

James Street station

Water street entrance

Water Street

Liverpool

Heritage and design Statement

Internal amendments to ticket office.

LIVERPOOL
202 VANILLA FACTORY
39 FLEET STREET
LIVERPOOL L1 4AR

t +44 (0) 151 707 9944
f +44 (0) 151 707 0996

MANCHESTER
PORTLAND TOWER
PORTLAND STREET
MANCHESTER M1 3LD

t +44 (0) 161 238 4914
f +44 (0) 151 707 0996

Registered in England & Wales
Limited Company No. 05418430

Registered Office
202 Vanilla Factory
39 Fleet Street
Liverpool L1 4AR

VAT No. 866 7814 71

RIBA 
REGISTERED PRACTICE

info@michaelcunninghamarchitects.com
www.michaelcunninghamarchitects.com

Brief

As part of ongoing improvements to the Merseyrail network, a variety of enhancements have been proposed to the James street station, Water street entrance.

These enhancements aim to improve the passengers' experience of the station, whilst also enhancing and respecting the listed building.

Building history - James street station (HE 6.1)

The station opened as the original Liverpool terminus of Mersey Railway Tunnel in 1886. James Street Station together with Hamilton Square underground station in Birkenhead are the oldest deep level underground stations in the world, London's underground stations were just below the street surface built via the cut and cover method. The stations were so deep they required lifts to access, this gave another world's first in having the first lift accessed stations. The lifts were hydraulically operated.

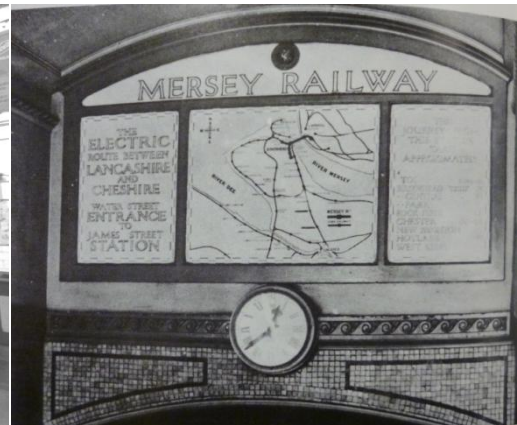
In 1892 a tunnel was extended to Liverpool Central station changing James Street's status to a through station. By this time, there were trains from Liverpool branching from Hamilton Square station terminating at Birkenhead Park and Rock Ferry stations in Birkenhead. The line was electrified in 1903. Through trains to West Kirby and New Brighton commenced in 1938, when the former Wirral Railway routes were electrified. There were originally two platforms, either side of a twin-track tunnel.

During World War II, Nazi aircraft bombed the James street end surface building of the station. A new surface building was built in the 1960s.

A part of the original tunnel between Liverpool Central and James Street is used by the new Northern Line. The remaining part of that tunnel which is used by neither the Wirral Line nor Northern Lines was retained, to provide a connection between the two for moving empty electric trains between depots at Birkenhead North and Kirkdale. Of the original two platforms at James Street, only the westbound remains in regular use

The original Water Street entrance no longer remains - the current entrance was built when the current India buildings were constructed. This is evident in the Art deco / Egyptian influences in the decoration.

The construction of the Ticket office and tunnel vary throughout and the subway tunnel is original to the main station.



Site Location

The station site beneath the Grade 11* India Buildings. The station is accessed through two inconspicuous doors to the North west elevation.



LIVERPOOL
202 VANILLA FACTORY
39 FLEET STREET
LIVERPOOL L1 4AR

t +44 (0) 151 707 9944
f +44 (0) 151 707 0996

MANCHESTER
PORTLAND TOWER
PORTLAND STREET
MANCHESTER M1 3LD

t +44 (0) 161 238 4914
f +44 (0) 151 707 0996

Registered in England & Wales
Limited Company No. 05418430

Registered Office
202 Vanilla Factory
39 Fleet Street
Liverpool L1 4AR

VAT No. 866 7814 71

RIBA 
REGISTERED PRACTICE

info@michaelcunninghamarchitects.com
www.michaelcunninghamarchitects.com

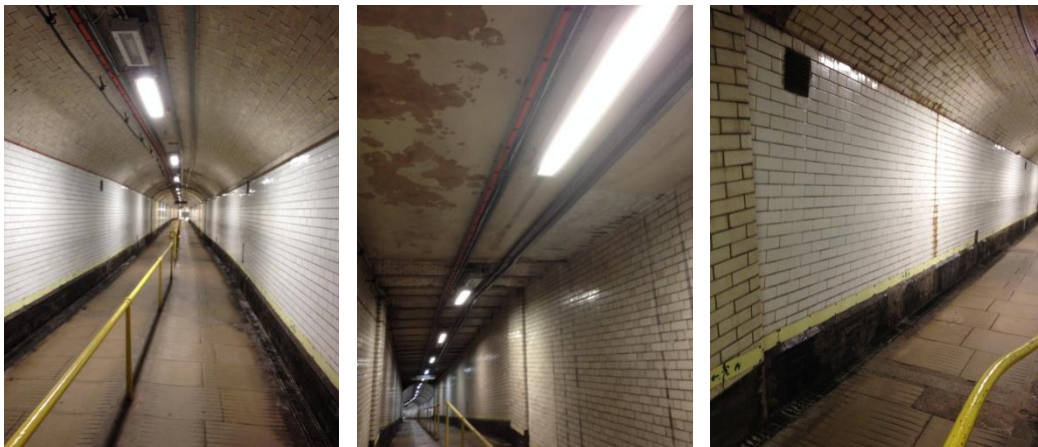
Current site

Subway Tunnel

The subway tunnel has remained unchanged since it was constructed (see above). The tunnel has white tiled walls and curved ceiling. the flooring slabs are concrete and there is a handrail running the full length. The handrail has metal stanchions and a yellow painted rail. This rail is a latter addition.

A length of the tunnel has previously had the tiling replaced. This was as part of some amendments to improve the drainage in around 1967.

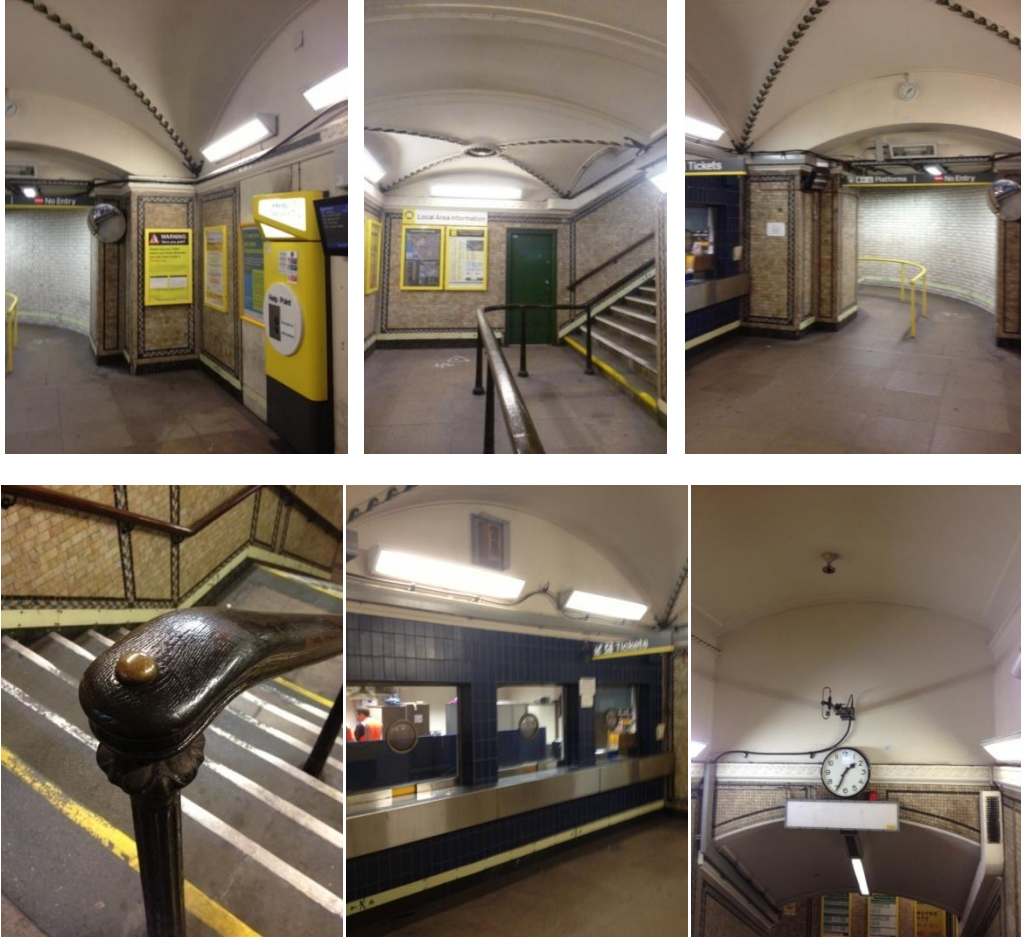
There are drainage runs that run the length of the tunnel, but these are insufficient for the current level of water that is permeating through the walls.



The ticket office

The Water Street entrance to the James Street underground station forms part of India Buildings and consists of a wide stair with marble tile and tesserae-lined walls incorporating decorative borders, and a central handrail supported on decorative fluted newels that descends in a dog-leg fashion to an underground walkway leading to the James Street underground station. Further handrails line the side walls, which incorporate scrolled and some cable moulding decoration to the top part, and the half-landing has a twin-vaulted ceiling with painted decoration. At the foot of the stair is a small booking hall, which shares the same styling as the stair with tiled walls and a vaulted ceiling, and retains two original narrow doors, which originally led into telephone booths. The front of the ticket office has been altered and is clad with blue glazed tiles.

There are a number of later additions such as the electronic help machine, customer information screen, associated cabling and lighting.



Proposals

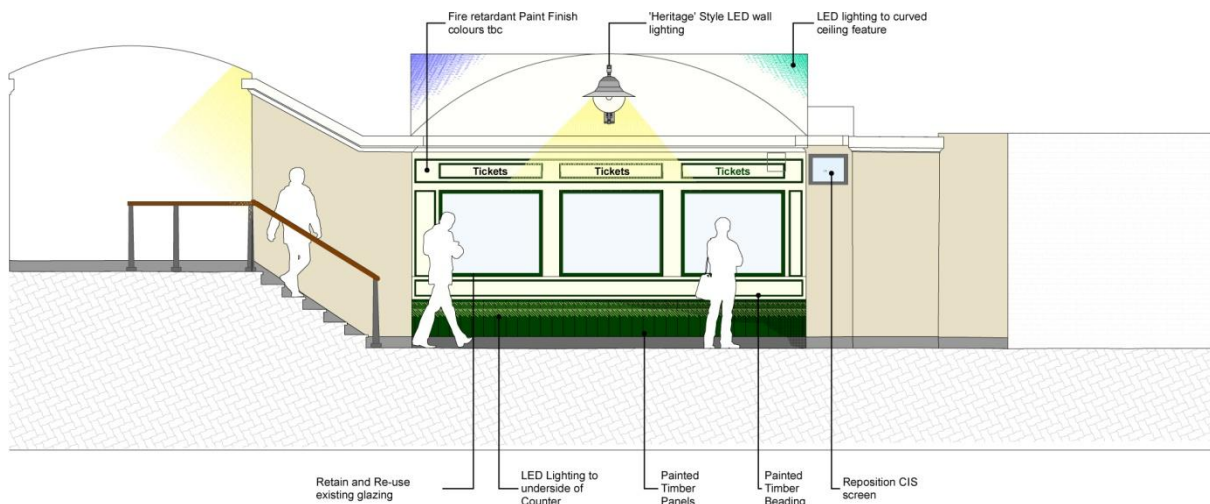
The proposals aim to enhance the existing ticket office, improving its street presence and restoring original elements where possible.

The scheme includes general cleaning and redecorating, replacement and repair of missing mosaic tiles, replacement of lighting, re-cladding of the subway walls, a new frontage to the ticket desk, rationalised electrical fitting and a new lighting scheme.

1. Ticket Desk

The ticket desk has been previously amended and over-clad with blue tiles and a stainless steel counter. This is a modern addition that does not complement the historical nature of the building.

The position of the ticket office is original and we aim to retail the glazed openings.



The proposals include replacing the tiling with a timber front, this will have a beading detail and be painted in heritage colour of green and cream. The design has been developed to complement the existing colours and materials seen throughout the station, respecting and enhancing the heritage asset.

There will also be painted timber panels to the underside of the desk, lit with LED feature lighting.

The colour of the desk will tie in with the existing painted Timber seen throughout the ticket office.

2. Ticket office / Public areas

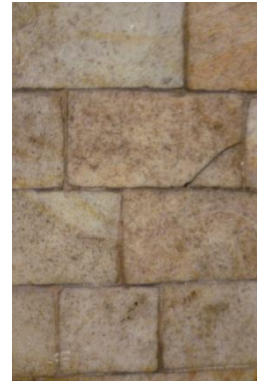
These areas will undergo a variety of improvements, from cleaning and redecoration to restoration. Included in this is:

Mosaic tiles

These will be repaired where necessary by a qualified stone restoration specialist. We have reviewed the condition of the mosaics and tiles throughout the station with Stone Edge. They will also create reproduction tiles to infill where tiles might have been knocked off from passenger movements.

The Mosaic will also be professionally cleaned using a specialist thermatec steam cleaning process.

Any areas of missing grout will also be re-pointed to match the existing.



Example of Tiles seen throughout station

Flooring

The existing flooring is concrete tiles. This is original to the station and is showing various signs of wear.

The flooring can also become dangerously slippery when wet, either due to water from passengers shoes or water seeping into the subway tunnel.

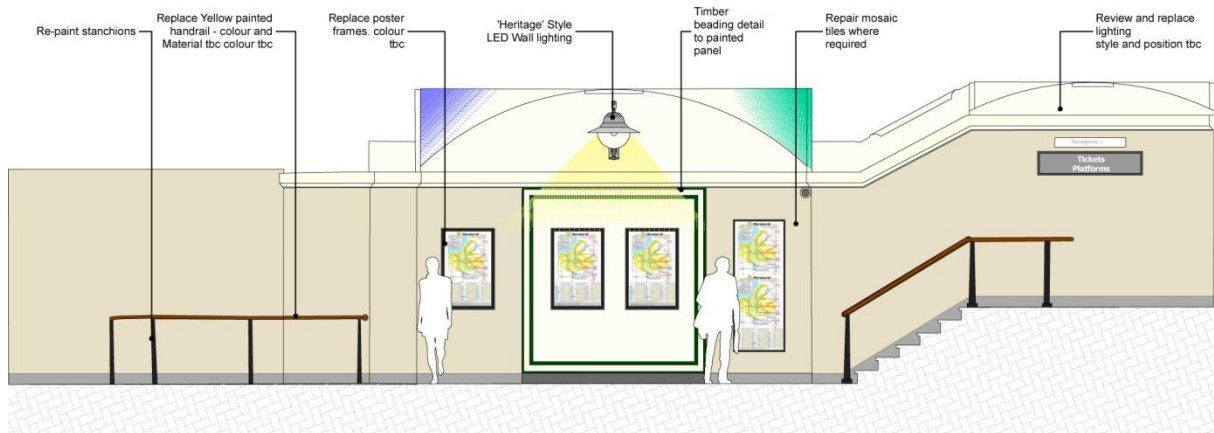
We propose to clean then coat the flooring with a clear anti slip coating. This will improve the slip resistance of the floor whilst maintaining the look of the slabs. A trial area has been implemented to the bottom of the unlisted subway tunnel and visually this appears the same as the untreated slabs.

Walls

The wall opposite the ticket desk currently houses a large electronic information point, and information screen. These are serviced by wiring that is visually intrusive.

As part of the improvements, the information point will be removed and a smaller unit used. The information screen will also be moved to sit on the wall adjacent to the ticket office. visually this will have less of an impact and will also be a more suitable position for passenger viewing.

The large painted area on this wall was previously the position of a retail space. this will be re-painted in cream to match the ticket desk, and Green timber beading will also be used to also echo the new ticket desk frontage.



Poster cases

The current poster cases are Yellow, this use of colour is at odds with the style of the ticket office. The poster cases will be replaced with dark grey frames. these are seen throughout the station so will show continuity. the colour will also not distract from the decorative walls behind.

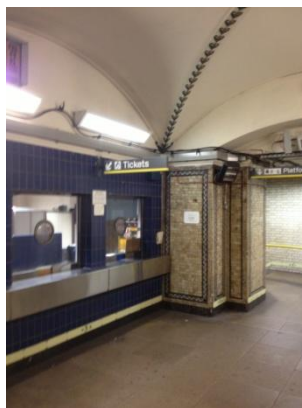
Signage

The signage will also be reviewed and removed or simplified where possible.

Lighting

The current lighting for the station consists of wall and ceiling mounted strip lighting. Again, this is at odds with the style of the station.

The proposals aim to improve the general lighting, and also use coloured feature lighting to highlight the stations features and forms.



LIVERPOOL
202 VANILLA FACTORY
39 FLEET STREET
LIVERPOOL L1 4AR

t +44 (0) 151 707 9944
f +44 (0) 151 707 0996

MANCHESTER
PORTLAND TOWER
PORTLAND STREET
MANCHESTER M1 3LD

t +44 (0) 161 238 4914
f +44 (0) 151 707 0996

Registered in England & Wales
Limited Company No. 05418430

Registered Office
202 Vanilla Factory
39 Fleet Street
Liverpool L1 4AR

VAT No. 866 7814 71

RIBA 
REGISTERED PRACTICE

info@michaelcunninghamarchitects.com
www.michaelcunninghamarchitects.com

The wall mounted lighting will be removed and 'heritage style' projecting wall lights will be used within the main ticket office area and on the walls at the top of the stairs when accessing the building. These will provide a general light source.

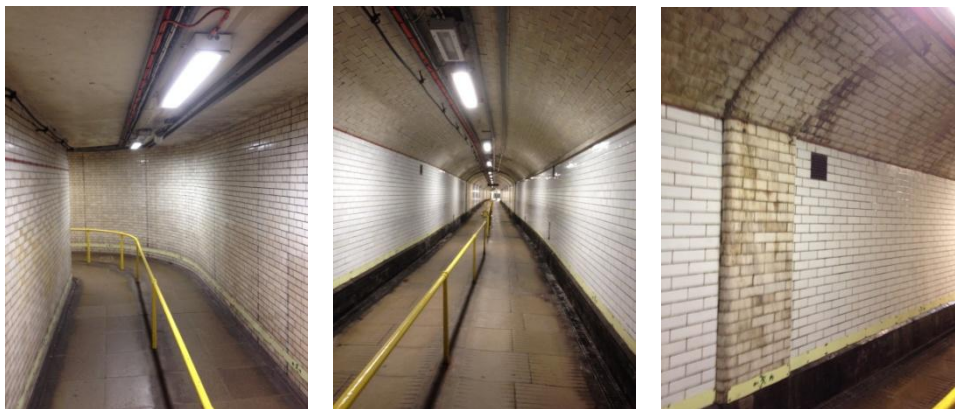
The ticket office will also be lit by directional coloured down and up lighters. These light sources will be positioned from the corners above the decorative cornicing and will be used to highlight areas such as the curved ceiling.

This use of light will add visual interest whilst highlighting the architectural form of the building. This use of coloured lighting will also be used through the subway tunnel.

3. The Subway Tunnel

Whilst the subway tunnel is not part of the building listing, we have included the proposals as they are also relevant to the station.

There are issues with water ingress into the tunnel. This water is seeping into the tunnel from the walls and the soffit, causing a build up of algae. This has been investigated through a number of different channels but is believed to be general water seepage into the tunnel, rather than a leak.

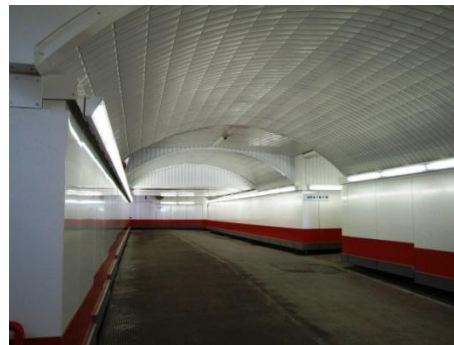


Unfortunately, due to this it would appear that the best option is to try and re-direct the water, rather than try and stop it incoming.

There are a number of drainage channels that run behind the tiled walls into the drainage grids seen on the floor of the tunnel. These will be cleaned out and this is hoped to improve the current situation.

Soffit / ceiling

A lot of the water ingress is through the top of the tunnel. This then falls down the walls. The proposals aim to 'catch' this water, re-directing it to the drainage. this will be done trough an aluminium powder coated soffit with integral drainage. this system has been used in other stations and will help keep the subway tunnel dry, improving the access for passengers.



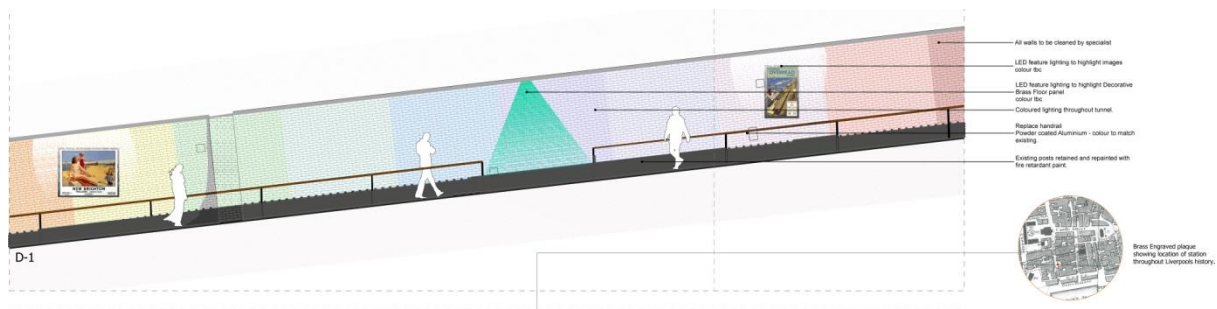
This will also house a cable run and fittings for the proposed lighting.

Lighting

The current lighting is basic strip lights, large emergency and wayfaring signs. The wiring for the electric installations is currently visible, creating an untidy appearance. The use of integral cable runs and fittings to house the electric installations will improve the appearance of the tunnel.

The lighting scheme has been developed to provide general lighting levels and also visual interest throughout the tunnel.

Coloured led lighting will be used throughout the tunnel, highlighting the curved roof and the tunnels form. The colours will be set to change in sequence, travelling up the tunnel, This will add a level of interest to the current monotonous journey up the tunnel.



The lighting scheme will also include directional lighting to highlight the proposed decorative elements.

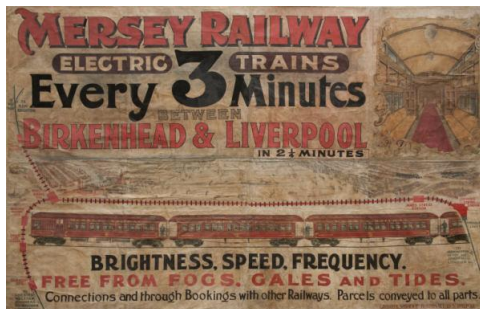


Design Precedents

Decorative Elements

Vintage Posters

To add interest to the tunnel and also break up the continuous walls, vintage Merseyside railway posters will be used. These pictures represent Liverpool's importance in the history of the railways and will include posters advertising the original cross river service. These posters will all be individually lit with LED lights.



Brass Floor plates

To add an extra level of interest, brass floor plates will also be inserted into the floor. These floor plates will be engraved with historic maps of Liverpool - from the original seven streets to the current plan. These will also show where the tunnel sits in relation to the city plan. Again, these aim to bring some of the history of Liverpool into the scheme, relating the tunnel with the city layout.

LIVERPOOL
202 VANILLA FACTORY
39 FLEET STREET
LIVERPOOL L1 4AR

t +44 (0) 151 707 9944
f +44 (0) 151 707 0996

MANCHESTER
PORTLAND TOWER
PORTLAND STREET
MANCHESTER M1 3LD

t +44 (0) 161 238 4914
f +44 (0) 151 707 0996

Registered in England & Wales
Limited Company No. 05418430

Registered Office
202 Vanilla Factory
39 Fleet Street
Liverpool L1 4AR

VAT No. 866 7814 71

RIBA
REGISTERED PRACTICE

info@michaelcunninghamarchitects.com
www.michaelcunninghamarchitects.com

Flooring

The flooring will also be coated with the non slip coating, this is essential due to the water ingress into the tunnel.

Handrail

The current yellow handrail is at odds to the station style, and is a replacement of the original timber rail. we propose to replace this with a DDA Compliant, timber effect powder coated aluminium rail. The colour will be bespoke to match the existing timber handrail seen throughout the station.

Pre-application advice

We have previously met on site with Lorraine Ward, heritage officer for Liverpool city council to discuss the scheme. She was in support of the scheme, recognising the improvements that the proposed scheme would bring. A number of comments were made; mainly regarding the external signage (to be covered under separate application), these have been acknowledged and an amended scheme was developed.

Additional statement on Impact on Heritage asset (HE 6.2)

The proposals have been developed to enhance the heritage asset, repairing and restoring where necessary.

Prior to development, a large amount of research has been undertaken on the history of the station including visits to Liverpool city archives and the Railway heritage trust in York.

These visit have been beneficial in understanding the history of the station, and have also enabled us to have access to historical photos and the original advertising posters.

Discussions have also been undertaken with the railway heritage trust who are in support of the restoration work proposed.

The station is historically important; being the oldest deep level underground stations in the world. They also sit beneath the listed India buildings.

The proposals aim to remove or hide modern interventions wherever possible, helping return the stations to its original appearance. The new ticket desk will also be more in keeping with the original station style.

Restoration specialists have been consulted with regards to the wall mosaics and tiles. This use of specialist advice will ensure that any works are carried out to the highest quality, ensuring the original building is respected and retained.

Conclusion

The changes to the station aim to improve the customer experience of the station, whilst also respecting and improving the heritage asset.

The proposed changes are minimal and include the removal of visually intrusive elements, replacing them with items more suited to the building.

This station entrance is currently infrequently used, and it is hoped these improvements will increase the usage of this entrance, in turn contributing the long term sustainability of the station.

We believe these proposals present an attractive and suitable proposal for the station, and we look forward to a successful outcome of the application.

Building Listing extract (HE 6.1)

Summary of Building

List Entry 1218481

Grade 11*

Office building incorporating a bank, post office, shopping arcade, and access to the James Street underground station, 1924-32, by Arnold Thornely and Herbert J. Rowse. Steel-framed construction clad in Portland stone, green Lombardic-tile roof coverings. 9-storeys plus mezzanine, basement and sub-basement.

Italian Renaissance style with American Beaux-Arts influences.

Details

Office building incorporating a bank, post office, shopping arcade, and access to the James Street underground station, 1924-32, by Arnold Thornely and Herbert J. Rowse. Steel-framed construction clad in Portland stone, green Lombardic-tile roof coverings. 9-storeys plus mezzanine, basement and sub-basement. Italian Renaissance style with American Beaux-Arts influences.

Water street entrance to James street Station

The Water Street entrance to the James Street underground station forms part of India Buildings and consists of a wide stair with marble tile and tesserae-lined walls incorporating decorative borders, and a central handrail supported on decorative fluted newels that descends in a dog-leg fashion to an underground walkway leading to the James Street underground station. Further handrails line the side walls, which incorporate scrolled and some cable moulding decoration to the top part, and the half-landing has a twin-vaulted ceiling with painted decoration. At the foot of the stair is a small booking hall, which shares the same styling as the stair with tiled walls and a vaulted ceiling, and retains two original narrow doors, which originally led into telephone booths. The front of the ticket office has been altered and is clad with blue glazed tiles. The plain glazed-tile lined underground walkway, which leads from the booking hall to James Street Station several streets away is not of special interest*.

* Pursuant to s.1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act'), it is declared that these aforementioned features are not of special architectural or historic interest.