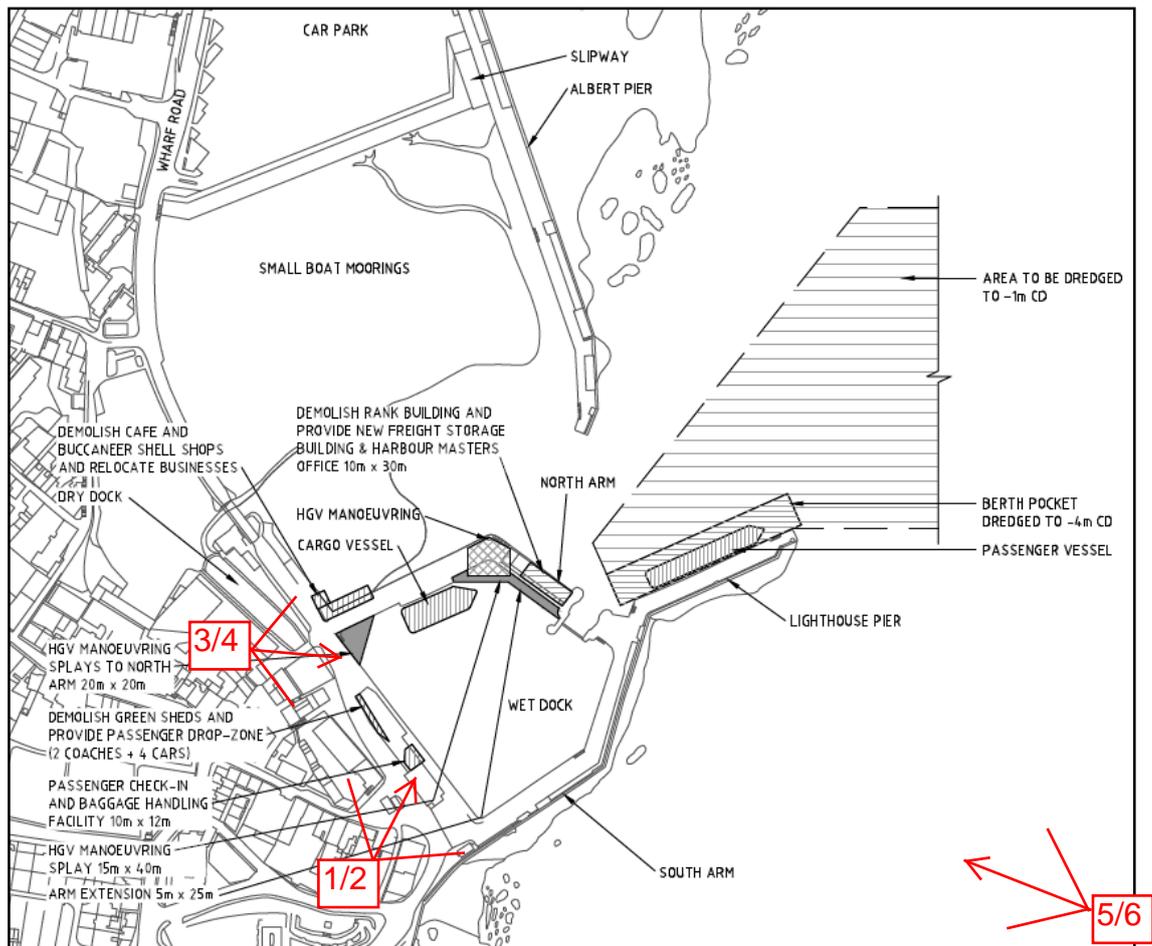


9 Option Improvement

Following the Short-listing Workshop (1st-2nd December 2011), the PzHSMB held a meeting on 14th December 2011 to review the initial outcome. Discussions focused on the Preferred Options and the following improvements were suggested:

9.1 Option 4A: North Arm Splay Widening for Freight (Wet Dock) – South Arm for Passengers



Option 4 located a small passenger check-in and baggage handling facility on the knuckle of the South Arm / Lighthouse Pier (adjacent to wet dock gate) with a covered walkway leading up to it and a short covered walkway from it to the passenger vessel.

Option 4A seeks to avoid the adverse impact that the option 4 passenger facilities would have had by removing the covered walkway and placing the check-in and baggage handling facilities adjacent to Quay Road. This can only be achieved by demolition of the “Green Sheds” which will mean the relocation of Penwith Marine Services and relocation of the storage facilities for the Penzance Dry Dock. Advantage can be taken of their removal by reuse of the remaining area for limited coach (max 2no.) and car passenger drop-off facilities (max. 4no.).

Option 4 also placed a small freight storage building at the root of the North Arm in order to allow easier flow for HGV's around the east side of the building via decked splays to be built at the junction of the North Arm with Quay Road. This was felt to be restrictive both to future access the North Arm and to views of the inner harbour and the wet dock.

Option 4A seeks to rectify the above by demolishing the Rank Building and replacing it with a purpose-built freight storage building at the end of the North Arm. The new building would also need to accommodate the Harbour Master's Office, workshop and stores (currently located at the southern end of the Rank Building). The existing Rank Building is in a poor state of repair and is not well used for storage since it was not built for the purpose and, consequently, has a poor layout. The Rank Building has a raised ground floor and a first floor which projects over the quay so as to prevent high-sided vehicles from accessing the west side. It is also a visual intrusion into a Conservation Area and is not well liked.

Accessibility to the east side of the new building would be improved by a 5m extension to the quay which would project into the wet dock. Both accessibility and HGV manoeuvring would also be improved by a decked splay in the north-east corner of the wet dock which would allow an HGV turning-circle and direct access to the extension.

Direct HGV access to the North Arm would be improved by demolition of the Café and Buccaneer Shell shop. There is an existing curved splay under the buildings which could serve to allow direct access without the need for construction of a decked splay to the north corner of the root.

HGV access to and from the south of the North Arm would be improved by a decked splay across the southern corner of the root.

As with Option 4, Option 4A limits the navigable channel dredge to improvements for the Lighthouse Pier berth.