

Men-a-Vaur
Main Street, Poundon
Buckinghamshire
22 November 2020

The Planning Officer
IOS Council
Town Hall
St Mary's
Isles of Scilly

Applicants letter - clarification: P/20/054 Buzza Boatshed

I need to provide an explanation of a photograph I attached in my earlier submission as the applicant, in his letter of 16th November, has unfortunately misunderstood its nature and purpose leading to some misleading conclusions.

The photograph was purposely zoomed to highlight more clearly the concentration of boatsheds in Porth Cressa and portray their relevance to the history of Scilly. It was never intended to show or not to show any individual boatshed. A considerable amount of the Garrison, beach and possibly other boatsheds camera side are similarly absent in my zoomed photo.

The precise date the boatshed was built is not at all relevant to its historic importance. The fact that boatsheds were still being built around Porth Cressa well into the 20th century shows the longevity of this tradition and actually confirms the importance of their place in Scilly's heritage. Like 'our' surviving boatshed, the zoomed photo will not show others built at later dates either. They came and went as we can see comparing my two photos. Indeed the Buzza boatshed may have been a more protected replacement for one of those demolished nearer the shoreline. But in no way does that reduce its historic significance. The fact it might have been built after the Porth Cressa Boat Builders ceased has no relevance either. Many would have operated independently of this enterprise.

Photographs show there was no standard design for these boatsheds as the applicant suggests. Some were granite, others a mix of materials altering over the years through renovations. The Buzza boatshed is no exception and indeed, as I understand was rebuilt post WWII. Typical of Scilly, these boatsheds would have been multi-purposed, certainly as workshops and, as the Buzza boatshed seems, with added chicken coup!

A photo, zoomed or not, of the famous Swindon locomotive works taken in 1900 to depict the importance of the steam locomotive to Britain, would not have shown 92220 EVENING STAR, the last mainline steam locomotive built for service in this country. Constructed as late as 1960 and withdrawn just five years later, it was still preserved, as it represented an important part of the long story of Britain's commercial and engineering heritage and can now be cherished by the nation.

Nice as it would have been to preserve an 1880 Porth Cressa boatshed in pristine condition, that would have been fanciful. But this later survivor still represents an important part of the story of Scilly's heritage and should not be wantonly destroyed. It deserves cherishing too, as indeed does the site, being part of the country's leading AONB and Heritage Coast.

I would suggest the Council should look into having the Buzza boatshed listed and secure this important maritime heritage for future generations of Scillonians together with its potential to generate tourism income.

To lose this bit of Scilly's history and at the same time despoiling an area of the AONB to provide a site for an individual's luxury home seems extraordinary.

Alastair Partington