

From: Andrew Combes
Sent: 11 September 2012 18:33
To: Dryden, Craig; King, Andrew
Subject: Planning application P-12-096 New quay, St Mary's

Craig / Andrew

Can you register the notes below as objections / comments on the planning application for new quay, St Mary's:

The comments are based on the amended drawings on the Council's website on the 11th September

Car and bicycle parking

I would like to echo the sentiments of others commenting on this application. The main gripe of visitors to St Mary's is the number of cars. This application could do something to counter the growing car dependency we are seeing – A row of parked cars is not the 'Welcome to Scilly' message we should be giving to visitors.

With levels of cycling on the islands that place us second only to Cambridge surely we should be prioritising in favour for cyclists? – I do not see any covered cycle parking within this application.

The quay has successfully operated for many years with current levels of staff car parking – why the sudden need for additional spaces? If dedicated car parking spaces are deemed essential for the future of the quay, why not save a significant sum of money and significantly reduce vehicle conflicts on the quay by dedicating some of the parking spaces below Tregarthens Hotel? As far as I can see the widening of the Southern freight yard entrance seems to have been included within this scheme mainly to provide additional parking – this makes for some very expensive parking spaces.

Vehicle conflicts

The quay in its current configuration gives a good example of the calming effect on vehicle speeds that single track shuttle working can bring – the limited width and reduced visibility lead to pedestrian and cycle friendly vehicle speeds (ref Institute of Highway Incorporated Engineers (IHIE) Home Zone Design Guidelines and Local Transport Note 4 April 04 (LTN4)).

I am concerned that the new sea wall and quay widening (Inner and Middle Berth) to deliver the new southern freight yard entrance could well undo the natural traffic calming that arises from the current configuration.

Significant cost aside, the widening of the access, when combined with the movement of vehicles accessing the new parking bays is likely to generate vehicle to vehicle conflict. This will also spill over in to vehicle to pedestrian conflict at times of peak pedestrian flow.

Footpath width

Given the significant pedestrian flows on the quay it seems strange that the width of path proposed is narrower than that recommended for a standard pavement (which experiences far lower flows of pedestrians at any given point in time). As a minimum the path should be 2 metres wide – again ref Institute of Highway Incorporated Engineers (IHIE) Home Zone Design Guidelines.

Consultation with tenants / master plan for Rat Island

More of an observation than an objection – as far as I can gather some of the tenants on Rat Island have not been included within the development of these proposals. This raises a number of issues pertinent for both the individual businesses in question but also for the collection of historically significant buildings and structures that make up Rat Island.

These proposals seem to reinforce the hostility of the western side of the Rat Island area to pedestrians and cyclists. We have businesses there accessed by clients who come by foot or cycle – where is the provision for them? Equally we have significant historic assets that are currently unused / underutilised, the link of Rat Island to the construction to the Bishop Rock lighthouse in particular.

Surely we should see on the table a master plan for the whole of Rat Island rather than partial proposals that could well block the best use of this area in the future?

Access control to freight area

How will these be operated / policed? In the vast majority of cases manually operated access barriers are simply left open. Given that the application is fuzzy when it comes to their operation the only safe assumption to make is that they will be left open.

Quay extension

Great – I am in full support of this!

Kindest Regards
Andrew Combes