



1. Liver Building
1908-11
Listed Grade I
The head offices of the Royal Liver Friendly Society were designed by Aubrey Thomas. It is notable as one of Britain's first multi-storey reinforced concrete framed buildings. The clock towers are mounted with copper Liver Birds which to many are the very identity of Liverpool.



2. Cunard Building
1913-1916
Grade II*
This substantial building was built as the offices of the Cunard Shipping Company to the designs of Willink and Thicknesse. Its proportions give it the form of an Italian palazzo. The sculptural portraits of races from around the world, above the ground floor windows, symbolise the global operations of the company.



3. Port of Liverpool Building
Completed 1907
Grade II*
The domed head office of the Mersey Docks and Harbour Board was designed by Briggs, Wolstenholme and Thorneley in 1901. Features include cast iron gates and gate piers decorated with maritime symbols and lamp holders in the form of naval monuments.



4. George's Dock Tunnel Ventilation Building and Offices
1931-1934
Grade II
This stylized obelisk, reminiscent of ancient Egypt, was designed by Sir Basil Mott and J. A. Brodie, with Herbert J. Rowse, to serve the Mersey Road Tunnel. It has statues of Night and Day, symbols of the never-closing Mersey Tunnel and a black marble memorial to the workers who died in its construction.



5. Memorial to Heroes of the Engine Room (Titanic Memorial)
Circa 1916
Grade II
The memorial was originally intended to be for the engineers who stayed at their posts on 15th April 1912 when the Titanic sank. Its dedication was broadened to include all maritime engine room fatalities incurred during the performance of duty. The figures are naturalistic, the detail of their work-clothes being carefully studied.



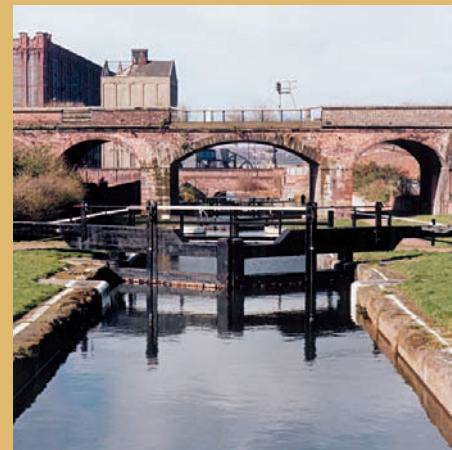
6. Albert Dock Warehouses
Opened 1846/7
Grade I
Opened 1846-47 Albert Dock Warehouses form the largest group of Grade I Listed Buildings in England. Jesse Hartley used well-established techniques adapted from textile mill methods. He introduced new solutions, such as the amazing stressed-skin iron roof. Raising of goods from the quaysides was performed with the first hydraulic cargo-handling installation in the world.



7. Albert Dock Traffic Office
1846-7
Grade I
This is one of a number of building designs by Hartley in collaboration with Philip Hardwick. It is built of brick with red sandstone dressings. The most remarkable feature is the cast iron Tuscan portico and frieze. The building was restored with the rest of the Albert Dock by the Merseyside Development Corporation in the 1980s. It is now owned by National Museums Liverpool and will become home to the International Slavery Museum.



8. Stanley Dock Warehouses
Stanley Dock opened in 1848, and between 1852-55 it was equipped with import warehouses. The complex includes: The North Stanley Warehouse 1852-5 Grade II*, The South Stanley Warehouse 1852-5 Grade II, The Stanley Dock Tobacco Warehouse The Hydraulic Tower 1852-55 Grade II, two entrances from Great Howard Street and two from Regent Road.



9. Leeds and Liverpool Canal Locks
Circa 1848
Grade II
The canal had been in partial use since 1774 and was completed through to Leeds in 1816. This direct link to the docks was formed in 1848. The four locks were designed by Hartley, and are the only all-granite canal locks in the country. The brick viaduct carried the Liverpool and Bury Railway.



10. The Dock Wall
Its purpose was to control rather than prevent access from the town into the docks, and the monumental gateways with their heavy wooden gates sliding in iron guide rails effectively made the docks into a fortress-like stronghold. The design of the various gate piers demonstrates a fascinating progression from Foster's early classical style to Hartley's whimsical turrets.



11. Liverpool Town Hall
Arguably Liverpool's finest Georgian building, it is the result of three principal building phases. The original design was by John Wood of Bath, and was built in 1749-54. Additions and alterations were designed by James Wyatt and carried out by the elder John Foster in 1789-92. Following a fire of 1795, it was reconstructed the work continuing until 1820.



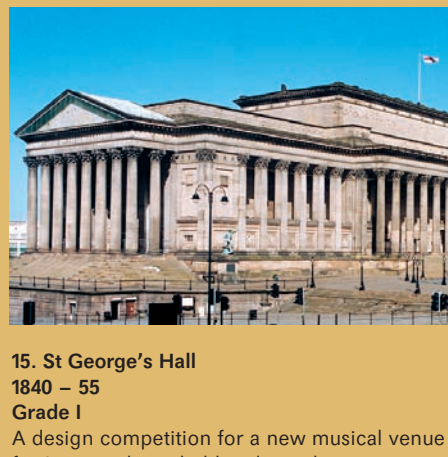
12. India Building
1924-31
Grade II
This immense office block was built for the Blue Funnel Line and designed by Herbert J Rowse with Briggs, Wostenholme and Thorneley. It has stripped classical facades; Italian Renaissance detail is restricted to the top and bottom storeys. The building was badly damaged in the war, and restored under Rowse's supervision.



13. Martins Building
1927-32
Grade II*
Originally Martin's Bank, designed by Rowse it is monumental and American influenced. The stylish top lit banking hall, with its Parisian jazz moderne fittings, survives well, as does the boardroom. Sculpture and carvings by Herbert Tyson Smith with Edmund Thompson and George Capstick celebrate maritime themes and commerce.



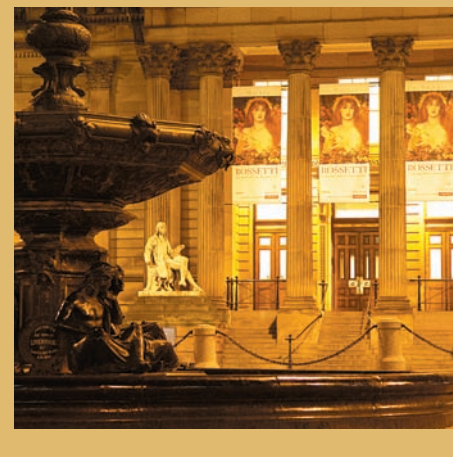
14. Oriel Chambers
1864
Grade I
Designed by Peter Ellis, the use of oriel windows was driven by a desire to provide good daylight. The oriels themselves are framed in the thinnest sections of iron. In its day, the building aroused much opposition. It is only recently that its futuristic qualities have become appreciated.



15. St George's Hall
1840 - 55
Grade I
A design competition for a new musical venue for Liverpool was held and won by young architect Harvey Lonsdale Elmes. The Hall is built in Grecian style externally with a Roman interior. It contains the lavish Great Hall, with its Minton tiled floor and great organ, and the more intimate Small Concert Room, much visited by Charles Dickens. The Crown and Civil courts at either end were introduced following a further competition. The Hall and its free visitor centre re-opened in April 2007 following extensive refurbishment.



16. World Museum Liverpool and Central Library
1857 - 60
Grade II*
The completion of the magnificent new hall on St George's Plateau set the pattern for other civic projects on adjacent land. The Liverpool Improvements Act was passed and a competition was opened in 1855 for a new museum and public library. Local MP William Brown donated £6000, and the street was renamed in his honour. The building is now home to the internationally important collections of World Museum Liverpool.



17. The Walker Art Gallery
Opened 1877
Grade II*
It was designed by architects Sherlock and Vale and named after its principal benefactor, Alderman Andrew Barclay Walker, at that time Lord Mayor of Liverpool. A classical portico is the centerpiece of the exterior, which includes friezes of scenes from the city's history, and is surmounted by a personification of Liverpool.



18. The Bluecoat
Opened 1718
Grade I
The Bluecoat Chambers was originally built as a charity school in 1717 in the Queen Anne style and is the oldest building in the city centre. The main entrance is round headed with a broken pediment above containing a cartouche of the arms of Liverpool. To the rear a landscaped garden provides a quiet environment, totally enclosed from the city. The building re-opened in 2008 following an extensive restoration and is once again open to the public as an arts centre.



19. The Bridewell
1861
Grade II
Located in the Duke Street area, the Bridewell, or Police Station, dates from c.1850. It is of brick with stone dressings and a slate roof. The building is of two storeys and three bays, with the centre bay projecting to form the base of a short tower. The Bridewell is now a public house and restaurant.



20. The Royal Institution
1799
Grade II
The complex of buildings originally built for Thomas Parr is one of the earliest remaining residence/warehouse hybrids that were so characteristic of Duke Street following the construction of the Old Dock in 1715. It became the Royal Institution when it fell out of residential use in 1817, and it was incorporated by Royal Charter in 1822.

Introduction

UNESCO seeks to encourage the identification, protection and preservation of the cultural and natural heritage around the world that is considered to be of outstanding universal value to humanity. Sites that meet the strict criteria of eligibility established by UNESCO are inscribed onto the World Heritage List.

Liverpool – Maritime Mercantile City was nominated by the UK government as “The supreme example of a commercial port at the time of Britain’s greatest global influence” and was inscribed as a World Heritage Site by UNESCO’s World Heritage Committee in July 2004. The status is a great honour as it acknowledges that Liverpool’s history and its architectural and technological heritage are of international significance. Although the inscription does not bring any additional statutory controls, it acknowledges that the permanent protection of the cultural heritage is of the highest importance to the international community as a whole.

Liverpool’s World Heritage Site is shown on this plan. It includes:

- ◆ The buildings along the city’s waterfront and dockland estate from Wapping Dock, through the Albert Dock and the Pier Head to Stanley Dock and Nelson Dock.
- ◆ The stunning architecture of its many commercial buildings in Castle Street, Dale Street and Old Hall Street, which demonstrate the links between the maritime and mercantile cultures of the city.
- ◆ The neo-classical cultural quarter around William Brown Street, centred on St. George’s Hall, where commerce and culture meet in a demonstration of civic pride.
- ◆ Part of the Rope Walks around Duke Street, where many merchant’s houses and warehouses survive.

Liverpool’s outstanding universal value as a World Heritage Site stems from its historic role as an eminent international seaport from the early 18th century to the early 20th century and the surviving urban landscape that testifies to that role.

The Site is of international significance because:

- ◆ It played a leading role in the development of dock construction, port management and international trading systems in the 18th and 19th centuries
- ◆ The buildings and structures of the port and the city are an exceptional testimony to mercantile culture
- ◆ Liverpool played a major role in influencing globally significant demographic changes in the 18th and 19th centuries, through a) its involvement in the Trans-Atlantic Slave Trade and b) its involvement as the leading port of mass European emigration to the New World

In summary; Liverpool’s international significance stems from its roles in the development of international trading systems, the Trans-Atlantic Slave Trade and mass European emigration: its historic buildings, structures and spaces are important individually in their own right but especially collectively because they bear witness to that historic intangible significance.

Some of the most important buildings within the site are highlighted on the plan and illustrated overleaf.

For further information visit www.liverpoolworldheritage.com or telephone 0151 233 3000

↑ Belfast Ferry Southport

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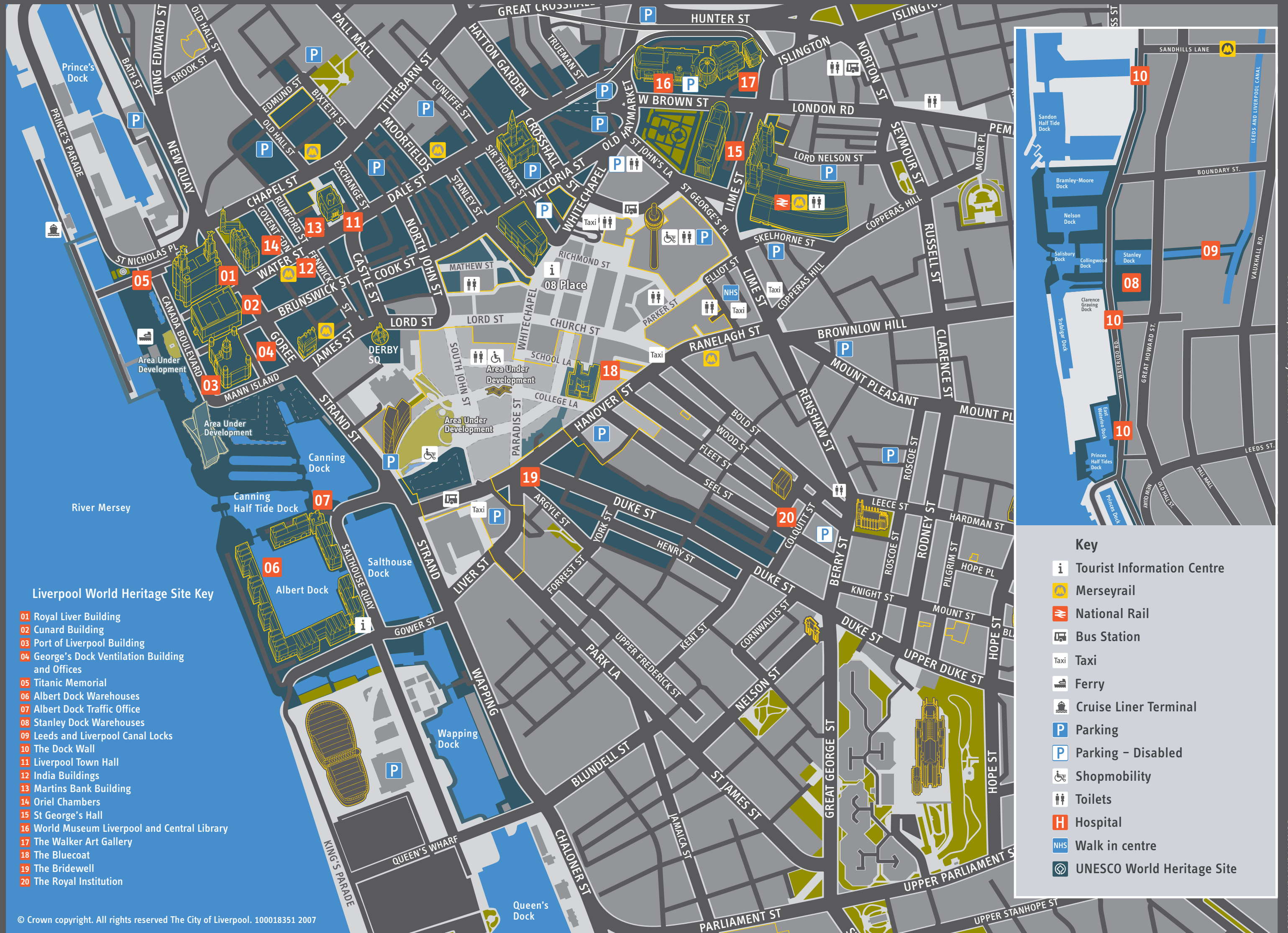
B |

↑ Everton FC Liverpool FC

C |

D |

E |



Liverpool World Heritage Site Key

- 01 Royal Liver Building
- 02 Cunard Building
- 03 Port of Liverpool Building
- 04 George’s Dock Ventilation Building and Offices
- 05 Titanic Memorial
- 06 Albert Dock Warehouses
- 07 Albert Dock Traffic Office
- 08 Stanley Dock Warehouses
- 09 Leeds and Liverpool Canal Locks
- 10 The Dock Wall
- 11 Liverpool Town Hall
- 12 India Buildings
- 13 Martins Bank Building
- 14 Oriel Chambers
- 15 St George’s Hall
- 16 World Museum Liverpool and Central Library
- 17 The Walker Art Gallery
- 18 The Bluecoat
- 19 The Bridewell
- 20 The Royal Institution

Key

- i Tourist Information Centre
- Merseyrail
- National Rail
- Bus Station
- Taxi
- Ferry
- Cruise Liner Terminal
- P Parking
- P Parking – Disabled
- Shopmobility
- Toilets
- H Hospital
- NHS Walk in centre
- UNESCO World Heritage Site

Six Minutes Walk

↓ Liverpool Airport Speke Hall / Otterspool Promenade

→ Croxteth Hall

1 Williamson Tunnels
→ St. Helens, Knowsley Safari Park

2

3

→ Sudley House Salford Park Palm House

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