

Temporary Liverpool Cruise Terminal

Design and Access Statement

Liverpool City Council

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ROYAL HASKONING
Enhancing Society

1 INTRODUCTION

This Design and Access Statement is in support of the planning application for the proposed Liverpool Temporary Cruise Terminal project, at Plot 7 on Princes Parade in the Pier Head waterfront area.

For further details of this development please see Drawings 9X0312/0001, and 9X0312/1001 to 1003, attached to this planning application.

2 DESIGN PROCESS

2.1 Use

This development will entail the use of the currently vacant Plot 7 as a temporary cruise turnaround facility, in conjunction with the existing Liverpool Cruise Liner Terminal Landing Stage and the adjacent Peel Ports landing stage. Operation will take place two to four days per month from April to September. On the site will be a baggage hall and a vehicle drop-off area.

The findings from a Royal Haskoning Cruise Turnaround Facility study showed that the vacant Plot 7 adjacent to the Cruise Liner Terminal offered the only possible location for the baggage hall from which suitable vehicle and passenger movements could be achieved. It was the most suitable site in terms of efficiency of movement of passengers and minimising the impact on the public in the surrounding area.

The impacts of this development on the adjacent World Heritage Site have been taken into account in a full Heritage Impact Assessment. Please see that separately attached document for further details. This development will mean an unused site will now come back into active use, contributing to the activity and vitality of this part of the World Heritage site buffer zone.

2.2 Amount

Plot 7 is 0.8 ha in size. The development will require the erection of a 40 x 20m temporary baggage hall structure on the western side of Plot 7 for use as the baggage claim hall, which will be in place from April to September, the erection of a security fence around the western portion of Plot 7, and some resurfacing of the site for its use as a parking and pick-up/drop-off area.

2.3 Layout

Figure 1 below shows the proposed layout of the Plot 7 development as well as the surrounding roadways, Princes Parade and St. Nicholas Place.

Two existing gates will be used for vehicular and pedestrian access to the parking and traffic area of the plot, and a new vehicular access gate will be put in place for the Baggage Hall area. Pedestrian doors to the Baggage Hall have been placed to face the interior boundary fence and its pedestrian gates.

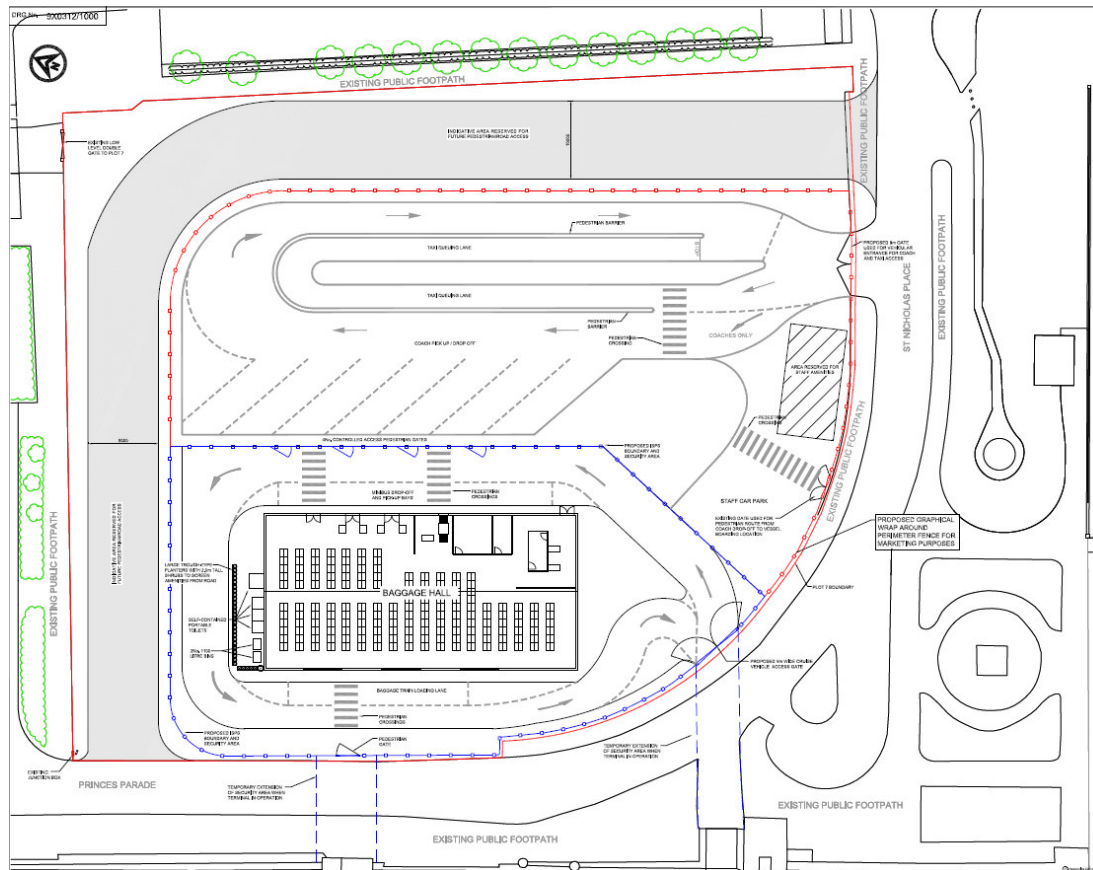


Fig. 1: Proposed site layout

2.4 Scale

The temporary baggage hall structure to be used will have an eaves height of 4.2m and an apex height of 7.7m. Pedestrian access doors will be double-opening with a width and height of 1.8m and 2.1m respectively. These doors will be glass doors or with glass portholes in order to act as windows when closed. No other exterior windows will be provided in the temporary baggage hall structure. There will also be roller-shutter doors for forklift access with a width and height of 2.5m and 4.0m respectively.

Please see Figure 2 overleaf for a photomontage representation of the proposed baggage structure showing its size and location on the site. Further photomontage views are available in the Heritage Impact Assessment attached to this application.



Fig. 2: Proposed temporary baggage hall structure photomontage

2.5 Landscaping

Plot 7 is currently partially covered in asphalt and all necessary resurfacing will be carried out to ensure all operational areas are fully asphalted. Within the site there will only be the flat asphalt surface, with no concrete kerbs or barriers. Line markings alone will be used to demarcate the roadways, parking areas and walkways.

The temporary baggage hall will be erected directly on the asphalt surface on the western side of the site on an area re-levelled and at 7.2m AOD, above the surrounding ground. A slope at no more than a 1:20 gradient will be graded down from this level to the existing levels on site.

2.6 Appearance

The proposed structure will have white canvas/polymer and panel external finishes of a high quality standard, to achieve a clean appearance. The only fittings visible on the exterior of the building will be four pedestrian doors and 3 roller-shutter forklift access doors.

Temporary toilet facilities will be placed on the outside of the building with screening provided in the form of movable hedges. At all times the site and building will be kept clean to be in fitting with the surrounding area.

The ground of the site will be made up asphalt surfacing with painted line markings.

ACCESS

The documents 'Planning Advice Note – Design and Access Statements' and 'Design for Access for All' have been referenced in the production of this Design and Access Statement. Final designs and construction will meet the following regulations and standards:

- Building Regulations; Approved Document M, Access to and use of buildings
- BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled People - A Code of Practice

Access to the site will be via taxi and coach drop-off onto the asphalted parking and pedestrian area, as well as pedestrian access from public transport routes and a private car drop-off area adjacent to the site. Both taxis and coaches which are compatible for use by disabled people will be available for passengers. For employees working in the baggage hall, three disabled spaces will be provided for parking.

Please see Drawing 9X0312/1003 for the full parking and access layout.

Access from the parking area to the baggage hall will first be through gates in the security fence and then through double doors in the structure. This will be over a flat area of asphalt with no obstructions on the ground. Access into the baggage hall will be up a graded slope as stated above at no more than 1:20 gradient, satisfying the criteria for disabled access. If door frames are required at ground level for the baggage hall, ramps will be provided to traverse these.

Within the baggage hall structure there will only be one level of ground with no obstructions and line markings only for demarcating baggage areas and all internally partitioned areas will be accessible to disabled users. Emergency egress points are provided along the lengths of both sides of the building through the use of passenger and baggage doors.

Disabled toilets will be provided outside the temporary structure with all necessary ramps and access platforms.

It is therefore deemed that the access arrangements for this development will ensure equal access for all users.