

St Mary's Harbour Improvement Works

Planning Application for Temporary Siting of Concrete Batching Plant

SUPPORTING STATEMENT

Contents

1	Introduction.....	3
1.1	Site Summary.....	3
2	Noise.....	4
3	Lighting.....	5
4	Dust.....	5
5	Road Transport.....	6
6	Impact on Local Environment.....	7

1 Introduction

Kier Infrastructure & Overseas has been appointed as the principal contractor for the harbour improvement works at St Mary's Harbour in Hugh Town on the Isles of Scilly. The Client is Cornwall County Council and the Client's Project Manager is Mace.

The works include the widening and extension of an existing quay structure, and work is due to commence in November 2014 with completion by June 2015. The details of the works are:

- a) North quay extension at approximately 23m utilising precast concrete units.
- b) Enlarged turning area on the south side of the quay.
- c) Ground preparation works to foundation of precast concrete units.

The majority of materials for the works will be pre-fabricated on the mainland and delivered by sea to St Mary's. However there is a requirement for the placement of wet concrete to form the foundations of the new quay extension and the new quay wall, and this requires the establishment of a temporary concrete batching facility on St Mary's.

Kier propose to make best use of an existing facility on St Mary's which has been used by Lagan Construction in connection with the recent and ongoing airport improvement works. This has seen the use of two fields for an asphalt plant, a concrete batching plant, site accommodation and materials storage. Kier understand that planning permission for that facility expires on 31 December 2014, and that, due to the changes already made to this former greenfield site, we consider this the most environmentally-friendly and low impact option for the proposed temporary concrete batching facility.

This Supporting Information document demonstrates how Kier will manage the facility, ensuring that all best practice management and mitigation measures are followed to minimise the impact of the facility on the environment and the surrounding community. Kier are certified to the internationally recognised Environmental Management Standard (EMS) known as ISO14001, and the requirements of this Standard will be implemented in the management of the facility (as well as for the Harbour Improvement Works).

This document identifies specific issues and details how they will be managed to ensure full compliance with environmental requirements and community and planning expectations.

1.1 Site Summary

The site is a former greenfield site that underwent extensive investigations in conjunction with the planning application submitted by Lagan for use of land as a batching plant and associated uses in conjunction with the airport works.

We understand that as part of the planning application ref P/14/004/FUL submitted by Lagans, various environmental, ecological, archaeological and transport reports were commissioned, as the site is within the IoS AONB and Conservation Area. Since the works to the greenfield site have already taken place, we do not anticipate any additional impact to the local environment, ecology or archaeology. Therefore this supporting information does not provide a repetition of issues already addressed in the previous planning application. However, we recognise that

there will be some impact to surrounding receptors including the local community and the local environment. We anticipate that impacts could arise from:

- Noise
- Site lighting
- Dust generation
- Road transport
- Impact on local environment

Our proposed concrete batching plant will occupy only a small area of the site, and, as such, our impact on the surrounding environment will be limited. The plant will be in place for approximately seven months (December 2014 – June 2015).

Kier's proposals for managing and minimising the impacts which could arise from each of these are detailed below. These measures will be taken in addition to Kier's daily site inspections and weekly recorded site inspections, which provide a comprehensive assessment of the site against environmental and health & safety requirements.

Establishing and maintaining positive community relations and interaction is an important part of our work, and we have submitted a separate Community Consultation and Interpretation Strategy to the Council of the Isles of Scilly for consideration against the requirements of Condition C3 of LBC P/12/096/LBC. Kier will be responsive to all feedback from the local community regarding the operation of the concrete batching plant, ensuring a positive outcome at all times.

2 Noise

The proposed location of the concrete batching plant is as far away from neighbours as reasonably practicable (the nearest neighbours are approximately 200m distant (Water Meadow Barn and Parting Carn, located to the west and north west of site respectively). Based on information submitted by Lagan Construction to the Council of the Isles of Scilly ("Noise Assessment: St Mary's Airport Construction Compound", dated January 2014), the operation of the concrete batching plant should not give rise to nuisance noise generation, as the Lagan's batching plant was not predicted to exceed a proposed night time noise limit of 42dB $L_{Aeq, 1h}$.

We are requesting the flexibility of 24 hour operation of the concrete batching plant, due to the tidal nature of the quay works which demand working at low tides.

We understand that in an area where there is little source of background noise, especially during the night when the nearby airport is not operational, even a short term unusual noise can be considered a nuisance impact for some people. Kier will employ the following noise management measures:

- Temporary acoustic barriers for static activities where necessary and practicable.
- Well maintained plant and equipment which complies with EU noise emission limits.
- Selection of quieter plant.
- Reduction of need for reversing of equipment.
- Acoustic covers on plant and equipment to be closed at all times.
- Materials to be delivered to site during daytime where possible. Vehicle movements during the night may be required due to the constraints imposed by the need for tidal working, but this will be limited where possible.
- Specific training to all personnel regarding noise reduction.
- Minimising drop heights of materials.
- No idling engines.
- No use of vehicle horns except in an emergency.

- Informing local community of any forthcoming unusual work patterns or programmed events which may give rise to unexpected noise.

3 Lighting

Site lighting (especially during winter working and dark hours) is essential to ensure the health and safety of the workforce.

The proposed location of the concrete batching plant is in a slight hollow and there are surrounding trees and hedges which provide a visual screen to the plant from the surrounding area. However we will implement the following management measures to ensure site lighting does not cause nuisance. Lighting will be:

- Safe and suitable for the task.
- Directed towards the working area and away from site boundaries to minimise light spill.
- Switched off when not required (this will also help to save energy).
- Regularly assessed for need and appropriateness.

4 Dust

The escape of dust outside the site boundary is a potential source of statutory nuisance, which could result in works being stopped by the Local Authority. Dust emissions beyond site can also give rise to complaints and health and ecological impacts if it settles on surrounding vegetation.

During periods of high wind, airborne dust has the potential to travel further. This should be accounted for in method statements.

Potential sources of dust emissions are:

- Handling of dry, dusty materials.
- Vehicle movements over roads (especially unpaved).
- Vehicle movements on site during dry periods.
- Wind blowing across the site during dry periods.
- Stockpiling of construction materials.
- Spillage and loss of load from vehicles carrying loose materials.
- Cutting, grinding and drilling operations.
- Accidental loss spillage and loss of load from vehicles carrying loose materials.
- Tipping/dropping of materials from excavators.

The generation of this fugitive dust required consideration of additional factors such as:-

- Prevailing wind (speed, direction).
- Prevailing climate, including rainfall.
- Nearby sensitive receptors.

Prevailing winds are specifically important when considering fugitive dust. The speed of winds can determine the dispersion of dust; high winds can increase the initial generation of dust, in addition to carrying the dust over greater distances.

The following dust control measures will be implemented as required:

Dust Source	Control Measures
Traffic	<ul style="list-style-type: none">• All construction traffic will follow routes that minimise travel distance and avoid residential areas where possible.• Speed limits will be put into place on site for all vehicular movements of 5mph on unsurfaced site roads and 10mph on properly surfaced and maintained site roads.
Highways	<ul style="list-style-type: none">• All vehicles carrying loose material will be covered.• Where appropriate, use of road sweepers will be incorporated to ensure highways remain clear of dust and mud.• Road edges and pathways will be swept by hand and damped down as necessary.
Dust Suppression	<ul style="list-style-type: none">• Use of water sprays to damp down dry/dusty working areas as required.• Suppression activity to be increased during dry and/or windy periods.• Use of hoardings and/or sheeting of stockpiles to reduce dust migration.• Deliveries of dusty materials to be sprayed with water.

Monitoring al monitoring of potential dust sources and control & mitigation measures to be undertaken by Kier on regular basis, both on and off site to ensure no migration of dust. Monitoring will check for visible signs of dust emissions and deposition originating from site.

ws of mitigation methodology to be undertaken by Environmental Manager and Project Manager/Works Manager.

5 Road Transport

The entrance to the site has been improved by Lagan Construction during their works, and it now provides safe and visible access from the adjoining road.

It is importance to minimise disturbance on the island arising from construction related traffic. There are several ways in which this will be addressed and controlled:

- Reducing the need for vehicle movements through residential areas where possible.
- Site visitors and operatives to be discouraged from car use and encouraged to walk or cycle. In poor weather, the use of minibus may be required to transport operatives to/from the site.
- Minimising the requirement for night transport.
- All operatives will be advised to drive considerately, at sensible speeds and with due care for other road users, including cyclists, horse riders and pedestrians. Regular reminders of these requirements will be given.
- Adequate safety signage in the vicinity of the site entrance to warn road users and remind operatives of the need for careful driving and vigilance.

- Use of a road sweeper to ensure that road movements associated with the concrete batching plant do not give rise to mud or materials on the roads. Wheelwashing facilities will also be provided if required.

We predict that approximately 700m³ of concrete will be required, which will necessitate the delivery of 1750 tonnes of material to site by tractor and trailer from Rechabite Slipway or Porthmellon Beach, which will result in 100-150 road movements of material delivered to the batching plant and approx. 150 movements of concrete delivered to the quay. Deliveries will be taken to site following the route of least disturbance, generally using the route which has been taken during the course of Lagan Construction activities.

6 Impact on Local Environment

The batching process demands the use of fresh water, and Kier understand there are limited freshwater supplies on St Mary's. Therefore we will re-use water where possible in the concrete batching process to ensure that the use of water is minimised.

Where there is a requirement for concrete washwater to be disposed of, Kier will ensure that this is managed in accordance with all Environment Agency and Council requirements. A discharge consent will be sought where required, with the water having first been treated via use of a Siltbuster (or similar) system to reduce levels of suspended solids and ensure the correct pH of the water for discharge. There are no public sewers locally so discussion with the Environment Agency and Council of the Isles of Scilly will be required to arrange a discharge point. Kier have requested information from the Council of the Isles of Scilly on the approved arrangements for water disposal that Lagan have been using to determine whether Kier can use the same or similar system.