



COUNCIL OF THE ISLES OF SCILLY

Planning & Development Department

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Delegated Report

Application Number: P/14/057/FUL
Recommendation: PER/DEL
Date: 19th December 2014
8 Week Target: 30/12/2014
Neighbours Notified on: 18/11/2014 **Expiry Date:** 09/12/2014
Site Address: Proposed Batching Plant Site, Parting Carn Lane,
Island: STMARYS
Development Proposed: Temporary concrete batching compound associated with the St Mary's harbour improvement works.

No of Representations: 0

Development Plan Policies:

2005 Isles of Scilly Local Plan
Policy 1 – Environmental Protection
Policy 4 – Economic Development
Policy 5 – Transport
Proposal D - Quays

Planning History:

In January 2014 an application was submitted on behalf of Lagan Construction Ltd, who were carrying out the works at St Mary's airport (P/14/004/FUL). This was for the temporary change of use of agricultural land to a mobile batching plant and construction compound together with temporary residential accommodation for workers associated with the upgrade of ST Marys Airport. This application was approved for a temporary period ending on 31st December 2014.

Planning Assessment:

The Site

The site is a smaller 0.23ha part of the original Lagan compound, which was 1.56ha agricultural field. Lagan has now essentially completed the St Mary's project and the site has largely been restored, with the exception of the smaller site Kier are intending to use. The site is relatively well screened from wider views as it is situated in a dip in the landscape. The site lies outside of the SSSI designations of Higher Moors and Porth Helick Pool and there are no known heritage designations within the site area.

Description of Development

The applicant is seeking to change the use of part of the site for concrete patching plant and associated storage. This is a temporary change of use following on from a previous change of use that Lagan has established. This temporary change of use established by Lagan expires on 31st December 2014. The current application is less intensive but may require occasional 24 working but it will not include any residential accommodation and it is significantly smaller in scale than the Lagan site.

Planning Observations

Policy Context

The proposed development of a concrete batching plant and associated ancillary works the subject of this application is required to support the upgrading of St Mary's Quay. This work includes the extension and expansion of the quay together with associated works to the Harbourside building.

The adopted Local Plan (A 2020 Vision) sets out the vision: *"Ensure the viability of resident communities on the Islands by providing sufficient housing, local employment, means of transport and general social infrastructure in order to meet their needs and aspirations whilst preserving and enhancing the Islands' outstanding environment and natural beauty."* Thereafter, as we are aware, Section 1 of the adopted Local Plan sets out six Core Policies. All of these six Policies to a greater or lesser extent are of relevance in the consideration of this particular application. In addition Proposal D relates to the quay and states that the upgrade of the existing quay on St Mary's subject to operational compatibility with Penzance.

Policy 1 – Environmental Protection – establishes that any proposed development will only be permitted if it respects and protects the recognised quality of the Islands' natural, archaeological, historic and built environment. This development seeks planning permission for a limited temporary period and therefore the resultant negative impacts on the natural beauty of the Islands will be short-term and mitigated both during and thereafter after the completion of the development with the full restoration of the application site.

Policy 2 – Sustainable Development – permits development where a proposal contributes to the sustainability of the Islands' environment, economy and/or local communities. The proposed development the subject of this application supports and is fundamental to the proposed extension of St Mary's quay which plays such a significant contributory role in maintaining the sustainability of the Islands' economy and local community.

Policy 4 – Economic Development – promotes employment and economic activity by providing opportunities for businesses to support viable communities. Case (a) of Policy 4 specifically provides for development that: *"contributes to the further diversification and essential modernisation of the Islands' economy."* The proposed development supports and is a vital component in the overall development to improve and modernise St Mary's quay that provides a vital link to the mainland, thereby supporting and improving potential economic development on the Islands.

Transport

Policy 5 – Transport – paragraph 38 of the adopted Local Plan states: *"transport is central to the continued viability of the Islands. Islanders and visitors rely on the air and sea services for travel to and from the mainland for business, holidays, access to specialist services and supplies."*

The proposals the subject of this application are an essential part of and will support the improvement and modernisation of St Mary's quay – one of just two main modes of transport to and from the mainland.

Residential Amenity

Noise –The applicants have requested the flexibility of working 24 hours due to the tidal nature of the quay works. The site is in an area where there is little source of background noise and as such Kier have set out noise management measures for the occasions when noisy operations are required during this period. This includes the use of temporary acoustic barriers for static activities, well maintained plant equipment compliant with EU noise emissions, the use of quiet plant, reduction in the need for reversing of equipment, acoustic covers on plant and equipment, delivery of materials during the day time only where possible, specific personnel training on noise reduction, minimising the drop heights of

materials, no idling engines, no use of vehicle horns and informing the local community of any forthcoming unusual work patterns or programmed events.

In conclusion therefore, I would advise that I would expect there to be some temporary adverse impact on a limited number of the identified properties, in particular at night time from the passing of vehicles between the quay and the application site. In addition there will be a similar noise disturbance to a additional properties along the roads between the quay and the application site. In short, some of the nearest residential properties plus some residential properties along the access route will experience an increase in noise levels at certain times, including at night time during the works but that this should not be significant, and certainly not of such a continuous level to justify the refusal of this application on noise grounds.

Disturbance – In addition to the limited and temporary disturbance on existing residential amenities from noise, the proposed development, again with regard in particular to the movement of materials between the quay and the application site, will cause a level of inconvenience through the concentrated movement and number of vehicular trips over short periods of time.

Light Pollution – The proposed location of the site is in a slight hollow and therefore wider views of the site are limited. Kier, however have indicated that they will be putting in light management measures including lighting that is safe and suitable for the task, directed only towards the working area and away from the site boundaries to minimise light spill, lights will be switched off when not in use and they will regularly assess the need for lights and the appropriateness of any lighting used.

Dust and Emissions – this has the potential to be a nuisance through the production of concrete, particularly during periods of high wind. In order to address this Kier will implement control measures. These are set out in detail in the Planning Statement.

Subject to the management and control of the above, as set out in the submitted application, the impact upon the amenity of nearby residential properties will be minimised.

Conclusion

The extension and expansion of St Mary's Harbour is critical to the economy and future well being of the Isles of Scilly. The proposals falls within the policies of the Local Plan, in particular Proposal D – 1. Upgrading of the existing quay on St Mary's Quay subject to operational compatibility with Penzance. I would recommend that temporary planning permission subject to appropriate detailed conditions be granted.

Other Considerations:

The ministerial Statement 'Planning for Growth' and the National Planning Policy Framework have been taken into account in assessing this scheme.

The proposal will not have any detrimental impacts upon the wider landscape or Area of Outstanding Natural Beauty.

Signed: L WALTON

Date: 18/12/2014

Lisa Walton

Senior Officer: Planning & Development Management