

5

DOCK WALL OPENING OPTIONS  
DESIGN DEVELOPMENT

# 5.1 Princes Dock Wall Opening - Design Development

A key part of the neighbourhood masterplanning process, has been for the design team to consider the potential for a new opening within the historic dock boundary wall. The original Liverpool Waters masterplan agreed in principle to a new opening within the historic wall, where appropriate, to help with accessibility and permeability through the masterplan and connectivity with surrounding areas.

Inevitably further development within Princes Dock will increase movement and activity within the area, therefore improvements to connections between the dock and Bath Street and the city centre beyond are required.

The nature of the opening, whether vehicular, shared surface or pedestrian only has also been considered.

An assessment of the existing movement and access patterns sets the baseline and highlights the existing issues. A series of options have been evaluated and a preferred solution selected/ The following four key principles underpin the option appraisal and the aspirations of any new opening and its influence on the success of any new development.

A preferred option has been selected and is presented here.

- 1

**Reclaim bath street from the car**  
Potential to improve the public realm along Bath Street, including pedestrianised and/ or shared surface areas



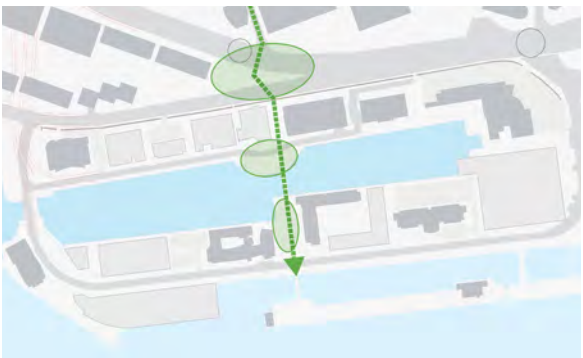
- 2

**Create a Green Gateway**  
Opportunity to a landscape gateway at the junction of Bath Street and New Quay - A new gateway for the wider Liverpool Waters development



- 3

**New city link**  
Opportunity to improve pedestrian links to the city centre and river edge



- 4

**Public dockside**  
Create a clear distinction between the public and private realm and activate the dock edge, by enabling more opportunities to enter the dock in convenient locations



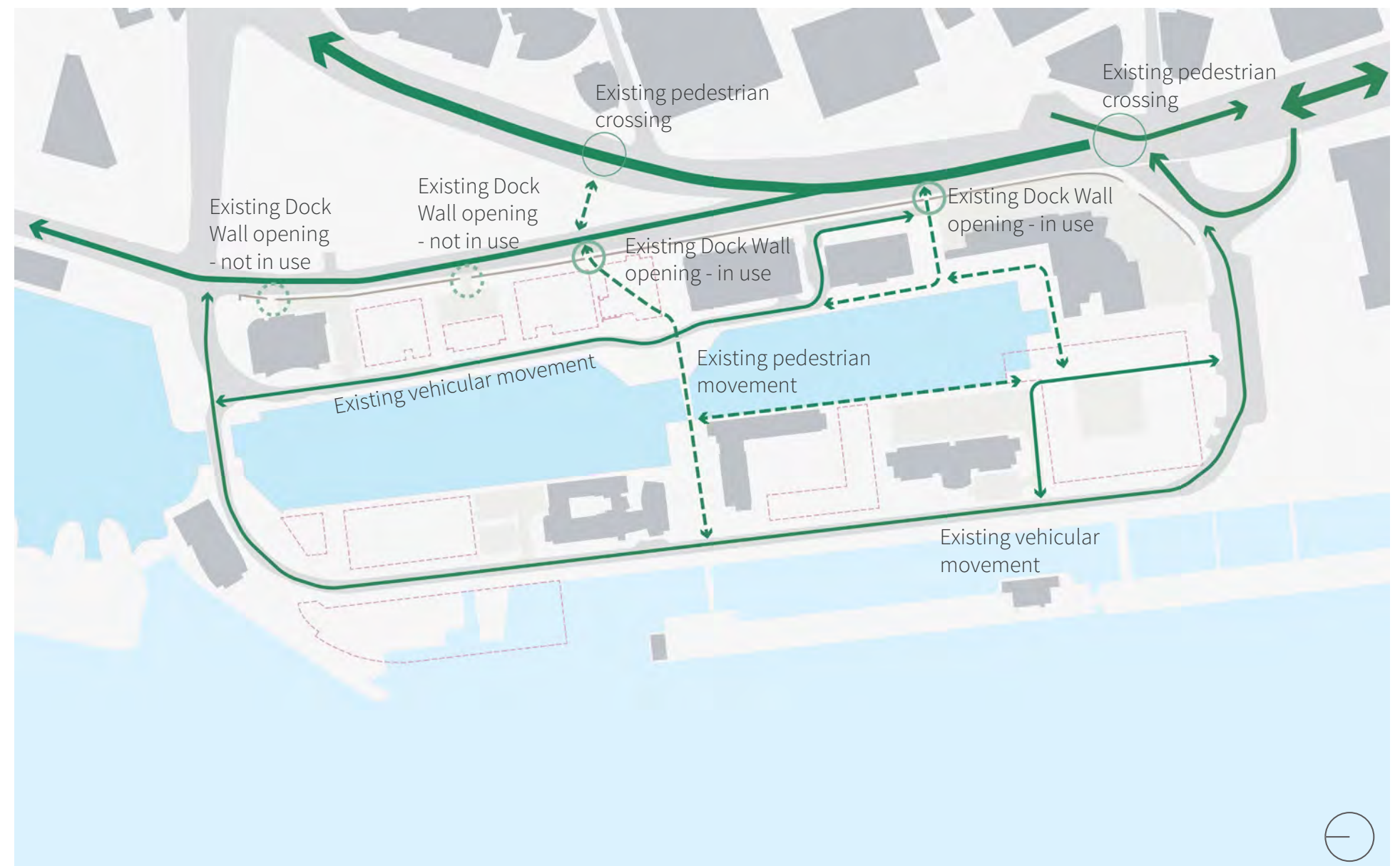
DOCK WALL OPENING DESIGN PRINCIPLES

## EXISTING ISSUES

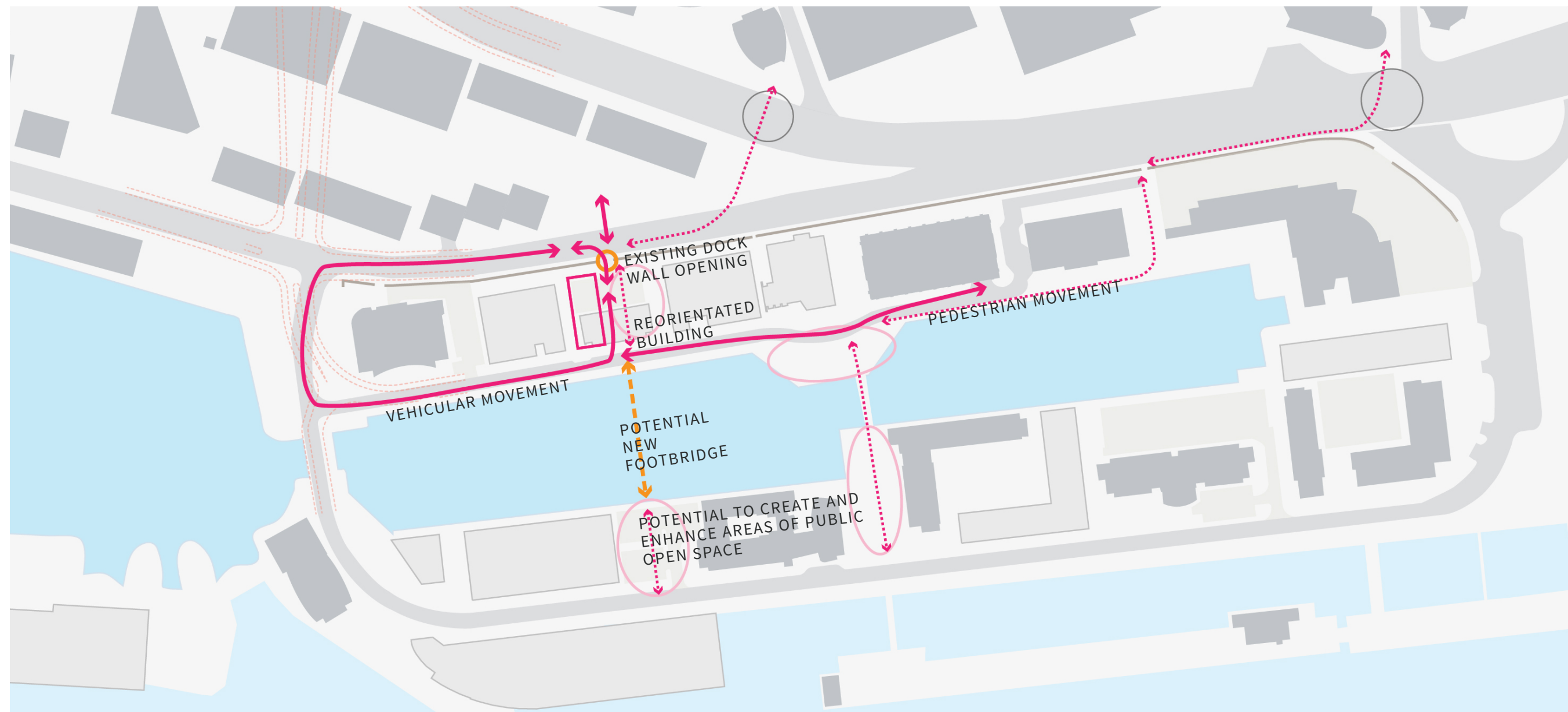
Currently there are only two Dock Wall openings in use, these are both pedestrian only. Neither of the openings are particularly legible or easy to find from the dock side. However, they do have a certain character and charm due to the contrast between the domestic scale of the opening and the industrial scale of the wall.

Once the emerging plot layouts for the eastern side of the dock are overlaid on the existing movement patterns then areas of conflict become apparent.

An options appraisal has been undertaken to test how to resolve some of these issues and where best to position an improved or new opening within the Dock Wall. The preferred option is presented here, and the pros and cons explained.



DOCK WALL EXISTING CONDITIONS



## OPTION ONE

NOTE: This option has become obsolete due to development on Plot A-05 having planning permission granted

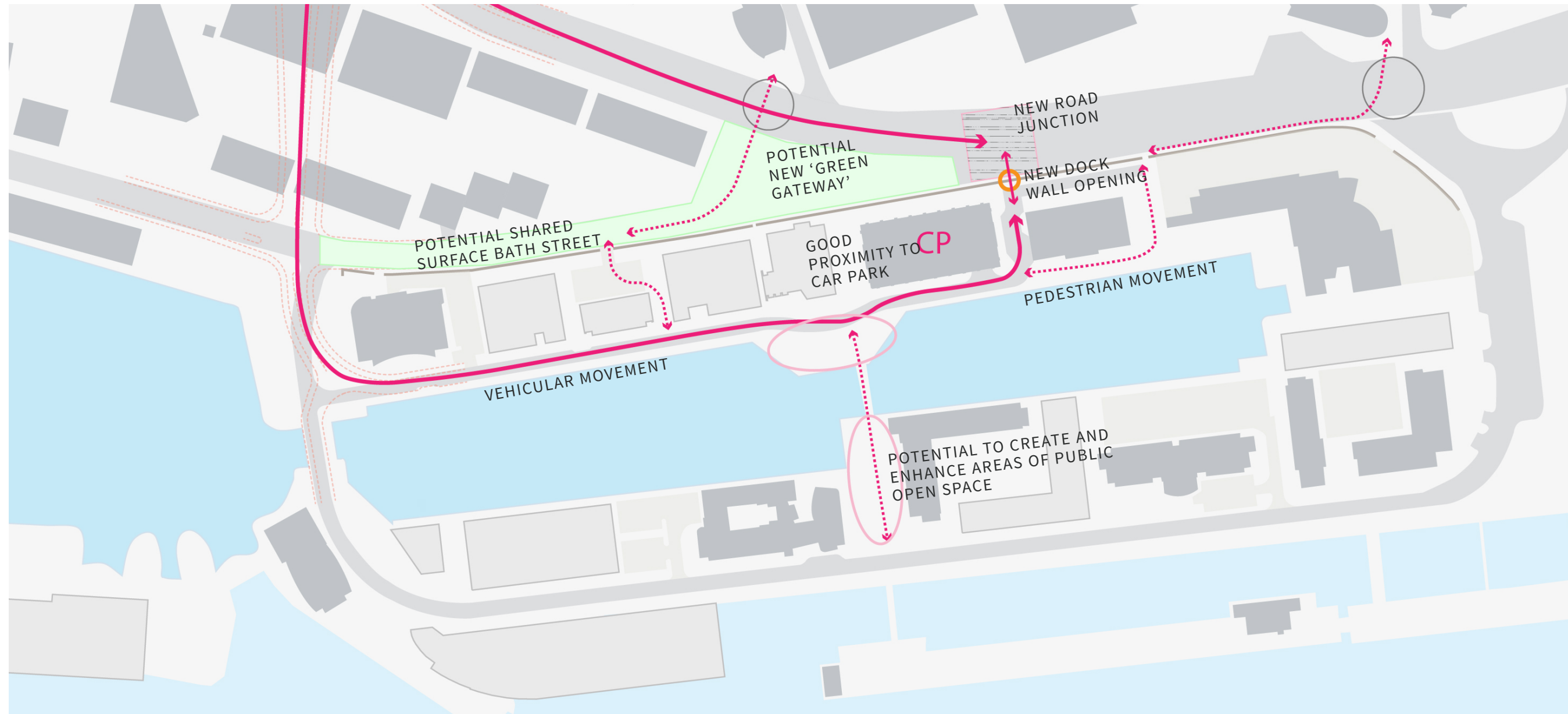
### Pros

- The option utilises an existing Dock Wall opening
- Potential to create a visual connection from the Cruise Liner Terminal to the pedestrian link and wall opening
- More convoluted vehicle journey may slow the traffic
- Potential to create a new pedestrian link across the dock
- Potential to create a series of connected small new public spaces forming the pedestrian link from the city, through Princes Dock to the Ferry Terminal
- Utilities existing pedestrian connections to the city centre

### Cons

- The success of the access point relies on turning the current Plot A05 building through 90 degrees
- Brings pedestrians to a point where there isn't currently a crossing over the dock. Relies on a new dock crossing to become meaningful
- The width of the existing opening may not be sufficient for two-way traffic/ and or good visibility while exiting onto Bath Street
- There may be potential conflict with the access into the existing industrial estate north of Bath Street
- The vehicular traffic is still brought back to the roundabout on Bath Street





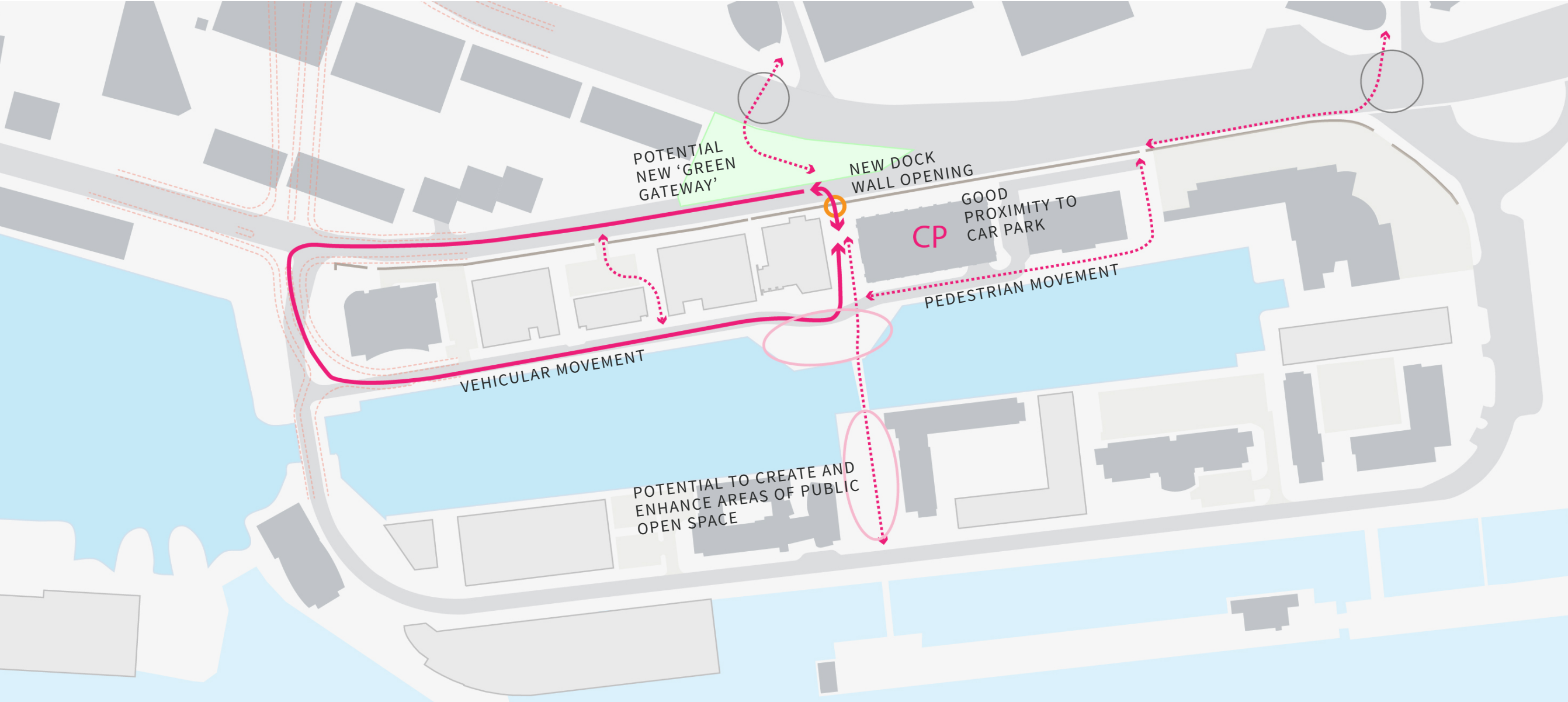
## OPTION TWO

### Pros

- Creates a very direct route to New Quay and eases pressure on the Bath Street roundabout
- The access is very close to the Multi-Storey Car Park
- Pedestrian links can utilise existing wall openings
- Utilises the existing footbridge connection
- Encourages enhancement of public open spaces either side of the existing footbridge
- Enables full Bath Street public realm improvements and the creation of a 'Green Gateway'

### Cons

- Requires a new Dock Wall opening
- The difference in level within Princes Dock and Bath Street are a challenge to resolve
- Doesn't necessarily resolve the pedestrian links; the routes are not so direct
- Slightly weaker pedestrian links to the wider city
- Less legible for people not familiar with the area (tourists and visitors)
- Potential conflict between pedestrians and vehicle at the new opening
- Weaker visual links



**OPTION THREE**

NOTE: Following design review and consultation with LCC this option has been deemed suitable in a **temporary situation** to aid the development of plots A03 - A06.

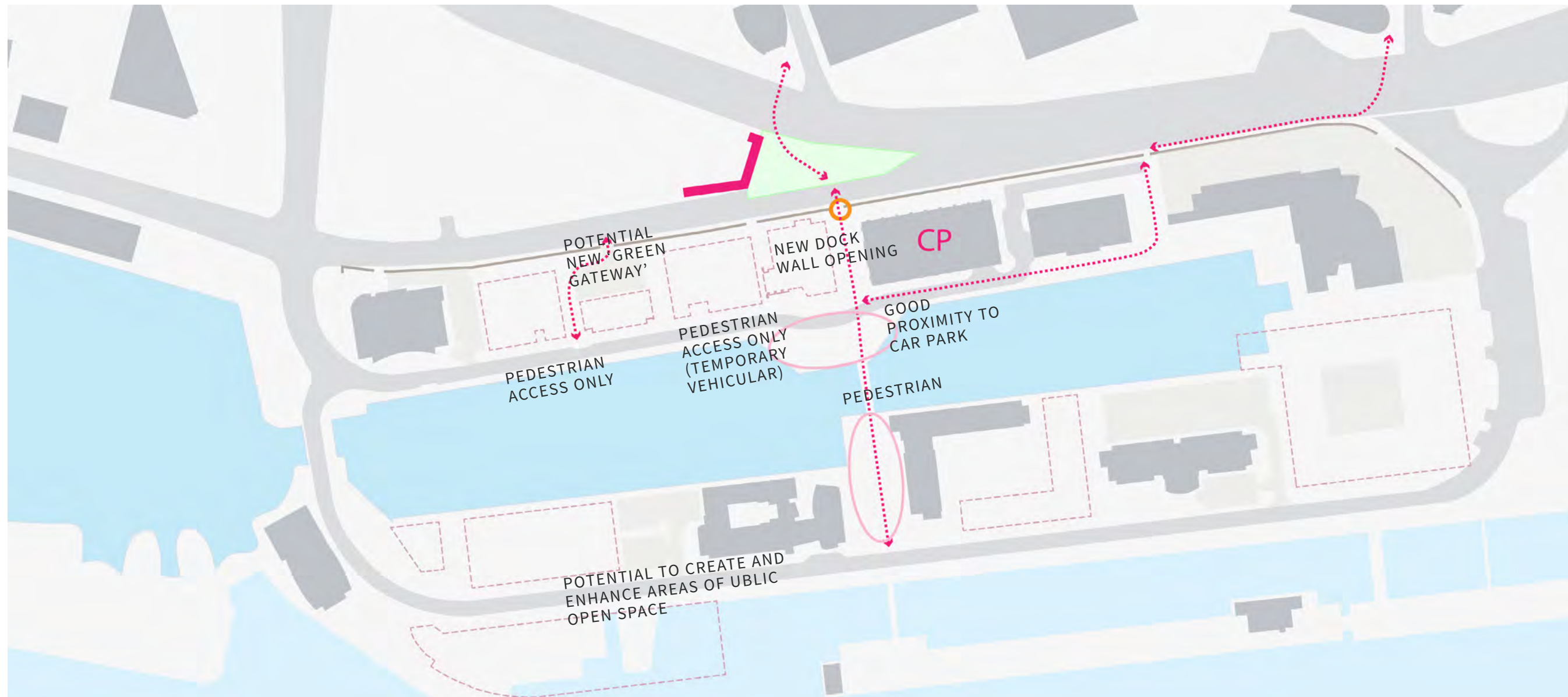
**Pros**

- Sets up a strong visual and physical link across the dock through to cruise liner terminal
- Existing public open spaces along the route can be enhanced and reinforce the potential of the route
- The opening creates opportunities to tie into existing city links
- Situated close to the existing car park
- Aids the development of plots A03-A06

**Cons**

- Need to create a new opening within the Dock Wall
- There may be conflict between the temporary combined pedestrian and vehicular movement through the opening
- Requires a larger opening within the Dock Wall
- Necessary to resolve level changes and potential blind spots
- The vehicular movement is directed back to the Bath Street roundabout

## 5.2 Princes Dock Wall Opening - Preferred Option



The preferred option presented here has many positive aspects. Primarily it creates a very clear and direct connection across the dock and up towards the Central Business District. The opening itself is part of a bigger proposal for public realm improvements within Princes Dock, along Bath Street and up to New Quay/ The Strand.

Although there are some challenges in the delivery of this proposal, of the potential options considered it is the most beneficial. The detailed proposals presented in the following chapters of this document demonstrate the detail behind the design.

The proposal can deliver a temporary vehicular access for construction requirements, but the final design provides only pedestrian access.

### Pros

- Sets up a strong visual and physical link across the dock
- Existing public open spaces along the route can be enhanced and reinforce the potential of the route
- The opening creates opportunities to tie into existing city links
- Creates a clear and safe pedestrian route

### Cons

- Need to create a new opening within the Dock Wall
- There may be conflict between the temporary combined pedestrian and vehicular movement through the opening
- Necessary to resolve level changes and potential blind spots
- The temporary vehicular movement is directed back to the Bath Street roundabout

