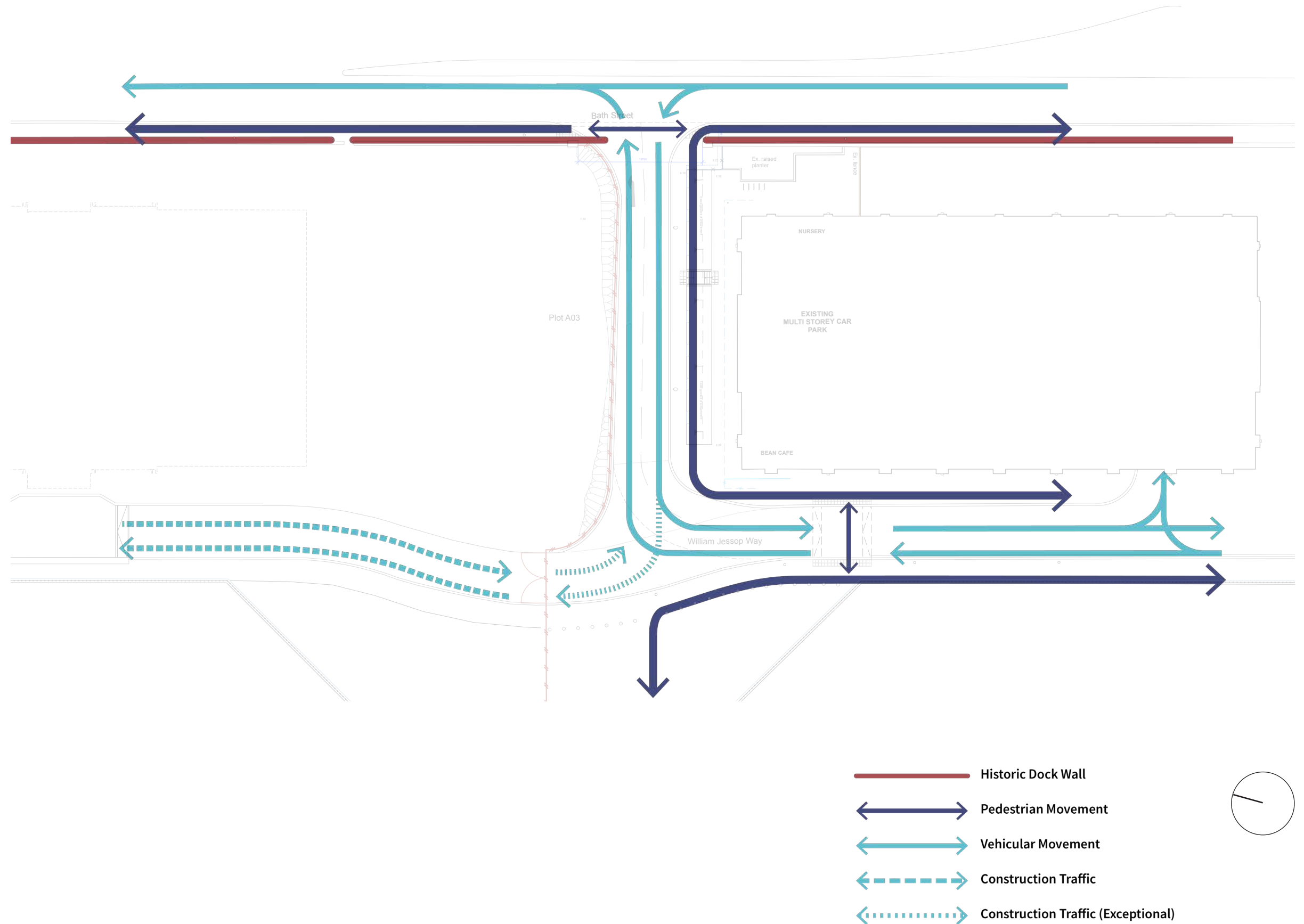


## 6.6 Proposed Scheme - Access & Movement



## 6.7 Future Aspirational Scheme - General Arrangement

In the future aspirational scheme, the dock wall opening is proposed to remain at 15.7m wide, as per the proposed scheme, however the carriageway is proposed to be narrowed to a single lane exit-only route which will connect into the proposed LCC Highways scheme for the partial closure and redirection of Bath Street (as shown on the adjacent plan)

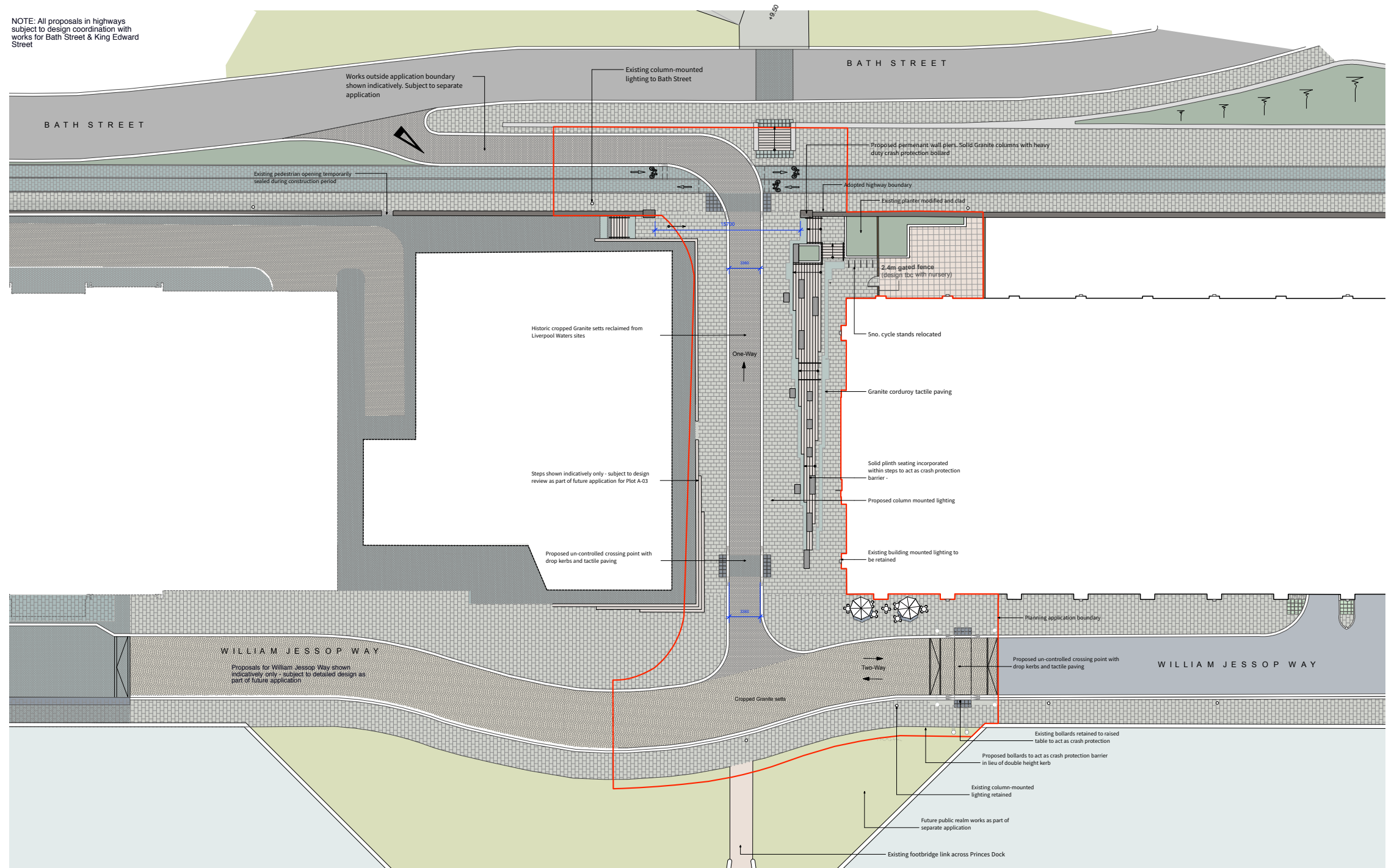
This scheme also replaces the embankment to the multi-storey car park frontage with a run of feathered steps which accommodate the proposed level change to meet the level of the gateway.

A footway of min. 2m width would be added on the north side of the lane to give pedestrians more choice and to take any footfall from and to the adjacent developments.

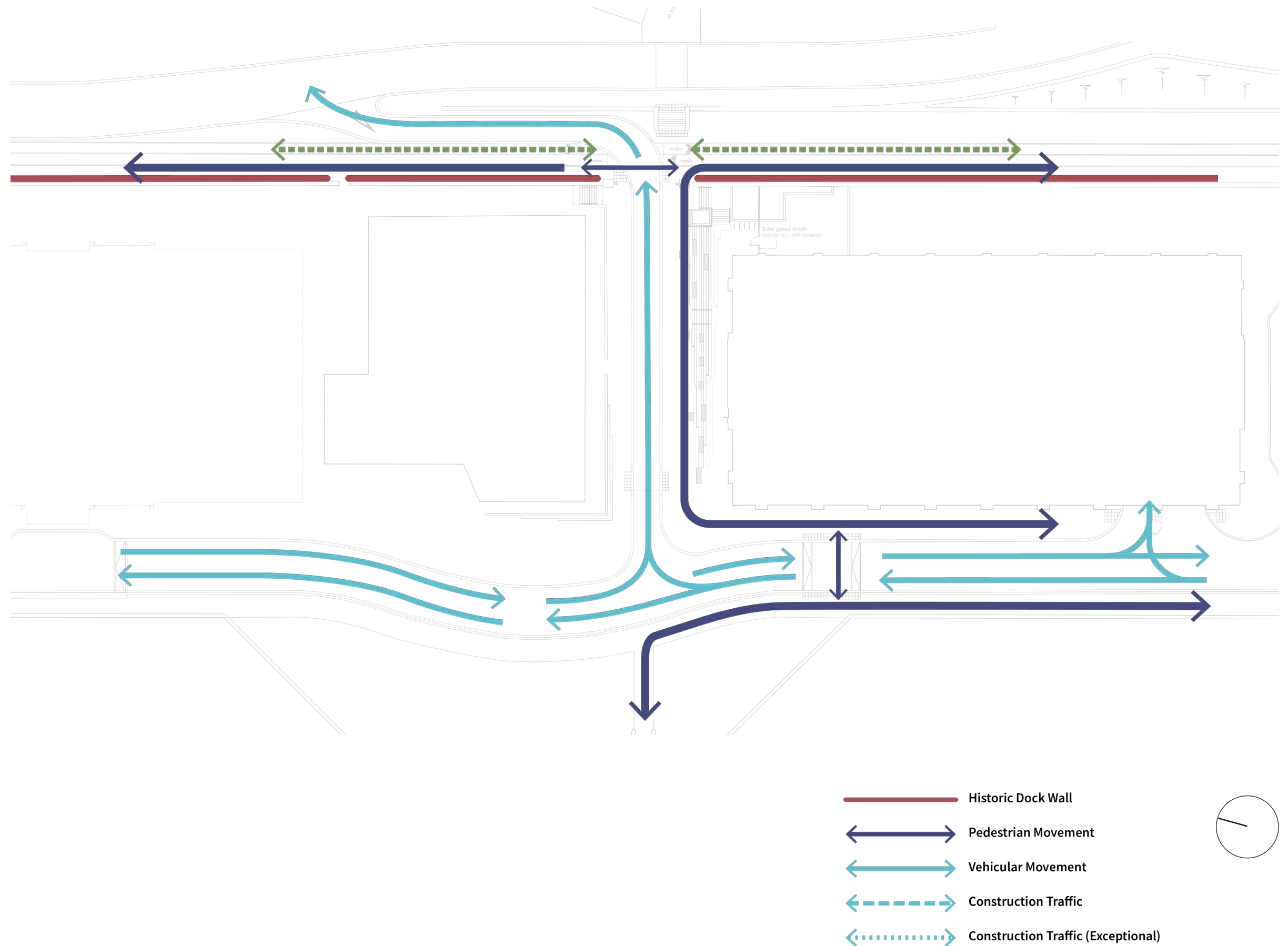
The materiality of the future scheme will be of a high quality. Existing concrete paving will be replaced with surfacing in-keeping with the materiality strategy set out on a neighbourhood level. Historic granite setts currently in-situ on site will be lifted and relaid in the carriageway.

The introduction of new courtesy crossings and cafe spill out will significantly increase pedestrian permeability and establish this new public realm as a major gateway between Liverpool Waters and the city centre.

**Please note, this proposal is aspirational and this application is not requesting the consent of this design. We will work with Liverpool City Council and Historic England in the future when construction of the neighbouring developments is close to completion to gain consent for this aspirational proposal.**



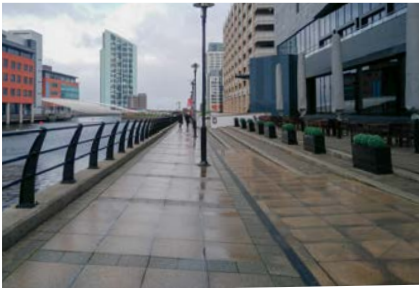
## 6.8 Future Aspirational Scheme - Access & Movement





# 6.9 Materiality - Proposed Scheme

EXISTING PRECAST CONCRETE PAVING



EXISTING MACADAM (HIGHWAY)



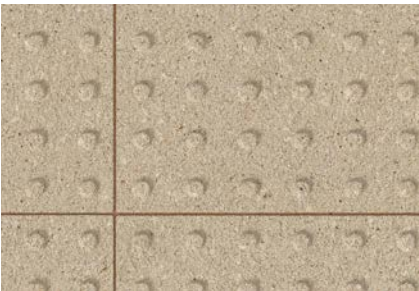
PCC SLAB PAVING TO MATCH EXISTING



PROPOSED MACADAM (HIGHWAY)



PCC BLISTER TACTILE PAVING



PCC CORDUROY TACTILE PAVING



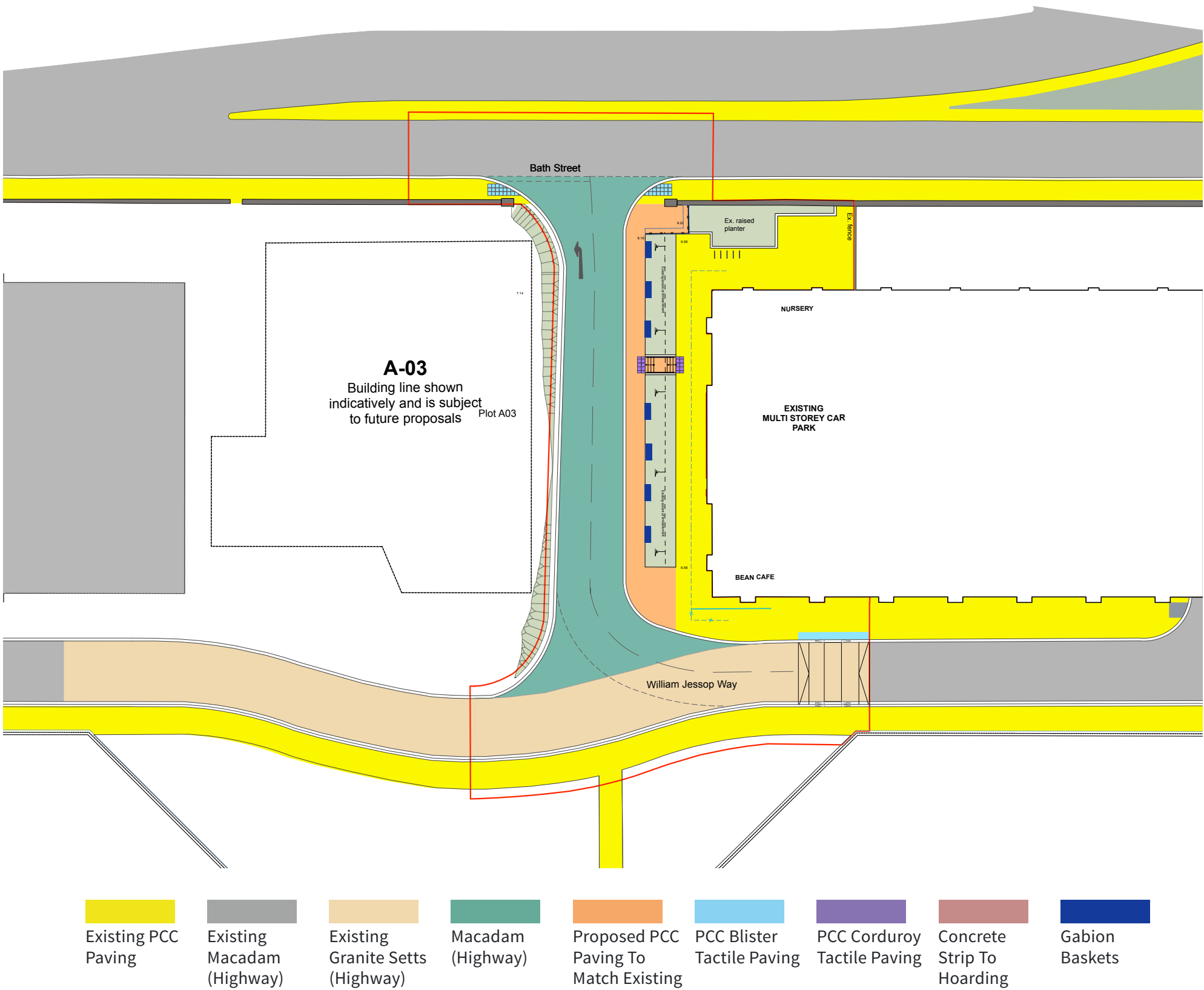
GABION - TIMBER SEAT TOP



GABION - RECLAIMED GRANITE SETT INFILL



PRECEDENT IMAGES SHOWN FOR INDICATIVE PURPOSES ONLY





## 6.10 Visualisation

The proposed opening in the dock wall will span 15.7m between two granite-clad gate piers. These columns will consist of the three fundamental elements common in the design of the various other piers; a base, column and cap. A feature wayfinding beacon of illuminated stacked glass on each pier announces the new gateway into Princes Dock from along the waterfront.

The proposed two-lane carriageway will intersect with William Jessop Way to create a release valve which will allow access to the adjacent car park and hotels during the construction of nearby plots A04/5/6. As the surrounding neighbourhood develops and adjacent development works are completed, this opening will form a gateway for both pedestrians and vehicles and improving permeability through this area of the city.

See accompanying heritage impact assessment and construction method statement for details on handling and storage of heritage materials.





# 6.11 Proposed Gateway Piers

The proposed gateway piers have been designed following principles derived from the study of the existing gateways. The new gateway will be monumental in scale and incorporate the elements consistent with all gateways along the dock boundary wall, including base, column and cap

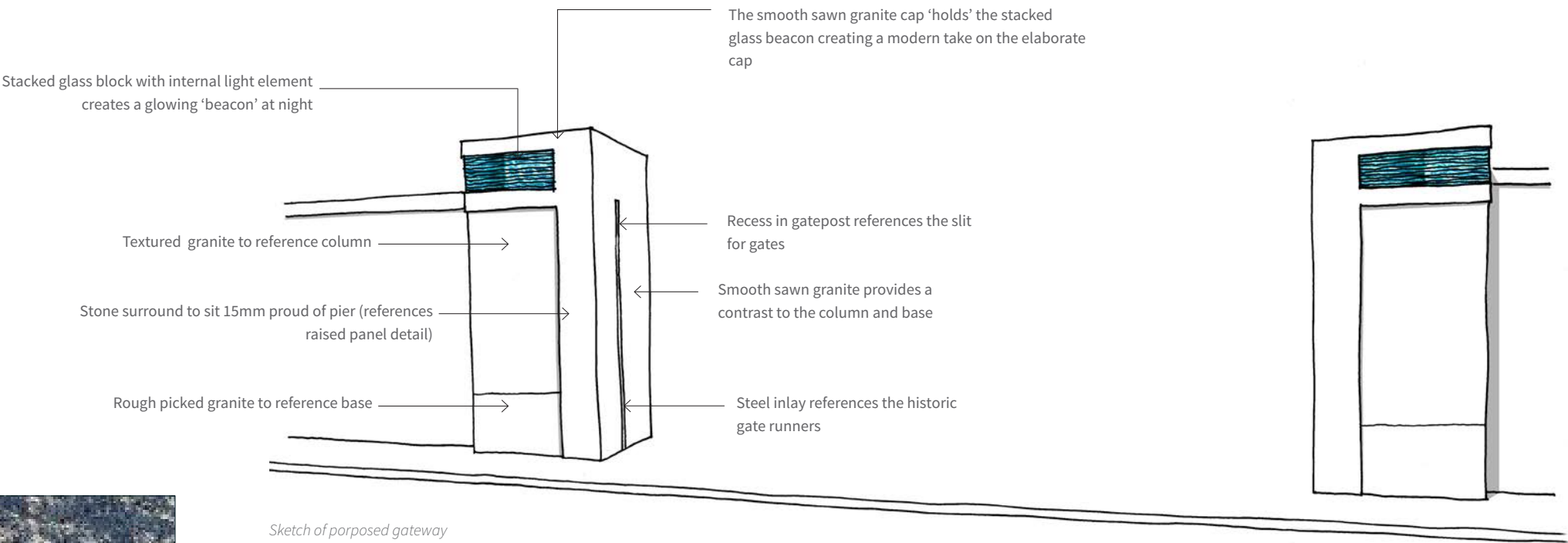
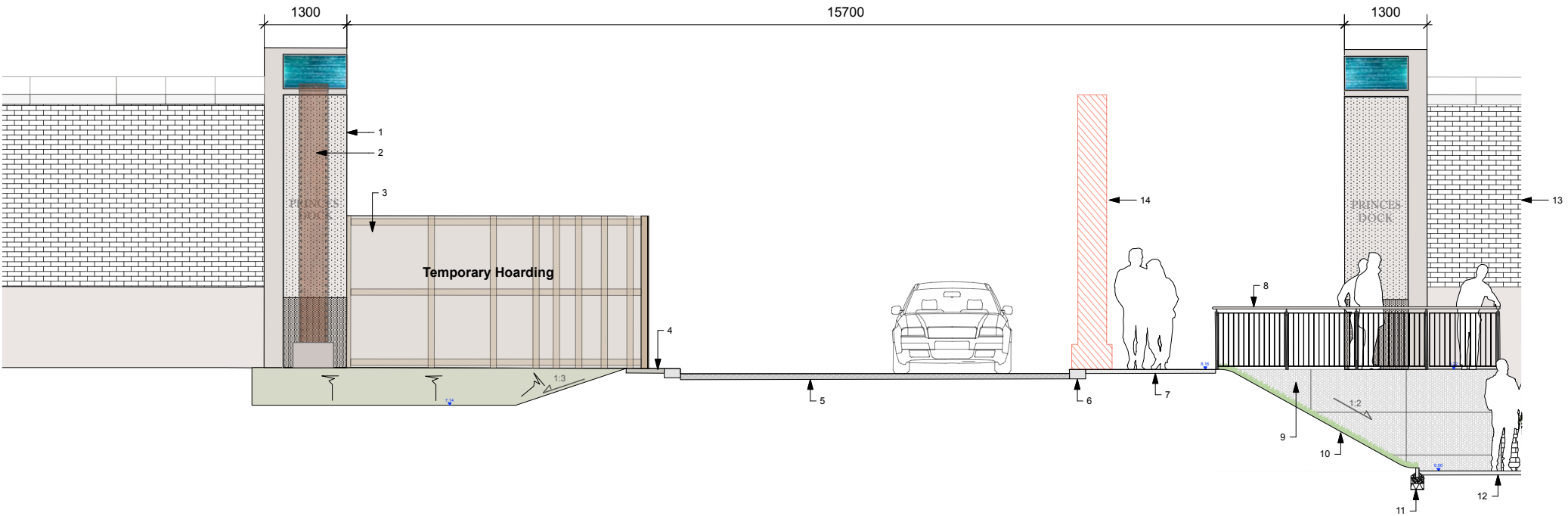
The materials have been carefully chosen to respond to existing features. Granite, which historically became widely available with the purchase of the Dock Board of Creetown Quarry in Scotland, has been chosen for the proposed gateways due to it's hard-wearing and durable nature. Granite can be treated in a number of ways to replicate the pitted base and rough picked columns of the historic piers.

The name of the dock can be engraved into the stone plinth to aid wayfinding.

Stacked glass blocks are to be inserted in the cap of each pier to create a glowing beacon and to identify the gateway as 'new'.

The works to the historic dock wall and the erection of the new piers will be carried out by a specialist contractor qualified for work on historic structures in accordance with the method statement & heritage impact assessment included within this planning application.

Historic England have been consulted during this process through the Liverpool Waters Conservation Management Board and are happy in principle with the design and materials used for these piers.



Material Reference. From left to right: Stacked glass, smooth sawn granite, rough picked granite.

**MANCHESTER STUDIO**

2 Back Grafton Street  
Altrincham, WA14 1DY  
+44 (0)161 928 9281  
info@planit-ie.com



**LONDON STUDIO**

Waterside, 44-48 Wharf Road  
London, N1 7UX  
+44 (0)207 253 5678  
www.planit-ie.com