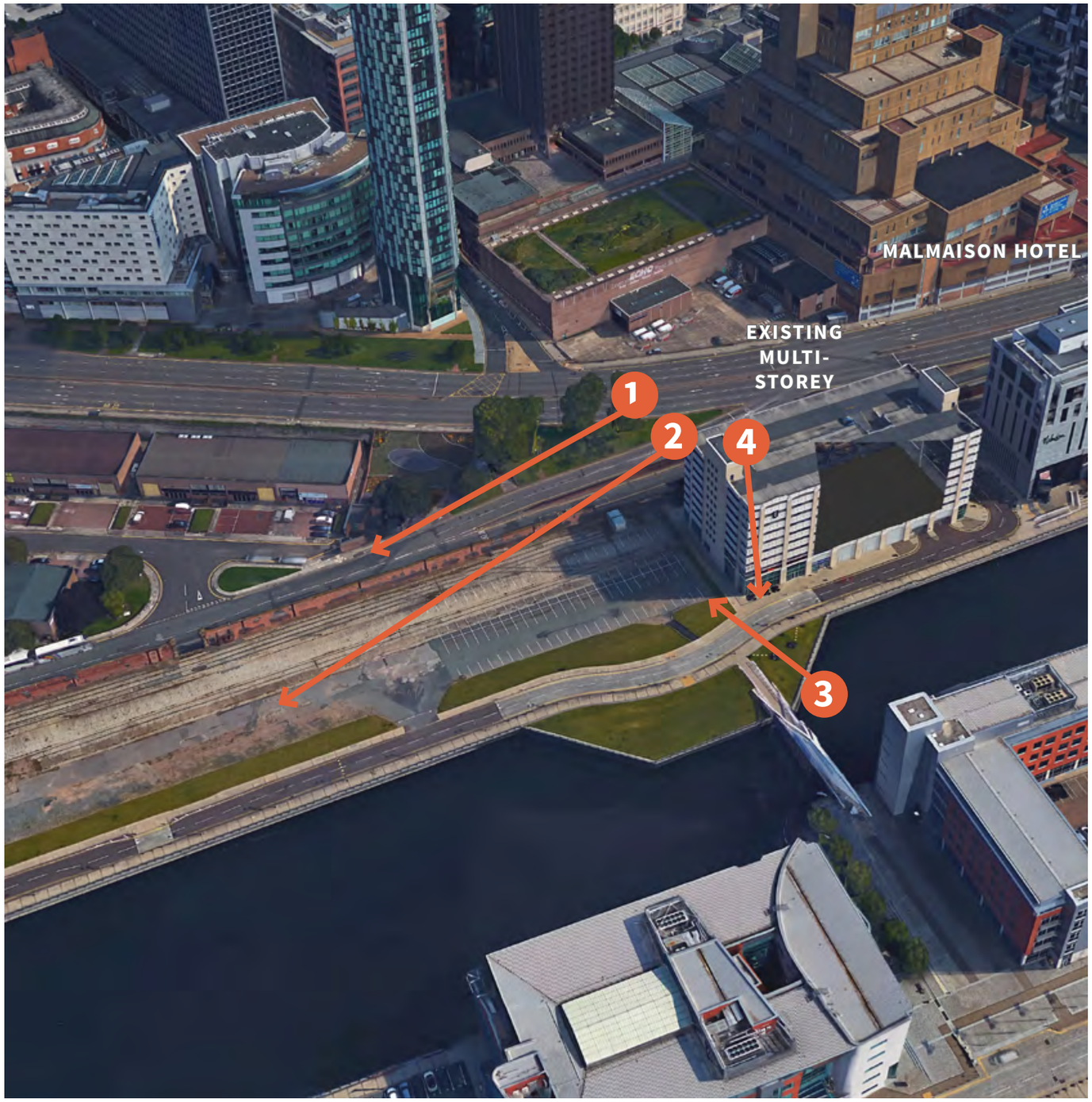
6

DESIGN PROPOSALS

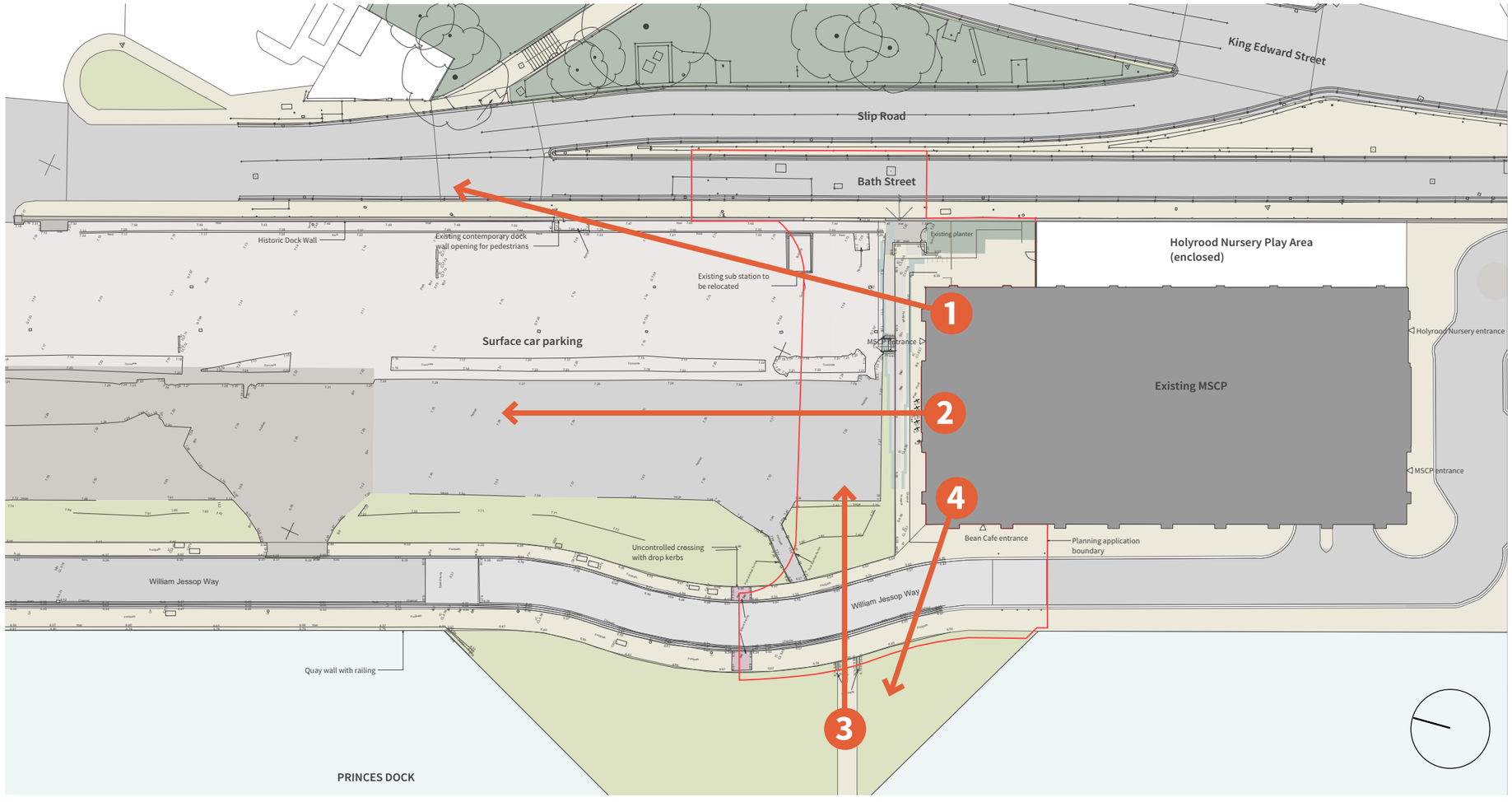
6.1 Site Location



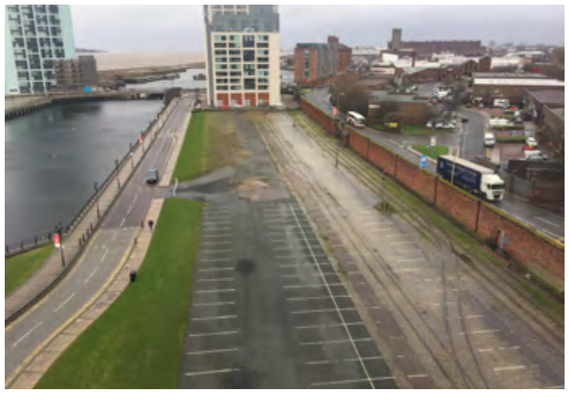
6.2 Existing Site Condition

The site is currently occupied by a large area of surface car parking, constrained on all sides by existing infrastructure.

1. The Dock Wall forms the most dominant boundary to the east which is only permeable through a single pedestrian entry point.
2. The car parking sits on the proposed terrace plots (A-03 - A-06) and finishes range from contemporary macadam to historic cropped granite setts and rails.
3. Levels will need to be re-graded between the bridge landing and the Dock Wall to meet the existing level of Bath Street in order to create a new opening.
4. The existing footbridge across the dock lands at a lawned area which aligns with the proposed wall opening.

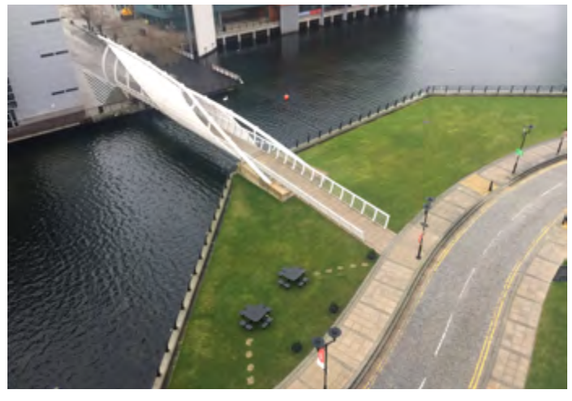


1 - VIEW NORTH FROM MSCP - DOCK WALL



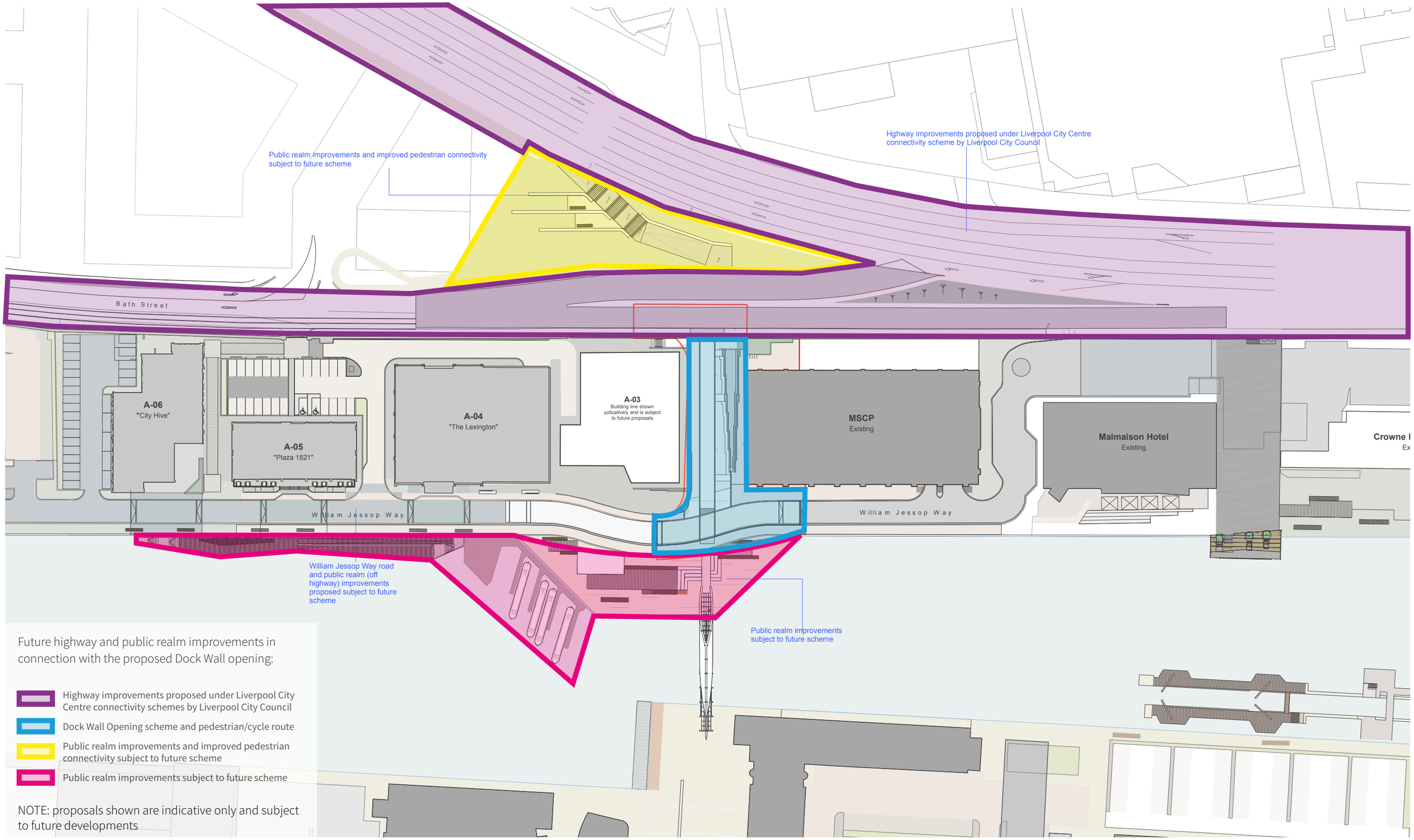
2 - VIEW NORTHWEST FROM MSCP - TERRACE PLOTS

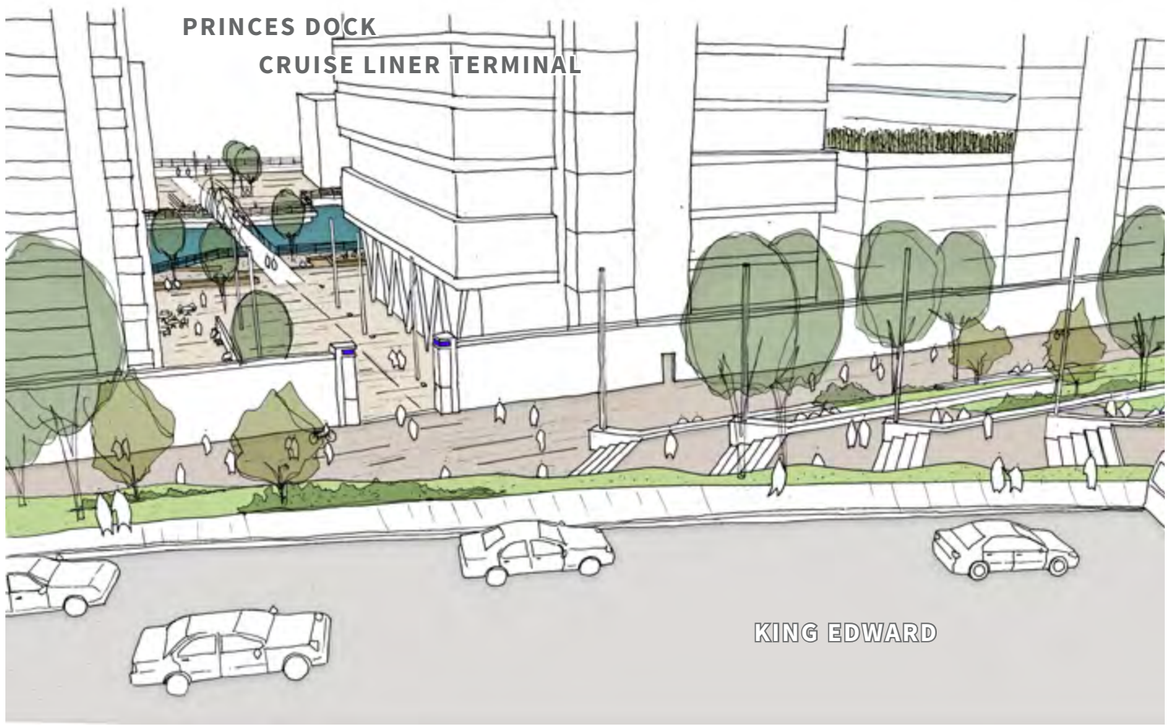
3 - VIEW FROM BRIDGE - PROPOSED OPENING LOCATION



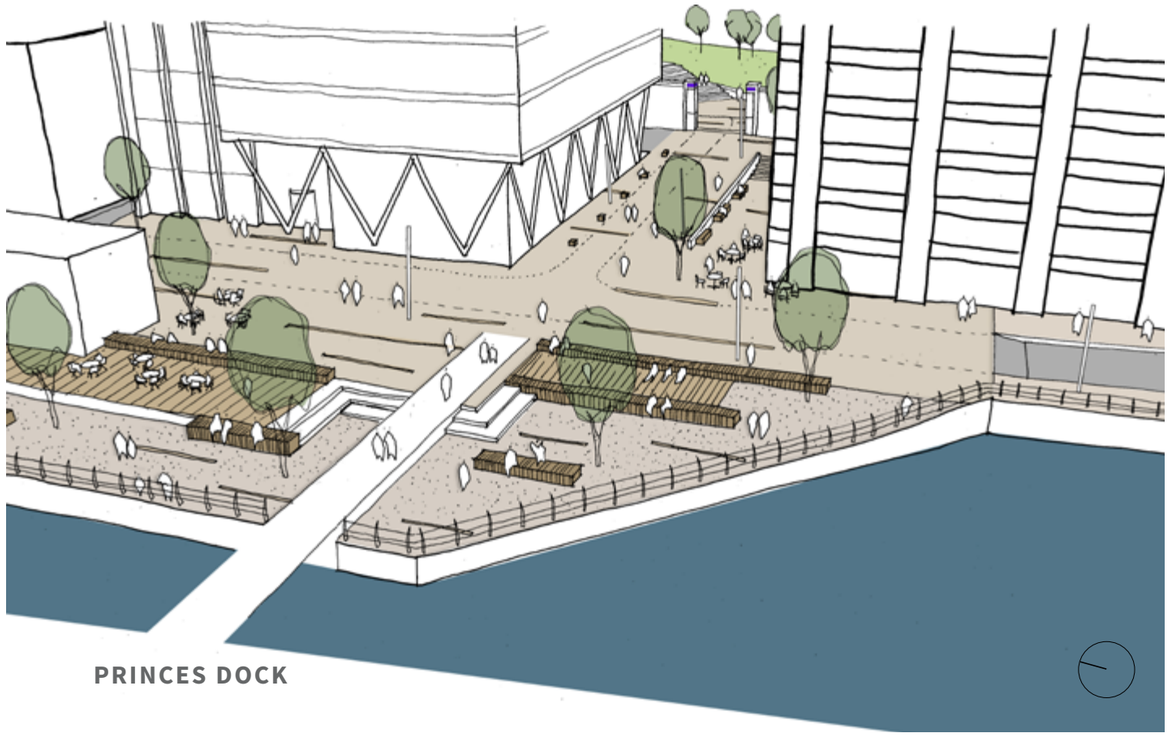
4 - VIEW WEST FROM MSCP - LAWNED AREA

6.3 Future Neighbourhood Aspirations





INDICATIVE IMPRESSIONS OF THE PROPOSED DOCK WALL OPENING IN THE CONTEXT OF IMPROVED PUBLIC REALM AND HIGHWAYS



INDICATIVE IMPRESSIONS OF ASPIRATIONAL 'CITY LINK SQUARE'

6.4 Temporary Scheme - General Arrangement

The Dock Wall is proposed to be opened to a width of 15.7m temporarily, creating both a strong new pedestrian link into and out of Princes Dock and to allow for vehicle traffic both ways from and onto Bath Street.

This would substitute William Jesssop Way as a means of access to the multi-storey car park, the hotel and other premises for the time the building developments on plots A04-A06 and potentially A03 would use William Jessop Way for construction traffic.

The kerb on Bath Street would be replaced by radius kerbs to tie in with the temporary road. The kerbs would be dropped and equipped with tactile blister paving.

The new link road would rise from William Jessop Way up to Bath Street, which lies above the dock side of the wall by about 800mm.

The location of the Dock Wall opening is chosen to cover the width of the permanent 6m wide opening, whilst achieving both a 2m wide footpath without narrowing the embankment along the multi-storey car park to the south of the wall opening and retaining the stanchion of the historic overhead railway on the north side.

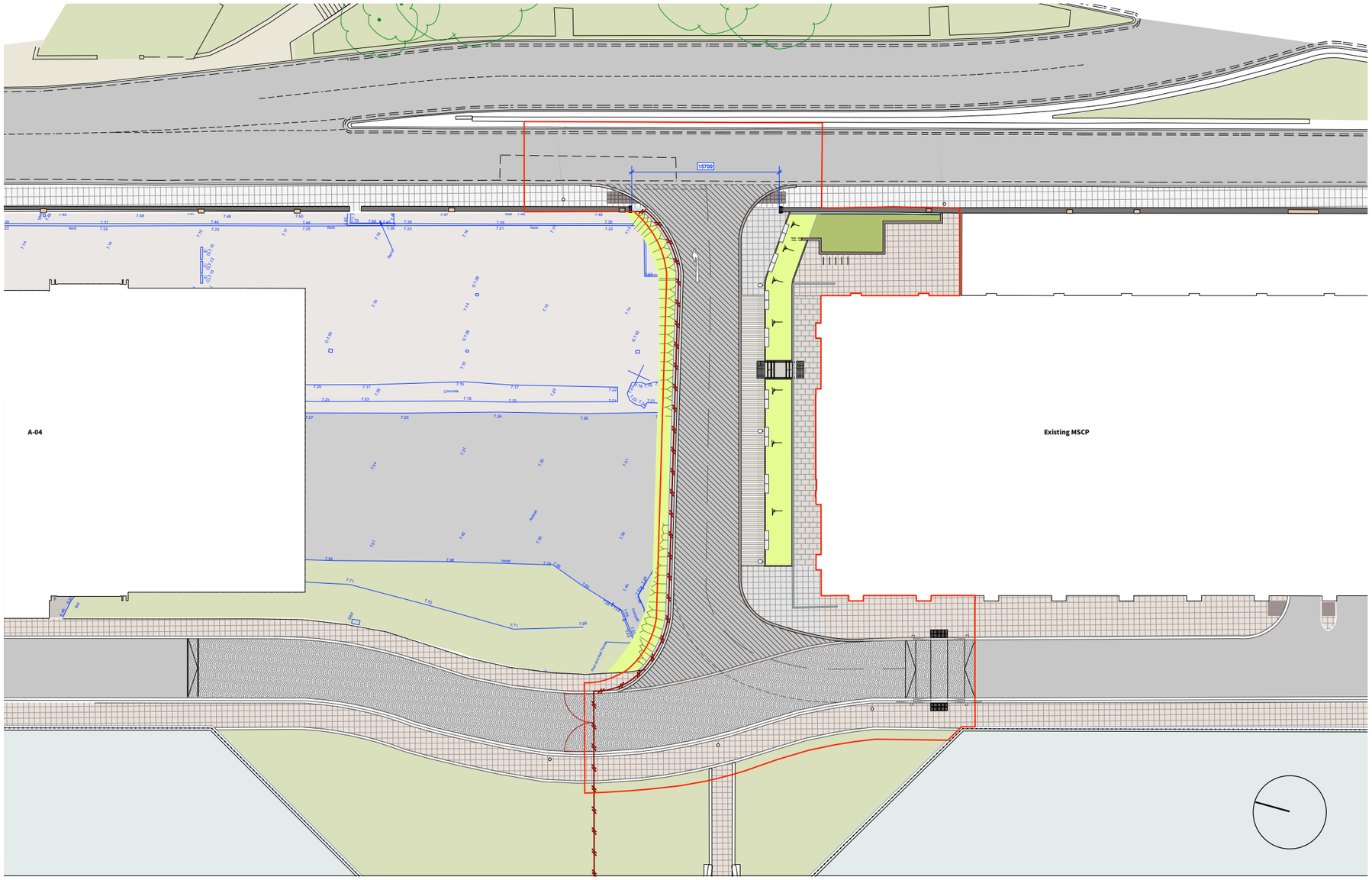
Cyclists would be expected to use the carriageway, which would be separated from the footpath by a kerb.

There would be no walkable width on the north side of the Dock Wall opening in the temporary scheme because there would be no footway along the new link on that side. A temporary hoarding line restricts access to the construction compounds on plots A-03 - A-06.

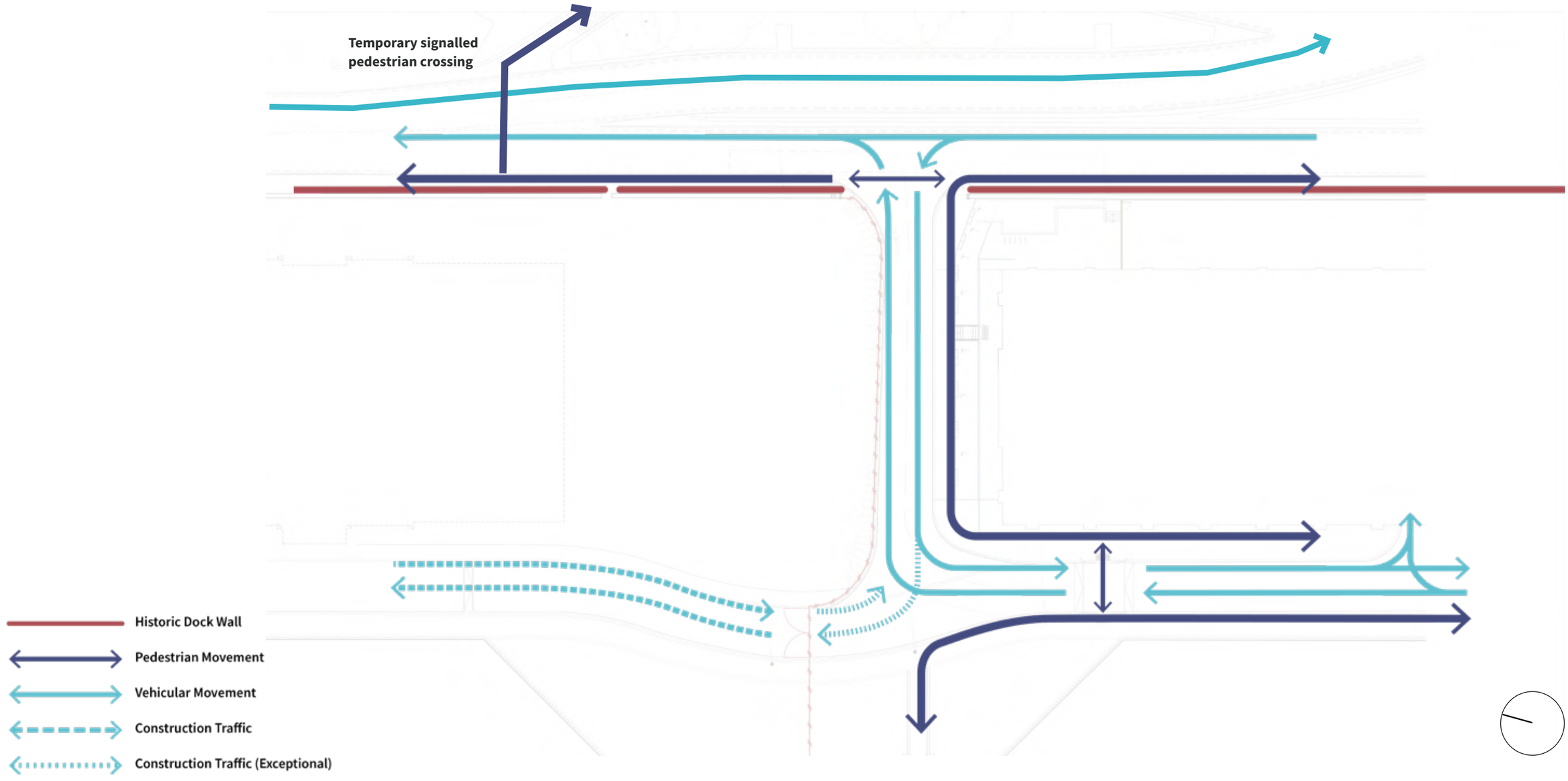
The footpath on William Jessop Way would be removed and lowered where the temporary road merges with William Jessop Way.

A new pedestrian crossing across William Jessop Way would be created in the location of the existing speed hump near the Bean cafe. This will support the new pedestrian route between the Dock Wall and the footbridge and replace the existing crossing further north that would be closed for the duration of the construction period for plots A03-A06.

The existing embankment to the frontage of the multi-storey car park is to be slightly widened and extended in order to achieve a max gradient of 1:2 to accommodate proposed levels for the carriageway. A new flight of steps will be provided to maintain and improve access to the car park and Bean cafe on the corner, supporting it's position as a key asset in the public realm of Princes Dock. Granite blocks are located along the top of this slope to prevent cars from accidentally driving down the slope.



6.5 Temporary Scheme - Access & Movement



6.6 Permanent Scheme - General Arrangement

In the permanent scheme, the Dock Wall opening is proposed to be reduced to 6m width. The carriageway will be removed and the full width of the wall opening will become a shared pedestrian and cycle way.

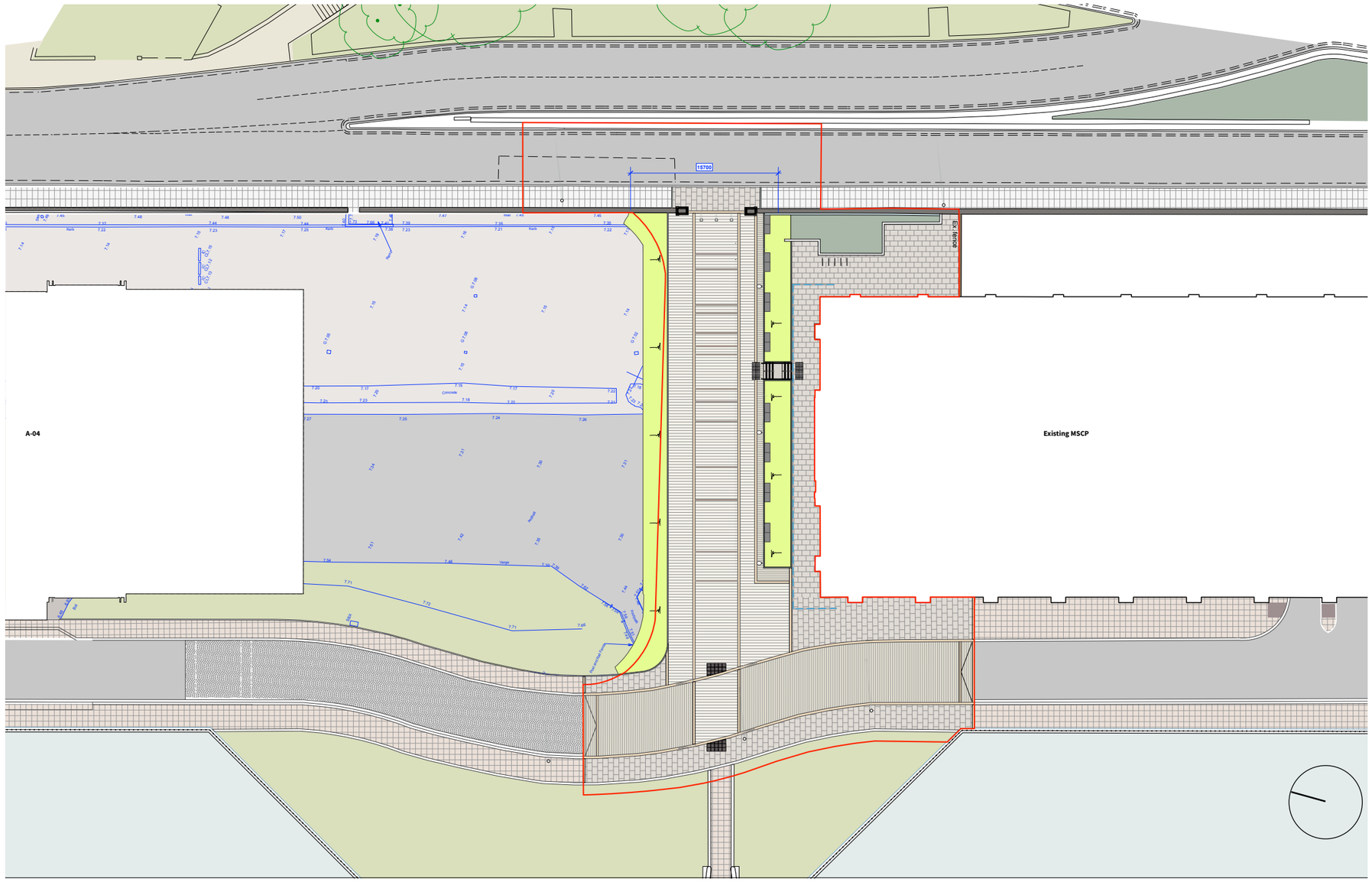
The scheme will extend across William Jessop Way in order to strengthen the idea that this link connects the city with the waterfront both at the dock basin as well as with the seafront and the cruise liner terminal on the other side of the footbridge.

On the city side of the Dock Wall the opening will reduce the barrier effect of the wall, the level changes as well as the heavily trafficked Bath Street / Strand / King Edwards Street.

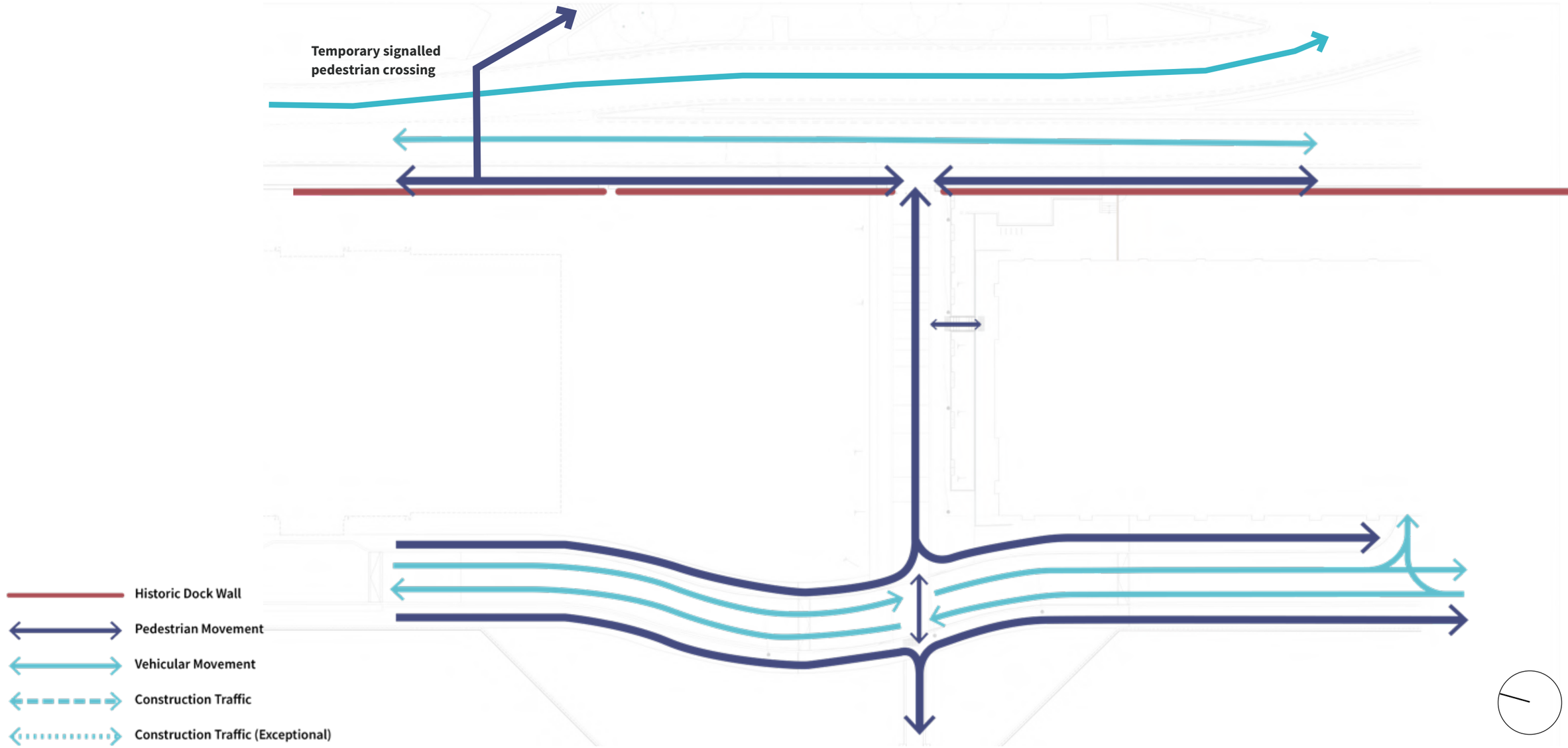
The materiality of the future scheme will be of a high quality. Existing concrete paving will be replaced with surfacing in-keeping with the materiality strategy set out on a neighbourhood level.

Historic granite setts currently in-situ on site will be lifted and relaid in a significant proportion of the scheme.

The embankment down to the multi-storey car park will be re-aligned to meet the Dock Wall.



6.7 Permanent Scheme - Access & Movement



6.8 Temporary Scheme - Materiality

EXISTING PRECAST CONCRETE PAVING

EXISTING ASPHALT

PCC SLAB PAVING TO MATCH EXISTING

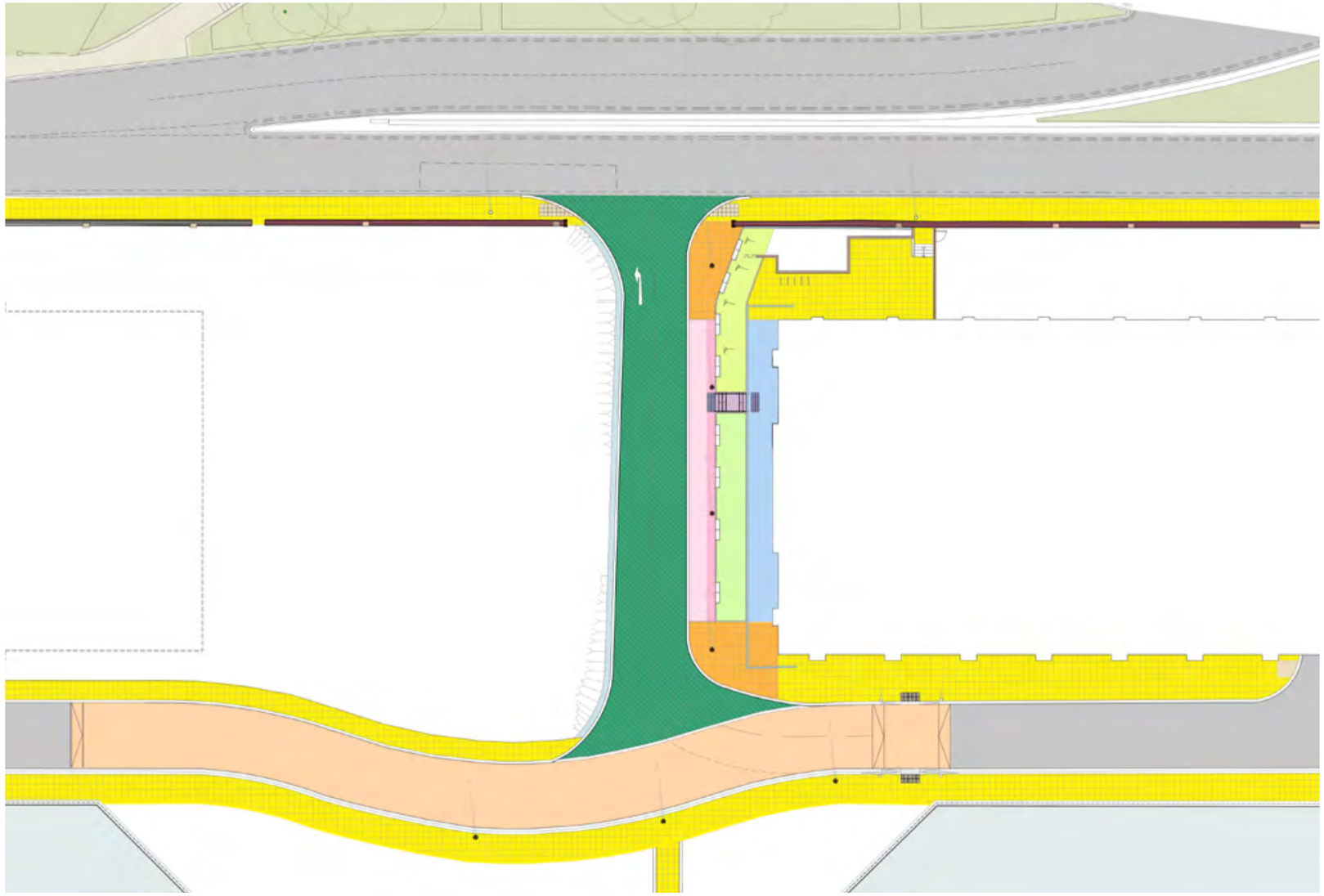
SMOOTH GRANITE SLAB PAVING

CROPPED/WORN COBBLES IN ORIGINAL HISTORIC LOCATION ON SITE

SMOOTHENED RECLAIMED GRANITE SETTS (PRECEDENT)

EXISTING CONTEMPORARY GRANITE SETTS

GRANITE STEPS

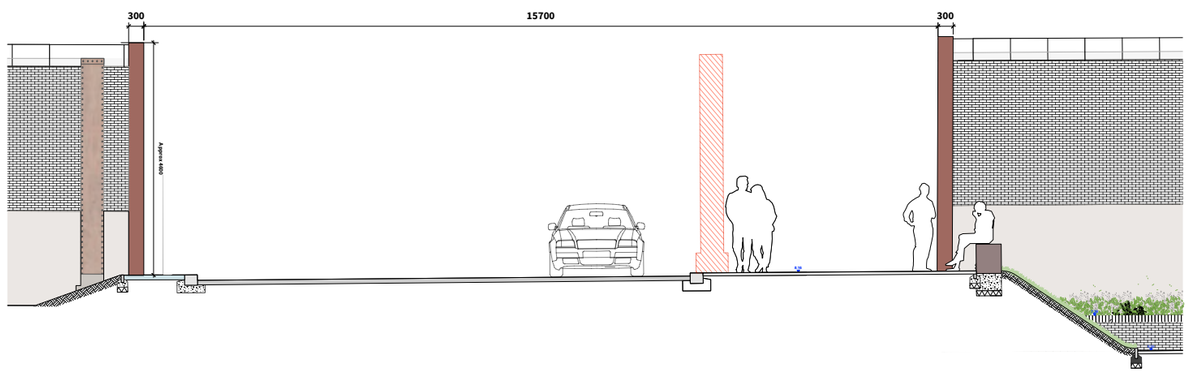


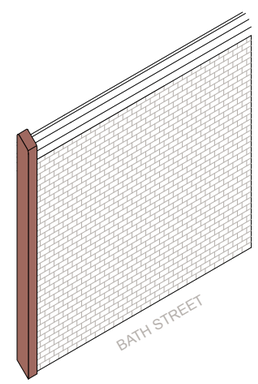
Precedent images shown for indicative purposes only

6.9 Visualisation

The proposed opening in the Dock Wall will span 15.7m between weathering steel piers. These columns will wrap around the exposed wall ends, providing a degree of protection to the exposed masonry, however it is important to note that a structural assessment of the current condition of the wall states that the proposed piers need serve no structural function. They will also highlight the new opening and announce the future aspirations of the scheme.

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





6.10 Permanent Scheme - Materiality

EXISTING PRECAST CONCRETE PAVING (WILLIAM JESSOP WAY)

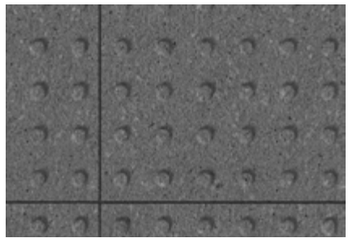
EXISTING PRECAST CONCRETE PAVING (BATH ST.)

CROPPED/WORN COBBLES IN ORIGINAL HISTORIC LOCATION ON SITE

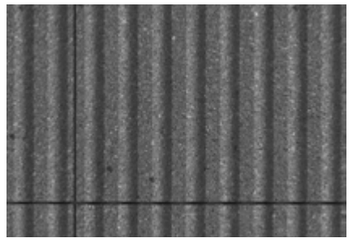
SMOOTHENED RECLAIMED GRANITE SETTS (PRECEDENT)

SMOOTH GRANITE SLAB PAVING

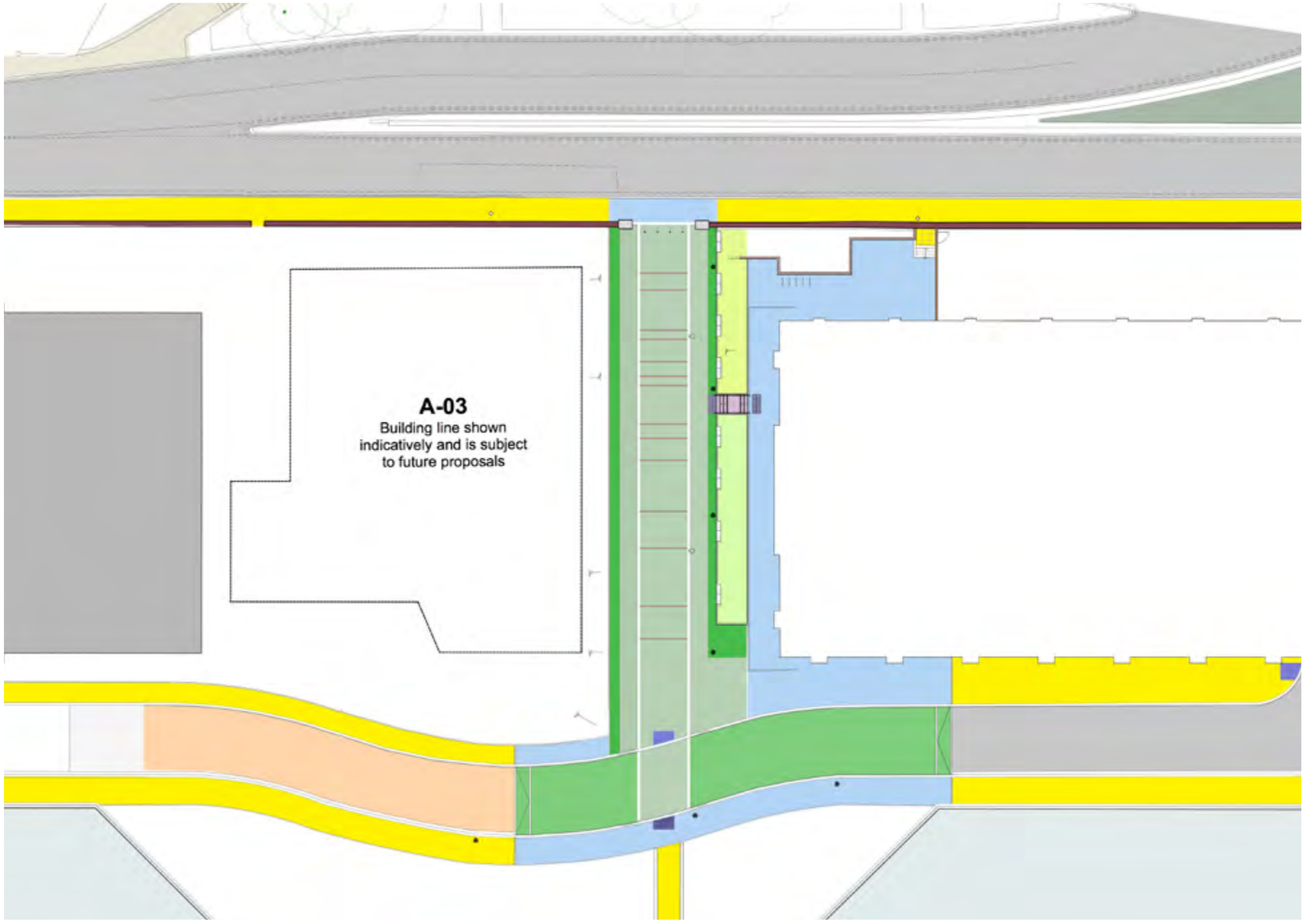
GRANITE STEPS



GRANITE BLISTER TACTILE PAVING



GRANITE CORDUROY TACTILE PAVING



KEY

- Existing PCC Paving
- Existing Macadam (Carriageway)
- Reclaimed Granite Setts (Cropped/worn)
- Reclaimed Granite Setts (Smoothed)

KEY

- Large Unit Granite Paving
- Granite Tactile Paving
- Granite Steps
- Turf

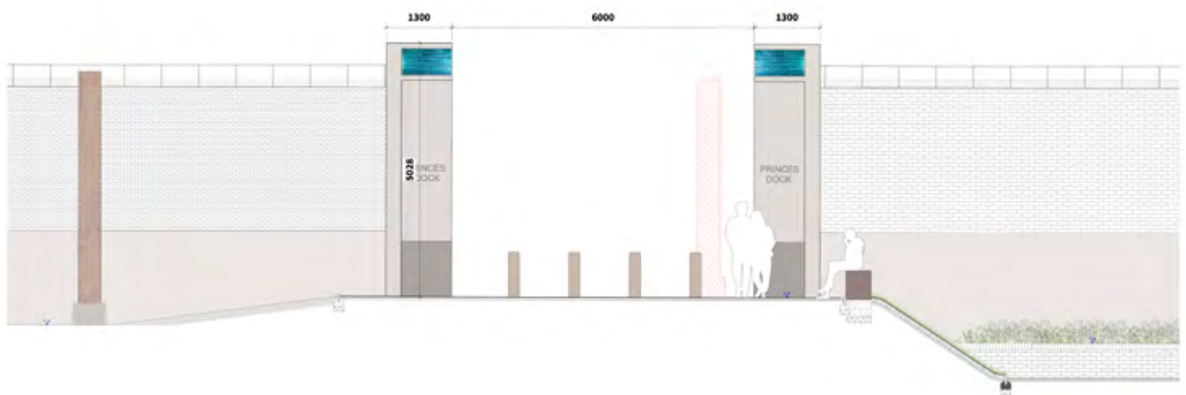
Precedent images shown for indicative purposes only

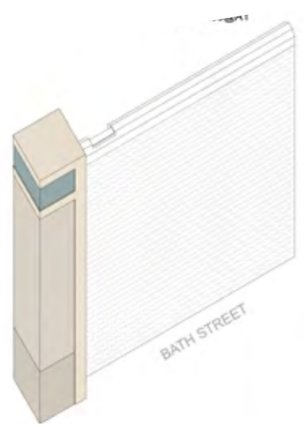
6.11 Permanent Dock Wall Opening

The permanent Dock Wall opening, measuring 6m, will use gate piers designed in relation to the varying styles of comparable openings throughout the rest of the wall. These solid columns will use a variety of carefully chosen Granite finishes to define a base, column and sleeve with a feature becon of stacked glass.

The high-qaulity surface finishes will act as a visual doormat to define the proposed gateway into Princes Dock.

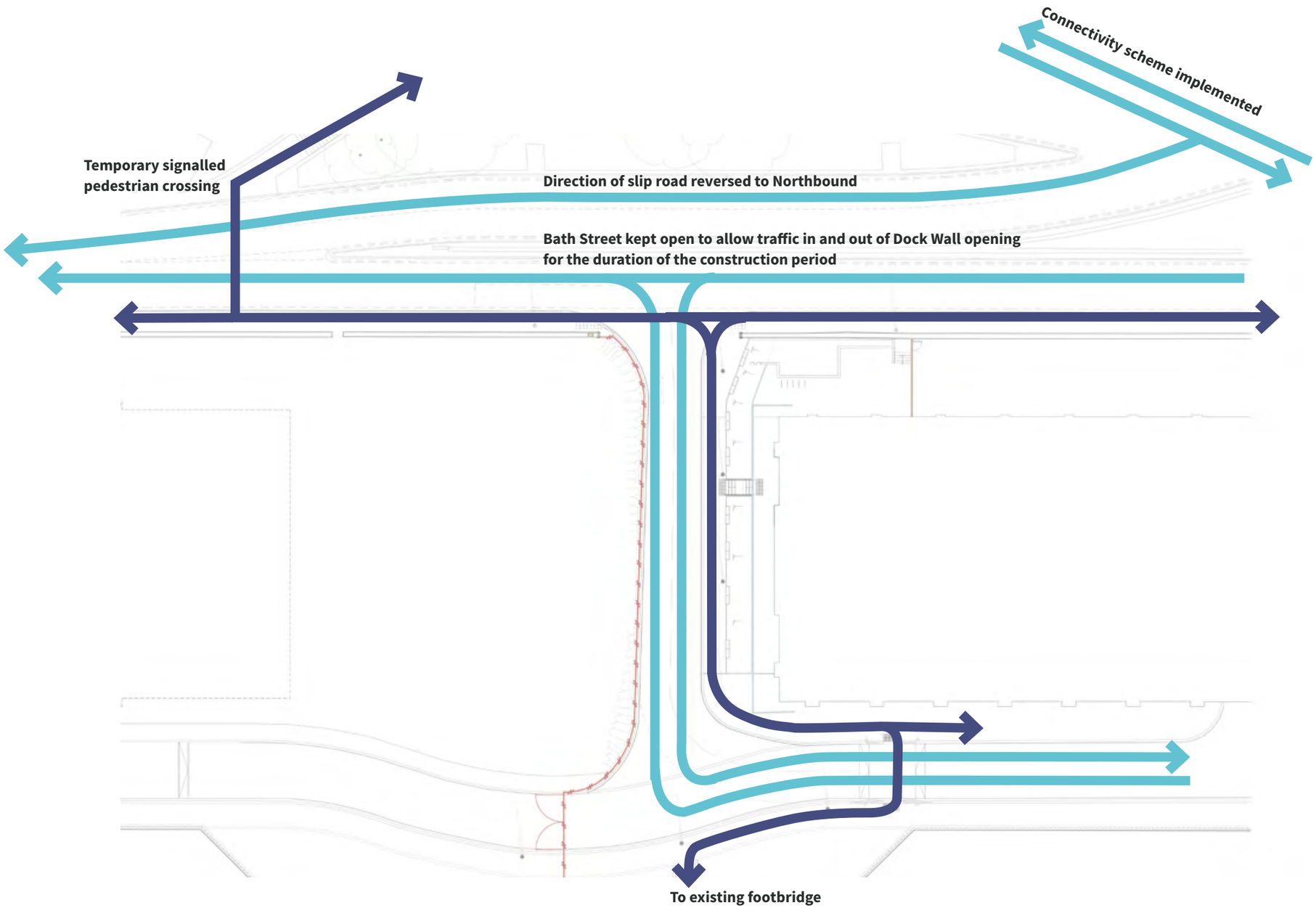
The opening will be built back up from the temporary opening using original materials, carefully removed and stored on site , adhering to the heritage method statement included within this application.





6.12 Temporary Scheme - Future Bath Street Interface

LCC's future Connectivity Scheme will involve substantial works to The Strand and Bath Street, which will intersect with the proposed Dock Wall opening. Whilst the temporary two-lane highway is in place, ingress and egress for vehicles will need to be retained onto Bath Street which will prevent the full Connectivity Scheme from being implemented. However the proposed reversal of traffic direction on the slip road connecting with The Strand can be undertaken.



KEY

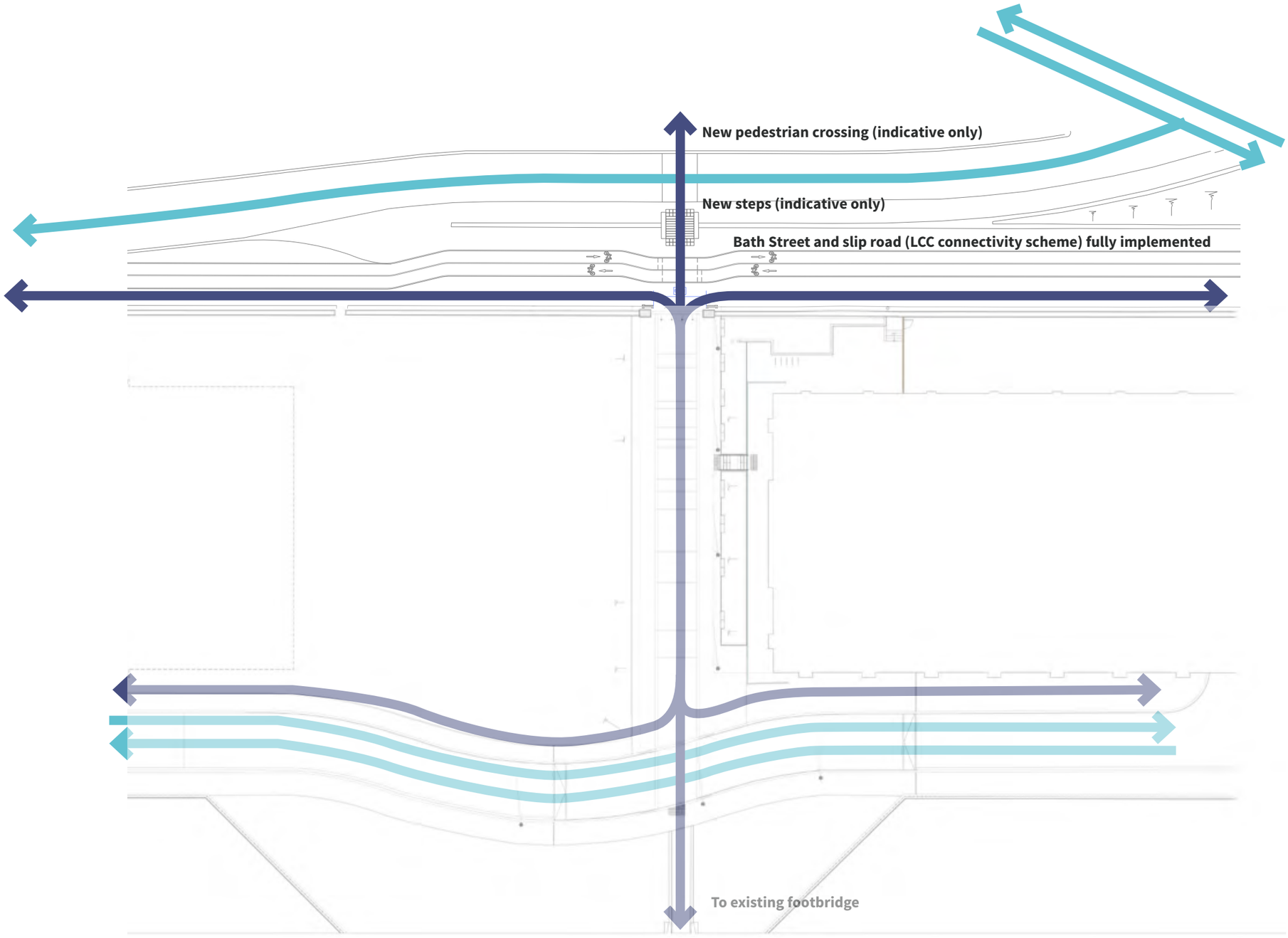
Vehicular Movement

Pedestrian Movement

6.13 Permanent Scheme - Future Bath Street Interface

Once the permanent Dock Wall Opening scheme has been implemented and the access road removed, the route will serve as a pedestrian and cycle gateway into the Princes Dock.

This will allow the full Bath Street Connectivity Scheme to be implemented, closing Bath street to traffic and instating a new pedestrian and cycle route along the exterior of the Dock Wall. This will also allow the creation of a new pedestrian link connecting Princes Dock with the city centre.



KEY

Vehicular Movement

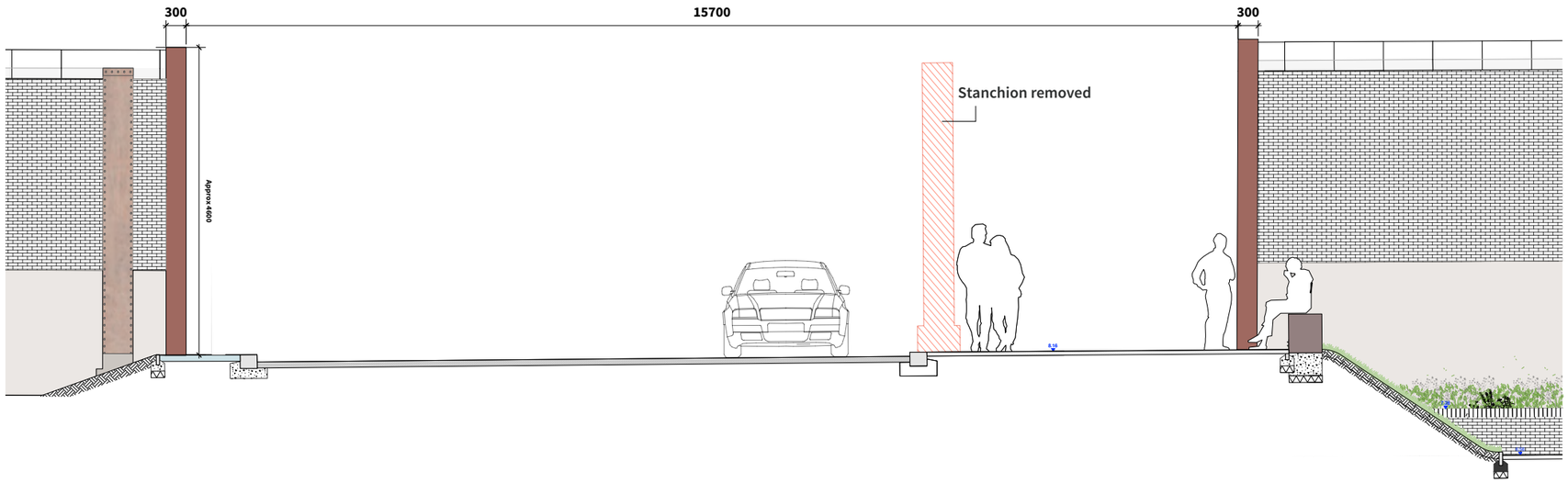
Pedestrian Movement

6.14 Proposed Gateway Piers

The temporary treatment of the Dock Wall will involve creating a 15.7m aperture, using specialist contractors and adhering to the Heritage Impact Assessment included within this application.

The newly exposed wall ends will be capped by temporary piers consisting of sheet steel, with a weathered finish to match the existing Docker's Umbrella stanchions and general heritage aesthetic of the wider dock. The steel will be fixed to a hidden frame which is isolated from the Dock Wall so the original masonry will be unharmed. Although a temporary measure, the scheme will exist in this condition for a considerable length of time so the aesthetic and material finish will be of a reasonably high quality.

Material Reference. Weathering steel



6.15 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.

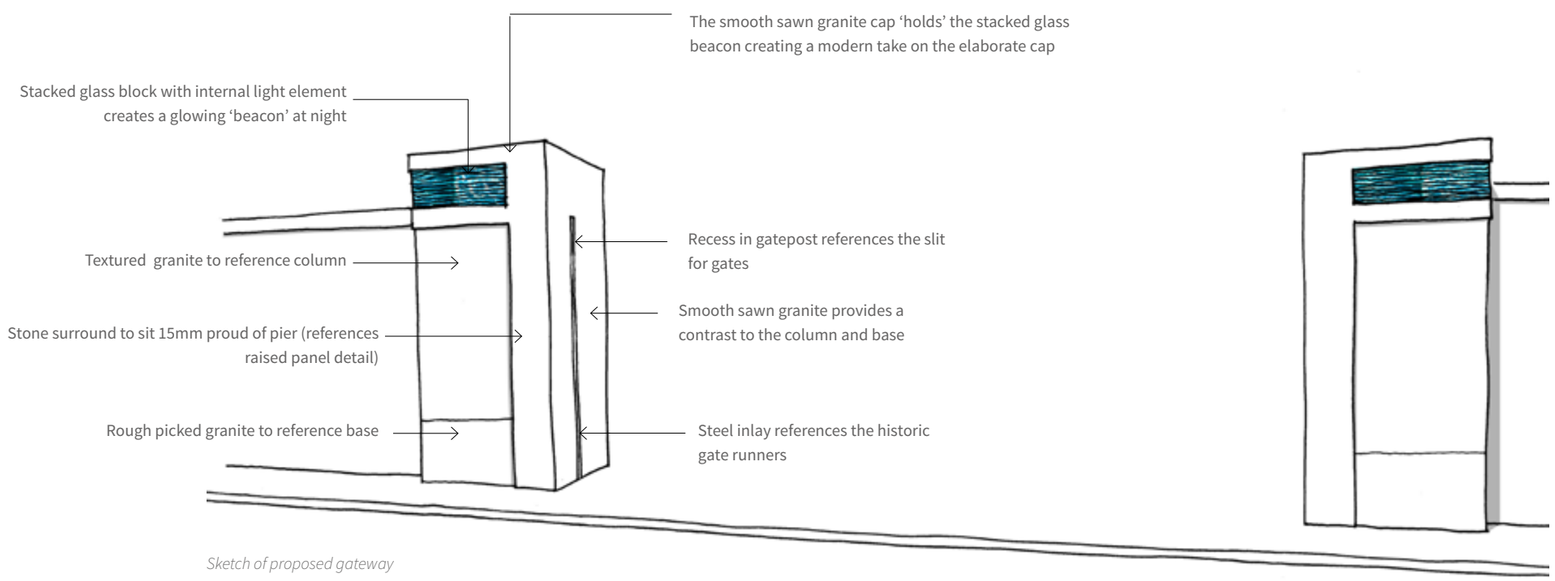
The materials have been carefully chosen to respond to existing features and match original materials as closely as possible. Granite can be treated in a number of ways to replicate the pitted base and rough picked columns of the historic piers.

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

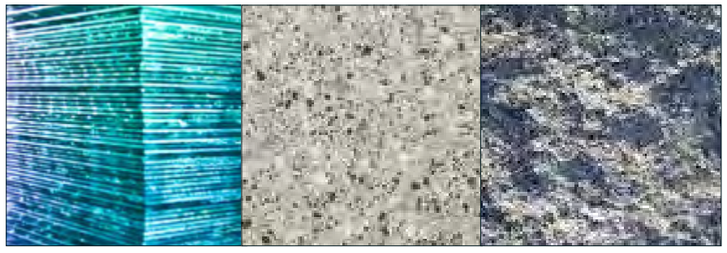
Stacked glass blocks are to be inserted in the cap of each pier with an internal lighting element to create a glowing beacon and to identify the gateway as 'new'.

The works to the historic Dock Wall and the erection of the new piers will be carried out by a qualified contractor in accordance with the heritage impact assessment included within this planning application.

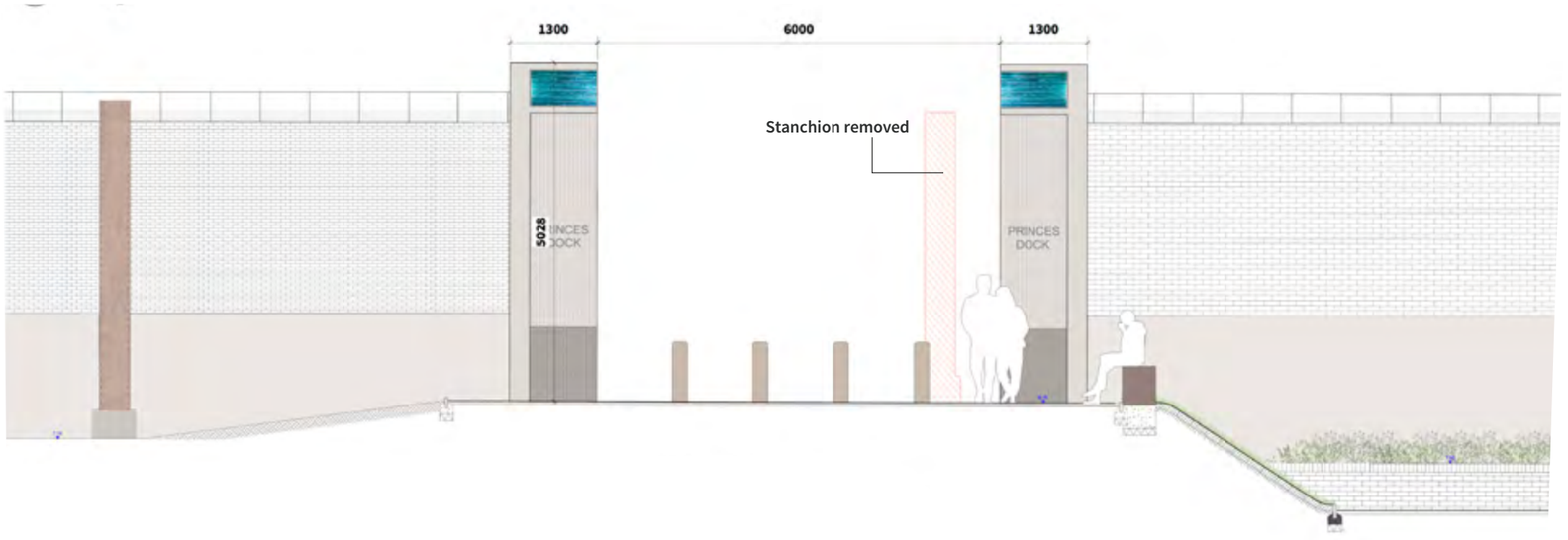
Historic England have been consulted during this process through the Liverpool Waters Conservation Management Board and are supportive in principle with the design and materials used for these piers.



Sketch of proposed gateway



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



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