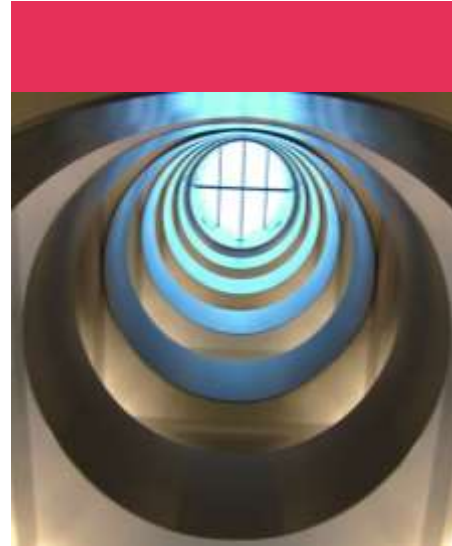


# Princes Dock Construction Phase Relief Options Review

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Client Name: Peel Land & Property (Ports) Ltd



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**Appendix 1 – Princes Dock Construction Programme**

## 1.0 Introduction

- 1.1 Over the next 24 to 36 months, there are a number of development plots within Princes Dock which will become live construction sites with their build programmes overlapping for sustained periods of time.
- 1.2 This includes three development plots which are located adjacent to each other, their sites being bound by William Jessop Way to the west and the listed dock boundary wall along Bath Street to the east.
- 1.3 Their respective build programmes are outlined in Appendix 1 of this document.
- 1.4 In addition, the proposed new Cruise Liner facilities and associated hotel scheme are likely to have similar construction timeframes and towards the end of this period Liverpool City Council's Southern Link Road and Connectivity Schemes are expected to be on site.
- 1.5 The above combination of significant and positive construction works will result in William Jessop Way having increased demands put upon it, in relation to the arrival of building materials, plant and staff at the same time as existing users of William Jessop Way requiring unfettered access to the Multi Storey Car Park (MSCP), the Malmaison Hotel, the crèche/daycare facility and Bean Coffee.

## 2.0 Analysis of the Potential Issues

- 2.1 This section describes the detail of the potential issues which could arise along William Jessop Way, should no remedial measures be introduced.
- 2.2 *Arrival of building materials and plant* – the cumulative demands of the three building plots with planning consent along the dock boundary wall (Plot references A04 to A06) will see frequent vehicular use of William Jessop Way throughout the day, and those vehicles will have limited space within each site to turn and off-load materials. Therefore, many construction vehicles are expected to use the narrow carriageway space along William Jessop Way to pull up and off-load materials, making it difficult to maintain two-way access for all traffic. It is expected that up to 90 vehicle movements by large HGVs could be created per week associated with the construction of the initial three building plots A04 – A06, plus a significant number of smaller goods vehicles/car-derived vans associated with deliveries and specialist trades personnel. The intention is for a turning circle to be created at the grassed area directly adjacent the footbridge for large HGVs to manoeuvre around which will potentially cause disorder to the flow of public traffic.
- 2.3 *Construction Workers* – There will be a cumulative total of up to 500 operatives working across the initial three adjacent building sites. Whilst their private cars are likely to be parked within an off-site vehicle compound within the neighbouring West Waterloo Docks, the operatives will be walking/working along William Jessop Way and it would be prudent for non-construction traffic to be excluded from such areas.
- 2.4 *Retained Access to existing premises* – There are a number of existing premises which are accessed from the southern end of William Jessop Way. These include the MSCP, Malmaison Hotel, Bean Coffee and a crèche/daycare facility. The MSCP attracts approx. 300-350 vehicle movements during peak hour periods and is in continuous use throughout the day; its sole means of access is via William Jessop Way. Guests of the Malmaison Hotel require access 24hrs a day; service vehicles also access the site from William Jessop Way. Bean Coffee and the crèche also require vehicular access, albeit to a lesser extent, which contributes to the cumulative traffic activity which needs to remain unfettered in order to serve those premises' commercial needs.

### 3.0 Contractor's Concerns

- 3.1 As part of the review process, Peel has contacted the contractors and project managers who are appointed to oversee and construct the buildings on the three plots A04 to A06 in order to appraise LCC of the direct concerns voiced by those parties. Below are some excerpts of their correspondence:

From Mike Fallon, Project Manager, Forrest:

*"Further to our discussions regarding the access and egress onto Bath Street via Plot 3, we need to express our concerns that this critical element of the wider scheme may now not proceed.*

*Our traffic management plans including vehicle movements and the segregation of vehicle and pedestrians, have been assessed on the bases the fact, that the general public traffic would not come into close contact with our heavy construction traffic.*

*Can you please keep us updated on this, as we will have to radically reassess the potential increased risk to the public on William Jessop Way".*

From Karl Tindale, Project Manager, Walker Sime:

*"The current development at Princes Dock as part of the Liverpool Waters Masterplan considers a number of plots being available to build simultaneously. As part of the planning granted for each of the plots the client should consider the timings of the development together with the impact on the local surrounding area at Princess Dock.*

*Legislation both under the Health and Safety at Work etc Act 1974 and the requirements of the Construction (Design and Management) Regulations 2015, the client should ensure the construction work can be carried out, so far as is reasonably practicable, without risks to the health or safety of any person affected by the project. Therefore, noting each of the plot owners have a duty of care to each other together with the tenants and the owners of the Princess Dock Area namely Peel.*

*Each of the respective clients for the plots surrounding Princes Dock have been engaged in high level dialogue for around 18 months with the tenants and the owners of Princes Dock in relation to the buildability of each of the plots together with the mitigation plan for discharging their duties effectively under the relevant legislation. Currently the layout of Princes Dock is services via Bath Street and William Jessop Way which a number of tenants and members of the public are using the roads to access the existing multistory car park, its ground floor lettings*

*and the adjacent hotel. The plots running alongside William Jessop Way during the construction phase will have a severe impact on the use and access along William Jessop Way during this period. Both from construction traffic and operations servicing each of the plots.*

*In the high level discussions with the developers for each of the plots, it has been concluded to maintain the health and safety all members of public and the continued operations to the car park and hotel that William Jessop Way should be closed for the foreseeable future during the construction phase. Thus removing the risk of any construction activities to the current users of William Jessop Way. The alternative access to both pedestrians and road users would be via the new opening from Bath Street alongside the existing multistorey car park."*

From Richard Ingham, Your Housing Group:

- I. Health & Safety** – *One of the key benefits of creating the opening in the wall is to enable the construction teams of each organisation to isolate their sites and the combined area affecting A06 to A03 from the public. Isolating this area from the public will help with H&S implications, reducing the possibility of any injuries to members of the public and making it easier to co-ordinate and implement a safe working environment on site. There will be a large amount of materials and equipment being delivered to site during the next 3 years and it is vital that the public are kept as far away as possible to help prevent injuries.*
- II. Congestion** – *Three large scale developments will be taking place on William Jessop Way at roughly the same time. All three are high rise buildings, which will require a large amount of materials being delivered to site via HGV's. In addition to this, the combined labour force on all three developments will be significant. Taking this into consideration and mixing it with members of the public and general traffic accessing the multi storey car park of the hotel via WJW, would create huge challenges to all contractors. Not only would this cause safety concerns but would also create delays co-ordinating deliveries amongst traffic and pedestrians.*
- III. Increased Mgt Costs** – *Introducing members of the public onto WJW when construction work is in full swing, will bring significant challenges and concerns to each contractor. To mitigate risk, there is a good chance each contractor will take additional steps to protect the public and their own staff, which in turn will introduce higher mgt costs. This cost will inevitably be forwarded onto YHG and the other clients who are building out their sites. There will certainly be a need for increased security, banksmen and H&S reviews.*

- IV. *Buildability – Whilst YHG are in the latter stages of appointing a contractor to undertake the stage two tender process and with our site being closer to the entrance of WJW, the question has to be asked that once all three sites are up and running, if WJW was open to the public, could Moda and Regenda actually continue to build their schemes in a safe and controlled manner?. This is something that Moda and Regenda would need to assess and discuss with Peel if WJW was left open to the public.”*

Dave Rowlands, BECGI Construction, provided the following Traffic Management Statement:

***Logistics Statement in relation to proposed new road WJW/Bath St Link.***

*Traffic management and logistics are one of the highest risk factors to the construction of The Lexington. Taking into consideration all surrounding factors, a high level of pre-project planning has been implemented by our project team to develop a strategy that provides the safest possible solution whilst maintaining outputs to achieve our project programme. Our current proposal is based on the new road being constructed from William Jessop Way onto Bath St with its use being solely for the public and separating all construction traffic from public whilst on Princes Dock.*

*We have been carrying out exercises to review our planned deliveries, during construction of The Lexington there will be multiple daily concrete wagon deliveries during the sub structure and super structure phase of the programme, these will be then joined by articulated lorries delivering materials such as, but not limited to, reinforcement, plaster board, unitized curtain walling and bathroom pods. At peak we anticipate receiving 25/30 large deliveries per week, note that these anticipated figures do not account for smaller vehicles delivering materials/equipment.*

*The current volume of vehicles currently using William Jessop Way (use for public, multi storey car park, Malmaison & Crowne Plaza) is enough to create a risk to the proposed construction works planned to take place, combining this existing traffic with construction traffic for 3no. large scale construction projects spanning over a period of approx. 2-3 years creates a risk that requires mitigation, simply managing the traffic for the 3no. construction projects will be a challenge of its own. The safest option to mitigate this risk is to separate the public traffic and construction traffic, if this option is practically feasible then it should be taken. If this option is not feasible then the next options to mitigate this risk doesn't adequately mitigate it in our opinion, we would be purely managing the risk by implementing alternative control measures, these control measures would need developing with the other projects and would be subject to change throughout different periods of the projects subject to each projects construction status.*





## 4.0 Options Appraisal

- 4.1 In response to the above Peel, as land owner at Princes Dock (including the carriageway and footways of William Jessop Way), has therefore undertaken a review of potential remedial options which could be introduced in order to ensure the above activity can go ahead with the minimum disruption to all parties during the construction period whilst also looking at the permanent aspirations for improved permeability and accessibility to Princes Dock.
- 4.2 A summary of all options which were considered can be found below. Further details of the proposed option (Option 5) can be found in the supporting documentation of this planning application specifically the Design and Access Statement.

### ***Option 1 – Manage with the current situation with no changes to the current highway network***

Peel Land & Property response:

For the reasons described in the earlier sections of this note, this option has been discarded. The combination of construction works along with the existing users of William Jessop Way would result in delays, congestion and potential health and safety risks due to the proximity of the general public and building sites.

### ***Option 2 – Limited operating hours for construction traffic***

Proposal: The peak usage of William Jessop Way from the point of view of the current traffic activity, occurs between the hours of 7:30am-10:00am and 4:00pm-6:30pm. Control measures could be introduced in order to restrict the construction traffic activity to occur between 10am to 4pm on weekdays.

Peel Land & Property response:

This would create an onerous restriction upon the contractors and could extend the currently planned construction programmes; the Developer of Plaza 1821 (plot A05) and The Lexington (plot A06) have agreed terms within their respective Building Contracts. Any restrictions Peel implement on to The Main Contractors may ultimately attract claims against Peel. The general construction vehicle and operatives' activity along William Jessop Way throughout the rest of the day would still create unacceptable conflicts with the access needs of general traffic, particularly in relation to the setting down and turning of construction vehicles as the plots' hoarding lines need to be placed immediately at the back of the footway on William Jessop Way, creating a canalised feel to this road.

This option has therefore been discarded.

***Option 3 – Temporary road closures along Bath Street nearside lane***

Proposal: The location of the development plots offers the potential use of Bath Street for the delivery of some building materials to the site. The nearside (northbound) lane could be subject to temporary closure in order to facilitate deliveries, which would be lifted over the dock wall by crane.

Peel Land & Property response:

This may be achievable at times, for certain situations such as the arrival of large volumes of materials. However, for the frequent arrival of smaller vehicles (and materials which cannot easily be craned such as concrete) the use of William Jessop Way would still be required.

The southern-most plot (Hive City Docks – Plot A06) is located adjacent to where the two carriageways on Bath Street are physically separated making the introduction of lane closures more constrained/less practical.

Future planned phases of the LCC Connectivity Scheme (Such as the Southern Link Road / Strand schemes) would be hindered by construction vehicles setting down along Bath Street.

The above would dictate that only limited relief would be achieved by the use of Bath Street for unloading of materials and the residual impacts on William Jessop Way would still require mitigation. For these reasons, this option on its own has been discarded.

***Option 4 – Create a new opening in the dock boundary wall for one-way vehicular use***

Proposal: In order to relieve some of the expected issues along William Jessop Way, a new opening in the dock boundary wall could be created to enable some limited public vehicular movements in (or out) of the site by means of a new one-way route onto Bath Street. This would minimise the size of the aperture in the existing wall.

This option would create a need for traffic to re-route from its current means of accessing (or egressing) from William Jessop Way.

Peel Land & Property Response:

In order to avoid the re-routing of morning peak period traffic seeking to access the MSCP, if considering just one-way operation, it would be logical to opt for the new vehicular connection onto Bath Street to operate as an inbound route (i.e. from Bath Street to William Jessop Way). This however would still result in continuous traffic use along William Jessop Way for vehicles seeking to exit from the MSCP, Malmaison etc.

## Options Review

With the presence of stationary vehicles involved with the set-down and collection of materials, along with the presence of operatives standing in the road to unload materials, it would be prudent to create a secure area including the carriageway and footways of William Jessop Way for this activity to be managed without the throughput of any public vehicular traffic, even only in a single direction. Therefore, this one-way option has been discarded.

### ***Option 5 – Create a new opening in the dock boundary wall for two-way vehicular use***

Proposal: In order to relieve the expected issues along William Jessop Way, a new opening in the dock boundary wall could be created to enable public vehicular movements in and out of William Jessop Way to serve the existing vehicular access requirements of the premises along the southern section of William Jessop Way including the MSCP, Bean Coffee, Malmaison Hotel and the crèche.

This option would create a need for traffic to re-route from its current means of accessing William Jessop Way, with some traffic from the northern and eastern areas of the city region being required to perform a u-turn manoeuvre at the existing mini-gyratory at St Nicolas' Place. Could part of this sentence be revised to "...with some traffic from the northern and eastern areas of the city region being required to travel the short extra distance to the mini-gyratory at St Nicholas' Place and turn back onto Bath Street towards Princes Dock."

Peel Land & Property response:

The removal of all public traffic from the central section of William Jessop Way would enable the construction activities described in the above sections to proceed in a secure, controlled and contained environment whilst maintaining full access to the premises along the southern end of William Jessop Way resulting in safe segregation of the construction works

Upon completion of the construction works, or at a time imposed by LCC, the opening in the dock boundary wall would be reduced in scale and would operate as a vital pedestrian and cycle connection which would link Princes Dock with the city core. This would enhance the connectivity between the waterfront, central business district and the rest of the City and benefit the wider schemes coming forward especially the Cruise Liner Terminal which would often draw in large crowds of public.

The added advantage of this option, of benefit to all, would be the ability to protect the commercial operation of the MSCP, Malmaison Hotel, Bean Coffee and the crèche whilst the following schemes are being constructed:

- Liverpool Cruise Liner Terminal (LCLT)
- The LCLT Hotel on plot A11

## Options Review

- The Southern Link Road
- Potential pedestrian improvements at Princes Half-tide Dock to better link the new Isle of Man Ferry Terminal

Those schemes will undoubtedly have a disruptive effect upon the local road network during the construction periods; those effects being most likely to be felt along Princes Parade and at its junctions with William Jessop Way and Bath Street. Having a secondary point of access onto the wider road network for traffic accessing William Jessop Way would ease disruption and simplify any temporary traffic management requirements during those times.

For all of the reasons outlined above, this option (Option 5) has been selected as the only and therefore preferred viable option.

### **Option 6 – Route the MSCP traffic and Malmaison traffic through the Crowne Plaza site.**

Proposal: There is an existing, gated, vehicular route which links the privately owned Crowne Plaza site and the adjacent Malmaison Hotel site. This route is accessed via St Nicolas' Place and would in theory avoid the use of the central section of William Jessop Way in order to gain access to the MSCP, Bean Coffee, Malmaison and the crèche.

#### **Peel Land & Property Response:**

The route is in the control of a 3<sup>rd</sup> party owner and as such Peel does not have the ability to send traffic through this route.

The suggested route is geometrically constrained by tight bends and the presence of parked vehicles, whilst also catering for the servicing needs of the Crowne Plaza hotel in the area immediately south of the gated control point at the boundary of the Malmaison Hotel site. Adding between 300-350 vehicular movements to this route would not be acceptable to the land owner responsible for the management and use of this space.

Notwithstanding, the route would still create the need for a proportion of public traffic to turn right from The Strand at St Nicolas' Place, therefore any temporary 'impacts' of this option upon the surrounding highway network would be similar to those associated with Option 5.

Peel has consulted Malmaison Hotel on this matter and it has provided a response which in summary expresses strong concerns about any option other than that which seeks to create a new temporary two-way connection on to Bath Street in a location just to the north of the MSCP. Malmaison has cited concerns over any negative impact upon its business, be that financial, guest experience, lack of guest

## Options Review

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taxi pick up / drop off, noise – with Malmaison stating that it would be looking to Peel to provide answers and immediately rectified solutions.

For the reasons outlined above, this option has been discarded.

## 5.0 Conclusions

- 5.1 Based upon the findings outlined in this document, Curtins has been instructed by Peel to produce a Transport Statement which considers the operational aspects associated with Option 5, i.e. the creation of a new opening in the Dock Wall which would enable a two-way road link connecting William Jessop Way with Bath Street for a limited period of time. The Transport Statement will accompany the planning application for the same.

## Appendix 1 – Princes Dock Construction Programme

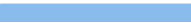


LW Programme - Princes Dock Indicative Construction Periods


ID		Task Mode	Task Name	Duration	Start	Finish	2018													2019													2020													2021
							D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J		
1			Princes Dock	155 wks?	Mon 01/01/18	Fri 18/12/20	<div></div>																																							
2			Plaza 1821 (A05)	78 wks?	Mon 01/01/18	Fri 28/06/19	<div></div>																																							
3			Lexington (A04)	129 wks?	Mon 14/05/18	Fri 30/10/20	<div></div>																																							
4			The Hive (A06)	129 wks?	Mon 02/07/18	Fri 18/12/20	<div></div>																																							
5			Cruise Line Terminal	71 wks?	Mon 01/10/18	Fri 07/02/20	<div></div>																																							
6			Hotel (A11)	60 wks?	Mon 05/08/19	Fri 25/09/20	<div></div>																																							
7			Opening in Dock Wall	13 wks?	Mon 04/06/18	Fri 31/08/18	<div></div>																																							

Date: Mon 30/04/18


- Task




Project Summary
- Split



Inactive Task
- Milestone




Inactive Milestone
- Summary



Inactive Summary

- Manual Task



- Duration-only



- Manual Summary Rollup



- Manual Summary




- Start-only


- Finish-only


- External Tasks


- External Milestone



- Deadline


- Progress


- Manual Progress



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