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St Mary's Quay, Isles of Scilly – Planning Design & Access Statement

CONTENTS:

1.0	INTRODUCTION	7.0	ACCESS PRINCIPLES
2.0	THE BRIEF	8.0	ACCESS SOLUTION
3.0	THE PROPOSALS	9.0	IMPLEMENTATION
4.0	APPRAISAL		9.1 Planning Application Process
	4.1 Assessment		9.2 Statutory Approvals
	4.2 Involvement	10.0	DESIGN TEAM
	4.3 Evaluation	11.0	SUPPORTING DOCUMENTS
5.0	DESIGN PRINCIPLES + CONCEPTS	12.0	APPENDICES
	5.1 Areas		
	5.2 Layout		
	5.3 Landscaping		
	5.4 Appearance		
	5.5 Scale		
	5.6 Community Involvement		
6.0	DESIGN SOLUTION		
	6.1 Harbourside Building		
	6.2 Ancillary Buildings		
	6.3 Quay Works		
	6.4 Internal Layouts		
	6.5 External Appearance		
	6.6 External Landscape		
	6.7 Street Furniture		
	6.8 External Lighting		

1.0 INTRODUCTION

This Design & Access Statement has been prepared in support of a Detailed Planning Application, Listed Building Consent and Conservation Area Consent for works to St Mary's Quay, Isles of Scilly. Its purpose is to describe the thinking behind the proposals and how design and access issues have been approached.

It has been prepared in line with the principles of the 2006 CABE document: "Design and access statements - How to write, read and use them".

The statement builds on the major body of work already developed up by the Route Partnership in 2003 for the transport infrastructure improvements between the Isles of Scilly and the mainland. This work consisted of "improvements to the harbour facilities at St Mary's and at Penzance, procurement of a new combined passenger and freight vessel to operate between St Mary's and Penzance, and appointment of an operator for the new vessel and shoreside facilities associated with the vessel." Funding was sought from the Department for Transport and the Convergence Programme, but since funds were only secured from the latter, the Route Partnership was dissolved. However, Planning, Listed Building and Conservation Area consents were granted on the Route Partnership scheme on 5th August 2009 (ref: P/09/034).

The Council of the Isles of Scilly has subsequently continued to work to improve the quay, restricting the project to what is absolutely necessary to maintain the future operation of a freight and passenger service to the Isles of Scilly. This has meant a reduction in accommodation as shown in previous schemes.

2.0 THE BRIEF

The current project has the following priorities:

- Quay lengthening to broaden the choice of future ferry / freight vessels
- Improved freight handling facilities at the rear (NW) of the Harbourside building.
- Improved passenger check in, ticketing and baggage collection facilities
- Improved walkway paving along the pier

3.0 THE PROPOSALS

The total scheme comprises three main elements as illustrated on following PROPOSED BLOCK PLAN:

The **Harbourside Building** works, consisting of:

- Demolition of the existing freight lean-to store and chilled store to rear
- New build replacement freight store
- New freight / staff office accommodation within existing building
- Demolition of existing ticket office
- New build replacement ticket office
- Demolition of existing southern fire escape stair from first floor
- Replacement fire escape stair in new location
- Demolition of existing northern fire escape stair and blocking up of 1st floor escape door

Ancillary Accommodation consisting of:

- Demolition of existing lean-to freight store on north side of freight yard
- New build replacement freight store incorporating new chiller and frozen stores

Quay Alterations consisting of:

- Incorporation of level pedestrian walkway within existing sett surface from Old Quay to Harbourside building
- New quay widening to south of Harbourside building, to accommodate new parking spaces (including disabled bay) and new 2-way traffic into freight yard. This will include demolition of existing listed sea wall in parts, widening of road surface, and replacement sea wall incorporating retained dressed granite facings from demolished wall.
- Traffic control into / out of freight yard at both south and north ends
- Resurfacing of freight yard where required
- Quay extension by 23m at north end, with associated berthing points and steps, and street furniture

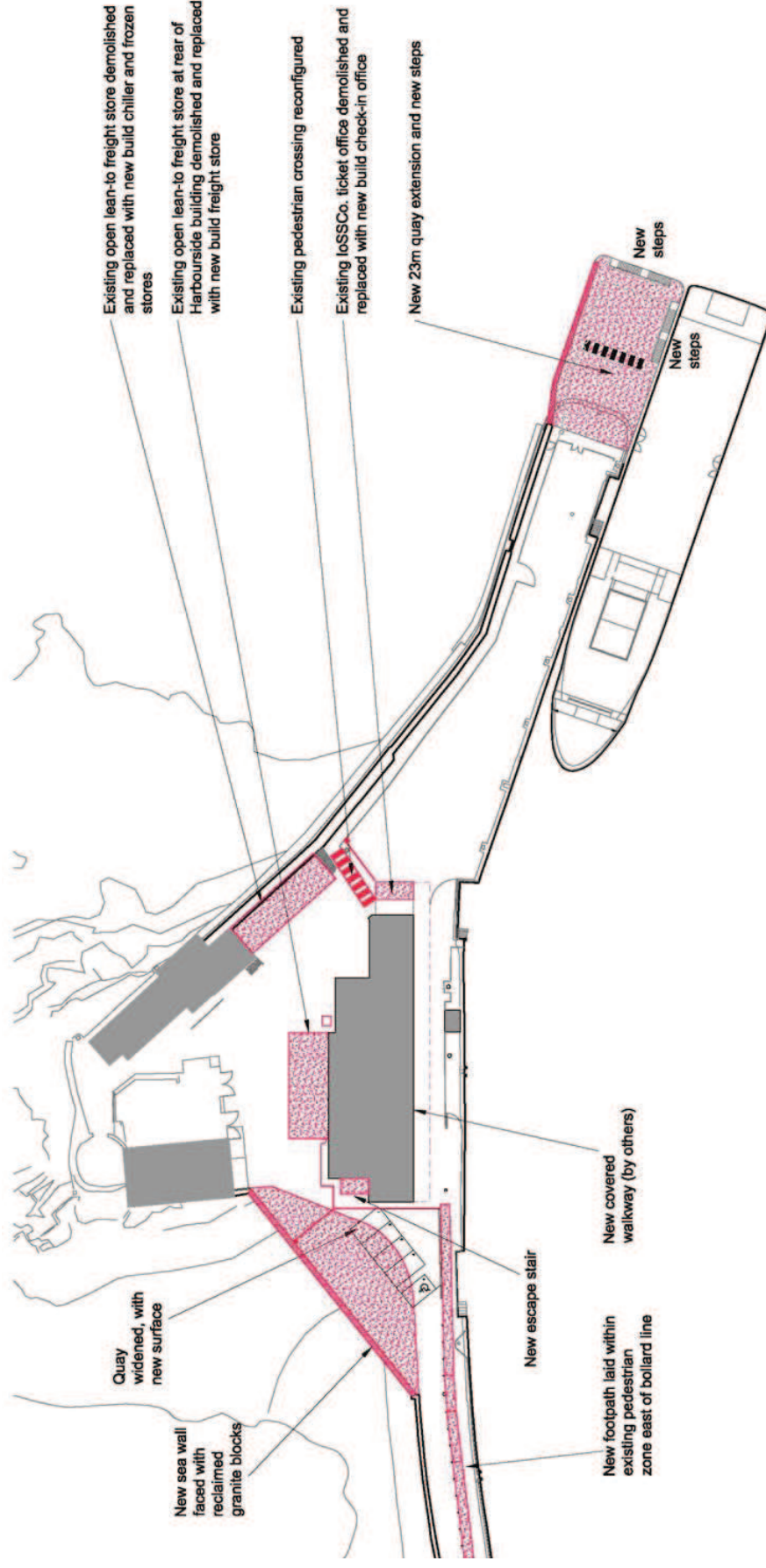
Proposals were put forward for a raised timber walkway running from the side of the Mermaid Hotel slipway, around the SE side of the stone pillar at the foot of the quay, to enable pedestrians to avoid potential conflict with vehicles passing through the narrow passage between the pillar and the sea wall.

However, for a variety of reasons, including the narrowing of the Mermaid slipway and compromising an emergency ambulance access to the shoreline, the proposal has been set aside in favour of a more actively managed solution to the control and timing of vehicle movements in relation to visitor times.

There is also a degree of overlap with proposed works to the Harbourside building by the Duchy of Cornwall. It is anticipated that these works will consist of:

- internal alterations at first floor to create a new restaurant
- internal alterations at ground floor to convert existing stores into retail units
- external recladding at first floor level
- replacement windows and cills within the new cladding area
- addition of new balcony / walkway along the east / north elevation leading out from the new restaurant

PROPOSED BLOCK PLAN



4.0 APPRAISAL

4.1 ASSESSMENT:

Physical

St Mary's Quay is an historic and core feature, central to the life and activity within Hugh Town itself and around the whole of the island. Apart from such limited freight that arrives by air, all of the island's produce, goods and equipment arrives and departs via the quay. It also serves as the 'transit point' for most of the goods which then travel on to the other 'off-islands' within the Scillies group.

Existing accommodation on the quay consists of the main Harbourside building, ancillary tenants' buildings and stores, freight yard and quay.

The main Harbourside building includes:

- First floor accommodation (currently bedrooms, to be converted by the Duchy of Cornwall into a restaurant)
- Harbour Master's Office and stores
- Isles of Scilly Steamship Ticket / Booking office
- Toilet and shower block
- Waiting room
- Food retail unit (Pilchard Pit)
- Freight storage area and chilled storage at rear

The ancillary tenants' buildings include:

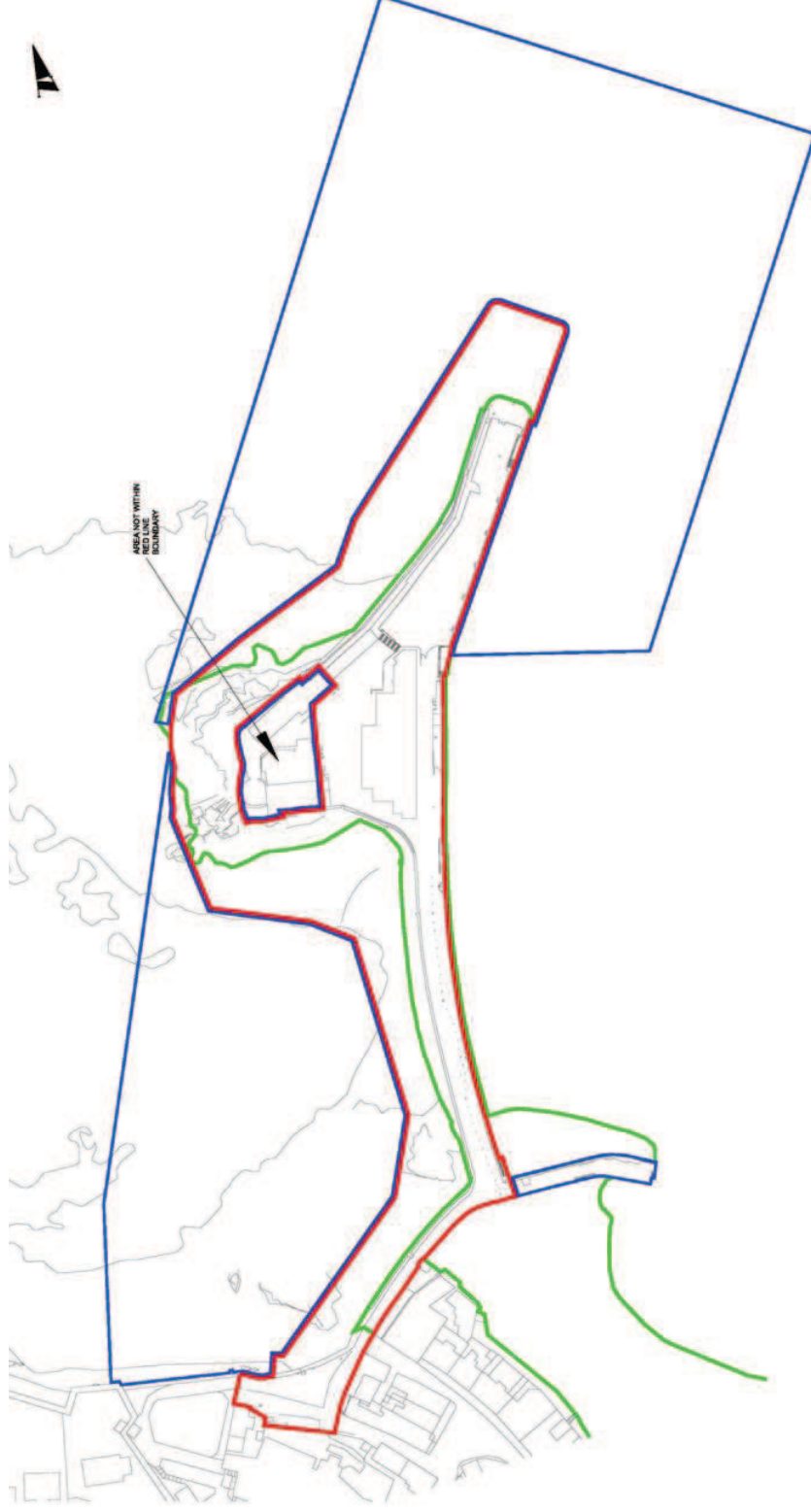
- Ratbags Sail Makers
- Sibley's Fuel and Marine Services that also includes fuel tanks
- Fishermen's store, Ice Plant and fork-lift store
- Open sided lean-to freight storage area

Over recent years, the building structure, fabric, and services of particularly the freight buildings and stores have fallen into some disrepair; much of it is beyond repair and requires replacement, and major investment is required to ensure its on-going operation. This investment is inevitably greater due to the historic nature of the buildings, where a sensitive and meticulous approach is required.

Legal

All of the land around St Mary's Quay, including the quay and pier and all the buildings contained within it, are owned by the Duchy of Cornwall. Please refer to following drawing highlighting the extent of the Duchy's land ownership boundary.

There are also a number of leasehold tenancies within both the Harbourside building and ancillary buildings located on the quay. These are illustrated in the following tenancy diagram (drawing E03).



KEY:

—	APPLICATION SITE BOUNDARY
—	LAND UNDER CONTROL OF THE APPLICANT, THE DUCHY OF CORNWALL
—	LAND UNDER CONTROL OF THE APPLICANT, THE DUCHY OF CORNWALL TO MEAN LOW WATER (MLW)

ARCHIAL GROUP LIMITED		DATE	BY
APPROVED FOR			
PLANNING			
Project No.	3711027		
Client	S. Mary's Quay		
Site of Sale	L200115		
Scale	1:1000		
Drawing No.	111000	04/13	
Location Plan			
Drawn by			
Checked by			
Approved by			
Company	Archial Group Limited		
City	Cardiff		

Drawing No: E03.



Existing Harbour Building - Ground Floor

KEY

- Isles of Scilly Steamship Company tenancy
- Harbour master's stores
- Circulation (stairwells)
- Waiting room (mainly off-island traffic)
- Duchy of Cornwall stores
- General Stores
- Tourist information centre & Isles of Scilly Wildlife Trust
- Showers & toilet block (yachts & public)
- Pitchard PFI fastfood takeaway
- Hotel store

Relevant Planning policies

The whole of the pier is a Grade II structure, having been listed since 1975, and therefore all the buildings contained within it are covered by the same listing.

The whole of the Isles of Scilly has been designated as a Conservation Area under the Planning (Listed Building and Conservation Areas) Act 1990. This is defined as 'areas of special architectural or historic interest, the character or historic interest of which it is desirable to preserve.' Due to the small scale of the proposals, discussions have been held with the local Planning Authority to determine whether Conservation Area consent is required, primarily over the amount of existing buildings / structures to be demolished. It has since been confirmed that Conservation Area consent will be required.

Core policies contained within *The Isles of Scilly Local Plan – A 2020 Vision* relevant to the current proposals include the following:

- **Policy 1 Environmental Protection.** This policy is in place to ensure that development proposals "respect the recognised quality of the islands' natural, archaeological, historic and built environment."
- **Policy 2 Sustainable Development.** This policy promotes contribution to "the sustainability of the islands' environment, economy or local communities".
- **Policy 4 Economic Development.** This policy promotes "employment and economic activity by providing opportunities for business to support viable communities".
- **Policy 5 Transport.** This policy exists to "achieve and maintain an effective, affordable and accessible year round transport system on and between the islands and the mainland" and supports the relevant and requisite land-based facilities.

- **Policy 6 Infrastructure for Sustainable Facilities.** Maintaining viable communities on the islands is promoted by this policy through "maintenance and future provision of essential physical infrastructure and other resources (water supply, etc.) and ease of access to and availability of a range of commercial and community-based services and facilities."
- **Proposal D Quays.** This policy specifically supports "the upgrade of the existing quay on St Mary's subject to operational compatibility with Penzance."

Detailed discussions and meetings have been held with both the local Planning Authority (Craig Dryden) and English Heritage (Simon Ramsden) during development of the proposals through RIBA Stage C Design to RIBA Stage D Design, and the main discussion points are noted below.

Summary from a meeting with Craig Dryden (Council of the Isles of Scilly Planning Dept.) dated 14th March 2012:

- Review of window positions to new freight office to create a better balance
- Re-using existing sea wall dressed stone on new sea wall to south of Harbourside building was acceptable
- CD was unwilling to support the removal or alteration of the existing granite setts to create a flatter walking surface
- External materials for the new build elements to be sympathetic / match those of the adjacent buildings
- Mermaid walkway – now no longer within scheme
- CD is considering whether the EIA would need to be reviewed from a Planning point of view
- Coursing lines of facing material to new quay extension to line up with those on existing quay

English Heritage

Discussions have occurred since January 2012 with English Heritage over the current proposals. The following is a summary from a meeting with Simon Ramsden of English Heritage dated 29th March 2012:

- SR was briefed on the reduced proposals, and agreed that these were much less onerous than the previous ones put forward by the Route Partnership
- SR stated that any new street furniture should be robust and simple, matching any historical precedents on the quay
- Mermaid walkway – now no longer in the scheme
- SR stated that the principle of relaying the setts to form a flatter pedestrian foot path was broadly acceptable. Potentially relaying the setts closer together may be more visually acceptable, a sample panel could then be agreed with both EH and the local Planning Authority
- However, justification for works to the setts would need to be made to English Heritage as part of the Listed Building Application.
- SR called for a Statement of Significance, highlighting existing hard surfaces on the quay, containing any historical references such as photographs etc.

A Statement of Significance has now been produced and is included with the various applications.

Whilst the current proposals contain a new footpath laid within the existing setts, reflecting good practice as outlined in English Heritage's guidance "Easy Access to Historic Landscapes", the final approval for this means of safeguarding pedestrian traffic from slips and trips lies with the local Planning Authority. This approval will be determined after submission of the Detailed Planning Application.

Ecology

A desktop ecological assessment has been carried out by AECOM of the original Route Partnership 2005 Environmental Statement by URS Scott Wilson and subsequent addendums of 2009 and 2010 both by Halcrow, giving consideration to the later revised scheme.

An Environmental Statement Addendum (ESA) has been produced by AECOM which provides an update on the baseline conditions and development impacts on fauna, flora and designated sites, along with proposed mitigation measures where appropriate. This Addendum Statement will be submitted as part of the detailed proposals to the Marine Management Organisation (MMO).

Archaeology & History

Historical research has been carried out in collaboration with Amanda Martin, curator/manager of the Isles of Scilly Museum, who has provided useful historic photos and some indication of the timing of events. Graham Vaughan of the Council of the Isles of Scilly Planning Dept has also been helpful in providing some useful background to recent events.

The above-mentioned ESA by AECOM also re-assesses the impact of the current reduced development in light of the work previously carried out by the Route Partnership in the "Archaeology and Cultural Heritage" section of the previously submitted Environmental Statement.

The quay was originally constructed in approximately 1601 and later rebuilt in 1740 and 1748. Subsequent alterations include an extension of the pier to Rat Island in 1836, additional extension in 1889, and widening of the pier in 1994. The 'new' parts of the quay, built between 1836 & 1889, are now known as the Inner, Middle & Outer berths.

The quay and buildings have been subject to a history of change and adaptation, a fact noted by the Route Partnership and contained within the ES Addendum (March 2009) submitted with their original applications. In that context, the greatly reduced proposals contained within the current proposals can be considered as part of this history and on-going evolution of the Harbour.

4.2 INVOLVEMENT:

A Statement of Community Involvement (SCI) has been produced to accompany the Detailed Planning Application of these proposals. This SCI summarises in detail the consultations involved with the current proposals.

As part of the overall design process Archial and Aecom have carried out both public and stakeholder consultations over design proposals. These are summarised below:

Public Consultations

The first public presentation of the current scheme was held at the Wesleyan Chapel, Garrison Lane, St. Mary's on 25th April 2012.

A document was issued on 2nd May 2012 summarising the main issues raised, decisions taken, reasons for the decisions, and actions to be taken.

The proposals presented included a new pedestrian walkway between the Old Quay section and the Mermaid public house. This walkway generated the most comments, most negative in nature (for summary please refer to SCI). Other concerns raised from this consultation were the width of the new steps, turning areas for vehicles (flower deliveries) and traffic control onto / off the Quay itself.

The design proposals were then amended to reflect concerns as follows (and as submitted):

- New steps to not be too wide (for physically challenged passengers)
- Pedestrian route to north side of quay to be extended into new quay extension
- Baggage handling / check-in arrangements reviewed through consultation with the Isles of Scilly Steamship Company
- Progress discussions with English Heritage over a new pedestrian footpath surface along the Quay

A second public consultation was held on 29th Aug. 2012 to present the current proposals as submitted and give the public a further opportunity to comment. Feedback from this consultation is included within the revised Statement of Community Involvement (SCI).

In general the improvements to the Quay and associated buildings were welcomed, particularly the covered walkway, new walking surface within existing setts and creation of chilled stores (ideal storage for flowers prior to shipping).

A large number of attendees were interested in the actual detail of the scheme (such as detail of the walkway, balcony, and freight stores), which will be developed in conjunction with an appointed contractor once the scheme is tendered.

Stakeholder Consultations

Stakeholder consultations were held from first appointment of AECOM / Archial in December 2011. The major stakeholders in these discussions were:

- The Council of the Isles of Scilly
- The Duchy of Cornwall
- Harbourmaster (and through the H/M the Harbour Users Group)
- The Isles of Scilly Steamship Company

Other initial discussions and consultations were held with both Isles of Scilly Planning Department and English Heritage.

4.3 EVALUATION:

Having considered and assessed the previous proposals put forward by the Route Partnership, the initial briefing documentation and the objectives of the Client and key stakeholders of the Duchy of Cornwall and the Isles of Scilly Steamship Company, and having reviewed the feedback from the Public Consultation the Design Team proceeded to:

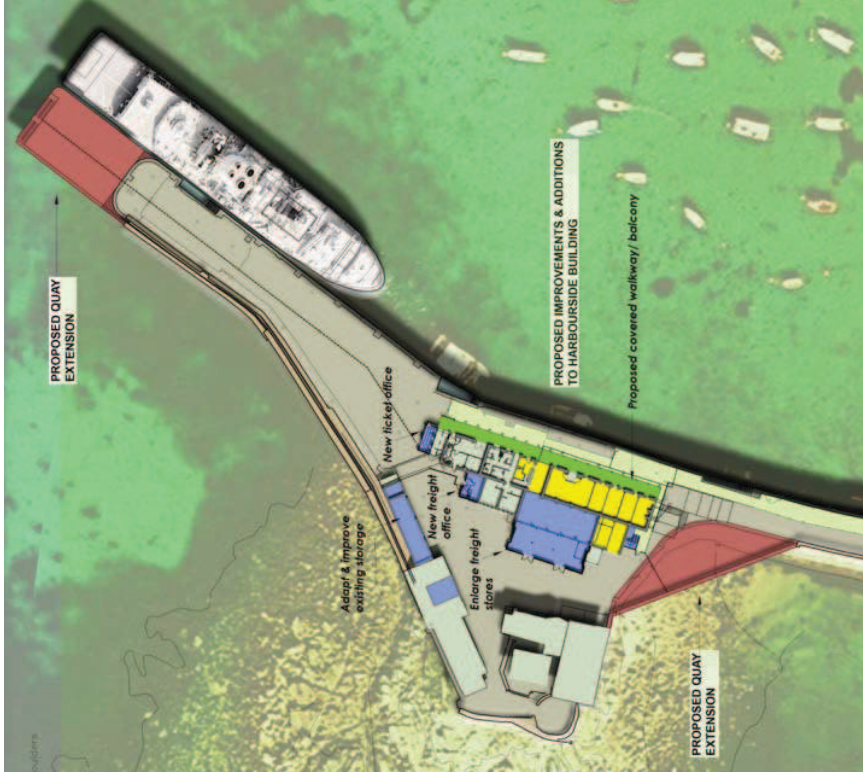
- Explore appropriate methods of adaptation of the buildings and quay area to improve the operational issues listed out above in the priorities.
- Develop conceptual design options for the refurbishment and adaptation of the buildings and quay, explore the consequential costs, leading to a recommendation for future development, to meet the client brief and operational standards, and consider their financial viability.

Nine options were put forward over the design development period, each considering different configurations of possible extensions & alterations. These options are illustrated within the Appendices of this Statement.

These were each evaluated as shown in the Option Matrix in the Appendices, and the conclusion reached was that the Option 9 proposal would be taken forward. The base Option 9 is illustrated opposite.

Further developments have subsequently been made on Option 9. These include:

- Parking revised for mini-van parking
- New freight office relocated into Harbourside Building
- Inclusion of refurbishment to waiting room



Option 9 Scheme

5.0 DESIGN PRINCIPLES & CONCEPTS

The intention of the current proposals is to provide

There are currently two vessels linking the island of St Mary's to the mainland;

- The Scillonian III passenger ferry which operates a summer service for passengers and some freight
- Gry Maritha freight vessel which operates all year around

Both of these vessels are operated by the Isles of Scilly Steamship Company and are approaching the end of their economic lives. Therefore, in order to maintain the vital passenger and freight link to the mainland, these proposals are to improve the berthing facilities for the current and any replacement vessels. The physical constraints of the berth have also raised issues of health and safety, security and inefficiency of operations, which these proposals aim to address.

5.1 AREAS

Through consultation with the major stakeholders listed out previously the areas of the proposed new works are to be:

New freight store to Harbourside Building	98 m ²
New Ticket Office	17 m ²
Freight Office/Staff Rest	24.5m ²
New freight and chilled stores against NW sea wall	96 m ²
Total gross area	235.5m²

The proposed section of quay widening at the south end of the Harbourside building has an area of 317 m².

The proposed quay extension is approx. 23m long by 15m wide, with an overall area of 335 m².

The external balcony/covered walkway on the Harbourside Building front elevation as noted as being part of a separate application adds a further 126 m² gross, and the check-in area/covered link to the new ticket office adds a further 14.9 m², although these are not strictly new building volume and do not form part of this application.

5.2 LAYOUT

Harbourside Building:

The main driver for the works to the Harbourside Building is the need to create additional freight storage space adjoining the existing ground floor area within the rear of the building, whilst maintaining adequate manoeuvring space for freight vehicles in the yard outside. The proposed rearward extension of approx 6.3m is the optimum balance between these constraints. Other drivers include the need to have a rest area for quay staff / freight control office, along with better check-in / ticket office arrangement. There are currently 600+ people at peak times queuing along the quay to board the Scillonian, and the proposals must improve passenger / luggage handling facilities.

Ancillary Freight Building:

The main driver for this building is the need to get freight (mainly frozen / chilled) off the quay and under cover to maintain its integrity and protect it from the elements and vermin. As such further freight storage is to be provided in the form of new buildings against the NW sea wall in order to maximise the freight storage capacity.

5.3 LANDSCAPING

New external landscape will be entirely hard-paved, reflecting the context of the existing quay surfacing. Materials will be similar to those existing in their respective locations.

As noted above, the scheme includes proposals for providing a smoother footpath zone along the pier walkway, within the area currently laid with small

granite setts, in order to provide a more comfortable walking surface for pedestrians. This is subject to ongoing discussion with English Heritage and decision by the Planning Authority.

5.4 APPEARANCE

Buildings - Elevational design and facing materials used on new-build elements will be sympathetic to the original style and fabric of the respective adjacent buildings.

Quay Extension – The berthing and end faces of the caisson will be formed using shutter mould details to replicate the current simulated granite finish.

SW Sea Wall – The new length of sea wall will be constructed using stone reclaimed from the existing structure, and will match the existing as far as is practically possible.



Harbourside Building



NW storage buildings against sea wall

5.5 SCALE

New Harbourside building freight store will be approx. the same height as the existing store which is to be demolished. The footprint of the new store will be slightly larger to accommodate the trend in increased freight.

The new ticket office will be on approximately the same footprint of the demolished section of the Harbourside building currently being used for check-in purposes. The height will be single-storey, the same as the demolished section. The new staff rest area / freight office will also be of single storey height.

The proposed new NW freight storage area will be on approx. the same footprint of the demolished open storage shed, the single pitch roof above the new single storey storage area will not exceed in height the adjacent roof over the ice store (see photo above).

5.6 COMMUNITY INVOLVEMENT

The public consultation process has already been described above, and it is fair to say that a good deal of local interest has arisen out of these proposals, reflecting the importance that the quay holds within the community.

Whilst much of the proposal involves creating additional freight storage space, which will not be directly accessible to the public, the island community will continue to make frequent use of the pier itself, the Harbourside Building and the new ticket office facilities. As such, community involvement will be an integral part of its future life.

6.0 DESIGN SOLUTION

The overall concept is an evolution of the Option 9 proposal illustrated earlier and involves the following:

6.1 HARBOURSIDE BUILDING:

Demolition / alteration:

- Existing fire escape stair to south is to be demolished. This will also involve relocation of the public telephone located under the landing of this stair.
- Existing fire escape stair to north is to be demolished and blocking in of existing first floor fire escape door on to stair.
- Demolition of the existing ticket office to the north of the building. This will also involve relocation of a post office box.
- Demolition of internal walls between existing freight area and chiller store
- Demolition of internal lobby to waiting room, blocking up of existing doorway to create new waiting room
- Removal of external lean-to freight store and chiller store
- Removal of all external windows and doors along the rear elevation at ground floor, required to form new freight store
- Opening up of existing window at first floor, south end, to create a new door opening onto a new fire escape stair.
- Specialist repair to existing building fabric (render etc.) where affected by the works (demolition and new build).

Freight Office / Staff Accommodation:

- Creation of a new freight office / staff area within the existing building.
- Accommodation to include new WC.
- The accommodation has been located with direct access onto freight yard.
- This will provide rest and health/welfare facilities for operator and freight staff.

Freight Store:

- Creation of a new freight store to the rear of the building at ground floor. This will include a new roof, new slab, new supporting steel structure, ground floor drainage and threshold drainage, and new rendered cavity walls. The store is to be insulated to Building Regulations standards.
- Main loading doors to be robust roller shutters capable of withstanding seawater and wind loading due to the exposed location.
- Perimeter doors to be galvanised double doors, giving direct access onto freight yard.
- This will substantially improve the robustness of freight storage, provide enclosed freight spaces and better loading arrangements.

New ticket office:

- Creation of a new ticket office at north of the building at ground floor. This will include a new roof, new slab and new rendered cavity walls. The office is to be insulated (value TBC).
- The new ticket office will provide three checking in points, and a controlled method of locating hand carried luggage into appropriate luggage containers.
- Roller shutter doors to containers will be capable of withstanding seawater and wind loading due to the exposed location.
- Passengers will also be directed through to the Scillonian through a designed pedestrian partly covered walkway onto the existing pedestrian crossing.
- The flat roof to the office will also be accessible to harbourmaster and staff from the balcony.

New Fire Escape Stair:

- Creation of a new fire escape stair to first floor
- This allows the vehicle entrance into the freight yard to be widened
- The door set to the existing fire escape stair is to be filled in with new cavity wall.
- A new doorset onto the new fire escape stair is to be created through enlarging a window opening at first floor
- The new stair is to consist of a heavily galvanised staircase.

New Waiting Room:

- Internal alterations to create a new waiting room.
- Demolition (as noted) of internal lobby and walls as noted to open up internal space.
- New internal decorations for new waiting room / welcome centre

6.2 ANCILLARY BUILDINGS

Demolition / alteration:

- The existing north freight store timber lean-to, structure and roof coverings are to be demolished
- New flashings to be installed on existing roofs where affected by proposals.

New Chiller / Freezer Stores:

- Creation of new chiller / freezer stores to the north of the freight yard, along the sea wall. This will include a new roof, new slab, new supporting steel structure, ground floor drainage and threshold drainage, and new dressed granite facing cavity walls. The stores are to be suitably insulated for chiller / freezer operation.
- The new freight stores will consist of 4 chiller / freezer stores. Each of these stores will be 35 m² in floor area. These stores will be formed through internal enclosures of insulated panels.
- Main loading doors to be robust insulated (value TBC) roller shutters capable of withstanding seawater and wind loading due to the exposed location.
- This will substantially improve the robustness of freight storage, enclose freight and provide better loading arrangements
- The rear wall of the freight stores is to be tied in to the existing sea wall with dowels and heavy-duty wall ties. This wall construction is then tanked, with the tanking further protected by a cavity infill of lean mix concrete and inner lining of blockwork. The blockwork is further insulated with inner insulation. This wall construction will provide a robust detail of bonding construction into the existing sea wall (dealing with overtopping of waves etc.) and a more waterproof construction than existing.

- Roof finish is to match existing (either reclaimed & reused slates, or new to match existing).

6.3 QUAY WORKS

Southern freight yard entrance:

- The sea wall by the south entrance to the freight yard is to be partly demolished.
- This will widen the entrance enabling two way traffic into the yard.
- A new deck and sea wall to structural engineer's details is to be constructed as part of this widened entrance, with the sea wall dressed in existing stone from the old sea wall where possible, with remainder to be stone to match
- Traffic into the yard will be access controlled (details TBC).
- 4 nos. taxi (transit van size) parking spaces will be provided to the south of the Harbourside building, also including 1 no. disabled parking bay. New bollards are to be installed along the parking bays to separate the bays from the pedestrian zone.

Northern freight yard entrance:

- Traffic into the yard will be access controlled along the existing pedestrian crossing (details TBC).
- New luggage container positions are to be created directly outside of the new ticket office
- A new pedestrian walkway is to be created to the staff / freight office

6.4 INTERNAL LAYOUTS:

The additional freight storage space for the Harbourside Building is achieved as far as external space and existing building constraints allow by extending approx 6.3m outwards across a 16.9m width of the rear facade of the building to create an additional net area of approx 98sqm. The existing rear wall of the Harbourside Building is opened up between the current support piers, with suitable lintels and strengthening, to provide a relatively column-free freight area totalling approx 200sqm net.

Immediately adjacent to this freight store, to its south, internal partitions within the building are being removed to create a new freight office / staff area within the existing building.

Internal walls removed to existing waiting room to open space up.

At the north end of the Harbourside Building the existing IoSSC ticket office is being demolished and a new free-standing ticket office provided with a linking covered walkway/check-in area between it and the existing north gable.

6.5 EXTERNAL APPEARANCE:

The new additions to the Harbourside Building will be treated in the same way as the existing elevations generally, using a smooth render finish in white paint. The existing building has a few, isolated areas of granite blockwork around the front entrance, but these are a distinctive part of the building's history and it would not be appropriate to replicate this in the modern additions.

Conversely, the new frozen and chilled stores against the NW sea wall are set into a context of totally granite-faced construction, and the new building will be treated in the same way. The wall build-up will be different, reflecting the need for modern, insulated construction, but will outwardly match the adjoining uncoursed stonework as far as possible.

Roofing to the Harbourside Building rear extension can only be of shallow pitch because of the constraint of the first floor window cills, which dictate the highest available abutment level. This roofing will, of necessity, be a membrane material, such as Alwitra single-ply EPDM high-performance sheet, in dark grey, which will be a reasonable colour match to slate.

Roofing to the NW freight stores will be in slate, to match the existing roofs on the adjacent buildings, although we would wish to consider using a modern, interlocking slate if possible in order to achieve a more secure barrier against the elements. This would perhaps be the Sandtoft Britslate, which can be safely laid at lower pitches, therefore minimising the potential ridge height projection above the sea wall. Otherwise the slates will be reclaimed if possible from the demolished lean-to structure or to match the adjacent roof of the ice store.

Extremely careful selection of new external envelope materials and detailing will be required to ensure that the buildings continue to resist the elements. During heavy storms it is common for the buildings to be partly or even completely over-topped by rolling waves, putting considerable pressure on the fabric, joints & junctions of the various buildings.

Quay extension external finishes - The berthing and end faces of the new quay wall will be faced with a simulated granite finish using textured formwork liners: GRANIT II No 5661 as used on the 1994 refurbishment of the of the existing quay. A set of steps 1300mm wide are to be provided in the north east elevation of the proposed quay and also on the south east berthing face. These steps will be cast as part of the main caisson wall construction.

SW sea wall extension (quay widening) – Because the new sea wall cuts the corner of the existing structure, it will be shorter in length than before and will hopefully produce more reclaimable stone than is required for the new work, even allowing for wastage. The new wall will be constructed to match the existing as far as is practicably possible in terms of coursing, detail and finish.

6.6 EXTERNAL LANDSCAPE:

The new 23m quay extension will be surfaced with poured concrete with a pressed / tamped finish to match that of the freight yard. This will prove to be a more durable finish for heavy freight / lifting vehicle movements.

The freight yard surface will be reinstated in tamped concrete as the existing areas. The extent to which the existing concrete is replaced will depend on the amount of disturbance that arises during the construction work, and will necessarily be decided during the works.

The impact of certain changes such as the sea wall removal to the south of the Harbourside Building in order to widen the road is mitigated through the re-use of the original stone as facings to the new sea wall. The new quay widening section will be surfaced with poured concrete with a pressed / tamped finish to match that of the freight yard.

It is proposed to install a 1500mm wide new footpath surface within the existing pedestrian zone to the east of the existing bollard line along the spine of the Inner and Middle berths. The new surfacing is to be smoother granite flags, to match the existing granite flags within the vehicle way to the west of the bollard line (see the photo opposite for existing condition). The new footpath is to be of a smoother finish than the surrounding setts in order to mitigate the risk of trips and injuries to elderly and physically challenged pedestrians. Whilst it has been noted that no trips have been recorded or reported of pedestrians walking along the existing sett surface, there is still a duty of care to provide as safe a walkway as possible. As such reference has been made to English Heritage's guidance "Easy Access to Historic Landscapes", in order to provide this footpath whilst maintaining the historic character of the existing quay surfacing. Further details are included within Archial's Statement of Significance accompanying this application.



6.7 STREET FURNITURE:

The proposals include the following pieces of street furniture:

- New bollards separating new parking spaces from existing pedestrian zone. These bollards are to match the existing. Please see Appendices for photos of existing street furniture.
- New handrails to match existing. These will be of two main types, demountable and fixed, both to match existing. The existing and proposed demountable handrails will be on the new quay extension to provide flexibility for loading / unloading arrangements, and duplicates the existing arrangement.
- New mooring bollards as noted.

6.8 EXTERNAL LIGHTING:

External lighting is to be kept to a minimum in order to prevent light pollution / visual impact on views from Hugh Town and the rest of the island.

The existing floodlighting column (and associated communications masts) just outside the existing checking in office (to be demolished) will be relocated approx. 1m further north to accommodate the new ticket office. The existing lighting column and navigation beacon on the north end of the existing quay will need to either be replaced or relocated to the northern edge of the new quay extension. Control of these lighting columns will be via on/off switch.

The new quay extension sea wall will need to be illuminated to vessels by wall mounted luminaires (details TBC). These will be mounted below the quay surface on the corners of the new extension.

The new steps will be illuminated by IP67 rated wall mounted luminaires (details TBC) providing max. 5 lux for path lighting purposes only.

The new quay widening section will be illuminated for vehicle traffic by wall mounted luminaires (details TBC) providing max. 5 lux for road lighting purposes only. These luminaires will be mounted on the east face of the new sea wall.

Some of the new bollards will be required to illuminate the new footpath and will be lighting bollards, to match the existing ones installed along the spine of the Inner and Middle berths. The numbers of these bollards will be 2, location as shown on drawings, providing max. 5 lux for path lighting purposes only.

7.0 ACCESS PRINCIPLES

Nothing within the proposed works will either reduce or improve the existing access arrangements into and around the building, other than the proposed new footpath surface along the spine of the Inner / Middle berth pedestrian zone. The intention here is to mitigate the risk of slipping on the existing sett surface to this zone, and to reduce the risk of pedestrians walking within the existing roadway due to the uneven surface of the existing setts to the pedestrian zone. Whilst no accidents / falls have been reported to the Design Team, there is still a duty of care to address the very uneven surface for elderly and physically challenged passengers, and wheelchair / walking stick users.

The only other significant issue might be the need to provide level-threshold entry into the new ticket office, freight office and staff rest room in the event that any future employees may be disabled. However, this may be difficult to achieve given the need for robust threshold profiles to avoid ingress of seawater during stormy conditions.

There is currently a single stepped approach into the proposed new waiting room from quayside for wheelchair users, (this may be acceptable to Building Control – to be determined at a later stage).

8.0 ACCESS SOLUTION

Internal:

Level floors to be provided to new ticket office, new freight office / staff rest area, and new waiting room. Level thresholds to the new build offices will not be achieved due to the need to avoid ingress of overtopping seawater. As such a management strategy is to be put in place by IoSSCo. and the Duchy to manage access into these areas for any disabled members of staff.

External:

A large part of the purpose of the scheme is to improve vehicular access to the rear freight yard, and the proposed scheme achieves this as far as possible. Careful consideration has been given to the size and turning geometry of the largest lorries currently used, and it can be demonstrated that they can arrive, park, turn and exit within the space available. It is highly unlikely that larger lorries will ever be used because the stone gateway at the landward end of the pier is a permanent constraint.

As noted in 'Access Principles' above, there is a conflict between the potential future need to provide level-threshold access and the need for robust threshold profiles to avoid ingress of seawater during stormy conditions. Consideration may need to be given to the provision of 'permeable' access ramps (open mesh metalwork construction for example) to be provided to new external doorways should the need arise.

The proposals include parking spaces for several taxis and staff use adjacent to the Harbourside building. One of these is a disabled users' car space, and others could be made available if required as a 'managed' solution by the Harbourmaster's staff.

9.0 IMPLEMENTATION

9.1 PLANNING APPLICATION PROCESS

Following consultation with Isles of Scilly Council, it has been agreed that, although other works are proposed within the first floor of the Harbourside building by the Duchy of Cornwall, the timing of those works is not known in relation to the content of this application and the two applications should therefore run separately. This application therefore only covers works proposed by the Davis Langdon/AECOM/Archial team, and the Duchy of Cornwall will submit their own application in due course. This other application will include for details of any new cladding and new balcony feature.

9.2 STATUTORY APPROVALS

During the on-going future phases of the design process, it will be necessary to seek further statutory approvals, namely:

- Listed Building Consent
- Conservation Area Consent
- Building Regulations Approval

Applications for Detailed Planning, Listed Building Consent and Conservation Area Consent are programmed to be submitted on 08 August 2012.

Building Regulations Approval will be sought through the Local Authority Approved Inspector route, using Cornwall Council Building Control. A Building Regulations application will be submitted by 28 September 2012.

It has been established with the IoSC Planning Dept. that none of these proposals amounts to a change of use. This application therefore only seeks listed building and conservation area consents.

St. Mary's (Isles of Scilly) Harbour Revision Order 2007 (no. 1554) came into force on 31st May 2007. This HRO provides overall planning consent for the proposals and permitted development rights under the following sections:

4. Power to construct works
 5. Power to deviate
 6. Subsidiary works
- An Environmental Impact Assessment was carried out by the Route Partnership as part of the HRO, and as previously noted an Environmental Statement Addendum (ESA) has been produced by AECOM which will be submitted to the MMO.

10.0 DESIGN TEAM

The Design Team commissioned to produce this report includes:

- Davis Langdon: Project Managers & Cost Consultants
- AECOM: Civil, Structural & Services Engineers
- Ingenium Archial - Architects

11.0 SUPPORTING DOCUMENTS

Other documents supporting this Application will be:

- Statement of Community Involvement (SCI)
- Statement of Significance
- Environmental Impact Assessment Addendum

Drawings issued supporting this Application will be:

CIVIL ENGINEERING (AECOM):

- 60239947-S0008 General Arrangement of New Harbour Sea Wall
- 60239947-S0010 General Arrangement of New Quay Furniture

ARCHITECTURAL (ARCHIAL):

PLANS

- 3711007 / L(20)01 Proposed Ground Floor Plan - Harbourside Building
- 3711007 / L(20)02 Proposed First Floor & Roof Plans - Harbourside Building
- 3711007 / L(20)04 Proposed Layouts – North Freight Building
- 3711007 / L(20)05 Proposed Layout Plan - Inner & Middle Berths
- 3711007 / L(20)06 Proposed Layout Plan - Outer Berth & New Quay
- 3711007 / L(20)07 Proposed Block Plan
- 3711007 / L(20)10 Existing Ground Floor Plan - Harbourside Building
- 3711007 / L(20)11 Existing First Floor & Roof Plans - Harbourside Building
- 3711007 / L(20)12 Existing Layout Plan - Inner & Middle Berths
- 3711007 / L(20)13 Existing Layout Plan - Outer Berth
- 3711007 / L(20)14 Existing Block Plan
- 3711007 / L(20)15 Existing Site Location Plan

ELEVATIONS

- 3711007 / L(21)01 Proposed Harbourside Building Elevations
- 3711007 / L(21)02 Proposed Quay Extension Elevations
- 3711007 / L(21)03 Proposed Quay Widening Elevation
- 3711007 / L(21)10 Existing Elevations - Harbourside Building
- 3711007 / L(21)11 Existing Elevations - Outer Berth & Quay
- 3711007 / L(21)12 Existing Elevations - Middle Berth

SECTIONS

- 3711007 / L(22)01 Proposed Sections - Harbourside Building
- 3711007 / L(22)10 Existing Sections - Harbourside Building