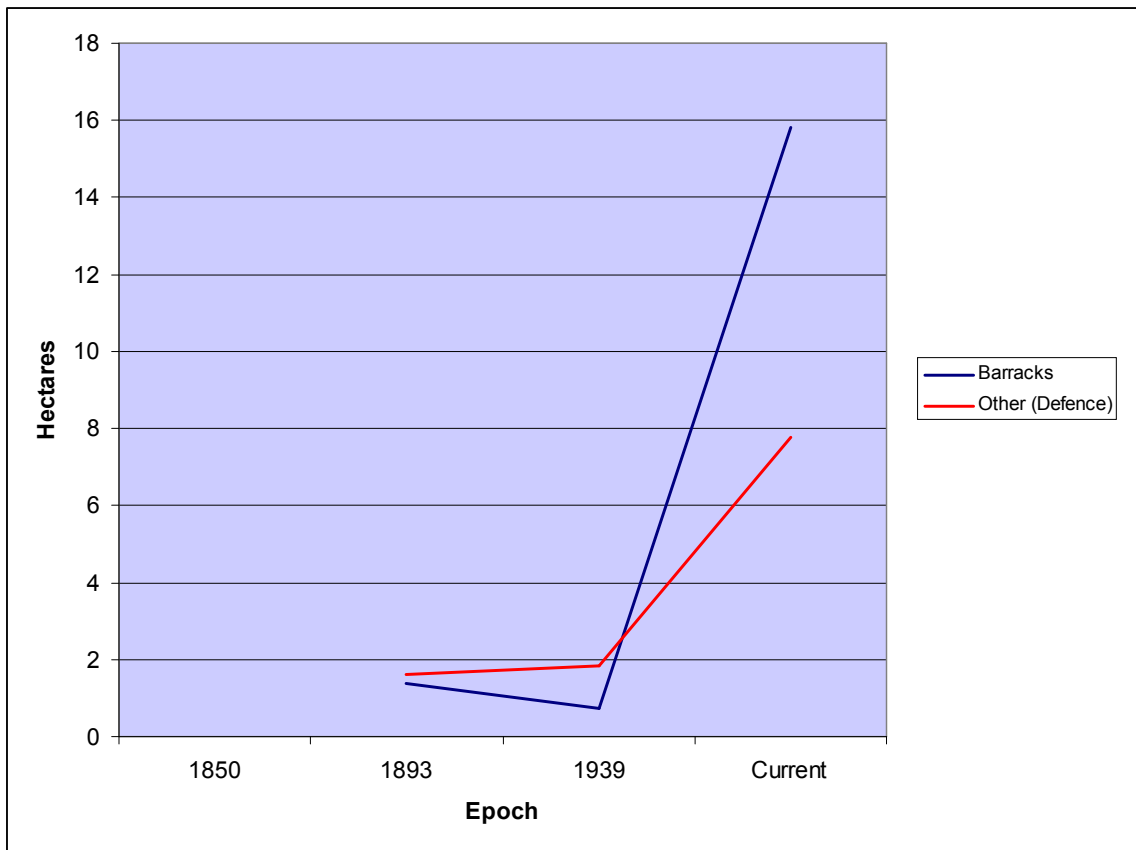


Figure 160 Graphical Representation of Liverpool Defence Sub Type through time.

Barracks

Barracks are specialised buildings for permanent military accommodation; the word may apply to separate housing blocks or to complete complexes. Their main object is to separate soldiers from the civilian population and reinforce discipline, training and *esprit de corps*.

The MHCP Current mapping (2003) depicts 'Deysbrook Barracks' in West Derby, but even by this time the site was earmarked for closure. Although recorded by the MHCP as a defence establishment, the site was vacated by the Army in March 2002. It is now the site of a supermarket, but a small enclave was, however, retained as a Territorial Army centre to house the Territorial Army and cadet units.

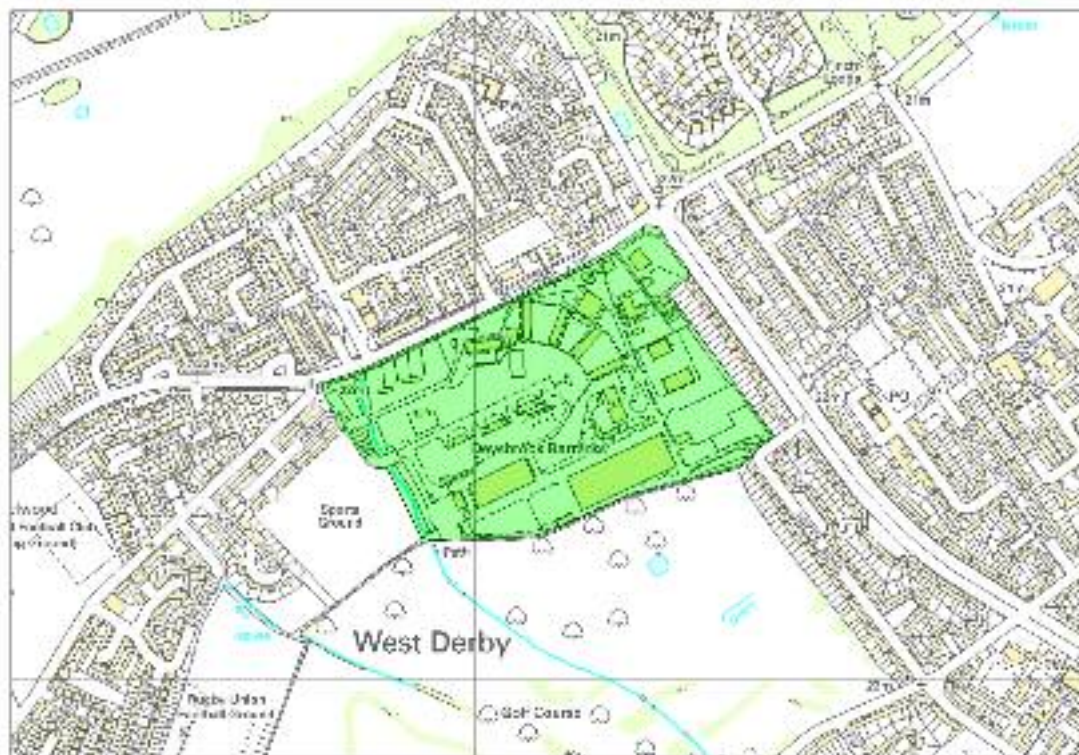


Figure 161 Deysbrook Barracks as depicted on Current (2003) mapping.
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Deysbrook House was used from the 1920s as a children's convalescent home. But at the start of World War II it became a command supply camp for the army. During the 1950s an anti-aircraft group workshop and ordnance depot were based at the site. From 1956 to 1993 Deysbrook Barracks was also used as a workshop by the Royal

Electrical and Mechanical Engineers (REME). Following the closure of the REME workshop in 1993, the barracks was used by the Territorial Army and a number of other units including the Explosive Ordnance Disposal Troop.

Other (Defence)

The remaining Defence Broad Type is comprised of a number of small defence establishments, most of these are Territorial Army blocks dating to the post-1945 period (32.92% - 7.76 Ha). However, the earliest other (defence) site is a Territorial Army centre in Norris Green, established at the same time as the social housing estate.