

## 14.0 consultation

### 14.1 Objectives

The 'scoping consultation', has endeavoured to address the following objectives:

- Determining the key stakeholders and consultees;
- Determining major developments, changes of land use, opportunities and initiatives, which need to inform the master plan;
- Determining key issues and priorities for local communities and users.

### 14.2 Private

It was considered essential to engage local businesses and private sector organisations, to establish the issues they consider important, and outline those which could be addressed through the Project. Private sector organisations have therefore been consulted during the scoping stage of the Project, in particular those with a land-ownership interest. The valuable information which has come forward will feed into the Project, progressing concept ideas and shaping the nature of proposed enhancements.

Initially, 33 'private' organisations were contacted by letter between August and November 2002. Follow-up meetings with individual organisations were held in order to more fully develop comments raised, or to discuss the aims of the Project in more depth. The 70% response rate reflects the success of this approach.

#### English Nature

Would be concerned about any reclamation or development on the intertidal area of Plym, also any development on the LNR or CWS of the area.

#### Environment Agency

- Any planning application for development within flood plain areas will require submission for a flood risk assessment in accordance with PPG25. PPG25 considers that development within flood plain areas should be limited to essential transport and utilities infrastructure, although there is scope for residential, commercial and industrial development provided that the appropriate minimum standard of flood defence can be maintained for the lifetime of the development.
- Any development will need to maintain existing flood defence structures, and consider the implication of waste arising.
- Investigation into land contamination should be carried out where a past land use with the potential to have caused contamination is identified. If detrimental consequences to the water environment are likely, agreed mitigation measures would be necessary.
- We would welcome the promotion of appropriate recreation especially where existing facilities exist.

#### Federation of Sea Anglers

- Would not support development resulting in the loss of fishing venues or the access to them.
- Suggested off road parking between Rowing Club and Blagdons, more litterbins and a dog exercising area.

#### First Great Western

Need to improve security around the depot, particularly preventing public access to the rail track. Would like to re-landscape and provide fencing along the boundary fronting Embankment Road.

#### First Western National

- Look at improving priority for buses at the junction of Billacombe Road and Chelson Meadow.
- Noted subsidence of the west lane and width of the carriageway under the Laira Railway Bridge.
- No road humps.

#### First Western National (HQ)

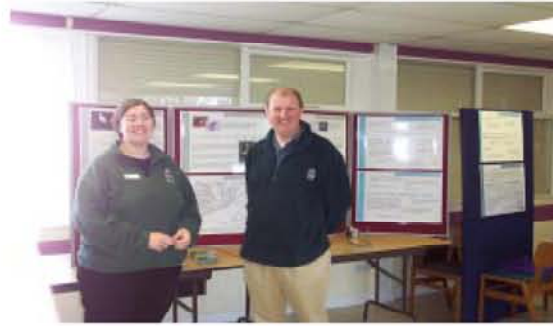
- Imperative to continue unhampered access to their depot
- Avoid congestion by improving traffic light phasing.
- Is this an opportunity to introduce bus priority lanes?

#### Highways Agency

- Development must be sustainable and ensure the need to travel is kept to a minimum.
- Improve transport infrastructure with adequate cycle, pedestrian and public transport links provided.

#### National Trust

- SAC designation for the estuary.
- Access to Crabtree LNR could be considered as long as it was supervised
- If Rowing club was to be relocated a new and innovative interpretation point could be created.
- Interpretation of the whole route/corridor was considered important both from the Embankment from the Saltram. Careful consideration needs to be given to the where interpretation should be sited.



#### Novotel

- Suggested an avenue of trees along Embankment Road
- Make a feature of the wreck
- Conceal the railway sheds and publicising events at the rowing club.
- Since people visit Plymouth as it is a working port, could we introduce a low maintenance maritime theme along the route?

#### Plymouth Citybus

- Critical for the Embankment to be "free flowing"- need to avoid disruption of vehicle flow.
- Bus boarders and shelters need to be included where possible.
- A potential tourist scheme could develop at Coypool Park & Ride site.

#### Portakabin Company

- Difficulty in accessing the site due to speed and density of traffic.
- They have ownership of the toilet block adjacent to their site, which they intend to demolish and replace with an additional parking space and landscaping, to generally improve the appearance of the site.

#### Prince Rock School

- Need for 'joined up thinking', especially with respect to future proposals for the area, e.g. the Strategic Transport Plan.
- Works should compliment the East End Renewal Project.
- Proposed environmental improvements should form part of any 'deal' or 'package of development', e.g. Blagdons yard, the Western National Depot or Blue Circle sites in order to make best use of funding available.
- Suggests possible environmental improvements to rear of Stenlake Terrace/Prince Rock School to improve safety of pupils and residents.

#### RSPB

- The area contains nationally and internationally important wildlife sites which could be adversely affected by development.
- The Blaxton Meadow Managed Retreat site is a well used wader roost site. The Embankment to the north side of the Plym is used as a wader roosting area.
- We would be opposed to any development that would jeopardise the designated sites mentioned and the nature conservation interests of the area

#### Sustrans

- Implement high quality round-water cycle way to encourage the public to take up cycling.
- Make more of the cycleway bridge to the north east and of Laira Bridge.
- Suggests illuminating the Laira Railway Bridge or use it for another visual effect.

#### Transport 2000

- Development must be sustainable, reduce traffic flow and encourage visitors to the area.
- Suggests wildlife park, planting of more trees, and improved landscaping.
- Opposed to hotel or similar development- would support wildlife park on the site instead.

#### Treads

- Access to their present site is difficult- could the central reservation be removed?
- Integrate the current building with a mural, perhaps including the Plymouth Spirit of Discovery.
- Would like a bus stop a few metres from their present site.
- TREADS require a new area of land for pre-driver training (first preference the Haywards site, then the old bus depot, part of Blagdons redevelopment, or land owned by the railways) and have discussed potential site with Blagdons Architects.

### 14.3 Local community

Although it is proposed that the majority of the public consultation will be undertaken once the concept ideas have evolved, some initial consultation has taken place during the scoping period.

The traditional survey and questionnaire approach to community consultation, culminating in a static exhibition, was not considered the most effective method by which to engage the community and generate local interest at this stage. A more innovative approach was developed, involving partnership with the Devon Wildlife Trust.

In January 2003 the 'Memories Exhibition' project began with the aim of bringing local input to the scoping phase of the Project. In particular it sought to:

- Awaken the interest of local people in their local environment;
- Find out what local people value about their surroundings, including the riverside green spaces and estuarine habitats;
- Draw out key issues that local people feel need to be addressed through regeneration.

In addition, the work resulted in 'warming-up' local people to the Project, leading to greater input in the later phases and ensuring that its overall direction has local relevance.

The consultation exercise was designed to be a fun project, to involve local people and establish a more secure relationship with the local community, which would develop and feed into the wider framework. This exercise has proved successful, with over 9 community organisations

involved and 19 individuals engaged to date, and expressing an interest to be involved as the project proceeds.

#### Local resident

- Traffic is very dangerous coming out in and out of Lower Mount Gould by Lanhydrock Road. The planting has grown considerably and doesn't get cut back hard enough, so you have a very poor view of the traffic you're pulling out into.
- Could provision for car parking be made on the allotments site to stop people parking on the road side on Lanhydrock Road, which would also ease congestion.

#### Local resident

- Pointed out need to control speed of traffic along Embankment Road.
- Lorries u-turn in the road. Can the central reservation be made tighter to control this?

#### Local resident

- If there was a permanent stretch of flat calm water you could hold regattas all year round on the estuary. A barrage could make it a real tourist draw, and could also act as a pedestrian connection to the other side.

#### Local resident

- Should be making more use of the river as it is a fantastic asset for Plymouth- think about managing the tide to provide good boating conditions all year round.

#### Local resident

- Embankment Road should be made more pedestrian and cycle friendly.
- What about a cantilevered elevated walkway that connects with the disused railway lines.

#### Local resident

- Road traffic should be better managed.
- A new light rapid transport system substituted to bring people into the city centre.

#### Local resident

- There should be more pedestrian crossing points between residential areas and the waterfront.

#### Local resident

- What about thinking about lighting- you could hang strings of lights all the way along the embankment which would reflect on the water at night.

### 14.4 Public sector

The Project Team have made significant efforts to engage a broad range of City Council Officers. Initial contact was made in February 2002, at the beginning of the scoping process. It was considered imperative that as many related disciplines as possible were engaged at the early stages at the Project to inform its development.

Of those 30 Officers with 3 departments originally contacted, 13 have formally responded, and an on-going dialogue has now been established which will assist the project as we progress to the concept ideas.

#### Devon County Council

- The Laira railway bridge should be converted to cycle and/or walkway.
- The needs of cyclists and pedestrians, arriving sustainably in the city, should be given far more priority.
- There is a need to improve the very poor environment for cyclists arriving via the A38, and improve coherence of the national cycle network.



#### PCC Development Dept Cycling and Pedestrian Officer

- Upgrade/widen existing path along Embankment, including raising the path to level across the minor roads
- Provide lighting along the existing Lucas Terrace-Laira Bridge route, including the subway under the railway bridge
- Refurbishment of Laira Railway Bridge
- Public Art or directional sculpture
- Direct cycle links and cycle parking at any new development

#### PCC Development Dept Historic Environment Co-ordinator

- The principal known historic interests within the area identified relate to the 'Longbridge' and historic tramway remains at the northern end, WW II air-raid shelters at the extreme southern end, a number of historic Plymouth boundary stones, and possible palaeo-environmental interests within Laira itself.

#### PCC Social and Housing Services East End Renewal Area Co-ordinator

- Link Gateway to the East End Renewal Area
- Input from the East End Partnership, and the Prince Rock Community Association
- Link with former Western National and Blagdon's Boatyard sites
- Potential highways improvements at Holes Terrace

#### PCC Direct Services Allotments Officer

- Hedge screening for the allotments
- Better vehicular access off Lanhydrock Road into the allotments

#### PCC Development Dept Access Officer

- Need to consider access for people with disabilities throughout the route, and ensure consultation is inclusive.

#### PCC Development Dept Urban Traffic Control Co-ordinator

- Need to ensure he is informed of any proposed works within 100 metres of any traffic signal junctions/pedestrian crossings, to safeguard any cables/ducting which may be present.

#### PCC Development Dept Property Manager

- Need to maximise PCC receipts so far as this is consistent with good planning, relating to:
  - Blagdon's Boatyard and adjoining land
  - Ex. Allotments and temporary buildings, Embankment Lane
  - Ex. Railway land at Stenlake Terrace
  - Ex. Police garage, Embankment Road
- Vehicular access of Embankment Road needs to be considered

#### PCC Development Dept Public Transport Officer

- A38 real-time information panel and display board notifying car users of frequency of Park and Ride services leaving Coypool.
- Real-time information points on core corridor/park and ride service, including shelters and interchange points.
- Upgrade shelters with respect to public art. Cardiff has recently commissioned wind powered shelters what supply under-seat heating.

- Improved cycle-parking facilities at Coypool park and ride, and upgrade cycle route with public art/way marking.
- Cycle friendly buses.

#### PCC Direct Services Landscape Officer

- The grass verges are already well maintained by Parks Services, however we would like to see more tree planting and shrub areas to increase interest and structure to the verges and junctions, in particular where steep verges make grass cutting difficult.
- The central reservation is in need of more specific design work, especially when compared to the quality of the Marsh Mills scheme.
- The avenue of limes is a particular highlight along the highway. There may be an opportunity to extend this, and reduce the impact of poorly formed trees, self-sown sycamores and elm suckers that have a negative visual impact.
- Prince Rock playing field would benefit from perimeter tree and shrub planting, to enclose and provide shelter. This site should be established as a community park.
- Requests have been made for a kick about area at Tothill enclosure in conjunction with the existing basketball hoop.
- Seating provision along the riverside is satisfactory, but could be improved through commissioning new artworks, interpretation boards and boundary treatments.
- Provision within the newly developed allotments should be made for wheel chair users, with surfaced paths for easy access. Boundary planting should also be encouraged.

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#### PCC Development Dept Nature Conservation Co-ordinator

- The main feature of the Gateway is the estuary. Interpretation boards could be useful, focusing on birdlife, past history of the area, and responsible recreational use.
- Recreational use should be reviewed and tighter controls enforced on water and jet skiers who habitually operate outside the current restricted area.
- Crabtree Reclaim is a very important site for wildlife in the city with a number of rare and interesting species, however it cannot be opened to the public as there is no suitable access point.
- There could well be opportunities for wildlife enhancement at Lanhydrock Park, and perhaps some limited tree planting to try and soften the area, particularly along the southern edge.
- Localised tree planting along the Embankment would take the hard edge off existing developments which adversely contrast with the Estuary. Vegetation needs to be cleared out and possibly re-evaluated.
- The potential issue of a barrage across the Plym should be raised with the consultants. The creation of a barrage would have enormous environmental effects. If this proposal is taken into the equation, I would add that we would need to get external ecological consultants in to evaluate its current status and to predict the effect a barrage would have in both damaging the present estuarine environment and in creating a new ecosystem.

#### PCC Development Dept Transport Project Co-ordinator

- Enlarge the Coypool Park and Ride facility
- Revisit signage and route treatment
- Match funding may be available for improvements to lighting
- Screening of Laira Yard
- Cycle link at Blagdons

#### PCC Direct Services Dept Senior street lighting engineer

- Signage/banners and LED's could be introduced to lighting columns. Current road signage affixed to lighting columns should be reviewed.
- Sustainable power sources are available, and may open up opportunities for match funding, eg built in solar panels or wind turbines. This could be a pilot scheme for Plymouth.
- Could consider lighting on both bridges, Marsh Mills and Laira.

#### PCC Development Dept Accident Investigation co-ordinator

- Provision of a central reservation fence (crash barrier) between Marsh Mills roundabout and Embankment Lane (including widening of the central reservation).
- The closure of all existing gaps along the central reservation to physically prevent 'U' turning (at Crabtree Close, Military Road, rail depot, repair garage for example)/

- Provision of safety fencing to prevent vehicles gaining access to railway line and water hazards adjacent to carriageway, particularly in the vicinity of Old Laira Road overbridge.
- Removal of advertising sites which create distractions to drivers.
- Widening/improvement to lay-bys on Embankment Road (adjacent to water) to accommodate safe stopping by HGV's and other vehicles.
- Provision of additional speed camera equipment and speed activated warning signs to prevent speeding along the A374 corridor.
- Removal of pedestrian footbridges at Embankment Lane, Heles Terrace and Gdynia Way and the introduction of street level crossing facilities.
- Removal of low railway bridge over Embankment Road
- Removal of hazard created by gravel on cycle paths around Marsh Mills Roundabout resulting from landscaping scheme.
- Modifications to improve pedestrian access to city bound bus stops on Embankment Road between Military Road and Laira Bridge Road.
- Maintenance/Improvement to visibility 'envelopes' in order to ensure compliance with the 'Design Manual for Roads and Bridges' and 'Traffic Signs and General Directions 1994'.

*Further consultation with all parties will take place once concept ideas have been formulated.*



## conclusions

The information contained within the Scoping Report has enabled us to map the Opportunities and Constraints within the study area. This will subsequently lead to the development of concept ideas, following further public consultation. This will then culminate in an action plan of projects for implementation.

The SRB Gateway Project, in parallel with the Plymouth Eastern Gateway Project, will also feed the medium to long-term priorities resulting from the Llewelyn Davies Study, which will be developed into an Urban Design Framework. The intention is that this will be utilised as Supplementary Planning Guidance.

