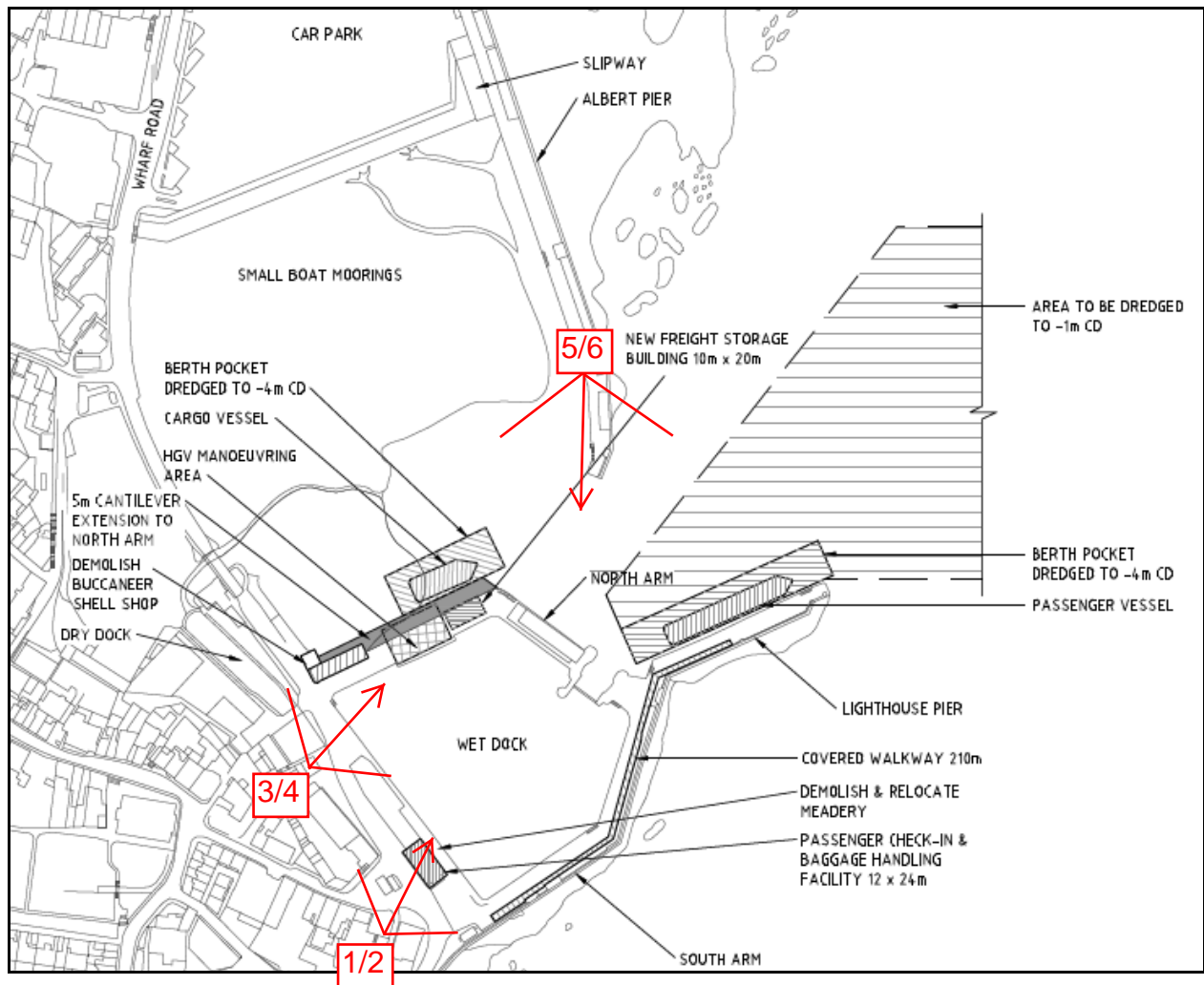


## 5.4 Option 3: North Arm Limited Widening for Freight (Inner Harbour) – South Arm for Passengers



### 5.4.1 Description

This option removes the IoS link freight service from inside the Wet Dock area and places it on the other side of the North Arm.

Passenger improvements result from building a new passenger check-in and baggage handling facility along Quay Road and then provision of a 210m covered walkway along the length of the south arm to the passenger vessel berth on Lighthouse Pier. Demolition of the Meadery and relocation of its business would enable some use to be made of the paved area to the south as a car and coach passenger drop-off / pick-up area but the area is less than ideal.

Limited widening along the length of the north arm could be achieved using a deck cantilevered from the existing quay wall. This would need to be verified by site investigation. The Café may be kept but the Buccaneer Shell Shop would need to be demolished and the business relocated to afford good and easy access onto the widened north arm. The HGV manoeuvring area would not allow for a complete turning circle but 3-point turns would be possible. A new storage building would allow appropriate storage of freight for onward shipment to the Isles of Scilly but, again this would be less than ideal.

Berthing pockets are proposed which would allow a 1.0m depth of water to be maintained at all states of the tide for 3.0m drafted vessels. This is the recommended minimum water depth above rock for vessels which are not designed to hit the bottom. A navigational approach channel maintained to a depth of -1mCD is proposed which would allow passenger vessel sailings above mid-tide with a 1m water depth (rough weather). Deepening the navigational approach to -3mCD would allow sailings at all states of the tide apart from 1hr either side of a low spring tide under the same conditions.

## 5.4.2 Appraisal

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Improved passenger check-in facilities;</li> <li>• Improved baggage handling facilities;</li> <li>• Improved passenger protection from adverse weather;</li> <li>• Slightly improves access for coach, taxi and car delivery and pick-up of passengers;</li> <li>• Removes HGV waiting from Quay Road;</li> <li>• Improves HGV manoeuvring within freight depot;</li> <li>• Improves freight storage facilities; and</li> <li>• Improves berthing facilities for the vessels.</li> </ul>	<ul style="list-style-type: none"> <li>• No improvements to overtopping of South Arm / Lighthouse Pier which could cause baggage handling problems;</li> <li>• Passenger improvements would adversely affect a Grade II* listed Structure; and</li> <li>• Loading of the Cargo vessel would have to take place outside the calm waters of the Wet Dock.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• The Wet Dock could be completely reconfigured to maximise harbour revenue; and</li> <li>• The Rank Building could be demolished provided the harbourmaster's office &amp; stores are relocated;</li> </ul>	<ul style="list-style-type: none"> <li>• Rock Dredging will require the agreement of South West Water (SWW);</li> <li>• North Arm works are subject to a satisfactory site investigation; and</li> <li>• Business relocation would require financial compensation and possible loss of harbour revenue.</li> </ul>

## 5.4.3 Scoring

Criteria	Score	Criteria	Score
1. Cost	75	6. Avoidance of unnecessary costs	15
2. Compatibility with St.Mary's	0	7. Heritage	-10
3. Programme	80	8. Traffic	5
4. Passenger Handling	60	9. Effect on Long-term development	-10
5. Freight Handling	60		