

MARINA PROJECTS LTD: FILE NOTE

Dart Harbour – North Embankment Access Improvements

Stakeholder Update Supporting Note

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1. INTRODUCTION

As part of its vision and strategic objectives Dart Harbour is considering a project to enhance use and access to the water on the North Embankment, including the landing at the Double Steps. This supporting note has been prepared to inform the next stage of stakeholder engagement.

As set out in this note, a series of options have been developed and following critical review and engagement with the property interest group a shortlist of options, that best meet the project brief, are being brought forward for stakeholder consideration. Stakeholders are invited to review the options and respond to the survey questions presented in the on-line survey.

2. ENGAGEMENT

The project was first publicised at the Dart Harbour AGM on the 11th December 2019. Following that an engagement plan was prepared that identified the range of stakeholders and need to seek extensive views on the proposals throughout the process. That process has identified three stages where formal consultation will occur. The stages of engagement and their influence on the process can be summarised as follows:

1. Early engagement to inform brief and options – **Stage 1 (COMPLETE)**
 - Engage with property interests
 - Engage with Stakeholder Groups
 - Public Meeting and wider consultation
2. Provide summary feedback (website)
3. Use feedback to refine brief and inform concept options

4. Consult on concepts and select preferred concept – provide feedback – **Stage 2**
5. Consultation through consent applications – **Stage 3**

This File Note is prepared at the commencement of Step 4 in the process, i.e. Stage 2, and follows the refinement of the study brief and shortlisting of concept options.

2.1 ENGAGEMENT SUMMARY

The summary of the first stage engagement is set out below:

- There is overwhelming support for the initiative to improve access to the water at the North Embankment for a wide range of river users (including those with disabilities). This is perhaps no surprise because the project is consistent with the agreed vision and strategy of the Harbour Authority.
- The facility should be appropriately designed, to suit the settings, to maximise access, be safe, sustainable and fit for purpose.
- The overarching support for the project is reflected in strong support for the preliminary project brief. Accordingly, only options considered to meet the project brief have been carried forward.

3. PROJECT DRIVERS & BRIEF

3.1 PROJECT DRIVERS

As previously set out there are several issues that act as drivers for this project that are relevant to the preparation of options. At an overview level these have been summarised as:

- A requirement to identify a water-taxi/ferry berth for the ferry service that will be brought forward as part of the comprehensive Noss Marina redevelopment proposals. It is important that the ferry berth has a strong relationship with the town waterfront if the planning objectives of South Hams District Council are to be delivered.
- Previous consideration of options has dismissed/ruled-out the potential for use of or expansion of the existing Town Quay pontoon facility and identified the DSP as the preferred location.
- Dart Harbour Authority's statutory role, vision and strategy.
- Capacity/conflict/health and safety issues associated with the current use of the DSP.

3.2 PROJECT BRIEF

The above drivers led to the establishment of a preliminary Project Brief. At conclusion of the Stage 1 consultation the project brief was refined to capture the stakeholder feedback:

“The development of concept proposals for the modification and improvement of the Double Steps Pontoon at Dartmouth.

With full consideration to the project drivers, constraints and opportunities described herein, concept proposals should seek to address the following as a minimum:

- ***Improve public access to the pontoon addressing health and safety concerns.***
- ***Improve access to the water for a range of river users and stakeholders, including leisure users, commercial operators and those with disabilities. It must be user-friendly.***
- ***The introduction of a deep-water landing for 12 men craft and the Noss to Dartmouth Ferry”***
- ***The facility should be of modern design, safe, sustainable, fit for purpose and in keeping with the surroundings.***

4. CONSIDERATION OF OPTIONS

Marina Projects in conjunction with the client project team have prepared a range of options that seek to address the brief. Nothing arises from the establishment of the options that suggests that the study brief is inappropriate or requires modifying.

The options ranged from modest intervention to more comprehensive proposals. The more modest options that only provided a bridge access and disabled hoist did not meet the comprehensive brief, failed to address the project drivers or constraints and missed some of the opportunities presented by the site, consequently these have been dismissed from further consideration.

A brief description of each of the remaining options is provided below, reference to the concept layout is recommended for an illustration of the option. Note also that some elements may be interchangeable between options.

4.1 OPTION 3

Option 3 provides a 24m bridge access, a disabled hoist with the minimum adjustment of existing pontoons to accommodate this access improvements. These two elements are retained within all options.

A new branch of walk-ashore pontoons toward the upstream end is provided to accommodate a range of different berthing types including dedicated visitor pontoons. This includes for the incorporation of the existing inner mooring trots within the new walk-ashore pontoon arrangement.

The additional upstream pontoons allows for the removal of the existing Versa-Dock T-dock at the downstream end which is intended to ease congestion around the Boat Float this area and the end of the existing Town Quay/Jetty.

4.2 OPTION 4

This is the most extensive option which sees a further upstream expansion of Option 3 proposals further upstream.

4.3 OPTION 5

In this proposal the bridge and disabled hoist are included and the Versa-Dock T-Head is removed. A new L-shaped pontoon extending upstream provides for various uses including the water-taxi berth, drop-off and tender/dinghy storage. To accommodate the L-shaped pontoon the inner mooring trot is adjusted off-shore.

4.4 OPTION 5A

This is a variation of Option 5 where the new upstream pontoon is a longer T-shaped that includes a downstream element which provides for clearer segregation/zoning.

The various options are provided, along with the Constraints and Opportunities Plans at Appendix 1

5. REVIEW OF OPTIONS

In considering the merits of the various options and addressing the survey questions, reference should be made back to the Project Brief, which in turn makes reference to

the project drivers and the constraints and opportunities. All of that information is contained within this note and supporting documents.

Marina Projects Ltd
28/01/2021

6. APPENDIX 1 – SCHEME DRAWINGS:

6.1 CONSTRAINTS

6.2 OPPORTUNITIES

6.3 OPTIONS 3,4,5 AND 5A