

## CASE STUDY ARCHITECT'S ACCOUNT

## PLAIN SAILING

Hobart & Heron successfully won the design & build project for Stena's new ferry terminal in Belfast at Victoria Terminal 4 (VT4) in 2006. By the time the VT4 building was completed and opened in June 2008, we had been appointed directly by Stena to design and procure the new Loch Ryan Port buildings on a windswept exposed site just north of Cairnryan in Scotland. This £50m development project incorporated dredging, site reclamation and harbour development works, to create the land onto which the new passenger terminal, and 5 other support buildings would be built. This passenger terminal was designed to enhance passenger comfort, and complete the second leg of the journey that started with the VT4 Belfast Terminal. Two new luxury fast ferries, which would reduce journey time and greatly enhance the travel experience for passengers, were also introduced on the route at the opening last year.

The terminal building design has a low profile of 2 storeys, with a curved overhanging roof to provide both shelter from the elements when the rain is not coming horizontally, and soften the buildings appearance against the steep slopes of the Galloway hills which rise some 200m above the A77 road north on the sites eastern boundary. A high performance glazed curtain wall façade provides the main external wall element, and the visual link from inside the building to the rugged natural landscape of hillside and sea on this exposed site. A neutral grey external colour pallet for the building was chosen to enhance the corporate signage colours of Stena on the roof and canopies. Inside, the colours are a neutral 'off white', with occasional walls of red and blue, Stena's corporate colours. Furniture was selected by Hobart & Heron to reflect modern vibrant departure lounges, café and offices, and arranged to provide views outside in all directions on both ground and first floor offices.

The terminal building ground floor is designed to allow for the smooth flow of foot passengers and staff through the building. Beyond the 'meeters and greeters' waiting area is security, which is similar to Airport security as this is a main entry port into the UK. Foot passengers then proceed to the waiting lounge, which has catering and toilet facilities.

Car and freight passengers must drive through a security building and then through a Ticketing building before parking in designated waiting rows before being allowed to drive onto the ferry. Car passengers can also enter the terminal building from the secure side for refreshments and toilet use.

The first floor level of the Terminal building has Stena and security personnel offices, as well as conference rooms, meeting rooms, canteens, and stores. On the second floor are the boiler room and air handling units, with an open plant well.

## THE TEAM

Client / Stena Line Ports- Loch Ryan

Architect / Hobart & Heron  
Mark Porter, William Dawson, Eamon Farrelly

Quantity Surveyor / Sammon

Structural / Doran Consulting

Mech & Elec / Caldwell Consulting

Main Contractor / McLaughlin Harvey

Photography / Chris Hill



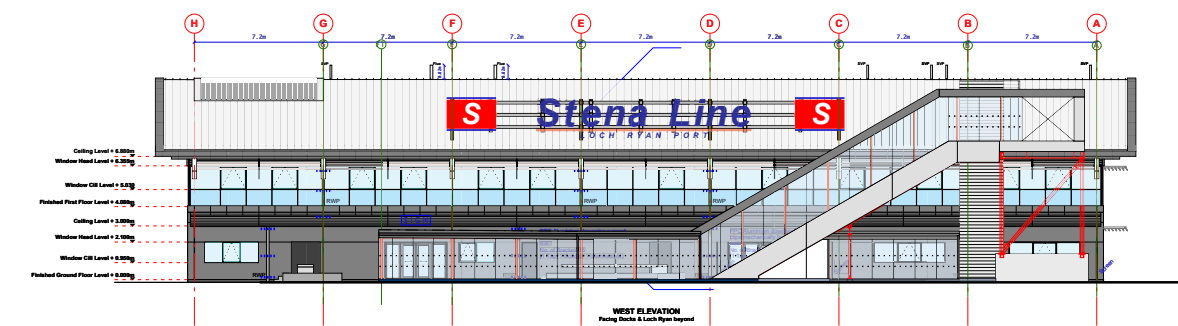
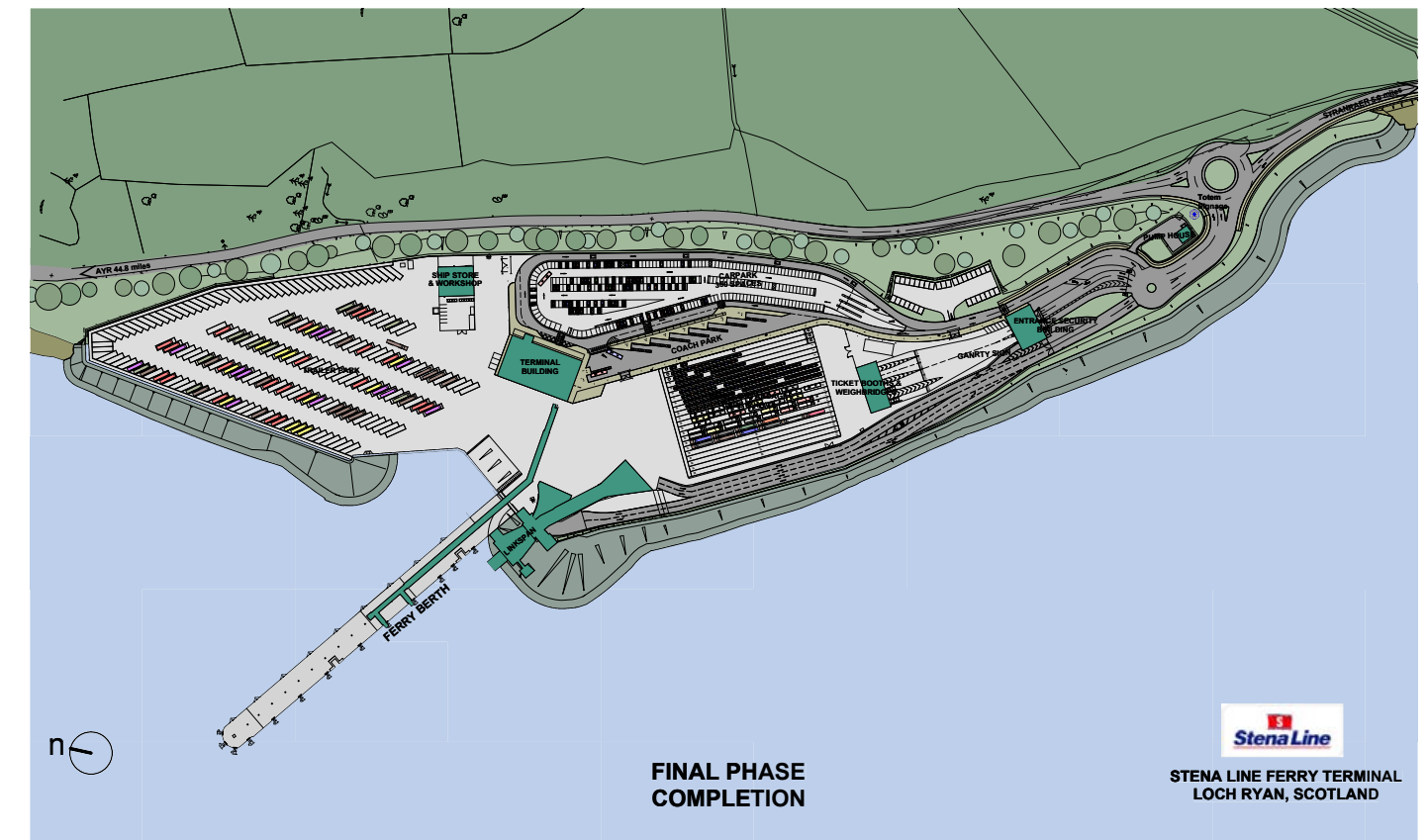
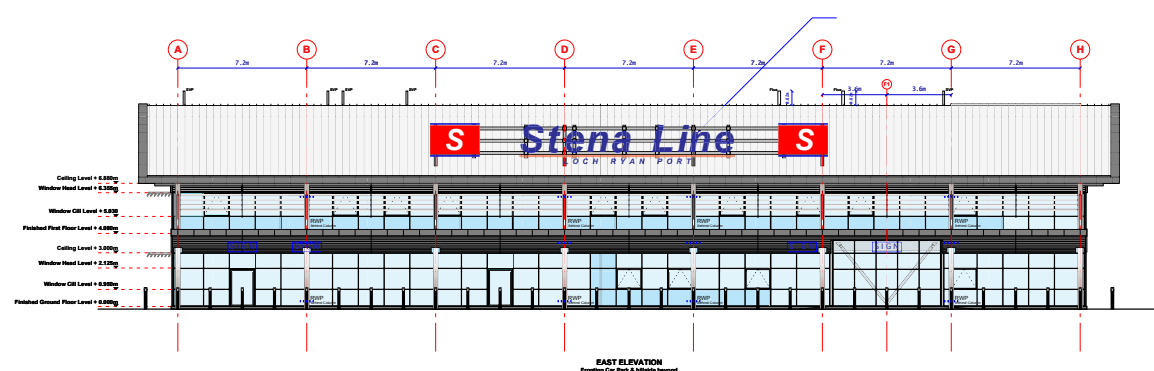




## FIRST FLOOR PLAN



## GROUND FLOOR PLAN



<sup>(10)</sup> As Architects and Lead Consultant of the buildings design team, we coordinated design information from the other consultants for the delivery of all the buildings on the project. We liaised with the Civil Engineering project manager to report and monitor progress of the building works. We assisted in the procurement and selection of a main contractor, sub contractors, and building envelope contractors. We also had a main role in the management of both the centralized design information documentation system, and NEC3 contract management. Stena also had specialist Swedish contractors, whom we assisted in getting their design information approved under Scottish Building Warrants.

The project was designated as one of the Scottish Parliament's top ten infrastructure projects and as such was being fast tracked through the approval process. It also had to be seen



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to achieve a higher level of sustainability beyond those indicated in Scottish Building Regulations. To achieve this the building is heated and cooled by a highly efficient Air Sourced Heat Pump VRV Air Conditioning System. The system recovers heat from the areas in the building that require cooling and allows it to be used in areas that need heating, for example the system cooling the comms rooms provides heat to the over door air curtains at the main passenger entrances. The main Air Handling Unit that serves the passenger areas also utilizes a heat recovery wheel to reduce the energy used by the system that operate on a 24/7 basis.

The lighting scheme within the terminal building was developed in line with the Stena Corporate ID based on their main terminal in Gothenburg, Sweden. The operational area of the site is lit to port standards and required substantial modelling and production of photo montages during the planning process.

The project consisted of significant infrastructure works due to its location. This included a new dedicated transformer installation, a 1 mile stretch of new street lighting on the A77, a 1 mile water main installation and new sewage treatment works to serve the site and the local village of Cairnryan. The buildings were all completed in 15 months and have been well received by Stena management, their staff and passengers. ●

**Brian Gordon**

Director, Hobart & Heron Architects

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