



COUNCIL OF THE ISLES OF SCILLY

Planning & Development Department

Town Hall, The Parade, St Mary's, Isles of Scilly, TR21 0LW

☎01720 424350

✉planning@scilly.gov.uk

Delegated Report

Application Number:	P/15/020/LBC
Recommendation:	PER/DEL
Report Date:	28th April 2015
8 Week Target:	10/03/2015
Neighbours Notified on:	09/03/2015 Expiry Date: 30/03/2015
Site Address:	The New Quay, The Quay,
Island:	St Mary's
Development Proposed:	Amendments to P/12/096 including relocation of chiller stores, replacement of freight shed doors with timber sliding doors and additional vehicle barriers to freight store, chiller store and ticket office.
No of Representations:	0
Chair/Vice Chair of P&D:	Discussed with both on 17 th March 2015 both happy with a delegated decision

Development Plan Policies:

2005 Isles of Scilly Local Plan (Saved by the Secretary of State November 2008)

Policy 1 – Environmental Protection

Preserve or enhance the character or appearance of the Conservation Area and preserve the architectural or historic interest of all listed buildings, including their features and settings

Policy 2 – Sustainable Development

(a) Conserving or enhancing the landscape, coastline, seascape and existing buildings of the islands through appropriate design including siting, layout, density, scale, external appearance (i.e. details and materials) and landscaping; (b) Ensuring or facilitating the re-use of previously developed land and existing buildings for the economic, social and environmental benefit of the islands and local communities taking into account any environmental designations set out in Policy 1

Policy 4 – Economic Development

A positive framework for development where it contributes to the further diversification and essential modernisation of the islands' economy.

Policy 5 – Transport

In order to achieve and maintain an effective, affordable and accessible year round transport system on and between the islands and the mainland, the requisite land-based facilities will be supported and other forms of development permitted where (d) they provide or facilitate the enhancement of transport infrastructure so as to increase the choice of alternative modes of travel to the private car.

2012 National Planning Policy Framework (NPPF)

One of the core planning principles as set out in **paragraph 17** of the NPPF states that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Additionally **Paragraph 31** states: Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports,

airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.

Planning History

P0290 - alterations and improvements to pier and harbour – Permitted

P809 – Oil Tank – Permitted 1968

P1564 – Fork lift truck shed – Permitted

P1563 – Fork lift shed and cottage alterations – Permitted

P3335 - Circular 18/84 consultation for redevelopment of The Quay, St Mary's [No application / decision data available]

P/08/081/FUL - Replacement of underground fuel pipes and erection of fuel kiosk. – Permitted

P/08/105/LBC - Site investigation works comprising the excavation of 2 no. trial pits, removal and replacement of a short length of harbour wall copings and partial exposure of quay tie rods to enable investigation into the strength and future lifespan of the pier. – Permitted

P/09/029/FUL - Fixing a dinghy and small craft landing and mooring pontoon to St Mary's Quay - (Amended design to application P/08/051) – Permitted

P/09/034/FUL - Construction and layout of new and enhanced passenger and freight facilities, office and workshop facilities for Harbour Master, Change of Use from hotel to retail/office and associated infrastructure at St Mary's Quay. – Permitted

P/09/035/LBC - Alterations to sections of the Grade II listed quayside wall, internal and external alterations to the Harbourside Hotel and demolition of lean-to building at St Mary's Quay. – Permitted

P/09/036/CON - Alterations to sections of the quayside wall at St Mary's Quay, not covered by the St Mary's Quay Grade II listing, demolition and alterations to the Harbourside Hotel and demolition of a lean-to building. – Permitted

P/10/083/LBC - Extension of existing safety railings on St Mary's Quay. – Permitted

P/10/091/LBC - Installation of unloading davit on St Mary's Quay. – Permitted

P/12/042/LBC - Remove old signage and replace with new (and fewer) uniform signage, install brackets on quayside to hold flag poles, install station clock on harbourside building and install large map of St Mary's on rear of fuel kiosk. – Permitted

P/12/095/CON - Demolition of existing freight stores against Harbourside building and North sea wall, demolition of existing ticket office in Harbourside building. Extension of main pier towards North East, widening of quay wall to South West to improve access to freight yard. – Permitted

P/12/096/LBC - Proposed demolitions, alterations and extensions to existing buildings to provide enhanced passenger and freight facilities. Extension of main pier towards North East, widening of quay wall to South West to improve access to freight yard. – Permitted

P/14/003/LBC - Demolish the defective section of 60m in length 1.2m high wave wall at the end of the quay and rebuild to 1.5m high, remove the remaining section of modern red concrete block paving from the quay surface at the end of the quay and replace with brushed concrete to match the proposed levels for the new quay head extension in P/12/096/LBC

P/14/005/LBC - Amendments to listed building consent P/12/096 including moving proposed ticket office 2.5m to East, increase height of new freight shed doors and road by 0.2m and change of finish on new freight shed from render to vertical hit and miss timber boarding. – Permitted

P/14/042/ROV - Variation of condition 4 of P/12/096/LBC relating to noise control and working hours of operation – Permitted

Representations: None

Consultations: Historic England responded to the details and stated that the application should be determined in accordance with national and local policy guidance and on the basis of the Council's expert conservation advice.

Planning Assessment:

The main issues for consideration are whether the relocated chiller stores, replacement of the freight shed door and additional vehicular barriers will have a harmful impact upon the character overall of the quay structure as a Grade II listed building. The proposal should have a positive impact upon the wider character and appearance of the conservation area and not give rise to amenity issues in terms of nearby properties and land uses. Finally the proposal must not give rise to detrimental impact upon highway safety. In 2012 a Harbour Revision Order, Listed Building Consent and Conservation Area Consent were approved for significant alterations and extensions to the quay and the harbourside building. This assessment does not therefore consider the principle of these works, which has already been established and part implemented. The only issues for consideration are those specific aspects that this application now seeks to amend.

Impact upon the Listed Building

The harbourside building is not listed in its own right but is listed by virtue of being attached to the listed quay structure. The Pier is a Grade II listed building described as:

Quay and breakwater. Begun by Francis Godolphin soon after 1601, rebuilt 1740 and 1748; new pier extending north to Rat Island built 1835-8 for Augustus Smith, Lord Proprietor of the Islands; lengthened 1889 for the flower trade. Granite rubble to earlier arm into harbour partly in vertically-coursed dry stonewall technique, and shaped granite blockwork to later arms. Breakwater has canted wall on sea side. Two granite piers at south entrance and cast-iron upturned cannon reused as bollards. The construction of a pier for the new harbour, St. Mary's Port, was associated with the fortification of the Hugh begun by Godolphin which included Star Castle and the Garrison walls (q.v.). (B.H. St.J.O'Neil: Isles of Scilly: London (HMSO): 1950-: 26; Borlase, William: Observations on the Islands of Scilly: Oxford: 1754-: 14).

As identified above, the quay, as it stands today, was extended to its current length in the early 19th century from the original 'shorter' section erected in the 17th and 18th centuries. It has historically been extended to facilitate economic trade as well as for defensive purposes. The quay/pier remains a working structure that facilitates the movement of people and goods to and from the mainland and the islands. The pier is owned and maintained by the Duchy of Cornwall. Cornwall Council, however are responsible for the works to extend and widen the pier structure itself. This application has been submitted by the Duchy of Cornwall.

Previously the proposed chiller store was approved on the north west side running along the edge of the pier adjacent to Rat Island, detached from the harbourside building. The current proposal is to reposition this building, which is single storey measuring approx 5m x 10m, to the north west facing elevation of the harbourside building so it becomes essentially a single storey rear extension. The position will be in line with the current toilet block in terms of footprint. It is intended to be clad with 'hit and miss' timber boards with a tanelised timber fascia. The overall height will be around 3.5m which will be to the same height of the existing freight store. Doors are to be 2m wide clear opening steel sliding doors. Two doors will face north west and the structure is to be protected from damage by the positioning of 'Armco' barriers to the north and west elevations. These are to be attached to the surface of the quay at 11 points around this extension. To the roof it is proposed to site the necessary 'condensing' units.

In terms of impact upon the listed building I consider that the repositioned chiller store will add bulk to the harbourside building. This building, as identified above, is not listed in its own right, and has been much extended and altered. It is a working harbourside building that facilitates the movement of people and freight to and from the islands. The significance of this listed structure therefore lies in the physical quay structure itself with its distinctive granite construction, which has, in places, a distinctive

vertical emphasis. Previously the works to extend and widen the quay have been considered acceptable and I consider that the repositioned chiller building will have a neutral impact on the overall significance of the quay. It will result in the positioning of buildings together and thus better reveal the overall structure of the quay itself. I am satisfied that similarly the change to the freight store doors, also on the north west elevation, and the use of Armco barriers will be acceptable. I consider the proposals overall will amount to less than substantial harm to the quay which balanced with the wider public benefit of the works is considered to be acceptable.

Impact upon the wider Conservation Area and AONB

In terms of the wider visual impact upon the quay then I consider the proposed repositioned chiller will add a modest extension to the rear of this building but it will not be significantly noticeable. There are almost 360 degree views of the harbourside building and as such the extension will be noticeable from public vantage points. However given the position of the approved chiller store building and the fact that the rear of the harbourside building comprises a working freight yard, I am satisfied that it will not have a significant detrimental impact upon the character and appearance of the conservation area or AONB. I consider further that repositioning this building to a point attached to the main structure will better reveal the pier/quay structure which I consider will enhance the wider character of the conservation area.

Impact upon Amenity

The nearest residential properties are located on Hugh Street, which is around 200m directly to the south of the Harbourside building. Any adjoining businesses and residential properties will not be subject to any greater dis-amenity as a result of the proposal compared to the works as approved. The works to the quay and harbourside building are currently ongoing at present and contractors are working considerately so as to minimize any amenity issues. Overall I consider that the proposed amendments to the harbourside buildings will not give rise to any additional impacts upon the amenity of neighbouring properties or land uses.

Impact upon highway safety.

The proposed amendments to the quay works and harbourside buildings are required partly due to the movement of vehicles within the freight yard. I consider the wider impact upon the local highway network will be unaffected by the amendments and as such I consider the proposal to be acceptable in terms of highway safety.

Other Considerations:

The ministerial Statement 'Planning for Growth' and the National Planning Policy Framework have been taken into account in assessing this scheme. There have been no representations received and the consultation response from Historic England makes no specific comment on the proposal. The Chair and Vice-Chair of Planning and Development Committee have been consulted on this proposal and have confirmed that they are happy with a delegated decision.

Conclusion

Overall there has been no harm identified as a result of the amended proposals and as such I would recommend this application for Listed Building Consent is approved.

The proposal will not have any detrimental impacts upon the wider landscape or Area of Outstanding Natural Beauty.

Signed

Date: