

7 Liverpool

7.1 Location and administration

The City of Liverpool covers an administrative area of around 111.6km². The northernmost point is in Fazakerly, on the border with neighboring Sefton and Knowsley Boroughs. The southernmost point is Oglet Point, which fronts onto the River Mersey. North to south, the Borough measures some 16.3km, east to west some 12.5km.

Liverpool was granted city status in 1880. When local government was reformed under the Local Government Act 1888 it was one of the cities to become a county borough, and independent of Lancashire. This situation persisted until 1974 with the Local Government Act 1972, when due to urban expansion and the accretion of a large metropolitan area, the city was made a metropolitan district of the metropolitan county of Merseyside, one of five councils. This changed again in 1986 when the governance of Liverpool City Council became entirely independent operating within a single tier system rather than jointly under a County Council – this persists today.

Liverpool is one of the most densely populated areas in England and is consequently classified as a Major Urban District by DEFRA which groups it with districts with either 100,000 people or 50 percent of their population in urban areas with a population of more than 750,000. Liverpool's entire population falls into the so-called Liverpool Urban Area which has a population of 816,216.

There are 5 parliamentary constituencies in Liverpool; Liverpool Garston, Liverpool Riverside, Liverpool Walton, Liverpool Wavertree, and Liverpool West Derby.

7.2 Geology and Topography

The surface geology of Liverpool is dominated largely by the glacial deposits, generally boulder clays of Devensian age (~118,000 – 10,000 BP). These boulder clays cover the majority of the city, up to a depth of ~30m and were deposited as a result of the deglaciation (retreating) ice-sheets. Sporadic areas, principally in the southern half of the city (e.g. John Lennon International Airport, Court Hey Park and Sefton Park) contain a younger, re-worked glacial sand deposit (Shirdley Hill Sand) that overlies the boulder clay. The solid geology underlying these glacial deposits consists of Triassic sandstones approaching 235 million years ago. The dominant strata underlying much of Liverpool are the Pebble Beds (sandstone deposits) of mid to early Triassic age. A younger deposit (Upper Mottled Sandstone) underlies the eastern fringes of Liverpool. Both of these sandstones represent desert environments and are the youngest strata exposed in the region; suggesting that since the Triassic, this part of the British Isles has remained terrestrial (Liverpool City Council, 2006).

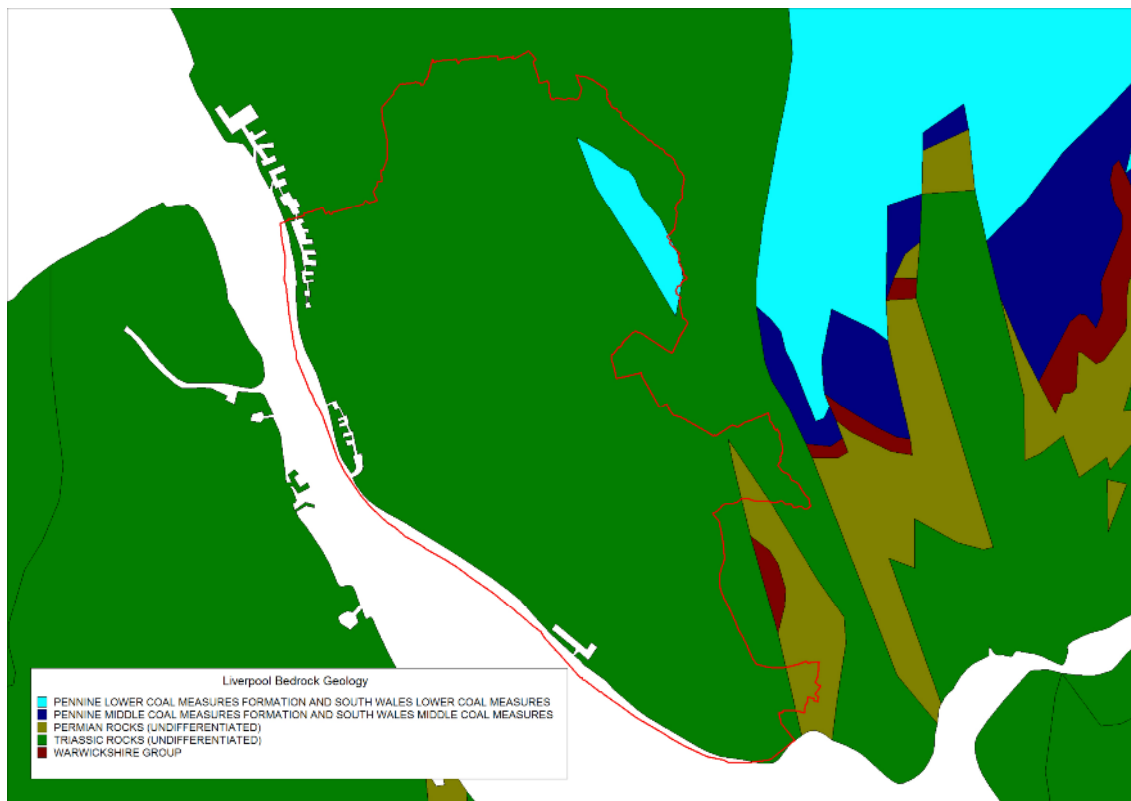


Figure 7 Bedrock Geology of Liverpool

Based upon DiGMapGB-625 data 1: 625 000 ESRI® (Bedrock deposits) with the permission of the British Geological Survey. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

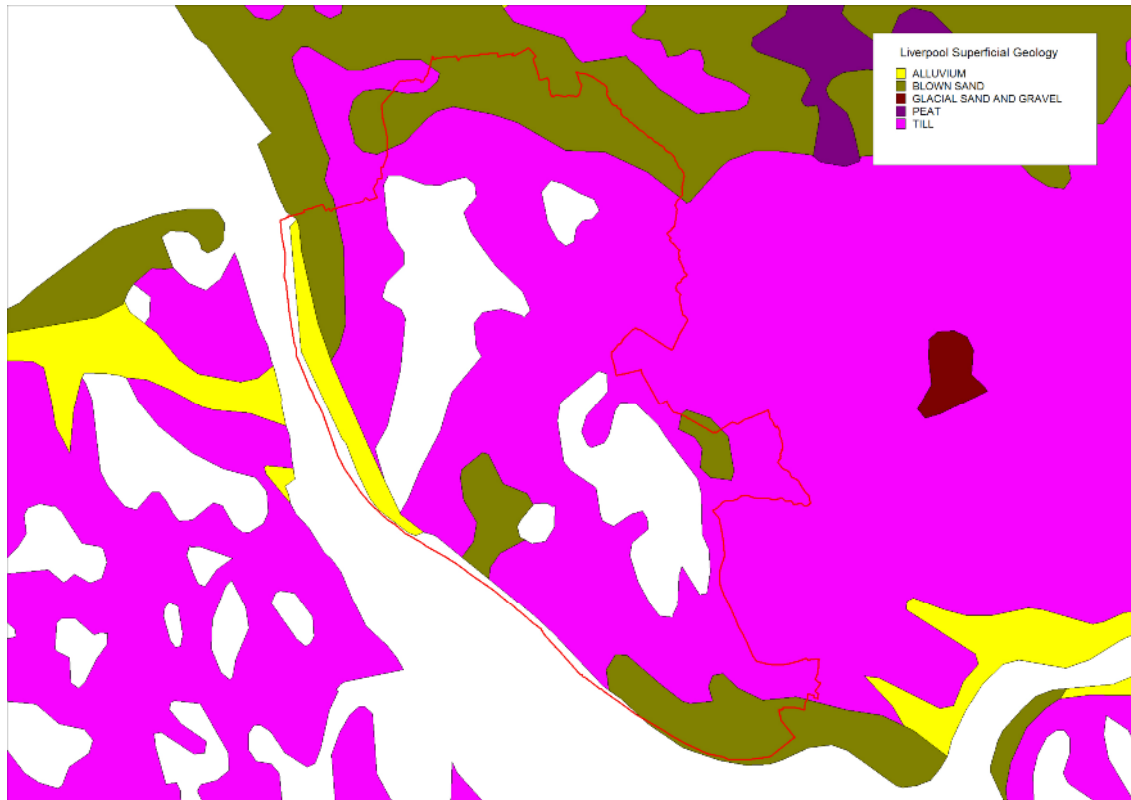


Figure 8 Superficial Geology of Liverpool

Based upon DiGMapGB-625 data 1: 625 000 ESRI® (Superficial deposits) with the permission of the British Geological Survey. (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence number 100019088. English Heritage)

7.3 Liverpool History

7.3.1 Liverpool's History and its impact on the Natural Environment

The earliest documented evidence of a settlement at the mouth of the River Mersey dates back to the writings of the Domesday Commissions, who were sent to record on the various estates in England in the late 11th century. The area we know today as Liverpool may have been one of six unnamed berewicks (outlying settlements dependent on an estate centre) attached to the capital manor of West Derby (Philpott, 1988). The area is described as being thinly populated, with small clearings surrounded by forests, moors and marshes, with just a few serfs manning the lands. Liverpool is first encountered on a map in the late 12th century as *Lyrpul* or *Lytherpul*. The origins of this name have been debated but it has been proposed that it originates from the Old English word *Liefer*, which means 'thick' referring to thick, muddy or sluggish water, or the Danish (Viking) word '*lide*' or '*lithe*' meaning an inlet by the marsh. The evidence points to a landscape of woodland, fen swamp, peat bog and coastal habitats (Cowell, 1982) and it suggests that the name *Liverpool* refers to the nature of the landscape at the time of the Norman Conquest. It would therefore appear that Liverpool's story began on the banks of a tidal pool, which ran inland from the River Mersey. The mouth of the pool was roughly where the waterfront Strand Street is situated today and flowed inland for about a mile to where the entrance to the Birkenhead Queensway Tunnel stands (Liverpool in Print Reading Guides, Liverpool City Council, 2009).

7.3.2 Medieval Liverpool

Liverpool's early history had little to suggest that it would become a city of world importance. The original six streets of the town were set out in 1207 following King John's grant of the letters patent, the plan being to create a settlement capable of servicing an embarkation point for Ireland. Before this strategic decision literally put it on the map, Liverpool had been an agricultural village, overshadowed by the towns of Preston and Wigan, and especially by Chester. Furthermore, 1207 did not mark the beginning of a great boom for Liverpool - the town's economy remained focused on agricultural and food processing, grain mills and warehouses, up until the Sixteenth century (Liverpool in Print Reading Guides, Liverpool City Council, 2009).

Medieval Liverpool has not been the subject of much controversy among historians but there has been a clear shift from political to social and economic research. The classic histories of Liverpool written by Thomas Baines and James Picton in the mid-nineteenth century demonstrate Victorian preoccupations with charters, landowning, and feudal authority. More recently, social and economic historians have reconstructed the struggles and harshness of medieval life on the margins of England in some detail, often using of fragmented source material (Liverpool in Print Reading Guides, Liverpool City Council, 2009).

7.3.3 Sixteenth and Seventeenth Century Liverpool

Liverpool became more important in the later Medieval and Post-Medieval periods than had been in the Medieval, but only gradually. Its role remained that of a market town and agricultural-processing centre, although its maritime dimension grew, especially in the seventeenth century. In particular, the silting of the Dee and the decline of Chester's port activity offered Liverpool its first real opportunity to move up England's urban hierarchy. Liverpool overtook Chester in exporting a number of commodities early in the 17th century, including coal and salt. It remained focused on the Irish Sea, however, with relatively little trade further afield. Politically, the town secured a new charter in 1626, incorporating the borough and confirming the powers of its elite. Liverpool became a strategic focal point during the Civil Wars of the 1640s and 1650s, as Parliament's gateway to Ireland. By the later 17th century, Liverpool's population was increasing, particularly through inward migration, and society became more complex. Occupationally, there was a notable shift toward a maritime, mercantile economy. The Liverpool Town Books (available from 1550), offer particularly important evidence of life in the town. However, nothing survives above ground to illustrate the architecture of the 17th century town and only Speke Hall (Speke) and the Ancient Chapel of Toxteth in Park Road (though reconstructed) are of 17th century origin (Liverpool City Council, 2009).

7.3.4 Eighteenth Century Liverpool

Perhaps the most famous event in all of Liverpool's history is the opening of Liverpool's first dock in 1715. The dock has come to symbolise a new era in the town's growth, the starting point of the 18th-century boom in Liverpool's fortunes. It is also indicative of the rise of a merchant elite, which dominated town government and office-holding from the late 17th century until the middle of the nineteenth and coordinated investment in strategic port infrastructure. In this era, Liverpool took a major share of lucrative Atlantic trades, including the African slave trade, the huge traffic in slave-produced sugar from the West Indies, and the export of Lancashire manufactured goods. Recent research has added a great deal to our knowledge of eighteenth century Liverpool, and in particular revealed an increasingly complicated society. Rich and poor alike moved in and out of the town at different stages in their lives. This fluidity has proved a huge challenge to historians attempting to study family structures and population changes. New work also points to political tensions and conflicts which were nonetheless overcome, for the most part, in the common interest of mercantile trade. That maritime, shipping and trading atmosphere itself became deeply embedded in Liverpool's society and culture in this period, influencing the lives of Liverpudlians from mariners and shopkeepers to the wealthiest merchants (Liverpool City Council, 2009).

7.3.5 Nineteenth Century Liverpool

In the early years of the nineteenth century, Liverpool faced many uncertainties. The abolition of the slave trade in the British Empire in 1807 was hugely controversial in the town, with sharp divisions between abolitionists and supporters. As trade expanded into new regions, sections of the merchant community developed different, and sometimes competing interests. Rapid population growth and overcrowding in central districts increased the gap between the rich and the poor, and wealthier Liverpudlians moved uphill to the late-Georgian new town of Rodney Street, Abercromby Square and Canning Street. By the 1840s, those left behind were suffering some of the worst slum conditions in any British town. The contrast between poverty and wealth became the signature characteristic of Victorian Liverpool, remarked upon by most commentators, and seemingly ingrained in the mercantile economy. Service industries, then as now, employed both the highest and lowest paid workers, from merchant bankers to casual cleaners (Liverpool City Council, 2009).

Liverpool's pioneering steamship owners gave the port global connections in this period, becoming Europe's major cotton importing centre, and also the embarkation point for millions of emigrants heading for the new world. From the 1860s through to the Great War, Liverpool was effectively Europe's western gateway in the first era of globalisation. This was also the era of its greatest contradictions, home to the wealth and respectability of suburbs like Sefton Park, to the wild-west sailortown districts behind the docks, and to religious and ethnic communities (Liverpool City Council, 2009).

7.3.6 Twentieth Century Liverpool

Prosperity and power reached their peak in the early 20th century when Liverpool was known as the 'second city' of the British Empire (after London) and its most important port city with approximately 870,000 inhabitants in the 1930s. Throughout this period of growth, the docks continued to be the main engine of the city's economy, playing a key role in linking the prosperous Lancashire industrial region as well as the entire British Isles to the overseas markets of the Empire. During the period of rapid expansion, the city grew in concentric rings around the centre and along the rapidly expanding docks that stretched along the river Mersey over a total length of 14 miles and were linked by an efficient overhead railway system (Liverpool City Council, 2009).

Liverpool began the twentieth century on a high note, with a boom in trade, an outburst of civic pride and a belief that some of the city's problems were being addressed through plans for council housing. Heavy investment in the new Pierhead buildings, the business district and the Queen's Drive ring-road reflected the confidence of the middle classes and the city's planners (Liverpool City Council, 2009).

However, Liverpool's decline began when global trade links were severed in the Inter-War period. In addition, the focus of Britain's economy shifted towards the southeast of the country, pushing the city's hinterland into a deep recession. During World War Two, these trends were temporarily disguised by the sudden importance of the port as the main window to transatlantic food and raw material supply (Liverpool City Council, 2009).

The trends towards containerisation in the 1950s made the docks rapidly redundant, and port activities were shifted further north towards the mouth of the river. The loss of the docks as a main source of employment marked the beginning of a relentless period of economic and demographic decline (Liverpool City Council, 2009).

Liverpool's municipality was aware of the structural problems of the economy of harbour and harbour processing industries. From 1936 the municipality became a key player in the attempt to stir against fatal trends of decline with policy initiatives (later to be called regeneration programmes) that fundamentally altered the face of the city; and indeed, policy experimentation was often ill-conceived and fatal in its own way. Its first stage was a promotion of decentralisation of housing and economic activity. Liverpool tried to tackle problems of overcrowding and slum housing by building municipal housing estates on newly acquired land at the outskirts of the city (during the 1930s, Liverpool nearly doubled its built-up city area) or in the emerging independent New Towns such as Skelmersdale or Runcorn. For the time being, this policy was not unsuccessful. Helped by national decentralisation programmes, the city managed to attract new national and multinational corporations industries, which provided temporary substitute jobs for unemployed low-skilled labourers. Businesses were located in new estates close to the peripheral housing areas (such as at Kirkby and Speke). For centrally-located local industries, however, decentralisation was often disastrous, and companies closed, being unable to compete with the multi-nationals. In the city centre, the *tabula rasa* demolitions of the traditional neighbourhoods meant the destruction of tightly-knit communities, which were scattered in the new estates at the periphery, which contained little or no amenities. After World War Two, slum-clearance programmes gathered pace. The inner city ring of 19th century slum housing was replaced by four- to five-storey, open-deck access blocks. De-densification and fragmentation of the urban tissue continued with the construction of inner city highways in the early 1960s (*Shankland Plan*) that cut off the city centre from the surrounding housing areas. In the late 1960s and early 1970s, in some areas terraces were demolished and replaced by large clusters of tower blocks within expansive green areas of distinct suburban feel (Liverpool City Council, 2009).

In the late 1970s, the impact of the global economic recession on the city's economy was particularly severe, as most of the employment was provided by multi-national

corporations. While employment in the early 1960s had been at its peak, between 1966 and 1978 Liverpool lost 20% of its employment base and by 1991 a further 37% (particularly devastating were the years 1978–1981, when 18% of the jobs were lost). Unemployment soared to unimaginable heights. The predominantly low-skilled job base made service sector growths or any other diversification of the industries difficult. The remaining industries engaged in restructuring that, despite new investment, led to computerisation and mechanisation to retain competitiveness, resulting in a 'jobless growth'. In addition to global economic change, decline was further exacerbated by a national political and economic shift towards the European Union, which left Liverpool at its periphery. The resulting social catastrophe prompted vast numbers of the population to leave the city that had experienced a 'Golden Age' only ten years before with a vibrant local culture that had produced world famous bands like the *Beatles*. The nadir of decline was marked by violent riots in Liverpool's Toxteth district in 1981 (Liverpool City Council, 2009).

From 1979 on, the Conservative Government proposed an overhauling of national policies in accordance the principles of cost saving, a reduced role of local municipalities and the encouragement of the role of the private sector. As a consequence of privatisation, developers and newly-formed housing associations took over the Council's driving seat position in city planning and house building. In a second period of inner city demolition, the 1950s multi-storey terraced blocks were replaced by privately-owned bungalows and two-storey semi-detached houses that proved more easily saleable. This process continues to the present day and led to the almost complete disappearance of the last, once widespread urban typology: the residential tower. Most affected was again the inner-city ring around the centre, which lost significant parts of its population: from 50 to 60 units per hectare previously to a mere six or eight. However, exceptions to the predominant trend towards privatisation do exist and point towards an often forgotten, but vital resource of Liverpool: Already in the late 1970s, tenants formed citizens initiatives to set up housing co-ops (e.g. *Eldonian Estate* in Everton), which became a safe haven in the following years (Liverpool City Council, 2009).

7.3.7 Current Trends

While Liverpool continues to be one of the most deprived boroughs of the entire country and one of the poorest within the EU (75% of the average EU GDP), since 1991, a process of consolidation in the city's finances began and an increasing sense of optimism is spreading in the city. The turnaround was largely helped by huge national and EU regeneration grants. From 1993 on, the city received Objective 1 status, prolonged for a second term in 1999 (EU funds distributed in five *Strategic Partnership Areas*), which significantly contributed to the process of stabilisation. Both EU and national funding was conditional upon the principles of 'partnership' and thus helped to found new and effective strategic alliances within the city. The physical transformation of inner city areas set the stage for foreign speculative investment in the housing sector. New typologies emerged, such as loft living or luxury apartment blocks in the former dock areas. Liverpool became a regional centre for youth culture and entertainment, benefitting the local music scene, which has developed into a vibrant club culture of regional and national importance. Attracted by the success of popular music, students began to pour into the city. Clubs and popular culture generated new jobs together with other niche economies, such as the new *John Lennon Airport* (European budget airlines) and expanding call centres.

Recent *Census* figures have shown that the period of large demographic decline has come to an end and Liverpool's population appears to be stabilised at around 460,000 inhabitants, approximately half of the population of the 1930s. Population figures in the Merseyside conurbation are even slightly increasing. Much seems to point towards further consolidation in the future. However, while the city centre rejuvenates and run-down warehouses are gentrified, on the scale of the entire city, Liverpool's social and economic fabric remains highly polarised. Unemployment and poverty figures vary strongly between city areas.

7.3.8 Population

Liverpool's population rose dramatically over the 19th century as its status as a world port was reinforced and as the city saw an enormous influx of Irish immigrants after the famine. This levelled out in the 1880s before rising again in the 20th century. From the 1940s onwards the population began to fall rapidly as new towns like Kirkby and Warrington saw an influx from those seeking to escape rising unemployment and increasing deprivation in Liverpool. This has begun to level out towards 2001 although the city is still losing more people than it gains. It is interesting to note that Liverpool's population trends are almost identical to Manchester's.

Year	Population 10 years earlier	Current Total Population
1801		82,430
1811	82,430	101,065
1821	101,065	129,007
1831	129,007	180,222
1841	180,222	255,492
1851	255,492	320,513
1861	320,513	429,881
1871	429,881	539,248
1881	539,248	648,616
1891	648,616	659,967
1901	659,967	711,030
1911	711,030	766,044
1921	766,044	805,066
1931	805,066	846,101
1941	846,101	806,271
1951	806,271	768,337
1961	768,337	683,133

1971	683,133	607,454
1981	607,454	503,726
1991	503,726	480,196
2001	480,196	439,476

Table 5 Population Change in Liverpool 1801 to 2001 (Source: Vision of Britain. www.visionofbritain.org.uk)

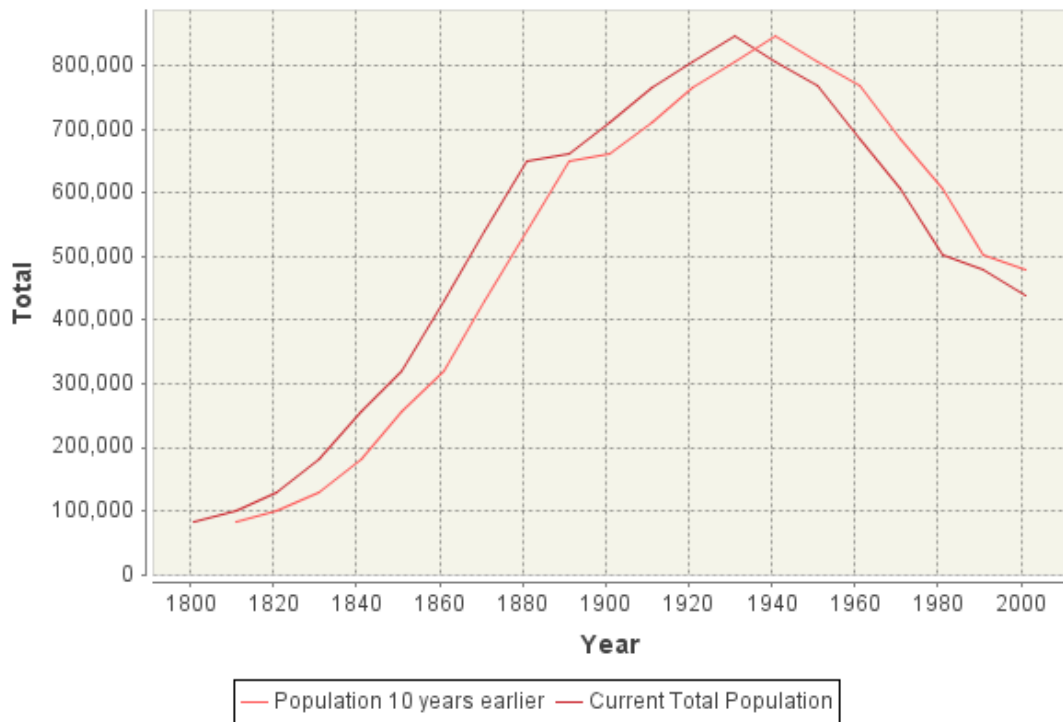


Figure 9 Liverpool Population for the years 1801 to 2001 (Source: Vision of Britain. www.visionofbritain.org.uk)

8 The Historic Character of Liverpool

8.1 An Overview of Liverpool's Historic Character

Within the Liverpool survey about 2.4% (approximately 269.5 ha) of land 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. The Merseyside Historic Characterisation Project (MHCP) only recorded the shape and size attributes of field systems. The MHCP did not further define field types or possible origins (beyond the scope of the project). 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 19th 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. 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). No evidence for prehistoric enclosure was recognised during the MHCP study; 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.

From the MHCP study, **Woodlands** comprise just over 0.68% (just under 76.4 ha) of the total Liverpool area. 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). Much of the present woodland has origins before 1850 (i.e. it is depicted on the First Edition Ordnance Survey 6" map of 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.

Recent estimates of woodland habitats in the Phase 1 Habitat Survey put the figure nearer to 5.5% of the total area (Liverpool City Council, 2006). The Phase 1 Habitat survey identified 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. Additionally, there were 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 (North Merseyside Biodiversity Action Plan, Merseyside Biodiversity Group, 2001). The survey 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) (Merseyside Biodiversity Group, 2001).

Within Liverpool there area nearly 5410 Ha of land in **Residential** use, representing just over 48% of the current total area. 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 dates 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 dates 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.

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.

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, Fazakerly 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 Gatacre, and a number of modern housing developments. The band accounts for 56.4% (1389.7 ha) of the Later Twentieth Century residential total.

House Types

Although **Farmhouses** represent only 0.06% of the total area of the Residential Broad Type in Liverpool, they are nonetheless significant in terms of historical importance. Farms frequently comprise a cluster of buildings arranged around a yard. They are very often named as farms on mapping, and if not can be identified by interpreting the plans of the buildings. Vernacular cottages can also be named on maps. Cottages usually appear in isolation as a single building with a garden, but are also found in

short, sometimes uneven, rows. 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, 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 has led to the fossilisation of a rural, or semi-rural, landscape and its accompanying residential (farmhouse) nature.

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 1550D - 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.

Terraced houses represent just over 24% of the total area of the Residential Broad Type in Liverpool (1306.6 ha). The majority of current terraced housing dates 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.

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 - three times as many people would like a detached house as expect to get one and two and a half times as many people expect to get a terraced house as would like one. Furthermore, changes in occupational employment structure have resulted in a 35% increase in the requirement for detached housing and an 8% decrease in the requirement for terraced housing¹. Later twentieth century housing is also spread throughout the city, but there is a noticeable concentration around Woolton.

Villa 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. 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 dates to the Industrial Revolution 2 (1836 to 1900) period (79.6%), and is located within **Band 2** of the Residential Development Zones mentioned above.

The Victorian and Edwardian villa, detached and semi-detached housing in Band 2 form part of the Liverpool Suburbs. As the population grew in the mid-19th century and over-crowding became rife, the city centre became an unhealthy place to live. A subsequent trend developed for those who could afford it to move to what became known as the 'suburbs' on the outskirts of large towns and cities. In Liverpool people began moving from the elegant town houses in the heart of the city to the quieter,

leafy suburbs around Sefton Park and Aigburth. There were growing numbers of fairly affluent people who were not wealthy enough to keep a house in the country and a town house, but who wanted to attain a similar lifestyle. Park estates, such as Cressington Park and Grassendale Park, provided villas with grounds attached. These park estates are now designated Conservation Areas for their architectural and historic importance.

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') 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.

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.

Council Housing represents about 13% (704.56 ha) of the current Residential Broad Type. Built for the working classes, local authority estates were first constructed in the interwar 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. 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 farm complexes or elite residences, 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 potential for archaeological remains relating to these sites to be present, and a more limited potential for surviving pre-20th century buildings.

Liverpool Council was one of the first authorities in Britain to provide municipal housing. Its earliest project was a block of labourers' dwellings, St. Martin's Cottages, completed in 1869. The next housing project was the construction of the Victoria Buildings, opened in 1885, and the Juvenal Dwellings followed in 1890.

Towards the end of the Inter-War period, the Liverpool Corporation were forced to develop large estates beyond the city boundary. Three areas of land had been purchased prior to 1939, but the outbreak of the Second World War meant that new building developments were halted. With the end of the war, the developments resumed as land was already available. One of the three development sites was the Brook House area at Huyton. 800 mixed houses and flats were constructed around a central block of shops. Construction of the Speke housing estate began in 1936. By 1957 the estate was almost complete with a total of more than 6000 dwellings.

Additional community facilities were later added including a central shopping area, a community hall, swimming baths and civic laundry, a public library, police and fire stations, licensed premises, a public garage and a new Anglican church. Despite the creation of these large estates, still more houses were needed and the search continued to find other sites for similar developments. Further schemes were pursued in the areas around Horrocks Avenue and Mather Avenue. Other estates were developed around 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, self-contained communities with provision for work and leisure. Most provided the amenities needed for a community to thrive, such as shops, churches, schools, libraries, health services and community halls.

The **High-rise** MHCP Sub type 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.

The **Private Estate** MHCP 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.

Model Villages and 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.

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.

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)

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 the 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 project scope time to do this for all of the industrial sites in the district. As the specific 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.

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.

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. In earlier centuries, Liverpool had a thriving pottery industry and was active in shipbuilding.

Like most major British rivers, the Mersey had an active shipbuilding industry during the sailing ship era. Building wooden ships was the job of skilled craftsmen, usually working in small yards with minimal capital and equipment. With the transition to iron and then steel shipping in the second half of the nineteenth century, the industry consolidated sharply, with North East England and the Clyde becoming the main centres of British shipbuilding. Liverpool shipbuilding also faced a local threat from the early nineteenth century onward, with the inexorable expansion of the commercial dock system. Docks, sheds and warehouses were a more lucrative use of waterfront space than shipyards, so successive port authorities pushed the town's shipbuilders out to the edges of the dock system, kept them on short leases, and eventually removed them from the Liverpool waterfront altogether (Liverpool in Print Reading Guides, Liverpool City Council, 2009).

The Mersey dock system has been widely regarded as an engineering and economic wonder, almost from the opening of the original dock in 1715. Most accounts of Liverpool in the eighteenth century pay tribute to their scale and activity. Later, the expansion of the Mersey docks in the middle decades of the nineteenth century coincided with a publishing boom in local histories, guides and handbooks. Many of these included surveys of the dock estate, often with some detail of the kind of cargoes handled and the warehousing, storage and handling facilities available (Liverpool in Print Reading Guides, Liverpool City Council, 2009). In the later 20th century, historians of engineering and technology rediscovered the docks as a valuable example for their fields. Our knowledge of Liverpool's dock engineering has

expanded greatly since the 1980s, in large part, ironically, because of the failure of the Mersey dock system (Liverpool in Print Reading Guides, Liverpool City Council, 2009).

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 and industrial estates were created at Speke and Aintree in an effort to provide attractive sites for incoming firms: the City Council secured legal powers in 1936 to create industrial clusters in outlying estates. This trend continued after The Second World War, but the oil crisis of the 1970s and the recession of the 1980s hit Merseyside manufacturing hard (Liverpool in Print Reading Guides, Liverpool City Council, 2009).

Within Liverpool there are 1116.28 ha of land which contains the **Civil** Broad Type. This represents around 10% of the total Liverpool area. 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.

A city of many migrants, Liverpool has a large variety of churches and other places of religious worship. These have historically been focal points for communities, meeting a broad range of social and cultural needs as well as serving religious functions. Liverpool has some of the largest and most revolutionary religious buildings in Britain, reflecting the importance of its various communities during the nineteenth and twentieth centuries (Liverpool in Print Reading Guides, Liverpool City Council, 2009).

Liverpool had some early schools, most notably the Grammar School founded in 1515, and the famous Bluecoat School of 1708. However, educational provision in the town remained patchy and fragmented well into the nineteenth century. The creation of the Liverpool School Board in 1870 (when basic schooling became compulsory in Britain) helped formalise public education, and led to the rapid building of schools across the city; its functions were taken over by the Council in 1902. Schooling increasingly became the responsibility of local government, especially after the Education Act of 1944 that demanded universal provision of secondary education. By the late 1960s, Liverpool's Education Department was one of the largest in the UK, responsible for 436 establishments, including 280 primary schools, 90 secondaries, 43 special schools, four colleges of education, ten further education colleges and nine youth and community centres (Liverpool in Print Reading Guides, Liverpool City Council, 2009).

The history of Liverpool's colleges is extremely complicated, with many different institutions, changes of name, mergers and closures. As is the case in most cities, Liverpool's universities trace their roots back to a number of educational institutions active in the nineteenth century. The evolution of these institutions over time, and of higher education more generally, is closely connected to the shifting economic and cultural health of the city (Liverpool in Print Reading Guides, Liverpool City Council, 2009).

Immediately before the creation of the NHS in 1948, Liverpool had thirty-two hospitals, seventeen owned by the voluntary sector, and fifteen by the County Borough of Liverpool. The intervening half century has seen the building of huge new hospitals, and an unprecedented development of medical technology (Liverpool in Print Reading Guides, Liverpool City Council, 2009).

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. A large part of these sub types 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. 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).

Within Liverpool, the **Communications** Broad Type covers 603.93 Ha of land, representing roughly 5.4% of the total area. 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.

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.

The **Rough Land** Broad Type 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 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. 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.

Eight **Water Bodies** were recorded as current character areas in Liverpool, all of which are reservoirs (no natural Water Bodies were recorded). 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). Bringing clean water to the residents of overcrowded, unhealthy cities is now regarded as one of the Victorian era's greatest social achievements. Massive projects to pipe water into the city, and to take sewage away from it, created a sprawling infrastructure of underground drains and pipes, much of which remains in use. Public baths and wash-houses became important amenities for the urban poor and were often central to community life. Liverpool's water supply originally came from wells in the city centre, and by the early nineteenth century private suppliers were piping water into the city. The increasing influence of the public health movement in the 1840s persuaded the town council to invest in the Rivington reservoir scheme in Lancashire, albeit after great political controversy. Population growth quickly outstripped this supply, leading to an even larger project to bring water from Lake Vyrnwy in Wales in the 1880s. Liverpool built another reservoir at Tryweryn in the 1960s amid much protest: the city council apologised for this action in 2005. 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.

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, the recently closed Deysbrook Barracks in West Derby, covers some 15.07 ha (67.08%).

8.2 Liverpool's - Statistical Data and Mapping

Liverpool Broad Type	1850 (ha)	1893 (ha)	1939 (ha)	Current 2003 (ha)
Civil	116.42	379.06	804.38	1116.28
Coastal	84.41	84.41	84.41	19.21
Commercial	150.62	174.64	196.16	638.58
Communication	269.08	446.44	683.20	603.93
Defence	0	3.00	2.56	23.57
Field System	4532.94	4801.28	2405.67	303.01
Industrial	549.62	754.05	901.09	987.70
Other	9.21	41.64	18.52	0.70
Recreational and Ornamental	62.28	401.75	1105.82	1852
Residential	2379.20	3578.97	4629.22	5405.63
Rough Land	22.34	26.94	43.04	153.79
Water Bodies	17.76	17.06	19.84	11.69
Woodland	77.58	81.89	76.23	76.38

Table 6 Liverpool Broad Character Types

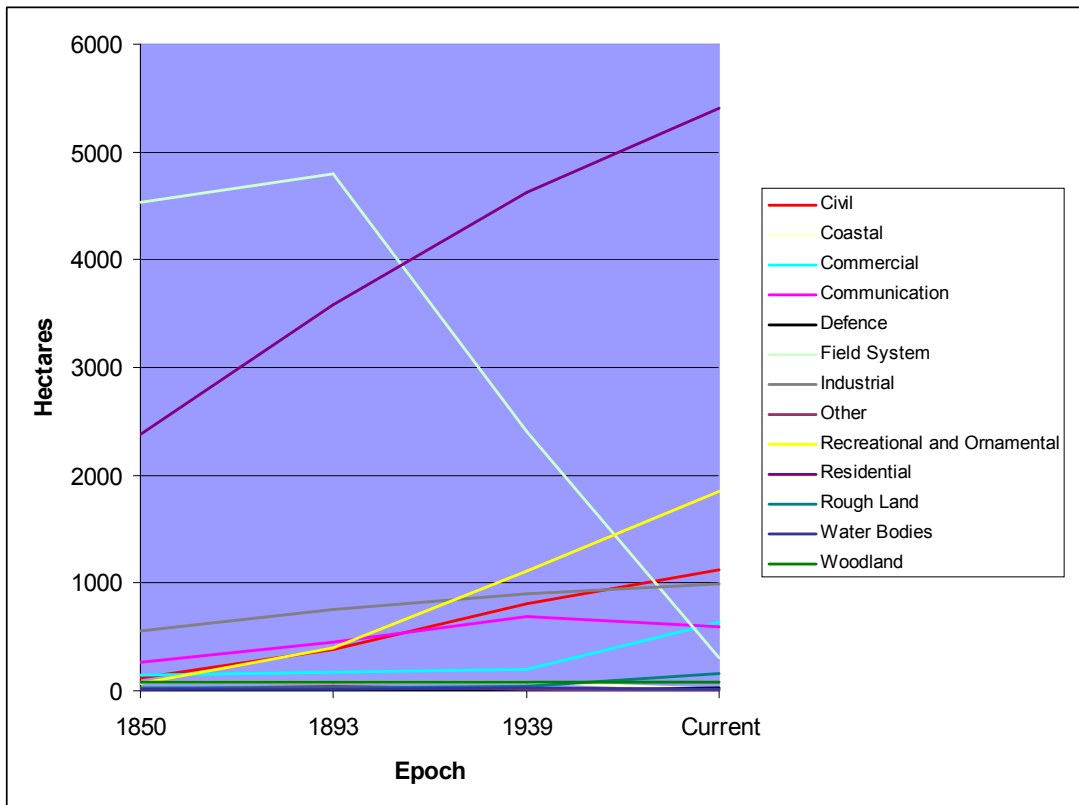


Figure 10 Graphical Representation of Liverpool Broad Types through time

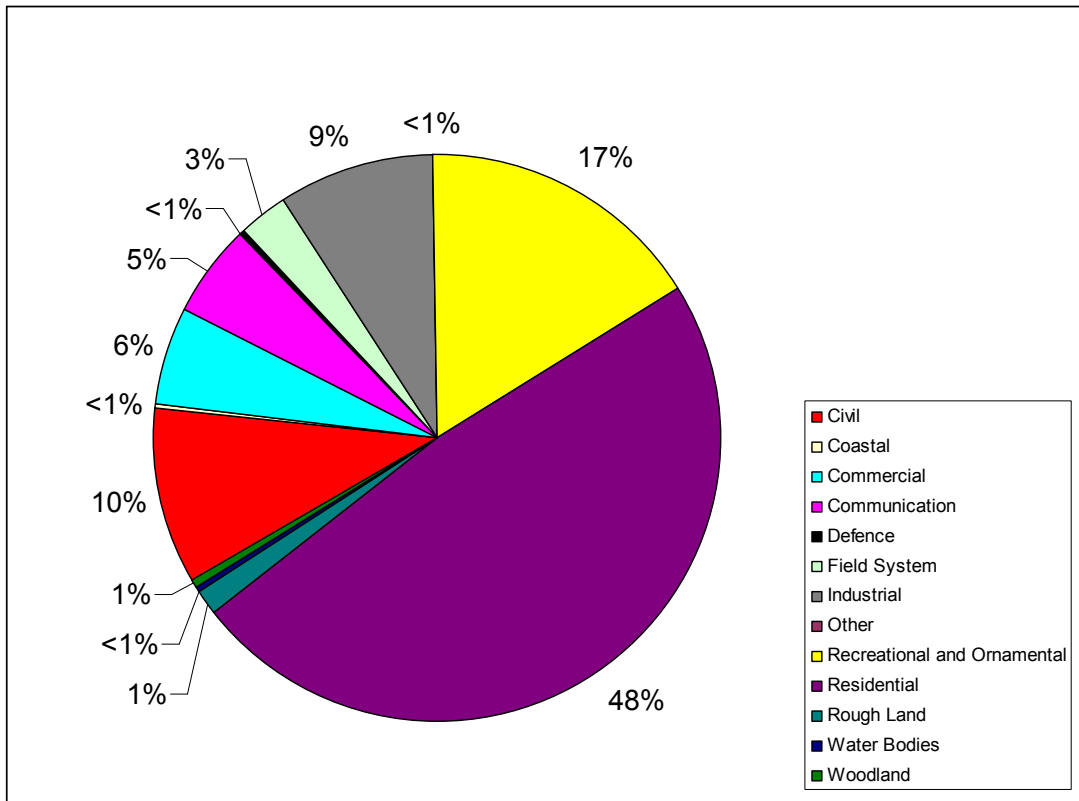


Figure 11 Pie chart showing Current (2003) Broad Types in Liverpool (% of land)

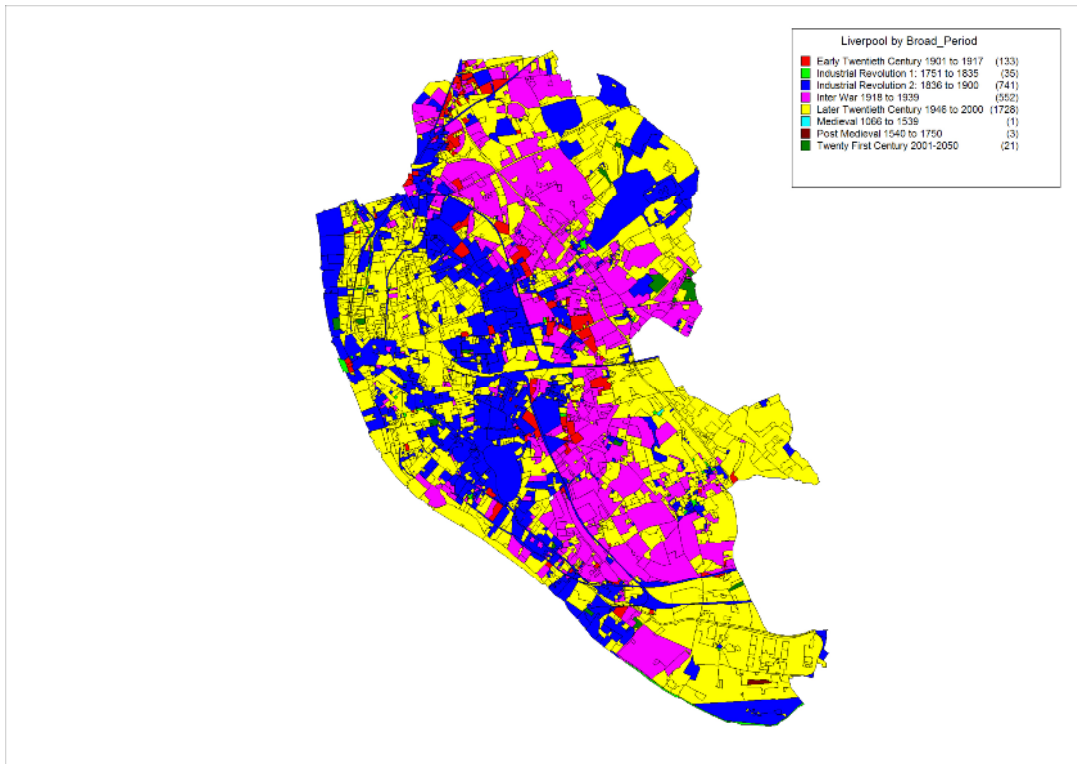


Figure 12 Liverpool by Broad Period of origin
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

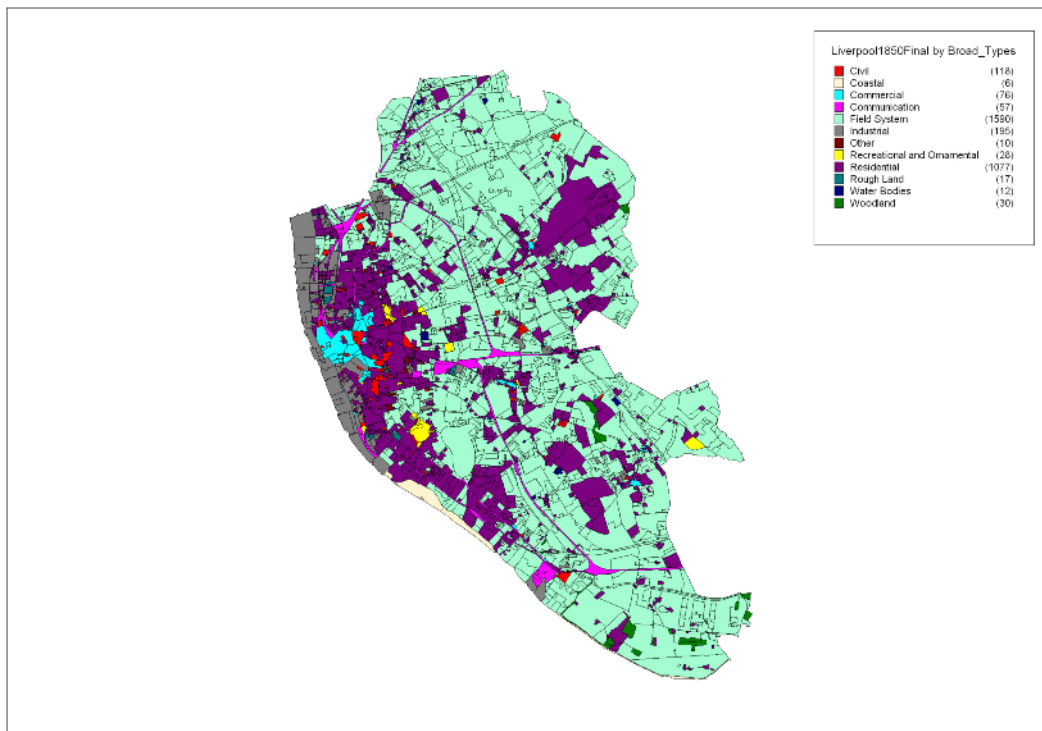


Figure 13 Liverpool Characterisation in 1850
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

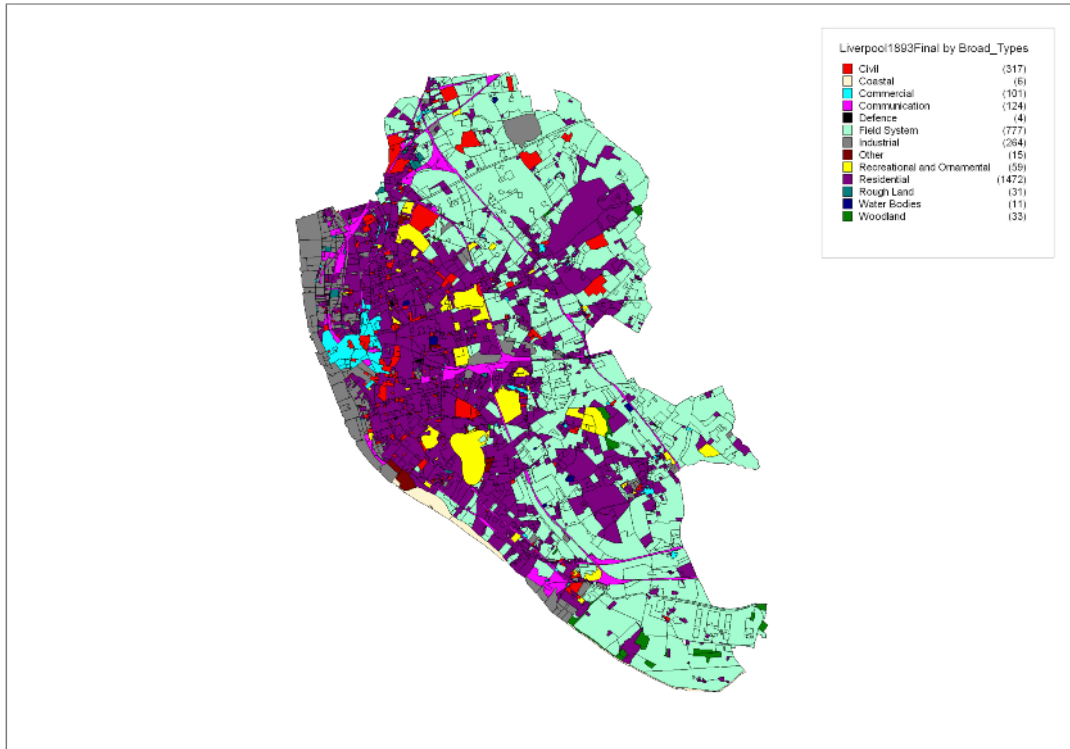


Figure 14 Liverpool Characterisation in 1893
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

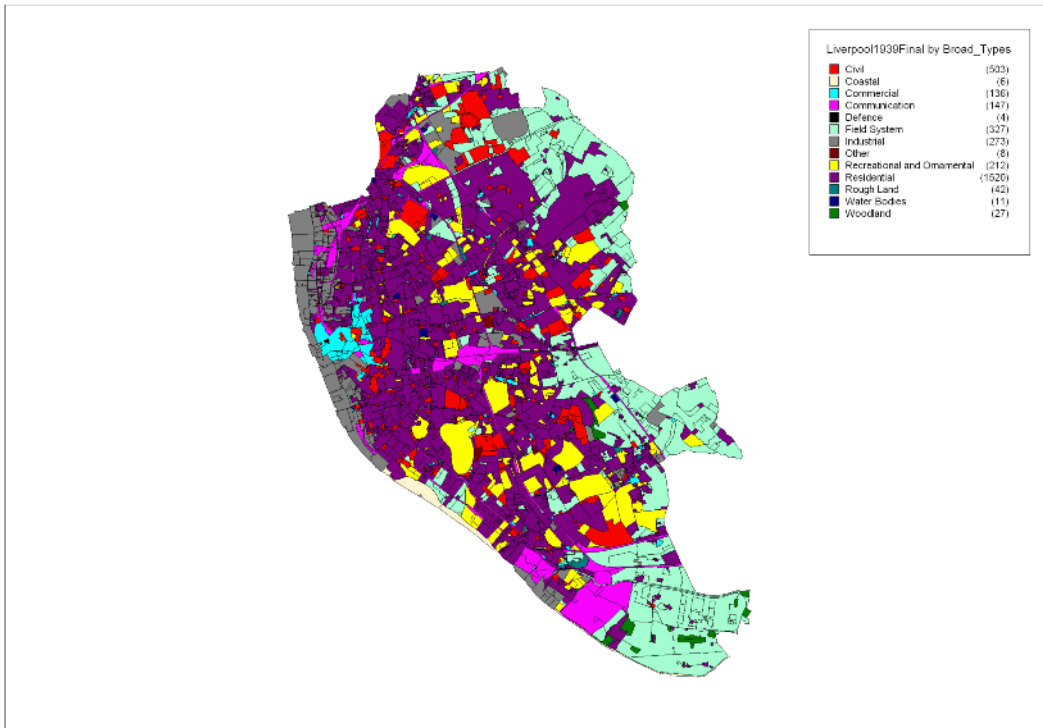


Figure 15 Liverpool Characterisation in 1939
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

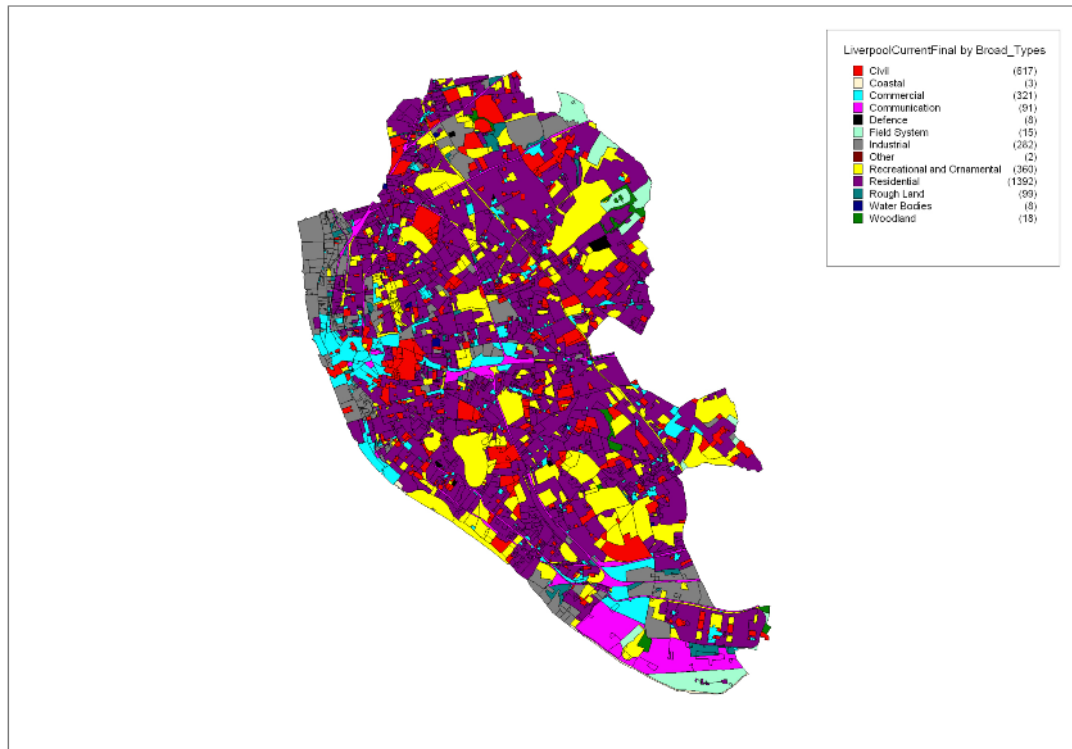


Figure 16 Liverpool Characterisation Current (2003) Mapping
 (© Crown Copyright and database right 2003. All rights reserved. Ordnance Survey Licence Number 100019088. English Heritage)

Table 7 Sub Type Characterisation for Liverpool from 1850, 1893, 1939 & Current (2003)
 (Hectares)

Liverpool Broad Type	Liverpool Sub Type	1850	1893	1939	Current 2003
Civil	Cemetery	11.68	34.16	181.62	198.28
Civil	College/University	4.99	12.60	66.56	165.60
Civil	Cultural	3.87	13.03	20.70	44.26
Civil	Hospital	5.38	41.66	193.37	143.93
Civil	Institution	11.78	26.98	32.62	13.26
Civil	Place of Worship	60.70	104.53	136.53	147.96
Civil	Police Station	1.16	1.59	2.54	17.77
Civil	Prison	2.54	25.20	22.26	22.54
Civil	School	14.32	36.71	145.17	362.72
Coastal	Salt Marsh	3.46	0	0	0
Coastal	Sand and Mud Flats	80.95	84.41	84.41	19.21

Commercial	Business Park	0	0	0	53.71
Commercial	Commercial Core	111.61	122.44	119.38	58.59
Commercial	Commercial Core (Office)	6.07	2.48	1.52	79.74
Commercial	Commercial Core (Retail)	32.64	48.46	70.88	239.81
Commercial	Offices	0.30	1.27	4.38	138.10
Commercial	Retail Park	0	0	0	68.64
Communication	Airfield	0	0	179.89	305.38
Communication	Canal	9.28	9.28	24.66	7.43
Communication	Historic Route	0	0	0	0
Communication	Railway	233.00	410.37	456.16	211.45
Communication	Road	26.80	26.80	31.49	79.67
Defence	Barracks	0	1.38	0.74	15.81
Defence	Camp	0	0	0	0
Defence	Other (Defence)		1.62	1.82	7.76
Field System	Irregular / Small	54.44	6.45	2.35	24.58
Field System	Irregular / Medium	71.27	3.66	0	2.23
Field System	Regular / Large	17.84	24.85	9.77	0
Field System	Regular / Medium	675.99	695.55	387.33	50.57
Field System	Regular / Small	4298.34	3926.42	1959.50	192.11
Field System	Semi Regular / Large	30.32	21.70	13.01	0
Field System	Semi Regular / Medium	719.92	324.02	166.24	0
Field System	Semi Regular / Small	1553.73	163.34	69.97	0
Industrial	Chemical Industry	3.63	8.66	3.30	
Industrial	Disused Industry	4.58	16.22	8.82	8.24
Industrial	Dock and Port Related Industry	293.85	323.18	315.38	193.44
Industrial	Extraction Industry	11.37	23.21	4.93	0
Industrial	Glass Industry	6.55	6.55	6.55	0
Industrial	Industrial	61.23	80.64	104.10	169.03
Industrial	Iron Industry / Foundries	13.80	22.45	13.26	0

Industrial	Manufacturing Industry	72.14	129.96	219.36	370.15
Industrial	Maritime Commercial Area	3.83	1.85	8.47	24.56
Industrial	Municipal Depot	0.73	6.28	43.35	19.51
Industrial	Municipal Works	5.88	72.62	98.06	136.44
Industrial	Nursery	39.10	22.77	21.81	3.35
Industrial	Warehousing	39.93	39.67	53.68	62.99
Other Land	Other Land (Other)	9.21	41.63	18.52	0.70
Recreational and Ornamental	Allotment Gardens	2.13	2.55	93.13	69.62
Recreational and Ornamental	Designed Parkland	12.04	12.85	55.47	219.53
Recreational and Ornamental	Other (Recreational and Ornamental)	1.76	4.59	13.73	80.27
Recreational and Ornamental	Public Park	46.35	286.53	480.32	697.31
Recreational and Ornamental	Sports Ground	0	95.23	463.17	785.22
Residential	Council Housing	0	0	358.57	704.56
Residential	Detached Housing	596.76	584.23	323.73	270.63
Residential	Farmhouse	71.30	74.06	51.38	3.33
Residential	Highrise Development	0	1.83	5.18	51.18
Residential	Model Village	1.53	1.31	2.38	14.95
Residential	Modern Housing Development	0	0	0	440.89
Residential	Private Estate	513.31	519.76	374.28	0
Residential	Semi-detached Housing	66.80	267.10	1147.20	2578.70
Residential	Terraced	681.55	1589.61	2120.63	1306.63
Residential	Villa Housing	447.95	541.07	245.89	34.82
Rough Land	Other Land (Rough Land)	22.34	26.94	43.04	145.79
Rough Land	Scrub	0	0	0	8.00

Water Bodies	Artificial Water Body	12.21	12.53	14.59	11.69
Water Bodies	Natural Water Body	5.55	4.53	5.25	0
Woodland	Ancient Woodland	17.10	17.10	20.02	17.10
Woodland	Curved Edged Woodland	0.95	0.95	0	0
Woodland	Managed Woodland	6.80	6.83	6.60	14.80
Woodland	Plantation	13.56	17.54	9.46	19.14
Woodland	Woodland	38.17	39.48	40.16	25.33