

Tresco Estate Partnership (Hell Bay Hotel) – Formal Planning Response**Planning Application – P22/076/FUL**

We welcome flood defences on Bryher which protect Hell Bay Hotel and surrounding residential and commercial properties.

We have been disappointed, however, in the lack of transparency and detail in regards to Method Statements in the application. Therefore, we have had to respond to the little detail we have.

The application has a great deal of information regarding the Environmental Statements, HRAs and design detail but little or no detail on the detailed method statements for the day-to-day work on the ground, despite repeated requests and promises from the Project Director Mr Swabey.

The documentation largely ignores and downplays the very detrimental impact it will have on tourists visiting Bryher next year and the potential permanent loss of those tourists as they will travel elsewhere. Visitors to Bryher, come to Bryher, for the peace and quiet not to watch and listen to 30 tonne dumper trucks. Hell Bay Hotel is the largest business on Bryher and we estimate that we will lose approximately 50% of our bookings/revenue related to the works, we will not be able to charge a premium next summer. There is no Economic Impact Assessment which properly analyses the impact of the works – this should be rectified and an Economic Impact Assessment completed prior to the application being discussed at Committee.

The project also completely ignores the recent announcement by SW Water of a desalination plant for Bryher by September 2024. This will be built at the same time as the flood defences and impacts the economic argument for the protection of the Pool on Bryher as an important fresh water resource for the island.

We would ask that members hold a site meeting on Bryher to look at the impact of the works.

The Tresco Estate partnership will consider all options for recouping lost revenue from the Council of the Isles of Scilly due to the planned works.

Revised Timeframe

Site	Approximate duration	Notes
Bryher		
Material deliveries to island	138 days	Material delivery between April and August 2024.
Great Popplestone	27 days	Construction in September 2024.
Kitchen Porth	20 days	Construction between September and October 2024.
Stinking Porth	48 days	Construction between October and December 2024.
Great Porth North	66 days	Construction between December 2024 and February 2025.
Green Bay	6 days	Construction in February 2025.

We welcome the detail on the revised timeframe and days working. For Hell Bay Hotel there are a number of issues relating to this timetable.

The material delivery and movement of materials is between April and August 2024. This is the peak tourism season on Bryher.

The location of the rock stores are adjacent to the Hotel and either side of the hotel.



Figure 3-6: Updated construction access routes across the island of Bryher

This location for stone storage is not acceptable. Our understanding from Mr Swabey and TMS is that there would be 3 deliveries a week into the beach but then the rest of the time they would be picking up and moving the up to 17,000 tonnes of rock described by Dave Mathews of TMS at the Harbour Users Group meeting in early April. The days worked are 138 out of a possible 153 which implies that TMS will be working 6 days a week on site. There are no hours of work posted in the method statement – and a condition linked to construction would not be acceptable as this is the delivery of materials not construction. Therefore, we would ask for a condition which excluded night time, early morning and evening work for deliveries and movements of machinery. We would ask if works could be limited to between 9.30am and 4.30pm and that the location for storage could be pushed further around the Bay towards the land tenanted by Graham Eggins. The hours of work limited to 9.30 – 4.30 should be the norm for all works from March to end of October.

There is no mention of dust suppression or normal practices relating to these kinds of works.

We would ask that the Programme is moved around so that works adjacent and in front of the hotel are moved from September to later in the year when the hotel is not open.

We do not think that the 30 tonne dumper trucks are safe to use on Bryher except for outside of the tourist season. Therefore, 30 tonne dumper trucks should only be used between November and February, these should never be used on the concrete roads as they have not been designed to carry this weight. There needs to be a great deal more information and detail in the Method Statements especially in relation to tracks used, role of Banksman to protect residents and the public and noise levels of machinery.

We understand that all the stone deliveries will come into the beach in front of the hotel and then tracked across the Islands in 6 tonne dumpers for works on the far side of Bryher– the roads on Bryher are very narrow and not designed to carry heavy vehicles, and there are limited passing places for other vehicles, pedestrians or those on bicycles. We have no detail on the frequency or the health and safety precautions being undertaken.

We would like a condition that the roads and tracks would be surveyed prior to the works taking place and if damaged reinstated to an equivalent or better condition.

We would like to suggest monthly meetings between the Project Management Team and the group of impacted Businesses and Residents to ensure concerns are raised in a timely fashion and dealt with.

Therefore, we cannot support this application until we get far more detailed Method Statements. If the Council is minded to approve the application, we would ask that you consider residents requests for stringent conditions both relating to the construction and delivery of materials to Bryher.