

## 2.0 STRATEGIC CONTEXT

### 2.3 MOVEMENT AND CONNECTIONS - ST JAMES STREET

In 2012, there has been a campaign launched to reopen Liverpool St James's Street station, located next to Parliament Street, which has been closed since 1917.

Surrounding businesses have started the campaign for a new Merseyrail station to serve Liverpool's growing creative district around the Baltic Triangle.

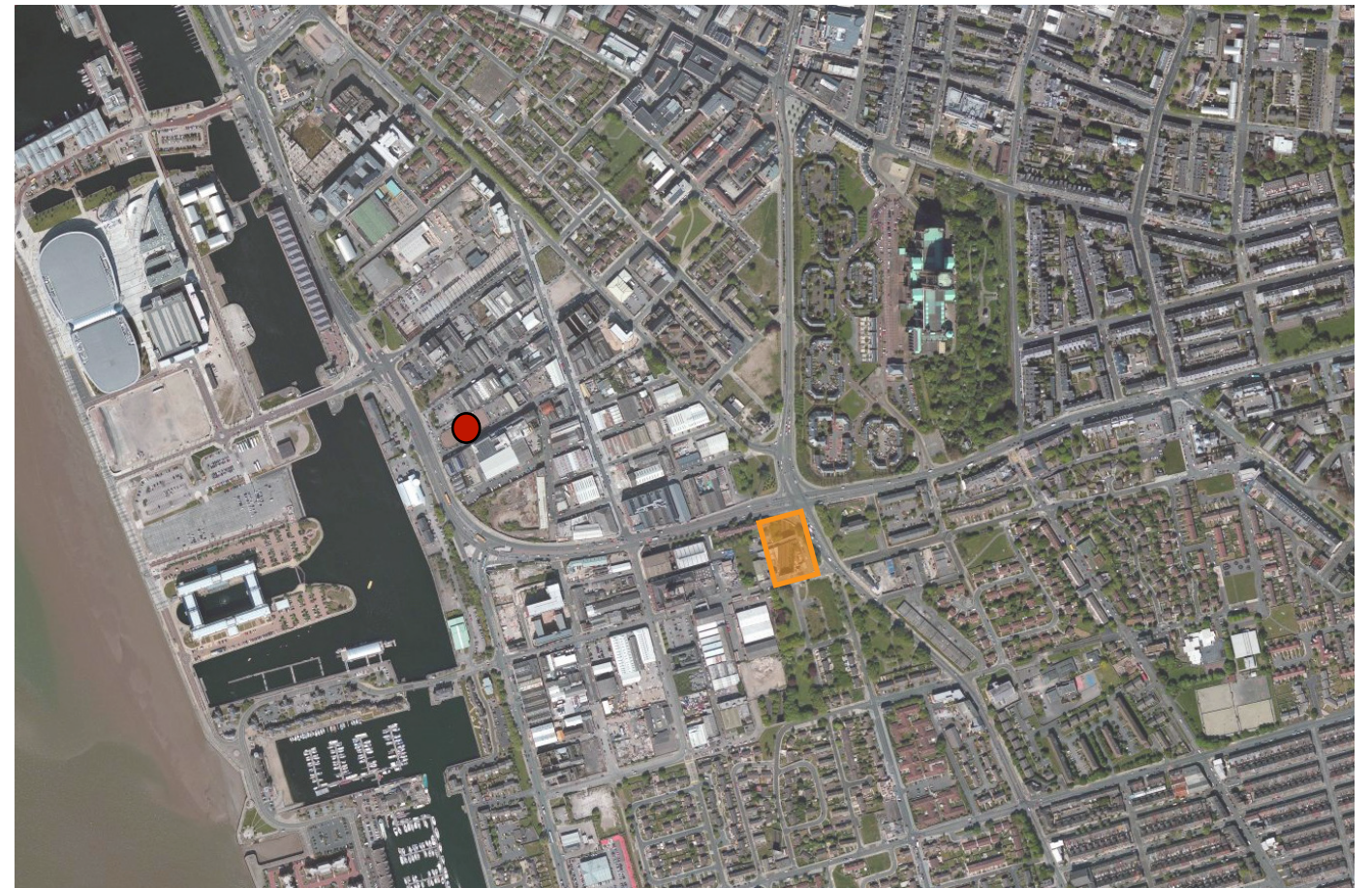
The move - described as a potential 'game-changer' for the area, would see the reopening of Merseyrail's Northern Line between Brunswick and Liverpool Central.

Due to the recent economic revival of the area with the arrival of dozens of creative and digital businesses and two new schools of over 1000 pupils opening in September, there are needs for better transport routes to the site.

Local people have pledged to work with Liverpool Vision and Merseyrail to bring the station back to life.



St James's Station



Liverpool

KEY:



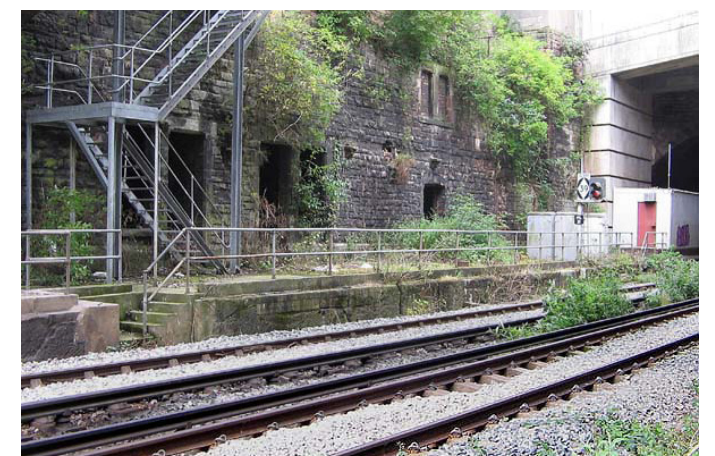
Norfolk/ Watkinson Street



St James's Station



Existing Photographs



FCH



## 2.0 STRATEGIC CONTEXT

### 2.4 AREA DESIGN QUALITY

In the immediate vicinity, there are a wide variety of small local businesses and start-ups to the east, and a number of vacant derelict industrial buildings to the west. The site is within a short walking distance of the Kings Waterfront Development and the Albert Dock. The site is very close to Wapping, which acts as a major route into and out of Liverpool.

The proposal gives the opportunity to provide a striking addition to this area of the city, creating a recognisable node at the heart The Baltic Triangle area, and giving social value to its immediate context.

The images to the right shows the diversity of architectural styles within the Baltic Triangle area and Liverpool City Centre. The buildings have been divided into historic and modern architecture.

The range of styles is diverse and quality variable. Historic buildings lend character, but are in a mixed state of repair. Ultimately they would benefit from investment in the wider area.

Modern architecture is of a higher quality, and is used to house many high quality teaching and research facilities within the city.



View to east: Women's Organisation



Jamaica Street: Unit 51 Restaurant



View to west: Albert Dock



View to north east: The Contemporary Urban Centre



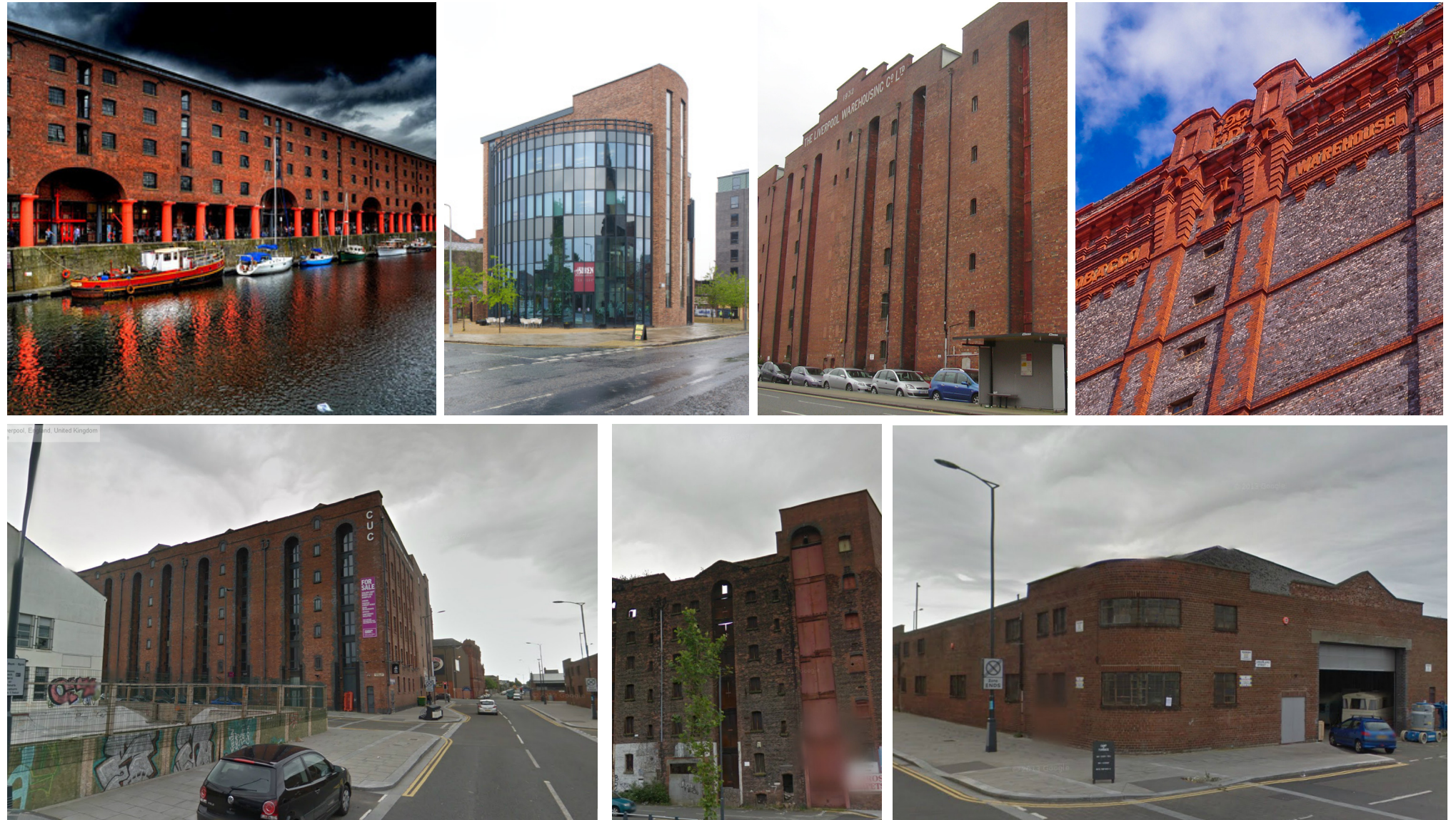
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### 2.5 SCALE AND MATERIALITY

The Baltic Triangle has retained much of its maritime heritage. This is reflected in the layout, scale, materials and colours that are present across the area. The buildings have an industrial, gritty feel with brick being the dominant material. Building forms are austere, with two storey plinths and cast iron columns painted with a traditional 'red oxide' colour. Windows are punched into the brickwork, with deep reveals. Alongside the red and orange tones of the brickwork, there are splashes of bright yellow, orange and ochre colours painted within recesses, sills and soffits.

The site sits centrally amidst the brick warehouse buildings that make up the majority of the Baltic Triangle area. Newer buildings along Jamaica Street and St. James Street are beginning to introduce a more varied palette of materials, including large areas of glazing, aluminium cladding and more neutral and modern colour tones.

The proposed building will aim to provide a key junction between these differing material palettes and architectural styles, striving to create a seamless link between the historic maritime heritage buildings and the modernism within the City Centre. It will aim to fit within the family of buildings surrounding its key position, taking inspiration for the scale, massing and layout from the surrounding context, with particular reference made to the Contemporary Urban Centre (CUC) warehouse building.



Brick built buildings in the dock and Baltic Triangle areas



# 3.0 HISTORY OF THE SITE

## 3.1 BALTIC TRIANGLE THROUGH THE 20TH CENTURY

The Baltic Triangle's impressive architecture tells its own story about the area's glory days. 40 per cent of the world's trade was passing through the city's docks during the 18th and 19th centuries. Commanding the area's skyline are numerous Grade II Listed warehouses which once stored shipping merchants' cargo.

Key:

 Site (approximate location)



Plan of Liverpool – Royal Atlas of England and Wales (1898)

Source: <http://streetsofliverpool.co.uk>



Design intelligence, commercial flair.