

Liv Rickman

From: Planning (Isles of Scilly)
Subject: FW: P/23/095/FUL Green Bay, Bryer

From: Stephen Swabey <Stephen.Swabey@scilly.gov.uk>
Sent: 17 January 2024 09:57

Subject: RE: P/23/095/FUL Green Bay, Bryer

Stella

As noted in my previous response, the haul route from Church Quay to the southern end of Green Bay is retained for access to the Green Bay working site 'just in case' the landing craft cannot come ashore directly within Green Bay itself. The project's preference is to land material in the landing area to the south of Green Bay on the attached image. If used, this will remove all risk of affecting Scheduled Monument sites (SMs) within Green Bay itself, as well as reducing costs.

The red line boundary is shown in the image attached below in the context of the Scheduled Monuments (in red diagonal hatching) and undesignated heritage assets (red point hatching), including find sites (blue and red point markers) from the Cornwall and Isles of Scilly Historic Environment mapping on Cornwall County Council's website. This demonstrates that the landing area in Green Bay, the haul routes and the working areas have been designed to avoid Scheduled Monuments and known undesignated sites and to leave a buffer between the route and the boundary of the SMs (in addition to the buffer that normally surrounds actual remains within SMs' mapped designated area).

The contractor has already been engaged in design of the haul routes – for example determining whether plant can traverse safely over the top of the drainage outlet NW of the 1014989 Scheduled Monument (it can), and is aware of the constraints about SMs that must be applied to working in this area.

If the haul route from Church Quay is required, the project team will delineate on the ground the extent of the SMs (based on the 'official' survey points available from Historic England's designation listing) with markers that will survive tidal inundation twice a day and create no risk for wading people or boats at higher tidal states. Fences are not appropriate for this route marking, because they are unlikely to survive tidal impacts and will potentially cause damage to the SMs if they fail at high tide. If necessary, the route will be re-marked before the first traverse of a particular landing craft load. It is anticipated that 3x landing craft loads will be required to deliver plant and materials and to remove plant.

Toolbox talks will be used to draw attention of plant operators to the required location of the haul route and the route will be walked with the plant operators before operations begin, to familiarise them with the route. Low ground pressure tyres and rubber-protected tracks are fitted to all the plant being used, which will further reduce the impact of plant traffic on the beach.

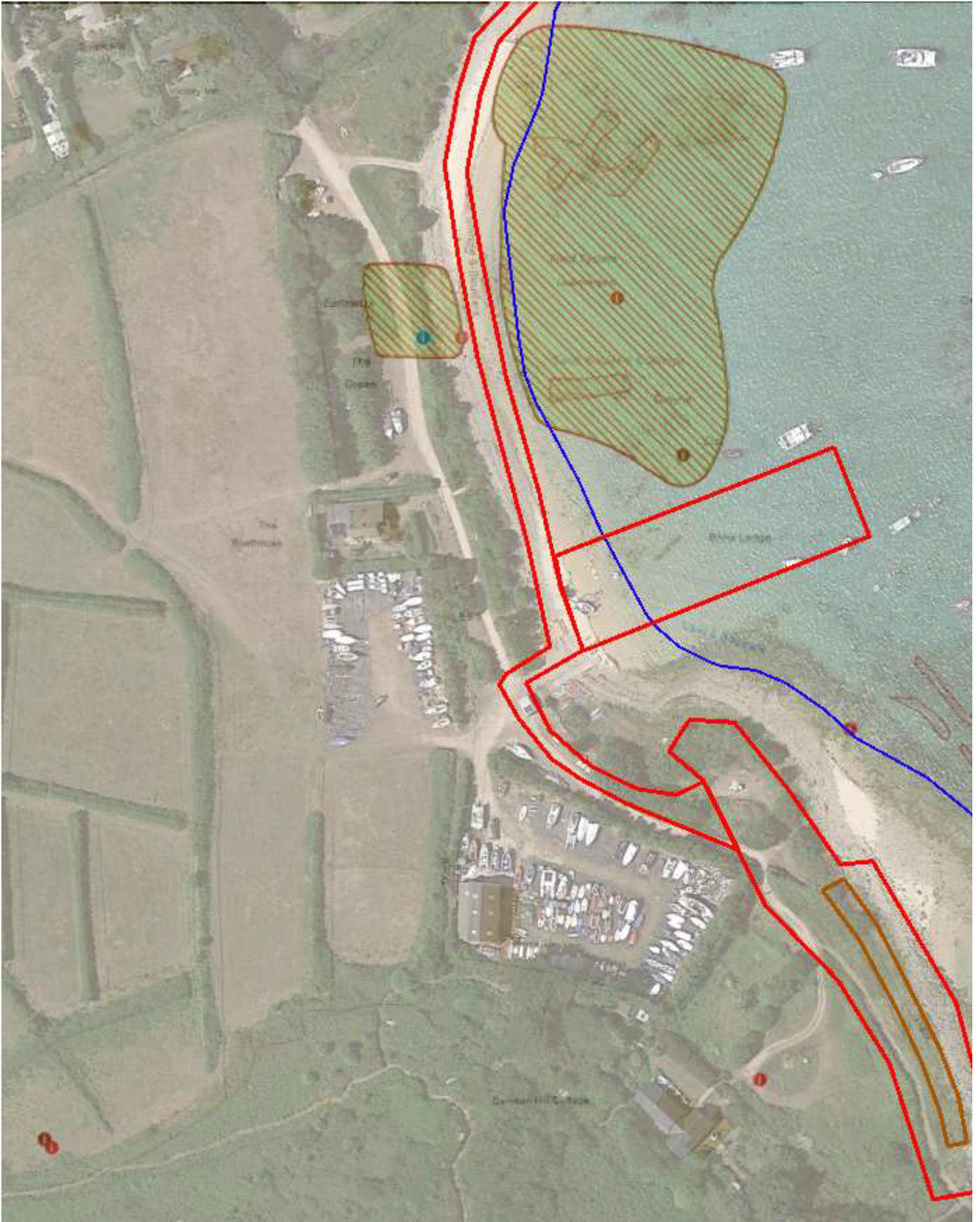
This route is used regularly by other vehicles not associated with the project and is washed by tides on a regular basis. Given this regular disturbance it is not anticipated that undesignated archaeological remains that have not already been affected by traffic and tides will be encountered during traversing of the route by plant.

The site for construction of the embankment height extension is a cobble beach feature. It is unlikely to contain undesignated archaeological remains that have not been disturbed previously by wave action. Nonetheless, the project notes the large number of undesignated sites in the vicinity albeit with no sites in the Historic Environment

Records are within the excavation area (see image below), and proposes to operate a Watching Brief on the day that the site is excavated to sufficient depth to emplace the geobags.

The Watching Brief is likely to be undertaken by Charlie Johns. If the watching brief identifies archaeological remains, work will stop to identify the extent, condition, nature, character, date and significance of the archaeological remains discovered, establish the nature of the activity on the site, identify any artefacts relating to the occupation or use of the site, provide further information on the site from the remains encountered and report on the findings to an appropriate level as determined by the LPA.

Stephen



From: Stella New <Stella.New@southdowns.gov.uk>
Sent: 15 January 2024 17:34
To: Stephen Swabey <Stephen.Swabey@scilly.gov.uk>
Cc: Planning (Isles of Scilly) <planning@scilly.gov.uk>
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Thanks Stephen much appreciated

Attached is the HE response – they are raising a concern that the submitted red line suggests a haul route traversing Scheduled Monuments which they would prefer avoided. I think they are referring to the Location Plan (also attached for ease of reference.) Please could you provide the information they have requested?

Kind regards

Stella New MSc MRTPI
Development Management Lead
South Downs National Park Authority

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