

CYCLE HIRE, NEW GRIMSBY, TRESCO

DESIGN, ACCESS & PLANNING STATEMENT

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Application Site (Google Maps 2021)

I. INTRODUCTION

This document has been prepared in support of an application for the construction of a cycle hire shed in the New Grimsby area of Tresco. The proposed development would consist of one timber-clad, agricultural-style shed, used for the storage and hire of bicycles and electrical buggies.

Cycles, and to a lesser extent buggies, are the primary mode of transport around the island. Cycles are sustainable, low noise and healthy form of transport that maintains the character of Tresco's remote island setting. With the return of the Helicopter service, Tresco's strategic goal is to change the current business model from a seasonal operation to an all year round offering. With this, there is a need for the provision of an accessible cycle and buggy hire space.

The proposed works form part of the Tresco Estate's policy for ongoing investment in the tourism industry on the island. Invariably investment on Tresco has an indirect economic benefit to other islands, with transport services, employment, restaurant and retail services benefiting across the archipelago.



View into the application site

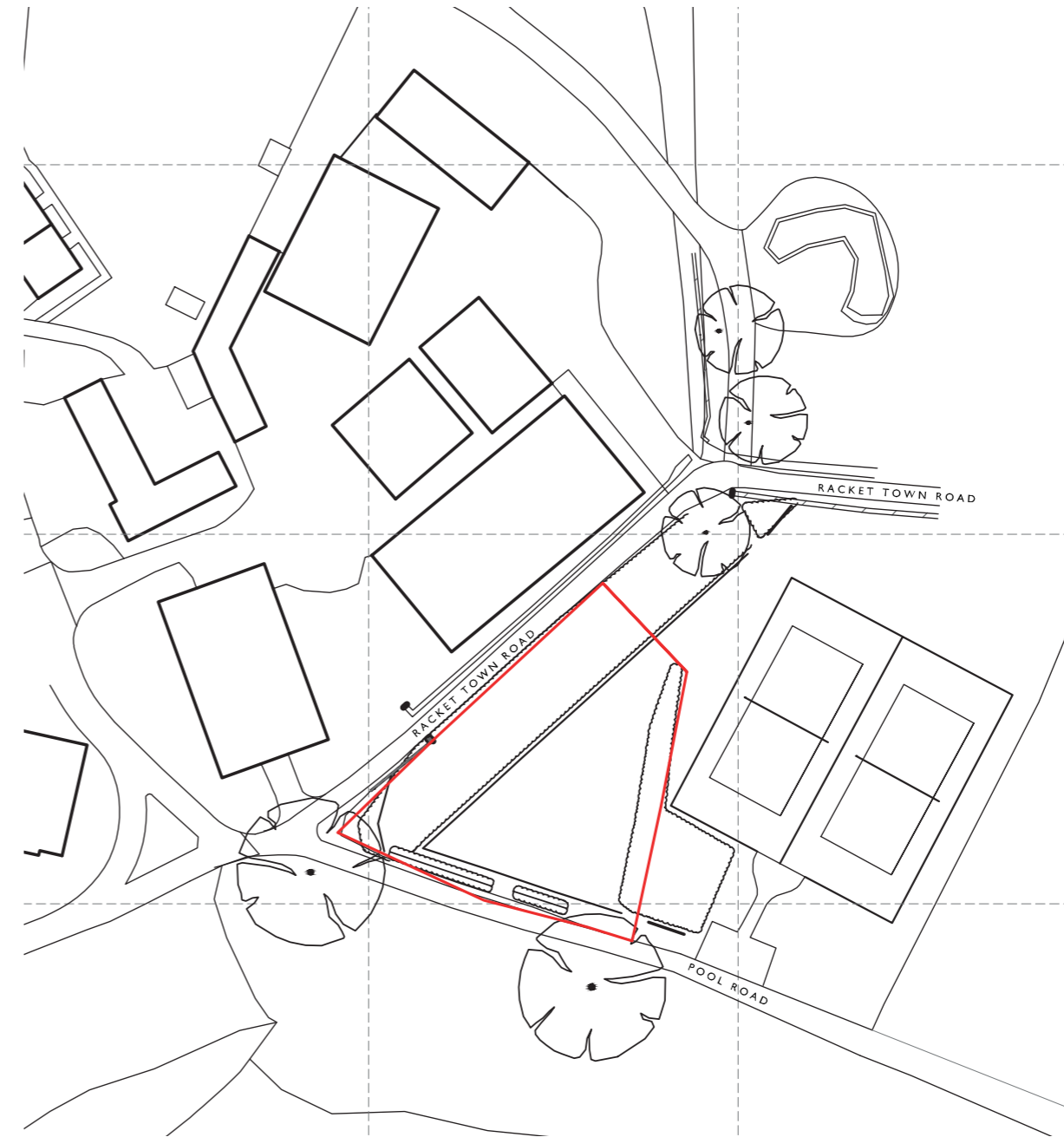
2. SITE & CONTEXT

The application site is located inland of New Grimsby, to the east of Abbey Farm.

It would be well suited for development of a cycle hire shed; it is a back land plot; adjacent to other existing agricultural buildings. It is in a central location on the island with access to accommodation and facilities.

The site is an enclosed triangle of land currently used as storage for infrequently used equipment. The plot is situated between existing tennis courts and Tresco central services yard (containing recycling facilities, maintenance and workshop). It is situated between two roads to the north-west and south. To the north-west, between the site and the road, runs a line of dense bushes and trees. Hedges and other trees also bound the site on the other two sides. Access to the site is currently from the road to the south. Beyond the southerly road is the Tresco Great Pool.

The client advises that there are no native trees on the site.



The application site

3. PROPOSALS

Form

It is proposed that one timber-clad shed would be built on the site. The shed would adopt an agricultural style and continues the established style of the adjacent barns within the central services compound.

The shed would be an open portal framed building with a smaller mezzanine level in the centre. Over this would be a dual-pitched roof with rooflights and solar panels. Large sliding doors would face towards the road to the south to allow bicycles and buggies to enter and exit, there would also be a smaller door to allow access into a store. To the north would be a series of smaller glazed doors. On the west elevation there would be another pair of timber doors entering into the main space.

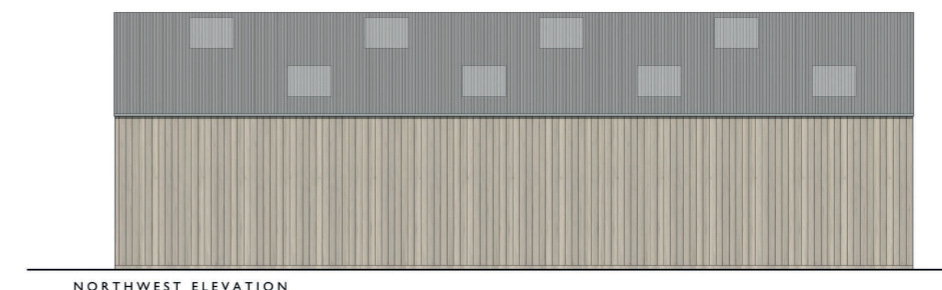
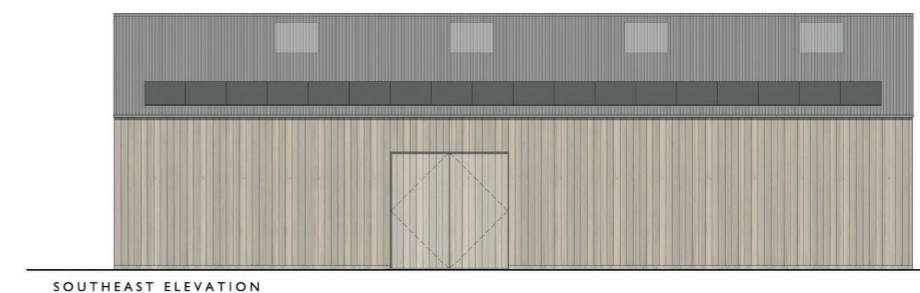
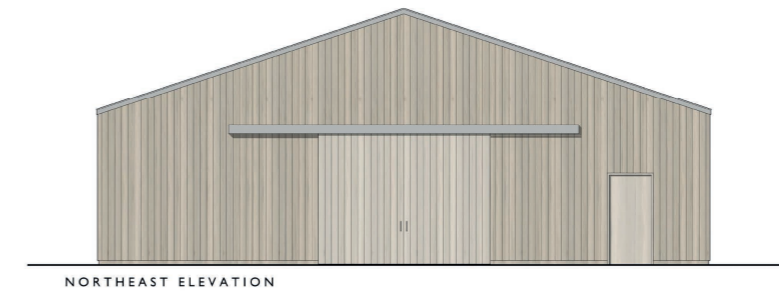
Scale

The proposal takes the form of low slung agricultural barn. Its scale responds to the adjacent similar buildings that form the central stores. It is shielded from sight by vegetation to all sides, reducing its visual impact.

Materials

The buildings would borrow their material palette from the existing agricultural vernacular on the islands. The building would be clad in vertical timber boarding, left untreated and allowed to silver naturally.

Roofs would be covered with profiled timber cement sheeting. Rooflights would be spaced across the roof to provide natural light into the depth of the plan. A PV array would be mounted on the lower portion of the south east roof slope.



4. ACCESS

A new level access would connect the shed to Pool Road to the south allowing pedestrians, bicycles and buggies to access the building.

The absence of cars on Tresco creates a safe, peaceful and refreshing environment and reduces emissions. Most visitors hire bicycles or walk, but for staff and less mobile guests, golf buggies and mobility scooters are available. The provision of a larger structure to accommodate bicycles and buggies increases capacity on the island. This is in line with Policy 5 of the Isles of Scilly Local Plan as it promotes alternative modes of transport to private cars.

The proposals will be open 08:00-17:00 seven days a week (including Bank Holidays) between March and November. During the winter it would be open for the same hours on weekdays and from 08:00-12:00 on Saturdays.

5. CONCLUSION

In line with local plan policy, this proposal increases the viability of sustainable modes of transport across the island. This facility would support tourism on the island.

The form, scale, character and materiality of the proposed buildings are designed to be appropriate to the character and setting of the conservation area, continuing the character of adjacent development.

Tresco's success is integral to the economic prosperity of the island group as a whole, its contribution sustains many other local services including transport, employment, restaurant and retail across the archipelago.

