St Mary's Harbour Improvement Works

Planning Application for Temporary Provision of Accommodation Units and additional materials storage area:
Land at Parting Carn, St Mary's

PLANNING STATEMENT - INCORPORATING DESIGN AND ACCESS STATEMENT

Contents

1 Introduction

Overview of works

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. Work commenced in November 2014 and completion is due by the end of 2015, subject to favourable weather and other conditions. 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, achieved by widening the quay. The widened area will incorporate a new sewage treatment plant and the encapsulation of significant marine sediment contamination discovered in late 2014 (in accordance with requirements of all environmental regulating bodies).

c) Ground preparation works to foundation of precast concrete units.

Requirement for temporary accommodation & additional materials storage

The working programme in the quay widening area has been impacted and extended significantly by the discovery in October 2014 of high levels of contamination in the marine sediments in the proposed quay widening area. The contamination has demanded a complete redesign of the quay widening works, alongside comprehensive consultation with all the environmental statutory authorities (Environment Agency, Natural England, the Marine Management Organisation and their scientific advisers, the Centre for Fisheries and Aquaculture Science). In addition, the redesign has involved close liaison with other harbour users and Kier's Client, Cornwall Council.

As a result of the redesign, the programme for the quay widening works has been significantly extended, and the workforce required for these works (which were originally programmed to be largely completed by early summer 2015), will now be required until the end of 2015 to accomplish the works. Due to the pressure on local accommodation, especially during the busy summer months, Kier proposes that the best solution to accommodate the workforce is to install temporary cabin-type accommodation for 20 people on previously used land at Parting Carn.

Enlarging the materials storage area will enable Kier to ensure that, especially during the unsettled weather of the extended months of the programme, there will be adequate materials stored on the island to ensure that all weather windows for work are used effectively. Materials can be delivered to the island during good weather and stored at Parting Carn. Stored materials are then easily accessible at all times, without the risk of delayed delivery from the mainland due to poor weather in the autumn and winter months.

Proposed location

Kier propose to make best use of a recently used site on St Mary's by Lagan Construction in connection with the recent 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 have obtained planning permission (reference

P/14/057/FUL, granted on 19 December 2014) for the use of part of this site for concrete batching activities, and Kier are now seeking permission to use a further part of the former Lagan site for temporary accommodation units, and to provide some additional storage areas (see Section 2 of this document for more details).

Environmental management

Due to the former use of this site by Lagan, Kier consider this site the most environmentally-friendly and low impact option for the proposed temporary development. This document explains how the development will be managed to ensure that any potential impact on the local neighbourhood and the environment is minimised.

Kier is 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 site at Parting Carn (as well as for the Harbour Improvement Works).

1.1 Site Summary

Prior to Lagan using the site for works in connection with the airport improvements, the site was agricultural pasture. The site is owned by the Duchy of Cornwall and leased to a local farmer.

Extensive site investigations were undertaken to support Lagan's planning application (ref P/14/004/FUL). These included environmental, ecological, archaeological and transport reports, as the site is within the IoS AONB and Conservation Area. No major issues were found as a result of Lagan's investigations, and planning permission for their temporary use of the site (until December 2014) was granted, with conditions covering site restoration after use and adherence to the proposals set out in Lagan's supporting planning documentation.

Lagan's works to the site are now largely complete, and because Kier's proposed works are at a reduced scale, 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 Lagan's 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

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 implemented a Community Consultation and Interpretation Strategy in accordance with the requirements of Condition C3 of the planning permission for the harbour improvement works (reference LBC P/12/096/LBC).

Kier will be responsive to all feedback from the local community regarding the use of the site at Parting Carn, ensuring a positive outcome at all times.

2 Current and Proposed Development

Figure 1 below shows the currently permitted and proposed working areas. Kier was granted planning permission for the area outlined in blue in December 2014 for the temporary use of land for the batching of concrete.

The area outlined in red is now required for the temporary placement of 10 two-berth sleeper cabins and additional material storage. Agreement for the lease of this land has been made with Kier, the tenant and the landowner.

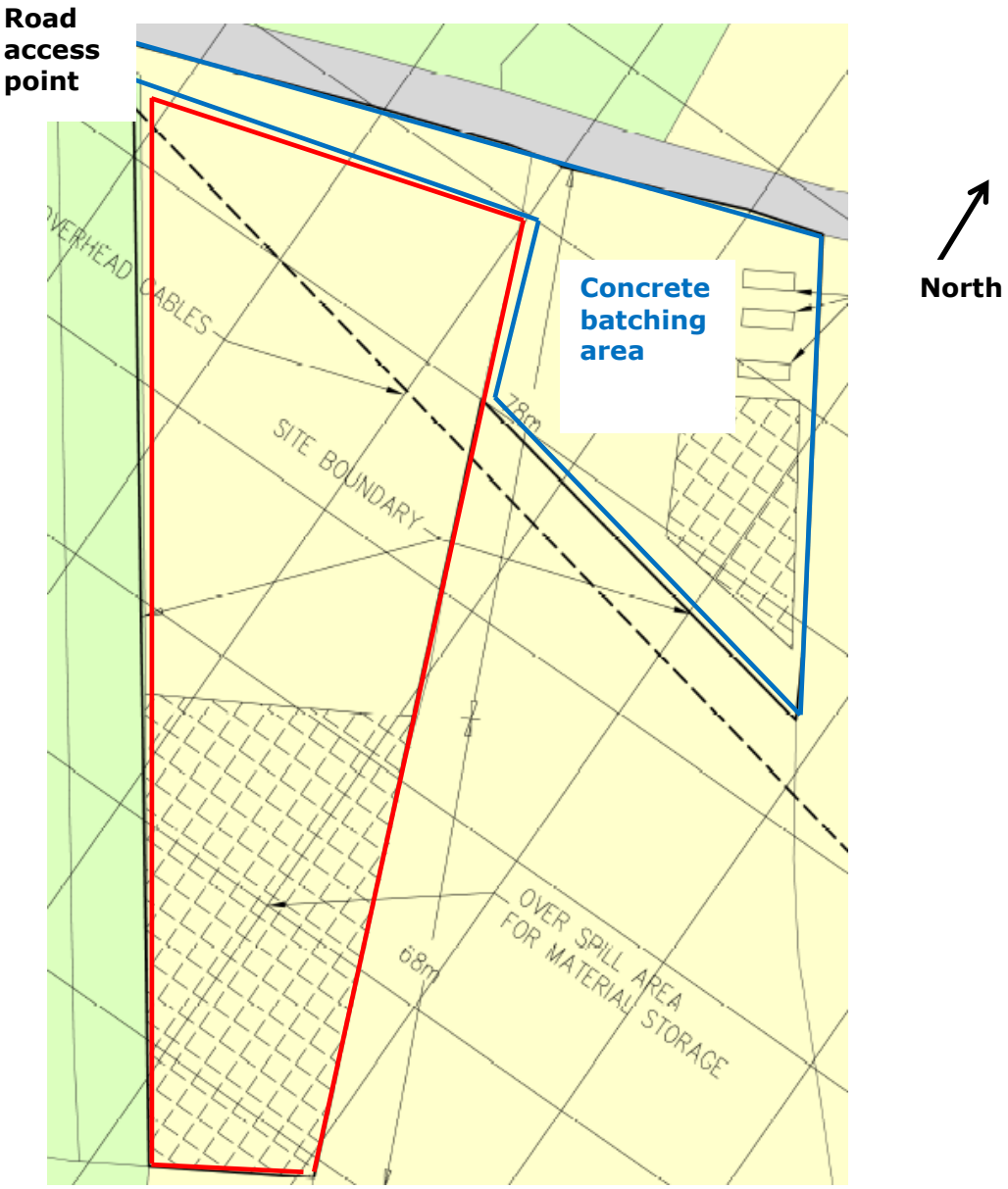


Figure 1. Plan of working area (current outlined in blue; proposed outlined in red) at Parting Carn.

Figure 2 below shows an extract of the site outlined in Figure 1, and provides details of the proposed site layout for the accommodation cabin installation within the proposed new site boundary.

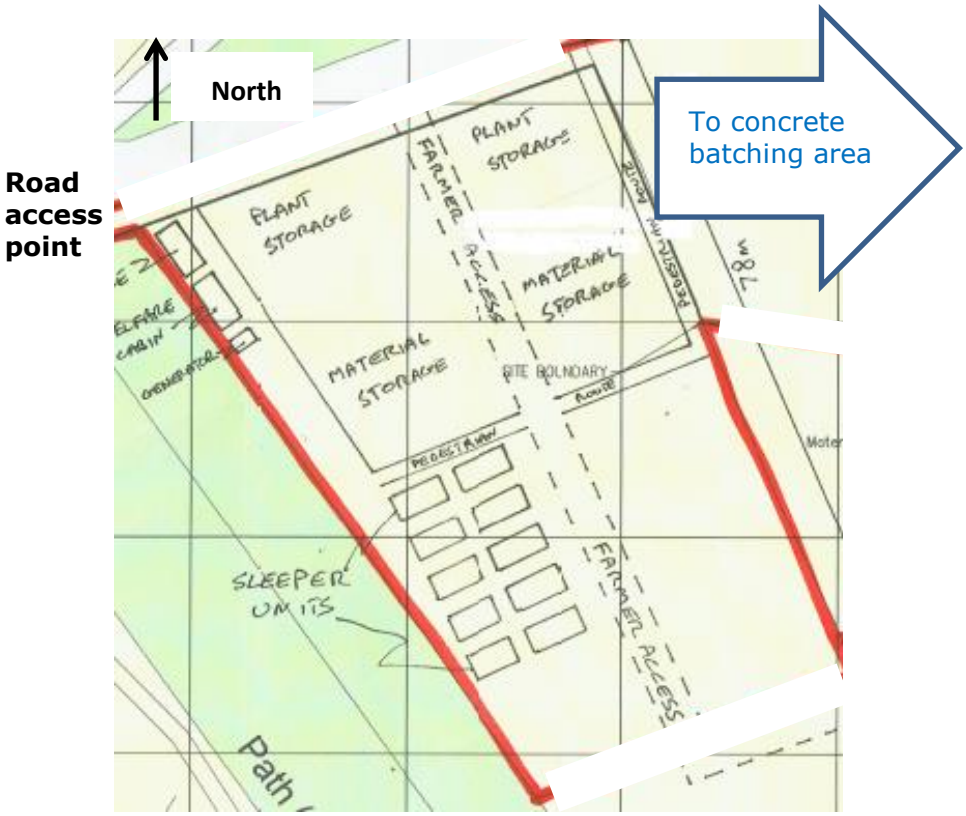


Figure 2. Extract from the red line area in Figure 1 showing detail of proposed site layout in north west part of area under current planning application

There will be a total of 10 accommodation units, each of two berths, providing accommodation for a total of 20 people. The area of the accommodation units is significantly less than the Lagans' site installations and, as such, our impact on the local and surrounding environment will be limited by comparison. The units will be in place for approximately seven months (April – December 2015). The units will be supported on paving slabs placed on the ground. The overspill material storage area may not be needed, however if it is brought into use it will be covered in a layer of terram topped with stone, to prevent churning and damage to the ground beneath.

Figure 3 below shows the dimensions and a picture of the proposed accommodation units.

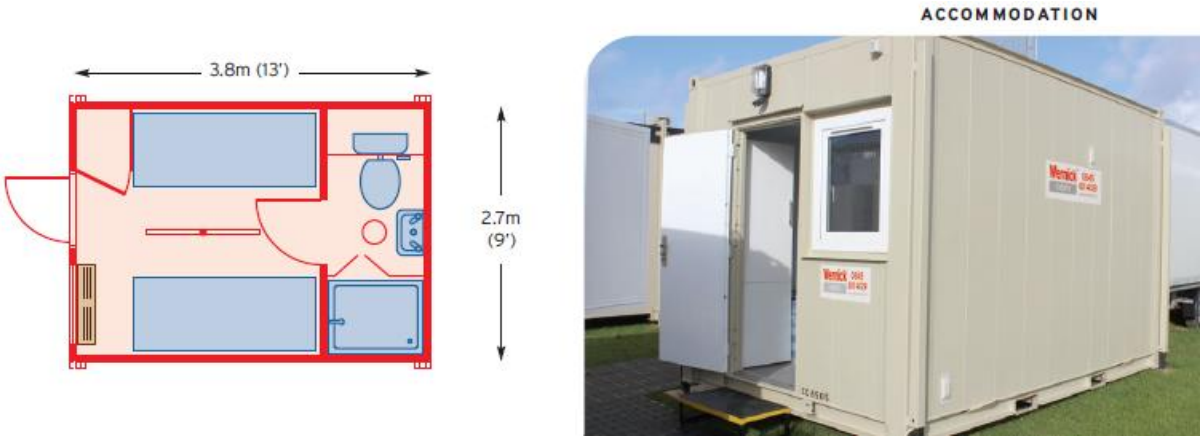


Figure 3. The dimensions and front & side elevations of a two berth accommodation unit.

The accommodation units are approximately 2m high, and once in situ will be slightly higher than this due to the mounting on slabs required to achieve level positioning.

3 Impact on Local Environment – including restoration

Local neighbours

Figure 4 below shows the location of the proposed site in relation to the nearest local neighbours, including distances from the site boundary to the neighbouring property.

Figure 4. Proposed site boundary (red line) and nearest neighbours with distances from site boundary in metres.

The nearest properties are screened from the site by a row of tall trees and topography, as well as distance. Whilst the development will give rise to noise from vehicles, we do not anticipate nuisance impact to local neighbours from the development. A range of mitigating measures are detailed later in this document.

Landscape designations

Figure 5 below shows the location of the nearest Sites of Special Scientific Interest and Scheduled Ancient Monument in relation to the proposed development.

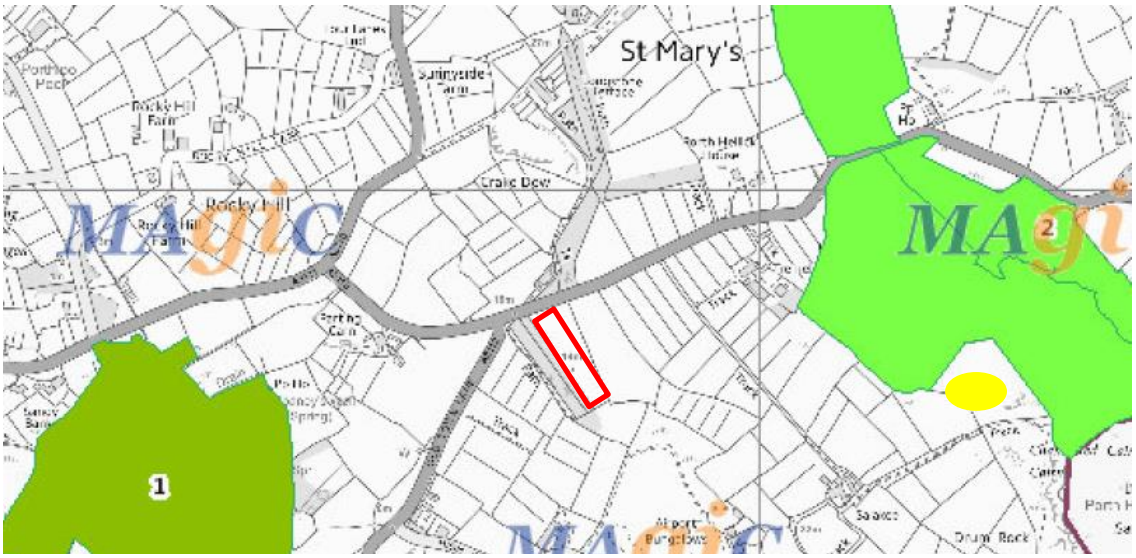


Figure 5. The proposed site (red line) with green blocks showing nearest SSSI's (320m and 352m distant from site boundary respectively). Yellow area shows nearest Schedule Ancient Monument (500m distant from site boundary).

Kier do not anticipate any detrimental impact of the development on Sites of Special Scientific Interest and the Scheduled Ancient Monument due to the low impact and temporary nature of the development coupled with the distance of the development from the SSSI and SAM.

Isles of Scilly Conservation Area and Area of Outstanding Natural Beauty

It is important to consider the impact of the proposed development on the character of both the Conservation Area and the Area of Outstanding Natural Beauty.

Kier selected the site for the proposed development in part because it is a site which has been used for a very similar (albeit significantly larger scale) temporary development in the recent past. This avoids disturbance of a greenfield site, which would have a greater landscape impact. The proposed development is of a temporary nature and any modest negative impact on natural beauty will be for the short term and will be mitigated.

The site is well shielded from view by a row of tall conifers to the west, as well as hedgerows and trees to the north and east, thus reducing impacts on natural beauty. The site is away from the main visitor areas on the island, and as such the visual impact should not be detrimental and in any event will be temporary.

Ecology and site restoration

Prior to its use by Lagans, Kier understand that the site was semi-improved agricultural pasture and was assessed as being of low ecological value. Figure 6 shows a photograph of the proposed site prior to the works undertaken by Lagan.

Figure 6. The field at Parting Carn for the proposed development. Note that photographs shows condition prior to Lagan taking occupation of the site for works in connection with the airport improvement.

The site of the proposed development is surrounded by trees and hedgebanks, which are formed of low stone walls with hedges on top. In places, these hedgebanks are dilapidated.

Kier understand that in order to facilitate safe access from the road to the site, Lagan (with full agreement of the Council of the Isles of Scilly) cleared a section of hedgerow at the site entrance, including removal of a Monterey Pine tree, and that these works were subject to a restoration programme agreed with the Council.

Due to the continued use of the site by Kier, it has been agreed that Kier will restore the entrance to the site in accordance with the Arboricultural Management Plan agreed between Lagan and the Council.

Figure 7 below shows the area for restoration of hedgebank at the site entrance from the road, to be undertaken in accordance with the details specified in the Arboricultural Management Plan.

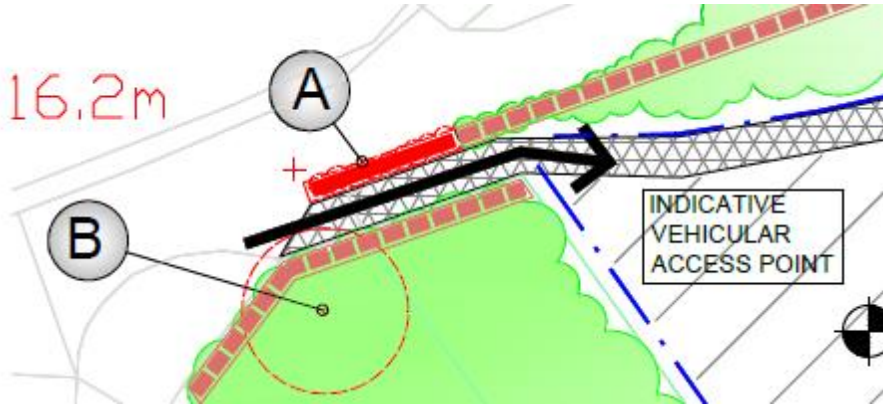


Figure 7. Detail at the entrance to the site from the road, with the thick red line at point A being the agreed location for restoration of hedgebank in accordance with the existing Arboricultural Management Plan.

Services for the proposed development

The accommodation cabins are fitted with bathrooms which will be connected to the landowner's water supply for water provision. Waste water tanks will be used and emptied by the Island's waste carrier with waste water disposed of at the Island's sewerage connection location.

Electricity will be supplied by super-silenced generator units which will be fully bunded to prevent any spillage from refuelling and fuel use. All members of the workforce will be trained in the careful handling of fuel, and spill kits will be kept at Parting Carn for immediate use in response to a spillage.

4 Noise

Noise may arise from the proposed development as a result of vehicle engines and the movement of personnel and materials on the site. There will be no industrial type noises as a result of the proposed development (i.e. no sounds of operational plant other than vehicles).

The nearest neighbours are approximately 200m distant (Water Meadow Barn and Parting Carn, located to the west and north west of site respectively). We anticipate that noise levels as a result of the proposed accommodation cabins and storage areas will be well below those predicted as part of the Lagan Construction "Noise Assessment: St Mary's Airport Construction Compound", dated January 2014, as the use of the cabins for accommodation will not give rise to industrial type noise.

We are requesting the flexibility of 24 hour use of the cabins as the tidal nature of the quay works demand working at low tides which will occur at all times of day and night.

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.
- TCP Ecolite mobile lighting sets – these use solar power to charge batteries by day, providing silent running at night
- 'super silenced' generators to provide power to the cabins
- Bespoke training to the workforce using the site cabins to ensure that noise is kept to a minimum at all times
- 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.

5 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 accommodation cabins and storage areas is in a slight hollow and there are surrounding trees and hedges which provide a visual screen to the site from the surrounding area. Site lighting sets will be the TCP Ecolite (see Appendix 1) which are installed with prismatic lenses which ensure a significant degree of directionality, as demonstrated in Figure 8 below.

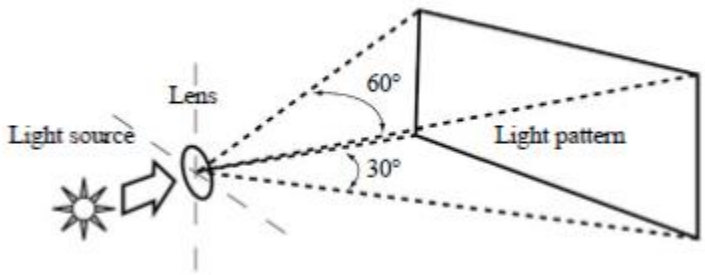


Figure 8. Prismatic lens light direction

Low level access lighting will also be used in order to reduce the number of lighting sets required. 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 away from the site.
- Switched off when not required (this will also help to save energy).
- Daily assessments for need and appropriateness.
- Height and direction adjusted to minimise light scatter

The proposed lighting sets are fully height adjustable, so will be set up to ensure that lighting does not cause unnecessary nuisance to neighbouring properties.

6 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	• 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. • All vehicles carrying loose material will be covered.
Highways	• Where appropriate, use of road sweepers will be incorporated to ensure highways remain clear of dust and mud.

Dust Suppression	• Road edges and pathways will be swept by hand and damped down as necessary. • 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	Ongoing visual 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. Regular reviews of mitigation methodology to be undertaken by Environmental Manager and Project Manager/Works Manager.

7 Road Transport

The entrance to the site from the road has been improved by Lagan Construction during their works, and it now provides safe and visible access from the adjoining road. Kier will use this entrance for the duration of the proposed works, prior to restoration of the hedgebank once the quay works are completed.

It is important 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 are seeking the inclusion of 2 car parking and 3 light goods vehicle parking spaces as part of this application. This will encourage the sharing of transport by the workforce to and from the works at the quay, and Kier will investigate the practicality of using a

minibus to transport the workforce to the quay. This will also help to reduce the number of vehicle movements generated by the use of the sleeping cabins.

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. See Appendix 2 for details of the route proposed.

Summary

Kier are seeking the temporary use of previously used land for accommodation for up to 20 people and an additional material storage area in connection with the St Mary's Harbour Improvement Works. This requirement is due to the extended working programme which has been altered in response to the contamination of marine sediments in the quay widening working area.

The environmental and landscape impacts of the proposed development have been assessed and shown to be negligible and temporary. At the end of the use of the site, Kier will restore it to enable it to return to its original condition in conjunction with the relevant requirements of the Arboricultural Management Plan agreed by Lagan and the Council of the Isles of Scilly.

Appendix 1 TCP Ecolite

HORIZON UTILITY SUPPLIES

Ecolite T Lighting Tower

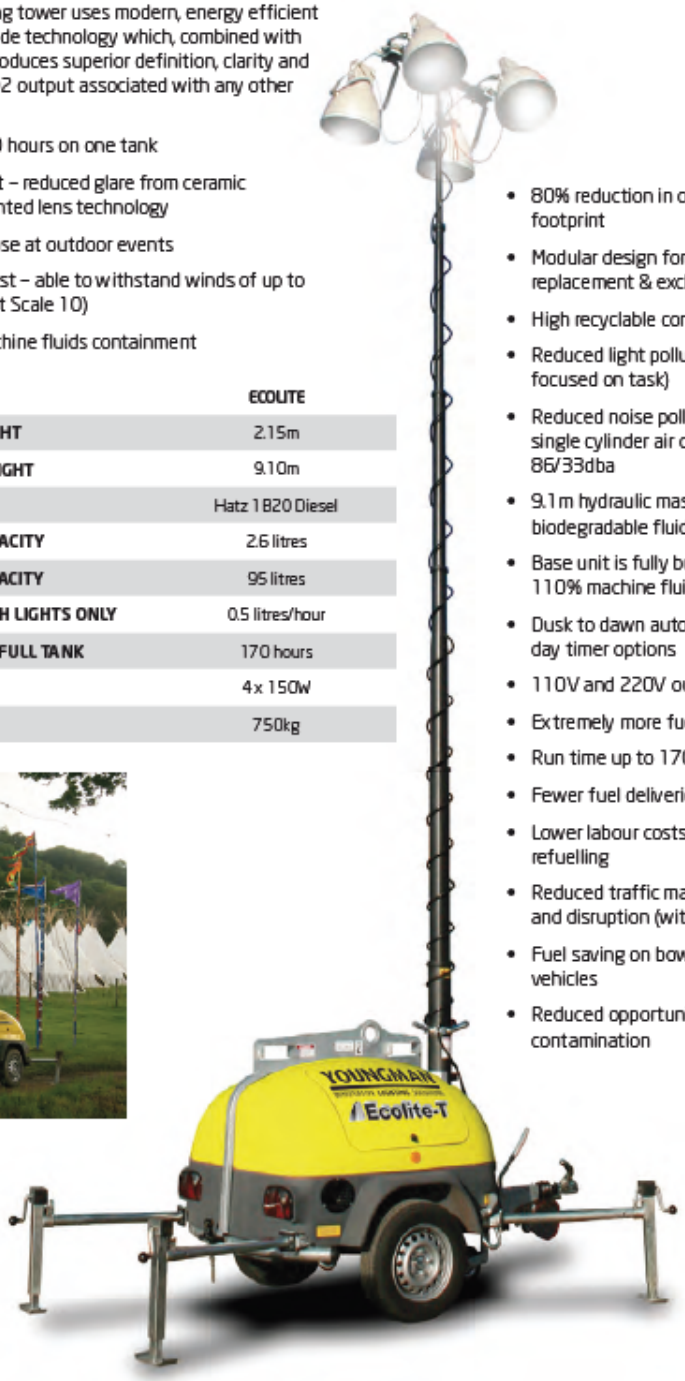
F11

Environmentally focused lighting tower reduces fuel consumption and other running costs by up to 80%

The Youngman Ecolite lighting tower uses modern, energy efficient Ceramic Discharge Metal Halide technology which, combined with patented prismatic lenses, produces superior definition, clarity and colour at a fraction of the CO2 output associated with any other lighting tower.

- Long run time – up to 170 hours on one tank
- Safe working environment – reduced glare from ceramic discharge lamps and patented lens technology
- Quiet running – ideal for use at outdoor events
- Robust 9.1m hydraulic mast – able to withstand winds of up to 100kph (62mph/ Beaufort Scale 10)
- Bunded base – 110% machine fluids containment

CAT NO	ECOLITE
CLOSED HEIGHT	2.15m
EXTENDED HEIGHT	9.10m
ENGINE	Hatz 1B20 Diesel
ENGINE OIL CAPACITY	2.6 litres
FUEL TANK CAPACITY	95 litres
FUEL CONSUMPTION WITH LIGHTS ONLY	0.5 litres/hour
TOTAL RUN TIME ON FULL TANK	170 hours
LAMPS	4 x 150W
WEIGHT	750kg



- 80% reduction in overall CO2 footprint
- Modular design for rapid component replacement & exchange
- High recyclable content
- Reduced light pollution (85% of light focused on task)
- Reduced noise pollution (ultra quiet, single cylinder air cooled engine) 86/33dba
- 9.1m hydraulic mast system uses biodegradable fluid
- Base unit is fully bunded providing 110% machine fluids containment
- Dusk to dawn auto switching and 7 day timer options
- 110V and 220V output options
- Extremely more fuel efficient
- Run time up to 170 hours
- Fewer fuel deliveries
- Lower labour costs associated with refuelling
- Reduced traffic management costs and disruption (within road works)
- Fuel saving on bowser/fuel bunker vehicles
- Reduced opportunity for fuel contamination

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Appendix 2 Proposed Traffic Routes