



PLYMOUTH LOCAL ACCESS FORUM

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17 August 2012

Ray Fairchild, Chair of the PLAF

Mr Rob Heard,
Planning consents
By Email

My Ref: LAF/RF

Your Ref:

Dear Mr. Heard

PLYMOUTH LOCAL ACCESS FORUM

Re: Planning Application 12/01180/FUL

The LAF notes that there is a waterfront walkway planned with this proposal to redevelop Boston's Yard, a pleasing feature. We also note there is a pedestrian / cycle path access planned into the development from the Old Wharf Road to the east. Both are welcomed paths but in our opinion there are access issues associated with both that needs redressing. before planning consents are granted.

The proposed waterfront walkway terminates at a stone wall at the southern end and also comes to a dead end at the northern end. There is seemingly no planned access to the old lane, known as Baylys' Road a few metres to the north of the development. For many years this was the only access into Boston's Yard.

At the south west end we consider that this waterfront walkway should merge with the waterfront walkway that currently exists, around the Old Wharf development, immediately to the south. We understand the waterfront path through the Old Wharf development is on land owned by PCC Parks department. It follows there should be no insurmountable issues with linking the two together. This would then provide a pleasant continuous waterside path around both developments linking up and into the path running along the line of the old railway to the roundabout near Morrisons supermarket. It is feasible that the SWCP NT could offer this loop from the trail currently linking from the east of Hooe Lake to Park Road as a optional extension to the trail, as it has done at Sutton Harbour and Devil's Point.

Access into the development is planned to be along the Old Wharf Road and this will be the only vehicular access into both sites. We acknowledge that this road does have a pavement however it could still prove hazardous for pedestrians and cyclists, taking into consideration the traffic likely and the narrowness of that road. A far better, shorter and safer access route for pedestrians / cyclists

would be along Baylys' Road from Park Road Oreston into the northern end of the waterfront walkway. We are aware that Baylys' Road is in private ownership although it has for many years been the access road into Boston's Yard. It is currently gated and locked. If pedestrian / cycle access can be negotiated, it would be a far better and safer access route. We recommend that attempts be made to negotiate such an access path with the owner of Baylys' Road. The proposed development should cater for the possibility of such access at some point in the future, with provision made for linking directly into the waterfront pathway at the north west extremity of the development.

The other possible pedestrian access into both sites is from the west, via a footbridge across the entrance to Hooe Lake, along the line of the rail bridge that was once there. The large support pillars are still in place and the LAF notes that the PCC Labour Administration 2012 Manifesto indicates it is an aim of that party to see such a bridge in place during their administration. We feel this footbridge should be constructed as a matter of urgency, bearing in mind the developments already in place and proposed on both sides of the lake entrance. Such a footbridge would provide easy access to the shops, public transport and primary school at Hooe. It would also reduce the amount of vehicular traffic into and from the developments and through Oreston.

Once this bridge is in place then the prestigious SWCP National Trail can be re-routed to provide a much better linking route from Turnchapel to Oreston. We are well aware that this has long been an aspiration of the supporters of that National Trail. It is now the time to realise that long held desire for such a footbridge and improvement to the SWCP through the City

Yours sincerely,

Mr. Ray Fairchild

Chair, Plymouth Local Access Forum